

Civil Air Patrol

March-April 2009



Volunteer


CAP Into Space

Senior Member Pilots
First Shuttle Mission



Wreaths Across America
CAP Helps Stage
Nationwide Tribute

Presidential Praise
Obama Recognizes
Spaatz Cadet



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CIVIL AIR PATROL **Volunteer**

March-April 2009

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Honor Veterans



Photo by Capt. Russell Voelker, West Virginia Wing

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President Barack Obama congratulates Civil Air Patrol Cadet Col. David F. Hill IV, who is joined by Lt. Col. Dennis Barron, West Virginia Wing chief of staff. Obama greeted Hill and members of his squadron who traveled with the cadet to the Capitol to receive his Gen. Carl A. Spaatz Award.

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ON OUR COVER

Civil Air Patrol Sr. Mbr. and Air Force Col. Eric Boe, a NASA astronaut, piloted the Space Shuttle Endeavour on a mission to support the International Space Station in November 2008. His first trip into space is an auspicious milestone for Boe, who piloted his first aircraft as a CAP cadet. See coverage beginning on page 21.

Civil Air Patrol Volunteer is oriented toward both internal (CAP) and external audiences. For that reason, it uses the Associated Press style for such things as military abbreviations. The Associated Press style is the standard used for most newspapers and magazines. Official internal CAP communications should continue to use the U.S. Air Force rank abbreviations found in CAPR 35-5.

Unexpected visitor congratulates Spaatz cadet



Photo courtesy of Christopher Pavasaris

Cadet Col. David F. Hill IV of the West Virginia Wing knew achieving Civil Air Patrol's most prestigious cadet award would

"Meeting the president was one of the greatest and most memorable moments in my life," said Cadet Col. David F. Hill IV, standing beside the 44th U.S. president, Barack Obama.

bring him remarkable opportunities. But little did he know he would be congratulated by the commander in chief himself.

U.S. Sen. Jay Rockefeller, D-W.Va., and U.S. Rep. Shelley Moore Capito, R-W.Va., presented Hill with the Gen. Carl A. Spaatz Award at the Capitol in Washington, D.C., on Jan. 27. After the presentation, Hill and 14 other cadets from the Martinsburg Composite Squadron were greeted by an unexpected visitor — President Barack Obama.

The president departed a meeting to personally meet each

By Rachel Underwood

member of the Martinsburg squadron. West Virginia Wing Chief of Staff Lt. Col. Dennis Barron explained the significance of the Spaatz award to Obama and introduced Hill and his father to the president. Obama congratulated Hill on his achievement and praised him for his dedication and commitment to the cadet program.

“Meeting the president was one of the greatest and most memorable moments in my life,” Hill said. “Winning the prestigious Spaatz award is one of my greatest accomplishments, but meeting the president during his first week in office almost makes it pale in comparison.”

Lt. Col. Robert Mills, commander of the Martinsburg squadron, knew the event was something the cadets would remember for years to come. “This was one of those rare life-time experiences,” Mills said, “and for Cadet Col. Hill, the ultimate in award presentations.”

“I’m very happy Cadet Hill’s achievement was recognized by Sen. Rockefeller, Congresswoman Capito and President Obama,” said West Virginia Wing Commander Col. Rod Moore. “This event demonstrates that with hard work and dedication, Civil Air Patrol cadets have fantastic opportunities to excel and be recognized for their accomplishments.”

The Spaatz award is earned by less than one-half of 1 percent of Civil Air Patrol cadets. Since the award’s inception in 1963, Hill, of Shepherdstown, W.Va., is only the third cadet from the Martinsburg squadron



Photo by Capt. Russell Voelker, West Virginia Wing

Hill was presented the Gen. Carl A. Spaatz Award by Sen. Jay Rockefeller and Rep. Shelley Moore Capito at the U.S. Capitol on Jan. 27.

him to set his sights on the Spaatz award early in his membership. “I’m one of those people who wants to get to the top,” Hill said. “The Spaatz award is the top, so that’s where I wanted to be.”



Photo courtesy of Christopher Pavasaris

1st Lt. Dirk Stansbury, the Martinsburg Composite Squadron’s aerospace education officer, was among those who got the chance to meet the president.

the exam immediately,” he said.

Other CAP honors and recognition Hill has received include the Air Force Association Award, Veterans of Foreign Wars Award, Community Service Award, Commander’s Commendation,

and the 20th in West Virginia history to receive the award.

Hill was immediately interested in the cadet program when he attended his first Civil Air Patrol meeting in 2003 with his mother, who also had been a CAP cadet. As a 12-year-old, he was intrigued by the military-style program and was eager to don the cadet uniform.

His ambitious attitude led

Cadets must complete numerous tests to be considered for the Spaatz, and Hill went above and beyond expectations. During the physical fitness exam, for example, he ran a mile in 5 minutes and 36 seconds — his personal best. And, after he finished the aerospace education exam, he was so excited, he did a cartwheel. “I knew I had passed

Red Service Ribbon and Unit Citation.

During his relatively brief tenure in CAP, he has served as encampment flight commander, wing cadet advisory council representative and squadron ground team member. Currently adviser to the squadron commander, Hill reached the highest rank CAP youth can attain — cadet colonel — after only five years of service.

“There’s very little that can top the opportunities the Civil Air Patrol has given me,” he observed.

Hill believes any cadet can make it as far as he has with drive and determination. These are two qualities he definitely does not lack. His impressive list of CAP awards and accomplishments is complemented by big plans for his future: to attend Swarthmore College in Pennsylvania next year, graduate from law school and become a lawyer in the U.S. Marine Corps.

Hill’s support system throughout his journey to the coveted Spaatz award included Mills and Barron, who believed in him from the beginning. “Without them, I would never have made it this far,” he said.

A senior at Mercersburg Academy in Pennsylvania, Hill said he is also grateful to Dean of Students Tom Rahauser for allowing him to attend CAP meetings and encouraging him in his cadet activities. ▲

Obama Leaves Lasting Impression on Cadets



Cadet 2nd Lt. Jonah E. Rock

“It was certainly a pleasant surprise, to say the least, to see the president of the United States standing in front of me extending his hand to shake mine. It was a surreal afternoon. I don’t think anyone fully realized what was happening until it was over. Meeting the president is a once-in-a-lifetime event that most people never get to experience. Only in the Civil Air Patrol do people get the opportunity to do such extraordinary things at such a young age.”



Cadet Airman 1st Class Emily N. Metzbower

“Meeting the president was an honor and a privilege. President Obama was easy to talk to and very friendly. All of us were extremely excited when we heard he wanted to meet us. It was an experience that was unexpected and one I will never forget. It will be a story I will proudly tell my children and grandchildren one day.”



Cadet 2nd Lt. Robert J. Lyons

“It was exhilarating having the president of the United States come to meet my squadron while at the Capitol, but more importantly having the president show up in that manner allowed me to see he is taking an interest in the next generation of soldiers, politicians and leaders.”



Cadet Airman 1st Class David W. Lee

“When Cadet Hill relayed the message that the president wanted to meet my squadron, I thought I would die of excitement because it was such a big surprise. As I waited in line with my fellow cadets to meet President Obama, I was so nervous I almost fainted. The president shook my hand, asked me where I was from and what my name was. I said, ‘My name is David Lee and I’m from Berkeley County, W.Va.’ I still can’t believe something this cool happened to me!”



Cadet 2nd Lt. Andrew F. Mitchell

“After Sen. Rockefeller arrived and made the Spaatz presentation, we were standing at parade rest when the president of the United States came and met with us. He personally greeted each one in the group, thanked us for our service to our country and proposed a group photo with him. President Obama is very personable and kind, and I am proud to have him as my president. It was a unique opportunity and an honor to have met him.”



What an amazing journey readers will experience in this issue of the *Volunteer*! While there are always many wonderful stories to enjoy in every issue, this one is especially heart-warming. Our anchor story on Eric Boe, for example, chronicles the impact of CAP's Cadet Program in helping him reach his goal of becoming an Air Force pilot. Ultimately, he added astronaut to his list of accomplishments! Boe is living his dream. He recently piloted the STS-126, the Space Shuttle Endeavour, arriving at the International Space Station with equipment *and* his Spaatz coin in tow!

There's also in-depth coverage of CAP squadrons' success in securing Wreaths Across America sponsorships totaling more than \$200,000. Working with Worcester Wreath Co., our members raised more than \$72,000 for their own squadrons while also supporting wreath-laying activities at nearly 400 veterans' cemeteries and memorial gardens. A photo montage chronicling selected wreath-layings across America speaks to the heart of CAP's core mission of service to communities "Above and Beyond." Wreaths Across America is indeed a perfect service project for the CAP family — one that allows us to give back to our servicemen and -women and their loved ones.

Each issue of the magazine also features CAP's missions, and this one provides exceptional coverage of our members' CAPabilities — from responding to ice storms in Kentucky and to devastating floods in Washington, as well as helping save lives in Utah and Nevada. We even helped the University of Wisconsin survey the state's deer population.

CAP was credited with saving 91 lives last year, but our members daily touch the lives of countless others: the cadet who listens to the chaplain and finds new ways to interact with his parents, the adult member who realizes that a way to be relevant in this economy is to use the CAP network to find potential job openings, or the teacher who was about to give up trying to find ways to reach the students of today until he or she experienced a flight in CAP's Fly-A-Teacher program. CAP changes lives every day, and sometimes we "save" a few more than we may ever know.

In hindsight, the contents of this issue of the *Volunteer* represent service that's all in a day's work for us. CAP members volunteer to serve, and they professionally execute their duties with excellence every day, above and beyond the call of duty across our great nation.

Semper Vigilans!

A handwritten signature in black ink that reads "Amy Courter". The signature is fluid and cursive, with a large initial "A".

Maj. Gen. Amy S. Courter
CAP National Commander

Presidential Inauguration

National Capital Wing adds its expertise to D.C. response

By Kristi Carr

The presidential inauguration on Jan. 20 was also an inauguration of sorts for Civil Air Patrol's National Capital Wing in the Washington, D.C., metro area. It marked the official debut of the wing as part of the Emergency Operations Center, a hub established by the District of Columbia Homeland Security and Emergency Management Agency to coordinate security and communications in times of actual or potential danger. The inauguration — with its unprecedented crowds, its political nature and its nationally historic setting — was declared a national security event by the U.S. Secret Service, thereby automatically activating the EOC and now CAP.

Putting it in writing

In the works for more than two years, a memorandum of understanding between HSEMA and the National Capital Wing was signed last December, giving CAP a seat at the table — including Internet and incident software access, phones and VHF radios set to CAP frequencies — in the EOC. CAP joins numerous federal, state and district-level organizations in helping to coordinate emergency responses and provide operational support, whenever requested, in the Washington, D.C., and national capital area. The inauguration was

the first official request under the new agreement.

CAP may be asked in the future to provide aerial support to the district; collect data for damage assessments or conduct environmental surveys using visual, photographic, real-time digital and video; offer airborne communications support; and provide airlifts. Other support could include ground transportation, radio communications and search and rescue or manual labor, such as filling sandbags.

National Capital Wing Commander Col. Jane Davies explained, "Historically, the wing has had a good relationship with the city's emergency management agency. With the signing of this memorandum, we have entered into a partnership that will facilitate our support of the city and the national capital region as we confront the new challenges that have emerged since 9/11."

Take a trial run

CAP took its place in the EOC on Jan. 11 to prepare for the inauguration. This dress rehearsal tested communication nodes, equipment positioning, shift change procedures and staging areas.

Representatives of the 56 participating agencies were briefed by HSEMA on how they were expected to interact with one another and what was required of each. Agencies were required, for example, to submit periodic situation reports, beginning with one due each day. The frequency of the reports escalated to every three hours

on inauguration day.

“It was amazing to see the scope of the agencies involved,” said Lt. Col. Mark Bailey, National Capital Wing director of operations and incident commander.

CAP’s desk at the EOC was flanked by the D.C. National Guard and Joint Forces Headquarters-National Capital Region, which is responsible for all active duty military activity in the area.

Communicate and coordinate

For the inauguration, the National Capital Wing was on duty 24/7 from Jan. 15-22, with a three-pronged approach that included the EOC desk, ground support and the wing’s own mobile communications command center.

At the EOC, Civil Air Patrol’s presence was duly noted when Paul Schneider, deputy secretary of the U.S. Department of Homeland Security, made a point to stop at the CAP desk.

Meanwhile, the National Capital Wing was kept busy on the ground, providing van transportation for FEMA personnel from the Pentagon to Federal Emergency Management Agency headquarters downtown, as well as the EOC and Metro stations. Authorized ground transportation was crucial, since all bridges between Virginia and the district were closed to traffic, as were major roads leading into the nation’s capital from Maryland.

Beyond the EOC desk and ground duties, the wing assigned CAP volunteers to its mobile communications command center at wing headquarters on Bolling Air Force Base to provide the incident commander and EOC with a link to all CAP personnel on the ground or in the air. The center’s equipment includes HF and VHF radios as well as a rented satellite phone with data capability.

The National Capital Wing called on more than 20 of its members during the inauguration.

“I think our biggest successes,” said National Capital Wing Director of Public Affairs Maj. Paul Cianciolo, “were having constant and reliable communications with all our personnel using the wing’s new mobile communications command post at Bolling and having a professional presence at the EOC. As CAP likes to say, we are ‘Citizens Serving Communities: Above and Beyond.’” ▲



Photo courtesy of National Capital Wing

One of the National Capital Wing’s inauguration day duties was providing van transportation for federal emergency management personnel through restricted areas. 1st Lt. Rhoda Wharton of Andrews Composite Squadron was one of the CAP drivers.

Photo by Maj. Paul Cianciolo, National Capital Wing



Cadets in the National Capital Wing — here, Cadet Airman 1st Class Darin Davis of Andrews Composite Squadron — routinely monitor several radio frequencies in the wing’s new mobile communications center strategically located within the district. “I feel honored to have been able to help out with the inauguration,” said Davis. “Such work is what CAP is all about — emergency and volunteer services.”



Photo by Maj. Paul Cianciolo, National Capital Wing

Col. Jane Davies, commander of the National Capital Wing, signed the memorandum of understanding with the District of Columbia in December, giving CAP a seat in the district’s Homeland Security Emergency Operations Center.

Background: The map cites road closings, no-parking zones and resident vehicle parking during the inauguration.



Photo by 1st Lt. Ron Griswold, Oregon Wing

Aviators pay tribute to fallen soldier

A Vietnam-era Cessna O-2 Skymaster aircraft conducts a flyby over Brookings, Ore., in this photo published on the front page of the *Curry Coastal Pilot*. Capt. Scott Bakker, commander of the Oregon Wing's South Coast Composite Squadron and president of a private pilots' foundation that acts as "Guardians From Above," piloted the Skymaster in honor of his friend, Art Laguna, a U.S. Army National Guard helicopter pilot who died in Iraq in 2007. Bakker did the flyby as part of a memorial tribute by local aviators on the second anniversary of Laguna's death.

Nebraska unit aims high to ensure cadets' aerospace future

Photo by Maj. Jason Johnson, Nebraska Wing



Cadets Basic Rachel Dunkleman and Matt Callahan of the Gen. Curtis E. LeMay Offutt Composite Squadron try out flight simulators in the Nebraska Wing unit's new aerospace education room. The room began taking shape after space became available to move the squadron's supply room last summer. The squadron

received a \$4,000 grant from Best Buy that allowed the room to be outfitted with new computers and accessories to construct the simulators. Squadron members painted the room to match Civil Air Patrol's red, white and blue aircraft paint scheme and decorated the walls — which correspond to the six cadet aerospace modules — with materials donated by aerospace companies nationwide. The back wall contains historical items from the unit's history, and the entrance wall is covered with patches from flying organizations across the U.S.

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The statistics associated with Civil Air Patrol are fueled by our vigilant 55,600 members, but that's only a part of the CAP story.

For instance, our members nationwide saved 91 lives in 2008 while performing search and rescue missions. They devoted thousands of hours to hurricane relief efforts in four Gulf Coast states and volunteered their time, energy and expertise in assisting with the response to wildfires in seven states. When flooding endangered lives and property in 14 states, CAP members stepped up to assist victims and emergency service personnel alike. And after tornadoes ripped through no less than 16 states, CAP aircrews took on damage assessment missions, providing aerial imagery of the destruction and giving officials with state and local government, emergency service agencies and the National Weather Service rides for an airborne view of the storms' impact.

Also, nearly 22,000 youth benefited from CAP's Cadet Program last year. They served their communities while learning to be better students, friends and future leaders of America, and their success was driven by the Cadet Program's core values of integrity, community service, excellence and respect.

Behind every statistic from an emergency service mission are these members, and behind each person saved is a thankful family, friends and community. The value of a life saved is truly beyond measure.

In addition, behind every enthusiastic youth involved in the Cadet Program are proud parents, inspired friends and siblings and a community positioned for a brighter, more productive future thanks to each cadet's invaluable contributions. These cadets reach their potential as civic, military and business leaders and affect the world in immeasurable ways through their works and their influence on others.

Readers of the *Civil Air Patrol Volunteer* are very familiar with the exceptional men and women that make up our membership — your neighbors, who strengthen the fabric of their communities through selfless volunteer service. To discover how you can be a part of the story, visit www.gocivilairpatrol.com or call (877) 227-9142.

Don Rowland

A handwritten signature of Don Rowland in black ink. The signature is stylized, with the first name "Don" being prominent and the last name "Rowland" written in a cursive script.

Executive Director

CAP cadets to the rescue

SAR test evolves into real mission

By Neil Probst

Park rangers and medics lower hiker Ian Smith to a waiting helicopter after he broke his leg while hiking with a friend in Nevada's Valley of Fire near Las Vegas. Civil Air Patrol cadets came to his rescue and were later honored by U.S. Sen. Harry Reid, who represents Nevada, as well as CAP National Commander Maj. Gen. Amy S. Courter.

Photo by Cadet 2nd Lt. Samuel Jensen, Nevada Wing

They were young enough to be his little brothers. But when Ian Smith plummeted from a mountain crag in Nevada's Valley of Fire and suffered a compound leg fracture, he had no complaints when Civil Air Patrol cadets came to his aid.

For the five cadets, it all started as a simulated ELT (electronic locator transmitter) search, part of an Air Force-evaluated search-and-rescue exercise.

Suddenly it was a real SAR. But *was* it real?

At first Cadet Chief Master Sgt. Ricardo Burgos Jr., all of 16 years old, wasn't sure. Even when he saw a man frantically waving at him through the double antennae of his orange L-Per urban direction finder, and then his binoculars, he was uncertain. "Throughout the day, the Air Force had staged simulations to test our preparedness," Burgos explained.

To add to the uncertainty, Smith's location was the exact spot from where the cadets were picking up a strong practice ELT signal.

After the cadets ran to Smith's friend David Froehle, who they had seen waving and who led them to Smith, reality set in. "I took off this black T-shirt that was around his leg, and I saw a hole in this guy's leg that was about 3 inches in diameter, and I was like, 'Wow,

this is real!'" Burgos said.

When Smith fell straight down from about 15 feet, his right leg couldn't take the strain of his 6-foot, 3-inch, 225-pound frame. His fibula broke and his tibia split and poked out the side of his leg. "My leg snapped into a rock. That's what broke my leg, then I tumbled another 45 feet head over heels," he said.

TRAINING KICKS IN

The cadets' emergency training kicked in immediately. "I just started doing whatever I could to help him," Burgos said.

Burgos was joined by ground team leader Cadet 2nd Lt. Samuel Jensen, 19, who brought additional first-aid equipment to Burgos, as well as Cadet Tech. Sgt. Ruben Cruz-Colon, 15, and Cadet Airmen 1st Class Robert Whiting, 17, and Glenn Sult, 14.

"Before we moved him, we had to stabilize this guy's leg because it was wobbling too much," Burgos said.

With no splints handy, the cadets quickly moved to find support for Smith's leg. Without a second thought, Whiting pulled off his own battle-dress uniform (BDU) blouse and passed it to Burgos, who wrapped it around the injury.

"Once we stabilized his leg, we tried to carry him," said Burgos, who began to haul Smith down the mountain with the aid of Jensen, Whiting, Cruz-Colon and

“I was completely amazed. There were these 14- to 19-year-old kids, and they were all very calm, very cool, very collected, and it's like they'd done this thousands of times when, in fact, it was the very first time they'd done this. I was amazed by their professional attitude and amazed by their knowledge.”



— Ian Smith, right, who was rescued by CAP cadets in Nevada's rugged and treacherous Valley of Fire near Las Vegas

Two of the Civil Air Patrol cadets were featured in a news segment on KTNV-TV, the ABC affiliate in Las Vegas.

Sult to a flat clearing where a helicopter could land.

The cadets also provided Smith with sugar to stem his loss of blood sugar.

After park rangers arrived to assist, a Las Vegas Police Department Search and Rescue helicopter landed to fly Smith to the base of the mountain, where a helicopter from a Las Vegas hospital had landed to hurry him to additional medical care.

Months after the rescue, Smith again was hiking, a feat made possible by the cadets who may have saved his life.

Smith marveled at the youths' response. "I was completely amazed," he said. "There were these 14- to 19-year-old kids, and they were all very calm, very cool, very collected, and it's like they'd done this thousands of times when, in fact, it was the very first time. I was amazed by their professional attitude and knowledge."

Maj. Timothy Hahn, the Nevada Wing's director of operations, said the cadets carried out the rescue expertly, especially considering the "harsh, desolate desert area" they were working in. "The paramedics on the (hospital) helicopter were quite pleased with the job done," Hahn said. "Quite frankly, a few more hours or the next day, he would have been dead."



REWARDS ABOUND

If you ask any of the cadets, they'll tell you that preserving a life was reward enough. But they didn't mind receiving a personal letter from CAP

National Commander Maj. Gen. Amy S. Courter, find and rescue ribbons from Nevada Wing Commander Col. Ralph Miller and the spotlight during a feature on KTNV-TV, the ABC affiliate in Las Vegas.

Then the icing on the cake came. U.S. Sen. Harry Reid, who represents Nevada, honored them at a special ceremony at the Officers' Club on Nellis Air Force Base.

Speaking to a KTNV reporter about the cadets, Reid said, "They went into a situation where someone was hurt very badly ... in the middle of summertime and dehydrated ... and rather than panic, they took care of him."

Reid, a member of Civil Air Patrol's Congressional Squadron, also praised CAP for its service to youth. "It's an amazing organization," he said. "They teach these young people character and how to study, and they (the cadets) put it into practical use."

Reid also spoke appreciatively of CAP's efforts to help find accomplished American aviator and adventurer Steve Fossett in 2007. "It's a wonderful organization" he said. ▲



A police helicopter whisks Ian Smith toward a second helicopter for delivery to a Las Vegas hospital after he broke his leg in Nevada's Valley of Fire. Smith praised the professionalism of the Nevada cadets who rescued him.

Photo by Cadet Chief Master Sgt. Ricardo Burgos Jr., Nevada Wing

Wisconsin Wing Helps Tally the Whitetails



Photo by 1st Lt. Terese Barta, Wisconsin Wing

Wildlife Society Vice President Adam Murkowski takes a closer look at deer during an aerial survey begun last summer.

By 1st Lt. Terese Barta

No ordinary training mission gives a Civil Air Patrol mission pilot 100 or more targets per flight. But pilots in the Wisconsin Wing had that opportunity when they assisted University of Wisconsin students in a winter white-tailed deer survey.

The project's goal was to accurately estimate the deer population within four of Wisconsin's 135 deer management units, or DMUs.

The scanners in this mission were members of The Wildlife Society, a student organization in the College of Natural Resources at the University of Wisconsin-Stevens Point.

Students equipped with high-powered binoculars searched the snowy terrain as



Murkowski and CAP Maj. Bob Bowen study the sectional map that includes their deer management unit in preparation for their flight.

last summer when Wisconsin CAP units participated in an aerial deer survey to determine the fawn-to-doe ratio and buck-to-antlerless ratio.

The Department of Natural Resources estimates the deer population by using a statistical model called Sex-Age-Kill, or SAK. To estimate population levels at the DMU level, the SAK uses data from hunter registration records and summer ground observations. An important factor in the model is the fawn-to-doe ratio, a measure of how successful the deer herd is at reproducing.

Wisconsin deer hunters believe the Department of Natural Resources' population estimates in some areas are too high, and they attribute lower-than-desired hunting success to inaccurate estimates. The 2008 nine-day gun harvest was about 20 percent lower than the previous year.

"The SAK does a tremendous job estimating deer population levels at the statewide level," said

Adam Murkowski, Wildlife Society vice president and deer project leader. "But when you get down to the DMU level in Wisconsin, the accuracy drops off to about plus or minus 21 percent, which is not great."

The Wildlife Society offered to supplement the Department of Natural Resources' observations to help make the population estimates more accurate. When Maj. Bob Bowen of Stevens Point Composite Squadron learned about the project, he contacted members of the society and then coordinated CAP's involvement in the missions.

While the use of aerial surveys to tally large mammals is well documented, collecting summer deer observations by air is a new approach.

The best time to collect summer observations, Murkowski said, is from the last week of July to the third week of August. Before mid-July, does tend to hide their fawns. By September the fawns lose their distinctive coloration and size differential.

Four DMUs were chosen for the summer observations — two in northern Wisconsin, because that is where winter is most severe and because it is traditionally under-sampled, and two in the farmland region.

Four squadrons accounted for nine flights. The units

CAP pilots from the Wisconsin Wing's Stevens Point and 248th TAC Air squadrons flew transects of their assigned DMU at 1,000 feet above ground level near dusk — a time at which deer are naturally moving and therefore easily spotted from the air.

Statewide, Wisconsin's deer population is estimated at 1.7 million, according to the Department of Natural Resources.

The Wildlife Society paid for fuel, and the CAP crews shared the cost of the hourly rate for the Cessna 172 and provided at least 30 hours of flight time at a time of the year when many Wisconsin aircraft are in hangars. Pilots from the Stevens Point and 248th TAC squadrons donated their time to carry out the winter mission.

Funding for The Wildlife Society's part of the project was provided by a donation from Whitetails Unlimited and university research grants. By using CAP, the society's expense was reduced to less than one-third the cost of using private aircraft for the study.

Although the flight schedule had to be modified because of an especially cold January, the census was completed by early February.

The winter count was part of a larger project begun

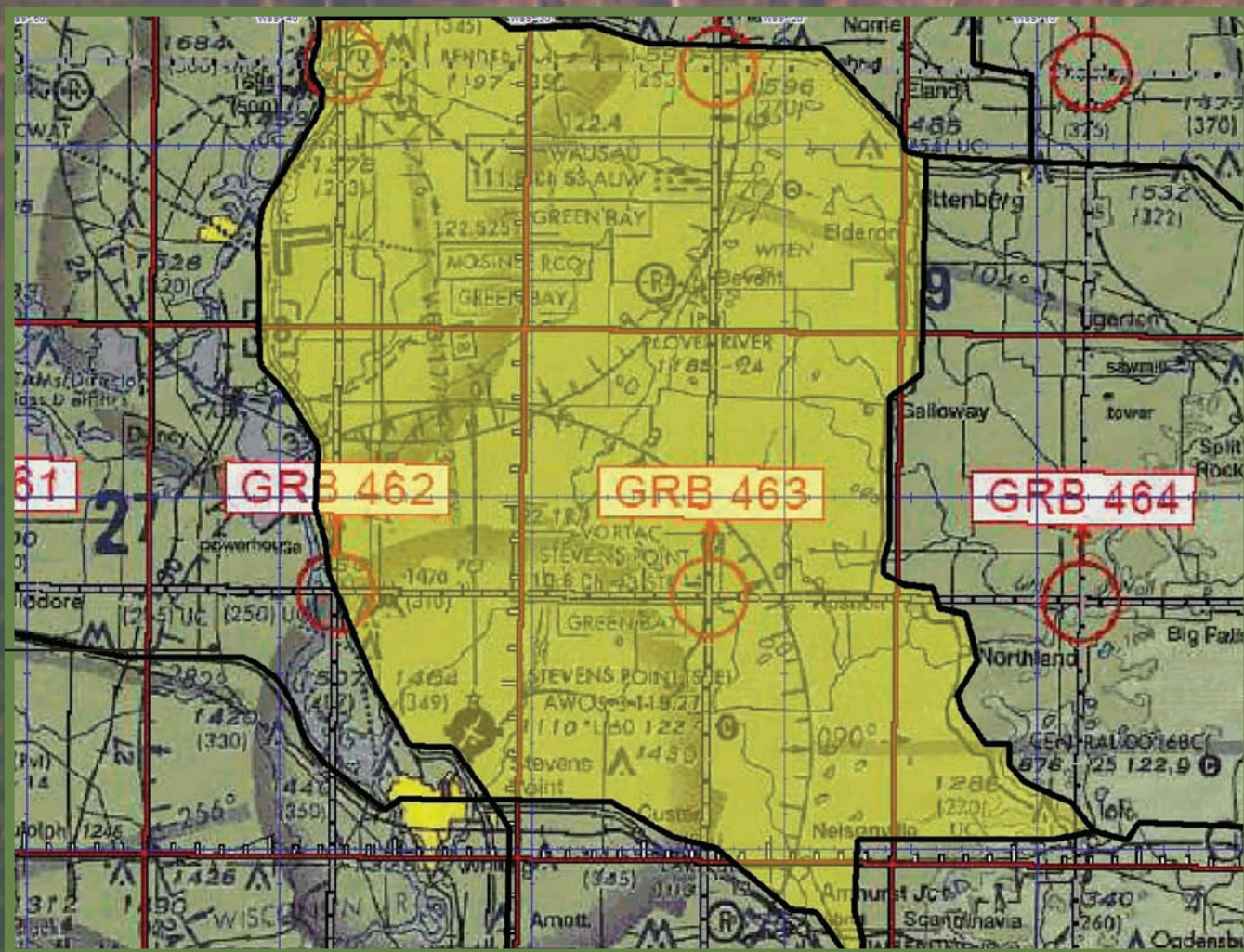


Photo courtesy of Dr. Neil Heywood, UW-Stevens Point geography professor

were based in Eau Claire, Stevens Point, Shawano and Appleton, respectively. In all, about 20 Wisconsin Wing pilots participated in the missions.

Bowen describes the pilot training as “some of the best search skill-building that a pilot can experience, since we not only track at the prescribed altitude and speed, but also make prompt maneuvers such as circling. The pilot skills are typically missing-person oriented.”

Another benefit for CAP is “the visibility the organization is getting with a huge statewide deer population volunteer group,” Bowen said. “Plus, the DNR is keeping an eye on the project.”

Preliminary data showed the aerial surveys produced ratios consistent with those obtained by ground observations. With such encouraging data, the Wisconsin CAP squadrons will likely be asked to participate in a

This map shows one of four Wisconsin deer management units, or DMUs, surveyed by University of Wisconsin-Stevens Point wildlife students this past winter. The students made their surveys from Civil Air Patrol aircraft flying 1,000 feet above ground level near dusk, when deer are naturally moving and thus easily spotted from the air.

Background: A herd of deer is spotted in a field during a survey conducted to make deer population estimates more accurate.

Photo by 1st Lt. Terese Barta, Wisconsin Wing

continuation of the project next fall and winter.

The projects provided an excellent learning experience for students and their adviser, Dr. Eric Anderson. A professor in the College of Natural Resources, Anderson described the project as “what can happen when a good idea encounters a dedicated group of individuals.” ▲



ICE STORM PUTS KENTUCKY IN DEEP FREEZE

CAP Air and Ground Teams Respond

January's massive ice storm in Kentucky downed power lines, leaving more than 750,000 homes without electricity. In response to this widespread disaster, Civil Air Patrol members were out in the cold assessing residents' needs and up in the air documenting the damage.

Photos by Capt. Stephen Burke, Kentucky Wing

By Minnie Lamberth

The devastating winter storm that hit Kentucky in late January charted new territory in many ways. With more than 750,000 homes without electricity, residents faced the largest power outage in the state's history. Because of power failure and other damage, tens of thousands were also without water. More than 100 counties and nearly 80 cities declared emergencies, and at least 30 people lost their lives statewide.

The response that followed also broke new ground. According to an announcement from Gov. Steve Beshear, the storm prompted the largest marshaling of state and federal resources in the history of the commonwealth in response to a natural disaster.

In some respects, Civil Air Patrol's Kentucky Wing had been preparing to work with the Kentucky

National Guard on this assignment for four years.

"We have a long relationship with the Kentucky National Guard," said Maj. Chris Nester, the CAP wing's director of operations. A memorandum of understanding with the National Guard for the last four years was intended to prepare for the possibility of a devastating earthquake along the New Madrid fault line in extreme western Kentucky, and annual exercises with the Guard were a part of that preparation.

As it turned out, the ice storm's damage was so similar to an earthquake's consequences that the storm has been dubbed the New Madrid Ice Quake of 2009, and Civil Air Patrol members were ready to work in collaboration with the Guard. "We've exercised what we would do in case this happened," Nester said.

"Our involvement in the mission started shortly after the ice storm ended," said Maj. Bob Koob,

Kentucky Wing incident commander. Civil Air Patrol was initially requested to fly over 22 counties to survey for damage and take photos.

"I immediately realized this was beyond our local capabilities," Koob said. So he asked for assistance from the Indiana, Illinois and Ohio wings. "They immediately responded with aircraft and ground teams," he said.

More than 100 Civil Air Patrol members from the four wings spent six days assisting in the storm response. The participants included 16 cadets; the rest were senior members. Altogether, their efforts included 91 air sorties, as well as 52 ground sorties, with an overall total of 9,600 man-hours. "That includes all the members who were involved for the six days," Koob said.

"All in all, we had 18 aircraft," Koob said — seven provided by Kentucky, six by Illinois, three by Indiana and two by Ohio. The flights themselves totaled a little over 200 flying hours and were conducted for two purposes: to facilitate communication and to survey for damage.

With communications completely down, Koob said, the Guard members had no way of contacting each other. To overcome that obstacle, Civil Air Patrol pilots flew one of the Guard's repeaters in the air at 10,000 feet. Repeaters take a radio signal that has a limited range and extend the range of the communication.

"We were up there pretty much through the daylight hours," Koob said. Pilots flew a morning shift, then swapped either aircraft or crew for an afternoon shift.

During reconnaissance flights, CAP members saw downed power lines, toppled cell phone towers, damaged buildings and barns and impassable roadways and

highways. They documented the damage with more than 400 high-resolution digital photos.

"We were in search of and looking for anything in regard to damage caused by ice," Nester said. "Hundreds of trees were snapped off. We could see power lines lying across trees and power poles on the ground."

Each county took about three to four hours to survey. As each photograph was captured, an observer on the flight also recorded a description of the damage, GPS coordinates and the orientation and altitude of the plane at the time. Photos were then brought down to the ground and transmitted via the Internet or loaded on compact disc and delivered to the Guard.

"They were ecstatic about the quality," Koob said.

Nester added, "They began to develop a mosaic of these photographs. You could see almost the flight line of the plane. The power companies began to see where the ice had been heaviest."

"They really have been very helpful to us," said Col. Bill Price of the Kentucky National Guard. "Just the ability to provide live pictures of the damaged area is very helpful."

As damage is assessed, Price said, "that helps us understand what we need to do for our response." Then, as Guard officials prepare to send out a large number of forces,

the live imagery enables them to judge the capability needed to handle what has happened.

"The Guard is being credited with saving lives but that wouldn't be possible without the assistance of the Civil Air Patrol," he said. "The Civil Air Patrol has a



Cadet Chief Master Sgt. Colin Burke, left, and Cadet Sr. Airman Robbie Brown check on a residence without power in Marion County, Ky. More than 100 Civil Air Patrol members from the Kentucky, Indiana, Illinois and Ohio wings spent six days assisting in the ice storm response.

Background: A power line is down in Black Rock, Ky., as a result of the massive ice storm that crippled Kentucky.

direct impact on our ability to respond.”

Six ground teams were also involved with the effort, assisting the National Guard by going house to house making checks on people who, in many cases, hadn’t had power for eight to 10 days.

“We had personnel in at least three counties in Kentucky doing that,” said Capt. Stephen Bishop, ground branch director for the Kentucky Wing.

The CAP ground teams’ role was basically gathering and providing information. If anyone needed something, that information was passed back to the National Guard so supplies could be provided to them.

Cadets were among those participating in the wellness checks.

“This was my first mission in my entire experience with Civil Air Patrol,” said Cadet Staff Sgt. Cory Baumer, who spent three days assisting in the recovery. “Everyone we ran into was polite,” he said. “They were so happy to see us.”

The one wellness check that stands out for him and others occurred at a home on a dead-end lane in a rural area where they met an 86-year-old woman who is legally blind.

“When we knocked on the door the first time, there was no answer,” said Cadet Master Sgt. Colin Burke, who was a part of the same ground team. Members of the team did a walkaround, finding dogs in the backyard with no water, then moved on to check on another house. When they returned a second time, she answered the door.

“She just started crying and said, ‘Thank you so much for being here,’” Burke said.

“She was pretty shaken up because when she woke up there was no power in the house, and she was cold,” he added. The Guard contacted her son in Louisville, and he made arrangements to come get her that night.

In the meantime, the ground team spent several hours at her home doing small chores, including lighting a fire in her fireplace. “We fed the dogs, fed the cats, fed her birds,” Burke said.

“That was what made the trip worth it for me,” Baumer said. ▲

“The Guard is being credited with saving lives but that wouldn’t be possible without the assistance of the Civil Air Patrol. The Civil Air Patrol has a direct impact on our ability to respond.”

— Col. Bill Price, Kentucky National Guard



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Utah Wing Contributes to Couple's Save

2nd Lt. Amy Robinson,
mission scanner, kneeling,
and Capt. Adrian Nielsen,
mission observer, survey
the search area before
launching the mission.

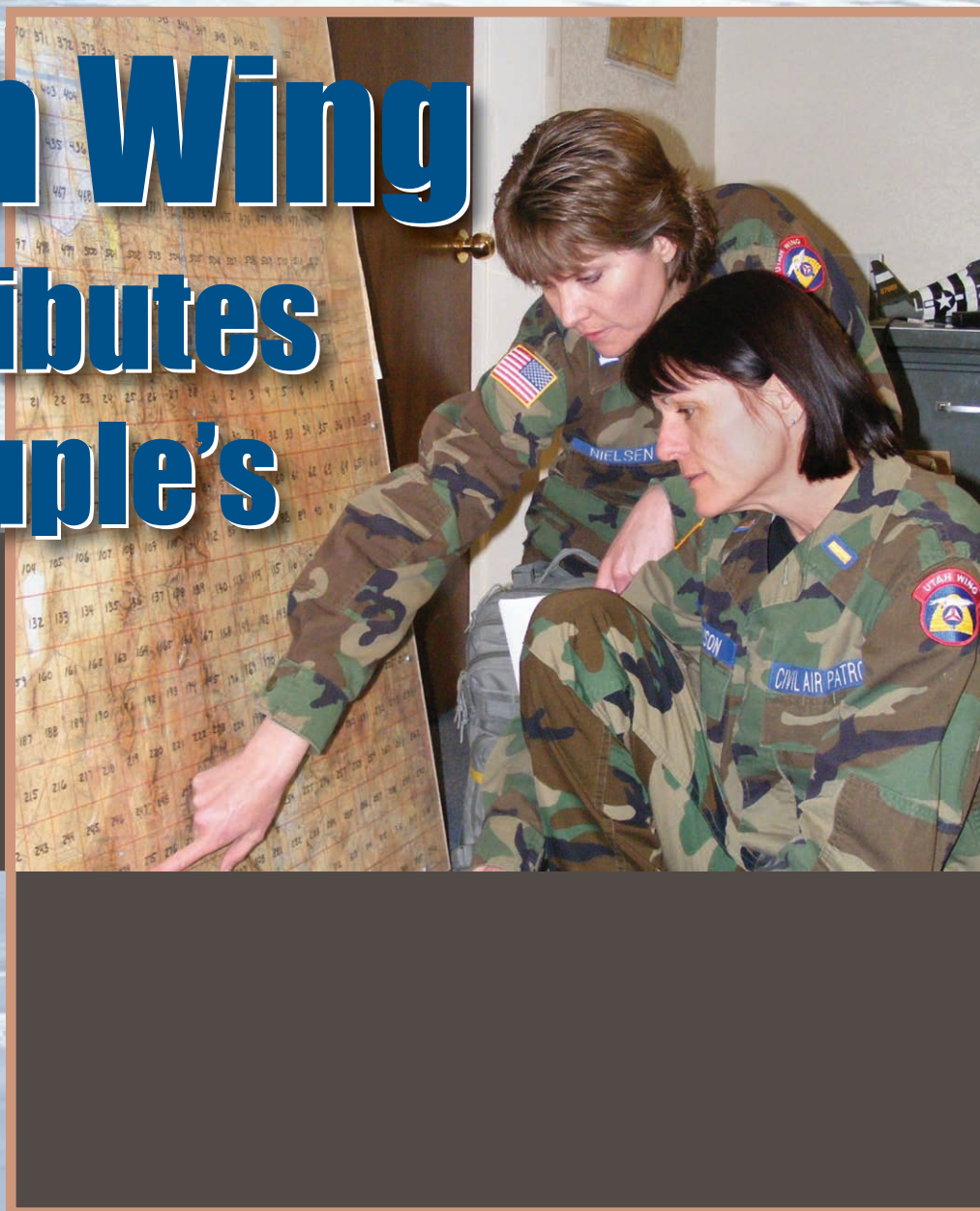


Photo by Sr. Mbr. Diana Catlin, Utah Wing

By Minnie Lamberth

S

Search and rescue teams in southern Utah had a small window of time to find two lost snowmobilers who had been missing for three days in a heavily wooded mountain recreation area with lots of snow.

Iron County Sheriff Search & Rescue and a Utah Highway Patrol helicopter were called in to search for Randall Wendt, 52, and his wife, Vicki Wendt, 51, from Overton, Nev. They searched popular trails along the suspected route but were unable to locate the couple. Civil Air Patrol was called in to help.

At this point, time was critical. "There was probably a window of eight to 10 hours when they could be found," said Capt. Lee Caldwell, incident

commander for the Utah Wing. Without a rescue, the couple would surely not survive.

"They were not very well equipped," he said. "They had planned on being out just for the day." Additionally, more snowy weather was on the horizon.

CAP members followed up on leads covering a wide, rugged area that would have taken ground teams too long to pursue. "We had a series of places they wanted us to look," said Caldwell.

The CAP aircrew, which consisted of 2nd Lt. Clayton Cheney as pilot, Capt. Adrian Nielsen as mission observer and 2nd Lt. Amy Robinson as scanner, searched an area covering hundreds of square miles at altitudes ranging from 12,000 feet in high mountainous terrain to 1,000 feet above the ground. They used various specialized search patterns, scanning half-mile grid sections at a time. They also assisted highway patrol helicopter pilots and county search and rescue teams by acting as a relay for crucial messages between the agencies when communication problems occurred due to varied terrain.

"We pretty much had constant communication with ground teams," Caldwell said. "That really improved the overall effectiveness of the mission."

The couple's eventual sighting came by a stroke of luck when a helicopter from a county search and rescue team flew at just the right angle to bring into view a snowmobile underneath some trees. "As they were leaving the incident command post, they happened to bank just right to be able to see this couple," Caldwell said.

Though their lives were saved, the recovery for the couple continues. Randall Wendt was treated and released from a local hospital, but Vicki Wendt was flown by Life Flight to Las Vegas for treatment of

severe frostbite.

Utah Wing Commander Col. Robert Bost said the reason CAP was invited by the Iron County sheriff to be part of the search team was largely because the members are NIMS (National Incident Management System)-compliant.

"That played a huge role in our involvement," Bost said.

Nielsen, commander of the Cedar City Composite

Squadron, who spent three months prior to the rescue building a relationship with local law enforcement, echoed the importance of this training. "The sheriff's department operates off the Incident Command System," she said. "After months of trying to negotiate a spot on his list of assisting agencies, it was important to be able to show him we understood how that system works."

"Having the Civil Air Patrol on the scene was extremely effective," said Terry Lee, incident commander for Iron County Sheriff Search & Rescue. "Not only did they provide air support scanning a huge area we just can't cover from the ground, and that is absolutely essential to a successful mission of this type, but there also were many times when we lost communication with our ground teams and CAP responded immediately, conveying crucial information that saved time and allowed us to regroup our efforts and adjust the operations plan to suit the situation more efficiently.

"They are an important part of the rescue effort, and we will call on them every time we need assistance," Lee said. ▲



Cedar City Composite Squadron Commander Capt. Adrian Nielsen offers support to Randall Wendt after he recounts his experience of being separated from his wife, Vicki, for three days.



As millions watched around the world, 11,000 witnessed the launch of Space Shuttle Endeavour with their naked eyes from Kennedy Space Center in Merritt Island, Fla. The launch pad, four miles from the viewing site across Banana River, posed a majestic ambience, fittingly offset by a full moon hovering overhead. Patriotic camaraderie swelled as everyone sang the national anthem in unison. Then, as the countdown began, voices cracked in emotion with the sounding of the numbers, as tears freely flowed down their faces. The roar of the rockets was thunderous, like nothing most had ever heard before. No one moved until the shuttle entirely disappeared into the clouds and could be seen no more. The viewing was over but the mission had just begun for Civil Air Patrol's own Eric Boe, who was piloting that shuttle. It was amazing and truly awesome to imagine his task ahead.

CAP's Cadet Program Helped Launch Astronaut's Ambitions

By Kimberly L. Wright

Photo courtesy of NASA



Astronaut Eric Boe displays the Gen. Carl A. Spaatz coin he received when he earned Civil Air Patrol's top cadet award. In tribute to his CAP roots, Boe took the coin into space with him during his November 2008 space shuttle mission.

Air Force Col. and CAP Sr. Mbr. Eric Boe's life is filled with distinctions.

He distinguished himself as a CAP cadet, earning the Cadet Program's highest honor — the Gen. Carl A. Spaatz Award — and gaining recognition as Cadet of the Year at the national, region and wing levels. He distinguished himself in the Air Force as a combat and test pilot. And he distinguished himself in the NASA space program, which led to his selection as pilot of the Space Shuttle Endeavour in November 2008.

As a poignant reminder of the organization that helped shape his dreams, Boe took his CAP Spaatz coin with him into space.

"I was excited about going into the military before I was in Civil Air Patrol, but getting in Civil Air Patrol enhanced what I was thinking about," said Boe, who became a cadet in 1977 with the Georgia Wing's Atlanta Composite Squadron 2. "I was very

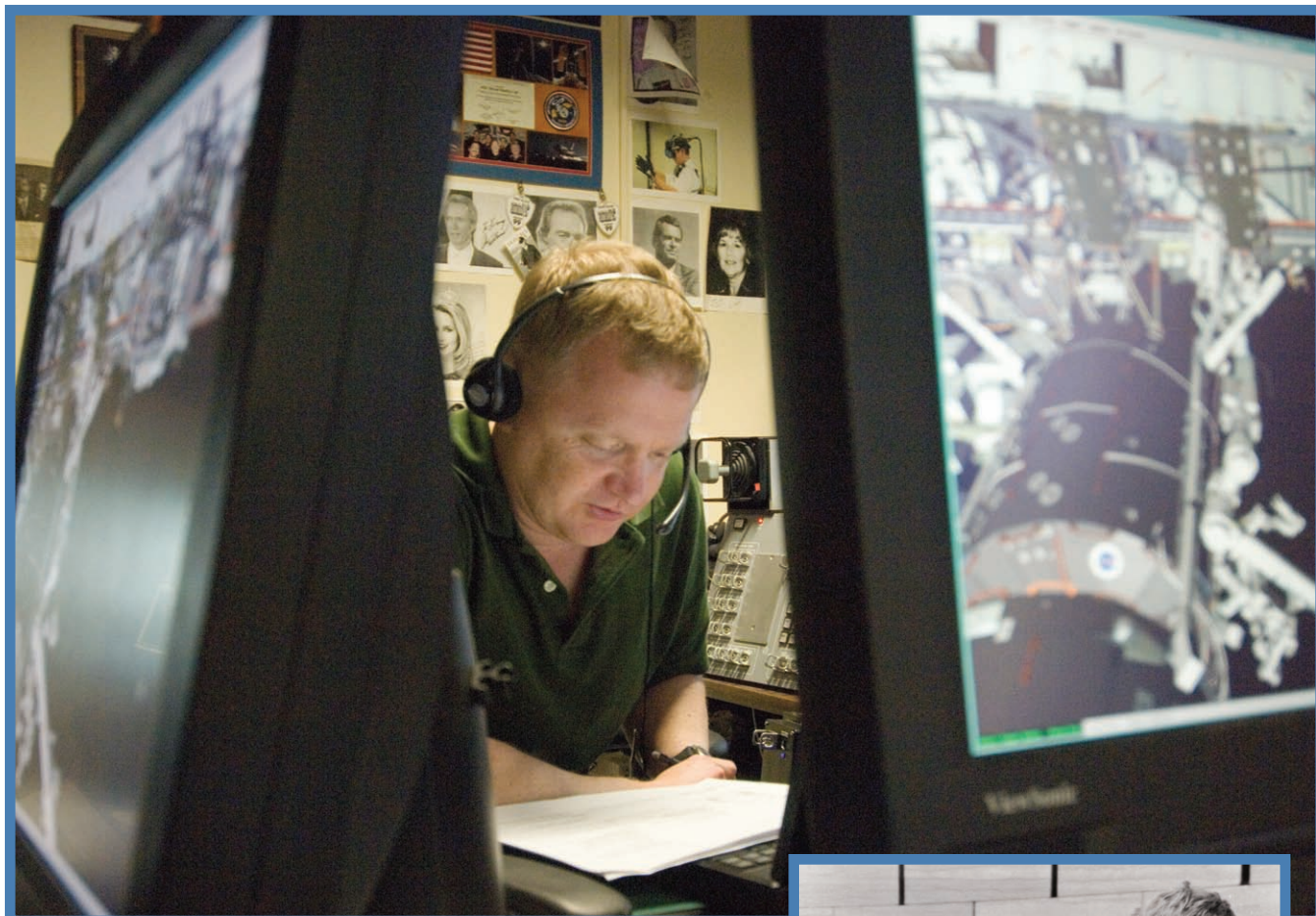


Photo courtesy of NASA

Boe, STS-126 pilot, uses the virtual reality lab in the Space Vehicle Mockup Facility at NASA's Johnson Space Center to train for some of his duties aboard the space shuttle and space station. Right, Cadet Boe studies a model of the space shuttle during a 1981 CAP-related trip to the National Air and Space Museum in Washington, D.C.



Photos by Lt. Col. Philip Bowden, Georgia Wing

interested in aviation, and I got to go to bases to see fighters and talk to fighter pilots. Those kinds of experiences helped me in the military.

"One of the really cool things about Civil Air Patrol as a cadet is you can experience a kind of mini-career," he added. "You start at the airman basic level and can go all the way up to cadet colonel, and you can go through the different phases in short order."

Lt. Col. Philip Bowden, Boe's CAP squadron commander, said Boe was an inspirational cadet commander.

"At some point, Eric gave the cadets a cadence chant that included the words, 'highly motivated, truly dedicated,' and that was Eric himself," said Bowden. "He

was always charged with energy, eager to take on the next challenge — and the tougher the better — but at the same time, I never saw him stressed or tense about anything. I know it's a contradiction, but Eric as a cadet was an easy-going ball of fire.

"Eric was always out front, leading the cadets, and obviously having the time of his life," he said. "I was right behind him, out of breath, but also having the time of my life. As a squadron commander, having Eric Boe as cadet commander was just plain fun."

Boe received a solo scholarship at age 16, later soloing in a Cherokee 140 during a Georgia Wing encampment. Thanks to his CAP flight experience, he was able

to hit the ground running as a military pilot.

"That was my first real opportunity to fly an airplane by myself," he said. "CAP gave me that opportunity, and it made a difference

in the long term. It's always nice to have flown before you show up at pilot training."

The Cadet Program's diverse educational opportunities did more than simply serve as a launching pad for Boe's career. They expanded his horizons and enriched his life.

"That's one of the things I like about CAP," Boe said. "It gives you exposure to a lot of different things, and all of these things build on themselves. There are many different missions — emergency services, rescues and things like that. I really enjoyed that part of the program."

In addition to typical weekend cadet activities like encampments and trips to such venues as the National Air and Space Museum in Washington, D.C., Boe benefited from national-level activities, such as the Air Force Pararescue Orientation Course and the International Air Cadet Exchange, which introduces youth in air cadet programs across the globe to different cultures.

"It was good exposure to see people from other countries, and now I'm working on the

International Space Station," he said. "I was stationed in the Philippines in the military, and with NASA I was in Russia for a year with my family. That initial IACE experience gave me a flavor for the international experiences I have had so far."

Boe also values the respect for aviation history he learned in the Cadet Program.

"In some ways I got better exposure to aviation history through CAP than just about anywhere else," he said. "I still use the lessons from aviation I learned in CAP and the Air Force."

Boe realized his dream of an Air Force aviation career when he graduated from the Air Force Academy and became a top-notch pilot. His military service included flying 55 combat missions over Iraq in support of Operation Southern Watch after the Gulf War and more than 4,000 flight hours in more than 45 different aircraft. His military decorations include

the Meritorious Service Medal, Air Medal and Aerial Achievement Medal.

None compares, though, to serving as pilot of Endeavour, his first space mission.

"I'm very excited to go into space and to represent the nation," he said in a preflight interview. "I have my ideas of what it's going to be like, but you know, it's just like



Boe is presented Civil Air Patrol's Amelia Earhart Award by U.S. Rep. Newt Gingrich, R-Ga., in this 1982 photo.



Boe accepts CAP's Outstanding Cadet of the Year plaque from Air Force Lt. Gen. Charles G. Cleveland, left, commander of Air University. On hand for the presentation were Air Force Brig. Gen. David L. Patton, second from left, CAP-USAF commander and executive director of CAP, and Brig. Gen. Howard L. Brookfield, right, CAP national commander. In this 1983 photo, Boe is dressed in a U.S. Air Force Academy cadet uniform.

everything you do in life. When you get there, it's always a little different than you expected. So, I'm looking forward to seeing what it's like, seeing what the environment is like and really excited to go to the International Space Station. It's a huge international effort, and I'm honored to get the chance to represent our country to the world and what we're doing in space."

Among the well-wishers in attendance at the launch was his proud former squadron commander, Bowden.

"As for witnessing Eric's first flight into space, allow me to quote a bit from my letter to him," said Bowden. "I grew up on science fiction... [Those] stories put me into rocket ships to other worlds experiencing great adventures. The exploration of space is humanity's greatest adventure. And in you I have the delight and honor of knowing one of our daring explorers. What joy you have brought to this old man's heart and to the little boy within who dreamed of rocket ships. Endeavour is indeed a proper rocket ship! And you, my friend, are indeed a proper rocket ship pilot! Thanks again for your loyalty and kindness in remembering me and sharing the greatest adventure of your life. Mars or bust!"

During his tenure at NASA, Boe helped craft the new vehicle that will take humanity further into the solar system — the Crew Exploration Vehicle, which, unlike the shuttle, is designed to go beyond Earth's orbit. With the CEV in its arsenal, the future is wide open for NASA exploration.

"NASA's going back to the moon, going to Mars and looking at exploring our solar system," said Boe. "It's a very interesting time. I hope to get the opportunity to do another shuttle mission. I'd also like to fly in the space station and then, hopefully, to work on some of the initial Crew Exploration Vehicle missions."

Boe also dreams of one day going to the moon. "A lot of that would be timing with what's going on. But to get the opportunity would be awesome," he said.

Will Eric Boe be the first CAP member on the moon? Stay tuned! ▲

Boe's Breakthroughs

- Joined CAP in 1977 as a cadet, currently a senior member.
- Graduated with honors, astronautical engineering, U.S. Air Force Academy, 1987.
- Awarded Fannie and John Hertz Foundation Fellowship for graduate studies, 1987.
- Earned master's degree in electrical engineering, Georgia Institute of Technology, 1997.
- Flew 55 combat missions over Iraq in support of Operation Southern Watch after the Gulf War.
- Served as director of Test, Air-to-Air Missile Test Division, Eglin Air Force Base, Fla.
- Logged more than 4,000 flight hours in more than 45 different aircraft.
- Selected as a NASA pilot in July 2000; reported to Johnson Space Center, Houston, and after completion of two years of training, was assigned technical duties in the Astronaut Office Advanced Vehicles Branch, Station Operations Branch and Space Shuttle Branch.
- Served as NASA director of operations at Gagarin Cosmonaut Training Center, Star City, Russia, October 2005-2006.
- In Exploration Branch, worked on new Crew Launch Vehicle and Crew Exploration Vehicle.
- Served as pilot of Space Shuttle Endeavour, November 2008.
- Awarded the following military decorations: two Meritorious Service Medals, two Air Medals, five Aerial Achievement Medals, three Commendation Medals, Achievement Medal, three Outstanding Unit Awards and Combat Readiness Medal.

Boe aided in the conception of the Crew Exploration Vehicle, the space shuttle's eventual replacement, designed to take humanity back to the moon and beyond.



Photo courtesy of NASA

How do you learn to land a shuttle? **Start by soloing as a CAP cadet**

By Capt. Steven Solomon

Space Shuttle Endeavour's drag chute deploys as it rolls down Runway 04L at Edwards Air Force Base moments after landing on Nov. 30, 2008.



Photo courtesy of NASA

After a 15-day mission to the International Space Station, it was time for Space Shuttle Endeavour to come back to Earth. The return on Nov. 30, 2008, was anything but routine.

First, a weather front with high crosswinds and thunderstorms was approaching the prime landing site at NASA's Kennedy Space Center in Florida, so mission managers decided to divert STS-126 to the backup location at Edwards Air Force Base, Calif. And then there was the matter of the main runway at Edwards being out of service because of maintenance, and the temporary runway being 3,000 feet shorter and 100 feet narrower than the main runway.

But for shuttle pilot Eric Boe, a senior member of Civil Air Patrol's Florida Wing, something seemed familiar.

“In a lot of ways, they’re very similar,” he said when comparing his first landing as a 16-year-old CAP cadet at a Georgia Wing flight encampment to landing a space shuttle for the first time. “Both were very exciting, but it was what I expected.”

That’s because Boe had practiced shuttle landings on a temporary runway in a jet that was modified to simulate a shuttle’s cockpit, motion and visual cues, and handling qualities. In flight, the aircraft duplicates the shuttle’s atmospheric descent trajectory from approximately 35,000 feet to landing.

“I got to fly the space shuttle as a glider. I flew it from the 180-degree turn to the 90-degree turn. We did a pull-up toward the field. At 300 feet I put the landing gear down. The real challenge is to get a nice deceleration.”

Noting that as pilot his primary role was to back up the shuttle commander as another set of eyes, Boe said he called out key points on a heads-up display to ensure the instruments matched up to reality.

“I’m checking radars. Speed breaks. Preflair. As you get closer, the calls get tighter.”

While Boe was doing this, he had support from six CAP California Wing members who assisted NASA during the landing as part of the Air Force Flight Test Center Shuttle Recovery Team. They took high-resolution photos of the orbiter from a CAP GA-8 Airvan and sent them via satellite phone back to the command



STS-126 Commander Chris Ferguson, at the microphone, thanks employees of NASA's Dryden Flight Research Center for their support of Space Shuttle Endeavour's landing at Edwards Air Force Base in California. With him are, from left, astronauts Heidemarie Stefanyshyn-Piper, Eric Boe, Steve Bowen, Shane Kimbrough and Donald Pettit.

post. The images allowed NASA to see what was happening to the orbiter as it landed.

“The colors were truly amazing, so vivid and vibrant. It looked surreal,” Boe said. “You can really see our world is living.”

Touchdown for the seven astronauts aboard was at 4:25:22 p.m. EST.

Boe returned with a CAP seal and the Gen. Carl A. Spaatz Award coin he took with him into space in honor of his CAP cadet experience.

He has been a regular speaker at CAP’s annual summer Air Force Space Command Familiarization Course at Patrick Air Force Base, Fla. One of the things he wants to do as soon as possible is speak again to the cadets, who always ask for advice on how they too can someday be an astronaut.

Boe’s suggestion: “Find something you love to do. Pursue your dreams. Dream big. Keep pursuing your goals.” ▲



Photo courtesy of NASA

With a colorful Earth and the blackness of space as a background, the STS-126 crew photographs the Leonardo Multi-Purpose Logistics Module, which held materials used in the International Space Station's expansion.

Civil Air Patrol National Commander Maj. Gen. Amy S. Courter witnessed the night launch of Space Shuttle Endeavour at Kennedy Space Center in Florida, the first flight of a CAP member into space.

The STS-126 patch depicts the Space Shuttle Endeavour on its mission to help expand the International Space Station.



Photo courtesy of NASA

Photo by Susan Robertson, CAP National Headquarters



Astronauts Eric Boe, left, and Steve Bowen perform mission duties on the mid-deck of the Space Shuttle Endeavour.



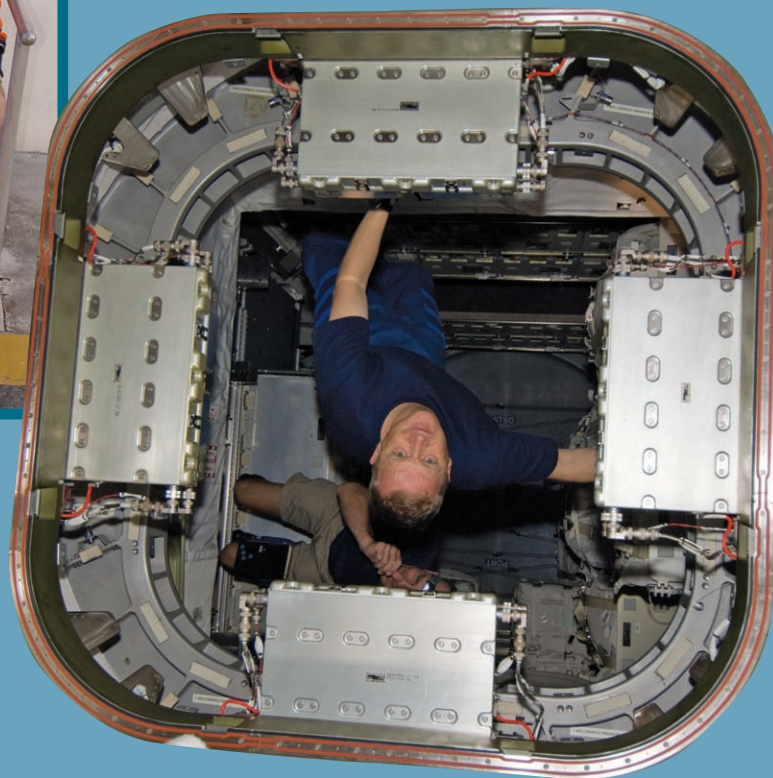
Photo courtesy of NASA

Astronauts Heidemarie Stefanyshyn-Piper, left, and Shane Kimbrough, both STS-126 mission specialists, participate in a spacewalk as part of continued construction and maintenance of the International Space Station.

Photos courtesy of NASA



The crew of the Space Shuttle Endeavour, Mission STS-126, walks out of the Operations and Checkout Building and heads for the Astrovan that will take them to Launch Pad 39A. CAP member Eric Boe is shown on the left, front row, before his first space flight.



Boe floats near the hatchway of the Leonardo Multi-Purpose Logistics Module temporarily docked with the International Space Station to aid in the transfer of supplies and hardware. Boe's flying experience laid the foundation for his career as a NASA pilot.



Boe enjoys the view while on the flight deck of Space Shuttle Endeavour.

Pararescuemen

CAP Cadet Among Those Trained to Serve

By Kimberly L. Wright



Mounted atop a modified Boeing 747 shuttle carrier aircraft, Space Shuttle Endeavour heads toward NASA's Kennedy Space Center in Florida after a stopover in Texas. The 45th Space Wing assisted in transport of the shuttle from its landing spot at Edwards Air Force Base, Calif., after bad weather prevented a Florida landing. Air Force pararescueman Sr. Airman Tom Culpepper is a part of a multiagency support system for shuttle missions.

Photo courtesy of NASA

The Air Force's 45th Space Wing performs a service it hopes will not be used. Still, wing members stand by in HH-60G Pave Hawk helicopters and airborne C-130s, some at the launch site for security and others for search and rescue support in case something goes wrong with a shuttle during launch. Among the wing's dedicated men and women is former Civil Air Patrol cadet and Air Force Sr. Airman Tom Culpepper, a member of the 58th Rescue Squadron out of Nellis Air Force Base, Nev.



Air Force pararescueman Sr. Airman Tom Culpepper, kneeling, is shown at his Air Force pararescue graduation in September 2006 with friends he met in CAP — from left, Lt. Col. Peter Bowden, Stephen Langone, Leo Leonato and Colin Greata. The class demonstrated their skills for the friends and families assembled. Langone is a prospective pararescueman.

Culpepper has something in common with Space Shuttle Endeavour pilot Eric Boe besides their cadet heritage. Both tenaciously underwent years of preparation for their current jobs and both attended CAP's Air Force Pararescue Orientation Course as cadets. The course, which introduces youth to the basics of life as a

pararescueman, made a lasting impression on Culpepper.

Air Force pararescuemen undergo some of the U.S. military's toughest training. The journey begins with a preliminary test, and those who pass advance to tryouts. The program has an 80-85 percent failure rate.

"You basically get pushed to your limits," said Culpepper. "It's a mind-over-matter type thing."

Culpepper beat the long odds, graduating from the program at Kirtland Air Force Base, N.M., in September 2006. From start to finish, it took him about three years.

He credits CAP with helping him gain the grit to make it: "CAP gave me some of the base-level maturity I picked up, and it is probably the biggest thing it did for me."

Culpepper is not the only former CAP cadet who has completed the program. "I know of two others that I work with," he said, "and another in training."

The 45th Space Wing

Based at Patrick Air Force Base, Fla., the 45th Space Wing's responsibilities include supporting unmanned rocket launches and space shuttle launches and landings. Support for the shuttle includes training for rescue scenarios, launch security, weather assessments for landings and assistance with landing. A multitude of agencies help the 45th Space Wing with their missions, including

Culpepper's Cadet Experience

Tom Culpepper's CAP mentor, Lt. Col. Peter K. Bowden, now of the Florida Wing, first met him in 1994 when Culpepper transferred to the National Capital Wing's Fairfax Composite Squadron.

Bowden said of Culpepper: "Tom was a lot like me as a cadet; he enjoyed CAP more than he enjoyed school. He was one of those young people who just 'get it,' and he made my job easy. You almost had to treat him like an adult, because he was mature beyond his age."

An energetic cadet, he found a variety of ways to serve, and ultimately became cadet commander. "Tom was the cadet I called on to install a radio in the squadron van or to create a recruitment training program for cadets from scratch," said Bowden. "He did both of these things and more. In 1996 he built a squadron Web site before most people had a home e-mail account."

When he became a senior member, Culpepper served as squadron leadership officer. Though he entered the Air Force in January 2004, his legacy in the squadron lives on.

"We named an award after him called the Thomas H. Culpepper Award," said Bowden, "which is presented to the honor graduate of our basic cadet training flight."

Culpepper's 58th Rescue Squadron.

For the launch of NASA mission STS-126, Culpepper was stationed in Long Island, N.Y., one of five sites in the U.S. and abroad on standby. The team, part of a multiagency arsenal, trains regularly for search and rescue scenarios to ensure the highest possible success if faced with a critical situation. Culpepper's training includes swift water rescue, close-quarters combat, confined space rescue, black water dive rescue, high angle rescue and snow and ice rescue.

"My role (and the role of all PJs for a launch) is to provide contingency coverage in case of an abort after launch," said Culpepper. "In case of emergency, we would launch in a C-130 to the incident site, deploy our Zodiac boats by parachute into the ocean and then parachute down after them. Once we enter the water, we would inflate the boats and start searching for and recovering the astronauts that bailed out. Then we provide medical treatment until helicopters or a nearby ship can reach us, at which point we would facilitate their extraction and continue medical care until a higher level of care arrives to take over."

Culpepper was excited to be part of the mission, par-

ticularly since a fellow CAP member was piloting the shuttle. "It was very cool thing to find out," he said, "definitely cool to be a part of it."

This is the fourth launch Culpepper has supported. A relative newbie, he has not participated in a search and rescue mission.

Beyond providing a safety net in case of a critical situation, the 45th Space Wing supported the shuttle mission in other ways. For instance, bad weather at the primary landing site forced the Endeavour to land at an alternate site at Edwards Air Force Base, Calif. Members of the 45th Space Wing accompanied the shuttle as it was piggybacked atop another craft back to Kennedy Space Center, Fla.

"It feels great to do what I do," said Culpepper. "To be able to say my job is to train and prepare to ensure our military men and women come home by whatever means necessary is something I take great pride in. The Air Force gives us the best training and equipment available to ensure that when the time comes, we are ready to save that life and bring someone home. I think the last line of the PJ creed sums it up well. 'These things we do, that others may live.' " ▲

Photo by LT. Col. Philip Bowden, Georgia Wing



Pararescueman Tom Culpepper takes part in exercises in the Horn of Africa in support of the War on Terror.

About the Pararescue Mission

Air Force Special Operations Command pararescuemen, also known as PJs, are the only Department of Defense specialty specifically trained and equipped to conduct conventional or unconventional rescue operations.

A pararescueman's primary function is as a personnel recovery specialist, with emergency medical capabilities in humanitarian and combat environments.

PJs deploy in any available manner, including air-land-sea tactics, into restricted environments to authenticate, extract, treat, stabilize and evacuate injured personnel while acting in an enemy-evading, recovery role. They participate in search and rescue, combat search and rescue and recovery support for NASA and conduct other operations as appropriate.

— Source: U.S. Air Force

The International Space Station

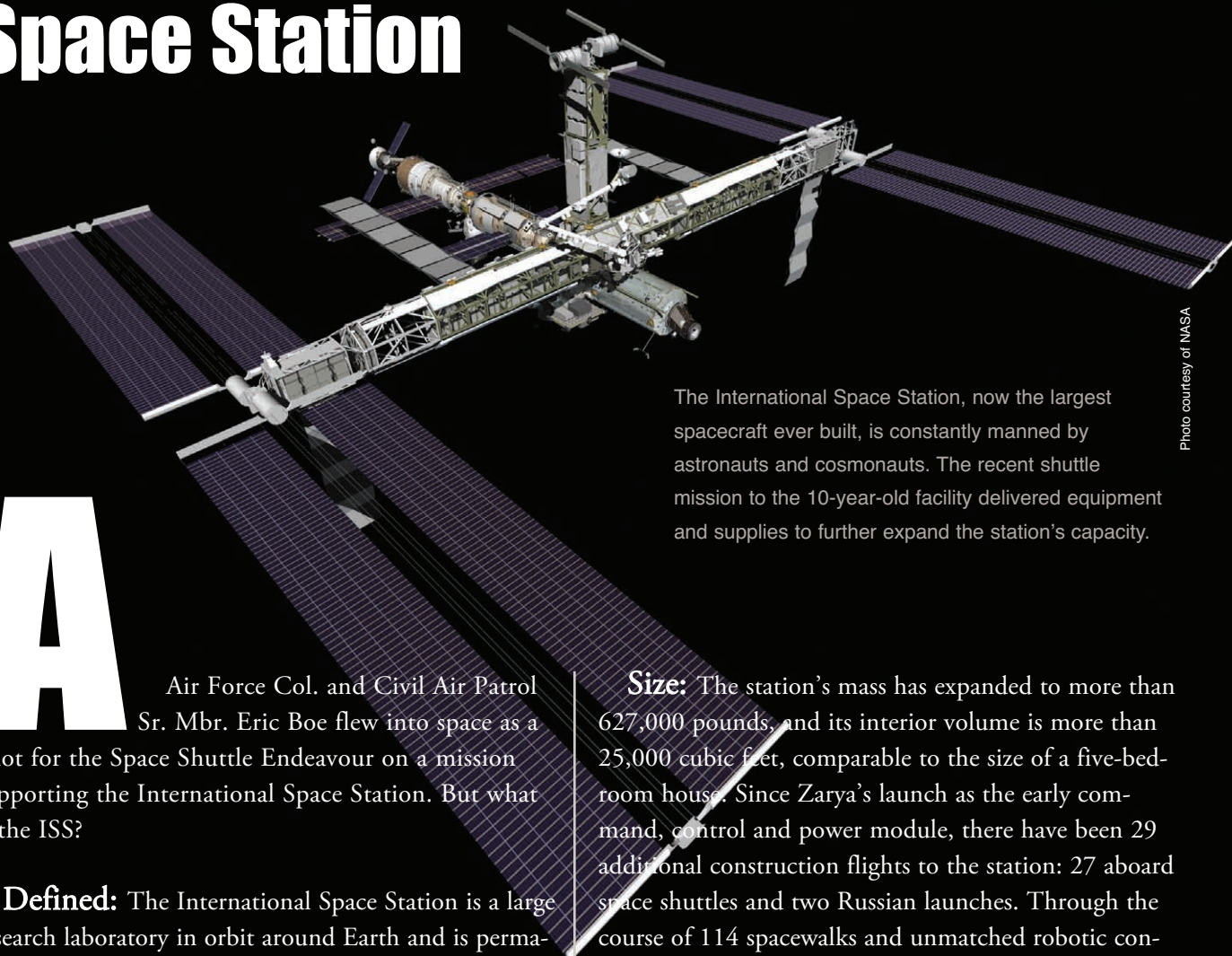


Photo courtesy of NASA

The International Space Station, now the largest spacecraft ever built, is constantly manned by astronauts and cosmonauts. The recent shuttle mission to the 10-year-old facility delivered equipment and supplies to further expand the station's capacity.

A

Air Force Col. and Civil Air Patrol Sr. Mbr. Eric Boe flew into space as a pilot for the Space Shuttle Endeavour on a mission supporting the International Space Station. But what is the ISS?

Defined: The International Space Station is a large research laboratory in orbit around Earth and is permanently manned by teams of astronauts and cosmonauts. It turned 10 years old on Nov. 20, 2008. Now the largest spacecraft ever built, the orbital assembly of the space station began with the launch from Kazakhstan of its first bus-sized component, Zarya, on Nov. 20, 1998.

Team effort: The International Space Station is a venture of international cooperation among NASA, the Russian Federal Space Agency, the Canadian Space Agency, Japan Aerospace Exploration Agency, or JAXA, and 11 members of the European Space Agency, or ESA: Belgium, Denmark, France, Germany, Italy, the Netherlands, Norway, Spain, Sweden, Switzerland and the United Kingdom.

Size: The station's mass has expanded to more than 627,000 pounds, and its interior volume is more than 25,000 cubic feet, comparable to the size of a five-bedroom house. Since Zarya's launch as the early command, control and power module, there have been 29 additional construction flights to the station: 27 aboard space shuttles and two Russian launches. Through the course of 114 spacewalks and unmatched robotic construction in space, the station's truss structure has grown to 291 feet. Its solar arrays now span 28,800 square feet, large enough to cover six basketball courts.

Space dining: Crews have eaten some 19,000 meals aboard the station since the first crew took up residence in 2000.

Science: The International Space Station hosts 19 research facilities — nine sponsored by NASA, eight by ESA and two by JAXA. Cooperation among international teams of humans and robots is expected to become a mainstay of space exploration throughout the solar system. ▲

HOW TO BECOME AN ASTRONAUT

Boe pauses for a photo while occupying the pilot's station on the flight deck of Space Shuttle Endeavour during flight day one activities.

Background: the launch pad was lit by a picturesque full moon.



Photo courtesy of NASA

Becoming a shuttle pilot requires fast-jet experience, almost always achieved through a military flying career, and slots are few. Many more people choose to become shuttle mission specialists, who perform on-board experiments, make spacewalks and more. Becoming a mission specialist still requires much preparation, experience and dedication. The following summarizes requirements and tips for aspiring astronauts:

- If you aren't a U.S. citizen, become one; that is a must. After that, the crucial thing to remember is that the demand for such jobs vastly exceeds the supply. NASA's problem is not finding qualified people but thinning the lineup down to a manageable length. It is not enough to be qualified; you must avoid being disqualified for any reason, many of them in principle quite irrelevant to the job.
- Get a Ph.D. Specialize in something that involves getting your hands dirty with equipment, not just paper and pencil. Forget computer programming entirely; it will be done from the ground for the foreseeable future. Degree(s) in one field plus work experience in another seems to be a frequent winner.
- Be in good physical condition with good eyesight. (DO NOT get a radial keratotomy or similar sur-

gery to improve your vision; nobody knows how sudden pressure changes would affect eyes following this procedure, and long-term effects are poorly understood. For that matter, avoid any other significant medical unknowns.) If you can pass a jet-pilot physical, you should be OK; if you can't, your chances are poor.

- Practice public speaking and be conservative and conformist in appearance and actions; you've got a tough selling job ahead, trying to convince a cautious, conservative selection committee that you are better than hundreds of other applicants. The image you want is that of a squeaky-clean, workaholic yuppie. Remember also that you will need a security clearance at some point. Keep your nose clean.
- Get a pilot's license and make flying your No. 1 hobby; experienced pilots are known to be favored even for nonpilot jobs. Work for NASA; of 45 astronauts selected between 1984 and 1988, 43 were military or NASA employees. If you apply from outside NASA and miss but are offered a job at NASA, TAKE IT.
- Keep trying. Many astronauts didn't make it the first time. ▲

Source: <http://www.ksc.nasa.gov/facts/faq12.html>

Background photo by Brig. Gen. S. Hallock du Pont Jr., National Commander's Reserve Unit

Space Travel by the Numbers



Photo courtesy of NASA

Members of the STS-126 Orbit 1 flight control team pose for a photo in the space shuttle flight control room in Mission Control Center at NASA's Johnson Space Center.

7, 24, 365: Days a week, hours a day and days a year that the Mission Control Center in Houston has someone on the job, assisting both shuttle missions and the International Space Station.

90: Minutes between sunrises aboard an orbiting space shuttle or the International Space Station.

More than 200: Miles, the height above the Earth astronauts are during spacewalks.

803, 9, 39: Days, hours and minutes spent in space by Sergei K. Krikalev, the human who has spent the longest cumulative time there.

More than 1,000: Number of approaches pilots fly in a modified Gulfstream aircraft before

being allowed to fly the shuttle.

More than 6,000: Temperature, at degrees Fahrenheit, reached inside the shuttle's main engines and solid rockets.

17,500: Speed, at mph, the shuttle attains 8½ minutes after launch.

6.2 million: Gallons of water held by the Neutral Buoyancy Laboratory — the world's largest swimming pool — at Johnson Space Center in Houston. Here, astronauts train for the weightlessness of space.

6.6 million: Miles flown by Space Shuttle Endeavour during Mission STS-126 in November 2008. ▲

The **Necessities** of Life in Space

Space isn't exactly the most hospitable place to be: no air, zero gravity, a sunrise every 90 minutes and temperature extremes. It's a challenge humankind has faced since the first space travelers went into orbit nearly 50 years ago. As humans have spent more time in space, they have developed ways to make themselves at home there.

Food

One of the essential needs — the need to eat — requires creativity and problem-solving in zero gravity. It also requires planning to make sure space shuttle astronauts have enough food stowed for their two-week journey and reserves in case the shuttle's landing is delayed.

As a result, astronaut menus are planned in full for the entire flight. Space travelers attend a food tasting session months beforehand to help fill out their menus. But astronauts can't just pick out their favorite foods in space — no gorging on junk food is allowed. Their personal menus are approved by a dietitian to ensure they are nutritious enough for a busy workday.



Photo courtesy of NASA

Eric Boe participates in a food tasting session in the Flight Projects Division Laboratory at Johnson Space Center.

There is no dishwasher or kitchen sink. Therefore, food containers are disposable, and eating utensils and trays are cleaned using moist sanitizing towelettes.

Food aboard the shuttle is prepared in the galley, a modular unit that heats and rehydrates food and beverages.

cloths, one for washing and one for rinsing, and a rinseless shampoo. Water and soapsuds stick to the skin in weightless conditions, and excess water is suctioned into a wastewater tank. Toothpaste can be either swallowed or sucked out.

Lavatory

The toilet is composed of a toilet bowl and urine funnel. To use the toilet, astronauts must employ leg restraints and thigh bars. The toilet works like a vacuum cleaner with fans that suck air and waste into the commode. ▲

Sleeping

Of course, a typical bed is out of the question because there's no gravity to hold it or the sleeper down. To keep from floating around and bumping into things while asleep, an astronaut sleeps in a compartment tethered to the wall of the craft, like a cocoon in which he zips himself. The crew typically gets eight hours of sleep time after a 16-hour mission day.

Hygiene

Astronauts keep themselves clean in space with the use of special soap. They take sponge baths daily, using two wash-

Boe's Thanksgiving Day Menus

Meal A

Oatmeal with brown sugar (rehydratable)
Dried peaches (intermediate moisture)
Blueberry-raspberry yogurt (thermostabilized)
Clif bar, cool mint chocolate (natural form)
Metamucil wafers, cinnamon (natural form)
Orange-mango drink (beverage)
Kona coffee with cream and sugar (beverage)

Meal B

Crawfish etouffee (thermostabilized)
Peanut butter (fresh food)
Grape jelly (thermostabilized)
Two tortillas (fresh food)
Trail mix (intermediate moisture)
Banana pudding (thermostabilized)
Two lemonades (beverage)

Meal C (Thanksgiving meal)

Smoked turkey (irradiated)
Candied yams (thermostabilized)
Green beans and mushrooms (rehydratable)
Cornbread dressing (fresh food)
Cranapple dessert (thermostabilized)
Tea with sugar (beverage)

New Fundraising Opportunity

Civil Air Patrol is pleased to announce a new opportunity geared toward enabling cadet and composite units to raise much-needed funds.

CAP has entered into an agreement with Fundamentals Co., the marketing arm of National Community Services Inc., to provide a magazine sales fundraiser opportunity for all cadet and composite units.

NCS has been providing fundraising services for schools and civic organizations since 1971. The company's mission is to assist educational and charitable organizations in achieving their fundraising goals. NCS has a long track record of successful, reliable fundraising. Some of the schools and nonprofit organizations that have participated in this fundraiser include various Key Clubs, the American Legion, the National Catholic Association and many private and public schools across the country.

This opportunity is geared toward units with cadets, but all units are eligible to participate. No unit is required to participate. NCS will assign participating units a sales representative who will provide them with more information and support materials, including, but not limited to, a training guide for cadets, order forms, brochures, a letter to the parents of cadets and a handbook with steps on how the unit commander can run a successful magazine drive.

Your unit will earn 40 percent of the purchase price on magazine sales, and no minimum orders are required. Best of all, you are not responsible for receiving, storing or delivering any magazines.

Units participating in the fundraiser will receive an online code from their sales representative. They can provide that code to potential customers to make purchases directly online, and the proceeds will benefit the unit.

If your unit does not plan to participate in the fundraiser, you can still order magazines and the funds will go to the CAP Foundation. Just use the code 130458.

Orders can be placed online at www.ReadingAtHome.com/cap/.

For answers to some commonly asked questions about this fundraiser and to access a list of available magazines, visit the members section at www.gocivilairpatrol.com. Click on "CAP National HQ" and then select "fundraising."

To sign up your unit or for more information, call NCS at 1-800-303-8861. ▲

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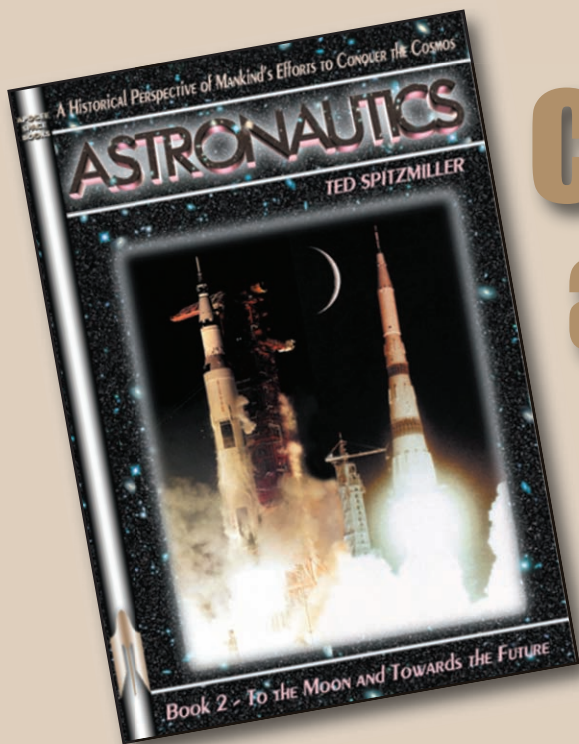
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CAP member is accomplished author

By Lenore Vickrey

Maj. Ted Spitzmiller has no problem remembering when he discovered Civil Air Patrol. It was Jan. 31, 1958, a day on which two events occurred that would forever influence his life. Not only was he introduced to CAP, but it was also the day Explorer I, American's first artificial Earth satellite, was launched.

Fascinated With Space

Spitzmiller grew up to become not only a valued member of CAP but also an accomplished author on aviation and space-related topics. He has written a two-volume history of space exploration, including Explorer I, and has authored more than 50 articles for major aviation magazines.

Spitzmiller, who is working toward the final requirement for lieutenant colonel, has been fascinated with space since childhood. He was 14 with "a burning desire for all things aviation and space" when he attended his first CAP meeting with the Essex Composite Squadron at a Montclair, N.J., Elks Lodge. "As much as I knew about aviation, I had never heard of the Civil Air Patrol," he remembered. "It was, and perhaps still is, one of America's best-kept secrets!"

Spitzmiller soon learned that to advance in CAP he

needed to develop leadership skills. He became editor of the squadron's monthly newsletter, writing a regular technical article on a missile or airplane. "This opportunity to do practical research and technical writing would soon expand my horizons and provide many opportunities," he said. Little did he know to what degree those horizons would be expanded.

During his formative years, CAP kept Spitzmiller focused and busy attending summer encampments. He made his first orientation flight in an Aeronca and later in a Tri-Pacer. "I knew I would be a pilot, as my junior high yearbook had prophesied," he said. He became cadet commander by 1960, and after high school graduation in 1961, he went to work as a draftsman but kept his CAP affiliation until joining the Army in 1963.

He entered basic training and was made a squadron leader, helping guide new enlistees and draftees in the basics of military discipline and courtesy. "My CAP experience made basic training an enjoyable learning experience," he said.

Spitzmiller graduated at the top of his class at the Nuclear Weapons Electronic Maintenance School at Sandia Base in Albuquerque, N.M. He drew on his CAP experience to earn a teaching position in the Atomic Weapons Training Group. After his

discharge in 1966, he worked for IBM and later at Los Alamos National Laboratory in New Mexico, attaining his commercial pilot's license and flight instructor rating. He rejoined CAP and for 20 years was an instructor and check pilot for the Los Alamos Composite Squadron.

He took a break from CAP while earning his bachelor's and master's degree in computer information systems, then again renewed his membership in 2002 after his retirement. He served the Rio Rancho-Falcon Composite Squadron as deputy commander for cadets, teaching aerospace education, character guidance and leadership, as well as arranging field trips and providing orientation flights and being a wing check pilot.

Writing Career Takes Off

It was during his retirement that Spitzmiller finally got an opportunity to write again. His first work was a novel, "Fate Stalks the Pacific Sky," a historical espionage story set in 1941. While writing, he decided to earn a Seaplane rating "because I wanted more knowledge of what it was like to fly in that environment." He followed that up with his two-volume comprehensive history of space exploration, "Astronautics, Book 1 — Dawn of the Space Age" and "Book 2 — To the Moon and Towards the Future."

"All through my early years I had collected newspaper and magazine articles about the events that had taken place in the exciting quest for the final frontier," he said. "I also had a large library of about 1,000 books. I spent three years researching writing, editing and rewriting as well as illustrating." The book was published by Apogee, also known as CG Publishing, in 2007, coinciding with the 50th anniversary of the launch of Sputnik, the first artificial Earth satellite. Spitzmiller used both occasions to launch a speaking tour that included the CAP Rocky Mountain Region Conference at the Air Force Academy, the New Mexico Wing Conference and many civic organizations and museums.

The "Astronautics" books were praised by Sid Gutierrez, pilot of the Columbia STS-40 and commander of Endeavour STS-59, as "the definitive books on the history of space exploration." Gutierrez said even though he was a NASA astronaut, he learned new things about the space program from the books. "Not only will

you learn new things, but the author places them in a context that helps you understand the issues as if you were there," he said.

Spitzmiller said he wrote the book for the average person, and "it is always a thrill to see it on the bookshelves of Barnes & Noble." He is currently working on another book, "The Century Series," on the development of the first supersonic fighters of the Air Force, and he hopes to publish a history of the New Mexico Wing by the end of 2009.



Maj. Ted Spitzmiller explains the layout of the G1000-equipped C-182T instrument panel at a New Mexico Wing Squadron II safety meeting.

CAP Contributions Continue

Even while he's been busy writing, Spitzmiller has remained active in CAP. In 2006, he was tasked by his wing commander to attend G1000 glass cockpit training at Cessna, and he returned with a new C-182T.

"I have since set up a wing training program to transition our pilots to this new and exciting technology," he said. Spitzmiller has also contributed to CAP's School Enrichment Program, speaking in schools and to organizations in the Albuquerque area, and he is aerospace education officer for the Falcon squadron and aerospace external officer for the wing.

"CAP has been an important part of my life for much of the past 51 years," Spitzmiller said. "As a teenager, CAP provided me with opportunities to learn and grow. These opportunities have enhanced and enriched my life. In retirement, CAP has given me the opportunity to give back to my community, a small measure of the appreciation I feel for being allowed to participate in shaping the future of our youth." ▲

Wreaths Across America

Civil Air Patrol
joins thousands
of volunteers
for annual
Arlington tribute

By Steve Cox

On a frigid Saturday morning, nearly 4,000 Wreaths Across America volunteers — many of them members of Civil Air Patrol — gathered early at Arlington National Cemetery to honor 10,000 American heroes.

Within two hours of their arrival, all of the white marble headstones in Section 12 of the cemetery were adorned with red-ribboned evergreen wreaths. The view was magnificent, providing a stirring holiday tribute to the courage and sacrifice of those who have guarded and preserved America's freedom throughout its 232-year history.

"As I stood near the front, with the Wreaths Across America founders, it afforded me a memorable view of



Photo by Cadet Airman 1st Class Darin Davis, National Capital Wing

1st Lt. Rhoda Wharton, center, of the National Capital Wing's Andrews Composite Squadron visits with CAP Vice National Commander Brig. Gen. Reggie Chitwood, left, and CAP National Commander Maj. Gen. Amy S. Courter before opening remarks for Wreaths Across America at Arlington. Hundreds of CAP senior members and cadets attended the event, held annually on the second Saturday in December.

the vast crowd — a mixture of military, civilians and Civil Air Patrol members," said Col. Jane Davies, commander of CAP's National Capital Wing. "All stood together, braving the cold among the solemn headstones with one purpose in mind: to honor our fallen."

Placing the remembrance wreaths at Arlington is symbolic, for it is one of the nation's oldest burial grounds established during the Civil War. More than 340,000 veterans and military casualties from every one of the nation's wars are interred there, from the Revolutionary War through recent military actions in Afghanistan and Iraq. Pre-Civil War dead were reinterred after 1900.

Section 12, one of 71 sections in the 624-acre cemetery situated across the Potomac River from Washington, D.C., is the resting place for 10 Medal of Honor recipients — five from World War II, three from the Korean War, one from the Civil War and one from the Spanish-American War. Additionally, Michael Strank, one of the six Marines photographed raising the American flag on Iwo Jima, is buried in Section 12.

“When you look at all those gravesites, you think those are the men and women who protected our freedom,” said Lt. Col. Jett Mayhew, Civil Air Patrol’s national drug demand reduction team leader. Mayhew coordinated CAP honor guards for the day’s events.

SHOWING RESPECT

More than 75 cadets from CAP’s Maine, Maryland, National Capital, Oregon, West Virginia and Virginia wings placed wreaths and served as honor guards at Arlington and later at similar wreath-laying observances at the Civil Air Patrol Memorial, the Tomb of the Unknown Soldier and the Women In Military Service For America Memorial. They were joined by Civil Air Patrol National Commander Maj. Gen. Amy S. Courter, National Vice Commander Brig. Gen. Reggie Chitwood and other CAP senior officers as well as volunteers from numerous patriotic organizations, such as the Veterans of Foreign Wars and the American Legion, the Maine State Society of Washington, D.C., American Gold Star Mothers and the Patriot Guard Riders.

Many of the CAP cadets said an opportunity to serve and show their appreciation brought them to Arlington. Cadet Capt. Esther Rea, a member of the Civil Air



Photo by Lt. Col. Wendy White, Virginia Wing

Cadet Sr. Master Sgt. Derek Seibel, left, Cadet Sr. Airman Cody Dewald, Cadet Chief Master Sgt. Kyle Lahr and Cadet Staff Sgt. Benjamin Stevenson stand with other honor guard cadets awaiting a wreath-laying ceremony at the Civil Air Patrol Memorial at Arlington National Cemetery. More than 75 cadets from five CAP wings — some from as far away as Oregon — participated in Wreaths Across America ceremonies at Arlington.

Patrol Honor Guard, was there for the fourth time.

“It has been a tradition with the honor guard to go to Arlington,” said Rea, a member of the Maryland Wing’s Hagerstown Composite Squadron. “Being with the honor guard at Arlington is my way of showing respect and honor to those that have made the ultimate sacrifice for this country.”

HONORING THEIR FOREFATHERS

Other cadets had more personal reasons for being there.

“Wreaths Across America gives me a sense of pride and an opportunity to help others,” said Cadet Sr. Master Sgt. Kyle Lahr, also of the Hagerstown squadron.

Lahr’s great-grandfather, Col. Richard Henry Lee of the U.S. Army Air Corps, a bomber in the Pacific during World War II, is buried at Arlington.

"I do this to honor my great-grandfather," he said.

Yet another member of the Hagerstown squadron, Cadet Master Sgt. Stephen Spinder, came to Arlington with memories of his grandfather, Sgt. Maj. Andy Spinder of the U.S. Army's 69th Infantry Division, who served his country during World War II, the Korean War and in Vietnam.

"I am here today to honor my grandfather and all the fallen heroes who protected our freedom," he said.

Cadet Spinder hopes to follow in his grandfather's footsteps. He, too, is planning a military career.

A SPECIAL PLACE

Wreaths Across America was a family affair for Maryland Wing Cadet Staff Sgt. Daniel Knowles. Three of his grandparents are buried there, including his grandfather, Jack Knowles, who served during World War II and the Korean War.

"I'm proud of him," said Knowles. "He really helped make my dad a special person. He taught him a lot about honor, which he's passed along to me."

Knowles, a cadet in the Bethesda-Chevy Chase Composite Squadron, is the son of Lt. Col. John Knowles, the Maryland Wing's vice commander.

The Knowles family visits the cemetery every Father's Day, as well as two or three other times a year. Not only is Lt. Col. Knowles' father buried there, his wife Teri's grandmother and grandfather, a World War I veteran, are also there.

"It's a special place for us," said Cadet Knowles.

PRAYERS OF THANKS

The day's events also were meaningful to CAP senior members like Lt. Col. Wendy White, who came to Arlington with thoughts of her own sons who served in Afghanistan and Iraq as part of America's War on Terror.

"This is the first time I have been to Arlington since Brandon was injured, and it was a day of difficult and conflicting emotions for me, especially meeting Kathryn Cross and the other Gold Star Mothers," said White, a member of the Virginia Wing's Fredericksburg Composite Squadron. "I felt overwhelmingly sad for others and incredibly humbled by each of the families' stories that were shared and the

indescribable feeling of gratitude and love that my son was well and healthy again."

White's son, former Fredericksburg squadron Cadet 1st Lt. Brandon White, was wounded in an explosion in Iraq on April 8, 2007. The Army soldier fractured his kneecap among other serious injuries, which required nearly a year of rehab.

"Not a single minute of every day goes by that I do not say a small prayer of thanks and an acknowledgment of how much worse our story could have been," said White, who has an older son, Tommy, who served abroad in the Navy for six years.

Brandon White, who just turned 23, recently returned to Iraq for yet another deployment. "That's my boy," said White, noting her son's unwavering determination and strong sense of duty.

"I sometimes find myself holding my breath and praying that his time will be no worse," said White, who manages to stay in contact through what she calls "a great phone plan."

AN AMAZING EVENT

Army National Guard Pfc. Stephen M. Lincoln Jr., also a Civil Air Patrol cadet captain in the Maine Wing's 76th Composite Squadron, had similar feelings, even though he has made the 750-mile trip to Arlington many times with his CAP squadron. Lincoln's cousin, Pfc. Tyler Croman, another former CAP cadet, is serving as an Army combat medic in Iraq, and Lincoln expects to be deployed with his Guard unit — the 488th Military Police Company of Waterville, Maine — sometime this year.

"I believe there is nothing more amazing than putting your life on the line for your country," said Lincoln. "I have yet to make a trip to Arlington that has not brought tears to my eyes."

Lincoln was part of a weeklong convoy that brought the 10,000 wreaths from Worcester Wreath Co. in

Background: The Civil Air Patrol Memorial is adorned by one of 10,000 wreaths placed at Arlington as part of Wreaths Across America, an annual initiative that uses the red-ribboned evergreen rings to remember, honor and teach about the service and sacrifices of U.S. veterans.

Photo by Lt. Col. Wendy White, Virginia Wing

Harrington, Maine, to Washington, D.C. The convoy is one of the longest annual veterans' celebrations, with parades and ceremonies held at more than 20 stops along the way. "I don't think it could be more amazing — everything from the escorts, to the Patriot Guard, to the people just standing alongside the road showing their support by cheering and waving flags," he said.

NATIONWIDE AND ABROAD

While 10,000 wreaths were placed at Arlington as part of the Wreaths Across America initiative, other wreath-laying observances were taking place — many of them simultaneously — at 372 other veterans gravesites and memorials nationwide and at 24 cemeteries and monuments abroad. Nearly half of the observances were conducted by Civil Air Patrol, which had 241 squadrons nationwide sponsoring wreaths in 2008. A total of 180 squadrons were involved in Wreath Across America ceremonies.

In all, 105,724 wreaths were placed in 2008 as part of Wreaths Across America, which began 17 years ago with a small donation from Morrill and Karen Worcester, owners of Worcester Wreath Co. Previously called the Arlington National Cemetery Wreath Project, it was renamed Wreaths Across America in 2006 and has grown since then, attracting partners like Civil Air Patrol, whose members find patriotic-minded sponsors for wreaths to remember, honor and teach about the service and sacrifices of America's veterans.

CAP squadrons sponsored 15,300 wreaths for 2008 observances, and their work did not go unnoticed.

"The CAP is the largest single group of volunteers we have," said then-U.S. Secretary of Veterans Affairs James B. Peake, one of many dignitaries at Arlington who spoke before the 10,000 wreaths donated by Worcester Wreath were placed in

Section 12. "The CAP has been tremendous in helping us. They have 241 squadrons come from every state that volunteer to help this cause. Two hundred forty-one squadrons are proudly represented by 35 to 40 people per squadron, so you can see the tremendous volunteerism."

Wreaths Across America spokesman Tobin Slaven also applauded the partnership between Worcester Wreath and CAP. "It really has been phenomenal," he said. "Civil Air Patrol has been a driving force behind Wreaths Across America's growth over the last several years."

A HOLIDAY TRADITION

Courter said working with Wreaths Across America is now a holiday tradition for many of CAP's 55,600 volunteers. Every year, the organization becomes more widely appreciated for this worthwhile endeavor, much the same as the Marines are known for Toys for Tots, she said.

The event attracted considerable publicity, including a live NBC Washington interview with National Capital Wing Director of Public Affairs Maj. Paul Cianciolo and telecasts throughout the day that featured a taped morning interview with Courter. Other media outlets, including a film crew from nearby Andrews Air Force Base, Md., also shot footage of the day's events.

"This gives us a terrific opportunity to give back to our nation, not only in the missions we perform every day — search and rescue and our emergency services and our cadet programs — but also to be here to honor those service members who have given their lives in the ultimate sacrifice. We thank you," said Courter, "for this opportunity to work with you." ▲

John C. Metzler Jr., superintendent of Arlington National Cemetery, and C. Todd Lopez of the Army News Service contributed to this report.



Photo by Lt. Col. Wendy White, Virginia Wing

Teri Knowles, center, looks on as Maryland Wing Vice Commander Lt. Col. John Knowles, left, and their son, Cadet Staff Sgt. Daniel Knowles, place a wreath at the gravesite of Lt. Col. Knowles' father, a World War II and Korean War veteran. Teri Knowles' grandfather, a World War I veteran, and her grandmother are also buried at Arlington.



Freshly fallen snow and red-ribboned evergreen wreaths adorn graves at Veterans Memorial Cemetery of Western Colorado in Grand Junction. The Colorado Wing was among nearly 200 CAP wings across the nation that placed wreaths on veterans' headstones as part of Wreaths Across America observances in December. In all, more than 105,000 wreaths were placed at nearly 400 veteran cemeteries and memorials nationwide and abroad. Nearly half of those observances were conducted by CAP squadrons.

Photo by Maj. Eric Thompson, Colorado Wing

Cadet 1st Lt. Sara E. Miles from New Mexico Wing's Thunderbird Composite Squadron lays a wreath against a veteran's headstone at Santa Fe National Cemetery.



Photo by Chaplain Capt. Ben Craver, New Mexico Wing

The New York Wing's Long Island Group Color Guard — from left, Cadet Airmen 1st Class Alexander Craw and Joshua Millings, Cadet Tech. Sgt. Nicholas Chiarelli and Cadet Airman Basic Jonathan Millings, all from Suffolk Cadet Squadron 10 — participate in the Wreaths Across America tribute at Calverton National Cemetery.



Photo by 2nd Lt. Rob Calviello, New York Wing



Photo by Steven Wayne Roisch, Governor's Office

Cadet Airman Andrew Moss, left, of the West Virginia Wing's Charleston Cadet Squadron and retired Air Force Brig. Gen. Chuck Yeager look on as West Virginia Gov. Joe Manchin III places a wreath paying tribute to American veterans at a memorial in the state Capitol in Charleston.



Photo by 1st Lt. Mark Swanson, New Jersey Wing

Author Craig Burgess, left, and New Jersey Wing Commander Col. Robert McCabe pay their respects at Medal of Honor recipient Edward Benfold's gravesite during Wreaths Across America ceremonies at Beverly National Cemetery. Members of the wing chose to honor Benfold after learning from Burgess, his biographer, that Benfold was a CAP cadet in 1948-49. Benfold entered the Navy as a hospital corpsman third class in 1950. He was posthumously awarded the Medal of Honor for his heroic actions during the Korean War.

Cadet Sr. Airman Chasby Berlinski of Glendale Composite 308 salutes the fallen veteran whose memory he has just honored during the Wreaths Across America observance in Phoenix at the National Memorial Cemetery of Arizona.



Photo by 2nd Lt. Cindy Visoso, Arizona Wing



Photo by 1st Lt. Jon Domke, California Wing

Honor guard members from the California Wing's Sierra Composite

Squadron 72 — from left, Cadet Staff Sgt. Anthony Dunakin, Cadet 2nd Lts. Alex Lewallen and Stefanie Collins and Cadet Chief Master Sgt. Jori Domke — stand by at a wreath-laying ceremony at San Joaquin Valley National Cemetery in Gustine. The observance paid tribute to members of the Army, Navy, Air Force, Marine, Coast Guard and Merchant Marine, as well as prisoners of war and those missing in action.



Photo by Capt. Richard J. Sprouse, Minnesota Wing

Members of the Minnesota Wing's St. Cloud Composite Squadron prepare to lay wreaths during a Wreaths Across America observance at the Minnesota State Veterans Cemetery near Camp Ripley.

Civil Air Patrol at home at the women's memorial




Photo by Lt. Col. Wendy White, Virginia Wing

Civil Air Patrol Honor Guard cadets, from left, Capt. Samuel McQuaid, Senior Master Sgt. Derek Seibel, Master Sgt. Colby Robinson and Staff Sgt. Ben Stevenson lead the way to the Women's Memorial for the final Wreaths Across America event of the day, a wreath-laying ceremony outside the memorial that was attended by several hundred CAP cadets and senior members.

By Steve Cox

On a December day of honoring America's veterans, the Women In Military Service For America Memorial at Arlington National Cemetery seemed like the right place to be.

Hundreds of Civil Air Patrol cadets and senior members gathered there following a full day of Wreaths Across America ceremonies at Arlington. The 33,000-square-foot memorial and education facility — the only major



national memorial honoring the 2.5 million women who have served in the nation's defense during all eras and in all branches, including CAP members — is truly a living tribute to all military women past, present and future. Each year, the memorial attracts some 200,000 visitors.

Civil Air Patrol's first female national commander, Maj. Gen. Amy S. Courter, hosted a reception and program inside the memorial before joining the CAP Honor Guard outside for the final wreath-laying ceremony of the day.

"For those who didn't get a chance to join us here this morning, this was done 10,000 times today," said Courter, referring to the 10,000 wreaths CAP members had helped lay at Arlington National Cemetery.

Worcester Wreath Co. of Harrington, Maine, donated the wreaths — two tractor-trailer trucks full — to adorn veterans' gravesites there. It was a donation the owners, Morrill and Karen Worcester, have made many times over since 1992 as part of the Arlington Wreath Project, which became Wreaths Across America in 2006. The organization honors veterans at Arlington as well as every state and national cemetery in the U.S.

"This Wreaths Across America project has grown tremendously," said Morrill Worcester, who received a standing ovation from CAP volunteers. "This is the 17th year we've brought wreaths to Washington."

In appreciation for his efforts, Courter presented Worcester with "a part of our history" — a bright yellow desktop model of a Civil Air Patrol subchaser plane.

"This has become a treasured opportunity for us since 2006," said Courter, noting that more than 240 CAP squadrons sponsored wreaths in 2008, up six-fold from the 40 participating in 2007.

"I'm just tickled to death," Worcester said of CAP's contributions. "There's a tremendous amount of work contributing to this, the VFW and other organizations, and the Civil Air Patrol tops all of those."

Courter also thanked retired U.S. Air Force Brig. Gen. Wilma L. Vaught, president of the Women In Military Service For America Memorial Foundation. On behalf of CAP, she presented Vaught with a check for

the foundation, which maintains the memorial.

"I am really glad to be here with CAP," said Vaught. "Women who serve in CAP are eligible to be honored here — and of course there is your own Mary Feik."

An aviation pioneer who enjoyed a history-making career as an airplane master mechanic, Feik is mentioned in the memorial's exhibit gallery, as are other CAP women — like Air Force Maj. Nicole Malachowski, a former Nevada Wing cadet who became the first female demonstration pilot in the Thunderbirds, the high-performance Air Force jet team.

Nearly 200 Civil Air Patrol members are registered for recognition at the Women's Memorial, including more than 130 who are still living.

1st Lt. Rhoda C. Wharton of the National Capital Wing's Andrews Composite Squadron was one of the CAP women who registered. "Because of my passion for aviation, I was especially interested in learning about the roles women have played in that area," she said.

Feik attended the reception at the memorial as well as the program afterward. As always, she spent much of her time mingling and chatting with CAP cadets.

Those in attendance, especially the female cadets, enjoyed the experience. "I thought it was good to have a reception," said Cadet Capt. Esther Rea of the Maryland Wing's Hagerstown Composite Squadron. "It gave us time to talk to some of the veterans that were there."

Rea, who served with the honor guard for the wreath-laying ceremony at the memorial, added, "It is great to have a place just for the women in the armed forces. Their contributions have been overlooked many times, so it is nice to learn about their efforts throughout history."

"It is great to see people realize that women are veter-

Background: Cadet Chief Master Sgt. Kyle Lahr, left, and Cadet Capt. Esther Rea, members of the Civil Air Patrol Honor Guard, stand ready for a wreath-laying ceremony at the Women In Military Service For America Memorial at Arlington National Cemetery. The ceremony honored the 2.5 million women who have served in America's defense throughout its history, including CAP members serving as part of the official auxiliary of the U.S. Air Force.

Photo by Lt. Col. Wendy White, Virginia Wing

ans, too,” said Lt. Col. Meredith Phares, who served in the Air Force during the Vietnam War. She is the Hagerstown squadron’s deputy commander for cadets.

Phares, who accompanied Rea and 17 other cadets, said the visit to the memorial made a lasting impression. “Our female cadets stood a little taller, and the male cadets mentioned they were surprised by the contributions of women,” she said. “They had read about it, but to see it all together in one place and at Arlington made it more credible.”

“It’s interesting to see what they went through,” said Cadet Airman Casey Caruso, an honor guard member — like Rea — from the Hagerstown squadron.

Both Caruso and Rea noted the many changes in military women’s fashions.

“It’s really neat to be here and see all the uniforms,” said Rea.

Michael L. Dominguez, principal U.S. deputy under secretary of defense for personnel and readiness and also a former Civil Air Patrol cadet, told CAP members they provide “a noteworthy service to liberty” in performing missions for the Air Force, and he lauded their volunteerism.



Photo by Lt. Col. Wendy White, Virginia Wing

On behalf of Civil Air Patrol and its 55,600 citizen volunteers, CAP National Commander Maj. Gen. Amy S. Courter, left, presents retired Air Force Brig. Gen. Wilma L. Vaught with a donation for the Women’s Memorial Foundation. Vaught serves as president of the foundation, which maintains the memorial.



Photo by Lt. Col. Wendy White, Virginia Wing

Michael L. Dominguez, principal U.S. deputy under secretary of defense for personnel and readiness, addresses Civil Air Patrol senior members and cadets inside the Women’s Memorial. Following his remarks, Dominguez, a former CAP cadet, joined other dignitaries outside for a wreath-laying ceremony near the entrance to the memorial.



Photo by Cadet Airman 1st Class Darin Davis, National Capital Wing

Worcester Wreath Co. President Morrill Worcester receives a replica of a Civil Air Patrol subchaser plane from CAP National Commander Maj. Gen. Amy S. Courter during a ceremony in recognition of Wreaths Across America, which was founded by Worcester and his wife, Karen. In making the presentation, Courter said CAP is proud to be a partner of Wreaths Across America, a nonprofit organization whose members find patriotic-minded sponsors for wreaths to remember, honor and teach about the service and sacrifices of U.S. veterans.

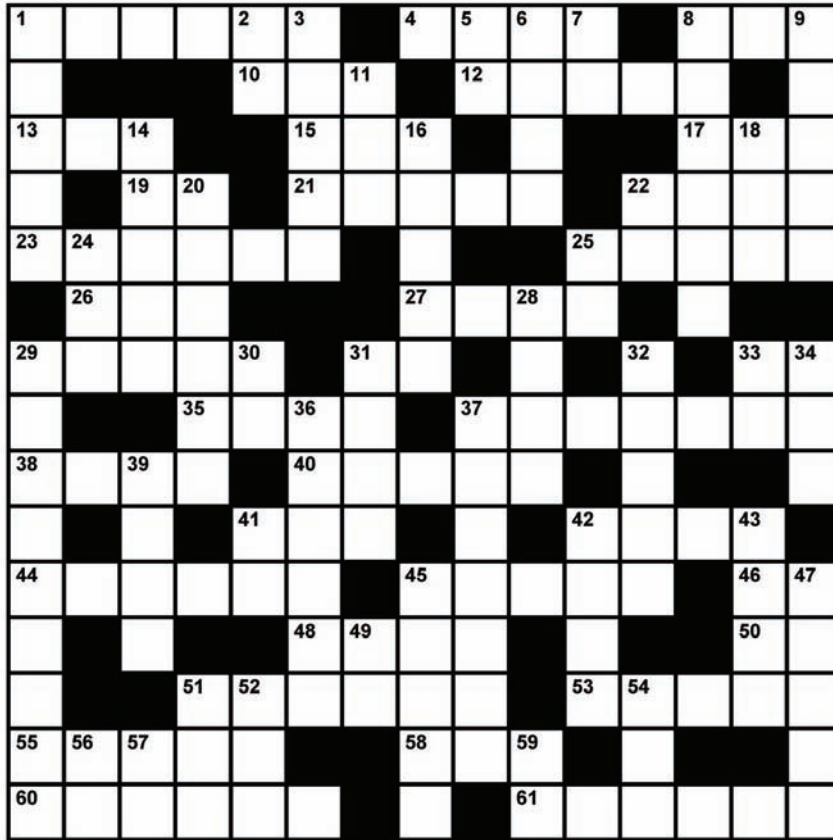
Quoting a former general, he said, “America is a militia nation — that is, a nation of volunteers.”

Vaught also thanked CAP members for their service. “It is an honor to be with you today,” she said. “You truly represent the true militia spirit that the secretary just talked about.” ▲

Civil Air Patrol Crossword

Crossword by Myles Mellor
www.themecrosswords.com

Answers on page 52



Down

1. Fine-tune
2. Article QC, for short
3. USAF part
5. Executive Council, for short
6. Basic cause
7. Russian river
8. Open and sincere
9. CAP vessel
11. Genetic stuff
14. _____ Fossett, the first person to fly solo nonstop around the world in a balloon
16. "_____ amigos!"
18. This color pistol belt denotes Master Medics
20. Warnings
22. _____ Capitan
24. Distress
25. _____ around, to abort a landing
28. Aviation agency
29. CAP member, for example
30. South, abbr.
31. Spat
32. Poker needs
33. Temperature control
34. "Later!"
36. Volunteer of the Civil Air Patrol who has undergone training for emergency situations
37. Purplish blue flowers
39. Bulb output measurement
41. Poet, Cummings
42. Mini-island
43. Beige
45. This color scarf denotes Field Medics
47. Ranger _____ Class, the introductory level of Ranger Grades
49. Instant internet communication medium, for short
51. The FAA service providing separation services to participating airborne traffic
52. Promise of a payback
54. The National Cadet Competition
56. E-mail subject line intro
57. Oakland baseball team
59. Letter postscript

Across

1. Disaster _____, one of CAP's emergency services
4. _____ space education, CAP program
8. This civilian auxiliary is sponsored by the USAF
10. U.S. Department of Defense
12. Pause in a sentence
13. Call for help
15. DNA relative
17. Gun representation group
19. British thanks
21. COF part
22. Paradise
23. Minimum age for a cadet membership
25. _____ slope, the equipment in an ILS that provides vertical guidance to a landing aircraft
26. Eggs
27. National Museum of the United States Air Force locale
29. Changes course
31. Flight simulator, for short
33. Stomach muscle
35. Additional
37. Hotel opening
38. Regulations
40. Video's alternative
41. Terminate
42. Unproductive
44. Evergreen with spicy seeds
45. _____ cockpit, aircraft control cabin which has all-electronic, digital and computer-based instrumentation
46. Newhaven locale
48. Dublin country
50. Right handed, for short
51. A weather advisory indicating a hazard to flight for all aircraft over a given area
53. Feeling of being bored
55. One of the Greek Muses
58. Seeing without seeing
60. Search's partner
61. Ranger _____ Class, the basic level of Ranger Grades



Winter flooding along the Interstate 5 interchange in downtown Chehalis ultimately shut down this major artery.

Record snows, rains wreak havoc in western Washington

CAP pilots document a major disaster

By Janet Adams

F

First came the snow in early January in the Pacific Northwest, piling up across the hills and in the valleys of western Washington. More snow fell than in the disastrous winter of 2006-2007, when flooding from winter rains and melting snow destroyed roads and farms and damaged houses and buildings, many beyond repair. The winter of 2008-2009 continued the flooding pattern, spawned by the triple forces of heavy snows, warming temperatures and heavy rains, exacerbated by slopes devoid of vegetation.

Hours of heavy rains — 7 inches in 24 hours at Marblemount in the foothills of the majestic Cascade Mountains — led to landslides. Clear-cut hillsides could not break up the avalanches that roared down slopes nor keep mudslides in check as these twin forces

swept into rivers and valleys, causing rising waters. In the town of Snoqualmie, more than 30,000 people left their homes as more than 10 inches of snow at Snoqualmie Pass melted in 12 hours, triggering more flooding, according to reports in the *Seattle Times* and other newspapers.

A 20-mile stretch of a major artery, Interstate 5, was closed by flooding, and in the Cascades major east-west routes were forced to close as avalanches and mudslides blocked roads. Emergency rescues by boat and helicopter and stories of stranded families and animals were documented daily in the *Times* and on local TV.

Given the need for immediate assessment of present and potential damage, the state Department of Transportation turned to CAP to photograph the aftermath using the DOT's own digital imaging equipment. The agency's aviation emergency coordinator, Tom Peterson, had spent 22 years in CAP's Oregon and Washington wings, including four years as director of operations for the Washington Wing.

Peterson served as incident commander for the mission, during which 19 members from five composite squadrons — Fort Vancouver, Mount Rainier, Renton, Paine Field and Seattle — made 21 flights over two days to provide aerial imagery and damage assessment. In all, the CAP aircrews flew five aerial photo sorties totaling 16.7 hours, yielding about 800 images of the flooding.

Maj. Harlan Zentner of the Renton Composite Squadron spent 2½ hours airborne as observer on one high-bird flight. His plane served as the communications platform for the other CAP planes during what he described as “the tail-end of the major portion of the storm.”

The devastation below was unforgettable. After flood-

ing like western Washington experienced, “A narrow river becomes a very, very broad lake, and it takes out everything in its path. There were bodies of water where they're not supposed to be,” Zentner said.

“We saw a lot of trailer homes and pastures flooded out.” Particularly striking, he said, were such sights as “a barn sitting in the middle of a lake” that hadn't been there before.

While the aircrews were in flight, technology kept Washington Wing's director of operations, Lt. Col.

James Furlong, and director of emergency services, Capt. Tony Porterfield, on top of the situation from the ground.

Furlong was at home in Federal Way, between Seattle and Tacoma, monitoring things by computer — especially via CAP's Web Mission Information Reporting System, or WMIRS — and telephone. Porterfield's base was the Department of Transportation's 40-foot portable command trailer in Olympia, which provided him and others with full communications, Internet and office resources.

After the mission, state officials reported a 58 percent usability rate for the CAP aircrews' photographs — an

impressive figure, Porterfield said, considering they were using the DOT's digital photographic and tracking equipment rather than the CAP equipment on which they had been trained. “They did a really good job using someone else's equipment,” he said. “Their dependability and flexibility was a credit to them as aircrews.”

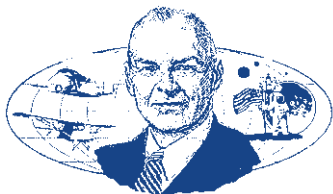
Porterfield then added what may be a pilot's ultimate compliment: “There's not one of those aircrews I wouldn't fly with myself.” ▲

Washington Wing Public Affairs Officer 1st Lt. Ruth Peterson contributed to this report.



2nd Lt. Joseph Coppick, left, and 1st Lt. Edgar Rojas of the Washington Wing's Mount Rainier Composite Squadron and Maj. Harlan Zentner of the wing's Renton Composite Squadron prepare for a high-bird flight during a photographic assessment mission in the wake of major flooding.

Achievements



Gill Robb Wilson Award

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

Maj. Jeffrey W. DeFreest	AK
Maj. Anthony G. Beresford	AL
Lt. Col. Robert J. Van Horn	CA
Maj. Steve Kostichuk	CA
Lt. Col. Elizabeth A. Sydow	CO
Maj. Bruce L. Roy	CT
Maj. Antonio J. Barroso	FL
Maj. Christian A. Campbell	FL
Maj. John R. Kachenmeister	FL
Lt. Col. Dale W. McMindes	FL
Lt. Col. George O. Navarini	FL
Maj. Ramon C. Palacio	FL
Lt. Col. Carlos A. Puentes	FL
Maj. Walter E. Scott	FL
Col. Gordon A. Larson	IL
Lt. Col. Antoinette D. Fischer	MA
Maj. John S. Flaherty	MA
Maj. Betty L. Dumont	MI
Lt. Col. Christine M. Rinn	MI
Maj. Kenneth J. Pollock	MS
Maj. John A. Maxfield	NC
Maj. Andre A. Ferland	NER
Lt. Col. Marianne E. Ferland	NER
Lt. Col. Anna O. Scheidly	NJ
Lt. Col. Robert A. Scheidly	NJ
Lt. Col. Roy Campbell	NV
Lt. Col. Thomas L. Miller	NV
Lt. Col. Preston B. Perrenot	NV
Maj. Carl E. Anthony	NY
Maj. Sandra E. Brandon	PA
Maj. Harold J. Frankel	PA
Lt. Col. Ronald K. Sharer	PA
Col. Andre Barlow Davis	SWR
Lt. Col. Neale W. Sudduth	TX
Lt. Col. Donald R. Windle	TX



Gen. Carl A. Spaatz Award

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

Kristopher A. Poskey	CO
Troy A. Odierno	FL
Vincent P. Van Dintel	NH
Michael J. Leskowat	OK
Simon J. Briant	WA



Gen. Ira C. Eaker Award

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

James F. Flanagan	DC
Andrea V. Batista	FL
Julian R. Gluck	GA
Nicholas R. Villarreal	IL
Lori D. Hoffman	NJ
Adam D. Kelly	NJ
Joshua M. Williams	NJ
Andrew McLaughlin	NV
Elizabeth K. Anger	NY
Brian P. Perschke	NY
Andrew R. Stroud	NY
Alexander T. Ulbright	NY
Angelica Martinez	PR
Robert S. Dilley	WV



Paul E. Garber Award

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

Maj. Vernon C. Orr	AZ
Lt. Col. Janet D. Hobbs	CA
Maj. Fairfax C. O'Riley	CO
Lt. Col. Carlos A. Puentes	FL
Lt. Col. Lisa Younce	FL
Capt. Megan E. Gallagher	GA
Maj. Michael A. Reed	GA
Maj. Mark A. Piersall	MD
Maj. Rockwood W. Bullard	MI
Maj. Brent E. Halweg	MN
Maj. Ruth A. Hoffman	MN
Maj. George H. Guyer	NJ
Maj. Carl E. Ulmer	NJ
Maj. Geraldine Meiners	OH
Maj. Douglas G. Glantz	PA
Maj. Timothy E. Kinsella	PA
Maj. Vilmary Castro	PR
Lt. Col. Eugene T. Sullivan	SC
Maj. Aaron E. Oliver	VA
Maj. Gordon K. Fleury	WI
1st Lt. Jeanne M. Stone-Hunter	WY

Puzzle on page 49



Great Lakes

Ohio cadets see history in form of presidential planes

OHIO – The history made on the Boeing VC-137 that day in November 1963 happened decades before any of them were born, but to the Ohio Wing cadets standing on the plane where Lyndon Johnson was sworn in as president after the assassination of John F. Kennedy, the craft's significance proved dramatically real. The plane, which in civilian service would have been a Boeing 707, was one of several presidential aircraft the cadets visited during their tour of the National Museum of the United States Air Force in Dayton. They also toured the planes of Presidents Franklin D. Roosevelt, Dwight D. Eisenhower and Harry S. Truman.

Retired Air Force Chief Master Sgt. Craig Cox, who holds the Civil Air Patrol rank of senior member and is the Newark-Land of Legend Composite Squadron's deputy commander for cadets, explained the museum trip's importance. "I think all the cadets got a better understanding of aviation throughout history, how it has played such an important role," Cox said. "Since one of our primary functions is aerospace education, what better way to understand aerospace than to see it, touch it and experience it close-up?"

In addition to the Presidential Aircraft Gallery, the cadets were able to visit exhibits on Air Force missile and space technology as well as U.S. air power since the Wright Brothers. >> 2nd Lt. John C. Morgan



Photo by Cadet Tech. Sgt. Amber Cox, Ohio Wing

Cadet Airman 1st Class Tiffany Talbot of the Capt. Eddie Rickenbacker Composite Squadron sits in an F-16 cockpit at the National Museum of the United States Air Force.

Middle East

Middle East Region cadets test physical, mental endurance

VIRGINIA – Cadets from across the Middle East Region gathered at the U.S. Army's Fort Pickett National Guard Training Center to test their physical and mental endurance during the region's first Cadet Warrior Challenge. Among the most demanding activities was the Cadet Physical Challenge, an individual event based on the Air Force Academy Candidate Fitness Assessment. Other events included U.S. Army land navigation and obstacle courses, leadership seminars and an "egg drop" competition, which challenged the cadets' knowledge of physics and aerodynamics, as they had to develop platforms from which an egg could survive intact after being dropped.

In addition to activities for the cadets, senior members attended a Training Leaders of Cadets program. The curriculum included leadership classes focusing on such topics as developing cadet activities for regular squadron meetings, getting cadets off to a solid start in CAP by developing partnerships with parents, developing cadet mentoring programs and tailoring programs for individual cadets to help CAP's newest members achieve their full potential.

Lt. Col. Pam Strug, a staff officer at Middle East Region Headquarters, said, "TLC is a great venue for sharing best practices and seeing how other squadrons cope with the perennial challenges of leading a cadet unit, so there's something for newcomers and experienced leaders alike." Added Lt. Col. Donald A. Beckett, public affairs officer for the North Carolina Wing's Johnston County Cadet Squadron, "Everyone had a great time despite the cold weather, which included some snowfall."

>> Lt. Col. Jayson A. Altieri



Middle East Region cadets participate in the Cadet Warrior Challenge's indoor challenge course at Fort Pickett, Va.

Photo by Sr. Mbr. Donald Beckett, Virginia Wing

North Central

Minnesota Wing members go 'Off the Record'

MINNESOTA – Three members of the Minnesota Wing's St. Croix Composite Squadron — Capt. David Yost, squadron commander, and Cadet Chief Master Sgts. Robert Spear, the unit's cadet commander, and Michael Weston — recently appeared on "Off the Record News" to discuss Civil Air Patrol and their experiences in the organization. The hourlong TV program airs weekly on the local Suburban Community Channels' public access station in the White Bear Lake area. It is broadcast live for local viewers and rebroadcast over other stations to a total of 48 communities.

Yost's comments focused on the history of CAP. Spear described emergency services training, and he told what it takes to become a ground team leader and cadet commander. Weston discussed the cadet program and how he became involved in CAP.

Viewers called in to the station and asked about how CAP was founded and patterns that airplanes fly when searching for a missing person or a downed airplane. Yost addressed those queries and also shared his experience as a pilot on an October 2007 mission looking for a lost airplane that left from St. Paul and did not arrive at its destination. The airplane and its crew were found northwest of Little Falls. Yost also discussed CAP's search and rescue training in local communities. >> 1st Lt. George Supan



Photo by 1st Lt. George Supan, Minnesota Wing

Television host Diana Longrie, left, Cadet Chief Master Sgts. Robert Spear and Michael Weston and Capt. David Yost, commander of the St. Croix Composite Squadron, talk about Civil Air Patrol on "Off the Record News."

Northeast

Squadron helps commemorate attack on Pearl Harbor

PENNSYLVANIA – Lower Bucks Cadet Squadron 101 helped mark the 67th anniversary of the Japanese attack on Pearl Harbor by playing an integral role in a ceremony aboard the battleship USS New Jersey. Squadron members also paid tribute to the formation of Civil Air Patrol on Dec. 1, 1941, six days before Pearl Harbor was attacked, as well as to the CAP members who served during World War II. The unit provided a color guard, rang the ship's bell for each naval vessel damaged or sunk during the historic attack and threw the memorial wreath into the Delaware River, where the New Jersey — the nation's largest and most decorated battleship, launched Dec. 7, 1942 — is now permanently moored as a ship museum.

"It was a wonderful opportunity to give back to the community," said squadron commander Capt. Ryan Kelly. "It also provided the cadets valuable information about the organization's history."

The squadron spent the night on the battleship as part of the encampment. The evening included a private tour of the ship by curator Jason Hall, as well as a ride in a World War II flight simulator.

"It was an honor to be able to pay tribute to our fallen veterans," said squadron public affairs officer Capt. Bret Werner. "We were also able to show the community what the Civil Air Patrol is all about and how rich our history truly is." >> Capt. Bret Werner

Photo by Capt. Bret Werner, Pennsylvania Wing



Squadron 101 prepares to take a tour of the USS New Jersey on a cold, snowy night.

Pacific

Nevada cadets get rare chance to talk with Space Station astronauts

NEVADA – Members of the Jim Bridger Middle School Cadet Squadron waited eagerly with fellow students and staff, parents and honored guests at the school's gymnasium for a downlink connection from the International Space Station and a chance to ask astronauts questions about life in space. As the minutes ticked down, the squadron's color guard posted the colors and Capt. Terence M. Wood, the unit's public affairs officer, led the assembly in the pledge of allegiance. At precisely 10:10 a.m., Mission Control at Johnson Space Center in Houston announced, "And we copy, we are ready to start the event." Three large screens allowed everyone present to view two astronauts, Air Force Col. Michael Fincke and Dr. Sandra Magnus, as they said good morning from the space station.

A brief window of opportunity while the satellite was in range for communication provided 20 minutes for 16 excited Bridger students to ask their questions. One by one, each student spoke with the astronauts. By 10:30 a.m. it was all over, and the students were still pinching themselves. They couldn't believe what had just happened.

The initiative in coordinating the event and volunteering the school to participate in the momentous occasion originated with Capt. A. Carey Sperling, aerospace education teacher at Bridger and the cadet squadron's aerospace education officer, whom the Air Force Association had recently recognized as Nevada Aerospace Education Teacher of the Year. Students from Sperling's aerospace education classes were selected to ask the questions. Their queries were "insightful and interesting," one guest remarked. >> Capt. Terence M. Wood



Photo by Sr. Mbr. Betty Johnson, Nevada Wing

The Jim Bridger Middle School Cadet Squadron's color guard — from left, Cadet Master Sgt. Chad Henderson, Cadet Tech. Sgt. Michael Johnson, Cadet Airman Dallas Uonites and Cadet Airman 1st Class Cory Conway — waits to present the colors during an assembly in which squadron members and other students at the middle school were able to speak via NASA downlink with two International Space Station astronauts.

Rocky Mountain

Members tour launch systems manufacturer, visit AFB museum

UTAH – Cache Valley Composite Squadron members recently participated in two major aerospace education events.

At the first event, eight Cache Valley members visited the Alliant Technologies Launch Systems manufacturing facility near Promontory. Guests included 10 members from the Thunderbird Composite Squadron and two Utah Wing group commanders, along with 12 cadets and leaders representing Utah State University's Air Force ROTC Detachment 860. The all-day visit began with a presentation from ATK's Ben Goldberg, director of engineering processes. Then Terry Boardman, director of project engineering, led a detailed discussion about the manufacture and function of the space shuttle's main booster motors.

After lunch, the contingent assisted ATK security with parking and crowd control at the public test viewing site. The activity culminated with the test of a full-scale space shuttle booster motor. It provided some 120 seconds of flame and thunder.

Event No. 2 started 3½ weeks later, when 12 Cache Valley members convened at Hill Aerospace Museum at Hill Air Force Base. Their three-hour guided tour passed quickly as Chaplain Lt. Col. Stuart Boyd of the Weber Minuteman Composite Squadron, a retired Air Force brigadier general, discussed aviation history and aircraft specifics while relating many of his Air Force experiences. >> Maj. Milton Maughan



A pair of Cache Valley Composite Squadron cadets take in the immediate aftermath of the test firing of a full-scale space shuttle booster motor by the engine's manufacturer, Alliant Technologies Launch Systems.

Photo by Maj. Milton Maughan, Utah Wing

Southeast

Cadets get insider's perspective on A-bomb drop

GEORGIA – While most youth their age learn history from text-books, Gwinnett Composite Squadron cadets recently got a rare view of history using no books at all. Their lesson came from Theodore “Dutch” Van Kirk, navigator of the Enola Gay when it dropped the first atomic bomb on Hiroshima more than 63 years ago. Van Kirk spent 2½ hours with the cadets, telling them about his career and sharing his memories of Aug. 6, 1945, from the moment before the orders came down until the moment the bomb went off. He described not only what it was like to be a navigator during World War II, but also what a young airman's life was like, as well as the struggles of dealing with rationed gas, coffee, sugar and food.

The cadets asked many questions. Cadet Airman Madelyn Sanchez learned that as the Enola Gay powered up, everyone on board was more nervous about takeoff than about the mission itself. That was because the U.S. had lost more planes in takeoff than in combat, Van Kirk said. Cadet Airmen 1st Class Austin Jones and Dante Lamphier were both curious about what happened once the bombardier dropped the bomb. Van Kirk said he counted the seconds — all 42, one by one — on his watch as it fell.

Cadet Staff Sgt. Kristopher Connelly summed the squadron's sentiments up best when he said, “I was very excited to hear him talk about his past and his fellow crew members. We were very fortunate to have him come, and I was excited and interested the whole time.” >> Lt. Col. Deborah J. Schmid



Photo by Sr. Mbr. George Guerin, Georgia Wing

Gwinnett Composite Squadron members listen intently as Theodore “Dutch” Van Kirk describes his experiences as navigator on the Enola Gay's historic bombing mission over Hiroshima.

Southwest

Texas cadets go door-to-door collecting food for needy

TEXAS – Sixteen cadets from the Marauder Composite Squadron canvassed residential neighborhoods in Kingwood, where the unit is based, seeking food donations to feed those in need during an annual December food drive. The community responded with more than 1,100 items, which were then given to Christ the King Lutheran Church for distribution. The church provides the squadron with a headquarters and meeting place.



Photo by Capt. Glenn Shellhouse, Texas Wing

The Marauder Composite Squadron's recent food drive generated more than 1,100 donations.

“It was a great experience. Everyone had a great time and we met many generous people who were willing to give those that need it a loving hand,” said Cadet Tech. Sgt. Alex Barrett. The food drive is one of many activities the squadron uses to encourage leadership, self-discipline and service among its members.

Participating were Cadet 1st Lt. Daniel Shellhouse, the squadron's cadet commander; Cadet Master Sgt. Jacob Romero, who serves as cadet first sergeant; Cadet Tech. Sgt. Alex Barrett; Cadet Sr. Airman Isaac Acay; Cadet Airman 1st Class Brad Tomashek; Cadet Airmen Brandon Cambio, Randall Legaspi, Joey Taylor and Clay Yoder; and Cadet Airmen Basic Kyle Bridgwater, Sean Castleman-Ames, Theunis Myburg, Michael Parks, Jarred Paul, Tyler Rawlings and Matt Wise. >> Capt. Glenn Shellhouse

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