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Peggy Sue was adopted by a family that owns a Mercedes dealership in Burlington, Vt. The pug, a rescue pup, rode off to her new home in a brand new Mercedes sitting on her new pink dog bed and decked out in a jeweled pink collar. She is one of dozens of dogs saved by a New York unit’s new animal rescue program.
A decade after 9/11
CAP now launching more homeland security missions

By Kristi Carr

The buzz of the Cessna 172’s engine seemed an intrusion on the extraordinary and absolute quiet of Manhattan’s crystalline blue skies. In fact, the tiny Civil Air Patrol plane, tail number N9344L, was one of the few aircraft aloft that afternoon in all of America. It was Sept. 12, 2001 — the day after the terrorist attacks — debris on rooftops and an epicenter of destruction still smoldering more than 24 hours later. In the end, it took 99 days to extinguish the fire. This piece of ground in lower Manhattan became the final resting place for nearly 3,000 people.

Flying almost directly over the World Trade Center site, this is what the CAP aircrew saw a day after the terrorist attacks — debris on rooftops and an epicenter of destruction still smoldering more than 24 hours later. In the end, it took 99 days to extinguish the fire. This piece of ground in lower Manhattan became the final resting place for nearly 3,000 people.
country was rocked by terrorist attacks, when the phrase “9-1-1” took on a whole new meaning.

Departing Islip’s Long Island MacArthur Airport, the CAP plane was piloted by Lt. Col. Jacques Heinrich and also carried Lt. Cols. Andrew Feldman and Warren Ratis. Feldman described his role as a mission specialist, while Ratis’ primary job was to document destruction of the World Trade Center with aerial photographs. Ratis recalled their mood as very somber and determined.

As they approached Manhattan, they were surprised to be challenged by a New York City Police Department helicopter, whose advance notice of the CAP mission had been stalled in the chaos. Ratis, who was working the radio, responded, “We are on a mission approved by the U.S. Air Force and Federal Aviation Administration, and we intend to complete it.” Ultimately, the challenge was handled by John F. Kennedy International Airport approach, which told the police CAP was not only authorized to be there but in fact had more authority than they did.

The CAP flight, requested by both New York’s then-Gov. George Pataki and the Federal Emergency Management Agency and subsequently approved through the Pentagon, “provided the first direct aerial perspective of the disaster site for the state of New York. The photos were the first images we’d seen looking down on the site and showed debris on top of buildings and damage to rooftops,” said Dan O’Brien, graphic information program manager at the time for the New York State Office of Emergency Management. O’Brien’s agency superimposed street grids over the better-quality photographs so emergency workers on the ground, working in a desolated and convoluted landscape, could tell where they were standing. The photos also were sent to the White House and Pentagon for further analysis.

**Vivid memories, visceral reactions**

The Cessna made three passes overhead, one at 2,000 feet and two at 1,300-1,500 feet. A cloud of smoke was evident as far out as a half-mile from the World Trade Center site. “We did several concentric circles of the site, getting closer each time,” Ratis said. “We stayed clear of the smoke plume emanating from the wreckage since we were not sure if it contained any hazardous materials — a good idea, as it turned out.”

Feldman said one of the first things the air crew noticed was a white powder covering everything for a radius of up to 10 blocks. “It appeared like snow,” he remembered, “but then reality set in. It was plaster dust, ground-up concrete and crushed fluorescent tubes.”

“You have to know I really admired and loved those towers,” recalled Ratis, who only months before had left a job in an office on the first to wer’s 79th floor. “Besides the amazing view, everything was there. Of course, I had watched video coverage of the attacks and assumed some of my friends and former co-workers had not survived — which turned out to be the case.”

“Even though I was a witness to the shelling and bombardment during World War II to liberate France from the Nazis,” Heinrich said, “I was shocked to see the senseless and unprovoked magnitude of the attack on our shores.”

All three of the men aboard that historic flight are still CAP members today. Heinrich remains an active mission pilot for the New York Wing’s Long Island Group. Feldman advanced through CAP’s ranks to become, first, director of communications for the Northeast Region and now moderator of the National Repeater Coordinating Group as well as a member of the National Communications Team.

While Ratis retains his affiliation in the New York Wing’s Long Island Group, he acknowledged, “That day had a profound influence on my life.” It even led him to take a new career path: He now works as a law enforcement officer for U.S. Customs and Border Protection, where he lives homeland security on a daily basis.

Based at Kennedy International Airport in Queens, he is also a member of the National Mobile Response Team, which travels the U.S. to work major events. “The answer,” he said, “to how 9/11 affected me is one simple word — completely.”
CAP in crisis mode

The decision to turn to CAP the day after Sept. 11 was based on trust and capabilities. For the most part, military aircraft fly too fast to capture quality photographs from the air. The typical airspeed for one of CAP’s small planes, however, is 80-100 knots, very conducive to the job at hand.

Moreover, CAP volunteers had begun to accumulate some experience with aerial photography. At that time, across the country some 100 members were trained to take aerial photos.

Finally, CAP was a prudent choice financially. The average price for flying a CAP plane is $150 per hour, compared to thousands for military and commercial aircraft.

That first CAP flight was one of about 40 Col. Rick Greenhut would dispatch in response to Sept. 11. Having assumed command of CAP’s Northeast Region just two weeks before the attacks, Greenhut was forced to set up his command post at FEMA’s regional center in Maynard, Mass., after finding himself without phone service in Manhattan because all area phone lines were routed through the World Trade Center complex.

In the days that followed, Greenhut and other CAP leaders sent members on flights to transport blood products, medical supplies and government officials; to provide risk assessment of critical infrastructure and waterways; and to take more digital photographs and video from the air. Among the equipment CAP helped transport was supplies for robots used by the U.S. Army at the disaster sites and 30 donated Bose noise-cancelling headsets, valued at $1,000 each, for use by urban search teams.

Members also assisted on the ground, helping man communications at local airports tapped to accept commercial flights and at various emergency management agencies. CAP chaplains, meanwhile, offered comfort and follow-up counseling to victims’ families.

Proving ground for wings

“Immediately following 9/11 the door was wide open for agencies to work with each other in defending our shores,” Ratis said. “Many organizations jumped in and are providing these services.”

“Our National Operations Center was not the nerve center it is today,” said Malcolm Kyser, CAP’s chief of operations support. “Our entire mission profile has changed, and the fulcrum was 9/11.”

His co-worker, NOC Chief Terry Raymond,
remembered the old days. “CAP’s work was mostly search and rescue with a little disaster relief thrown in, handled mostly at the state level.”

Raymond and Kyser were both working for CAP operations at the time of the terrorist attacks, along with John Desmarais, now CAP’s deputy director of operations. All three have witnessed a NOC transformation.

“Aafter 9/11,” Desmarais said, “lots of resources came our way, like the grant CAP received for its narrowband (radio) transition. Perhaps most importantly, our leaders at the time set the tone and were willing to take on more responsibility and do it right.”

New mission opportunities

Just a few months after Sept. 11, CAP provided major support to the 2002 Winter Olympics in Utah, flying over 100 sites three times each day to verify they were secure. Other large-scale homeland security missions for CAP since those days have included response to Hurricane Katrina in 2005 and the Gulf oil spill last year.

Today, the organization is routinely active in missions that include serving as targets for military training, assisting with drug enforcement and border patrol and providing aerial reconnaissance over waterways and critical infrastructure.

CAP has seen an especially significant increase in demand for its aerial photography, which got a workout in 2010 when members took thousands of digital images in response to the oil spill. At the time of the Sept. 11 terrorist attacks, aerial photography for CAP was in its infancy, with a very limited number of knowledgeable members. Today, several thousand are trained in this field.

The modern National Operations Center can now help deliver a true national response.

All missions are tracked by WMIRS, CAP’s Web Mission Information Reporting System. More than half of CAP’s aircraft fleet is configured with camera windows.

Following the lead of national emergency agencies and the military, CAP has standardized training so its members can slot easily into a larger mission involving many other entities and with the same level of professionalism.

But the key has been CAP’s recognition by the U.S. Department of Defense, including its integration into Air Force North’s daily flying operations.

None of this was the case before Sept. 11.

Greenhut, who later became CAP’s first national director of homeland security, had the final word.

“I believe our performance in the aftermath of 9/11 cemented CAP’s credibility with the government and the military, changing the very tenor of our organization so that CAP is now recognized as a very capable, cost-effective and reliable asset for the protection of America.”

Today’s CAP National Operations Center is a far cry from what it was 10 years ago. Now with specialized software to track missions across the country, it has realized its potential as the nerve center of an organization poised to respond to America’s needs.
Texas squadron raises funds for platoons deployed to Afghanistan

Cadets in the Texas Wing’s Marauder Composite Squadron raised enough money to equip three U.S. Army and Marine platoons serving in Afghanistan with special protective helmet pads that improve wearers’ comfort and safety. The fundraising campaign began as the initiative of Cadet Lt. Col. Daniel Shellhouse. The service members receiving the donation were grateful and touched. According to their emails, sent from forward combat areas, the upgraded helmet kits are a major improvement over their government-issue pads, as they draw moisture, conform to the wearer’s head and offer greater protection from concussion injuries. The helmet pads are supplied through Operation Helmet, founded by Dr. Bob Meaders of Bentwater, Texas — seen here accepting a symbolic $2,600 check from Shellhouse, Cadet 2nd Lt. Matthew Burriel and Cadet Airman Jesse Sakal.

Pennsylvania color guard helps open nationally viewed ‘U-S-A’ game

Color guard cadets representing the Pennsylvania Wing’s Group 4 were front and center for the start of a nationally televised major league baseball game May 1 that soon became deeply etched into the national consciousness before the night was over. The color guard team — Chief Master Sgt. Evan Floyd, Cadet Tech. Sgts. Gregory Scott Vincent and Drew Switzer, all from Quakertown Composite Squadron 904, and Cadet Senior Master Sgt. Emily Absalom of Bangor Slate Belt Composite Squadron 807, seen here presenting the colors during the singing of the national anthem — helped open the game at Citizens Bank Park, where the hometown Phillies took on the New York Mets in front of a crowd of more than 43,000 and a national ESPN audience in the millions. Some three hours later, during the ninth inning, the crowd erupted into a stirring chant of “U-S-A” in response to the quickly spreading news of Sept. 11 terrorist attack mastermind Osama bin Laden’s death in Pakistan during a raid by U.S. Navy Seals.
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Civil Air Patrol once again will join other organizations across the nation in celebrating Red Ribbon Week during the last week of October. The annual observance, the oldest and largest drug prevention campaign in the United States, is a reminder of the sacrifice of U.S. Drug Enforcement Agency Special Agent Enrique “Kiki” Camarena, who was kidnapped and murdered by a Mexican drug cartel in March 1985 while investigating a multibillion-dollar drug scam.

Congress designated Red Ribbon Week for a Drug-Free America in 1988. The wearing of red ribbons began in Camarena’s hometown of Calexico, Calif., after his death as a way to commemorate his life and service, and became a symbol of prevention to reduce the demand for illegal drugs. Today, CAP is one of many organizations that recognize Red Ribbon Week, which this year is Oct. 23-31.

CAP is involved with the Red Ribbon campaign as part of its Drug Demand Reduction Program. According to CAP regulation, the campaign allows “people and communities to demonstrate a visible stand against drugs and to show their personal commitment to a drug-free lifestyle and the creation of a Drug Free America through the symbolic act of wearing a red ribbon.” CAP’s goal is to encourage 100 percent of all wings and 90 percent of all squadrons to participate in the campaign.

Capt. Sammy Shaffer, Tennessee Wing drug demand

Beverly Goff’s kindergarten students at Janet Berry Elementary School in Appleton, Wis., show off red ribbons presented to them following a reading of the “Red Ribbon” story.
reduction administrator, is already hard at work preparing his units for the week’s activities. Information will be mailed to all unit commanders and DDR officers in August and September, including distribution of red ribbons.

“Through dissemination of the Red Ribbon material, more squadrons in the Tennessee Wing will learn about the DDR program and will hopefully become an active DDR unit,” Shaffer said. “This is an added benefit in addition to the important remembrance of DEA Agent Enrique ‘Kiki’ Camarena.”

Shaffer said the Tennessee Wing’s campaign has the potential to display nearly 2,000 ribbons and to educate the same number of people about the dangers of drugs and the CAP DDR program.

Every CAP member will be given two ribbons: one to wear themselves, another to give to a family member or friend. By providing the ribbons, members will have the opportunity to briefly explain the DDR program and the significance of the ribbon.

Members are encouraged to be creative in their ribbon displays, said Shaffer. For example, they can be displayed inside car or aircraft windows without hindering visibility; tied to trees or light poles; or affixed to notebooks, backpacks, a mailbox, a bicycle or clothing.

The Wisconsin Wing is actively involved in DDR work year-round, with the Red Ribbon campaign an integral part of its drug prevention education efforts.

“It has been said that DDR is an optional program,” said Maj. Donna Daniels, Great Lakes Region coordinator and Wisconsin Wing administrator. “In today’s world it is a necessary program. As CAP members, we have an opportunity and a responsibility to reach out to the schools in our communities and support their work in keeping our youth drug-free.”

Earlier this year, Daniels’ wing began a new initiative, “Are You the One,” which gave every senior member and cadet the opportunity to sign a pledge to uphold local, state and federal laws regarding drugs and alcohol.

The pledge program, which includes a short video and narrative, was shared with the local community, giving others the opportunity to learn more about CAP and to receive a newsletter with the tools needed to uphold the pledge.

To prepare for Red Ribbon Week, some Wisconsin squadrons will adopt one or two elementary school classrooms, Daniels said. Each teacher will be given a care package with the new DDR activity book, recruiting brochures for cadets and senior members, facts about CAP, crayons, stickers, pens and a pack of CAP red ribbons. “As Red Ribbon Week approaches, the squadron is encouraged to contact its teachers and ask them to come in to teach a DDR lesson,” she said.

Senior members will be called on to bring CAP cadets as a potential recruiting opportunity.

“I have seen drug trends rise among our youth,” Daniels said. “There is a need for DDR officers. I encourage anyone who has a passion to see our cadets succeed to get involved and help us reduce the demand for drugs.” ▲

For more information, visit www.capmembers.com/ddr.
As I prepare to transition from my CAP role as your national commander, I am pleased to report all we have accomplished together over the past four years.

The best leadership is rarely easy; in fact it’s generally really hard. Serving you as your national commander has been one of the best, hardest and most diverse jobs I have had!

Significant change has been achieved, however, through our collective leadership, dedication and patriotic service. We addressed CAP’s organizational life first. Priorities included strategic planning and managing CAP according to that plan, developing and implementing an ethics policy and adopting a different incident command system. Our success hinged on the critical need to partner with the National Headquarters and volunteer staffs, as well as CAP-U.S. Air
Force. In the process, we identified and adopted safety education enhancements and created a public trust team, new logistics programs and diversity initiatives. Of course, there were rough spots — we were steering a HUGE aircraft loaded with at first 56,611 and now more than 61,000 members. CAP was changing, as was the landscape around us, and we needed to find ways to let each person know he or she was needed, while at the same time letting all members know they might be needed to work in a different way than the comfortable routines of the past. We needed to provide a roadmap and the tools to get from where we were to where we needed to be. Despite the significance and complexity of this work, we met our goals and are well-positioned for the future. That huge CAP aircraft with all of us on board navigated through a planned metamorphosis.

Charting The Course

At times that metamorphosis required each of us to give more of ourselves — and required more from our entire organization. All this change begs a question: Why would anyone in an unpaid position choose this difficult path? It’s a simple answer: Because CAP needed to change to survive in a changed world — and to thrive in a new environment. We needed to get back to the business basics of assessing our current state, taking stock of the current socio-economic situation, identifying the changes outside of CAP to which we must respond, identifying other customers whom we could serve, listening to our customers’ and potential customers’ needs, dreaming of the possibilities, reaching out to our most important asset — our members — to see where you could take us, setting the strategy and, finally, executing our plans.

Was that all? It certainly seems like more than enough, but it was not. Each of us has ideas about where our organization should go, and we had to listen hard and chart the right course. So, mixed in with the strategic planning and tactical execution stages were very important and very fragile emotional change management and large organizational leadership steps that were the duty, responsibility and privilege of one servant of CAP — your national commander.

CAP’s metamorphosis has been marked with grace, dignity and patriotism. We have a proud history of nearly 70 years of service to our nation (we reach that milestone in December). We have come full circle from our early beginnings during World War II, scanning our shores for danger, to last year achieving our longest continuously operated mission — responding to the Gulf oil crisis. Half of our regions supplied personnel to sustain this mission, which included more than 100,000 aerial images and more than 20,000 unpaid professional man-hours. Flying over water … Deepwater Horizon — wow! We saved our nation millions of dollars, because we were an efficient and effective alternative for this mission. Had we anticipated this? No, we didn’t think we would ever face such a man-made disaster. But we were ready, because we embraced national-level planning, we had previously adopted the Federal Emergency Management Agency process as our incident command standard and our members were willing to be involved.
Financial Planning

In our recent past, we struggled with funding — for good reason, as budgets are tight everywhere. Still, we were ready for the financial downturn of 2008, because we were already reaching out to our customers — most notably the U.S. Air Force. We perfected our customer service, working diligently to find ways to earn their respect. I think of that each day, as I pause and remind myself of CAP’s customers. My emphasis on respect as a keystone has meant CAP earned respect at a much greater rate in the last few years. I hope this is the beginning of thriving partnerships with the Air Force, the Air Force Association, FEMA and all others that now, and in the future, partner with CAP.

CAP is a great example of an organization that has not rested on good enough but instead has reached for the best, as in best practices. One example of the benefit of this hard work is that by enhancing our financial controls through nationwide programs, we have received three consecutive unqualified (A+) audits. It doesn’t get any better than that! That one indicator tells our members, our customers, our donors and our partners we know where the money we received from them is, that control over it is not in the hands of simply one person but in the oversight of many, and that our funds are invested properly in our programs.

CAP’s Transformation

There is so much I’ve been privileged to achieve during my tenure as your national commander. I wish I had time to remind you of what else we’ve done — especially the behind-the-scenes work — but I hope this, my final column, helps you understand and fully appreciate your important role in CAP’s transformation. If you are a little tired, well, now you know why (and why I am, too)! However, I hope you are also energized and ready to get even more involved in your Civil Air Patrol, the USAF auxiliary.

It has been a pleasure working with you, our members, our CAP-USAF partners, our National Headquarters team and all of our partners and supporters. The teamwork was outstanding! I look forward to my transition to the National Advisory Council — to joining the prestigious and motivating team of past national commanders who served as trusted advisers during my tenure.

Thank YOU for giving me the honor to serve as your national commander.

Amy Courter

Semper Vigilans!
Civil Air Patrol’s volunteers can expect to accrue row upon row of medals and ribbons reflecting their service, activities and accomplishments as members of the organization. Receiving a decoration from a foreign government, though, is a distinction with a difference, one recently earned by Lt. Col. Richard A. Ortega of the Florida Wing’s Orlando Cadet Squadron. Ortega — seen here, second from right, with Lt. Col. John Lynn, Florida Wing director of aerospace education, left; French Consul General Gael de Maisonneuve, second from left; and Lt. Col. David Moseley of the Florida Wing’s Eagle Aerospace Academy Composite Squadron — received the French Legion of Honor from Maisonneuve for his participation in the Omaha Beach landing at Normandy on D-Day, June 6, 1944. The recognition — formally known as the Ordre national de la Legion d’honneur, or National Order of the Legion of Honor — was established by Napoleon Bonaparte in May 1802 and is the highest combat decoration awarded by France. Recipients earn the degree of chevalier, or knight, and are named by a decree signed by the president of France, as approved by the Legion of Honor Committee in Paris after review of the candidate’s combat services.
Legislation is pending in both houses of Congress that, if passed, would award a single Congressional Gold Medal to Civil Air Patrol for its service during World War II. You can help in two ways:

- Contact your legislators, requesting their support for two bills introduced in February 2011. A minimum of 67 senators and 290 representatives must sign as co-sponsors before the measures can be considered for passage.
- If you were a CAP member during World War II or you know of someone who was, please register online at the website listed below. CAP is looking for all members who were 18 years or older and served in CAP between Dec. 7, 1941 and Aug. 15, 1945. Correspondence can be mailed to Civil Air Patrol WWII, 105 S. Hansell St., Maxwell AFB, AL 36112. Questions? Contact Holley Dunigan at hdunigan@capnhq.gov or 1-877-227-9142, ext. 236. Check CAP’s website, www.capmembers.com/goldmedal, for the latest information.
Civil Air Patrol often rousts its members from a good night’s sleep, requires them to keep their skills up-to-date and expects compliance with a myriad of rules. Since all members are volunteers, there is no pay for this devotion.

So — besides the gratitude expressed by those who benefit from CAP’s service and our members’ self-satisfaction from knowing they’ve met a critical need — what do the more than 61,000 CAP members get in return for their service?

CAP offers them respect and appreciation, commodities that can be sometimes hard to find.

With an organizational structure borrowed from the military, CAP provides a career ladder for its members to continue to advance in rank. And it’s not hard to do. With the support of their fellow squadron members and a broad spectrum of professional development choices, volunteers can move up in rank by completing predetermined tasks. Proficiency and understanding are demonstrated by taking straightforward tests, many of which are offered online for the ultimate in convenience. CAP provides pathways that can take a member from the local unit to the wing to the region and even to national service. A member’s uniform tells the story as ribbons, medals and patches are added.

CAP also offers its members an extensive awards and decorations program. During the annual summer national conference, honorees in all areas of service — including safety, search and rescue, chaplain services, aerospace education, cadet programs, counterdrug, ground team, logistics and finances — are recognized. Moreover, CAP works diligently to advance its members’ names for national service awards, and CAP’s routine support of community and military organizations leads to many other honors.

At the root of all this recognition is CAP’s culture of respect. In addition to helping members learn new skills and rewarding their accomplishments, we strive to keep them informed, to address their concerns and to offer them money-saving benefits. CAP leaders learn early on to make it a practice to personally thank fellow members and to give credit to those who actually did the work. A CAP coin, delivered in a handshake, becomes a treasured memento because its recipient understands it was specially minted to commemorate exceptional service.

In today’s climate of automated telephone systems and mass marketing, individual attention is more essential than ever. If you would like to be recognized and appreciated in a volunteer organization, consider joining CAP in its missions for America. For more information, go to www.gocivilairpatrol.com.

Don Rowland
Executive Director
“What did you do this weekend?”

Civil Air Patrol 1st Lt. Mark Strobridge, deputy commander for seniors for the Florida Wing’s Seminole Composite Squadron, said CAP cadets in squadrons across America have amazing answers to that question.

One weekend at the end of March, six Florida Wing cadets became a shining example of that truth when they became the first CAP team to win the Commander-in-Chief’s Cup in the All Services Division of the Air Force Association’s CyberPatriot III, the nation’s largest high school cyber defense competition.

Team Wilson, as they call themselves, is made up of cadets from three Florida squadrons: Cadet Tech. Sgt. Isaac Harding (team captain) of the Orlando Cadet Squadron, Cadet 2nd Lt. Shawn Wilson (assistant team captain) of the Seminole Composite Squadron, Cadet 1st Lt. Josh Dovi of the Citrus County Composite Squadron and Cadet Chief Master Sgt. Evan Hamrick, Cadet Tech. Sgt. Michael Hudson and Cadet Senior Airman Reid Ferguson, all of the Seminole squadron.

In addition to the Commander-in-Chief’s Cup, each of the six cadets received a $2,000 academic scholarship from Northrop Grumman and a tour of Washington, D.C., near the finals site in National Harbor, Md.

As one of 660 teams registered when this year’s CyberPatriot began, just making it to the finals was a major accomplishment for Team Wilson. Four other All Service Division teams — one each from the Air Force, Army, Marine Corps and Navy Junior ROTCs — were after the same prize.

The Air Force Association created CyberPatriot in 2008 to replicate real-life cyber security situations faced by computer administrators. It provides high school students hands-on learning about cyber security while inspiring, educating and
motivating them to be the nation’s next cyber defenders. The CyberPatriot teams defend their computers and networks from attempted intrusions that could include spam, phishing and other malicious attacks.

LIFE-CHANGING EXPERIENCE

At the moment they knew they’d reached their ultimate goal, each cadet had different reactions linked by a common element: overwhelming happiness.

For Hudson, the entire experience was life-changing, as doors he never even knew existed have been opened for him thanks to CyberPatriot. “I really didn’t know much about it or how big it was when I started,” he said. “It has given me a clearer path for my future. It helped me identify my major in college and what my career goal is — to work for a cyber defense company. I’m really excited to have that specific direction.”

Hamrick, too, has narrowed his goals and believes the real-world experience and connections he gained will benefit him. “I have a much better idea about what all computer science entails,” he said. “And it has given me a foothold in the industry because of the many people I met.”

Dovi, who is applying for admission to the U.S. Air Force Academy and wants to work in computer security in some form, also pointed to the networking opportunities offered by the national competition. “The sponsors of CyberPatriot are big defense and computer companies like Boeing, Google and Northrop Grumman, and they are all there scouting,” he said. “They follow the winners, so it has put my name and all our names in that field as good potential employees.”

After long harboring dreams of space exploration, Ferguson now knows exactly which role he wants to play in that field: computer or communications specialist.

Wilson is interested in game design and knows his CyberPatriot experience will look good on his resume. “It shows I have skill and I am willing to work hard,” he said.

Harding also knows CyberPatriot will enhance his professional viability, helping him break into the world of cyber engineering. Too, “It’s nice to show it off to my friends,” he joked.

OUR NATION NEEDS DEFENDERS

The team’s mentor, Gary Palmer, to whom both Strobridge and Harding give most of the credit for the team’s success, stressed that CyberPatriot benefits more than the participants.

“Our Air Force and our nation need defenders, and CyberPatriot is developing the people we need to protect our national security,” he said.

Palmer is an employee of MITRE Corp., a nonprofit organization that does research for the Air Force. He volunteered to teach Team Wilson’s cadets the technical skills they needed to participate in CyberPatriot.

“When I met the kids, I was a little worried at first. They seemed disorganized,” he said. “But as we went on and polished some rough edges, I was inspired by their hard work and professionalism. I knew by the end they were the team to beat. They were great.”

To find out how any high school or cadet team can become a part of this unique national high school cyber defense competition created by AFA, go to www.uscyberpatriot.org.
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O-360-A4M

34,655

22,823

19,823

O-320-H2AD

36,678

25,103

22,103

IO-360-L2A

40,829

27,602

24,602

IO-540-A81A5

55,674

39,412

35,912

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Ever vigilant, always prepared, Civil Air Patrol’s 61,000-plus members are there to help their fellow citizens cope with natural disaster. Never was that more evident than this spring, when hundreds of CAP members from more than 15 wings willingly left hearth and home to battle the elements. In the nation’s Pacific region, CAP members warned their fellow citizens of an approaching tsunami. Tornadoes in the South and in Missouri left deep swaths of destruction and death. In addition, record snow and ice melt in the Dakotas and heavy rains in the Mississippi River basin wrought historic flooding. Through it all, CAP members worked courageously to serve and help protect their communities.

Photo by 1st Lt. Lindsay Shipps, Indiana Wing

ALWAYS VIGILANT!
Following major earthquake in Japan, CAP issues tsunami warnings

By Jenn Rowell

When the tsunami crushed the northeastern coast of Japan in March, the Hawaii Wing wasted no time preparing locals and visitors for the massive wave that was headed their way. The magnitude 9.0 earthquake in Japan spawned tsunamis that devastated Japan and set off warnings throughout the Pacific Ocean region and as far as Hawaii and the American West Coast.

Eight Cessnas with full crews flew pre-assigned routes around Hawaii’s islands in search of anyone on or near the shoreline. The warnings were sounded nearly five hours before the tsunami was expected to hit the Big Island.

CAP doesn’t typically fly night operations, but since the tsunami was expected to hit early in the morning, initial flights were launched beginning at 10 p.m. in order to give locals and visitors time to get out of harm’s way.

Before the Japan tsunami in March, the Hawaii Wing had responded to tsunami threats in February 2010. When a magnitude 8.8 earthquake off the coast of Chile prompted tsunami warnings throughout the region, the Hawaii Wing launched aircraft to warn locals and visitors of the tsunami expected to hit Hawaii the next morning. Within hours, the CAP planes were in the air sounding the alarm.

“CAP aircraft are a good resource for issuing tsunami warnings via a speaker system attached to the
outside lower portion of each plane’s fuselage,” said Hawaii Wing Commander Col. Roger Caires.

In both cases, CAP crews were looking for anyone near the shore who might not have heard warnings on the radio or television. More than 80,000 people in Hawaii live in the tsunami inundation zone, and that doesn't include tourists or campers.

Tsunami warnings are major missions for the Hawaii Wing and have been for more than 50 years. Aircrews are trained to get the job done professionally and quickly. They fly predetermined routes and often have limited time to get the word out. In the February 2010 tsunami event, early reports from Hawaii indicated nearly everyone had evacuated to high ground in preparation for the giant wave.

“The beaches, remote towns and outer islands that we warn with our onboard sirens and PA speakers are in some cases the only form of warnings the public will receive. Lack of cellular reception and bad or no roads for emergency vehicles leave only the Hawaii Civil Air Patrol to do this job,” said 2nd Lt. Adam Orens, mission operations officer. “We have to be thorough and make sure we are flying the entire coastline but at the same time maintain a safe environment for our aircraft and crews. We know we are doing our job when we receive waving flashlights of acknowledgement from people on the ground.”
Just moments after the magnitude 9.0 earthquake devastated parts of Japan, the California Wing spooled up its response.

Following the first tsunami surge, Lt. Col. Steve Asche, incident commander, ordered flight crews to launch five damage assessment flights along the coast, with a dedicated high bird communications aircraft also operating in the north part of the state.

The surge in the first cycle had measured from slightly less than 2 feet in many places to more than 8 feet in the Crescent Beach area of northern California. Officials in harbors in several locations reported numerous vessels sunk. At least four people were suspected of being swept out to sea, though only one fatality resulted. With the third wave surge — historically the most dangerous — and while strong aftershocks continued to hit Japan, the damage assessment mission continued until several wave cycles had passed.

The California Wing, with its exceptionally strong and experienced personnel — some with almost 20 years of disaster relief experience — conducted 21 flights for damage assessment in the immediate aftermath of the tsunami.

This photo shows the wave surge along the Pacific coastline near Oakland.

Photo by Capt. Noel Luneau, California Wing
Within hours after the magnitude 9.0 earthquake struck the Japanese main island of Honshu on the afternoon of March 11, U.S. military personnel began assisting the Japanese people with search and rescue, survey, recovery and relief efforts through Operation Tomodachi, adapted from the Japanese word meaning friendship.

U.S. support was headquartered at Yokota Air Base on the northwest outskirts of Tokyo. Yokota hosts Headquarters, U.S. Forces Japan, 5th Air Force and the 374th Airlift Wing. It is home as well to Civil Air Patrol's Yokota Cadet Squadron, also known as “the Tokyo Patrol.” The squadron was revitalized in the fall of 2010 after being dormant for a few years.

In the wake of the disaster, most cadets were evacuated, so the squadron didn’t respond to the tragedy as a unit. Nevertheless, its remaining members coordinated acts of volunteerism in the best spirit of CAP.

Most of the unit’s senior members are in the military or are government civilian employees, and many were called to duty through their primary jobs. The squadron’s commander, Maj. Mike McGurl; its aerospace officer, Maj. Scott Aston; and Lt. Cols. Austin Hamner, search and rescue officer, and Brian “Irish” Porter, operations officer and
deputy commander for seniors, began immediate 12-hour shifts in their respective military roles, supporting the U.S. military’s emergency response.

Senior squadron members not called to duty and the remaining cadet members still had many opportunities to help. After the earthquake, Tokyo’s two commercial airports diverted 11 airliners into Yokota, but two were unable to leave. Nearly 600 stranded passengers spent the night, most sleeping on cots and fed by base agencies and the American Red Cross.

More than 300 base residents swamped the Red Cross with offers to assist at the shelters or even to provide accommodations in their homes. Capt. Jake Kadish, assistant operations officer, assisted in later stages of the effort, including cleanup and disassembly of temporary lodging.

Porter, along with Senior Member Benjamin “Rosco” Rosciglione and Cadet Chief Master Sgt. Michael Visnyei, helped unload Red Cross aid boxes from a pallet in the reception area for military forces entering Japan on their way to disaster areas. “We felt we needed to roll up our sleeves and pitch in with everyone else at Team Yokota to assist our Japanese hosts,” Visnyei said.

Tasked in his active-duty Air Force job with training aircrews on how to survive if shot down in a combat environment, Rosciglione, the squadron’s deputy commander for cadets, said, “It’s an incredible experience to work side-by-side with our sister services, U.S. agencies and Japanese partners to execute the mission through the day, and then alongside our cadets and senior members to help the Red Cross sustain the relief effort throughout the night.”

Maj. Richard Krakoff, the squadron’s deputy commander, was one of those turned away by the Red Cross, but he was able to help in other ways. The day after the quake he walked into the Air Force office coordinating the flow of aircraft and supplies and began working with personnel there.

Another member, 1st Lt. Sean Harris, director of information technology for the squadron, used his IT skills in setting up computer and data links to facilitate and track the nearly 8,000 U.S. government personnel dependents who left Japan voluntarily because of uncertainty over the possible radiation hazard from a damaged nuclear power plant. Nearly 1,500 of those family members left Japan from Yokota.

Meanwhile in the north, Rosciglione, also deputy commander for the Misawa Cadet Squadron, monitored members’ families who were without heat and power while he also worked 14-hour days in the Misawa Air Force Base command post; other members helped clear debris on base.

Back at Yokota, Visnyei, his squadron’s cadet commander, remained and worked at the Red Cross canteen, which provided support packages and food to relief workers. When asked to comment on his activities, Visnyei summed up the spirit of CAP service and volunteerism: “It’s great to put seven years of CAP training to good use, being able to step up and make a real difference.”
Days after the earthquake rocked Japan, a former CAP cadet from the Maryland Wing joined in the relief effort thousands of miles away. When Ari Katz, a student at American University in Washington, D.C., heard the news and saw the scenes of devastation, he immediately asked his father — Robert Katz, a homeland security consultant who was working with Google and Carnegie Mellon University in Pittsburgh to send data to Japan — if he could provide assistance.

Ari Katz joined a team of intelligence and logistics analysts working with the National Geospatial-Intelligence Agency to provide pre- and post-quake high-resolution imagery and other vital data to the U.S. military, urban search and rescue teams and volunteer responders in Japan. His role was to prioritize continuous requests for data, then coordinate with the appropriate source and delivery agencies to push it out to ground teams in Japan.

For several weeks, he spent anywhere from eight to 12 hours a day on these efforts while keeping up with his studies as a student in the School of International Service.

Katz became a cadet with Civil Air Patrol’s Bethesda Chevy Chase Composite Squadron in Maryland at age 13. He has served as a first responder with the Burtonsville Volunteer Fire Department in Montgomery County, Md., and he also participated on-site as a part of relief efforts following the 2010 Haiti earthquake.

He points to his experiences as a CAP cadet as a vital training ground.

“I have been active in operations as a ground team member, in leadership as a squadron flight commander and as a technology explorer in many special summer programs, such as the Advanced Technologies Academy and the Air Force Space Command Familiarization Course,” Katz said.

“It is the incredibly powerful combination of all of these specific experiences, plus the overall U.S. Air Force cultural and discipline indoctrination, which merged with my international relations/counter-terrorism undergraduate studies and my firefighting/paramedic public service to give me the background I needed to be effective in the Japan and Haiti relief campaigns.”

Helping others is important to Katz.

“I am fortunate to have had so many professional and personal development opportunities in CAP, in school, in the fire service and in my own travels,” he said. “I have gained and grown so much from both formal curriculums and informal experiences. I feel compelled to give back to the global community that has helped contribute to my growth, especially in times of need.”

By Minnie Lamberth
The mighty Mississippi River and its tributaries and floodways overflowed their banks in late April, May and early June, disrupting lives and commerce in many of America’s lower midwestern and southern states.

Civil Air Patrol’s Missouri Wing, along with CAP members from the Illinois, Kentucky and Minnesota wings, was among the first to respond to the rising floodwaters along North America’s largest river basin. In most cases, the volunteers’ work was complicated by an unusual number of spring storms that dumped heavy rains throughout much of the region.

Floodwaters surround the town of Canalou in this aerial reconnaissance photo taken by a Missouri Wing aircrew.

Missouri Wing among first units to respond

Aircrews from Missouri flew photo reconnaissance missions in mid-May at the request of the Stone County Emergency Management Agency, the Missouri National Guard and the Federal Emergency Management Agency. Thirty flights produced hundreds of high-resolution photographs as well as full-motion video.

“Civil Air Patrol has provided much-needed aerial reconnaissance during this state emergency duty,” said Maj. Gen. Stephen L. Danner, adjutant general of the Missouri National Guard. “The Missouri National Guard and Civil Air Patrol are an example of how joint assets work together to give Missourians the best support possible.”

As the threat of extensive flooding along the Mississippi moved further downstream, members from
other wings took up the cause in Louisiana, Arkansas, Mississippi and Tennessee. Many of those wings were still at work as the flooding reached historic levels in late May and early June, with the Louisiana Wing providing much of the CAP response.

**Major mission for Louisiana Wing**

Flood-stage flows from the Mississippi River reached Louisiana in mid-May. In order to relieve pressure on downstream levees and to reduce the risk of breaching in populated areas, the U. S. Army Corps of Engineers opened the floodgates of the Morganza Spillway in northeast Louisiana to reduce the flow of the Mississippi past Baton Rouge and New Orleans. This action diverted a large share of the river’s flow down a designed floodway through the center of the state, through a relatively sparsely populated area and ultimately to the Gulf of Mexico.

Two days before the opening of the spillway, the Louisiana Wing was tasked by the Louisiana Governor’s Office of Homeland Security & Emergency Preparedness to begin aerial reconnaissance of potentially affected areas, both within the floodway and at certain locations along the Mississippi.

On May 16, aircrews began providing detailed photos almost daily to emergency managers. Wing resources marshaled for this mission included 10 aircraft and more than 100 trained pilots, observers and scanners. Ground teams were also available if needed for what was to become a multi-week mission.

Once the spillway was opened, the Louisiana Wing was further tasked by FEMA and the Louisiana Army National Guard with monitoring the water’s progress through the floodway. In the path of the flood was the nation’s largest wilderness swamp, along with hundreds of isolated hamlets, camps and small settlements jeopardized by the rising waters. Digital images provided by CAP were used to assist local and state emergency responders.

**High-tech tools put to good use**

Aircrews flew daily missions using high-end imaging technology, such as Geospatial Information Interoperability Exploitation Portable, or GIIEP, equipment. In addition to monitoring the floodwaters, they also identified and photographed potential pollution sites and searched for people in harm’s way. CAP mission staff members provided the photos to U.S. Air Force image analysts.

As the mission was coming to a close in early June, wing aircrews had flown nearly 270 hours in support of the flooding response.

A time/location-stamped photo from a Louisiana Wing aircrew provides the status of the Exxon Mobile refinery protective booms near Baton Rouge, La. Inset, Lt. Col. Mickey Marchand, Louisiana Wing incident commander, center, is joined by state director John Zaremba, left, and mission pilot 1st Lt. Francis Guillory as he sifts through flooding images.
During the flights, they took more than 7,500 geotagged images for emergency management officials. The wing’s incident commander, Lt. Col. Mickey Marchand, noted, “Our customers have been very pleased with the quality, coverage and timeliness of the images we are providing.”

Within the first two weeks of operation, CAP’s role expanded to include reconnaissance of flood-devastated areas along key waterways in north central Louisiana and along the Mississippi from Vidalia to below Baton Rouge.

**Petroleum leaks reported**

In several instances, CAP aircrews identified leaks from petroleum tanks. These were referred immediately to the National Response Center for resolution. The Louisiana Department of Environmental Quality and the Coast Guard were also notified.

Gerard M. Stolar, federal coordinating officer for FEMA, visited the Louisiana Wing mission base in Baton Rouge at the height of the flooding response. During his visit, he expressed his and his agency’s appreciation for CAP volunteers’ dedication and skill.

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Col. Art Scarbrough, Louisiana Wing commander, commented, “I’m very proud of the men and women of this wing who have responded to this emergency in classic CAP fashion. They are dedicated to performing their duties in a safe and professional manner.”

**Livestock saved**

The mission base for the Missouri Wing was at Spirit of St. Louis Airport in Chesterfield. Tasks included aerial reconnaissance of the Table Rock Lake and Lake Wappapello dams and downstream spillways; the city of New Madrid and the New Madrid floodway and levees; the cities of Branson, Caruthersville and Sikeston; and the St. John’s Bayou drainage system and levees.

“While inclement weather limited our ability to fly missions every day, through the hard work of our all-volunteer aircrew and mission staff we were able to provide the aerial photos requested,” said Lt. Col. Carolyn Rice, mission incident commander and Gateway Senior Squadron commander.

“Once again, our members rose to the challenge and completed the mission,” she said.

A highlight of the Missouri Wing mission included more than $100,000 in livestock saved after CAP promptly notified authorities about animals in distress.

The mission also marked the wing’s first operational use of GIEP’s full-motion video system. GIEP features self-contained communications equipment and other hardware that allow for real-time and near real-time full-motion video, digital imagery and in-flight chat capability with federal, state and local emergency operations centers.

“It’s through continued training that our members can
respond quickly to natural disasters such as the Mississippi River flooding that affected the entire state,” said Missouri Wing Commander Col. Erica Williams. “The use of new technology such as the GIIEP system allows us to continue our strong relationship with the National Guard when Missouri needs us.”

**Missions accomplished**

With the Louisiana Wing leading the way, CAP wings in the Mississippi River region logged more than 200 sorties, accumulating 375-plus flying hours and an estimated 5,000 man-hours in response to flooding.

Before the floodwaters made their way to Missouri and Louisiana, other CAP wings upstream responded to the flooding. In early May, Illinois Wing aircrews flew six times for their state, taking photos of the rising water during preparations for Ardent Sentry 11, a national homeland security and disaster response exercise held later in the month.

Lt. Col. Michael Mouw, the wing’s Group 1 commander, said extensive flooding in the southern tip of Illinois forced evacuation of the cities of Cairo and Metropolis.

“We had members of the Illinois Wing that were evacuated from their homes but stayed active in response to the state — a true testament to their professionalism and dedication,” he said.

Lt. Col. Amos Plante, Louisiana Wing chief of staff, and David A. Miller, Missouri Wing director of public affairs, contributed to this report.

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**Sandbags hold back floodwaters**

*By 1st Lt. Lindsay Shipps*

When floodwaters along the Ohio and Wabash rivers started to rise in April, the Indiana Department of Homeland Security requested assistance. The rivers were exceeding flood stage because of significant rainfall and were cresting very close to record 1997 flood levels. Lives and property were at risk.

Overall, more than 11 inches of rain had fallen in the Evansville area, just short of the record 11.83 inches measured in 1996, according to the National Weather Service in Paducah, Ky.

CAP’s Indiana Wing worked closely with the Vanderburgh County Emergency Management Agency, which functioned as lead agency. Though aerial photography was in high demand for flooding missions this year, the wing’s response was conducted primarily on the ground, where — for five continuous days — 60 members assisted with sandbagging that saved homes from total loss and the infrastructure from collapse. Members helped fill more than 300,000 sandbags for distribution throughout Vanderburgh and Posey counties. They also devoted more than 4,000 man-hours in support of incident management, public affairs, media and government relations, evacuations, aerial reconnaissance, damage assessment and checks on residents’ welfare.

CAP worked in partnership with 30 agencies and organizations assisting with the response.
North Dakota Wing’s statewide response invaluable in 2011 flood fight

By Capt. Todd Epp

It’s a spring ritual in North Dakota. The snow finally melts, causing flooding, and the dedicated citizen volunteers of Civil Air Patrol’s North Dakota Wing spring to action, assisting with the local, state and federal response as the waters rise.

True to form, the spring of 2011 was much the same as the springs of 2009 and 2010 in this Northern Plains state — too much water from too much snow in too many places affecting too many people. This year, though, it was more widespread. The Red River, which flows north from near the South Dakota border to Lake Winnipeg, again proved troublesome for Grand Forks and Fargo, as well as Moorhead, Minn., and other communities. Other rivers hit historic or near historic flood stages, including the Sheyenne, James, Des Lacs and Souris rivers. Hardly an area of the state was spared from high water.

In response, aircrews from the North Dakota Wing flew nearly 170 hours of flooding missions in February, March and April. The flights included photo reconnaissance and geotagging of images, which were uploaded into the North Central Region’s still-new ARGUS — Automated Reconnaissance Geotagging-image Upload System. Disaster relief officials used the images to plan for expected flooding as well as to assess damage from past or ongoing inundations.

Missions did not stop at state or even international borders. The wing was also responsible for taking photos of flooding near Minnesota. Aircrews even flew to Canada to check snowpack conditions that could affect flooding in North Dakota.

By the end of April, the wing’s five Cessna 182s and two Cessna 172s had made 65 flights. Aerial reconnaissance produced an average of 100 photos per flight and ultimately provided thousands of geotagged images, map-coordinated in ARGUS, for easy use by state and federal disaster planners.

Participants included the wing’s six senior, cadet and composite squadrons in Bismarck, Valley City, Jamestown, Dickinson, Minot and Fargo. Besides
staffing aircrews, members helped prepare and position sandbags before and during the flooding.

The Grand Forks Composite Squadron flew 19 sorties and provided more than 2,500 images. “The squadron did herculean work,” said Col. Bill Kay, the wing’s commander. “Members dealt with some of the worst flooding in the state for a prolonged period of time along the important I-29 corridor. Their work was extremely important to making disaster relief decisions.”

Meanwhile, at the State Emergency Operations Center in Bismarck, other North Dakota Wing members assisted in the air operations branch, where 20 or so men and women representing the U.S. Coast Guard, the Federal Emergency Management Agency, the Federal Aviation Administration, the U.S. Fish and Wildlife Service and other state and federal agencies managed air and water assets like airplanes, helicopters, rescue boats and airboats.

The “air boss” was Lt. Col. Sean Johnson, a state Department of Emergency Services employee from Bismarck and also the wing’s chief of staff and public affairs officer. He was the chief air operations branch director, overseeing branch directors from other agencies.

In May, CAP members in neighboring South Dakota and Montana were called to action after heavy rain in Montana and a melting snowpack flooded the Missouri River basin in both states and forced the U.S. Army Corps of Engineers to open up the Oahe Reservoir flood gates north of Pierre, S.D. Aircrews from the Montana and South Dakota wings provided reconnaissance of the flooding, which threatened other areas of the state in June.
After tornadoes tore through the South in late April, Civil Air Patrol members throughout the region organized flights and prepared for the ground team work that would immediately follow.

Emergency and weather officials have called the event one of the largest tornado outbreaks in history, leaving more than 300 dead and thousands injured or homeless. The damage is estimated to be $2 billion to $5 billion by EQECAT, a catastrophe risk modeling firm in California.

These Alabama Wing aerial photos taken the day after deadly tornadoes swept through the state dramatically illustrate the devastation wrought by a tornado that plowed through Jefferson County.
In Alabama, more than 44,000 individuals and households have registered for disaster assistance with the Federal Emergency Management Agency, and more than $21 million has been approved to help survivors.

“It’s really hard to describe other than what you’ve seen in pictures,” said Maj. David Hester, director of communications for CAP’s Alabama Wing. “You can have an area that’s completely untouched within just a few feet of an area that’s completely devastated.”

After the storms hit, CAP pilots and crews from the Alabama, Mississippi, North Carolina, Oklahoma, Tennessee and Virginia wings flew nearly 100 sorties and captured thousands of photos of the affected localities. They also provided airborne communication as needed throughout the region.

In Tennessee, CAP crews took hundreds of aerial damage assessment photos over the eastern part of the state from two planes the first day of the mission and three planes the second day, Capt. Rob Borsari, the wing’s emergency services officer, said.

“As we entered the storm track, it was very obvious,” said 2nd Lt. Larry Stewart of the Choo-Choo Senior Squadron in Chattanooga, who served as a mission scanner/photographer on the first damage-assessment flight. “It looked like a lawnmower had cut a half-mile-wide swath through the area. We could see a number of places where houses were completely gone. Only the foundation and basement remained.”

After the tornadoes, western Tennessee was also hit with heavy flooding, and CAP members flew more damage assessment missions there, Borsari said. One week after the storms, about 50 volunteers from the wing participated in ground crew missions in Greene County, one of the hardest-hit areas, where an estimated 300 homes were destroyed, he said.

The Alabama Wing made 31 flights to take aerial photos for Virtual Alabama and other agencies, said Lt. Col. Larry Mangum, commander of the 117th ANG Composite Squadron in Birmingham.

Mangum’s stepson, Benjamin Shea, is a cadet first lieutenant in the squadron. He participated in the ground crews assisting in Cordova, northwest of Birmingham.

It was a humbling experience, said Shea, who got an impression of the power of the storms from buildings and structures that had been picked up and crumpled into balls of debris.

Hester also participated as one of the ground team leaders. He went to Cordova at the request of an agency that dealt with the elderly and senior living centers that had been unable to get in touch with just over 60 clients in the region.

The CAP ground teams canvassed the area to locate each of the individuals, many of whom were homebound and had no relatives nearby to check on them.

In all, the Alabama teams identified about 60 of the people on the list and found out if they had any immediate needs. The teams located residences of the other individuals but weren’t able to make contact with them or their families. Hester said there was no evidence they were in distress.

Teams were also deployed to Hanceville, in north Alabama, to support the local police department in distributing FEMA handouts to residents as well as delivering food to the elderly affected by the storms.

Alabama Wing members worked in the air and on the ground despite their own losses, Hester said. “We had at least one member who lost his mother and brother to the storm,” he said. “Several members had significant property damage. Many who participated put aside dealing with their own damage to carry out the missions. This reflects the true spirit of many CAP members.”
Hester said more than 60 members participated in the Alabama missions, and members are still volunteering for relief efforts in their communities.

In Tennessee, eight senior members and cadets with Cleveland Composite Squadron gathered at the squadron building after the tornadoes and headed out to members’ homes that had been hit by the storms.

“Once there, they lent a hand clearing brush, chopping up trees and generally lifting spirits,” said Capt. Diane VanderVeen, squadron commander. The group, she added, “put in 17 grueling hours of hard work over two days in very hot, humid conditions.”

They worked alongside many other church and social agencies lending assistance to the citizens of Bradley County, which was ravaged by the tornadoes.

The Cleveland squadron members know the cleanup and rebuilding will take months, perhaps years. “We’ll be ready to lend a hand when called upon,” VanderVeen said.

Capt. Mark Landrum, public affairs officer for the Tennessee Wing, contributed to this report.
CAP’s Missouri Wing made a significant contribution to relief efforts in Joplin, Mo. on Memorial Day weekend with delivery of 200 doses of urgently needed tetanus vaccine. The vaccine, donated by Barnes-Jewish Hospital in St. Louis, required expedited delivery because of its limited shelf life.

The vaccine was vital in the aftermath of the devastating May 22 tornado that wiped out much of this southwest Missouri city, including a major hospital — St. John’s Regional Medical Center. In all, 153 people lost their lives in the Joplin tornado, described by the National Weather Service as the nation’s deadliest since 1950.

Thousands of others were seriously injured in the tornado, with many still requiring medical attention like that provided by the Missouri Wing’s “mercy flight.”

Capts. Pete Pilcher and Gil Franck, both members of the wing’s Gateway Senior Squadron, flew the four-hour roundtrip mission from Spirit of St. Louis Airport in Chesterfield on May 28. The special delivery was conducted at the request of the Missouri-1 Disaster Medical Assistance Team.

“Working cooperatively with our community partners, we were able to provide valuable assistance to our fellow Missourians during this difficult time,” said Lt. Col. David Miller, Missouri Wing public affairs officer. A physician in private practice, Miller knows the value of such mercy flights during emergencies.

“The transport of needed blood, tissue and medicine is another high-priority mission CAP is often called upon to perform — and performs exceptionally well,” he said.

“We’re very grateful for the rapid delivery of our vaccines by the CAP flight,” said Austin Worcester, executive officer and administrative section chief for the assistance team. “The hospital staff can’t express its appreciation enough for all the help it is receiving.”

MO-1 DMAT serves Missouri residents at the direction of the governor. During disasters the team provides medical care in cooperation with the State Emergency Management Agency and the Department of Health & Senior Services.

The team is equipped to respond to a disaster and to deploy a mobile emergency room and field hospital with capabilities approaching those found in a hospital setting. Operating out of tents or available local structures, the team provides state-of-the-art equipment and a broad spectrum of medical care.

Less than one week after St. John’s was destroyed, MO-1 DMAT established a field hospital adjacent to the ruined medical center with the assistance of the Missouri National Guard, Mercy staff, contractors, laborers of all trades and a variety of state and local agencies. Now known as St. John’s Mercy Field Hospital, the facility provides emergency room services to ensure medical care is restored to the residents of Joplin.
Civil Air Patrol Crossword

Across
1. This air reserve station composite squadron in Ohio received CAP’s Squadron of Merit and Quality Cadet Unit awards
6. Top World War II pilots
10. It’s 1200 in military time
11. Sky
13. ____ vigilans!
15. Time delay
17. GPS system (2 words)
19. CAP HQ’s Air Force base
22. Steer
24. Chicago airport
26. Business attire
27. Rowboat need
29. Military eating area
30. Aviation pioneer who built the “Spruce Goose”
33. Permit
35. Self-esteem
37. Assist
38. Cold weather condition
40. They mark the territories of nations
41. Touch down
43. First African-American Air Force officer to achieve general’s rank, Benjamin ____
44. Airplane designed to take off and land on water
47. Receptacle
48. Color of Mars
49. Negative
50. Took a solemn promise

Down
1. What the Brits called U.S. soldiers in World War II
2. Submersible warship usually armed with torpedoes
3. Start the mission, e.g.
4. Part of a plane
5. Military officer, for short
7. Relief pilot
8. Military address
9. Latitude
12. Computer memory
14. Organization permanently established in 1948
16. Atlanta’s state
18. Earlier
20. Military rank
21. Threw away, of something encumbering
22. Top CAP rank, national ____
23. Plunged straight down
25. 16th U.S. president
28. Like
31. Busy airport
32. Keynote of the legacy of CAP to the country and community
33. Successful completion of Level III management professional development qualifies the CAP officer for the Grover ____ Award
34. Successful completion of Level V executive professional development qualifies the CAP officer for the Gill Robb ____ Award
36. Good, abbr.
39. Golden state
42. Old German currency
45. Liveliness
46. Evil

Answers on page 49
Emergency responders train to cope with such obstacles as destroyed bridges, flooded highways and communications blackouts in the event massive earthquakes hit a densely populated region of the U.S. But the latest national homeland security and disaster response exercise was held in an area that may surprise some: the Midwest, where responders convened along the New Madrid fault.

Though not typically associated with major earthquakes, this area is home to one

Mission pilot Capt. Jack Gray of the Missouri Wing prepares for his first sortie of Ardent Sentry 11. More than 250 flights were launched from eight wing mission bases during the exercise.
of the country’s more active seismic zones, stretching 150 miles across Illinois, Missouri, Arkansas, Tennessee and Kentucky. Earthquakes here can also affect Alabama, Mississippi and Indiana.

The region’s last massive quakes, ranging from magnitudes 7.0 to 8.6, hit in 1811 and 1812 and literally created new geographical features in the region. But on the 200th anniversary of those quakes, the concern is the area along the New Madrid fault, now far more populated and developed, may be unprepared.

That’s where the National New Madrid Fault Response Plan, tested this year in the course of the annual Ardent Sentry exercise, comes in, making sure proper systems are in place and working before such a natural disaster might occur.

The exercise, dubbed Ardent Sentry 11, included a number of federal, state and local agencies and a large contingent of Civil Air Patrol members. Col. James Rushing, then CAP’s Southeast Region commander, was the senior agency liaison for this year’s exercise, coordinating CAP operations with other agencies at New Madrid Area Command in Little Rock, Ark.

“In our role as the U.S. Air Force auxiliary, CAP is a nationwide organization with a tremendous amount of resources it can provide to the nation in a disaster, no matter how large,” said Rushing. “CAP has 550 aerial reconnaissance and transportation aircraft and almost a thousand vehicles that are ideally suited for this type mission. In addition, the organization has hundreds of highly trained aircrews, ground team members and emergency operations personnel who are fully qualified in the same National Incident Management System training that federal, state and local officials require.”

Rushing was joined in the New Madrid fault exercise by members from six CAP wings — Arkansas, Illinois, Mississippi, Missouri, Kentucky and Tennessee — from four CAP regions. The New Madrid plan also included support from the Alabama, Georgia, Indiana, Iowa, Kansas, Louisiana, Nebraska, Ohio, Texas and Wisconsin wings. In all, 350 members and 57 CAP aircraft were involved.

All CAP wings have agreements with their state governments to respond in the event of earthquakes measuring at least magnitude 6.0 by assisting with initial disaster assessments and gathering information for governors who may be requesting a Presidential Disaster Declaration.

**Practice, practice, practice!**

A New Madrid magnitude 7.7 earthquake was simulated at 9 a.m. Central time on the morning of May 16 near Memphis, Tenn., followed by a second quake, magnitude 6.0, 240 miles away near Mount Carmel, Ill., knocking out all communications for the first 24 hours. Over the next four days, exercise participants were challenged with coordinating responses without the luxury of land lines, cell phones or the Internet.

CAP members used their nationwide network of high frequency and very high frequency interoperable radios to communicate during Ardent Sentry 11. “These communications assets are ideal in a disaster scenario like an earthquake or hurricane because they are infrastructure-independent, which means they do not
rely on cell towers or a satellite network that can easily get overloaded,” said Rushing.

CAP’s primary role in the exercise was providing aerial reconnaissance for photography and assessment of damage and conditions on the ground. CAP aircrews flew 255 sorties over the eight affected states, accounting for 505 flying hours. CAP ground teams also worked 81 tasks over the four days of the exercise.

“To work through a scenario like this gives us a better feel for what we really need to do when the real event happens,” Rushing said.

Lt. Col. Michael Mouv, the Illinois Wing’s Group 1 commander, acted as lead agent for his state and as project officer for the wing during the exercise. Mouv said the CAP reconnaissance missions focused on infrastructure and transportation, taking photos of bridges and overpasses to gauge structural damage and also assessing waterways and roads.

“It’s taken for granted when everything’s working great, but when you lose a bridge or two, it can mean a major detour in the planning for relief efforts,” he said.

The participating states were eager to test their own emergency response plans in addition to the national response plan, Mouv said.

Aware and prepared

The March quake in Japan has raised concerns in the U.S. about the number of nuclear plants a major quake might affect. Several nuclear facilities are located in the New Madrid fault region as well as along other active fault lines in the U.S.

“The events in Japan clearly drive home the devastating effects of a similar large earthquake along the New Madrid fault,” said Lt. Col. Randy Fuller, the Missouri Wing’s director of emergency services. “This is what we train for — training we hope we never have to use but we are ready when needed.”

“CAP members have been educated, so if the worst happens, our members know how to handle it,” Mouv said.

Maj. Keith Riddle of the Mississippi Wing performs pre-operational checks on a CAP aircraft mounted with an electro-optic infrared sensor system used to shoot full-motion video. The equipment was used to photograph simulated disaster areas associated with Ardent Sentry 11, a homeland security and disaster response exercise that tested emergency responders’ ability to handle earthquakes along the New Madrid fault.
Last year, in partnership with Wreaths Across America, Civil Air Patrol squadrons secured sponsorships for and distributed 38,861 wreaths to cemeteries and gravesites in every state across the country, ensuring veterans who made the ultimate sacrifice were remembered and honored in a visible, meaningful way.

But one CAP member, a young cadet with Diablo Composite Squadron 44 in California, went above and beyond most members, selling more than 600 wreaths by himself.

Cadet Tech. Sgt. Mitchell Dobin, 13, said appreciation motivated him to put in the hard work and long hours it took to sell so many wreaths. “These brave men and women fought honorably for our freedom, and finding wreath sponsorships and participating in the
wreath laying ceremony was my way of saying thank you to our servicemen and women,” he said.

To accomplish the mammoth task, Dobin mailed WAA information packets to anyone and everyone he could think of, including businesses, churches, individuals, service organizations, fire protection, police agencies and more. He also sought permission to give presentations about the Wreaths Across America program.

“Speaking to the organizations helped me sell so many wreaths,” he said. “I also spoke at numerous Veterans Day celebrations.”

Thanks in large part to Dobin’s efforts, his squadron finished fourth nationally last year in total wreaths sold, with 1,520. Two other cadets in the Diablo squadron, Cadet Airmen Alex Broom and Quincy Winship, each sold more than 300 wreaths.

The squadron’s commander, Lt. Col. Brett Dolnick, explained what inspired his squadron to get involved. “We began by looking at WAA as a fundraising opportunity, but we ended up seeing it as more of a civic activity in the end,” he said. “Our cadets went in and spoke in front of all kinds of groups.

“WAA really struck a chord with the entire squadron, and our focus shifted from raising money to remembering our veterans,” he said.

But the fundraising aspect of WAA shouldn’t be completely overlooked. “We raised just over $7,500 for our squadron,” Dolnick said, adding his group is already excited about this year and has set a long-term goal of placing a wreath on all 28,000 markers at San Francisco National Cemetery.

“I hope everyone in CAP will take the time to learn what WAA is really all about,” he said. “For us this year, the goal is 5,000 wreaths, and I believe we can outdo last year.”

In 2010, CAP’s participation in WAA grew by leaps and bounds, said Col. Dan Leclair, Maine Wing commander, who’s actively involved with the annual campaign. “We’ve been growing by about 15 percent each year for the last five years, but last year we jumped up 50 percent. CAP is the largest fundraiser for WAA; we raised $250,000 in wreath donations last year.”

Several standout CAP units, like the Diablo squadron, were recognized for their outstanding contributions to WAA in 2010. The Georgia Wing’s Gwinnett County Composite Squadron ranked fifth nationally, with 1,414 wreaths donated. In third place, donating 2,987 wreaths, was Bismarck Composite Squadron of the North Dakota Wing. The Texas Wing’s El Paso Composite Squadron had the second-highest number of donated wreaths in the nation with 3,201. The National Commander’s Unit Citation Award was presented during the 2011 Winter National Board meeting to Peachtree-DeKalb Senior Squadron of the Georgia Wing for selling 3,867 wreaths, the most in the nation.

First Lt. Evanthe Papastathis spearheaded the work of the Peachtree-DeKalb squadron. She expects even greater participation this year. “We have some new people, so I feel we’ll have even more CAP senior members involved,” she said.

Papastathis also pointed to the significance of WAA’s fresh wreaths. “Honoring our heroes and their families with a wreath laying event, especially at a difficult time in our economy, is a very important duty. People ask why we do not place fake, reusable wreaths and collect funds for other things. I let them know the symbolism of a real balsam wreath being placed in remembrance, and the ceremony that is held has deep meaning for all.

“When you are at the podium, or sitting in the back, and you see the veterans, their families, their friends,
your neighbors, and see how appreciative they are for this event, it’s so moving, it drives you to keep going.”

The Peachtree squadron did more than sell a lot of wreaths. Instead of keeping the money they raised for their unit’s activities, members used it to obtain extra wreaths, ensuring as many gravesites as possible received the decoration.

“This year, we need 6,000 wreaths,” Papastathis said. “I think we can do it, though.”

This type of dedication and level of participation should help WAA reach the goal it has set for itself: to lay a wreath on every grave in Arlington National Cemetery, along with 560 other locations across the country. At Arlington alone, that would be more than 225,000 wreaths on the gravesites of veterans of all of the nation’s wars, from the American Revolution through the campaigns in Iraq and Afghanistan.

Lt. Col. Wayne Merritt, a Maine Wing member and WAA employee, outlined the organization’s strategy for reaching its goal and praised CAP’s involvement.

“During the month of May, we set up information booths in front of Walmart stores around the country to get donations,” he said. “CAP squadrons are helping us do this. We might do it several more times throughout the summer leading up to Veterans Day.”

In addition, Leclair is working to bump up participation by getting the word out at every level of CAP. “Last year, we did more of a grassroots approach at the squadron level,” he said. “This year, we’re taking a different approach and trying to get more wing commander and group commander support to ensure everyone up and down the chain of command understands the program.

“Our presentation at the Winter National Board meeting helped us make sure everyone at the wing level understands what WAA is all about, and the National Board voted to support us in our Wreaths Across America endeavors,” Leclair said.

Handing out thank-you cards to veterans during National Military Appreciation Month in May is also part of Leclair’s plan to raise awareness and support of CAP’s work with WAA. Dobin encouraged others to follow in his footsteps and summed up the beauty of the partnership with WAA.

“My advice to other cadets is get out there and talk about Wreaths Across America. Design a presentation and take fellow cadets with you. Go to VFWs, American Legions, Rotary Clubs, police officer associations, fire protection districts and small and large businesses, and find community events where you can give your presentation. And mail informational packets to anybody you know,” he said.

“The partnership of WAA and CAP is so great, because together we honor our fallen servicemen and -women, and this partnership makes veterans and their families feel like they are appreciated,” he said.
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One week out of every summer, a rotating group of about 20 Civil Air Patrol cadets can be found hovering over piston- and turbine-driven Cessna aircraft, including Mustang jets, learning just how they work.

On an average day during that week, one cadet can be found assisting with the installation of an oxygen system on a jet, while another is helping install the landing gear on a Cessna 172. At the same time, still another cadet is working on wiring diagrams, riveting, testing fuel line attachments or even helping buff out a paint error to prepare an aircraft for the paint shop.

This program — the Aircraft Maintenance and Manufacturing Academy — is scheduled for July 24-30 at Cessna Aircraft Co. in Independence, Kan.

The AMMA Experience

AMMA is one of about 30 National Cadet Special Activities sponsored by CAP across the nation.

AMMA activity director Maj. Jerry Jessick said the academy is designed for cadet participants to be able to learn the production process for both single-engine piston and twin-engine turbine-powered jet aircraft.
“At the completion of the academy, each cadet should be able to explain the production process from beginning to end,” Jessick said.

To accomplish this, cadets experience both classroom and hands-on training alongside Cessna employees in sheet metal aircraft construction for single-engine planes and nonsheet metal aircraft construction for jets.

“It’s amazing how much these cadets, some as young as 15 years old, experience in such a short time,” said Jessick, professional development officer for the Wisconsin Wing’s Fox Cities Composite Squadron. “They are able to see how flat sheets of metal are shaped and made into a real airplane just a couple hundred yards down the line. It’s ideal for cadets aspiring to be engineers, or those who want to attend the Air Force Academy.”

Each year, the program begins with a tour of the Cessna facility and an overview of the company. Following staff introductions and safety and health presentations, cadets dive right into applied training with Cessna staff.

For the remainder of the week, participants take part in supervised production activities that entail working on assembly of wings, fuselages, landing gear, electronic components, electric equipment and upholstery as well as paint and predelivery checkout.

The CAP cadets also attend an Experimental Aircraft Association local chapter meeting to participate in discussion of home-built aircraft. Some even receive an introductory lesson in radio-controlled aircraft flight.

Additional activities Jessick and his team of seven staffers have put together include presentations on high-time/high-cycle commercial aircraft maintenance and a Lockheed Martin overview of combat and airlift aircraft and their capabilities, including the F-35 Joint Strike Fighter.

Invaluable Training

For CAP Cadet 2nd Lt. Dan Caron, who attended AMMA in 2009, the time spent working on the Cessna factory floor was the most interesting part of his academy experience.

“I was able to learn about the day-to-day activities of factory workers as I worked alongside them,” he said. “To be able to step into the shoes of these people is invaluable.”

Caron, a member of the Missouri Wing’s Cass County Composite Squadron, will also be attending the 2011 AMMA as cadet commander — which will be his last staff position and activity as a cadet. “I could not pick a better way to finish off my cadet career,” he added.

The partnership between CAP and Cessna is a strong one. In fact, the majority of CAP’s fleet of more than 550 single-engine aircraft consists of Cessna 172 Skyhawks and Cessna 182 Skylanes.

AMMA has been a CAP/Cessna tradition since 2002.

“Cessna is proud to host the annual Civil Air Patrol AMMA at our facility in Independence,” said Doug Oliver, Cessna director for corporate communications. “This weeklong event gives our people the chance to work more closely with CAP, our largest customer of single-engine pistons, and I think it gives the cadets a greater understanding of the airplanes CAP flies on a regular basis.”
Ever wonder what goes on at one of CAP’s powered flight academies? At Nebraska’s Camp Ashland, about 30 miles southwest of Omaha, a typical day starts with breakfast at 6:30 a.m. and an ensuing ride over to Fremont Municipal Airport.

“We try to be flying by 0800,” said activity director Col. Dave Plum, who is also commander of the Nebraska Wing. “Students fly once a day for about an hour, have lunch, finish up their sorties and then we head back to Camp Ashland, usually arriving around 1500 or so. Then the cadets have free time for laundry, naps, calls home, etc., until dinner at 1800, and then they have ground school from 1830 until 2100. Lights are out at 2130, and we start all over the next day.”

The application process for attending one of CAP’s five powered flight academies is based on what’s called an objective slotting score, which takes into account the cadet’s age, number of years as a member, level of achievement and attendance at any of the more than 30 other National Cadet Special Activities offered every summer. Cadets are also required to have graduated from an encampment by the time the application is submitted.

If it all works out, the cadet becomes one of the lucky ones invited to Camp Ashland, marking its 11th year this summer. Three students are assigned to each
airplane, all Cessna 172s. This year Camp Ashland will host 21 cadets, who will be arriving from Arizona, California, Colorado, Florida, Georgia, Hawaii, Iowa, Maryland, Michigan, Minnesota, Missouri, Montana, Nebraska, Tennessee, Virginia and Wyoming.

“Going to the academy has helped me by teaching me I have to think and plan ahead while multitasking during a flight. This training also helped me do this in everyday life,” said Cadet Chief Master Sgt. Alexander Cases-Weaver of the New Mexico Wing, who attended Camp Ashland in 2009. “Getting the chance to solo was the most rewarding aspect of the academy, because I could not have afforded to do that on my own.”

“The most rewarding aspect of the academy for me was the increased confidence I gained after soloing,” said Senior Member Kira Swerdfeger of the California Wing, who held the rank of cadet major when she attended the academy in 2009. “It was wonderful to meet like-minded people in CAP who love aviation and encouraged me in my journey to achieve a lifelong goal — learning to fly.”

But it’s not all about learning to be a pilot.

“We sprinkle in visits to Offutt Air Force Base, getting rides in Black Hawk helicopters and KC-135s when we can,” Plum explained. “We also take them to the Strategic Air and Space Museum and Mahoney State Park for swimming.”

The academy staff tends to vary from year to year, depending on vacations. This year a dozen staff members will be on hand, coming from the Arizona, Kansas, Missouri, Nebraska and South Dakota wings.

“We have top-notch, highly skilled instructors. Over the years we have had Federal Aviation Administration safety inspectors, both active and retired; FAA-designated pilot examiners; instructors who spend the rest of the year teaching at major university flight programs; and freelance instructors,” Plum said.

“The tactical officers are CAP members who love to help and see the program fly. They do everything — drive vans, take pictures, cook and just about anything else you can think of.”

The powered flight academy curriculum’s first 10 hours — probably the most difficult part of the flight instruction and required for soloing — cover how to taxi and take off (basic flight maneuvers), how to control the aircraft’s flight traffic pattern and how to land and park. Several hours of FAA classroom ground instruction are offered as well.

“After the academy I came home and found a local flight school to continue my training, and about a year later I passed my FAA private pilot check ride while flying out of a very busy airport located in very busy airspace. In addition, my attendance at the academy prepared me to be a competitive candidate for the Spaatz Association Aerospace Leadership Scholarship, which I won in 2010,” Swerdfeger said.

What is her advice to cadets who are thinking of applying?

“I will always remember what the academy director and flight instructor, then-Lt. Col. David Plum, said to me before I soloed: ‘Relax. Just do what you’re supposed to do.’”

Capt. Andrew McCaddin, a certified flight instructor from the Nebraska Wing, teaches preflight inspection of the empennage to Cadet Senior Master Sgt. Tyler Toman of the Wyoming Wing, Cadet Maj. Gaynair Perry of the Florida Wing and now Cadet 2nd Lt. Caleb Adkins of the Missouri Wing.
Civil Air Patrol
honored with international award

By Steve Cox

Civil Air Patrol was honored as the World Peace Corps Mission’s first recipient of the Roving Ambassador for Peace during a June 14 awards ceremony at the U.S. Capitol. In addition, the organization’s World Peace Prize was presented to H.H. Dorje Chang Buddha III and Benjamin A. Gilman.

“Civil Air Patrol makes a huge impact, going above and beyond to make a profound difference in America’s communities, saving lives and preserving liberty for all,” said former U.S. Rep. Lester Wolff, chief judge of the World Peace Prize and a member of CAP’s Legislative Squadron when he represented New York in the nation’s capital.

The World Peace Prize is presented annually by the World Peace Corps Mission, an international evangelical missionary organization. Since its establishment in 1989, the prize has been awarded to individuals contributing to the causes of world peace by preventing regional conflicts or world war; by settling disputes of political, diplomatic and economic matters; and by developing inventions to minimize threats and confusion within mankind. The Roving Ambassador for Peace honors organizations.

The awarding council for the World Peace Prize operates according to the core spirit of advancing peace and justice and inter-religious collaborations. Past recipients include presidents Ronald Reagan, Abdurrahman Wahid of Indonesia and Kuniwo Nakamura of Palau.

“Civil Air Patrol is delighted to be chosen for this prestigious international honor,” said Maj. Gen. Amy S. Courter, CAP’s national commander. “This reflects greatly upon our 61,000-plus members, who work diligently in their communities to serve their fellow citizens.”

In its Air Force auxiliary role, CAP performs 90 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center and was credited by the AFRCC with saving 113 lives in fiscal year 2010.
When natural or man-made disasters occur, CAP’s citizen volunteers are often the first on the scene, transmitting digital images of the damage within seconds while providing disaster relief and emergency services for victims. In the past decade alone, members have responded to such emergencies as the Sept. 11 terrorist attacks, Hurricane Katrina, wildfires in Texas and Oklahoma, tornadoes in the South and central U.S., flooding in the Dakotas and an earthquake and tsunami in Hawaii. They also participated in humanitarian missions along the U.S.-Mexico border.

CAP has been conducting humanitarian missions from the early days of World War II and is considered by many as the world standard for aviation-oriented, volunteer emergency operations.

CAP was selected for the award based on its 69-year history of humanitarian service to America.
It was the first four-legged save for the South Eastern Group of Civil Air Patrol’s New York Wing and a last chance at life for four Georgia shelter dogs when CAP members loaded the animals on a Cessna 182 and went wheels-up at New York’s Westchester County Airport.

The boxer/Lab-mix pups had just arrived via private jet on the first leg of their trip from Gainesville, Ga., where they had been scheduled to be euthanized in a high-kill shelter.

It was a particularly harrowing time for overlooked dogs in overcrowded facilities. “The pressure was on to get these animals to safety,” pointed out aircrew member Maj. Jill Silverman, who was instrumental in launching the South Eastern Group’s animal rescue effort.

The flight to safe haven for the fortunate four was planned in conjunction with Animal Rescue Flights, a nonprofit organization whose volunteer pilot members use their own planes to rescue endangered dogs from overpopulated shelters.

On the second leg of the trip, the CAP crew transported the 3-month-old canines to a no-kill shelter in Pawtucket, R.I. There, the dogs — once destined to be destroyed — were petted, pampered and protected as they awaited loving homes.

**Pilots and Paws**

“CAP’s involvement in animal rescue just seems to make sense,” said Silverman, health services officer for the Westchester Hudson Senior Squadron. “The animals need to be rescued, and we have planes and pilots who need to fly to keep their proficiency up. It’s a win-win situation.”

To get the program off the ground, Silverman began by emailing the group’s qualified pilots, outlining her plan and asking for volunteers. The response was overwhelming.

“All of us love to fly, and this gives us a chance to give back to the community,” said 2nd Lt. David C. Nelson, another Westchester Hudson squadron member and a mission pilot who has made several animal rescue flights since the program’s inception. In order to fly a rescue,
pilots must join the organization involved and adhere to CAP-specific regulations.

When CAP is requested to intervene to rescue an animal, Silverman notifies the pool of pilots and then coordinates the flight with the first flier to respond. Since flights are also conducted for proficiency and planning, pilots are responsible for all costs.

When working in conjunction with an organization like Animal Rescue Flights, both Silverman and the CAP pilots involved review the rescues. ARF’s flight coordinators — all pilots themselves — work with those sending and receiving animals to plan and map out flight routes. Often these flights transport the animal passengers over long distances using pilot relays, in which CAP pilots volunteer for just one leg of the trip.

Safe Haven

“Flying is fun,” ARF co-organizer Clark Burgard said, “but helping animals in need is rewarding in ways that cannot be measured.”

ARF isn’t the only group with a heart. Many other organizations, shelters and individuals put in the time and effort required to help safeguard victims of the country’s animal overpopulation problem. Pilots ’N Paws, for one, also enlists volunteers to fly doomed dogs to new lives.

CAP plans are under way to coordinate efforts with local shelters and individuals to help give back — or, in this case, “bark” — to the community. While several shelters provide ground transportation for dogs destined to be euthanized, the animals often must make the long trip to safe shelters in crowded vans; CAP planes can provide a more efficient and gentler way for these dogs to reach their destinations and the qualified community residents looking to adopt them.

Barks and Benefits

Since the start of its animal rescue program, the South Eastern Group has flown five rescues, transporting a total of 26 dogs to no-kill shelters in New York, Rhode Island and Vermont. The crew’s canine companions have come in all shapes, sizes, ages and breeds. The dogs fly in crates, accompanied by proof of immunization and often favorite toys or blankets.

Dogs that are sick must be deemed physically able to make the trip by a veterinarian and must travel with written veterinary orders. One dog, a dachshund mix that had sustained multiple broken bones after being struck by a car, arrived safely at an animal hospital in Rochester, N.Y., where it underwent surgery. A full recovery is expected, to the delight of group members and New York City citizens who helped make the rescue and flight possible.

For the humans involved, the rewards are also profound. “You really get the sense you have done something worthwhile when we take the dogs out of the crates,” Nelson said. “Everyone in the building comes over to pet the animals, and you realize you haven’t just saved them from a terrible fate. They are going to bring a lot of joy and happiness to someone.”

First Lt. Al Vacchio, the group’s emergency services officer and pilot in charge on its first animal rescue flight, couldn’t agree more. Vacchio, who has flown multiple rescues for ARF over the years, actually ended up adopting one of his transports.

“We were giving the dogs a break at the airport in between flights. I picked up this one dog, and he immediately fell asleep in my arms. That was it for me. “I flew back up to Orange County Airport in Montgomery, N.Y., to the shelter the following week and brought him home.” Vacchio pulled out his cell phone to show a photo of the pooch he now calls his own. ▲

For more information on South Eastern Group animal rescue flights, contact Silverman at (914) 261-4484.
Achievements

Gill Robb Wilson Award

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

Maj. Michael Heath
Col. Richard J. Cooper
Lt. Col. Peter C. Hantelman
Lt. Col. George R. McCord
Lt. Col. William R. Rogerson
Capt. Ronald A. Fenn
Lt. Col. Thomas M. Hollenhorst
Lt. Col. Dan A. Foster
Lt. Col. Thomas W. Dey
Lt. Col. Mark L. E. Smith
Maj. Maurice L. Connor
Lt. Col. Robert W. Frost

Gen. Carl A. Spaatz Award

Highest award for cadets, presented to those 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 February, March and April.

Traverse P. Garvin
Dillon J. Garvin
Stephanie M. Lemelin
Sascha R. Maraj
Todd P. O'Brien
Mark C. Teubl
Noah Daniel Bendele
Jenifer M. Flores
Ivan X. Marciano
Adam T. Smith

Paul E. Garber Award

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

Maj. Blair F. Rorabaugh
Maj. William D. Travis
Capt. Peter W. Mountain
Maj. Robert Calderone
Maj. Harlan Confer
Maj. Tony Diaz
Maj. Dustin M. Jones
Maj. Stephen L. Oppenheim
Maj. Martin R. Zschoche
Lt. Col. Randall L. Carlson
Maj. Paul E. Gutierrez
Maj. Harold J. Hyde
Maj. R. Victor Sabatini
Maj. Thomas W. Litwinczyk
Maj. Christopher A. Duemmler
Lt. Col. Roger E. Halton
Lt. Col. Norman D. Kaplan
Capt. Robert E. Maxey
Lt. Col. Harry M. Robinson
Maj. Marko D. Baetke
Capt. Silas C. Versage
Maj. Arthur W. Grover
Maj. LouAnn Maffei-Iwuc
Lt. Col. Lynne S. Putney
Maj. D. Curtis Martin
Capt. Norine C. Olson
Lt. Col. Larry E. Burch
Capt. Malcolm D. Decke
Capt. Michael J. McClellan
Maj. Carol J. McCulloc
Col. David L. Mull
Lt. Col. Joseph R. Peres
Lt. Col. Michael A. Samuel
Maj. Nancy Elizabeth Ackerson
Maj. Anthony G. Gorses
Maj. Robert W. Frost
Maj. John J. Riss
Maj. Shawn N. Hauser
Maj. Thomas A. Redman
Maj. Steven L. Wilson
Lt. Col. Torso F. Pena
Lt. Col. William B. Cheney
Capt. Eddie R. Simmons
Maj. Harrell L. Cobb
Lt. Col. Phillip T. Crawford
Lt. Col. Clyde R. Woolfolk
Lt. Col. Stuart R. Boyd
Lt. Col. Jonathan Niedfeldt
Maj. Patrick C. Fulghum
Maj. Michael J. Girardi
Lt. Col. Ira V. Hoffman
Maj. John M. Reno
Maj. Ronald J. Kridler
Capt. Robert W. Cook

Gen. Ira C. Eaker Award

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

Megan E. Paulson
Crystal M. Pitts
James R. Decker
Isaac Y. Marble
Faith E. Galford
Matthew P. Hackett
David B. Vigorito
Nicholas R. Howe
Patrick R. Finn
Laura N. Stewart
Quinton J. Mount
Ariel C. Sten
Cody C. McCallum
Kenneth R. Griffing III
Michael L. Fraire
Jesse D. Carr
Forest E. Allen
Amy D. Berent
Jordan A. Thomas
Sally Anderson
Sally Anderson
Hector G. Ramos
Lizmarie Rosado
Jesmar Nieves
Maj. Robert W. Frost
Maj. Maj. Robert W. Frost
Maj. Robert W. Frost
Maj. Robert W. Frost
Maj. Robert W. Frost
Maj. Robert W. Frost
Maj. Robert W. Frost
Maj. Robert W. Frost
Maj. Robert W. Frost
Maj. Robert W. Frost
Maj. Robert W. Frost
Maj. Robert W. Frost
Maj. Robert W. Frost
Maj. Robert W. Frost
**Middle East**

*Maryland unit trains online, in field*

MARYLAND – A one-day search and rescue exercise for 28 Carroll Composite Squadron members focused on urban direction finding. Mission base training was organized by the unit’s emergency services officer, 2nd Lt. Cole Brown, who coordinated classroom instruction at the Carroll Nonprofit Center with field and aircrew functions at Carroll County and Clearview airports and other sites around the county.

After being assessed for emergency service ratings, the participants were assembled into training groups. An overview of the emergency services program followed; participants learned their options for supporting a mission as part of the mission base staff, a ground team, a flight line or an aircrew. Then came a tutorial on meeting the prerequisites for emergency services training. Everyone was introduced to National Headquarters’ eServices website, where they were guided through online tools for recording tasks, skills, qualifications and currencies.

Participants learned about the Carroll squadron’s new emergency services alerting system. For those who completed their familiarization, preparatory and advanced training, mission-based training was conducted in the afternoon, involving the squadron’s airplane, van and mission base. Ground signals and a training beacon were placed at strategic locations within Carroll County, and qualified mission base, ground team and aircrew personnel communicated and coordinated their finds. Members with trainee status participated through observation at mission base. >> 1st Lt. Stacey Bowen

**Great Lakes**

*Wisconsin squadron visits Air Force museum at Wright AFB*

WISCONSIN – From a Wright Flyer to a C-119 “Flying Boxcar,” cadets and senior members from Milwaukee Composite Squadron 5 saw the aeronautical spectrum covered when they visited Wright Patterson Air Force Base, Ohio, for a spring break tour of the National Museum of the U.S. Air Force.

The group stayed on base at the Visiting Officers Quarters, ate at Pittenbarger Dining Hall and shopped at both the commissary and military clothing store. During their 2½-day visit, which an Air Force Association grant helped make possible, they tried to see most of the more than 360 aerospace vehicles and missiles on the museum’s 17-acre campus, the nearby Wright Brothers Memorial and the Huffman Prairie Flying Field Interpretive Center. They returned to the Milwaukee area eager to share their experiences with the rest of the squadron and their families and friends.

In all, 13 cadets made the trip, accompanied by Lt. Cols. Julie Sorenson, the squadron’s aerospace education officer; Danielle Michaels, deputy commander for seniors; and Stephen Michaels, deputy commander for cadets; and Senior Member Gregory Turdo. >> Lt. Col. Stephen Michaels

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Capt. Dave Alexander uses an aviation chart to teach Cadet Airman Bjorn Abrahamzon urban direction finding skills.

Gathered at the 5th Air Force monument in the National Museum of the U.S. Air Force’s Memorial Park are, from left, Cadet Airmen 1st Class Xavier Correa, Samantha Albright and Chris Sorenson; Cadet Airman Danielle Sorenson; Cadet Airman 1st Class Karina Popek; Cadet Tech. Sgt. Christopher Tipton; Cadet Airmen Jeremy Marek and Hope Acuna; Cadet Staff Sgt. Jasmine Grant; Cadet Airman 1st Class Zachary Marek; Cadet Airman Anthony Albright; and Cadet Airmen 1st Class Garrett Reeves and Joseph Toepfer.
North Central

Legislative Squadron expansion impressive

MISSOURI – The Missouri Wing welcomed 30 new members – two state senators, 25 state representatives and three key staff members – into its Legislative Squadron during this year’s 96th General Assembly, bringing the unit’s total roster to 126. The squadron was formed after passage of House Bill 619 in 2007, which recognizes wing members as state employees for liability and worker’s compensation coverage purposes when they perform state-funded missions. The squadron is commanded by Lt. Col. Randy Fuller, the wing’s director of emergency services.

“Our goal is 100 percent membership in our legislative squadron of all state legislators,” Fuller said. The squadron includes Lt. Gov. Peter Kinder; Sen. Tom Dempsey, Senate majority floor leader; and Reps. Steven Tilley, speaker of the House; Shane Schoeller, House speaker pro tem; Tim Jones, House majority floor leader; and Tishaura Jones, House assistant minority floor leader. Past members have included former Gov. Matt Blunt and former State Treasurer Sarah Steelman.

Membership in the squadron is open to state legislators and elected state officials as well as key staff members.

>> Lt. Col. David A. Miller

Northeast

New York cadets apply classroom lessons during cold-weather exercise

NEW YORK – Late-season winter conditions posed no problems for 18 members of the F. R. Sussey Composite and Syracuse Cadet squadrons. They used the opportunity to apply classroom lessons in search-and-rescue techniques to ground team missions during a bivouac at Highland Forest State Park in Fabius.

“The purpose of the bivouac was to promote emergency services training and prepare members to serve on search-and-rescue ground teams,” said 1st Lt. Penny Schreiber, Syracuse Cadet Squadron deputy commander, who coordinated the training. “Though the weather dropped down to 10 degrees at night and was no higher than 25 degrees during the day, it turned out to be a great weekend of learning teamwork and the skills needed to conduct a successful search and rescue.”

The participants took on various roles, such as ground team leader, ground team member and mission radio operator. The weekend reinforced previous training for some cadets and introduced the basics of emergency services to others, most of whom were handling a hand-held distress beacon transmitter for the first time. The cadets also received instruction in proper radio communications, map reading, compass navigation, field first aid and litter carries. The ground team trainees put their new skills to practical use in simulated missions in the woods, including locating a downed pilot. Through teamwork, the pilot was rescued, and each participant walked away with a better understanding of what a real ground team mission entails, Schreiber said. “All in all, it was a successful weekend, with everyone having fun and learning how to be of better service to their community.”

>> Cadet Capt. Sarah Schreiber

State Rep. Jamilah Nasheed, one of the newest members of the Missouri Wing’s Legislative Squadron, greets, from left, Cadet Staff Sgt. Andrew Freitag, Cadet Capt. Clay Sakabu and Cadet 1st Lt. Tabitha Schulz, all members of the St. Charles Composite Squadron, during the cadets’ visit to the state Capitol.

Cadet Capt. Sarah Schreiber provides instruction in proper litter carry techniques while Cadet Airman Tyler Deaver, a fellow Syracuse Cadet Squadron member, serves as the victim.
Pacific

Paper airplanes soar during museum festival

CALIFORNIA – Cadets and senior members from Skyhawk Composite Squadron 47 spent a day applying not only their own aviation knowledge but also new lessons learned while helping out at the San Diego Air and Space Museum Paper Airplane Festival. Those attending the free event participated in a variety of activities and competitions, capped off by a mass launch of the paper airplanes they had learned to build.

Squadron 47 members arrived at the museum early to be briefed on what they would be doing. After learning how to make different types of space-themed paper planes, it was time to help set up tables around the museum. By midday, after helping hundreds of children build planes, the members could fold them with their eyes closed. During breaks, when they weren’t helping the public with their paper planes, the cadets were able to tour the museum.

The cadets applied their new skills at the next squadron meeting, with paper planes soon flying all over the unit’s meeting place at the Army Reserve Center at Camp Pendleton. >> Maj. Audrey DiGiantomasso

Rocky Mountain

Montana cadets explore biomedical engineering through robotics

MONTANA – An Air Force Association grant and NXT robots enabled Missoula Composite Squadron cadets to explore the cutting-edge world of biomedical engineering for innovative ways to repair injuries, overcome genetic predispositions and maximize the body’s potential. The cadets learned to build, program and download missions to carry out medical tasks — such as inserting a stent, pacemaker and heart patch — on a robotic field. Other missions included repairing a bone fracture, separating white and red blood cells, implanting a bone bridge and removing cancer from a tissue area.

The program’s goal was to create teamwork among the cadets and participating fifth-graders from Target Range School while solving a medical situation on the robotics table. The cadets teamed with the fifth-graders — whose teacher, Lt. Col. Kaye Ebelt, is Montana Wing director of aerospace education — to form medical teams called Code Blue Docs, Cyber Surgeons and Biobots. They conducted research on how biomedical engineering affects people with heart problems, helps detect cancer and benefits people with diabetes. They also enlisted the help of medical specialists to increase their knowledge in these areas.

The teams had the opportunity to demonstrate their teamwork, medical knowledge and robotic skills in state competition in Bozeman against 51 other teams. The Code Blue Docs placed first in Teamwork, while the Cyber Surgeons received the Spirit Award and the Biobots earned 10 state Robotics Medals in their quest to focus on the effects of diabetes on the human body. Many of the participating cadets and students are now considering studying science, technology, math and engineering. >> Lt. Col. Kaye Ebelt

Cadets from the Missoula Composite Squadron — from left, Cadet 2nd Lt. Shawn Belobraidic, Cadet Maj. Nick McKinney, Cadet Staff Sgt. Armand Munoz, Cadet Airman Owen Howe and Cadet Staff Sgt. Jake Bova, with Cadet Chief Master Sgt. Matt Powell looking on in the background — employ teamwork and robotic strategies to solve simulated medical emergencies.
Southwest

Air show soars with Arizona Wing’s help

ARIZONA – Arizona Wing members turned out in force for Luke Air Force Base’s Luke Days, doing their part to help make sure the air show ran smoothly by providing shuttle service and assisting with parking control as well as staffing CAP displays. The wing displayed a collection of historic uniforms from multiple branches of the military, and members also provided a Civil Air Patrol information booth.

Maj. Phil Hubacek, the wing’s assistant aerospace education officer, experienced a pleasant surprise when he got a look at one of the aircraft in the show. “The B-52H this year came from my old base in Minot, N.D.,” Hubacek said. “This very plane was the one I flew!”

More than 200,000 spectators attended Luke Days, breaking attendance records. The schedule included more than 15 aerial acts, including the Air Force Thunderbirds – originally activated May 25, 1953, at Luke as the 3600th Air Demonstration Unit. In addition, 63 aviation organizations presented displays. >> 1st Lt. Cindy Beck

Southeast

NASA astronaut visits Alabama schools

ALABAMA – NASA astronaut Doug Wheelock toured six schools in Alabama to discuss his recent mission aboard the International Space Station. He visited with thousands of students participating in ACE – Civil Air Patrol’s K-6 Aerospace Connections in Education Program. Wheelock, a U.S. Army colonel, took command of the space station Sept. 22, 2010, at the beginning of Expedition 25, making him the first Army officer to hold that command. He returned to Earth on Nov. 26.

Beginning with an appearance at Snead State Community College’s Bevill Center in Boaz, his four-day visit to Alabama was sponsored by CAP National Headquarters as well as Troy University’s Wiregrass Math and Science Consortium, the Alabama Education Association and the Montgomery Chapter of the Air Force Association.

Schools in Ashford, Birmingham, Boaz, Montgomery and Vestavia Hills were selected for the tour through participation in the ACE program, which uses the aerospace theme to promote science, technology, engineering and math (STEM) academics and careers, character education and physical fitness. The program includes more than 400 educators and more than 11,000 students nationwide.

Wheelock has worked closely with the math and science consortium in promoting math, science and technology education in Alabama classrooms. One result of this partnership is the “Al the Astronaut” program, a series of lesson plans based on a kid-friendly mascot transported to the space station during Wheelock’s mission. By following the character’s adventures, students in grades K-8 learned about space travel, science and technology.

>> Aerospace Education Member Sandy Armstrong
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