

**HISTORY OF
GEORGIA
WING
Civil Air Patrol**

Auxiliary of the United States Air Force



1 JANUARY 2014 – 31 DECEMBER 2014

VOLUME 1 - NARRATIVE

HISTORY
of
GEORGIA
WING
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1 January 2014 – 31 December 2014

Prepared by

Lt Col David Brown, CAP

Wing Historian

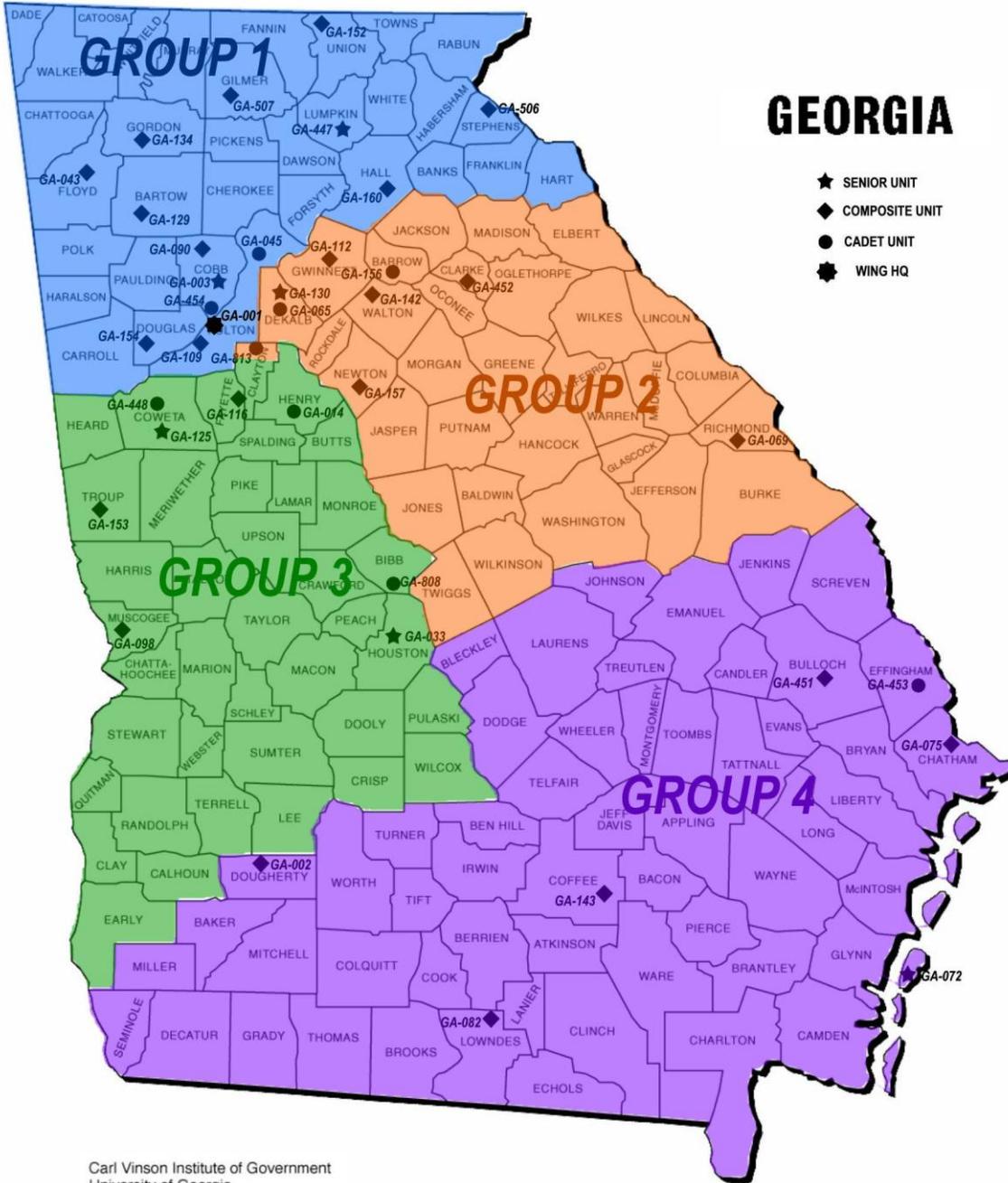
Reviewed by

Col Richard Greenwood, CAP

Georgia Wing Commander

GEORGIA WING HEADQUARTERS
DOBBINS AIR RESERVE BASE, GEORGIA

Frontpiece



iii
Figure 1. Location of Georgia Wing units.

PREFACE

This history of the Georgia Wing of the Civil Air Patrol (CAP) covers the period 1 January 2014 through 31 December 2014. Throughout CY 2014, Georgia Wing members continued a long tradition of training and service to the citizens of Georgia.

David Brown
Lt Col CAP
Georgia Wing Historian

Georgia Wing Squadrons – 2014

GA-001 - Georgia Wing Headquarters

GA-118 – Group 1 Headquarters

GA-003 Atlanta Senior Squadron I

GA-043 Rome Cadet Squadron

GA-045 Sandy Springs Cadet Squadron

GA-090 Cobb County Composite Squadron

GA-109 Fulton County Composite Squadron

GA-129 Bartow-Etowah Composite Squadron

GA-152 North Georgia Composite Squadron

GA-154 Sweetwater Composite Squadron

GA-454 Marietta Air Museum Cadet Squadron

GA-507 Ellijay Composite Squadron

GA-119 – Group 2 Headquarters

GA-065 Dekalb County Cadet Squadron

GA-069 Augusta Composite Squadron

GA-112 Gwinnett Composite Squadron

GA-130 Peachtree-Dekalb Senior Squadron

GA-142 Walton County Composite Squadron

GA-156 Barrow-Jackson Composite Squadron

GA-157 Newton County Composite Squadron

GA-160 Gainesville Composite Squadron

GA-447 Dahlonega Senior Squadron

GA-452 Clarke County Composite Squadron

GA-506 Currahee Composite Squadron

GA-121 – Group 3 Headquarters

GA-014 Griffin Composite Squadron

GA-033 Middle Georgia Senior Squadron

GA-098 Columbus Composite Squadron

GA-116 Peachtree City-Falcon Field Composite Squadron

GA-153 West Georgia Composite Squadron

GA-808 Central Fellowship Christian Academy Cadet Squadron

GA-813 Creekside Christian Academy Cadet Squadron

GA-122 – Group 4 Headquarters

GA-002 Albany Composite Squadron

GA-072 Brunswick Senior Squadron

GA-075 Savannah Composite Squadron

GA-143 Douglas Flight

GA-451 Statesboro Composite Squadron

GA-453 Effingham Cadet Squadron

TABLE OF CONTENTS

VOLUME 1 – NARRATIVE

Title Page	ii
Frontpiece	iii
Preface	iv
Georgia Wing Units – 2014	v
Table of Contents	viii
List of illustrations	ix
Chronology	xii
Executive Summary	xvii
CHAPTER I – INTRODUCTION	1
CHAPTER II – AEROSPACE EDUCATION	4
CHAPTER III – PROFESSIONAL DEVELOPMENT	8
CHAPTER IV – CADET PROGRAMS	15
CHAPTER V – OPERATIONS	35
CHAPTER VI – COMMUNICATIONS/IT	42
CHAPTER VII – LOGISTICS/ TRANSPORTATION	46
CHAPTER VIII – GOVERNMENT RELATIONS	47
APPENDIX I – LINEAGE AND HONORS	58
APPENDIX II – 2014 AWARDS	59
APPENDIX III – GEORGIA WING COMMANDERS	60
APPENDIX IV – GEORGIA WING EMBLEM	62
APPENDIX V – HISTORICAL NOTES	64
GLOSSARY OF ABBREVIATIONS AND ACRONYMS	135
LIST OF SOURCE DOCUMENTS	137

LIST OF ILLUSTRATIONS

Figure and Page

Figure 1. Location of Georgia Wing units.....	iii
Figure 2. Astronaut Eric Boe in orbit aboard the ISS with one of his old Georgia Wing patches.....	6
Figure 3. Participants and staff from the 6-7 September 2014 Unit Commander's Course.....	9
Figure 4. Colonel Richard Greenwood.....	12
Figure 5. Drill is an essential part of encampment cadet training.	16
Figure 6. Even waiting for chow is a good time for academic training.....	17
Figure 7. Safety First! Just like the US Military, road guards and water guards are assigned for safety purposes.	18
Figure 8. Cadets about to head out on an orientation flight.	19
Figure 9. Orientation pilots provided orientation flights to cadets at multiple locations and times throughout the year.	20
Figure 10. PDK Good Neighbor Day.....	21
Figure 11. USS Yorktown trip	23
Figure 12. 4 Cobb County cadets presented Earhart Awards on the same day.....	24
Figure 13. B-17 "Sentimental Journey" at PDK.	25
Figure 14. B-17 "Aluminum Overcast" at Lawrenceville.....	25
Figure 15. 94th Airlift Wing C-130 and GAWG Cessna 182.....	27
Figure 16. GAWG Cessna 182 at Academy Day.....	28
Figure 17. CAP cadets assist USMC Reserve "Toys For Tots" program.....	29
Figure 18. Wreaths Across America at Gainesville, GA.	31
Figure 19. Lest we forget.	32
Figure 20. The two cadets being awarded the Silver Medal of Valor.	34
Figure 21. GAWG aircraft stand mission ready.....	36
Figure 22. Georgia Wing CAP and the Georgia State Defense Force working with other agencies to complete a common mission.....	38
Figure 23. The search area had lots of hills and brush.	41
Figure 24. GAWG repeaters are located at various locations throughout the state to support operations and training.....	43
Figure 25. GAWG Mobile Comm trailer deployed for the GEMA COMMEX.....	45
Figure 26. His Excellency, Governor Deal, meeting with the Wing members present for CAP Day at the Georgia State Capitol.....	49
Figure 27. Governor's Commendation.	51
Figure 28. State Senate Resolution.....	52
Figure 29. State House Resolution.	53
Figure 30. GAWG Command Staff meeting with House Speaker Ralston.	54
Figure 31. A view of the House Floor from the public viewing area.	55
Figure 32. General Vazquez assumes command.....	57
Figure 33. General Sir James Edward Oglethorpe.....	65
Figure 34. Georgia Provincial Companies	67
Figure 35. A private in Oglethorpe's 42nd Regiment of Foot.	68
Figure 36. Battle of Bloody Marsh memorial plaque at the battle site.	69

Figure 37. (Above) Macon Guards, circa 1870. (Below) Wilkes Guards, circa 1890.	71
Figure 38. Governor E.D. Rivers.	73
Figure 39. Governor Eugene Talmadge.	74
Figure 40. Major L.G. Mason and his staff of Atlanta Squadron 1 getting ready for an airshow back in late spring 1941. Atlanta Squadron 1 still exists, as Civil Air Patrol Squadron GA-003.	75
Figure 41. Air Patrol members stand ready for inspection at McKinnon Field, St Simons Island, GA, May 1941. This location would later become activated as Coastal Patrol Base 6.	76
Figure 42. Georgia Wing's first Wing Commander.	77
Figure 43. Winship Nunnally was president and son of the founder of this company.	78
Figure 44. Winship Nunnally, Jr.	79
Figure 45. Winship Nunnally hunting in Homosassa Springs, Florida 1946.	80
Figure 46. Georgia Defense Corps (Aviation Division) and GSDC Air Patrol pilot wings, 1940-41.	81
Figure 47. Air Patrol members, Spring 1941.	84
Figure 48. Georgia Wing patch approved 27 November 1950.	88
Figure 49. Georgia Wing Commander Lt Col Winship Nunnally, Atlanta Squadron 1 Commander Major L.G Mason, and a Georgia National Guard officer inspecting the CAP Tow Target unit at Albany Municipal Airport 1942. Please note the Georgia State Defense Corps patch on the flight jackets.	88
Figure 50. M-1917 British Enfield Rifle.	90
Figure 51. Georgia State Guard troops, ready to protect vital state facilities.	92
Figure 52. Coastal Patrol Base 6 Base Commander Major Thomas H. Daniel.	95
Figure 53. Coastal Patrol Base 6 pilot on patrol in 1942.	97
Figure 54. GAWG Commander Lt Col Nunnally inspecting CP Base 6, 1942.	98
Figure 55. GAWG marksmanship training by Georgia State Guard in 1942.	99
Figure 56. CAP assists Georgia State Guard with training in 1942.	100
Figure 57. CAP assists with recruiting Army Aviation cadets, Savannah 1943.	101
Figure 58. GAWG Ground Team responds to "victim" during a SAREX in 1942.	102
Figure 59. Georgia Wing members in drill exhibition, circa 1943.	104
Figure 60. The Air Medal (front view).	106
Figure 61. Citation accompanying award of the above listed Air Medal.	107
Figure 62. . Back view of an Air Medal awarded to a CAP member in recognition of his wartime service.	107
Figure 63. Belligerency Certificate issued to CAP members by the USAF.	108
Figure 64. NHQ memo to accompany Certificate of Honorable Service.	109
Figure 65. Gold Star Banner for fallen CAP members.	110
Figure 66. Army Issue Colt M1911 of type issued to CAP Coastal Patrol personnel.	111
Figure 67. Armed CP Base 6 CAP aircraft being fueled up for antisubmarine mission – 1943.	112
Figure 68. Captain James P. Knott and CP Base 6 clerk Laura Jane McClain in Base Operations, 1943. Note .45 pistol on pistol belt.	112
Figure 69. 100-lb bomb of type carried by CAP aircraft during the war.	113
Figure 70. B-7 Bomb shackle the Army used to mount bombs to aircraft used on CAP Coastal Patrol missions.	114
Figure 71. CAP Coastal Patrol Base 6 aircrew returning from a patrol mission - St Simons Island, GA - 1943.	116
Figure 72. Obverse of the Congressional Gold Medal. The image of a ship being escorted by an armed CAP aircraft on the medal is inspired by a photo taken by personnel of CAP Coastal Patrol Base 6 at St Simons Island of an actual escorted ship off the coast of Georgia.	117
Figure 73. While not exactly the same exact model of ship shown on the medal, this photo taken by Coastal Patrol Base 6 personnel does indeed bear a striking resemblance to the one emblazoned upon	

the medal.....	118
Figure 74. One of the actual Congressional Gold Medals awarded to WW2 CAP member Julian H. Scott of Sandy Springs, GA.....	118
Figure 75. . Letter of appreciation from the USAF.	118
Figure 76.	118
Figure 77. AAF Interceptor Command memo - 1942.	118
Figure 78. GAWG CAP unit flag from the Georgia State Capitol military unit flag collection.	118
Figure 79. Georgia Humanitarian Service Award Ribbon.	118
Figure 80. State of Georgia Aide-de-camp appointment.	118
Figure 81. On the Air Force Team, circa 1957.	118
Figure 82. Georgia Wing Patch, 1992-2011	118
Figure 83. An effective force-multiplier. From the 1959 Air Force Blue Book.	118
Figure 84. Georgia Wing Patch, 2011-present	118

CHRONOLOGY – 2014

January

- 8 G-1000 Training, Peachtree-DeKalb Airport, Chamblee, GA
- 14 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
- 17-18 Middle Georgia Interagency Emergency Exercise, Macon, GA
- 25 Group II SAREX, Gainesville, GA

February

- 1-2 Squadron Leadership School, Peachtree City, GA
- 11 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
- 11 Georgia Wing Safety Day
- 21-23 Operation Frostbite Cold WX Ground Exercise, U.S. Army Ranger Training Camp Frank D. Merrill Hawk Mountain Field Training Site, Dahlonega, GA
- 22 Corporate Learning Course, Peachtree-DeKalb Airport, Chamblee, GA
- 27-28 CAP Legislative Day, Washington, DC
- 28-Mar 1 Cadet NCO Academy, Griffin, GA

March

- 1-2 Winter Command Council, Washington, DC
- 7-8 Group I and II SAREX, Lawrenceville, GA
- 9 4 Cadets Awarded Earhart Awards, Marietta, GA
- 11 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
- 13 Civil Air Patrol Day, Georgia State Capitol, Atlanta, GA
- 15-16 Cadet Programs, Thunder In the Valley Airshow, Columbus, GA
- 28-29 GEMA Statewide Multiagency Exercise, Macon, GA
- 29-30 ICS-300 Course, Dobbins Air Reserve Base, GA

April

- 8 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
- 9 FAA names Lt Col Richard Ivy a “Wright Brothers Master Pilot for 50 Plus Years of Accident Free Flying”

11-13 GAWG Conference, Macon, GA
26-27 Cadet Programs, Vidalia Onion Festival Airshow, Vidalia, GA

May

2-3 CAP-USAF SAR EVAL, Macon, GA
6 GEMA Hurricane Exercise, Savannah, GA
13 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
14 GAWG/GEMA COMMEX, Stone Mountain, GA
15 Gwinnett Composite Squadron GA-112 welcomes Lt Col Deb Schmid as first female Gwinnett Squadron Commander
14-18 Southeast Region Conference, Peachtree City, GA
17 Military Academy Day, Dobbins ARB, GA
27- Apr 3 “Ardent Sentry 2014” Communications Exercise
30 Civil Air patrol Congressional Gold Medal, honoring CAP WW II veterans signed into law, Washington, DC
31 GAWG SAREX, Gainesville, GA

June

6-7 Training Leaders of Cadets Course, Columbus, GA
8-14 TNWG Encampment, Camp Hensch, Fort Campbell, KY
10 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
14-15 AFRCC Basic Inland SAR Course, Chamblee, GA
15-21 GAWG Encampment, Marine Corps Logistics Base, Albany, GA

July

2-6 Southeast Region SAR-DR Exercise, Dobbins ARB, GA
5 Cadet Programs, EAA Fly-in, Gainesville, GA
8 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
12-13 Training Leaders of Cadets Course, Ellijay, GA
12-19 Cadet Programs, Glider Flight Academy, Rome, GA
26-27 GAWG Commander’s Call, Robins AFB, GA

August

- 2-3 Corporate Learning Course, Lawrenceville, GA
- 3 Cadet Orientation Flights, Lee Gilmer Airport, Gainesville, GA
- 12 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
- 13-17 GAWG contingent attends CAP National Conference and Command Council meeting, Las Vegas, NV
- 15 Former GAWG Cadet Joe Vazquez appointed CAP National Commander and promoted to the grade of Major General
- 23 GAWG Recruiting Workshop, Douglas, GA
- 23-24 Squadron Leadership School, Ellijay, GA

September

- 6-7 Unit Commanders Course, Macon, GA
- 9 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
- 11 In memory of those lost on 9-11, all GAWG active powered airframes were in the air performing active missions, except one. The one not flying represented the “missing man”, in memory of those who perished aboard the hijacked airliners that tragic day.
- 13-14 GAWG Honor Guard Academy, Hampton, GA
- 15-23 Search forces from GAWG, FLWG, ALWG, and NCWG perform wide-area search mission for 2 missing former Army aviators, Lake Eufaula, AL
- 27-28 Cadet Programs, Warbirds Weekend Historic Aircraft Airshow, Peachtree-DeKalb Airport, Chamblee, GA

October

- 3-4 Cadet Programs, Currahee Military Weekend, Toccoa, GA
- 10-11 Cadet Programs, Great Georgia Airshow, Peachtree City, GA
- 11 GAWG Communications Conference, Dalton, GA
- 14 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
- 18 Cadet Programs, EAA Fly-in, Blairsville, GA

- 18-19 Cadet Programs, Wings Over North Georgia Airshow, Rome, GA
- 24-27 Group 1 and Group 2 SAREX, Lawrenceville, GA
- 25-26 Corporate Learning Course, Savannah, GA
- 25-26 Squadron Leadership School, Augusta, GA
- 25-26 Training Leaders of Cadets Course, Lawrenceville, GA
- 30 Newest GAWG assigned aircraft, N9433L, arrives at Macon, GA

November

- 2 Group 3 and Group 4 SAREX, Albany, GA and Savannah GA
- 11 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
- 15 Wingwide SAREX, Peachtree City, GA and Hawk Mountain U.S. Army Ranger Field Training Site, Dahlonega, GA
- 21 Death of His Excellency, former Georgia Governor and GAWG CAP member Carl Sanders
- 22 Commanders Call and Wing CAC Meeting, Robins AFB, GA

December

- 1 GAWG members celebrate CAP's 72nd anniversary
- 2 GAWG Annual Christmas Party, Marietta, GA
- 6 Currahee Squadron 508 assists with USMC Toys for Tots program, Toccoa, GA
- 6-7 Cadet Programs, Trip to USS Yorktown and Patriots Point Museum, Charleston, SC
- 9 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
- 10 Congressional Gold Medal awarded to WWII-era Civil Air Patrol members, including several GAWG members, Washington, DC
- 13,20, and 27 Members of GAWG participated in Wreaths Across America, including decorating graves of GAWG members who served in the U.S. Military
- 26 Silver Medals of Valor awarded to Cadets Daniel Stephens and Gage Stephens by Wing Commander and fellow SMOV awardee Col Richard Greenwood and Region Vice Commander Col Barry Melton,

Ellijay, GA

EXECUTIVE SUMMARY

The Georgia Wing in 2014 made considerable progress in cadet programs and operations. Over the course of the year the squadrons in the state were active in their local communities and the leadership of the wing increased its visibility and operations.

Throughout the year, the wing took part in several training exercises for operations and emergency services. Table top exercises prepared the wing for graded SAREXs and other training exercises. The wing met staffing requirements for Department of Homeland Security (DHS), United States Air Force (USAF), and Georgia Emergency Management Agency (GEMA) missions without delay. It worked alongside and in concert with several other Federal, State, and local agencies and officially sanctioned volunteer groups with mutual interests and complementary mission goals in service of the community, state, and nation. In addition, the Wing and its units hosted several public events. As 2014 came to a close, the wing honored the past and present.

CHAPTER I – INTRODUCTION

GEORGIA WING ORIGINS

The Georgia Wing, as a unit of the national Civil Air Patrol organization, completed its 72nd year of service to the people of the State of Georgia and to the United States of America. On 16 April 1941, His Excellency, Georgia Governor Eugene Talmadge issued an executive order reorganizing Georgia's State Guard that had been in existence in one form or another since 1733, renaming it as the Georgia State Defense Corps and expanding it into 3 commands. Those 3 units were the ground-forces based Georgia State Guard, the Georgia Military Police, and the air-forces based Air Patrol. The Governor appointed Colonel Ryburn G. Clay as commander of the GSDC, and Lt. Col. Winship Nunnally as commander of the Air Patrol. As the air branch of the GSDC, this Air Patrol unit was responsible for performing air missions for the State of Georgia, in place of the absent Georgia National Guard air units. Colonel Nunnally, who was an acquaintance of Gill Robb Wilson from their National Aeronautic Association days, (having had a son who had served in the Royal Air Force in the interwar years) saw war just over the horizon, and endorsed the idea of somehow merging Georgia's Air Patrol into part of a larger nationwide organization being touted by Wilson and General J.F. Curry. Shortly thereafter, on 1 December 1941 the national-level Civil Air Patrol organization was established, 9 days before the GSDC ground units were called to duty under Brigadier General Omar Bradley. Colonel Nunnally continued duties as the first Commander of Georgia Wing Civil Air Patrol through the war years.

WING ORGANIZATION AND STATUS

The Georgia Wing is presently headquartered at 800-A Dobbins Patrol Road, Hangar 5, Room 2110, at Dobbins Air Reserve Base in Marietta, GA, near Atlanta. Descending from Wing Headquarters, there are 4 subordinate groups and 34 squadrons and flights. As of 31 December 2014, total membership included 1057 senior members and 795 cadets. There are 14 single-engine CAP aircraft, 1 glider, and 26 CAP vehicles assigned to the wing. The wing maintains 11 VHF/FM repeaters, 216 VHF/FM stations, and 27 HF stations.

For CY2014, the wing operated under the command of Colonel Richard Greenwood, who sought to maintain complete staffing and operations of all wing directorates. Increases in wing operations and cadet program activities are a testament to the volunteer hours of the wing, group, and squadron staffers state-wide. Federal budget issues imposed concerns and occasional headaches on wing planning, but in way no way did budgetary issues impact the ability of GAWG personnel to respond to staffing requests from state and federal agencies.

In order to help carry out the Wing's assigned missions, the Wing Command Staff selected competent, professional specialists from amongst the GAWG membership, to serve on the Georgia Wing Staff. As of the beginning of CY 2014, these were the personnel currently serving on the Wing Staff:

Richard Greenwood	Col	Wing Commander
Joseph Knight III	Lt Col	Vice Commander
Andrea Van Buren	Lt Col	Chief of Staff
Larry G. Julian	Lt Col	Inspector General
Jeff Arnold	Lt Col	Plans & Programs Officer
Gina Cone	---	Administrator
Valerie Knight	Lt Col	Finance Officer

Jeff Baggett	Capt	Administration
Will Hargrove	Lt Col	Stan/Eval
Richard Ivy	Lt Col	Operations
Fred Koenig	Major	Emergency Services
Shirley Arnold	Lt Col	Personnel
Samuel B. Levie	Capt	Communications & IT Officer
Daniel L. Cook	1 st Lt	Wing Webmaster
Jeff O'Hara	Lt Col	Cadet Programs Officer
Patrick Zarnik	Lt Col	Professional Development
James Shaw	Lt Col	Safety Officer
James Hughes	Col	Aerospace Education
Deborah Huffman	Maj	External Aerospace Education
Michael E. Crowe	Lt Col	Logistics
P. Owen Snider, Jr	Lt Col	Assist Logistics & Property Management Officer
Keith Walker	Maj	Counter Drug Officer
Marilyn Bridges	Capt	Drug Demand Reduction
Scott Westbrook	Maj	Chaplain
James Hall	Capt	Public Affairs & Marketing
Tim Ledford	1 st Lt	Recruiting and Retention
Randy Sumner	Lt Col	Medical Officer
Ronald C. Clark	Maj	CISM
Jeffrey Chiu	Capt	Legal Officer
Barry Loudermilk	Lt Col	Government Relations Advisor
David Brown	Lt Col	Historian
Gwen Brown	Capt	Assistant Historian

CHAPTER II – AEROSPACE EDUCATION

WING STAFF

Director of Aerospace Education Col James Hughes

Assistant Director (External) Maj Deborah Huffman

NARRATIVE

Col James Hughes and his staff made notable strides support of CAP's aerospace education (AE) mission in 2014. Luckily, Georgia as a state is blessed with a variety of aerospace-related museums and other facilities which both contribute to and enhance this mission, including museums such as The National Museum of the Mighty Eighth Air Force near Savannah, The Robins Air Force Base Museum of Aviation, near Warner Robins, The Tellus Science Center near Cartersville, and DeKalb County's Fernbank Science Center near Atlanta. CAP has full-time representation at Fernbank in the person CAP Major (and Dr.) Deborah Huffman who serves as the institution's Aerospace Instructor.

Early in her teaching career, Dr. Huffman participated in an aerospace education workshop that inspired her to become a private pilot, and she has been teaching aerospace classes at Fernbank Science Center ever since. She is also very involved in Robotics and Engineering programs.

A Graduate of the Aerospace Education Leadership Development Course at Maxwell AFB in 1978, Dr. Huffman made a lifetime pledge to support and promote aerospace education.

She serves as the GA Wing CAP External Aerospace Education Officer; is the President and past Vice President of EAA Chapter 690; selected as a member of the Network of Educator Astronaut Teachers and Airspace Systems Education Cohort, both NASA programs. She helped develop the Georgia high school aviation curriculum, the Georgia SkillsUSA Flight Contest, is a founder and board member of the Transportation Education Foundation of Georgia, and serves on the Careers In Aviation Board of Directors. Dr. Huffman is an active member of CAP, EAA, Aero Club of Metro Atlanta, Women in Aviation, Silver Wings, AOPA, and Women SOAR 2009 and 2010 Mentor. Through these organizations, she helps students with scholarships and activities that promote their personal dreams of flight.

Dr. Huffman is a recipient of the 2007 EAA Major Achievement Award, the Frank G. Brewer Memorial Award for outstanding contributions to the advancement of youth in aerospace activities, the 2003 Aero Club of Atlanta member of the Year award, Fernbank Science Center Teacher of the Year, 2010 Epps Award for outstanding aviation achievement, and the 2011 Civil Air Patrol Frank Brewer Outstanding Aerospace Educator for the Southeast Region Award. Additionally, she is the professional educator credited more than any other of inspiring NASA Astronaut and Space Shuttle pilot Air Force Col Eric Boe on the path of interest in the Aerospace Sciences that later led to both a successful Civil Air Patrol, Air Force, and NASA career.



Figure 2. Astronaut Eric Boe in orbit aboard the ISS with one of his old Georgia Wing patches.

In addition to the Aerospace Education outreach provided by such officers as Dr. Huffman, the Georgia Wing has been very active in the provision of distribution of STEM kits to various deserving units through Georgia Wing. As of the end of November 2014, the distribution of those STEM units by duty assignment, CAP unit, Officer responsible, and STEM kit type as extracted from the National CAP STEM Assignment List have been as follows:

CAP Unit AEOs	North Georgia Composite Squadron	Capt Linda Kotula	GA	Robotic
CAP Unit AEOs	Bartow Etowah Composite Squadron	Capt Samuel Sheffield	GA	Robotic
CAP Unit AEOs	Gwinnett County Composite Squadron	LTC Thomas Schmid	GA	Flight Simulator
CAP Unit AEOs	Dekalb County Cadet Squadron	Maj David Hamby	GA	Model Aircraft/RC

CAP Unit AEOs	Peachtree City Falcon Field Comp Squadron	Capt Duane Romey	GA	Rocketry
CAP Unit AEOs	North Georgia Composite Squadron	Capt Linda Kotula	GA	Astronomy
CAP Unit AEOs	Griffin Composite Squadron	John Burkett	GA	Model Aircraft/RC
CAP Unit AEOs	Creekside Christian Academy Comp Squadron	1Lt Daniel Morrow	GA	Flight Simulator
CAP Educator Members	Creekside Christian Academy Comp Squadron	Marybeth Leavell	GA	Flight Simulator

CHAPTER III – PROFESSIONAL DEVELOPMENT

WING STAFF

Director of Professional Development Lt Col Patrick Zarnik

NARRATIVE

The wing held several PDO activities around the state in CY2014. The first, activity, a Squadron Leadership School on 1 – 2 February, took place in Peachtree City, GA. Later, on 22 – 23 March , the Wing held a Corporate Learning Course at Peachtree-Dekalb Airport, in Chamblee, Georgia, while the CAP Mission Base located one building away was simultaneously launching aircrews in support of a specialized training exercise being held at the Hawk Mountain U.S. Army Ranger Field Training Site north of Dahlonega, GA. On 29-30 March the Wing held an ICS-300 Course at Dobbins ARB, GA, followed on 11 – 13 April by the annual Georgia Wing Conference, held this year near the center of the state in Macon, GA. Georgia Wing members and attendees from other wings had a chance to expand their Professional Development at the annual Southeast Region Conference held 14 – 18 May at the same facility in Peachtree City, GA that the 2013 GAWG Conference was previously held, with many GAWG members taking advantage of the Region Conference being held in such a convenient and central location for a large number of the Wing membership.

The next month, on 18 – 19 June, the Wing sponsored a Training Leaders of Cadets Course in Columbus, GA, followed a month later by another TLC course held on 12– 13 July in Ellijay, GA. That was followed by a Joint GAWG Commander’s Call and Wing Cadet

Advisory Council Meeting held at the Robins AFB Museum of Aviation. There was also a Corporate Learning Course held 2 – 3 August in Lawrenceville, GA, plus another Squadron Leadership School held 23 – 24 August in Ellijay, GA, another Unit Commander's Course held 6 – 7 September at Robins AFB, GA. Rounding out the Professional Development training calendar for CY2014 were a Squadron Leadership School in Augusta, GA, a Corporate Learning Course in Savannah, GA, and a Training Leaders of Cadets Course in Lawrenceville, GA, all held the same weekend of 25 – 26 October as the 24 – 26 October SAREX exercises being held in 3 of Wing's 4 Groups. Make no mistake; GAWG can multitask to meet multiple training and operational goal, due in no small part to the tenacity and professionalism of the Wing's many members.



Figure 3. Participants and staff from the 6-7 September 2014 Unit Commander's Course.

Professional “LEADERSHIP” Development (by Lt Col Zarnik)

“In a speech given at Maxwell AFB, May 2014, the Sec of the Air Force, Deborah Lee stated:

'We need leaders who can effectively plan and execute strategies...using the training that enhances the quality of our people.'

We, as Civil Air Patrol USAF Auxiliary member have the same duty as stated above. When an SLS or CLC or TLC and UCC classes are scheduled they can serve a DUAL purpose for us.

While servivg as a student at one of the above classes we are **ENHANCING through training to execute effectively**. Also, as a student, you are able to enhance your LEADERSHIP abilities. How do you react and conduct yourself in the class? How did you interact with the other students...often in GA we have Officers from other Wings...did you welcome them? What type of GA CAP Officer did you portray? How can you use this training back in your home units?

As Instructor, Director or Project/Squadron Contact Officer for any of the above classes, you will have the ability to add to your LEADERSHIP tool box in a big way. Your planning and executing a successful PD class can give you confidence in the fact that...I DID THIS... . I have heard from past class Directors and Instructors after the class was over... 'Yes it was some work getting this going, but once it got going it turned out “way cool” '. Some Directors and Instructors even asked.. 'Can I do another one?'

Civil Air Patrol offers every member a chance to use his/her ability to **LEAD**. When the Wing Schedule shows classes being offered, give yourself a chance to **LEAD**. You and the Georgia Wing are both the winners.

Thanks for your service to America;

Patrick Zarnik Lt Col CAP

DPD/GA Wing HQ”

Georgia Wing Confirmation of Command

A high point of the previous Georgia Wing Conference on 13 April 2013 was the Wing Change of Command Ceremony. Col. Tonya Boylan, who had been promoted to a staff position at Southeast Region, handed over command of the Georgia Wing to the newly appointed Wing Commander, Colonel Richard Greenwood at the ceremony. This moment was caught for posterity on video, then uploaded to <http://www.youtube.com/watch?v=fhGypVZSyIo> for those who might wish to see the ceremony as it happened. As is the tradition of assumption of Wing Command in units of the Southeast Region, all Wing Commander appointments are temporary until the respective Wing Commander has completed one year of office in the position. Effective at the beginning of the 2014 Georgia Wing Conference, Colonel Greenwood’s permanent status as full Wing Commander for the rest of his term was confirmed by the Region Commander in a communication of which the high points were shared at the 2014 Wing Conference. Wing Command is an awesome responsibility, and the part of the communication shared with the

Wing membership at the Conference was truly educational and inspiring to those who might aspire to command of a unit at any level.



Figure 4. Colonel Richard Greenwood

Colonel Richard Greenwood Biography

Colonel Richard J. Greenwood is the Commander of the Georgia Wing, Civil Air Patrol. As such he exercises command authority over the nearly 2000 volunteer professionals in the Georgia Wing. He also serves as a member of the Civil Air Patrol Command Council, advising the National Commander on operational matters affecting the members under his command.

Colonel Greenwood has served in a variety of positions within the Georgia Wing ranging from Squadron and Group Commander to Inspector General. He has also served on the Southeast Region Staff as the Search and Rescue Officer, Assistant Director of Communications, and Assistant Inspector General. Colonel Greenwood served as the Southeast Region Inspector General for three years.

Colonel Greenwood has held continuous membership in Civil Air Patrol since joining as a cadet over 25 years ago. While attending University, he served in numerous positions at the Squadron and Group level in Florida Wing, and after graduation he served as a Squadron Commander in New Mexico Wing.

Colonel Greenwood holds master ratings in 12 CAP specialties including Cadet Programs, Aerospace Education, Operations, Inspector General, Standards and Evaluations, and Flight Operations. He is a qualified Incident Commander and served for many years as a CAP Instructor and Check Pilot. Colonel Greenwood is a graduate of multiple CAP Schools and courses including National Staff College and is a distinguished graduate of the USAF Squadron Officer's School.

His CAP Awards and Decorations include the Silver Medal of Valor, multiple Exceptional Service Awards, multiple Meritorious Service Awards, the National Commander's Commendation, the Region Commander's Commendation, and multiple Commanders' Commendations, the Achievement Award, the National Commander's Unit Citation, numerous Unit Citations, the Gill Rob Wilson Award, and numerous others. Colonel Greenwood has been awarded CAP Command pilot Wings, Master Incident Commander Badge, Master Ground Team Badge, and the Command Council Badge.

Colonel Greenwood is a graduate of Embry-Riddle Aeronautical University, Daytona Beach, FL, where he earned a Bachelor of Science Degree in Aeronautical Science with a minor in Aviation Safety. After spending over 15 years as a line Captain and Chief Pilot, he is a professional pilot instructor for a major training provider providing ground and simulator instruction to fellow professional pilots.

Colonel Greenwood has been married for 11 years and has two daughters and one son.

CHAPTER IV – CADET PROGRAMS

WING STAFF

Director of Cadet Programs

Lt Col Jeff O'Hara

Drug Demand Reduction

Capt Marilyn Bridges

NARRATIVE

During CY 2014, the Georgia Wing Cadet Programs Directorate had a very busy year, with an annual encampment, orientation flights, airshows and other activities in addition to the regular cadet training offered at the unit level. This is covered in more detail in the paragraphs as follows.

Georgia Wing Encampment

Continuing a tradition dating back decades, the 2014 GAWG Encampment took place at the U.S. Marine Corps Logistic Base (MCLB) in Albany, GA from 15 – 21 June. A total of 160 cadets and a capable staff of senior members collectively made the encampment a complete success. Under the leadership of the Encampment Commander and Encampment Cadet Staff, all the cadets who completed this worthwhile program graduated from the encampment on 21 June. Basic Cadets were educated in customs and courtesies, aerospace education, drill, character development and more. Meanwhile, cadet staffers were improving their leadership skills by training and mentoring junior cadets. The encampment events included orientation flights, DDR projects, aerospace education projects, emergency services training, drill practice, and tours of MCLB Albany, among other activities. While the greater majority of

the cadet were from Georgia, there also cadets attending from several other states.

In the course of the week, GAWG Commander Col Richard Greenwood visited with cadets and was able to observe the training firsthand.



Figure 5. Drill is an essential part of encampment cadet training.



Figure 6. Even waiting for chow is a good time for academic training.



Figure 7. Safety First! Just like the US Military, road guards and water guards are assigned for safety purposes.

Cadet Orientation Flights

During CY 2014, Georgia Wing cadets had a variety of opportunities to take part in orientation flights, as well as other flight training , in several powered aircraft and gliders. These included orientation flights in Cartersville, GA on 1 March, the Glider Flight Academy in Rome, GA on 12 – 19 July, plus a variety of multi-weekend cadet flight orientation activities held in Chamblee, Lawrenceville, Peachtree City, Gainesville, Savannah, Columbus, Macon, and Augusta.

Figure 8. Cadets about to head out on an orientation flight.





Figure 9. Orientation pilots provided orientation flights to cadets at multiple locations and times throughout the year.

Georgia Air Shows and Aerospace Activities

As Georgia is a large state, blessed with many local airports, many cadet were presented the opportunity to experience the aerospace educational activity of attending an airshow or similar aerospace educational activity.

During CY 2014, CAP cadets were able to attend the “Thunder In the Valley Airshow” in Columbus, GA on 15 – 16 March; the “Vidalia Onion Festival Airshow” in Vidalia, GA on 26 – 27 April; The “Peachtree-DeKalb Airport Good Neighbor Day and Airshow” on 17 May, “The Great Georgia Airshow” in Peachtree City on 11 – 13 October; the “Wings Over North Georgia Airshow” in Rome on 18 – 19 October; and the “Perry/Fort Valley Airshow” in Perry, GA on 1 November.

2014 Good Neighbor Day and Air Show at PDK



Photos submitted by 2nd Lt William Arledge; PDK Senior Squadron

Figure 10. PDK Good Neighbor Day

In addition to these airshows, GAWG cadets were able to attend a few other Aerospace Education and Cadet Programs activities held throughout the state, including a Cadet Non-Commissioned Officer Academy on 28 February – 2 March in LaGrange, GA; Experimental Aircraft Association Fly-ins on 5 July in Gainesville, GA, and on 18 October in Blairsville, GA; a trip to the Carrier U.S.S. Yorktown and Patriot’s Point Military Museum in Charleston, SC; Currahee Military Weekend at the site where the exercises in preparation for the D-Day invasion of Europe in WWII were originally conducted, in Toccoa, GA; a first-ever awarding of 4 Earhart Awards at one squadron at the same time, on 9 March; and visits by Commemorative Air Force

B-17 bombers to Warbird Weekend in Chamblee, GA on 27 – 28 September, and to Briscoe Field in Lawrenceville, GA.



Figure 11. USS Yorktown trip



Figure 12. 4 Cobb County cadets presented Earhart Awards on the same day.



Figure 13. B-17 "Sentimental Journey" at PDK.



Figure 14. B-17 "Aluminum Overcast" at Lawrenceville.

Academy Day/USAF Academy Seminar and Forum

While not strictly a CAP-only activity, Georgia Congressional Delegation hosted the largest Armed Forces Academy Day in the U.S. on 17 May at Dobbins ARB where more than 1,100 attendees, including some GAWG cadets, were given information during an open house on the application process for admission into a military service academy.

Col. Tim Tarchick, the Dobbins 94th AW commander, gave the opening and closing remarks for the event, letting the applicants know how thankful he was for their interest in attending a service academy and the potential service they will perform for their country. "Our U.S. service academies have a long tradition of excellence in education and training our nation's leaders," said Tarchick. "Many young people from Georgia graduated from these academies. America's Armed Forces are the best at what we do and it is an honor to serve with them."

In addition to Tarchick, keynote speakers from the Georgia delegation included Senator Johnny Isakson and Representatives Tom Price and Austin Scott, who also expressed their gratitude toward the young men and women who are applying to attend some of the most rigorous college curriculums.

Isakson also explained how the process for being granted a Congressional nomination would unfold for potential applicants. "Everyone in Congress has an academy board that reviews applications to the academies," said Isakson. "We rate and rank them. In Georgia there is not political process whatsoever. This is a competitive process. You will be competing when you apply to academies with other applicants sitting here and others who will apply later on. Our selection committee makes the final

recommendations on who we will nominate, and then the academies will make the decision on who they will ultimately extend offers to."

High school students were also given the opportunity to speak with representatives from each of the service academies, including West Point, the U.S. Naval Academy, the U.S. Air Force Academy, the Coast Guard Academy, and the U.S. Merchant Marine Academy. The prospective Academy appointees were also given tours of Dobbins AFB C-130s and a GAWG CAP aircraft.

The potential applicants were given information about each of the academies and in order to gain a broader perspective on what each academy has to offer, and current students from some of the academies offered insights to what opportunities they could be offered should they attend a service academy.



Figure 15. 94th Airlift Wing C-130 and GAWG Cessna 182.



Figure 16. GAWG Cessna 182 at Academy Day.

Toys For Tots

The Currahee 508 Squadron, Georgia Wing Civil Air Patrol, did their part to assist the local U.S. Marine Corps Reserve contingent in their yearly “Toys For Tots” drive to help underprivileged children to receive a toy at Christmas. Support provided on 6 December 2014 included helping gather toys outside the local Wal-mart, under the watchful eyes of the squadron's senior staff, in concert with the Marine Corps reservists, in association with members of several other local nonprofit groups who were rotating through assisting the USMC Reserve with this worthy event.



Figure 17. CAP cadets assist USMC Reserve "Toys For Tots" program.

Wreaths Across America

Several Georgia Wing squadrons took the time to honor the service and sacrifice of our men and women who served their country in uniform, who are buried alongside their fellow veterans and servicemembers in cemeteries across the state, by the placing of memorial wreaths upon their graves, during the month of December. In addition to honoring the service of our veterans, the Gainesville Cadet Squadron was also able to honor a high ranking Civil Air Patrol member and Air Force veteran who is buried at Alta Vista cemetery. Former Civil Air Patrol Colonel George Graves, a retired Air Force lawyer who later went on to serve many years as the Georgia Wing Legal Officer, and eventually on the National Commander's Staff as National Legal Officer, is interred there, and he was honored with a wreath during the same wreath laying ceremony as his fellow veterans.



Figure 18. Wreaths Across America at Gainesville, GA.



Figure 19. Lest we forget.

2 Georgia Wing Cadets Are Awarded the Silver Medal of Valor

Two cadets of the Ellijay Composite Squadron were awarded Civil Air Patrol’s highest decoration - the Silver Medal of Valor on 16 December, at a ceremony attended by Georgia Wing and Southeast Region officials as well as local and state dignitaries.

Cadet A1C Gage Stephens and his brother Cadet SSgt Daniel Stephens received the award from Southeast Region Vice Commander Col. Barry Melton and Georgia Wing Commander Col. Richard Greenwood, who is himself a recipient of the Silver Medal of Valor.

The Silver Medal of Valor, the highest award CAP can bestow, is awarded for “distinguished and conspicuous heroic action, at the risk of life, above and beyond the call of normal duty.”

Daniel and Gage Stephens earned the award for their actions on 28 January 2014 when, while hiking near their home, they witnessed a Ford F-150 pickup lose control on snow and ice covered roads and slide down a mountainside with as much as an 80 percent grade. The driver, 56-year-old Kathy Hall, was struck on the head and thrown down the mountainside while attempting to exit the unstable vehicle. The cadets, who has just completed CAP’s first-aid course the week prior to the accident, moved down the mountainside to assist the victim, placing themselves below the unstable vehicle at great personal risk, to render aid. Daniel, exposing himself to below-freezing temperatures, used his coat and gloves to keep the victim warm while his brother Gage went to notify authorities and retrieve blankets. The inclement weather and poor road conditions delayed emergency responders from reaching the scene for nearly an hour and 45 minutes. Remaining calm throughout the incident, the cadets, along with a neighbor, stayed with the victim, keeping her warm and calm. By the time emergency personnel arrived, the cadets had immobilized the head and spine of the victim, who had suffered a concussion, broken ribs, and a severely fractured thoracic vertebra, an injury that can frequently lead to paralysis or death. Hall, attributes an “amazing set of circumstances” and the help of her three neighbors for preventing more serious and permanent injury. “Without them I don’t know what would’ve happened,” she told a local reporter. “I was in very good hands.”



Figure 20. The two cadets being awarded the Silver Medal of Valor.

CHAPTER V – OPERATIONS

WING STAFF

Director of Operations	Lt Col Richard Ivy
Standardization-Evaluation	Lt Col Will Hargrove
Emergency Services Officer	Maj Fred Koenig
Counter Drug Officer	Maj Keith Walker

NARRATIVE

For CY2014, the GAWG expanded its fleet of aircraft and improved its operational capabilities. To meet operational and training needs, NHQ provided the wing a new Cessna 182, delivered in January for assignment to Peachtree City – Falcon Field.

With all airframes in service, the GAWG accrued considerable flying hours in operations and for cadet orientation rides. For CY2014, the Wing's complement of 290 aircrew members amongst the Wing's 978 emergency responders, flew 3300 hours, of which 1303 flights were cadet orientation rides. Overall, during 2014, the wing was involved in 14 search and rescue missions, resulting in 12 finds. In addition, GAWG flew 24 other state support missions, which were an excellent “return on investment” to both the people and the government of the State of Georgia, as the Wing's state funding for 2014 of \$75,308 resulted in an over \$5,100,000 value of volunteer hours provided by the membership of the Wing.

In addition to the many actual missions that the Wing took part in during CY 2014, the Wing held a large number of SAREX missions at different locations across the Wing. Having



Figure 21. GAWG aircraft stand mission ready.

these missions at more sites across the state allowed the maximum number of members across the Wing to have training provided as close as reasonably possible to the local squadrons. As the operational area of the Wing encompasses the entire state, and Georgia is the largest state east of the Mississippi River, with wide variations in topography and thus different type search methods used more effectively in various areas of the state, it makes sense to have the number of different missions that were held. From the relatively flat farmland and lightly wooded areas south of Macon, to the Coastal areas along the Atlantic Ocean of Brunswick and St. Simons Island, to the Urban DF areas in the suburbs of Atlanta, to the rolling hills near Dawsonville and Dawson

Forest, to the mountains above Dahlonega at Hawk Mountain, and even small patches of desert near the Tennessee border near Copper Hill, Georgia Wing members have been able to receive specialized training appropriate to be able to prosecute missions safely and successfully under a variety of environmental conditions, to be a more mission effective force. Georgia Wing members also had the opportunity to participate in multi-agency, and in some cases multi-Wing/Region training and operational missions.

Joint Training Exercise Proves Very Successful

Georgia Wing members, along with Soldiers from the 5th Brigade, Georgia State Defense Force were tasked with an integral role in a Joint Training Exercise with Macon, GA / Bibb County EMA, Sheriff's Department, Bibb County ARES, and Houston County ARES. The primary focus of the exercise was to get a baseline picture for future operations of how well the agencies involved would work individually and as a group during an emergency. The exercise was coordinated by SGT Rick Wolverton of the Bibb County Sheriff's Office.

Units from both the Civil Air Patrol and Georgia State Defense Force, alongside Bibb County EMA and Sheriff's departments as well as Robert Reichert, the Mayor of Macon gathered in the auditorium at the 48th Brigade Headquarters in Macon, GA Friday afternoon January 17th to plan and coordinate the joint training exercise which would cover Bibb, Houston

and Twiggs counties with the Incident Command Post located at the 48th Brigade Headquarters in Macon. The communications networks were provided by Bibb County EMA and the Civil Air Patrol with the Civil Air Patrol adding an aircraft asset to the scenario as a flying radio relay station to cover the large search area.



Figure 22. Georgia Wing CAP and the Georgia State Defense Force working with other agencies to complete a common mission.

The following morning January 18th, just after day break, three search teams were deployed to three separate counties. Search teams consisted of Georgia State Defense Force soldiers, Civil Air Patrol ground search teams and a Bibb County Sheriff’s Department SWAT Medic. The mission for each team was to locate an ELT (Emergency Locator Transmitter) from a downed aircraft. The SWAT medic’s duty was to provide medical care if needed. Georgia State Defense Force soldiers were tasked with guiding the teams to their destination through their high levels of communication and land navigation skills, guiding some teams several miles through through both open and dense terrain. Once the GSDF soldiers had guided the team to the destination it became the Civil Air Patrol’s assignment to locate the ELT with their ELT direction finders. When the signal was located by the team, the Georgia State Defense Force and

Civil Air Patrol formed joint line searches where possible and located the ELT's. The joint search teams worked very well together, and as some Georgia State Defense Force soldiers learned, the Civil Air Patrol Ground teams' training is very similar the Georgia State Defense Force's search and rescue training.

According to SGT Wolverton, "the exercise was a great success with all units able to recognize weaknesses, make improvements as needed and bring a valuable asset to the table during an emergency."

2014 Southeast Region Search and Rescue / Disaster Relief Exercise

On 2 – 6 July, Georgia Wing members participated in the annual Southeast Region SAR/DR Exercise. As Wings in the Region tend to have some "forces of nature" such as hurricanes, tornadoes, flooding, and earthquakes that can wreak havoc across state and regional borders, holding such wide-area exercises is highly desirable from a both a preparedness and training standpoint. While every year it seems that more members from across CAP take part in such exercises, it was particularly true this year. While this was primarily a Southeast Region exercise, it ended up being the largest ever in-CAP exercise in recorded history, with members from 3 Regions and 14 Wings ultimately participating in this worthwhile operational test.



Lake Eufaula Missing Aircraft Search Mission

From 15 – 23 September, Civil Air Patrol members from Alabama, Florida, Georgia, and North Carolina Wings participated in a 7 day search for two former US Army Aviators whose J3 Cub crashed in the vicinity of Lake Eufaula, Alabama. Regrettably the crew did not survive the crash.



Figure 23. The search area had lots of hills and brush.



CHAPTER VI – COMMUNICATIONS/INFORMATION TECHNOLOGY

WING STAFF

Director of Communications/IT	Capt Samuel Levie
Assistant Director of Comm/Licensing Officer	Lt Col James Card
Communications Training Officer	Capt Donald Imbody
Net Control Officer	Maj Joseph B. Hinson
Assistant Director of IT/Wing Webmaster	1st Lt Daniel “Danny” Cook

NARRATIVE

Throughout the year, GAWG Communications continued to serve as “the voice of command” . The Wing Communications Staff, along with Communications personnel from across the state, conducted individual training of GAWG personnel, to enable the Wing's personnel to effectively make use of Air Force-funded communications assets, including 11 VHF Repeaters, 216 VHF stations, and 27 HF stations, in support of CAP's 3 primary missions. In addition to this training, a Communications Conference was held on 11 October in Dalton GA, to enhance the professional development of personnel enrolled in the Communications Specialty Track. A region-wide Air Force-sponsored communications exercise called “Ardent Sentry 2014” was also held on 27 May – 3 April to test the ability of CAP members to effectively provide communications support during a regionwide emergency.



Figure 24. GAWG repeaters are located at various locations throughout the state to support operations and training.

Georgia Emergency Management Agency Interagency Communications Exercise

On 14 May 2014, the GAWG Communications Staff took part in the Georgia Emergency Management Agency's Interagency Communications Exercise. This exercise, held at Stone Mountain, GA on 14 May, successfully demonstrated the ability of GAWG Communications to support emergency operations with other agencies at a deployed location, as part of a larger response.



Figure 25. GAWG Mobile Comm trailer deployed for the GEMA COMMEX.

CHAPTER VII – LOGISTICS/TRANSPORTATION

WING STAFF

Logistics Officer Lt Col Michael Crowe

NARRATIVE

The Georgia Wing Logistics Department is quite pleased with the performance of its fleet of vehicles and those members who kept them rolling in 2013. All vehicles in the wing passed their annual inspections in 2013.

GAWG Logistics continues to supply vehicles on an ongoing basis for squadron events throughout the state and beyond. The cooperation of the vehicle custodians allowed for the easy flow of the fleet to provide the transport of cadets and seniors all year round.

GAWG vans supplied transportation for all major activities in 2013.

CHAPTER VIII – GOVERNMENT RELATIONS

WING STAFF

Government Relations Advisor Lt Col Barry Loudermilk

NARRATIVE

On 13 March, About 60 members from 11 squadrons turned out for Civil Air Patrol Day at the State Capitol, promoting the organization's missions and its contributions to local communities.

During their visit, resolutions by both the Senate and House recognized members for their volunteer service in CAP.

Other highlights of the day included:

- Introduction of the wing's command staff – Col. Richard Greenwood, Wing Commander; and Lt. Col. Joseph Knight III, Wing Vice Commander, and Major (now Lt Col) Andrea Van Buren, Chief of Staff – to the Senate by State Sen. Barry Loudermilk, a CAP lieutenant colonel and commander of the wing's Legislative Squadron, and to the House by State Rep. Calvin Hill, a CAP major.

- Col. Greenwood's addresses to both the House and Senate, thanking both chambers for their continued support of CAP.

- Leadership of the Senate's morning devotion by Chaplain Maj. Scott Westbrook, the wing's chaplain, who told the senators that "one of the secrets of leadership is having faith, vision and being willing to step forward and lead."

In addition, Loudermilk, the Legislative Squadron commander, spoke on the Senate floor about his positive experiences as a CAP member while serving in the Rome Composite Squadron.

Select wing cadets served as honorary House and Senate pages, helping ensure the smooth operation of the legislative session.



Figure 26. His Excellency, Governor Deal, meeting with the Wing members present for CAP Day at the Georgia State Capitol.

(As a side note, the photo above was taken in front of the bust of General Sir James Oglethorpe, the founder of Georgia. If the surroundings look vaguely familiar, they should. In a scene from the first episode of the NBC television show “Revolution”, that is the same staircase where actor William “Billy” Burke, playing the role of Miles Matheson, engaged in the first epic swordfight scene of the series).

During the 2014 Georgia Legislative session, 2 resolutions specifically honoring the Georgia Wing CAP, and one Governor’s Commendation were introduced during the session. The text of these, as introduced in the Georgia State House and Senate, respectively, are included in the immediate following pages.



BY THE GOVERNOR OF THE STATE OF GEORGIA

A COMMENDATION

WHEREAS: The Civil Air Patrol was founded on December 1, 1941, as an organization comprised of volunteers to assist the United States military by performing aerial coastal patrols and emergency services within the continental United States. In 1943, the Civil Air Patrol was officially assigned to the War Department and was subsequently chartered by Congress to perform three distinct missions – emergency services, aerospace education, and cadet programs; and

WHEREAS: The Civil Air Patrol air and ground teams perform over 90 percent of inland search and rescue missions tasked by the Air Force Rescue Coordination Center. The Georgia Wing of the Civil Air Patrol consists of over 1,900 volunteer members in 45 squadrons and four groups located throughout the state; and

WHEREAS: These dedicated members of Georgia Wing squadrons serve a vital purpose in the defense of our state and nation, conducting missions in homeland security, disaster relief and emergency services, counter drug, aerospace education, search and rescue, and cadet programs. These exceptional squadrons have been awarded the National Squadron of Distinction award and countless other prestigious recognitions for Counter Drug, Emergency Services, and Cadet Programs; and

WHEREAS: Georgia Wing volunteers have done an outstanding job supporting the Task Force for Drug Suppression and other anti-drug programs. They have honored more than 15,000 fallen soldiers through the Wreaths Across America initiative and introduced hundreds of Georgia youth to the exciting field of aviation through flight orientation programs; and

WHEREAS: The freedoms and securities we are blessed to enjoy are a direct result of the courage, devotion, and sacrifice of our brave men and women in uniform. The Civil Air Patrol has played an indispensable role in preserving the safety of Georgia's citizens, earning the deep respect and appreciation of our population; now

THEREFORE: I, NATHAN DEAL, Governor of the State of Georgia, do hereby commend the volunteer members of

THE GEORGIA CIVIL AIR PATROL.



In witness whereof, I have hereunto set my hand and caused the Seal of the Executive Department to be affixed this 6th day of March, 2014.

Nathan Deal
GOVERNOR

ATTEST
Chris W. Riley
CHIEF OF STAFF

Figure 27. Governor's Commendation.

Georgia State Senate



A RESOLUTION

Recognizing March 13, 2014, as Civil Air Patrol Day at the capitol and commending the volunteers of the Civil Air Patrol for their service to the citizens of Georgia; and for other purposes.

WHEREAS, the Civil Air Patrol was founded on December 1, 1941, as an organization of volunteers to assist the United States military in national defense by performing aerial coastal patrols and emergency services within the continental United States; and

WHEREAS, in 1943, the capabilities of this new volunteer organization were recognized as vital to national defense, and by Presidential Executive Order, the Civil Air Patrol was assigned to the War Department and was subsequently chartered by Congress to perform three distinct missions: emergency services, aerospace education, and cadet programs; and

WHEREAS, Civil Air Patrol air and ground teams perform over 90 percent of inland search and rescue missions tasked by the Air Force Rescue Coordination Center; and

WHEREAS, the Georgia Wing of the Civil Air Patrol consists of over 1,900 volunteer members in 45 squadrons and four groups located throughout this state; and

WHEREAS, Georgia Wing squadrons have been awarded the National Squadron of Distinction in 2008 and 2009, the Southeast Region Squadron of Distinction in 2010, and numerous other awards for Counter Drug, Emergency Services, and Cadet Programs; and

WHEREAS, Georgia Wing members are an intricate component of our national defense who volunteer their services, time, and resources to actively support the Civil Air Patrol by conducting missions in homeland security, disaster relief emergency services, search and rescue, counter drug, aerospace education, and cadet programs; and

WHEREAS, their contributions to our state have been evidenced through their efforts in locating several missing aircraft and people in Georgia, locating and silencing numerous activated distress beacons, conducting "Sundown Patrols" in South Georgia, and conducting joint exercises with local emergency agencies throughout this state; and

WHEREAS, Georgia Wing volunteers also supported the Governor's Task Force for Drug Suppression and other antidrug efforts, honored more than 15,000 of Georgia's fallen soldiers through the Wreaths Across America initiative, and introduced hundreds of Georgia youth to aviation through the flight orientation programs; and

WHEREAS, the estimated value of the Georgia Wing members' volunteer hours in 2012 was \$4.9 million; and

WHEREAS, these "flying minutemen" of the Civil Air Patrol have, since the program's inception, consistently provided this state with invaluable emergency services, aerospace education, and cadet programs.

NOW, THEREFORE, BE IT RESOLVED BY THE SENATE that the members of this body recognize March 13, 2014, as Civil Air Patrol Day at the capitol and commend the selfless contributions the volunteers of the Civil Air Patrol have made to the State of Georgia.

BE IT FURTHER RESOLVED that the Secretary of the Senate is authorized and directed to transmit an appropriate copy of this resolution to the Georgia Wing of the Civil Air Patrol.

Senate Resolution 1070

By: Senators Thompson of the 14th, Hill of the 4th, Ligon, Jr. of the 3rd, Carter of the 1st, Heath of the 31st and others

Adopted in the Senate March 03, 2014


PRESIDENT OF THE SENATE


PRESIDENT PRO TEMPORE


SECRETARY OF THE SENATE


SENATOR, DISTRICT 14th

Figure 28. State Senate Resolution.

House of Representatives

House Resolution 1694

By: Representatives Talton of the 147th and Yates of the 73rd

A RESOLUTION

Recognizing March 13, 2014, as Civil Air Patrol Day at the capitol, commending the volunteers of the Civil Air Patrol for their service to the citizens of Georgia, and inviting them to be recognized by the House of Representatives; and for other purposes.

WHEREAS, the Civil Air Patrol was founded on December 1, 1941, as an organization of volunteers to assist the United States military in national defense by performing aerial coastal patrols and emergency services within the continental United States; and

WHEREAS, in 1943, the capabilities of this new volunteer organization were recognized as vital to national defense, and by Presidential Executive Order, the Civil Air Patrol was assigned to the War Department and was subsequently chartered by Congress to perform three distinct missions: emergency services, aerospace education, and cadet programs; and

WHEREAS, Civil Air Patrol air and ground teams perform more than 90 percent of inland search and rescue missions tasked by the Air Force Rescue Coordination Center; and

WHEREAS, the Georgia Wing of the Civil Air Patrol consists of more than 1,900 volunteer members in 45 squadrons and four groups located throughout this state; and

WHEREAS, Georgia Wing squadrons have been awarded the National Squadron of Distinction in 2008 and 2009, the Southeast Region Squadron of Distinction in 2010, and numerous other awards for Counter Drug, Emergency Services, and Cadet Programs; and

WHEREAS, Georgia Wing members are an intricate component of our national defense who volunteer their services, time, and resources to actively support the Civil Air Patrol by conducting missions in homeland security, disaster relief emergency services, search and rescue, counter drug, aerospace education, and cadet programs; and

WHEREAS, Georgia Wing volunteers also supported the Governor's Task Force for Drug Suppression and other antidrug efforts, honored more than 15,000 of Georgia's fallen soldiers through the Wreaths Across America initiative, and introduced hundreds of Georgia youth to aviation through the flight orientation programs; and

WHEREAS, these "flying minutemen" of the Civil Air Patrol have, since the program's inception, consistently provided this state with invaluable emergency services, aerospace education, and cadet programs.

NOW, THEREFORE, BE IT RESOLVED BY THE HOUSE OF REPRESENTATIVES that the members of this body recognize March 13, 2014, as Civil Air Patrol Day at the capitol, commend the selfless contributions the volunteers of the Civil Air Patrol have made to the State of Georgia, and invite them to be recognized by the House of Representatives at a date and time designated by the Speaker of the House of Representatives.

BE IT FURTHER RESOLVED that the Clerk of the House of Representatives is authorized and directed to transmit an appropriate copy of this resolution to the Georgia Wing of the Civil Air Patrol.

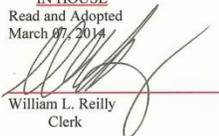
IN HOUSE
Read and Adopted
March 07, 2014

William L. Reilly
Clerk



Figure 29. State House Resolution.

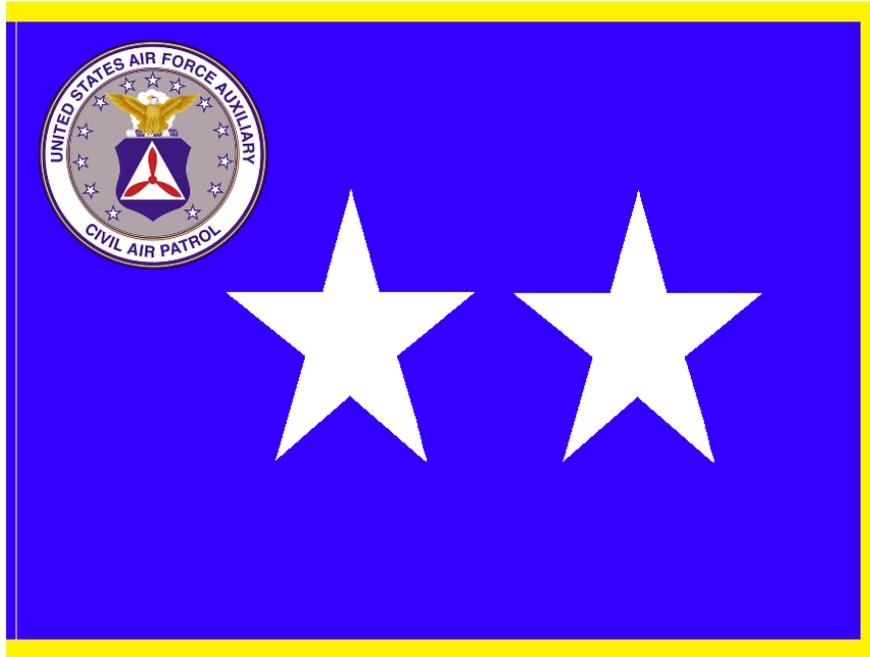


Georgia House of Representatives
David Ralston, Speaker of The House
2014 Session



Figure 31. A view of the House Floor from the public viewing area.

Former GAWG Cadet appointed Civil Air Patrol National Commander



At the CAP National Command Council meeting on 15 August, Brigadier General Joseph Vazquez was appointed to the position of National Commander of Civil Air Patrol, and CEO of the CAP Corporation, and promoted to the CAP grade of Major General. Before his selection as National Commander/CEO, Maj Gen Vazquez served as National Vice Commander, assuming command on Aug. 18, 2011. Previously, he commanded the more than 7,000 members of CAP's Middle East Region. He was appointed Region Commander in 2008. He served as CAP's National Operations Advisor prior to that appointment.

Maj Gen Vazquez joined as a Georgia Wing cadet in 1975 and rose to the rank of Cadet Major before transitioning to the senior member program in 1978. He qualified as a CAP Ground Team Leader while still a cadet, and as a senior member became a Mission Pilot in 1986. He subsequently qualified as a Flight Instructor and Check Pilot, and in 1992 became an Incident C

ommander. He is currently a qualified Check Pilot Examiner in airplanes and gliders. He was appointed as Commander of Group 2 within South Carolina Wing in 1989, and from 1990 to 1992 was Commander of the Wicomico Composite Squadron in Salisbury, Maryland. He was appointed Group 1 Commander with Maryland Wing in 1993 and Group 4 commander with Virginia Wing in 1994. He held multiple Wing staff assignments in Virginia and was appointed Virginia Wing Vice Commander in 1997 and Wing Commander in 2001. In 2003 he became Vice Commander of CAP's Middle East Region and later the National Operations Advisor in 2007. A Savannah, Georgia, native and a graduate of Warner Robins High School, Maj Gen Vazquez attended the University of Georgia, earning a Bachelor of Science degree with majors in psychology and computer science. He began his career as a software engineer with E.I. Dupont at the Savannah River Plant in Aiken, South Carolina



Figure 32. General Vazquez assumes command.

APPENDIX I

LINEAGE AND HONORS DATA – 2014

Unit Designation: Georgia Wing Headquarters Civil Air Patrol

Location: 800-A Dobbins Patrol Rd, Hangar 5, Room 2110, Dobbins ARB, GA 30069-4210

Higher Headquarters: Southeast Region Headquarters Civil Air Patrol

Commander: Col Richard Greenwood

Vice Commander: Lt Col Joseph Knight III

Chief of Staff: Lt Col Andrea Van Buren

Aircraft Assigned: 14 Corporate Aircraft, 1 Glider

Awards and Decorations: Region Mission Award, GAWG Counterdrug for SER

1 National Commander's Citation

7 Unit Citation Awards

Wing Vision: “To provide the State of Georgia and the United States with the professional, well-trained and properly equipped volunteer personnel needed to accomplish the missions of the Civil Air Patrol in service to our communities, State, and Nation and to continue to develop our Cadet Corps into responsible future leaders”.

APPENDIX II

2014 AWARDS

Cadet of Year	Zelik A. Gil
Cadet Programs Officer of Year	Bobby Myers
Senior Member of Year	Roy Villers
Safety Officer of Year	Chris Savage
Communications Officer of Year	Linda Kotula
Aerospace Education Teacher of Year	Linda B. Minor
Aerospace Education Officer of Year	Thomas E. Schimd
Frank Brewer Memorial Aerospace Award (Lifetime)	Stanley N. Collins
Professional Development Officer of Year	Jerry O. Lewis
Public Affairs Officer of Year	Brian H. Berry
Senior Squadron of Year	PDK Senior SQ
Squadron of Merit	Columbus Comp SQ
Bradford Bowl Winner	Gainesville Comp SQ

APPENDIX III

GEORGIA WING COMMANDERS

List of Georgia Wing Commanders and time of service

Winship Nunnally, Lt Col	1 Dec 1941	9 Oct 1945
Jesse L. Dobbins, Col	9 Oct 1945	30 Oct 1952
Lex D. Benton, Col	30 Oct 1952	3 Feb 1960
Robert L. O'Neil, Col	3 Feb 1960	20 Oct 1961
Gordon W. Curtiss, Col	20 Oct 1961	3 Mar 1965
Theodore H. Limmer, Jr, Col	3 Mar 1965	18 Oct 1968
James E. Carlton, Col	18 Oct 1968	8 Dec 1969
Harry M. Harkins, Col	8 Dec 1969	15 Aug 1971
Raymond B. Mabrey, Col	15 Aug 1971	1 Jun 1973
Winfield M. Baldwin, Jr, Lt Col	1 Jun 1973	7 Aug 1973
Richard A. Naldrett, Col	7 Aug 1973	14 Jan 1975
Lindsey V. Rice, Col	14 Jan 1975	7 Jun 1976
Leroy S. Riley, Col	7 Jun 1976	7 Nov 1978
Philip T. McLendon, Col	7 Nov 1978	31 Aug 1982
Ralph E. Grady, Lt Col	31 Aug 1982	8 Mar 1986
James A. Hyde, Jr, Col	8 Mar 1986	16 Mar 1989
Larry R. Davidson, Col	16 Mar 1989	7 Jan 1991
Warren L. Crawford, Col	7 Jan 1991	23 Apr 1994
Benjamin D. Grove, Col	23 Apr 1994	26 Apr 1997
Calvin C. Franklin, Jr, Col	26 Apr 1997	24 Mar 2001

Verne E. Fowler, Col	24 Mar 2001	11 Feb 2002
Charles D. Greene, Col	11 Feb 2002	20 Aug 2005
Lyle E. Letteer, Col	20 Aug 2005	29 Mar 2008
James W. Hughes, Col	29 Mar 2008	3 Nov 2009
Tonya Boylan, Col	3 Nov 2009	16 Apr 2013
Richard J. Greenwood, Col	16 Apr 2013	Present

APPENDIX IV
GEORGIA WING EMBLEM



The basis for the design is the Georgia State Flag and, therefore, symbolizes the membership of the Wing and the state we serve. The three white stars represent the three missions of Civil Air Patrol: Emergency Services, Aerospace Education, and Cadet Programs.

In heraldry the colors also have meaning. The colors in the emblem represent:

Red – Strength and Courage

White – Integrity and Wisdom

Blue – Devotion and Truth

Gold – Excellence and Honor

The emblem is in the shape of a shield and scroll which is traditional in Air Force heraldry for groups and higher commands. The use of this shape for the emblem is to honor that tradition and our parent service, the United States Air Force.

The basic design was submitted by Senior Member Jason Ellingson of the Middle Georgia Senior Squadron.

The selection of the design was made by Col Tonya Boylan and a committee of Georgia Wing members out of 20 designs that were submitted by GAWG members. The committee made a few small changes to the original design. The design was approved for use by the Georgia Wing on 24 March 2011 by Southeast Region Commander Col James Rushing. The new design was presented to the membership of the Wing for the first time at the annual Georgia Wing Conference on 9 April 2011.

(From a plaque on the wall of the Georgia Wing HQ Building at Dobbins Air Reserve Base).

APPENDIX V

HISTORICAL NOTES

As with any organization, the Georgia Wing did not just spontaneously spring into existence from nothingness, but like a great oak with many branches and many roots that are a part of the larger plant, the Georgia Wing shares a common heritage with preceding root organizations, with some links of law and tradition that even now connect a modern Georgia Wing with our predecessors of generations past. And following in the long-held historic tradition that accepts that a Vermont Air National Guard unit can trace its unit history directly to a Vermont colonial unit older not only than the Air Force (1947 National Security Act), the National Guard (1902 Dick Act), or even the United States itself (1776 Declaration of Independence and 1789 U.S. Constitution), this section of the historical report attempts to explore a history viewed not only “up close” in detail but also zooming out to see the larger picture to help provide a historical context. Just as USAF history also includes the Army Air Forces before it, and the Army Air Corps, Army Air Service, and Signal Corps and so forth before that to tell a more complete story, the history of a Wing would be less complete without also exploring the larger historical context. No history occurs in a vacuum, but is always part of a larger narrative. This is an attempt to explore a bit of that larger narrative to better understand the organizations and people that walked the path before us.



Figure 33. General Sir James Edward Oglethorpe

The story begins in the England of the early 1730s. General Sir James Edward Oglethorpe approached the Crown about a request to establish a new colony of the British Empire to serve as a buffer and defensive proprietorship located between the already established British colony of South Carolina, and Spanish colony of Florida. It would be named “Georgia” in honor of the reigning monarch of the time, His Royal Highness King George II. In order to people the colony with worthwhile subjects, he and the other Trustees of the colony began interviewing potential colonists, looking for carpenters, tailors, bakers, farmers, merchants, and others with the skills necessary for the colony's success, exploration and effective use of the new colony's vast natural resources. Since the colony was, however, located in such relative proximity to Spanish Florida, all able-bodied men aged “sixteen to sixty” were extensively trained in the military arts by Sergeants of the Guard seconded from regiments of the British Army, before ever setting foot on the ship headed to the new colony. In this manner, these men could serve daily in their chosen vocation, but also stand ready to serve as a local auxiliary force to help the few British Regulars defend the colony from attack by hostile forces. These citizen-soldiers trained regularly alongside their Regular counterparts to hone their skills, to defend their homes and families, and served as an effective auxiliary force and citizen militia, performing ground patrols on foot to maintain the peace, and coastal patrols on horseback to keep an eye out for Spanish ships attempting to land troops.

With the establishment of the colony's first city, Savannah, in 1733, this citizen-militia became more organized, and performed its first muster as an organized unit concurrent with the founding of the city that year. Knowing that they had professionally trained citizen soldiers in addition to a few scattered detachments of British Regulars provided for a level of stability that allowed the colony to have a bit of breathing space to turn this previous wilderness area into a

home for the settlers, and the city of Savannah into the Province of Georgia's first capitol. These



Figure 34. Georgia Provincial Companies

citizen soldiers of the legally established provincial militia companies (as illustrated above in a drawing found in Georgia state historical records) may have worn a variety of clothing, but they all had one thing in common: the duty to protect the province from attack.



Figure 35. A private in Oglethorpe's 42nd Regiment of Foot.

These citizens helping defend their province, along with recent recruited new settlers from Scotland, were then further recruited into a newly raised regiment authorized by Parliament. This new Regiment, known as the Oglethorpe's 42nd Regiment of Foot, was raised in Savannah in 1740. This newly formed unit was considered professional enough in its training and capability that Parliament put the Regiment "on the Establishment" , i.e., considered it a full-fledged regiment of the British Army. The founding of this regiment of Georgia citizens in the service of their state is considered by many historians to be part of the beginning heritage of what would later become both the Georgia State Guard and the Georgia National Guard.

This new unit saw its first “trial by fire” in 1742, when Spanish forces attempted to invade Georgia. Spanish governor Don Manuel de Montiano commanded the invasion force, which by some estimates totaled between 4500 and 5000 men. Of that number, roughly 1900 to 2000 were ground assault troops. Oglethorpe's forces, consisting of 42nd Regiment personnel, militia, and native Indians, numbered fewer than 1000. Georgian forces fought with distinction

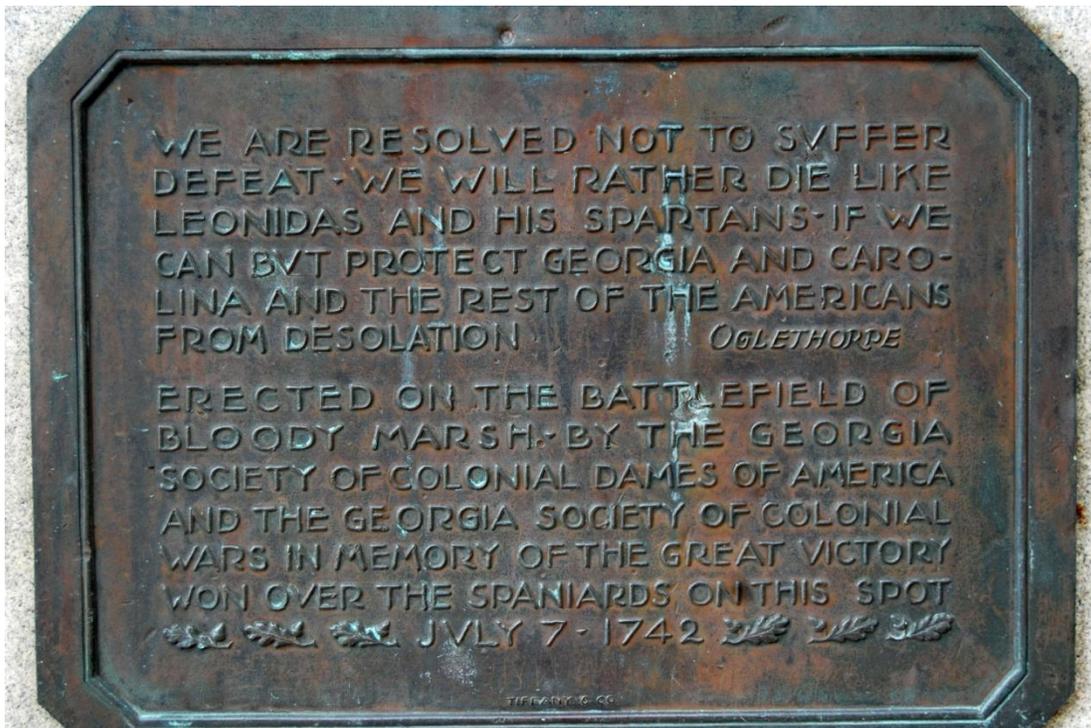


Figure 36. Battle of Bloody Marsh memorial plaque at the battle site.

at the Battle of Gully Hole Creek, and the subsequent Battle of Bloody Marsh. As these troops were defending not only their province, but their families and homes, they were able to overcome these overwhelming odds. Though many Georgians lost their lives that day, they eventually defeated the Spanish invaders. This battle blunted Spanish attempts at invasion of Georgia and the other colonies by the Spanish, who were eventually pushed back almost to the gates of St Augustine.

This provincial guard continued to serve and protect the citizens of Georgia through the intervening decades as a Crown Colony, and when Georgia declared independence from Great Britain, many units of Georgia's citizen soldier militia took part in protecting Georgians once again, but now as part of an officially established Georgia State Guard. As the new United States was initially wary of having a large standing national army, this State Guard served as a state military force, using the citizenry of the state as a personnel pool to perform missions necessary for the maintenance of law, order, and peace in the state. Even now, in 2013, the state is legally split into not only counties, but militia districts according to its territory and population (Reference OCGA 32-2-1(a)) , and "all able-bodied male residents of the state between the ages of 17 and 45 who are not serving in any force of the organized militia or who are not on the state reserve list or the state retired list and who are, or who have declared their intention to become, citizens of the United States" are considered to be part of the unorganized militia (reference OCGA 38-2-3(d)). They are subject to callup by the Governor (under authority of OCGA 38-2-70) who may:

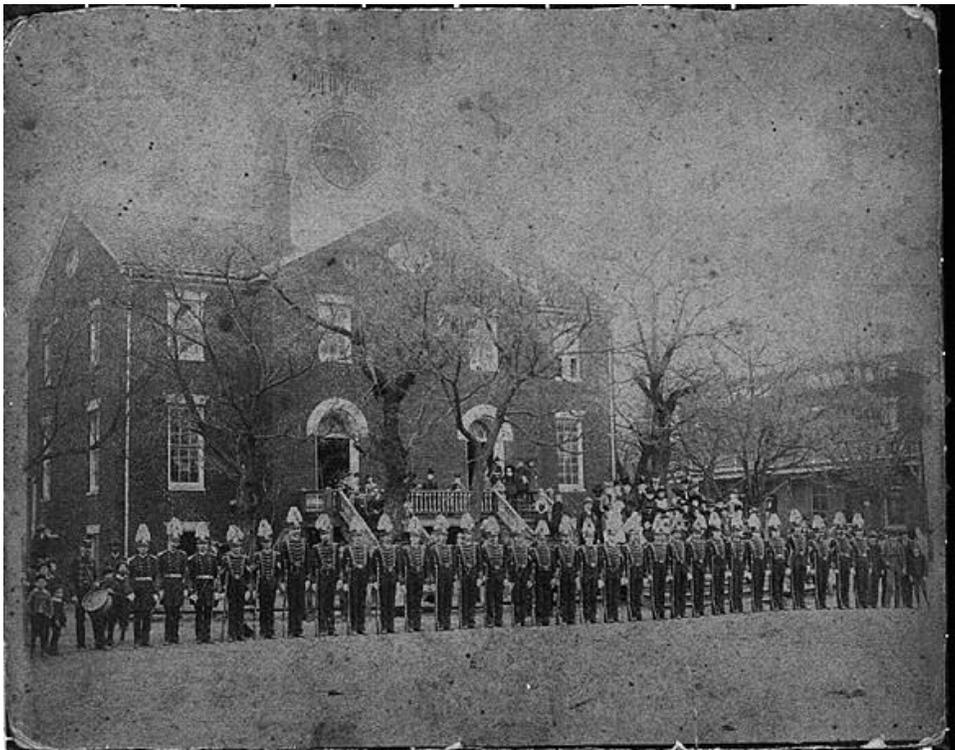
"(1) Order into active state service, recognize existing, or authorize the establishment of organizations of the unorganized militia, of designated classes thereof, or of volunteers therefor, as he may deem to be for the public interest;

(2) Prescribe for those organizations enumerated in paragraph (1) of this Code section such parts of the regulations governing the organized militia as may be applicable thereto or establish such regulations therefor, or both, as he may deem proper; and

(3) Provide for the separate organization of the unorganized militia and authorize the enlistment in such organizations of persons volunteering for such service who are not otherwise subject to military duty".



Figure 37. (Above) Macon Guards, circa 1870. (Below) Wilkes Guards, circa 1890.



The Governor of Georgia, having been given such authority under law, has actually had to use it a few times since Georgia's founding. The War of 1812, War for Texas Independence, American Civil War, the Indian Wars, Spanish-American War, and both World Wars saw the use of state troops either as a primary military force or as a replacement for federalized forces. It must be remembered that the National Guard in its current form did not even exist until passage of the Dick Act by the U.S. Congress in 1902. Before that point, governors as chief executives of their respective states exercised complete control over their own state forces, and after that point, the Federally recognized units of the various state guards became what we now know as the National Guard. Those units which were not so recognized remained as state-only forces. As time went by many of these state forces were reduced in size to little more than a ceremonial guard, or eliminated entirely in some states (especially during the financially austere days of the Great Depression).

Georgia in the late 1930s was still recovering from the Great Depression. Although economically in a better position than many of its neighboring states due to being even then a major transportation, communications, and business hub, the state was not keen to spend an undue amount of money for projects not specifically funded or allocated by legislative actions of elected officials in Washington and Atlanta. But, situations going on outside Georgia's borders were about to change the lives of those 1940s Georgians and their descendants.



Figure 38. Governor E.D. Rivers.

In early 1940, Governor E. D. Rivers made a request of the American Legion's membership in Georgia to, as a central part of the state's Civil Defense plans, help organize a pool of unpaid civilian volunteers into a state military force and “home guard” to be known as the Georgia Defense Corps, as initially Congressionally authorized under Federal Act ML 1939, Sec. 1323, and as later amended by Act of Oct. 21, 1940 (Sec. 1, Bill No. 36, WD 1940). This organization would fall under the Georgia Department of Public Safety, but was under command of the Georgia Adjutant General. In June 1940 under authority of the same original act, Governor Rivers by Executive Order officially designated the same Georgia Defense Corps to replace the Georgia National Guard during Federal service. War was in full swing in Europe, and was not going well for England and France. The Georgia National Guard, along with the Guards of the

neighboring states of North Carolina, South Carolina, and Tennessee, comprised the 30th Infantry Division, and rumors were strong the “Old Hickory” Division would soon be federalized.

The authorized strength for the Georgia State Defense Corps as of June 1940 was 6,000. By 19 September 1940, only 45 of the authorized positions were not filled; 2,955 officers and 3,000 enlisted men had volunteered to serve. (By 1943 this number had increased to over 11,000 officers and enlisted). On 16 September 1940, the first elements of the Georgia National Guard were federalized for one-year active duty. By November 1941 President Franklin D. Roosevelt had placed the entire Georgia National Guard on active duty for one year. Few could have foreseen at that time that those Georgia National Guardsmen would be on active duty for five years and many would never return home. In October 1940, just before the 1940 Gubernatorial election, Governor Rivers addressed the unit commanders of the Georgia State Defense Corps by saying, “I am very proud of the State Defense Corps and commend its members; our country has had to fight for nearly everything we have attained, and we expect to uphold our traditions won by fighting.”

In November 1940, Eugene Talmadge was elected Governor of Georgia for a third term,



Figure 39. Governor Eugene Talmadge.

replacing Ed Rivers. Talmadge had previously served two terms from 1933 to 1937. One of his acts under his authority as Governor, as Commander-in-Chief of “the Army, the Navy, and the militia thereof” of the State of Georgia was to reorganize and expand the mostly “infantry based” Georgia Defense Corps into something much more extensive. His Proclamation issued 15 April 1941 renamed the Georgia Defense Corps the “Georgia State Defense Corps” and split it into 3 branches; the infantry-based Georgia State Guard , the MP-based Georgia Military Police, and the Army Air Corps-based Air Patrol. The Georgia State Defense Corps was organized into 297 units, and designated by cities and towns and numbered 1 to 297; for example, Waycross Unit No. 72” or “Atlanta Squadron 1”.



Figure 40. Major L.G. Mason and his staff of Atlanta Squadron 1 getting ready for an airshow back in late spring 1941. Atlanta Squadron 1 still exists, as Civil Air Patrol Squadron GA-003.

The Governor appointed Colonel Ryburn G. Clay as commander of the GSDC, and Lt. Col. Winship Nunnally as commander of the Air Patrol of the GSDC. As the Air Division of the GSDC, this Air Patrol unit was responsible for performing air missions for the State of Georgia, in place of the absent Georgia National Guard air units.



Figure 41. Air Patrol members stand ready for inspection at McKinnon Field, St Simons Island, GA, May 1941. This location would later become activated as Coastal Patrol Base 6.



Figure 42. Georgia Wing's first Wing Commander.

Colonel Nunnally was a well-known pilot and influential and powerful businessman of

1940s Georgia. A 1904 graduate of the University of Georgia (and later, Yale), George Winship

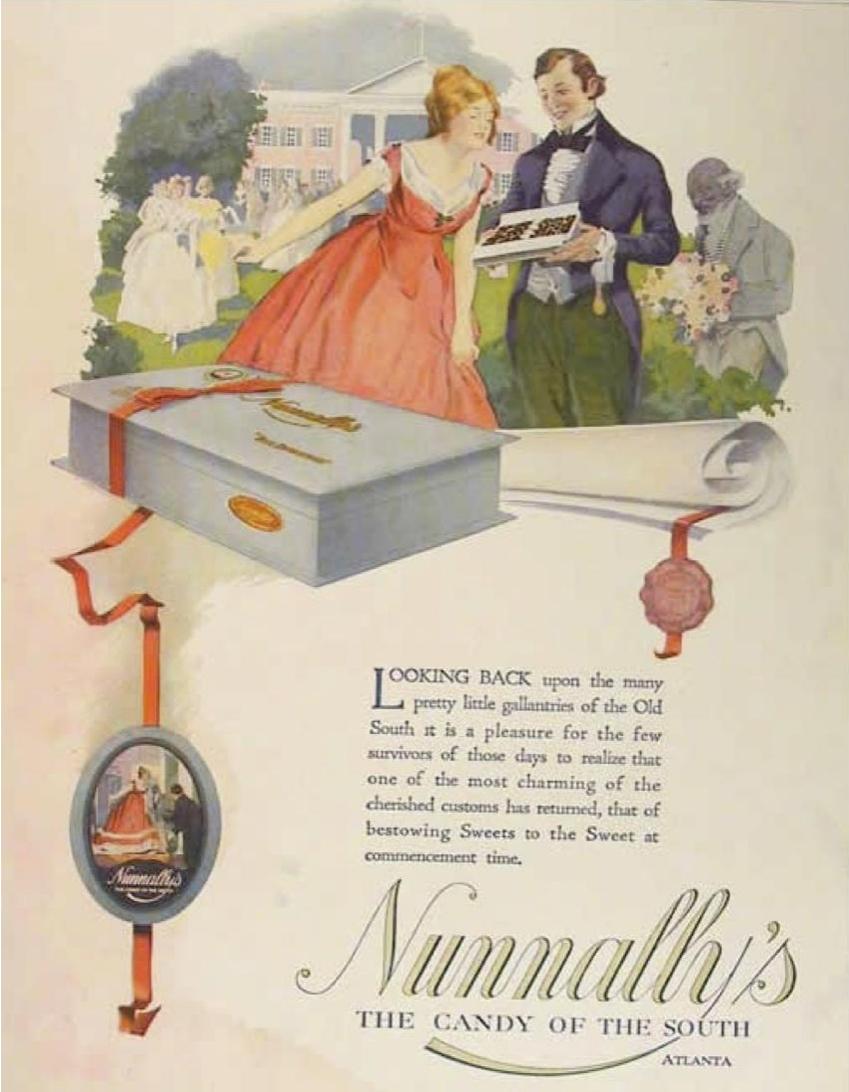


Figure 43. Winship Nunnally was president and son of the founder of this company.

Nunnally was born in Atlanta on 1 January 1885 to regionally-famous Nunnally Candy company owner James Hilliard Nunnally and his wife Cora Winship Nunnally. He was a very competent businessman, who in addition to helping make his father's business a household name across the South, also rose through the corporate ranks to not only become president of his father's company, but also to sit on the boards of such well known companies such as Delta Airlines, Coca-Cola, and Trust Company of Georgia (now known as SunTrust). (One of his fellow board

members and friends was Herman Talmadge, who was a son of Governor Eugene Talmadge and who served later Governor of Georgia in his own right). He was a very competent pilot who learned to fly at Candler Field (the main Atlanta commercial airport of the 1920s through the war years), whose son Winship Nunnally, Jr. was also a pilot who flew with the Royal Air Force and RCAF prior to and during WW2. (Winship Nunnally Jr. also flew missions as a GAWG CAP officer after the war).



Figure 44. Winship Nunnally, Jr.

The senior Winship Nunnally was also one of the major founders of the very exclusive Tuxedo Park neighborhood (location of current Georgia Governor's Mansion) of the exclusive Buckhead area in Atlanta, where the Nunnally House built in 1933 still stands off Valley Road. He also had a summer home off Spalding Drive in Norcross, off the Chattahoochee River near Holcomb Bridge Road, close to his neighbor General Lucius Clay (World War II and Cold War military leader and architect of the Berlin Airlift). He was also an avid hunter, and traveled around the southeast U.S. in more peaceful times as his work schedule and CAP duties allowed.



Figure 45. Winship Nunnally hunting in Homosassa Springs, Florida 1946

After the war, and later in his life he concentrated on his various business interests, and was a multimillionaire several times over by the time of his final departure from this world. Still, his legacy lives on in the lives of many Georgians today, as he was a founding member of the President's Club at the University of Georgia (a organization dedicated to helping raise funds from private donors to support the University's programs), and 3.28 million dollars of his extensive fortune were bequeathed to the University as "unrestricted funds" to help support a variety of programs that state funding and tuition do not completely cover. Investment dividends from that initial money he provided are still helping to more fully educate UGA students to this day.



Figure 46. Georgia Defense Corps (Aviation Division) and GSDC Air Patrol pilot wings, 1940-41.

Initially the unpaid members of these three branches of the GSDC were scheduled to wear the blue Civil Defense uniform as a duty uniform. Due to the a shortage of those type uniforms, coupled with a ready availability of khaki cloth and uniforms being produced for the U.S. and its allies, and in recognition of the military support nature of the duties assigned to these members, these State Guardsmen, Georgia MPs, and Air Patrol members were granted the privilege of wearing a distinctive uniform similar to that of their active duty, reserve, and National Guard counterparts. The “U.S.” collar brass on all uniforms were replaced with “GA”, and the regular officer commissioning braid and piping on the overseas cap were replaced with distinctive red versions. Georgia State Guardsmen and Georgia Military Police wore the GSDC seal in place of grade insignia on the overseas cap, and members of the Air Patrol wore a silver “prop and wings” insignia at the same place on the cap. GMP Officers wore a distinctive brassard and “Georgia Military Police” badge in addition to the usual MP accoutrements associated with such duty. Air Patrol officers fully qualified as pilots wore special distinctive pilot wings with “GA” superimposed on them, and members of all three branches wore the Georgia State Defense Corps patch on the left shoulder.



Figure 46. Georgia's first "Wing Patch".

On a trip through Georgia in June of 1941, aviation writer Gill Robb Wilson touted the idea of a nationwide organization of pilots who could be of service in the inevitable conflict to come. Drawing on the experiences of similar organization in other states, such as the Ohio Civil Air Reserve, and the New Jersey Civil Air Defense Service, Wilson's vision of one umbrella organization that could work across state lines was very intriguing to several pilots in the state, including Colonel Nunnally, who knew Wilson quite well from both men's time in the National Aeronautics Association. Colonel Nunnally realized that the coming conflict would touch the lives of all his fellow Georgians in a way unknown since the Great War, necessitating the blending of a patchwork of various state groups from around the country into one group under a common command structure, with a common mission set. Likewise, the leadership of the fledgling national-level Civil Air Patrol also saw the advantages of making use of preexisting groups of trained pilots and other individuals that already existed at the state level in various U.S. states. Indeed, it is a very great credit to such men as Gill Robb Wilson and General J.F. Curry that they were able to so efficiently blend such diverse groups as the Ohio Civil Air Reserve, the New Jersey Civil Air Defense Services, the Air Squadrons of the Florida Defense Force, and the Air Patrol of the State of Georgia into one national Civil Air Patrol. In furtherance of that blending process, Colonel Nunnally was invited for a meeting with General J.F. Curry in September of 1941 to discuss the matter further, and when Wilson and Curry's vision of a national level Civil Air Patrol became a reality on 1 December 1941, it was Colonel Nunnally who was the appointed leader at the helm of what was now known as the Georgia Wing Civil Air Patrol.

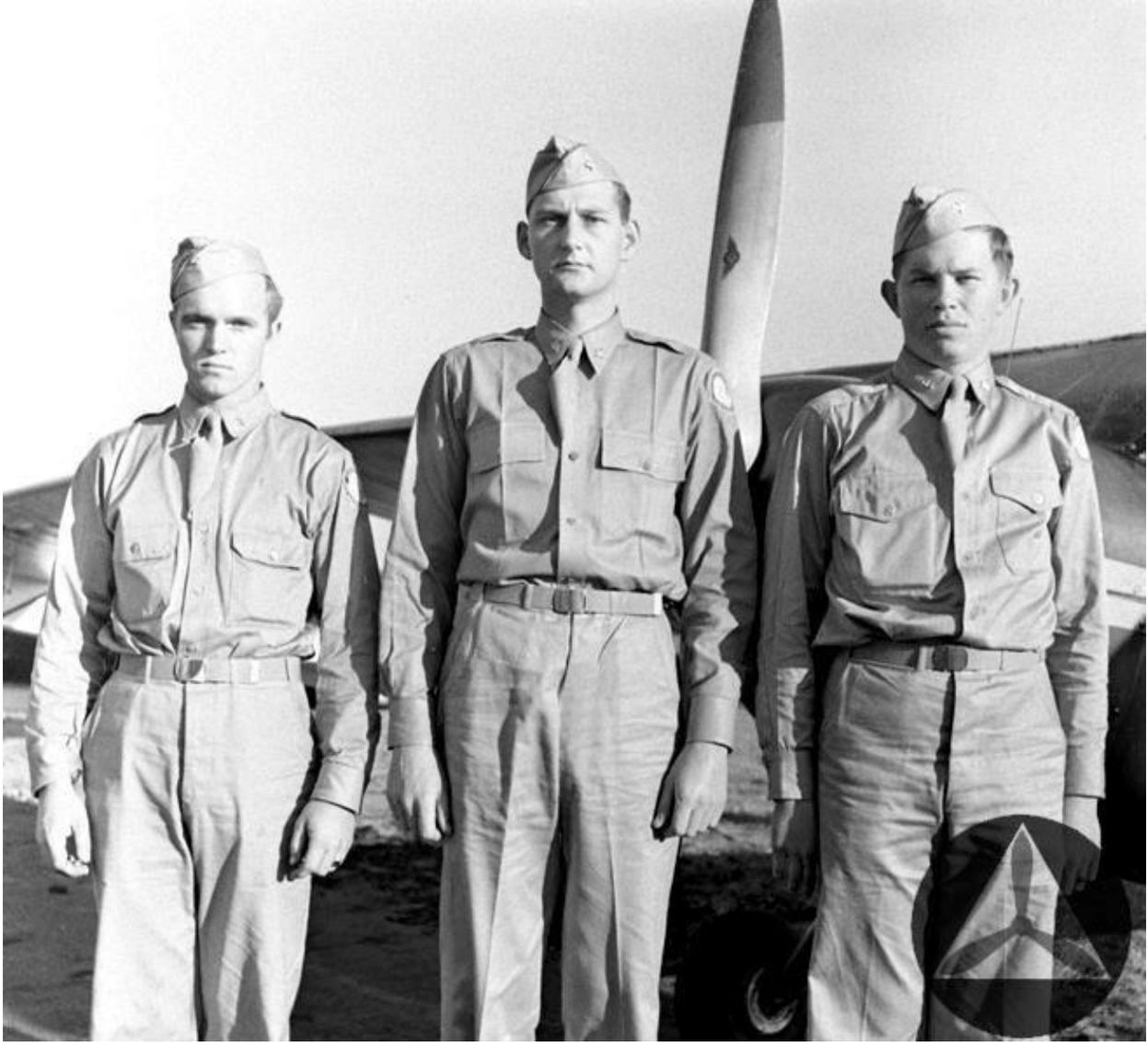


Figure 47. Air Patrol members, Spring 1941.

Since the Air Patrol of the State of Georgia already had a uniform dating from its days as the Aviation Division of the Georgia State Guard, and later the separate Air Patrol pre-1 December 1941, it was very common for those early Georgia Wing CAP members to convert their khaki uniforms (bought by the members or from funds provided by their home cities/counties) over to the standard CAP uniform of the war years. With the replacement of the Georgia State Defense Corps shoulder patch on most uniforms with the familiar “prop and triangle” CAP patch, and the replacement of the “GA” collar brass with “C.A.P.”, these members were now in uniform and ready for serve not only their state, but their nation. The State of Georgia then, (as now, with a law still on the books today) under OCGA 38-2-275, is very restrictive on wear of military-style uniforms. It states:

“38-2-275. Unlawful wearing of uniforms and devices indicating rank; penalty

(a) It shall be unlawful for any person except members of components of the armed forces of the United States, members of the organized militia of this or any other state, members of associations wholly composed of persons honorably discharged from the armed forces of the United States, and members of associations wholly composed of children of veterans of any war of the United States to wear any uniform or any device, strap, knot, or insignia of any design or character used as a designation of grade, rank, or office such as are by law or by regulation, duly promulgated, prescribed for the use of the organized militia or similar thereto, provided that this Code section shall not apply to cadets of military schools, the Boy Scouts of America, or to persons wearing on the stage any such uniform at theatrical or like performances.

(b) Any person violating subsection (a) of this Code section shall be guilty of a misdemeanor.”

There is also a related bit of Georgia code that covers support for organized military-style groups in the state of Georgia (also still on the books) that had an effect on the wartime Georgia Wing, specifically OCGA 38-2-277, which states:

“ 38-2-277. Unauthorized military bodies prohibited; exceptions; support by counties or cities prohibited; penalty for membership

(a) No body of men other than the organized militia, components of the armed forces of the United States, and bodies of the police and state constabulary and such other organizations as may be formed under this chapter shall associate themselves together as a military unit or parade or demonstrate in public with firearms.

(b) Associations wholly comprised of military personnel honorably discharged from the service of the United States and benevolent and secret organizations may parade in public with swords. Students in educational institutions where military science is a prescribed part of the course of instruction may drill or parade with firearms in public under the supervision of their instructors. This Code section shall not be construed to prevent parades in public with firearms by authorized organizations of the organized militia of any other state.

(c) No political subdivision of this state shall raise or appropriate any money toward arming, equipping, uniforming, or in any other way supporting, sustaining, or providing drill rooms or armories for any such unauthorized organizations.

(d) Any person who actively participates in an unauthorized military organization or who parades with any unauthorized body of men as set forth in subsection (a) of this Code section shall be guilty of a misdemeanor.”

As the State of Georgia at the time considered the wartime Georgia Wing CAP at least nominally to fall under the allowed organization list in both OCGA 38-2-275 (a) and 38-2-277 (a) because of its roots in the predecessor Georgia State Guard Air Division and later Air Patrol (albeit, as members of an authorized state force called to Federal service first under the Office of Civil Defense, and later as an Auxiliary of the Army Air Forces), Georgia Wing members were now allowed to wear a distinctive variant of the Army Air Forces uniform that was not too different from the one they were wearing previously. The State of Georgia did, however, insist that GAWG members continue to wear the Georgia State Defense Corps patch on some uniform items (such as flying clothing) so Georgia National Guard officers (and members of other State of Georgia government entities) who provided oversight of GAWG CAP (much as CAP-USAF does now) could identify Georgia personnel. In fact, it would not be until 27 November 1950, in preparation for expected wear of a variant of the “new” Air Force Blue uniform by Civil Air Patrol members, that that patch was officially replaced with a new design.



Figure 49. Georgia Wing Commander Lt Col Winship Nunnally, Atlanta Squadron 1 Commander Major L.G Mason, and a Georgia National Guard officer inspecting the CAP Tow Target unit at Albany Municipal Airport 1942. Please note the Georgia State Defense Corps patch on the flight jackets.



Figure 48. Georgia Wing patch approved 27 November 1950.

Shortly after the activation of the Georgia Wing Civil Air Patrol under the U.S. Office of Civil Defense and General Curry on 1 December 1941, the other elements that had been functioning under the Georgia State Defense Corps were called to duty by proclamation of Governor Talmadge on 10 December 1941 (just 3 days after the Japanese attack on Pearl Harbor), and placed under command of Brigadier General Omar Bradley, who was Commanding General of Georgia's Fort Benning at the time. To fulfill their role in the defense of Georgia, GSDC personnel were placed at vital points throughout the state, including all waterworks, power plants, and big power dams, as well as all railroad bridges, airports and broadcasting stations in Georgia. Also, the state began issuing obsolete but still fully functional firearms still stored in the state armories to personnel operating under the GSDC umbrella. According to Colonel Gene Lowry of the Georgia State Defense Force (in an interview conducted in 1991 by Georgia State Defense Force Command Historian Colonel Richard Elwell) of Lowry's original unit he joined back when he was an 18 year-old high school senior during the war : "Our weapons consisted of 12-gauge shotguns, single barrel with plastic stocks . . . then we were issued new weapons, the old British Eddystone Enfield, .30 caliber that must have weighed 15 pounds, also one Thompson .45 caliber Sub-machine gun and one .45 caliber Revolver". As the ground units were organized in a similar manner to the infantry and military police, the unit officers were issued the pistols, a designated specialist (usually a combat veteran of the Great War) would be issued the Thompson submachine gun, and the regular enlisted troops of the GSDC would have been issued the Enfield rifles. The British Enfield rifle in question would have been the M1917 Enfield Rifle design produced as 30.06 caliber variant of the "Pattern 14" .303 caliber Enfield Rifle. It was the standard infantry rifle of the Georgia National Guard during the Great War, and was used by second-line units of volunteers, such as the British Home Guard

and several state forces well throughout the Second World War. (If the reader is a fan of the classic BBC television show “Dad’s Army”, which was shown on Atlanta’s WPBA 30 Georgia Public Television Station many times in the past, it is the same model of rifle carried by the members of Captain Mainwaring’s “Wilmington-On-Sea” platoon on the show).



Figure 50. M-1917 British Enfield Rifle.

The rifle used a modified Mauser turn-bolt action, and weighed about 15 lbs counting the bayonet, sling, oiler, and ammunition. It had a length of 3 feet and 11.25 inches, with a barrel length of 26 inches. It had a muzzle velocity of 2,800 ft/s (with Cartridge .30 M2 Ball ammunition). It had an effective firing range of 600 yards, and a maximum firing range of 5,500 yd (with .30 M1 Ball cartridge). It was fed from an internal 6-round magazine, and could be reloaded relatively quickly using a 5-round clip. Over the years it has been used as a drill rifle by various cadet organizations (including both ROTC and the Civil Air Patrol Cadet Program), and the Danish Slædepatruljen Sirius still use the M1917 as a service weapon due to high

reliably of bolt-action rifles in harsh conditions. It is also used by some hunters as a rugged and reliable hunting rifle for large game such as mountain lions, bears, elk, and deer.

The efficacy and necessity of issuing armaments to members of the GSDC and its affiliated forces during the early days of World War II was proven by actions very early in the war. For Georgians, especially in coastal areas, the war was not something “far away” across the ocean, but was something they could see and hear for themselves. Almost nightly, sinking ships could be seen burning off the coasts near the major ports of Savannah and Brunswick, with remains of the content of those ships washing up upon Georgia shores a few days later. While there were regular and reserve military assets of the Army and Navy available, and even some fixed Coastal Artillery positions (such as the one on Tybee Island once commanded by a young Lt Col named George C. Marshall), most of those consisted of training or logistical support facilities such as Camp Benning in Columbus, Camp Currahee in Toccoa, Camp Stewart in Hinesville, a couple of Royal Air Force training bases in Albany and Macon, Robins Field in Warner Robins, Moody Field in Valdosta, Chatham Field in Savannah, Marietta Field in Marietta, and NAS Atlanta in Chamblee. Only two facilities, Hunter Field in Savannah and NAS Glynco were specifically set up to serve as antisubmarine combat bases early in the war, and the Glynco installation was set up with a large part of its facility dedicated to the use of Navy blimps as antisubmarine sighting platforms. They did what they could to help defend our coastlines, but antisubmarine warfare dedicated bases were few and far between, and enemy U-boats could often quickly sink a boat loaded with war materiel and be out of the area before Army or Navy antisubmarine assets could arrive to engage the enemy. These U-boats were able to operate with such impunity early in the war, that one even managed on 8 April 1942 to surface and rake part of the port of Brunswick with machinegun fire, then escape back out to sea unharmed before

Army or Navy bombers could engage them. Also, not only were those German U-boats wreaking havoc on coastal shipping in the manner of conventional warfare, but they were apparently attempting to come ashore to drop off spies and saboteurs as well. A German spy was caught by the FBI at Jekyll Island attempting to note locations and movements of several very well-to-do industrialists who had winter homes on this island, plus Cumberland and Sea Island (in preparation for a German plan to assassinate them to disrupt the war effort), and U-boat crews were caught landing personnel in civilian clothes on a small island called Horse's Head north of Sapelo Island.



Figure 51. Georgia State Guard troops, ready to protect vital state facilities.

In response to the earlier actions by hostile forces, the Georgia State Guard put every available member of their ground forces from the 8 State Guard Districts around Brunswick on shore patrol duty. The state guard also after this expanded their forces into a maritime patrol role, and established a State Guard Volunteer Navy (consisting of various yachts and other small craft pressed into service as extra “eyes and ears” to monitor and patrol Georgia’s coastal waters). In order to placate those who at the time were saying that these were just “civilians” who had no business conducting a private war against America’s enemies, the State of Georgia even paid a lease fee of \$1 per vessel/aircraft per year to the legal owners of the surface vessels used by the Volunteer Navy, and to the legal owners of the aircraft flown by Civil Air Patrol so that these vessels and aircraft would legally be considered government vessels/aircraft. And, as the personnel were part of a Federally authorized, legally armed, militarily-uniformed force using government-leased conveyance and military-issued weapons to conduct patrol operations, functioning under the direction of a military chain-of-command (Army General Omar Bradley for the Georgia State Guard effective 10 December 1941, and Army Air Forces General John F. Curry effective 8 December 1941), all requirements under Annex IV of the Hague Convention of 1907 (of which both the United States and Germany were signatories) for status as “legal belligerents” under the Laws of War were met.

In spite of all these conditions being met, some persons at the time still argued that since all those personnel operated in place of the mostly absent foreign-deployed National Guard troops, and were not actually members of the National Guard during their period of

service in CAP or the Georgia State Guard, that they were still “just civilians playing military”. Three separate contemporary bits of evidence refute the conclusions of those who said such things at the time. Please consider the following.

- 1) These members were ordered to seek out and destroy the enemy. AAF Antisubmarine Command Instruction No. 1, Nov. 27, 1942. charged coastal patrol units: ” To patrol coastal shipping lanes as directed during daylight hours for the purpose of protecting friendly shipping and of locating and reporting enemy submarines, enemy warships, or suspicious craft, and to take action as equipment permits in destruction of enemy submarines; to conduct such special antisubmarine missions as are directed by headquarters, Army Air Force Antisubmarine Command.”
- 2) This small group (including CAP members assigned to Coastal Patrol duties) took the same oath of enlistment as other military members.
- 3) They were considered civilians at the Federal government level until a May 8, 1942 Army Judge Advocate General Opinion (SPJW 373.1) said coastal patrol units: “are accompanying or serving with the Army of the United States in the field, and that under the provisions of Article of War 2(d) they are amenable to military discipline and subject to the jurisdiction of military courts.”



Figure 52. Coastal Patrol Base 6 Base Commander Major Thomas H. Daniel.

When it was established that CAP members could act as belligerents towards the U-Boat menace operating off the Eastern seaboard, Civil Air Patrol went about the establishment of a system of Coastal Patrol bases all the way from “Bar Harbor to Brownsville”. Partially because of the proximity to the Port of Brunswick, and partially because there had already been a prewar Air Patrol unit at the location, McKinnon Airport on St Simons Island seemed to be the logical



choice. Also, it didn't hurt that the airport had an exterior guard of armed Georgia State Guard ground forces to complement the Base interior guard of CAP Guards, as well as the rescue boats of the State Guard Volunteer Navy. On 12 May 1942, National Headquarters Civil Air Patrol established CAP Coastal Patrol Base 6 at the location, and appointed Major Thomas H. Daniel as Base Commander.

Major Thomas H. Daniel, (CAP ID 4-2-36) was born 27 January 1909 in Atlanta, Georgia. He attended Culver Military Academy, Oglethorpe University, and completed his post-graduate degree in business and insurance at New York University. He was an extremely competent pilot, a natural leader skilled in the military arts, and a "lead-from-the-front" type of officer. Like Georgia Wing Commander Winship Nunnally, he began his CAP career as an officer in the Aviation Branch of the Georgia State Guard, then the Air Patrol of the State of Georgia, and finally in the Georgia Wing Civil Air Patrol post-1 December 1941. He knew Colonel Nunnally personally, and had served as an officer directly under Nunnally's command at every stage of his career up till assuming command of Coastal Patrol Base 6. Under his leadership, the Base became one of the best equipped and provisioned Coastal Patrol Bases on the Atlantic seaboard. With the help of the Commanding General of Fort McPherson, Major General Eric Fisher Wood, (who had to come see CAP operations at the base firsthand), the base was provided with 3 large portable buildings (for use as a Briefing/Ops, Engineering, and Mess Hall), as well as 2 staff cars, 4 Jeeps, several 2 ton 6-wheel 4-wheel-drive trucks, and a larger truck to be used at the base ammo dump. When the U.S. Navy tried to take over part of the base as a training field for F4F training, he established a rapport with the USN CO, Commander

William Daniel Thomas, that allowed priority operations for armed CAP Coastal Patrol flights. While the Naval aviators initially made fun of these CAP flyers with their red shoulder straps, they developed a newfound respect for the CAP pilots after a couple of those Naval aviators crashed in the sea, and CAP pilots flew out in bad weather to find those aviators, staying on station until rescue boats of the State Guard Volunteer Navy could arrive to return them safely to shore. After the successful completion of the Coastal Patrol mission along the Atlantic, Major Thomas Daniel was asked by CAP National Commander Earle L. Johnson to continue his outstanding work as a CAP officer at the Southern Liaison Patrol Base at El Paso, TX.



Figure 53. Coastal Patrol Base 6 pilot on patrol in 1942.



Figure 54. GAWG Commander Lt Col Nunnally inspecting CP Base 6, 1942.

Since there was, in fact a war on, everyone in uniform had to work together to help keep the state and nation safe, including training together to be of more effective use in the defense of the nation, and as a force multiplier. The Georgia State Guard, as the primary state resource for helping in ground defense in place of the activated Georgia National Guard units, was responsible for training other state forces in weapons familiarization and ground defense. Below is a photo from 1942 of Georgia State Guard members training Georgia Wing CAP members in marksmanship.



Figure 55. GAWG marksmanship training by Georgia State Guard in 1942.

Of course, in return, the Georgia Wing CAP also assisted the Georgia State Guard with training as well, as this 1942 article from the Augusta (Georgia) Chronicle newspaper indicates.

State Guard Unit Holds Maneuvers

CAP Planes 'Bomb' Force As Training Is Opened

Bivouac maneuvers for the state guard unit 228, under Lieutenant James P. Walker, were started yesterday afternoon when the unit formed at the Joseph R. Lamar school preparatory to the march to the scene.

Approximately 50 state guardsmen made the march on foot to the upper end of Richmond county, a distance of nearly 10 miles.

The maneuvers began yesterday afternoon when Civil Air Patrol planes "bombed" the guardsmen as they marched to the field of action. The bombing was a secret tactic and was known only to the officers of the unit.

Exercise this morning will begin with a 15-minute church service by the Rev. Franklin Taylor as a part of the regular schedule. This is to be followed by hand grenade practice, the digging of slit-trenches and one and two-man foxholes, the erecting of prone shelters and various other field problems.

The bivouac problems are to end tonight at 8 o'clock, after which state guardsmen will return to Augusta.

Figure 56. CAP assists Georgia State Guard with training in 1942.

Of course, the Georgia Wing performed other duties during the war, such as tow-target duties at the CAP Tow-Target Base in Albany, GA, and forest patrol duties in the heavily-wooded area of the Forest Patrol Base at Rome, Georgia. In addition, they helped the Army Air Forces with recruiting Aviation Cadets. Below is a 1943 picture of a recruiting event held in Savannah. Mayor Thomas Gamble is 5th from the left, and Capt S. E. Perkins, commanding officer of the local Civil Air Patrol unit, is 4th from the left.



Figure 57. CAP assists with recruiting Army Aviation cadets, Savannah 1943.



Figure 58. GAWG Ground Team responds to "victim" during a SAREX in 1942.

In addition to those wartime-type missions, Georgia Wing Civil Air Patrol members responded in wartime disaster relief missions and missions searching for lost aircraft not very much different from what might be encountered in more modern times, in addition to practicing for the same. Here is a photo of GAWG members training for response to practice “victims” of an aircraft crash during a practice mission during the war.

One should remember that the Georgia Wing can trace its history back to military roots, meaning that close order drill was also a part of the training curriculum. Aside from the fact that it presented a good example to the Cadet members of the Wing, it also emphasized the more military nature of the early Georgia Wing. Here is a photo taken somewhere in central Georgia earlier in the war, of some members of the Wing participating in drill as part of an exhibition on behalf of the public during the war.



Figure 59. Georgia Wing members in drill exhibition, circa 1943.

Overall, Georgia Wing was one of the more successful Wings in the nation, and the service of its members drew high praise from both the State and Federal Governments. In recognition of the nature of the service of those early members, the War Department awarded 824 Air Medals to Civil Air Patrol members. (In fact, the first 2 Air Medals ever awarded to members of any branch of the Armed Services were awarded to Civil Air Patrol members involved in the Coastal Patrol mission). The Air medal was established for use by all branches of the US Military establishment on 11 May 1942. Basis for its initial establishment was Executive order 8158 dated 11 May 1942 (Section III, Bulletin 49, War Department, 1942), as amended by executive Order 9242-A of 11 September 1942 (Section III, Bulletin 49, War Department, 1942), and further amended by the National Security Act of 1947. It is awarded to any member of the Armed Forces of the United States for qualifying service after 8 September 1939. It is a combat or non-combat award awarded to individuals "who have distinguished themselves by meritorious achievement while participating in aerial flight." It may be conferred in recognition of either single meritorious actions, or for sustained operations against armed enemies of the United States. It was designed by Walter H. Hancock, and is in the form of a 16-point sculptured bronze compass rose. The obverse depicts an American Bald Eagle volant in an attitude of attack, gripping flashes of lightning in its talons, centered in the compass rose. A suspension ring is attached to the medal making use of a fleur-de-lis. Passed through the suspension ring is a ribbon of medium blue with narrow golden-orange stripes on either side. The reverse contains a raised disk, often left blank at the manufacturing stage to allow engraving of the medal recipient's name. Awards presented to CAP members were uniquely engraved, and bore the typical inscription "(Name), (Member's grade), Civil Air Patrol Active Duty, 1942-43".



Figure 60. The Air Medal (front view).



Figure 62. . Back view of an Air Medal awarded to a CAP member in recognition of his wartime service.

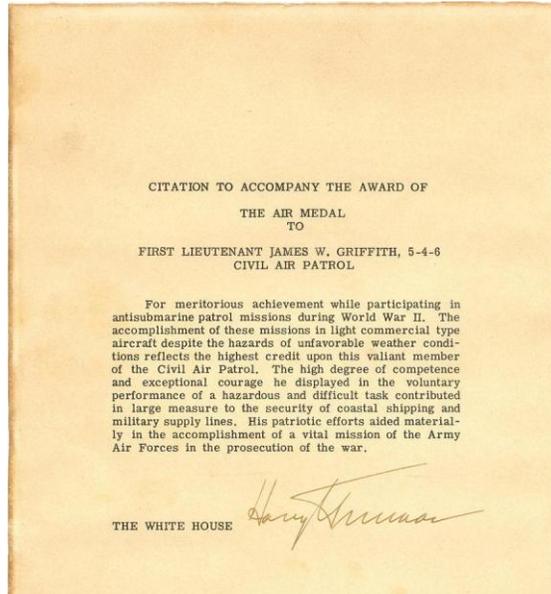


Figure 61. Citation accompanying award of the above listed Air Medal.

In addition to the award of the Air Medal, many Civil Air Patrol members who served in various wartime missions such as armed Coastal Patrols, Tow-Target, and Southern Liaison Patrol were also recognized by the newly-established United States Air Force in the late 1940s by the awarding of Certificates of Honorable Service (Belligerent) to confirm the status of those early CAP members as “lawful combatants” under both U.S. and international law. These certificates served as proof to those who might deride the nature of the wartime service of those early members as “wannabes playing army”, that the nature of the service of those members was definitely combatant, performed under the direction of a branch of the Armed Services, and was done under full color of law.

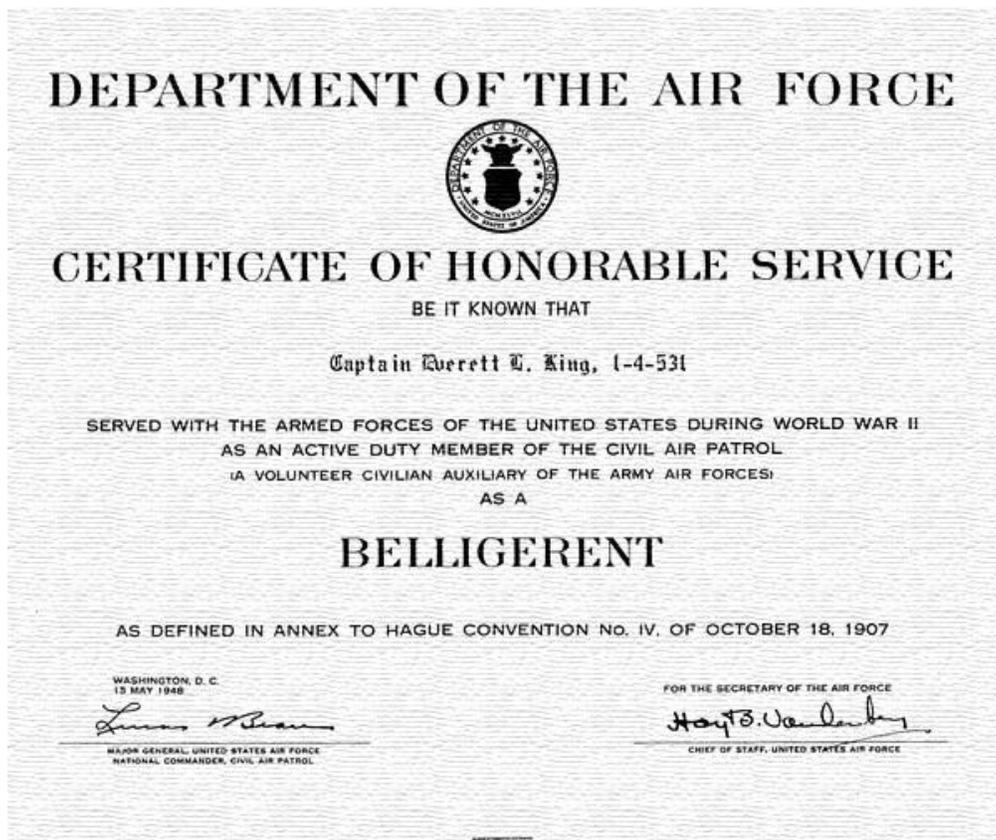


Figure 63. Belligerency Certificate issued to CAP members by the USAF.

HEADQUARTERS AND HEADQUARTERS SQUADRON
CIVIL AIR PATROL - UNITED STATES AIR FORCE
Bolling Air Force Base, Washington 25, D. C.

11 April 1949

Dear CAP Member:

It is with a great deal of pleasure that I forward to you the long-awaited Certificate of Honorable Service for your wartime duty with Civil Air Patrol. I think you will agree with me that it is a worthwhile certificate, issued in recognition of worthwhile service.

Please bear in mind the fact that the rank indicated on the certificate was taken from records several years old. In many cases the rank is not indicated on these records. I felt that since this certificate was for wartime service, it should be issued on the basis of rank during that time.

I hope that you are still an interested active member of Civil Air Patrol. Through necessity the organization has changed somewhat from wartime days, but the same spirit of patriotic service is prevalent. If you have become inactive, why not contact your local CAP unit to find out what the present organization is doing and planning? You will find that CAP has a future, as well as a past.

You who receive this certificate are the foundation on which today's Civil Air Patrol was built; I am sure that we can depend on your continued support.

Sincerely yours,

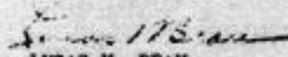

LUCAS V. BEAU
Major General, USAF
National Commander

Figure 64. NHQ memo to accompany Certificate of Honorable Service.

Unfortunately, due to the inherently dangerous nature of wartime duties, not every one of those early Civil Air Patrol servicemembers managed to make it back to their families alive. While even the loss of one life in the line of duty is a tragedy that should be avoided, it happens in wartime, and so the War Department made an honest effort to provide a visual item that the families of some of those members who lost loved ones in the service of their country with CAP could display. The “Gold Star Banner” is traditionally provided to families of those who die in the service of the United States Armed Services, and since CAP fell under the Army Air Forces, the War Department came out with a banner for the next-of-kin of those members as well.

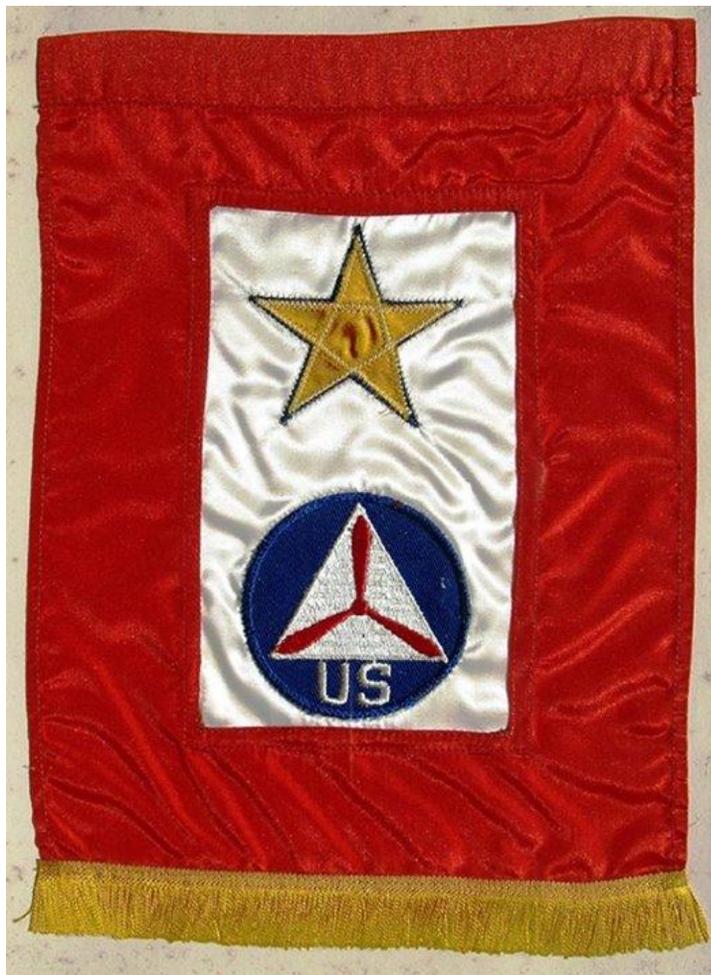


Figure 65. Gold Star Banner for fallen CAP members.

With the victory over the Axis forces in 1945, and thus the end of the war, U.S. military forces that had been stationed overseas began returning home in large numbers. Because of this, the vital wartime missions of organizations such as the Civil Air Patrol, the Georgia State Guard, and other similar groups around the country were not so urgently needed as before. In Georgia with the return of the National Guard, the Georgia State Guard quietly returned their Enfield rifles, Thompson submachineguns, and combat shotguns back to the state arms rooms from where the state initially issued them, in preparation for that organization's return to a less "combat oriented" and more ceremonial mission. Likewise, the Civil Air Patrol returned any unused Coastal Patrol use AN/M-30 100-lb bombs, issued M1911 .45 Colt Automatic Pistols, .38 revolvers, and issued rifles back to the Army.



Figure 66. Army Issue Colt M1911 of type issued to CAP Coastal Patrol personnel.



Figure 68. Captain James P. Knott and CP Base 6 clerk Laura Jane McClain in Base Operations, 1943. Note .45 pistol on pistol belt.

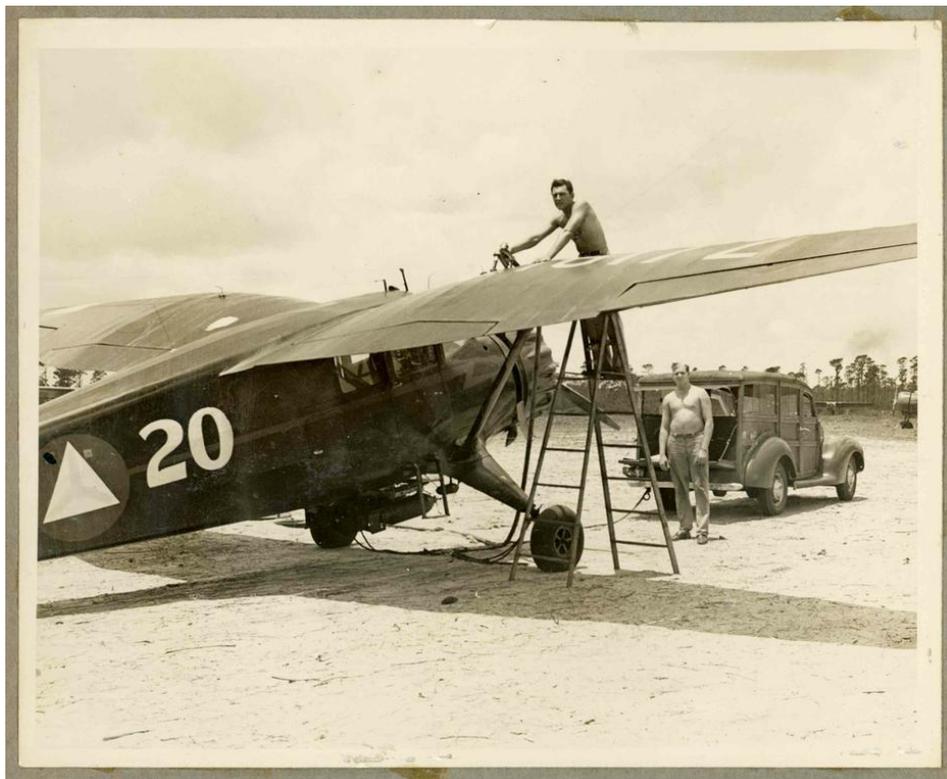
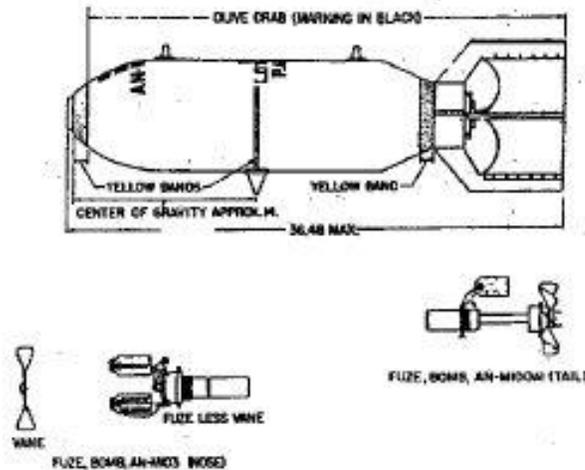


Figure 67. Armed CP Base 6 CAP aircraft being fueled up for antisubmarine mission – 1943.

BOMB, GP, 100-POUND, AN-M30



Description. The GP and M series bombs of 100-pound weight have the same dimensions. The GP is distinguishable from the M-series by the fact that it has a base plug in the tail and a single suspension lug in addition to two Army lugs. The old GP bombs are a relatively thin-cased bomb with an ogival nose, parallel sidewalls, and a tapered aft section. It uses both the box type and conical type fin assembly. The box-type fin assembly is secured to the aft end of the bomb with a fin locknut, while the conical-type fin assembly is secured to the bomb body by means of a support tube. The two Army lugs are 14 inches apart, each 7 inches from the center of gravity. The single suspension lug is on the center of gravity 14 inches behind the nose. The weight of the case is 42.1 pounds and the fins weigh between 5.6 to 17.5 pounds. The filler is 50/50 amatol, TNT, or Tritonal. Percentage of filler is approximately 49 percent. The AN-M30 Bomb is fuze in the nose with the AN-M103 Fuze and in the tail with the AN-M100A2 Fuze. Alternate fuzes that may be used as substitutes or for special purposes are the M103, M118, or M119 Nose Fuzes, and the M112, M100, M106, or its modifications, or the AN-M100A1 Tail Fuzes.

Length, assembled bomb

Fin assembly AN-M103A1	40.26 inches
Fin assembly M135	54.2 inch
Diameter	8.18 inch
Weight of Filler	
TNT	57 pound
Amatol	54 pound
Tritonal	62 pound
Fuze:	
Nose	AN-M103, M103, M118, M119
Tail	AN-M103, M112, M100, M106, AN-M100A1
Painting and Markings	Olive drab with black stencil, 2 yellow bands (1 aft, 1 center)

Figure 69. 100-lb bomb of type carried by CAP aircraft during the war.



Figure 70. B-7 Bomb shackle the Army used to mount bombs to aircraft used on CAP Coastal Patrol missions.

Since CAP had been serving as an armed auxiliary of the Army Air Forces, and had in fact engaged enemy forces in armed combat during the Second World War, there was an attempt by Congress towards the end of the war and immediate postwar era to formally grant veterans status to CAP members who performed such duty. In a speech to the U.S. Senate on 21 November 1944, Senator Robert Reynolds of North Carolina said of the Civil Air Patrol: “The veterans of the CAP volunteered for one thing and were commanded to do another by the War Department, but because of their original intentions, there exists an opinion in high places that they are just civilians like many that watched for forest fires or spotted airplanes. Unlike many other civilian organizations which performed admirably, these veterans not only performed their civilian functions, but were further commanded to seek out and attack an armed enemy and to engage him in mortal combat. Upon being commanded to engage the enemy, these men ceased to be

civilians and became combat troops.... These veterans of the CAP were instructed carefully about prescribed uniform insignia, because in the event of capture by the enemy they would be treated as soldiers only if such insignia were properly displayed. This would not indicate a status of either civilians or guerrillas according to concepts of international law. There is one and only one answer to their status; that is, they were soldiers of the United States, and as such they are entitled to all rights and privileges pertaining thereto. Regardless of the original intentions ... these men were by command of constituted authority made combat troops and so used in the conduct of this war.... To deny these men veteran's status on the grounds of establishing a precedent for others to seek similar status is a denial not based on justice nor even practical considerations. These men are comparatively few in number and regardless of deaths, wounds, injuries, or personal sacrifice in line of duty, these men were made combatants not by choice of their own, but by command of the War Department.... These men did not question the right of the War Department to make them combat troops; now who has the right to question whether or not they were soldiers?" An additional attempt was made in 1945 to award veteran's status to Civil Air Patrol via House Bill #2149 and Senate Bill #381. While both bills failed, it was not due to the fact that Congress did not feel that CAP members did not deserve such recognition; to the contrary, a reading of the Congressional Record of the time indicated strong feelings by a majority of the members of Congress in support of the concept of CAP members involved in such wartime missions being granted veteran's status. It was due to arguments that granting such status to deserving groups such as CAP would "open the floodgates for every civilian group including the Women's Airforce Service Pilots and Merchant Marine" to be able to claim such status. (It is a bit of historical irony that in more recent years, BOTH of those other organizations were officially granted veteran's status, but CAP still has not as of the writing of this report).



Figure 71. CAP Coastal Patrol Base 6 aircrew returning from a patrol mission - St Simons Island, GA - 1943.

Some of the few remaining combat veterans of those days still hold out hope that this historical oversight might be corrected by Congress while at least a few of those individuals still remain alive. In the meantime, at least Congress and the Department of the Air Force chose to honor the memory of the service of all those who survived, and sacrifice of those who died (26 on Coastal Patrol, 7 in Tow-Target and Tracking, 6 in Courier Service, and 2 in Southern Liaison Patrol) in a very meaningful way with the award of a Congressional Gold Medal, much as they did for the Tuskegee Airmen, Charles Lindbergh, Thomas Edison, General Billy Mitchell, The Surviving Veterans of the American Civil War, Dr. Robert Goddard, Sir Winston Churchill, General Ira C. Eaker, The American Red Cross, The Navaho Code Talkers, and many other persons and groups of note.



Figure 72. Obverse of the Congressional Gold Medal. The image of a ship being escorted by an armed CAP aircraft on the medal is inspired by a photo taken by personnel of CAP Coastal Patrol Base 6 at St Simons Island of an actual escorted ship off the coast of Georgia.



Figure 73. While not exactly the same exact model of ship shown on the medal, this photo taken by Coastal Patrol Base 6 personnel does indeed bear a striking resemblance to the one emblazoned upon the medal.



Figure 74. One of the actual Congressional Gold Medals awarded to WW2 CAP member Julian H. Scott of Sandy Springs, GA.



THE SECRETARY OF THE AIR FORCE
 CHIEF OF STAFF, UNITED STATES AIR FORCE
 WASHINGTON DC



DEC 19 2014

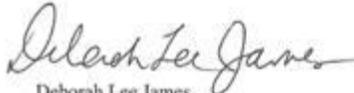
Major General Joseph R. Vazquez, CAP
 National Commander
 105 South Hansell St.
 Maxwell AFB, AL 36112

Dear General Vazquez:

On behalf of your fellow Airmen, we would like to convey our deepest appreciation to the citizen volunteers of the Civil Air Patrol for your contributions as our Auxiliary in the past, present and future. The Civil Air Patrol's service continues to build upon the heritage established by the heroic actions and sacrifice of volunteers in World War II.

In the history of our great Nation, Congress has awarded the Congressional Gold Medal only 154 times on behalf of the American people. Airmen such as Billy Mitchell, Ira Eaker, the Tuskegee Airmen, World War II Women Air Force Service Pilots, American Fighter Aces and the Doolittle Raiders were recipients of this incredible honor. Now, the World War II Volunteers of the Civil Air Patrol have been so honored. We are truly humbled by their deeds and legacy, whose driving force was simply to serve their country in its time of need.

We could not ask for more dedicated Wingmen than the men and women of the Civil Air Patrol who truly embrace the ideal of "Semper Vigilans" -- Always Vigilant!


 Deborah Lee James
 Secretary of the Air Force


 Mark A. Welsh III
 General, USAF
 Chief of Staff

Figure 75. . Letter of appreciation from the USAF.

While Congress didn't quite give those early members the full recognition that many felt their service deserved, they did take steps to help keep the Civil Air Patrol a viable organization in the postwar era. This was very important, as many previous wartime organizations, such as the WASPS were being retired or disbanded. Even the Georgia State Guard was being reduced to little more than a ceremonial honor guard, with its last active member mustering out in 1951. Keeping in mind the outstanding accomplishments of the wartime CAP, and being mindful of a continuing need for trained personnel for missions such as search-and-rescue, Congress passed a few laws that preserved CAP as an organization. On 1 July 1946, President Harry S. Truman signed Public Law 79-476, incorporating the Civil Air Patrol. Less than two years later, Truman signed Public Law 80-557 on 26 May 1948, establishing the Civil Air Patrol as the civilian auxiliary of the new United States Air Force.

The war had transformed Georgia in ways that would have been unforeseen only a generation earlier. With the large number of training airfields left over from the war, and a huge number of pilots recently having been returned to civilian life in Georgia, the state became a virtual Mecca of civil aviation during the postwar period. A majority of Georgia's 159 counties had at least one general aviation airport, and every major city in the state had an airport capable of supporting regional airline-type aircraft. This in turn led to a boom in economic development in the state, and eventually to Atlanta becoming the home of the world's busiest airport. (It is no coincidence that such a major intersection of a "highway in the sky" is located in the state that Forbes magazine has listed as the "best state for business" for the past 2 years running).

Of course, statistics have a way of catching up with reality, and an increase in air traffic also tends to lead to an increase in aircraft accidents. Even though, statistically speaking, air travel is absolutely the safest method of travel, accidents do occasionally occur. Just as with fires

in most rural areas of Georgia that occur sporadically enough that a Volunteer Fire Brigade composed mostly of trained local citizens is usually enough a majority of the time to protect homes and property from fire damage, a trained group of “Air Search” specialist volunteers serve a similar function within the state. Keep in mind that Georgia is a “home rule” state (Reference: Georgia Constitution, Article IX, Section II), meaning that the local government jurisdiction has complete control of all civil emergency response within its borders, which means that any state or other resources/agencies must specifically be invited to participate in the response. Since only the largest cities in the state have the funding to support a paid 24/7/365 aviation response, the rest of the state depends on their closest equivalent volunteer group of trained pilots, observers, communicators, and other specialist responders. Back in the day this group (founded initially as a state group and volunteer response agency) was known as the Georgia State Guard Aviation Division. Later, it became the Air Patrol of the State of Georgia. Later, out of wartime necessity requiring a larger response than any one state could respond to, that organization became (like similar organizations in many other states) a Wing of the national Civil Air Patrol. This organization still exists, and is still responding to mission requests (as a mostly Federal instrumentality but occasionally still responding as a quasi-state entity when requested as a cost-effective force-multiplier for some missions for the state in furtherance of various MOUs). (Even Florida Wing was concurrently known as the “Florida Defense Force” during the war years if official communiqués from the Army Air Forces Interceptor Command can be considered a reputable source, so there is some precedence for this).

HEADQUARTERS 3d INTERCEPTOR COMMAND
Office of the Commanding General

Tampa, Florida

322.4 - AWS

30 January 1942

SUBJECT: Civil Air Patrol Cooperation with Air Forces.

TO : Major General John F. Curry, AC
National Commander, CAP
DuPont Circle Hotel Building
Washington, D. C.

1. The Florida Civil Air Patrol recently rendered valuable service to the 3d Interceptor Command, as indicated in the inclosed copy of a letter to Major Wright Vermilya, Jr., Wing Commander, Florida Defense Force.
2. It is suggested that the Civil Air Patrol throughout the country could be used to good advantage in training the Aircraft Warning Service of Interceptor Commands.
3. It is suggested, also, that funds be secured to compensate members of the Civil Air Patrol for expenses incurred in Interceptor Command exercises.

CHARLES W. LAWRENCE,
Lt. Col., Air Corps,
Commanding

1 Incl - cy ltr to Maj Wright Vermilya, Jr.,
1-30-42

Figure 77. AAF Interceptor Command memo - 1942.

That would not be inconsistent with a discussion that the author had several years ago with a Colonel George Graves, CAP's National Legal Officer. It should be prefaced that the author had known and worked with Colonel Graves both within and outside CAP, and was well aware of his qualifications. In addition to being a retired member of the Air Force Judge Advocate Corps as well as a retired USAF Lt Col, and a currently serving lawyer at the time, Colonel Graves was also an ardent student of Civil Air Patrol history from a legal standpoint, and was probably one of the foremost experts in that field in the entire organization during his time initially as the Georgia Wing Legal Officer, and later National Legal Officer. In any case, while serving on staff with Col. Graves at an activity, the author asked about the military status of CAP members when performing duties at various levels. Having been a former cadet who had heard the “we are just civilians” versus “we are not exactly civilians but not exactly military either” differences of opinion ever since his early cadet days, it was worthwhile for the author to actually hear the opinion of one of CAP's best legal minds on the subject. What he said (based on years of his own legal research on both the Air Force and CAP side), was “enlightening” to say the least. His answer was as follows: “CAP members are absolutely civilians, as far as the Federal Government is concerned. When performing Air Force missions under an AF mission number, CAP members are, under current Federal Laws, still civilians. Under state law, however, that MAY not always be the case. Since **CAP in Georgia came from the State Guard** in 1940, and the modern Georgia State Defense Force is the lineal descendant of that organization; if the GSDF is considered military at the STATE level when performing mission for the State of Georgia then so is CAP. The names may have changed, and they both evolved to

perform different missions, but they still come from the same source. If one of them is considered military when performing a mission for the State of Georgia, then they both are; if one is civilian at the state level, then so is the other. The two are linked by both history and law, and have the same legal status when performing state missions.”. Of course, while the author has always had the utmost respect for Col. Graves, he might not agree with his view on the subject 100% (and unlike Col. Graves, is not a lawyer), and feels that the answer to that question is still best left up to those who are. Still, many things that the author has come across from multiple sources in the process of acquiring knowledge for inclusion in this report does seem to support the opinion that GAWG CAP did, in fact, begin its existence as an aviation division of the Georgia State Guard. Still, the fact that all GAWG vehicles are required to have Georgia State Government car tags affixed to them in the same manner as all other state government entities (as required under OCGA 40-2-37), and the Georgia Department of Revenue considers GAWG CAP tax exempt on Department of Revenue Form ST-5 under Exemption Method 4 (“For use by Federal Government, State of Georgia, or any county or municipality of the state”), there may be some merit to his opinion. Of course, under Georgia law (specifically OCGA 38-2-3, section (b), subsections 1-3) that states that “the organized militia shall be composed of (1) The Army National Guard and the Air National Guard, (2) The Georgia Naval Militia, and (3) The Georgia State Defense Force”, so if his stated point of view is correct, then it is possible that (albeit, ONLY when being used as a STATE resource on a STATE mission in CAP’s case, rather than 100% of the time in the GSDF’s case) there may be some circumstances where some CAP members performing certain mission profiles might be considered to fall under “organized militia” much as both the Army and Air National Guards and Georgia State Defense Force do when functioning under U.S. Code Title 32 (State) status.

Based upon this tenuous (but still legal) link based upon a shared history and heritage, the State of Georgia has chosen for several decades to treat the Georgia Wing CAP as a state military unit for certain purposes. One of the more notable examples of such honors bestowed upon CAP is the inclusion of a Georgia Wing unit flag of the “Civil Air Patrol 2ND Atlanta Squadron” in its collection of flags of Georgia military units that have served the state since 1733.



Figure 78. GAWG CAP unit flag from the Georgia State Capitol military unit flag collection.

The author remembers seeing this very flag on display at the Georgia State Capitol while on a school field trip back in 1979. While it is still part of the State Capitol Flag Collection maintained by the Georgia Secretary of State, many decades of time on display have caused this

original piece of Georgia Wing history to fade and break down a bit, so this flag has now been moved to long term storage in a temperature- and humidity-controlled facility of the Georgia State Archives (along with several other similar fragile Georgia historical items), to ensure their preservation for future generations of Georgians. The very thought that the State of Georgia would “go the extra mile” to maintain this item (along with many GAWG CAP wartime historical records under administrative control and oversight of the Georgia National Guard who oversaw CAP operations in Georgia before and during WW2) as part of its State Archives should give one a newfound respect for their dedication to historic preservation.

In addition to such steps being taken by the State of Georgia in the efforts of historic preservation, the state has over the decades rewarded individual Georgia Wing CAP members with some State military honors. Because of the aforementioned joint root history between the Georgia Wing CAP and the Georgia State Guard (and its predecessor units before Georgia was even a state), several members have had various Georgia state military awards awarded by the Governor of Georgia (as Commander-in-Chief of the State) and Adjutant General of Georgia (as the ranking officer of all the State’s forces in state service). Most prevalently awarded amongst these is the Georgia Humanitarian Service Ribbon. Most recently it was awarded to several Georgia Wing members in the early 1990s for their actions during the Southwest Georgia floods. Although as a overall matter of policy CAP uniform regulations generally prohibit wear of state military ribbons on the CAP uniform, special permission was granted by National HQ CAP for wear of those particular Humanitarian Service Ribbons through the late 1990s because (like the Air Medals awarded almost 40 years earlier), they were awarded “by competent military authority” to specific CAP members for duties performed as CAP members on a state-level CAP

mission (as opposed to just being awarded to people who happened to be CAP members but awarded for service with an organization outside CAP).



Figure 79. Georgia Humanitarian Service Award Ribbon.

Due to changes in the interpretation of the concept of the Civil Air Patrol variant of the U.S. Air Force uniform by various incarnations of CAP’s National Uniform Committee in recent years, however, the previous authorization to wear this particular ribbon was unfortunately rescinded. Because of a desire to more closely follow active-duty Air Force uniform wear policies that prohibit wear of state-awarded ribbons by members of all AF components that exist in “Title 10 Status” (interpreted to include CAP as well as the AF Reserve and Air National Guard when on Federal orders), the last few versions of CAPM 39-1 no longer allow wear of this ribbon. Despite this policy change, it does not change the fact that several GAWG members did, in fact, proudly earn this award.

Not only have some GAWG members been recognized by the State of Georgia by the award of a type of state-level service ribbons, but a few very exceptional individuals actually hold State of Georgia commissions as “Lieutenant Colonel, Aide-De-Camp, Governor’s Staff”, as authorized under OCGA 38-2-111. That code section reads as follows:

“38-2-111. Personal aides-de-camp; appointment; commissions; length of service; duties

The Governor's personal staff shall consist of one chief of aides-de-camp, with rank of brigadier general; two assistant chiefs of aides-de-camp, with rank of colonel; all other aides-de-camp shall be appointed with the rank of lieutenant colonel. The selection of aides-de-camp shall be without regard to previous military service, sex, or age limit; and the commissions of all of these officers shall expire with the expiration of the term of the Governor making the appointment. All appointments will be in either the army or air force. Officers of the National Guard shall be eligible to appointment to any of the ranks or the offices of aide-de-camp provided for, but such appointments shall not vacate or affect their status as commissioned officers in the National Guard in which they are serving. The aides-de-camp shall perform such personal and ceremonial duties pertaining to their office as may be required of them by the Governor.”

While the intent of the OCGA section is to provide a manner to recognize various outstanding Georgians and others in a manner similar to the State of Kentucky’s “Kentucky Colonel” honors system, it is still technically a legal (albeit unpaid, volunteer, and primarily ceremonial) appointment. According to at least one retired flag officer who awarded one to a CAP member back in the 1980s, (when that particular General was serving as Georgia’s Asst Adjutant General for Air) it is a Lt Col commission in order for CAP members to remember that Georgia’s Wing’s first Wing Commander Winship Nunnally started out as a Lt Col in the Georgia State Defense Corps prior to Georgia’s Air Patrol being absorbed into the wartime Georgia Wing CAP, and that the same officer served as a Lt Col under the national CAP during the war. It is traditionally awarded by high ranking politicians or military officers of the State of

Georgia to Wing Commanders upon the successful completion of their command term, and to other outstanding Georgians as the state sees fit.

THE STATE OF GEORGIA



By His Excellency
Sonny Perdue
Governor

Commander-in-Chief of the Army and Navy and the Militia thereof

To the Honorable James W. Hughes Greetings:

Whereas, *reposing special trust in your patriotism, valor and fidelity, I do, by these presents, constitute and appoint you*

Lieutenant Colonel, Aide De Camp, Governor's Staff

formed for the defense of the State, and for repelling every hostile invasion thereof, to take rank as such from the date of this Commission and to hold such office during the term and under the conditions prescribed by Law.

You are, Therefore, carefully and diligently to discharge the duties of said office by doing and performing all manner of things thereunto belonging; and I do strictly charge and require all officers and privates under your command to be obedient to your orders as such officer.

And you are to observe and follow such orders and directions, from time to time, as you shall receive from the Governor and Commander-in-Chief of this State, or any other of your superior officers, in pursuance of the trusts reposed in you.

Given under my hand and the Seal of the Executive Department, at the Capitol, in the City of Atlanta, on Inauguration Day the 13th day of January in the year of our Lord, Two Thousand and Three.



Sonny Perdue
GOVERNOR

Figure 80. State of Georgia Aide-de-camp appointment.

Regardless of what status that Georgia Wing and the larger Civil Air Patrol may have had both during and after World War II, it was (and still is in the modern day) an Auxiliary of the United States Air Force “set up to encourage and aid American citizens in the voluntary contribution of their efforts, services, and resources to the development of aviation and maintenance of U.S. air supremacy” (as quoted from the 1959 U.S. Air Force Blue Book).



Figure 81. On the Air Force Team, circa 1957.

With many lives saved through Emergency Services and Disaster Relief missions, with young people being mentored through an award-winning Cadet Program, and with an Aerospace Education Program that has helped put a man into space, the Georgia Wing continues to serve as a cost-effective and efficient force multiplier, and a full partner with similar groups and agencies of the state and other levels. It has a proud tradition of service that can be traced back not only to

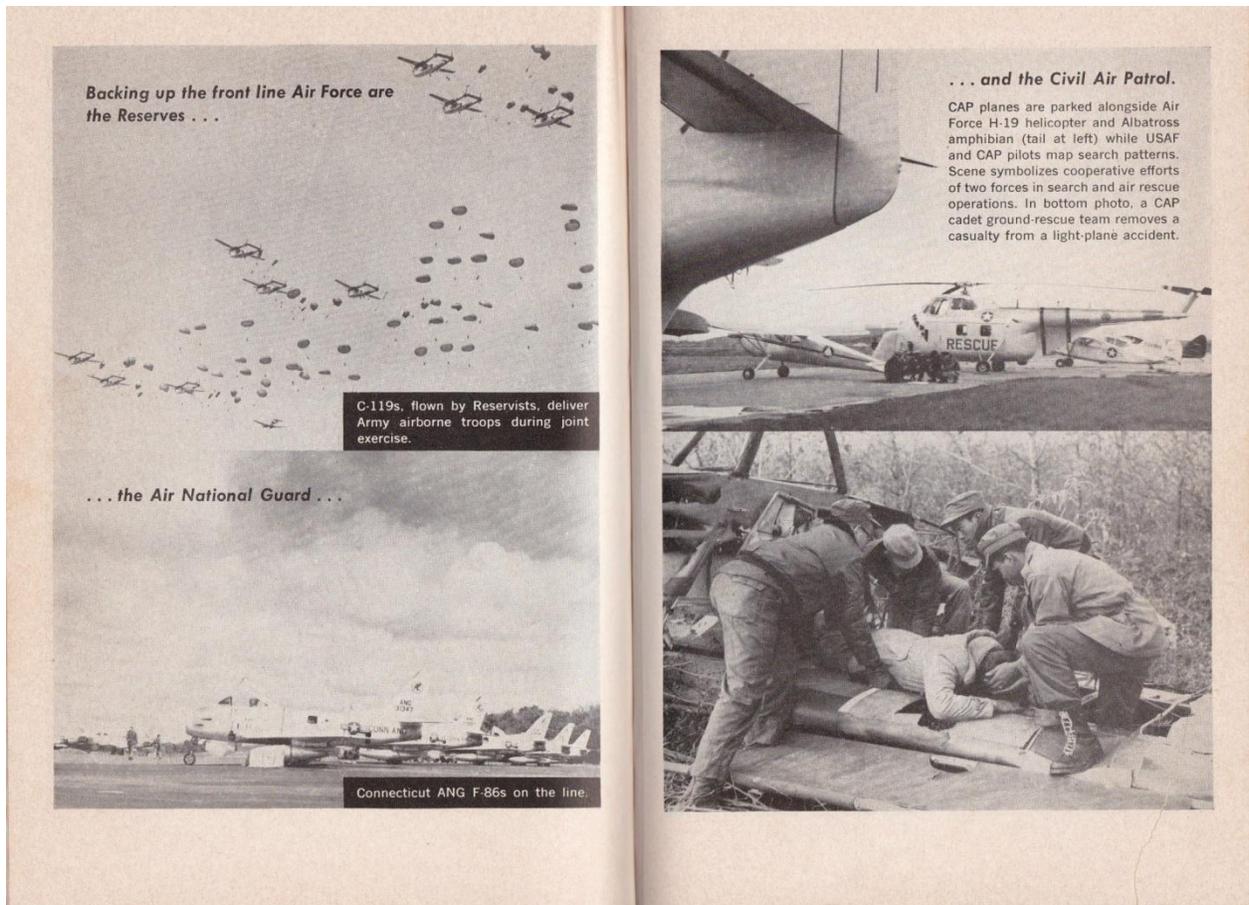


Figure 83. An effective force-multiplier. From the 1959 Air Force Blue Book.



Figure 82. Georgia Wing Patch, 1992-2011

the days immediately prior to the Second World War, but is part of a larger tradition of service by Georgians that can be traced all the way back to those first Georgia colonists who stood their first watch on 12 February 1733, a day still commemorated every year by Georgia schoolchildren as “Georgia Day”. When artisans, farmers, shopkeepers, and the like stood watch to protect their neighbors and families upon Yamacraw Bluff, to help create a new colony, province, and later state. A tradition of service best summarized by Georgia’s colonial motto emblazoned upon the first colonial seal: *Non sibi sed aliis*. (“Not for ourselves, but for others”). A tradition of service that we still continue to this day, as members of the modern day Georgia Wing Civil Air Patrol.



Figure 84. Georgia Wing Patch, 2011-present

GLOSSARY OF ABBREVIATIONS AND ACRONYMS

AE Aerospace Education
AEMS Aerospace Education Members
AEO Aerospace Education Officer
AEX Aerospace Excellence Program
AFNORTH Air Forces Northern
AFRB Air Force Reserve Base
AFRCC United States Air Force Rescue Coordination Center
AFB Air Force Base
ANGB Air National Guard Base
AP Air Patrol
ARB Air Reserve Base
CAA Civil Aeronautics Administration
CAP Civil Air Patrol
CPR Cardiopulmonary Resuscitation
CPTP Civilian Pilot Training Program
CY Calendar Year
DDR Drug Demand Reduction
DHS Department of Homeland Security
DoD Department of Defense
ES Emergency Services
FBI Federal Bureau of Investigation
FEMA Federal Emergency Management Agency
FM Frequency Modulation
FY Fiscal Year
GAWG Georgia Wing
GEMA Georgia Emergency Management Agency
GSDC Georgia State Defense Corps
GSDF Georgia State Defense Force
HF High Frequency
IACE International Air Cadet Exchange
ICS Incident Command System
IG Inspector General
MCLB Marine Corps Logistic Base
NAA National Aeronautics Association
NCO Non-Commissioned Officer
NCOLA Non-Commissioned Officer Leadership Academy
NESA National Emergency Services Academy
NHQ National Headquarters
NORAD North American Aerospace Defense Command
OCD Office of Civilian Defense, 1941 – 1945
O-rides Orientation Flights
PDO Professional Development (also Professional Development Officer)
SAR/DR Search and Rescue / Disaster Relief
SAREX Search and Rescue Exercise
SER Southeast Region
STS Space Transportation System

TAC Tactical Officer
TLC Training Leaders of Cadets
USAAF United States Army Air Forces
USAF United States Air Force
USMC United States Marine Corps
USN United States Navy
VHF Very High Frequency

LIST OF SOURCE DOCUMENTS

- SD01 2013 Legislative Day GAWG Annual Statement
- SD02 Wing Calendar for 2013
- SD03 GAWG 2013 Encampment Facebook Page
- SD04 GAWG 2013 Encampment Website
- SD05 Fernbank Science Center Website
- SD06 GAWG Facebook Page
- SD07 Georgia Wing Recruiting Newsletter
- SD08 GAWG Mailing List Archive
- SD09 Georgia DoD Records at Georgia State Archives
- SD10 Georgia State Capitol Flag Collection
- SD11 Historical Society of the Georgia National Guard Archives
- SD12 “GSDC and GSG 1940-1947” research paper by GSDF Historian Col Richard Elwell
- SD13 Wikipedia
- SD14 CAP Gold Medal Website
- SD15 CAP Historical Foundation Website
- SD16 Flying Minutemen History Website
- SD17 Civil Air Patrol History Facebook Page
- SD18 Code of Federal Regulations
- SD19 Official Code of Georgia Annotated
- SD20 Personal interview with then-CAP National Legal Officer Col George Graves
- SD21 New Georgia Encyclopedia
- SD22 University of Georgia Historical Document Collection
- SD23 Atlanta Journal-Constitution Newspaper Archive
- SD24 Atlanta History Center Archive

SD25 Georgia Secretary of State Records

SD 26 Imperial War Museum

Dedication

This report is dedicated to the memory of both His Excellency former Georgia Governor Carl Sanders , who was a former Civil Air Patrol member and staunch supporter of Georgia Wing, and also former Georgia Wing Commander Tonya Boylan, both of whom who passed away in 2014.



About the Author

Lt Col David Brown has been a member of the Civil Air Patrol, since joining as a cadet in Georgia Wing in 1982. He is a 1991 graduate of the University of North Georgia – the Senior Military College of Georgia, where he majored in Psychology with a dual emphasis in Counseling and Psychometrics, and minored in Criminal Justice with a dual emphasis in Law and Criminal Investigations. He is also a graduate of the U.S. Air Force Squadron Officer School.

He has training as an Observer, with approximately 550 flight hours in various types of aircraft, as well as training as a Ground Team member. He has Master ratings in Communications, Information Technology, and Aerospace Education, along with Senior and Technician ratings in a variety of other specialties. In addition to service in various duty assignments at the Squadron level including Squadron Commander, he has also served as a Group Vice Commander, Wing Encampment Deputy Commander, Wing Encampment Tactical Officer, Wing Corporate Learning Course Deputy Director, Squadron Leadership School Instructor, Communications Instructor, and Wing Deputy Director of Cadet Programs. Awards include the Meritorious Service Award, multiple Commander's Commendations, multiple Unit Citations, the National Commander's Unit Citation, the National Defense Service Medal, the Air Force Training Ribbon, and the Amelia Earhart Award.

A lifelong student of history and the law who is related to two of Georgia's former Governors, and the son of a retired Justice Of The Peace Judge, he is married to the former Gwen Chadwick, herself also a graduate of the University of North Georgia – The Senior Military College of Georgia. They are both active members of the UNG Alumni Association.