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RCS: AVL HO (CAP) 201

**HISTORY
OF THE
ASHEVILLE COMPOSITE SQUADRON
1 January – 31 December 2013**

Assigned to
North Carolina Wing, Civil Air Patrol

Stationed at
Asheville Regional Airport, North Carolina

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CHRONOLOGY

Asheville Composite Squadron
1 January – 31 December 2013

Date	Event
<u>January</u>	
3	(U) Squadron Meeting
10	(U) Squadron Meeting
17	(U) Squadron Meeting
18-20	(U) Group 1 SAREX
24	(U) Squadron Meeting
31	(U) Squadron Meeting
<u>February</u>	
7	(U) Squadron Meeting
9	(U) First Aid / CPR Course
14	(U) Squadron Meeting
21	(U) Squadron Meeting
22-23	(U) NC Wing Cadet Competition
23	(U) NC Wing Historian's Conference
28	(U) Squadron Meeting
<u>March</u>	
7	(U) Squadron Meeting
14	(U) Squadron Meeting (U) Cadet Change of Command
21	(U) Squadron Meeting
23-24	(U) NC Wing Aerial Photography Class
28	(U) Squadron Meeting
<u>April</u>	
4	(U) Squadron Meeting
5-7	(U) Model Rocketry Weekend
11	(U) Squadron Meeting (U) Squadron Dedication of Hanger 4 as the Robert E. Auger Center
18	(U) Squadron Meeting
20	(U) Geocaching Introductory Navigation Development Hike
21	(U) Non-Emergency Find
25	(U) Squadron Meeting (U) Lt Col Ray Davis Receives Wright Brothers Award
27-28	(U) North Carolina Wing SAREX
<u>May</u>	
2	(U) Squadron Meeting

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9 (U) Squadron Meeting
16 (U) Squadron Meeting
23 (U) Squadron Meeting
30 (U) Squadron Meeting

June

1-2 (U) Henderson County Air Fair
6 (U) Squadron Meeting
13 (U) Squadron Meeting
20 (U) Squadron Meeting
21-23 (U) Mountain Fury
23-29 (U) North Carolina Wing Summer Encampment
27 (U) Squadron Meeting
28-29 (U) NCEM Community Emergency Response Team Train the Trainer Course

July

4 (U) Squadron Meeting
11 (U) Squadron Meeting
18 (U) Squadron Meeting
19-26 (U) USAF / CAP SAREVAL
25 (U) Squadron Meeting
(U) Change of Squadron Chaplains
(U) CAP Capabilities Exercise with Buncombe County Rescue Squad

August

1 (U) Squadron Meeting
8 (U) Squadron Meeting
15 (U) Squadron Meeting
22 (U) Squadron Meeting
(U) Cadet Beaver Dam Ropes Course Exercise
29 (U) Squadron Meeting
(U) Cadet Bowling Night

September

5 (U) Squadron Meeting
6-8 (U) USAF / CAP SAREVAL
12 (U) Squadron Meeting
19 (U) Squadron Meeting
20-22 (U) Model Rocketry Weekend
21 (U) Asheville Regional Airport Air Show and 5K Run
26 (U) Squadron Meeting

October

3 (U) Squadron Meeting
(U) Cadet Change of Command

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- 4-6 (U) North Carolina Wing / South Carolina Wing Joint Conference
- 10 (U) Squadron Meeting
- 17 (U) Squadron Meeting
- 24 (U) Squadron Meeting
- 26 (U) Squadron website goes live
- 31 (U) Squadron Meeting

November

- 2 (U) Glider Orientation Flights
- 5 (U) Honor Guard for SPC Jason Shelton
- 7 (U) Squadron Meeting
- 14 (U) Squadron Meeting
- 21 (U) Squadron Meeting

December

- 5 (U) Squadron Meeting
- 7 (U) Squadron Christmas Party
- (U) Weaverville Christmas Parade
- 12 (U) Squadron Meeting
- 14 (U) Wreaths Across America
- 19 (U) Squadron Meeting

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(U) A lineage provides the fabric for an organization to link the present to the past. During World War II, civilian aviators took off from primitive and hard surface runways across this nation to conduct civilian “air guard” missions.¹ Born out of the necessity of a world war, Civil Air Patrol (CAP) squadrons and coastal patrol units worked in harmony with Civil Defense personnel to protect America from foreign enemies while responding to disasters. The contributions of these founding citizen airmen and airwomen facilitated congressional recognition of the CAP as a non-profit auxiliary of the United States Air Force (USAF) in 1948 (10 USC 909 §9441). These early aviators inspired unit esprit d ‘corps and altruism expected from all senior and cadet personnel today. With over sixty-nine years of heritage, the preservation of historical knowledge is important to demonstrating that today’s airmen and airwomen are following in the footsteps of the founding members.

(U) Asheville has, in one form or another, had an operational CAP squadron for over sixty years. Very few units in the state and nation can claim this feat of lineage. Our pedigree comes from the efforts of previous historians to preserve an accurate account of squadron accomplishments and shortcomings. Through this catalog of annual histories, current CAP personnel are able to learn and improve educational opportunities and mission readiness. Annual chronicles, like this one, enable future CAP generations to emulate past leaders while forging their own historical markers. This document also enables military historians to gain a greater insight into the martial history of western North Carolina. It is for these few reasons that the squadron historian works diligently to provide a precise and unbiased account of the unit’s chronology.

(U) This narrative seeks to preserve the historical facts for the Asheville Composite Squadron during the period of 1 January through 31 December 2013. Information within this history provides an orderly catalog of facts by functional area. These sections include aerospace education, cadet programs, and operations. The operations section will deal with emergency services activities, personnel accomplishments, community outreach, and resource management. Materials contain an inventory of source documents and multimedia used to support the content of this narration of events. Cataloged within this volume and saved to a portable electronic saving device, source documents and multimedia are actually separate volumes of this report. The arrangement of the Asheville Composite Squadron’s annual history comes from combining formats provided in CAP Pamphlet 5, *Handbook for Civil Air Patrol Historians* and AFI 84-101, *Historical Products, Services and Requirements*.

AEROSPACE EDUCATION

(U) The beginning of the year always poses a hurdle for Squadrons. Eyes wide open, cadets and seniors envision a wide variety of activities that meet or exceed CAP mission goals. After a short twelve months, one looks back and marvels at the achievements while longing for more time to get in all the activities. This section reflects the Squadron’s commitment to advancing aerospace education within the unit and community. Since understanding the world around us, humans have sought out the ability fly. Ancient Greeks pondered the pros and cons of flight with

¹ Kit Benson and Organ Benson. “Lieut Gill Robb Wilson,” *Find a Grave* 15 May 2006: (<http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=14291740>) (accessed on 10 Feb 2010).

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the tale of Icarus. Within this tale, Icarus' father fashioned a pair of wings so his son could escape the Minoans in Crete. Before handing over the wings, Daedalus warned about flying too close to the sun for it would melt the wax holding the wings together. Icarus would not heed his father's warning and ventured too close to the sun before plummeting back to earth.

(U) One might say that this is mythology and has nothing to do with actual flight heritage. I would argue that it may be a tall tale but there is an interest for us. Our story of aviation began thousands of years ago as an idea. Scientists, philosophers, inventors, artisans, and a host of individuals looked into the heavens and imagined what it would be like to take to the skies. In the 1700s, people began to reach into the heavens through tethered and free floating flight via lighter than air craft. Since these early days of aviation, people continue to seek a break free the bonds of earth. With the invention of powered flight, aviators have sought to push the limits of physics. To meet the challenges of today and tomorrow, the CAP aerospace education fuels our natural fascination in aerodynamics and aviation history. This section views the unit's aerospace education achievements under direction of the Squadron's Aerospace Education (AE) Officer. Maj James R. McNab and other dedicated AE members have inspired unit personnel to achieve a greater insight into aviation heritage.

(U) Before one can take to the skies, they should understand the principles of flight. CAP provides opportunities for cadets to understand the principles of aviation through hands on demonstrations of concepts. This is usually accomplished using model rockets and balsa wood gliders. Through these models, cadets learn about aerodynamics and jet propulsion. Of the various activities offered through the aerospace education program, the rocketry weekend serves as the hallmark because it lays a foundation for further exploration of science. The Squadron conducted its rocketry weekend event of September 20th.² Senior members supervised cadet construction of models and their launching. Cadets used everything from alka-seltzer to commercial grade rocket motors to demonstrate propulsion to put sixteen rockets into the air. Successful completion of activities resulted in the award of rocketry badges to C/Amn Seairra Davis, C/A1C Kayla Dutcher, C/Amn Alixandra Fagnant, Cadet Alexander Johnson, and C/A1C Daniel Moorhead.³

(U) There are many activities difficult to classify. Operations, cadet activities, and aerospace activities all have a central footing. This commonality is why I choose to feature a special event held in early November here. On the second, Lt Col Merlin Phillips took a couple of cadets to visit our neighbors to the south. The Spartanburg Composite Squadron offered orientation flights to C/2Lt Angela Waltman and C/SrA Noah Phillips.⁴ Each cadet participated in multiple sorties for as much as twenty minutes per flight. Lt Col Phillips assisted operations by using a Gator to pull out about 4,000 feet of cable for the glider winch.⁵ Cadets and seniors enjoyed the days' events. Lt Col Phillips hopes that the Squadrons can conduct joint activities such as this one. Through these connections, cadets and seniors can build comradeship while expanding the roles and missions of the Civil Air Patrol organization.

² SD024.

³ Ibid.

⁴ SD016.

⁵ Ibid.



(CBU/DECL 20191231) Aerospace education is not strictly a cadet or flying program. The reality is that Civil Air Patrol wants seniors and cadets to become enthusiasts of America's aviation heritage. With the focus on cadets, it is easy to understand how some may overlook senior aerospace education. This is understandable given that cadets earn their rank based on their understanding of aerospace science and heritage. On the senior side, National Headquarters established the Brigadier General Charles E. Yeager Aerospace Education Achievement Award. Seniors earn this distinction by completing an online course with examination. During 2013, the Squadron recognized 1Lt Scott Stevens as a recipient of the Brigadier General Charles E. Yeager Aerospace Education Achievement Award.⁶

(U) Through emails and weekly meetings, the Squadron's AE program administrators worked diligently to inspire and educate. This effort is not as sexy as flying a glider or building a rocket but these exchanges have a larger impact. Before the reader misunderstands my position, there is nothing wrong with these and other types of events. We are looking at conservation of effort. Glider clinics and rocketry weekends may only reach five to ten members. On the other hand, the Squadron's AE team took full advantage of the opportunities while seeking alternative avenues to advance STEM activities.⁷ This effort translates into approximately 258,000 hours of meaningful instruction to the general public and within the squadron. In 2014, the squadron's AE team expects to reach out to more schools and involve the community in understanding the importance of the CAP in educational awareness. Instead of looking at life through a rearview mirror, the squadron's AE team ambitiously waits to exceed 2013's AE program by conducting 300,000 hours instruction.

CADET PROGRAMS

⁶ SD009.

⁷ STEM equates to science, technology, engineering and mathematics.

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(U) There are few programs that actively target the development of moral character within today’s youth. Boy Scouts, Girl Scouts, Heritage Girls, and a handful of other focused programs. The alternative to these programs may or may not instill the traits necessary to demonstrate leadership, self-awareness, and community engagement. Through these activities, one becomes a responsible adult. Society must counteract harmful behaviors by making available constructive alternatives to teens. Effective mitigation programs include an investment of psychosocial resources.⁸ CAP is one of a few non-profit groups dedicated to shaping individual confidence in today’s youth while giving them a sense of community. A successful cadet program cadre understands the importance of meeting this challenge and provides alternatives that encourage cadets to become engaged in community enrichment rather than personal destruction. The Asheville Component Squadron’s cadet education team embraces the many external challenges and offers young adults with substitute pursuits that build individual traits while fostering community engagement.

(U) Senior and cadet leadership engages in a yeoman’s pursuit to provide an exceptional cadet program. Their effort provides a successful measure to increase personal growth while facilitating teamwork. Civil Air Patrol recognizes leadership qualities by bestowing military-style rank to illustrate a cadet’s mastery of core program objectives and values. Junior members begin their career as a cadet basic. Much like a *pickle* describes someone who goes off to basic training without any service stripes, a cadet basic represents someone who is new to the world of the Civil Air Patrol program. This becomes the foundation for the cadet leadership to begin the educational and engagement process. As the journey continues, the Cadet Airman Basic learns from others to acquire skills that increase their knowledge of aerospace and leadership. Through active participation, the cadet moves through the ranks to become a Cadet Colonel. During 2013, Squadron Cadet Programs Commander acknowledged leadership and skills by promoting 38% of the cadet corps (see appendix C). These promotions signify the cadet corps desires to become active in local, state, and national activity as is evident by the catalog of activities reflected in this chronicle.

Achievement	Number
General J. F. Curry	7
General H. H. “Hap” Arnold	4
Mary Feik	9
Wright Brothers	7
Captain Eddie Rickenbacker	6
Charles A. Lindbergh	5
General Jimmy Doolittle	6
Dr. Robert H. Goddard	6
Neil Armstrong	5
General Billy Mitchell	5
Amelia Earhart	1

(U) Table 1: Cadet Achievements for 2013⁹

⁸ Frank F. Furstenberg, Jr. and Mary Elizabeth Hughes. “Social Capital and Successful Development Among At-Risk Youth.” *Journal of Marriage and the Family* 57, no. 3 (August, 1995): 581.

⁹ Data compiled from CAP e-Services.

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(U) The success of our cadets is no small feat. Junior members must balance the personal requirements of school, family, friends, and sometimes work against those of the Squadron. Through this delicate balance and the support of family and friends, cadets are able to effectively manage their external commitments with those of CAP. Squadron leadership understands these external strains faced by all members but especially by the cadet corps. It is for this reason, the Civil Air Patrol attempts to squeeze all its activities in during the three months of a cadet's summer vacation. These programs are highly competitive and seek to advance skills in aerospace education, emergency services, and leadership. As with previous years, the cadet corps of the Asheville Composite Squadron demonstrated their dedication to personal growth. The proof of their commitment is evident in a cadet's achievements and promotion history. Their commitment reflects greatly upon themselves and their families.

(U) There are many events over the year that sparks the competitive spirit boiling within our cadet corps. None of which is more important than the North Carolina Wing Cadet Competition. The event includes individual and team competitions designed to have cadets illustrate their knowledge of Civil Air Patrol and military customs and courtesies. Winning teams move on to participate in regional and national competitions. The NC Wing Cadet Competition was held at the North Carolina Justice Academy – East Campus in Salemburg on February 22-23.¹⁰ Cadets receive evaluations by fellow cadets, seniors, and USAF personnel. These examinations include materials on Air Force heritage, drill and ceremonies, and aviation history. Asheville would field a team to show how we do things in the mountains of western North Carolina. After the two day competition, Asheville's cadet team would receive an overall second best.¹¹ Cadets C/2Lt Logan Lueck and C/A1C Timothy Kanter received special recognition. They both scored the highest on written exams within their brackets.¹² *Echo Loud* to all those who participated.

(U) The ability to use a compass and read a map is challenging. Just ask anyone who had to complete an orienteering program for skill proficiencies. Civil Air Patrol members must become familiar with compass navigation in order to locate downed aircraft or prevent one from becoming a lost hiker. The reality is that traditionally orienteering courses are usually not much fun and allow wiggle room to wonder upon your target without much effort. Therefore, how does one provide quality training and mitigate some of the boredom? The simple answer is geocaching. Popular with avid hikers, geocaching is an orienteering course where hidden treasures are placed at each point. Individuals use a compass and map to locate each point and record the treasure. These courses teach the participant to navigate using a make while paying close detail to trail signs. Through these skills, the navigator can better locate obscure articles that lead to discovering a downed aircraft or lost person.



¹⁰ SD007

¹¹ Ibid.

¹² Ibid.

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(U) On 20 April, a contingent of seniors lead by cadets performed a geocaching in the Mills River area of western North Carolina.¹³ The day’s events began with cadets receiving basic land navigation training. Instruction included preparing a team for deployment and conducting equipment checks. When ready, cadet leaders navigated senior members to the area of operation. The operation included two ground teams with one communications team. Cadets would manage search and communications operations under the watchful eyes of the senior members. When geocaching events concluded, ground teams returned to the Asheville Regional Airport. Cadets and seniors learned a great deal from the exercise and plans were set in motion to conduct a future event. This event proved that thinking outside the box can enhance training while having fun. I tip my hat to the cadets for planning and executing this activity.¹⁴

(CBU/DECL 20191231) One of the most accessible summer programs available to the cadets are encampments. Cadets from across the state and nation attend a one-week program. These programs enable members to hone their skills in emergency services and leadership. Attendees participate as a trainee or staff. Staff members have the responsibility for insuring safety and making the encampment successful for all. During last summer, members of the Asheville Composite Squadron made their presences known within the Middle East Region. A total of eight cadets attended encampments in North Carolina and South Carolina (see Table 2). In conjunction with the encampments, C/CMSgt Rob Reeves would serve on the staff at Hawk Mountain in Pennsylvania. Through their actions and leadership, the Squadron has greater effectiveness during disaster response and search operations.

North Carolina Wing Encampment Camp Butler National Guard Training Center 23 June 2013 – 29 June 2013
C/CMSgt Caleb Freeman
C/CMSgt Jarrett Poto
C/CMSgt Rob Reeves
C/TSgt Ethan Reynolds
South Carolina Wing Encampment McCrary National Guard Training Center 23 June 2013 – 29 June 2013
C/2Lt Jacob Davis
C/2Lt Morgan MacDonald
C/SMSgt Alexander Hopkins
C/MSgt Molly Boothe
Ranger Academy Hawk Mountain State Park 6 July 2013 – 14 July 2013
C/CMSgt Rob Reeves

(CBU/DECL 20191231) **Table 2: Encampment Attendance for 2013¹⁵**

¹³ SD022

¹⁴ Activity not recorded. Information provided from first person experience by the writer.

¹⁵ Data compiled from CAP e-Services.

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(CBU/DECL 20191231) Advancement is a key component of recognizing ones achievements. The other form is changing command. This activity symbolizes the leadership’s recognition that a member of the unit has demonstrated the attributes necessary to lead more than a small group. During 2013, the cadet corps held two command change ceremonies. The first recognition event occurred in late winter. On the evening of 14 March 2013, cadets recognized the transfer of command from C/Capt Andrew Moore to C/2Lt Katherine Houston.¹⁶ Cadet Moore had served in the capacity since 7 September 2012. Over the period, the cadet corps achieved state, region, and national recognition. This was not an easy undertaking as a large number of our experienced cadets aged out. In the face of these odds, C/Capt Moore was able to maintain an active program with younger and less experienced cadet cadre. We salute the achievements of Cadet Moore and look forward to a new era under Cadet Houston with this ceremony.

(CBU/DECL 20191231) Having served as cadet commander for seven months, C/2Lt Katie Houston turned over the reins of command responsibility to C/2Lt Eli Boothe. On 3 October 2013, cadet and cadet senior leadership formed the troops at the vacant Odyssey Aviation facilities at the Asheville Regional Airport. 1Lt Dennis Fagnant presided over the activities.¹⁷ This ceremony included the assignment of C/SMSgt Caleb Freeman as the First Sergeant and C/2Lt Morgan MacDonald as Executive Officer.¹⁸ Seniors and cadets join in recognizing the achievements of former commander C/2Lt Katie Houston while vowing support to the incoming commander C/2Lt Eli Boothe. 1Lt Fagnant announced the assignment of other cadets into key leadership roles. List of all appointments are:

C/2Lt Eli Booth	Commander
C/2Lt Morgan MacDonald	Deputy Commander
C/2Lt Logan Lueck	Executive Officer
C/2Lt Jared Carpenter	Assistant Executive Officer
C/SMSgt Caleb Freeman	First Sergeant
C/CMSgt Jacob Davis	Flight Commander
C/CMSgt Rob Reeves	Flight Commander
C/MSgt Molly Boothe	Flight Sergeant
C/MSgt Alec Hopkins	Flight Sergeant
C/2Lt Angela Waltman	Emergency Services Officer
C/CMSgt Johnathan Hobbs	Assistant Emergency Services Officer
C/Maj Andrew Moore	Aerospace Officer
C/MSgt Timothy Kantner	Assistant Aerospace Officer
C/SMSgt Zachery Cannon	Safety Officer
C/SSgt David Briggs	Drug Demand Reduction Officer
C/MSgt Jerrett Poto	NCOIC

(CBU/DECL 20191231) Table 3: Cadet Command Staff¹⁹

¹⁶ SD020

¹⁷ SD025

¹⁸ Ibid

¹⁹ Ibid

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(CBU/DECL 20191231) Flying is one of the cornerstones of the cadet program. The idea of punching holes in the clouds provides a big draw. Through units like the Asheville Composite Squadron, Civil Air Patrol provides opportunities for cadets to experience aviation while expanding their knowledge of aviation and flight operations. At the base of these programs, Squadron aviators volunteer their time and experience to provide opportunities for cadets to experience a chance to fly. Over the year, Lt Col Ray Davis and Lt Col Wallace Courtney introduced cadets from around the region to the love of flying. Once completing their first flight, Squadron flight leaders provide certificates to those cadets. These certificates recognize the cadet's first orientation flight. Lt Col Davis and Lt Col Courtney presented certificates to C/Amn Symatha Briggs, Cadet Michael Brooks, C/A1C Kayla Dutcher, C/Amn Alizandra Fagnant, Cadet Alexander Johnson, Cadet Joshua McGlinsky, C/Amn Nolan Middlemas, C/A1C Daniel Moorhead, Cadet Nathan Rice, and Cadet Ariel Wallace during 2013.²⁰ Through this accomplishment, these cadets are able to continue their flight education to become solo pilots.

(U) The final cadet event of the year is usually the Winter Encampment. Except for 2012, seniors and cadets from the Asheville Composite Squadron conduct the event at the Justice Academy in Edneyville. During 2012, Middle East Region had to cancel the encampment due to the lack of financial support. In winter 2013, the Middle East Region awarded the encampment to the Goldsboro Composite Squadron. This was necessary to provide a winter activity while reducing costs associated with these events. The change in location would also provide eastern North Carolina units with the ability to attend an encampment without the additional costs associated with travelling seven hours to Edneyville. This switch was heart wrenching but understandable. Senior and cadet leadership received assurances that Asheville will host the winter encampment in 2014. We salute the achievements of the Goldsboro Composite Squadron while looking forward to bringing the encampment back to the Western Branch of the North Carolina Justice Academy in Edneyville for 2014

(U) As indicated earlier, cadets and seniors begin the year with expectations to conquer the world. These events sometimes fall by the wayside as they compete for other activities. Through these shifts, the cadet corps demonstrated their professional dedication to the Squadron and CAP. The achievements represented in this historical record reflect great credit upon the cadet leadership and dedication of the cadets. I mention this as it is important to view cadet achievements as the sum of all its parts. Regardless of status, everyone must work together to meet the challenges and overcome them successfully. Without teamwork, the cadet corps would lack the ability to respond appropriately to CAP mission objectives. Acting as a binding agent, the senior Cadet Education Officers instill the cadets with the education necessary to become the leaders of tomorrow. As demonstrated in this history, the Asheville Composite Squadron (seniors and cadets) actively collaborate to excel professionally and academically. The squadron expects that programs will expand during 2014 and provide more opportunities for the next generation of civil and military leaders.

OPERATIONS

(U) When discussing operations, we really are examining two distinctive functions. The first being flight and the second covering emergency services. These features comprise the bulk of the

²⁰ Information extracted from CAP eServices.

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Civil Air Patrol's mission. To understand the importance of operations, one must understand its foundation. After the First World War, American aviators return to the States with an idea that civil aviation could protect against foreign invaders. This concept was necessary given the U.S. Army's hesitation to invest in a non-traditional weapon of war. CAP's founding members solicited state and federal officials in order to establish a civilian air force. On the eve of the Japanese attack on Pearl Harbor, Congress approved CAP as a component of civil defense. Civilian pilots took to the skies towing targets for the Army Air Forces, identified fires for the Forestry Service, and protected shipping for the Merchant Marine. These activities plus the adoption of aviation instruction to students proved to the government that the CAP was a valuable resource. When the war concluded, military commanders and government officials felt that CAP proved its value to national defense.

(U) Seventy-two years have come and gone since the founding of CAP. Squadrons and flights prepare for the protection of America's skies much as they did in 1941. Many state and local governmental entities embrace the value provided by CAP resources in augmenting professional emergency response activities. This civil reliance means Squadron leaders cannot afford to become complacent with maintaining personnel and equipment readiness. Over the past year, Asheville Composite Squadron members undertook an aggressive training schedule while adapting to changes in the unit's weekly meeting location. This section provides sub-sections dealing with aviation and emergency services. This section will collectively strengthen an understanding of how the Squadron met or exceeded local, state, and national response objectives during 2013.

Aviation²¹

(SBU/DECL 20191231) One huge achievement of the year owes its credit in large part to the resourcefulness of our aviator-instructors. Since 2008, the county has struggled to extract itself from a downturn in the economy. The decline caused federal agencies to withhold support from auxiliary activities in order to shift funding to core services. America is slowly regaining a footing economically and as such the Asheville Composite Squadron has weathered the storm unscathed. This resilience is evident in the number of flight hours achieved during FY13. Over this period, the Squadron flew 517.2 hours.²² These hours include cadet flight training (47.5 hours), cadet orientation flights (115.2 hours), mission aircrew training (73.7 hours), mission pilot proficiency flights (56.9 hours), and new pilot checkout and training (61.2 hours).²³ This is a remarkable achievement when we compare number of flights flown in FY10 (456), FY09 (433), and FY08 (396).²⁴ Since FY11, the Asheville Composite Squadron pilots flew over 500 hours on the C172 and C182 aircraft.²⁵ Great job!

(U) Of these numbers, the two that have the greatest significance are those achieved for cadet flight training and cadet orientation flights. These figures include hours conducting the

²¹ Information represented in this section represents activities for fiscal year 2013. This was done to insure continuity between reports given to the Air Force and maintained by the Squadron. In both circumstances, the federal fiscal year runs from 1 Oct 2012 to 31 Sep 2013.

²² SD014

²³ Ibid.

²⁴ Ibid.

²⁵ Ibid.

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Squadron's flight academy program. These clinics teach an intensive curriculum that gradually progresses the cadet understanding of flight from the classroom to actual flight. Ultimately, instructors hope to inspire a cadet to become proficient in order to achieve a solo flight. The Asheville Composite Squadron has held a flight clinic for the past six years at the Asheville Regional Airport.²⁶ Monumental in its own right but this year's academy had its own significant achievement. On February 15, Asheville's C/Capt Andrew Moore conducted his first solo flight.²⁷ He represented the sixteenth graduate approved to fly solo within the Asheville Composite Squadron Flight Academy. Lt Col Ray Davis presented C/Capt Moore with a certificate upon completion of the flight.²⁸ This achievement speaks volumes to the dedication and service of Cadet Moore.

(U) There is no way to predict when a training event will morph into a real-world activity. The expectation is that the laws of constants apply... start as a training affair and end as a training affair. This is ideal but not practical. On 21 April 2013, Lt Col Wallace *Wally* Courtney and Capt Rheta Perkins were conducting O Flights with Asheville and Shelby Composite Squadrons.²⁹ The team returned to the Asheville Regional Airport. While inbound, the aircrew heard an ELT at frequency 121.5. Maj Rob Masson would serve as Incident Commander and notified AFRCC of the transmission. Lt Col Courtney, Capt Perkins, and Capt Yount would leave Asheville Regional Airport in N727CP. With signals strong over the Moore County Airport, the aircrew would land and undertake the roles of UDF. Conducting a ramp check, the team isolated the tone within a Citation jet.³⁰ This event would cap an almost 14 hour duty day. Team members would receive official credit for a non-emergency find.³¹

(U) On 7 June, air operations demonstrated the importance of the Asheville Flight Academy and the cadet mentorship. On this day, C/2Lt Eli Booth soloed under Capt Stephen Bloemsma. Cadet Booth becomes one of a few Squadron cadets to achieve their solo flight status. Monumental in its own right, there is another remarkable component about this flight. Capt Bloemsma soloed during the Asheville Composite Squadron's flight academy on 3 August 2008.³² He credits Lt Col Richard Auger and Lt Col Ray Davis for his interest in aviation and desire to inspire cadet aviators. SM Bloemsma stated "CAP gave me an opportunity to fly at a young age... and sparked that interest in aviation that led me to continue on my training, and I am very grateful for that."³³ He now trains cadets for the Squadron. Lt Col Davis stated that "the volunteer cycle continues" with this flight.³⁴

²⁶ SD015

²⁷ Ibid

²⁸ Ibid.

²⁹ SD006

³⁰ Ibid.

³¹ Ibid.

³² SD014

³³ SD002

³⁴ SD014



(U) The Asheville Composite Squadron has many achievements to its credit. These would not be possible if it were not for its dedicated members. On 25 June, Lt Col Wally Courtney proved why the Squadron is second to none. On that day, Lt Col Courtney completed his 250th Orientation Flight.³⁵ He achieved this milestone at the Oxford-Henderson Airport (KHNZ).³⁶ The orientation program combines moral leadership and pre-flight instruction before taking to the skies. National Headquarters recommends one to two Flight Orientation programs per year. Students completing their first O Flight receive a certificate addressing the significance of the cadet's achievements. Lt Col Courtney's dedication serves as a credit to the Asheville Composite Squadron and its aerospace mission to inspire tomorrow's leaders.

(U) In many respects, aviation is the lynchpin in successfully achieving the missions of the Civil Air Patrol and Asheville Composite Squadron. Air assets are part of cadet programs, aerospace education and emergency services in varying degrees. This requires the dedication of a core cadre of aviators willing to volunteer their time and effort to make things happen. The Asheville Composite Squadron is truly grateful for our aircrews for making things happen. Their dedication and professionalism insured 210 hours of pilot and aircrew ground training by Squadron ground and flight instructors.³⁷ Through these activities, the unit had no safety violations for 2013. This may not seem big but the families of our cadets appreciate the extra mile undertaken by our volunteer professionals. Conducting the mission and bring everyone home safe is something everyone can appreciate. *Semper Vigilans!*

Emergency Services

(U) Cadets and seniors began the New Year participating in training designed to enhance the unit's mission readiness. Beginning on 18 January, the Asheville Composite Squadron travelled to Shelby to participate in the North Carolina Group 1 Search and Rescue Exercise.³⁸ Western North Carolina and upper South Carolina participants learned skills for incident command, ground team, communications, and specialized skills. Lt Col Merlin Phillips established the

³⁵ SD005

³⁶ Ibid

³⁷ Ibid

³⁸ SD017

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communications hub for operations with the assistance of Asheville cadet's Robert Reeves and Noah Phillips.³⁹ The Asheville contingent spent three days outdoors weathering temperatures ranging from 28 degrees at night to 59 degrees during the day. Shelby Composite Squadron leadership organized the training to be a combination of formal training mixed with practical exercises. Former Asheville Composite Squadron Commander, Lt Col Robert Bauer served as the encampment's commander.⁴⁰

(U) Annually, Lt Col "Butch" Phillips conducts a first aid course for Squadron personnel. This year that training would take place on February 9.⁴¹ Squadron personnel attended a first aid and cardiopulmonary resuscitation (CPR) course at the Asheville Regional Airport. Lt Col Merlin "Butch" Phillips conducted the session attended by seniors, cadets, and family. He is able to draw upon his experiences as a certified Emergency Medical Technician to address student comments and concerns. Students learned the basics of first aid, injury emergencies, and environmental injuries. Conducted in modules, students demonstrated their knowledge to perform within the standards established by the American Heart Association. The final test came with the student's ability to perform CPR and use an automatic external defibrillator (AED). Students successfully completing the course received certification by the American Heart Association's Heartsaver® First Aid/CPR curriculum.⁴²



(U) On 25 April, Lt Col Ray Davis received the coveted Wright Brothers Master Pilot ward by the Federal Aviation Administration.⁴³ The recognition celebrates Colonel Davis' over fifty years of safe flight operations.⁴⁴ He began his career with the United States Air Force working as an air traffic controller in 1959.⁴⁵ Through the years, he would go on to work with NASA and the early space flight missions. After thirty years of service with NASA, Lt Col Davis would retire and move to Georgia where he connected with the Civil Air Patrol. With the Asheville Composite Squadron, he has become a valued asset in flight operations and aerospace education. Lt Col Davis serves as operations officer, mission pilot, flight instructor, check-pilot, check-pilot examiner and FAA FFAST representative.⁴⁶ The Asheville Composite Squadron salutes Lieutenant Colonel Ray Davis' achievements and value to the unit's readiness.

³⁹ Activity not recorded. Information provided from first person experience by the writer.

⁴⁰ Ibid

⁴¹ SD019

⁴² Ibid

⁴³ SD021

⁴⁴ SD005

⁴⁵ Ibid

⁴⁶ Ibid

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(U) Except for 2011, the Asheville Composite Squadron hosted a Mountain Fury flying clinic successfully since 2005. This aviation clinic provides CAP members with practical experience in navigating the topography of southern Appalachia. Experienced aviators mentor and evaluate less experienced crews. Course instructions provide an opportunity for aviators to land on primitive mountain airstrips and locate simulated downed aircraft. The

program's goal seeks to provide familiarity to aircrews so they may understand how flying in a mountain range is different from the piedmont and coastal regions of the state. During the weekend of 21 June, the Asheville Composite Squadron hosted twenty mission pilots with eight corporate aircraft.⁴⁷ Pilots initially receive classroom instruction before taking to the skies. At the conclusion of events, trainees conducted 32 flights totaling 45 hours.⁴⁸ Through these events, pilots around the region improve their proficiencies with the ultimate goal being to aid search and recovery of downed aviators in mountainous terrain.

(U) Over the period of 28-29 June, Lt Col Merlin Phillips and TSgt Louis Toms participated in the North Carolina Office of Emergency Management's Community Emergency Response (CERT) Team Train the Trainer Course.⁴⁹ The program, offered at the University of North Carolina at Asheville, provide skills required to conduct CERT training. Program explores CERT elements while exploring how to deliver those elements to a diverse audience.⁵⁰ Instruction provided by the North Carolina CERT Coordinator, Patty Moore. The course had several community para-professional and professional participants from around western North Carolina. Upon completion of the course, Lt Col Phillips and TSgt Toms became the primary instructors for the Asheville Composite Squadron. Through their dedication, the Asheville Composite Squadron cadets and seniors can acquire CERT skills locally.

(SBU/DECL 20191231) During 2011, the United States Air Force revised how it would evaluate Civil Air Patrol emergency readiness. Prior to this change, Air Force evaluators would determine a Wing's effectiveness by evaluating each individual state and territory. This arrangement proved too costly. There was also a need to evaluate how Civil Air Patrol elements coordinated response efforts to address an undefined incident. Wing level incidents may show that assets effectively address targeted incidents but they fail to demonstrate a coordinated response. The new format would determine not only Wing effectiveness but regional response

⁴⁷ SD008

⁴⁸ Ibid

⁴⁹ SD014

⁵⁰ Ibid

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capabilities. We and others from North Carolina, Virginia, and West Virginia would jump into the middle of the new format over the week of 19-28 July.⁵¹

(SBU/DECL 20191231) Events kicked off with a notification from the North Carolina Wing opening mission 13-T-6361 on 25 July.⁵² Information regarding the exercise quickly went out for status of air and ground crews. Air Force evaluators directed a scenario that simulated a hurricane hitting the east coast. Post-incident, Wing would re-station assets closer to the impact areas. This required Asheville elements to go east. On 25 July, Lt Col Joseph Weinflash sent a request to unit personnel for redeployment to Burlington. Personnel would provide and augment Headquarters communications and ground team elements.⁵³ On 26 July, a contingent from Asheville left for Burlington and established operations through the end of the evaluation.⁵⁴ As this was the first of its type, participants adjusted well and overcame many obstacles. Evaluators certified the three Wings to continue operating as an effective resource in disaster response.

(U) Incident command system preaches integration of assets to provide the greatest level of effort in contingency response and management. Over the past year, the North Carolina Wing actively sought out connections with the North Carolina Office of Emergency Management to provide greater capabilities for responding to incidents. As part of this effort, the Asheville Composite Squadron actively promoted Civil Air Patrol capabilities with local emergency management and response agencies. On July 25, a contingent of Squadron seniors and cadets conducted a capabilities exercise for the Buncombe County Rescue Squad.⁵⁵ The event demonstrated how ground and air assets could coordinate activities to aid in locating a lost hiker. Buncombe County Rescue Squad had particular interest in maintaining communications with a base camp.

(U) The event began with Capt James Matthews leading a team of seniors and cadets into the Shining Rock Wilderness Area. The ground team comprised Maj Kim Gibson, 1Lt Sharon Waltman, C/1Lt Julie Waltman, C/CMSgt Angela Waltman, C/MSgt Caleb Freeman, C/TSgt Jarrett Poto, and C/SrA Noah Phillips. SM Stephen Bloemsma and Maj Arnie Andreson took to the air.⁵⁶ Lt Col Merlin Phillips managed communications traffic between aviation and ground assets. Representatives of Buncombe County Rescue Squad were present to understand Civil Air Patrol capabilities. This assessment was important as most local communications systems go out when one goes into the back woods of western North Carolina. Lt Earle Tilton, Buncombe County Rescue Squad, was impressed by the range of capabilities. He felt that coordinating efforts with the Asheville Composite Squadron could add a force multiplier to response activities.⁵⁷ The hope is that this will serve as a foundation for future collaborative activities between the two entities.

⁵¹ SD027

⁵² SD029

⁵³ SD028

⁵⁴ Ibid

⁵⁵ SD023

⁵⁶ Ibid

⁵⁷ Ibid

PERSONNEL⁵⁸

(U) How does one measure leadership? This is a question that management researchers have spent years studying and writing about. The variations in theories are as numerous as the amount of studies. After years of studying management theory, I believe I might have the answer to this perplexing question. Leadership is dependent upon the quality of personnel. In turn, these individuals require professional leadership. These symbiotic relationships will result in the stronger personal, managerial, and organizational growth. Over the past twelve months, several senior members received recognition for their contributions advancing the mission of the Civil Air Patrol. Their accomplishments demonstrated their dedication to duty while reflecting great credit upon the support of the Squadron and its leadership.

(U) We often get caught up with selling Civil Air Patrol on its aviation, emergency services, and cadet activities. Article upon article focuses on these as topic areas. Outside the spotlight, there is another world of administrative and command personnel that move mountains to keep the unit running with little to no recognition. On July 25, Chaplain Everett Woodcock turned over the spiritual welfare of the unit to Chaplain Arthur Slagle.⁵⁹ Lt Col Joseph Wienflash informed the members in attendance of Chaplain Woodcock's twenty-year tenure as Squadron Chaplain.⁶⁰ Chaplain Arthur Slagle provided some additional words in praise of the Chaplain's dedication through the years. The event concluded with the Commander presenting a Ten Commandments Challenge Coin to him.⁶¹ Squadron personnel will miss his moral leadership and words of wisdom.

(U) Rare is the occasion that a cadet progresses through the ranks to become a senior member. More often than not, life and its responsibilities force one to pursue their lot after leaving the cadet corps. Juggling personal obligations and a Civil Air Patrol career is what Capt Stephen Bloemsma has done. Joining the Asheville Composite Squadron at 14, he fell in love with flying following his first orientation flight.⁶² After graduating from the cadet cadre, Capt Bloemsma undertook a job with Western North Carolina Aviation. During fall 2013, he achieved a unique honor by rating as a commercial aviator. This achievement places Capt Bloemsma in an exceptional group. He is one of a few classified as the youngest to achieve commercial pilots license. Capt Stephen Bloemsma credits this achievement to the inspiration provided by the Asheville Composite Squadron.⁶³ His dedication and the dedication of other cadets is why the Civil Air Patrol program is a success.

(U) Winter signals the winding down of non-mission activities for most CAP squadrons. The highlight of winter activities is the gathering of friends and family for the holidays. In keeping with family togetherness, the Asheville Composite Squadron holds a Christmas party. This year's party took place at the Trinity Baptist Church on December 7.⁶⁴ Coordinated by Maj

⁵⁸ In this section, personnel identify matters related only to the squadron's senior corps. Author identifies cadet achievements under the cadet activities segment of this history.

⁵⁹ SD023

⁶⁰ SD013

⁶¹ Ibid

⁶² SD002

⁶³ Ibid.

⁶⁴ SD003

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Barbara Bow, the event solicited everyone to bring a dish for sharing with others. Several of the member's spouses and cadets helped to decorate the hall. The official party kicked off at 1700 hours. Scheduled for two hours, the event took every second of that time as everyone rejoiced in past achievements and being with friends. Wishing everyone a happiest of holiday seasons, the Christmas party symbolized the close of official unit activities for 2013.

In Memoriam

(U) A composite squadron has the unique ability to see the value of younger and older generations working together to advance aerospace education. These interactions preserve the history and heritage of the Civil Air Patrol. When someone passes, emptiness occurs that never really heals within the unit. The Asheville Composite Squadron prides itself on being a family. As with many families, this one comes with its ups and downs. During the year, the Civil Air Patrol family got smaller by two. These losses represent pieces of history lost to the sands of time. We faced our first loss on August 6 when Mrs. Doris Burnett Burrell of Clyde passed away.⁶⁵ During World War II, Mrs. Burrell served his country as a pilot within the Civil Air Patrol.⁶⁶ As part of the greatest generation, the Asheville Composite Squadron salutes their efforts that enabled the Civil Air Patrol to become a respected civil defense force.

(U) Later in the year, the Squadron would lose one of its cherished benefactors and valued members of its family. On December 20, Lieutenant Colonel Robert Eaton Auger passed away at the North Carolina State Veterans Homes in Asheville.⁶⁷ Lt Col Robert Auger had served as a pilot and pilot instructor during World War II and the Korean Conflict. During his years in Asheville, he was a valued component of the unit's aerospace education. He donated time and financial support to provide an excellent program. Earlier in the year, the Asheville Composite Squadron recognized Lt Col Auger's support by dedicating its new facilities as the Lt Col Robert E. Auger Center.⁶⁸ Squadron seniors and cadets will miss him deeply. We bow our heads in prayer and appreciation and to him and his family.

OUTREACH

(U) Community outreach is an important component but often overlooked activity within a squadron's pursuits. This maybe because these activities are not always as glamorous as tromping through the woods or punching holes in the clouds. Public awareness brings other values to the squadron. These activities bolster unit morale, recruitment, or public awareness just to name a few. Outreach can also require more attention and time than the traditional duties associated with the Civil Air Patrol mission. It is possibly the additional work that deters many from pursuing an active outreach program. Whatever the reason, successful organizations will always find a way to promote community enrichment activities. Although there is always room for improvement, this section addresses the active engagement by the Asheville Composite Squadron over the course of the past twelve months.

⁶⁵ SD004

⁶⁶ Ibid.

⁶⁷ SD001

⁶⁸ SD010

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(U) Beginning in 2012, the Asheville Regional Airport has held an Air Fair /5-K run. These events are open to the general public and provide a unique opportunity for Asheville Composite Squadron to connect with the community. On 21 September, unit personnel took to the tarmac to assist airport visitors while engaging interested individuals regarding the Civil Air Patrol.⁶⁹ This effort provided a static aircraft display. Squadron personnel also took advantage of the 5-K run to stretch their legs. Runners run the runway while aviation officials insure that no aircraft attempt to land during events. The Asheville Composite Squadron dedicated ten seniors and three cadets for this event. 1Lt Dennis Fagnant transported cadets to and from the Rocketry Weekend to insure a large presence at the event.⁷⁰ It is also important to note, that C/Amn Nolan Middlemas was recruited the previous year at this same event.⁷¹ The Asheville Composite Squadron looks forward to many more years of supporting this event.

(U) Civil Air Patrol recognizes the achievements of those who put others over their own lives. This is why we often salute those who serve the community and nation. There are some who make the ultimate sacrifice for us. On 2 November, the Asheville Composite Squadron sent a contingent to the Greenville-Spartanburg International Airport to pay respect to Army Specialist Jason Shelton.⁷² A graduate of Madison High School, SPC Shelton was stationed in Germany with the 709th Military Police Battalion. He was recipient of the Operation Enduring Freedom service medal.⁷³ The military flew his remains to Greenville where the Patriot Guard escorted him back to the mountains of western North Carolina. Lt Col Joseph Weinflash lead the contingent of the Asheville Composite Squadron to served as SPC Jason Shelton's honor guard in Greenville. With this event, we honor the sacrifices of all who have fallen in the line of duty.

(U) December held the last major event for Squadron personnel and those of the greater Civil Air Patrol family. Wreaths across America has civil and veterans organizations place wreaths on the tombstones of veterans. Wreaths made possible through donations. As with previous efforts, Maj Barbara Bow was the catalysis for the Squadron's success. During the year, members of the Squadron raised money for wreaths for the national ceremony on December 14. On the day of the event, seniors and cadets met at the Veteran's Cemetery in Black Mountain.⁷⁴ Others in attendance included local high school ROTC units, Patriot Riders Motorcycle Club, Blue Star Mothers, and the Buncombe County Fire and Sherriff's Honor Guard. With the laying of over 492 wreaths, this year marked the largest event at Black Mountain.⁷⁵ This effort was due in large part to the effort by Maj Barbara Bow. Hats off to an excellent effort!

(U) Over the past twelve months, the Squadron's public affairs team was active in their pursuit to inform the community of unit activities. To achieve awareness, the public affairs team interacted with local media outlets. The fruits of their printed labors helped to create portions of this historical record. On the radio front, public affairs officers generated over 600 public service announcements through WZGM 1350 am.⁷⁶ Local communities could learn about the Civil Air

⁶⁹ SD025

⁷⁰ Ibid.

⁷¹ Ibid.

⁷² WLOS (local ABC affiliate) broadcast reference unavailable.

⁷³ SD012

⁷⁴ SD026

⁷⁵ Ibid.

⁷⁶ SD030.

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Patrol and the programs offered by the Asheville Composite Squadron. This interaction led to an interest by mountain residents to become a member of the unit. Information also helps to build bridges with the local response community who might not realize the services offered by the Civil Air Patrol. The Squadron has seen a grown in membership thanks to the effort of the unit's media relations team effort.

(U) Community engagement is challenging. National and Wing requirements often impose requirements necessary to achieve mission readiness. This direction often overlooks the importance of outreach in programming. Successful squadrons find the perfect balance of mission necessity and community engagement. We are able to see their successes in the form of increased media coverage, program sponsorships, and increased recruitment. Over the past twelve months, the Asheville Composite Squadron demonstrated balanced program. The outcome of the unit's achievements is evident by the awards and recognitions received. As always, we owe our successes to the hard work and dedications of everyone in the Squadron. Echo Loud!

SPECIAL EVENTS

(U) One could accurately deduct that any event with the Civil Air Patrol is special. As we have seen over the course of this report, there are many occasions for seniors and cadets to network. Encampments, exercises, training, and the list go on and on. Of the dozens of activities, conferences provide the greatest opportunity for members to engage in professional development within a social environment. Traditionally, Civil Air Patrol conducts these events annually at the wing, region, and national level. Conferences provide members with an understanding of trends within the organization while recognizing those who excel. These events either focus on general trends for the members or specialized instruction for those within the aviation sector. Every once and a while, something rare occurs that depart from this standard.

(U) Over the years, Capt Joseph Meyers has promoted the concept of a historian conference. During 2012, he became an assistant to the Wing Historian Lt Col Phil Saleet. With this assignment, Capt Meyers voiced the concept to the new Wing Historian. This inquiry would become the catalyst to making a conference happen. Over a six-month period, the Wing historian team put together a program and advertised it to North Carolina and the Middle East Region. The event would take place on February 23, 2013 at the Wing Headquarters in Burlington, North Carolina.⁷⁷ Instructors included Lt Col Phil Saleet, Capt Joseph Meyers, and TSgt Louis Toms. Presentations outlined Civil Air Patrol history, Historian specialty track, museum and archival practices, and oral histories.⁷⁸ Attendees came from units from around North Carolina. The dedication of Lt Col Saleet catapulted him to national staff and Capt Meyers would become the North Carolina Wing Historian.

(U) The Historian's Conference was not the only significant special event in 2013. There was one of higher significance to the unit. Over the past couple of years, Asheville Composite Squadron members have had no consistent home. During 2012, Western North Carolina Aviation and the Asheville Regional Airport leased the unit Hanger 4. This was monumental as it brought

⁷⁷ SD011

⁷⁸ Ibid.

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the unit back to the airport. Since acquiring the space, a dedicated team of seniors and cadets have retrofitted the facility to meet Squadron requirements. This included but not limited to the stabilization of the floor, installing a stairway, and addressing safety concerns. Information technology specialists wired the building to allow for Wi-Fi access. In mid-spring, the City of Asheville approved the certificate of occupancy. Members would finally have a place to rest their hat.

(U) On evening of 11 April, the Asheville Composite Squadron formed with family and friends to dedicate the unit's new home. With a hundred in attendance, Lt Col Joseph Weinflash dedicated Hanger 4 as the Lt Col Robert E. Auger Center. The ninety-one year old Auger was present to receive this honor.⁷⁹ Robert Auger had served as an aviator in the Army Air Force during World War II and the Air Force during the Korean Conflict.⁸⁰ Over the years, Lt Col Robert E. Auger provided support to the Squadron's cadet programs. Capt Clint Parker, Squadron Public Affairs Officer, stated "Commander Weinflash thought it fitting to honor a man who served his country as part of what's come to be known as the greatest generation and who has been supportive of this squadron, both financially and as an inspirational role model."⁸¹ Lt Col Auger was visibly pleased with this honor and thanked the Squadron for this recognition.



(U) There are many special events that occur over the year. The difficulty is in the ability to identify each of them for inclusion in a chronicle of this nature. In most instances, we are lucky in that someone mentions these activities to someone who catalogs the event for others to appreciate. In the case of the Asheville Composite Squadron, I have to thank Capt William Wallace's thorough note taking during the weekly meetings. These events may not be included in this section but they have a place somewhere in this report. On occasion, we miss something

⁷⁹ SD010

⁸⁰ Ibid.

⁸¹ Ibid.

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of importance because of the individual modesty or lost references. Therefore, I would like to recognize the achievements of the unit and its members as being noteworthy events. These include but not limited to those who received awards, been promoted, or graduated from special Civil Air Patrol programs.

RESOURCE MANAGEMENT

(U) There are many things we take for granted while conducting CAP business. Who does the unit turn to when they need a part or resource? What space are you using to conduct weekly meetings? Where are you going to park the aircraft when you don't have a lease agreement? How can you log members into WIMRs without computers? There is a substantial list of questions that most of us never have to worry. This is due to the yeomen's level work achieved by a dedicated few. Their dedication enabled the Squadron to seamlessly address unit, Wing, Region, and National commitments.

(U) The squadron began the year meeting and operating out of the Lacy Griffin Building at 91 Wright Brothers Way in Fletcher. This facility once served as the permanent residency of the Asheville Composite Squadron. Beginning in 2009, the Asheville Regional Airport Authority (ARAA) required the use of the Lacy Griffin facilities to generate income. Western North Carolina Aviation would use the vacated facilities to establish a flight clinic. While acquiring the Lacy Griffin Building, ARAA began looking for a suitable replacement for the Squadron. Meanwhile, unit members shuffled from the Western Justice Academy in Edneyville to the NC Army National Guard armory in Asheville. In 2012, airport authorities negotiated a lease with unit leadership for occupation of Hanger 4. With a lease in hand, a group of dedicated unit carpenters and electricians worked to bring the neglected facilities up to code. This would take several months of intensive labor.

(U) With conditions vastly improved, the Asheville Composite Squadron officially moved operations to the Lt Col Robert E. Auger Center in April. Once moved, the unit looked toward improving the hanger's condition. The goal was creating usable spaces for cadet and senior operations. In order to proceed, leadership had to obtain a building permit. This became a minor issue as new rules clashed with the requirements met during the original construction. To meet the new requirements, Squadron leaders obtained the specialization of an architect. This acquisition required the remapping of the hanger facilities to address Buncombe County concerns. Active collaboration between the parties came to a successful conclusion in December. Buncombe County would issue a permit for the unit to remodel facilities. The unit will begin soliciting labor and technical assistance from the membership to meet the goals of the revitalization of the Auger Center.

(U) Construction was not the only infrastructure activity the unit engaged during the past twelve months. With the new facilities, the Squadron worked diligently to integrate multimedia into the balance of informing members of activities while promoting recruitment over the years. This is no simple undertaking. Too much or too little information could make force the searcher become frustrated to use your resources. Ease of information access was the primary goal in unit's transition from its old domain to one using Drupel. Lt Col Weinflash appointed 1Lt Scott Stevens to evaluate and reestablish the unit's web presence. Requesting input from the

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leadership, he organized and developed a site that reasserts the Squadron's information access goals. The site went active on 26 October.⁸² This new site includes a blog, member area, and frequently asked questions. Unlike the previous site, this one features a public face that provides information relevant to potential recruits. Specific resources are hidden within membership pages much like National's eServices portal.

WRAPPING UP AND LOOKING FORWARD

(U) This historical document chronicles the activities and accomplishments of the squadron and its personnel during the year for 2013. The research team collected a variety of resources to present information in a representative timeline of activities. Information related to some activities was unavailable to the historical team. This created pockets in describing the complete story of the unit's actions during the year. The downside to missing information is that some squadron and individual triumphs may be absent from this annual. We can only request that you forgive us for these oversights. It is our hope that you find that this annual history overcomes these minor oversights to preserve the spirit of squadron's individual and collective achievements for 2013.

(U) Over the past twelve months, squadron personnel made great strides in maintaining mission readiness. Aircrew instructors and ground team leaders train personnel to the highest caliber. This is evident in the squadron's response capabilities during training and real world contingency activities. The squadron has become a leader in navigating in the mountains that it conducts an annual flying clinic for the region and wing. Ground team leaders work to provide training that meets acceptable practices of civilian emergency services practitioners by having them conduct training for squadron personnel. This means that cadets and seniors are able to integrate with the operations of local recovery efforts. Aviation and emergency services is only a small component of the past year. Squadron personnel learned about the Air Force, gave back to the community, and built unit esprit d 'corps. Because of squadron personnel, several members received recognition from the Wing, National, and veteran's organizations.

(U) Two-thousand and fourteen promises to be an exciting year for the squadron. In late January, the Asheville Composite Squadron will change commanders. This brings pining for the old while celebrating the new. As we transition, Wing will challenge air and ground crew across the state to perform at its best. Units will prepare and fulfill mission requirements of the annual SAREx. As the year progresses, Squadron aviators will work to develop and pull off a Mountain Fury clinic. . June and July will bring national and regional events such as summer camps and other events provide cadets and seniors with activities involving hands on missions. When the cadets return to school in August, the unit will turn to continued community engagement and unit proficiencies. Then comes winter when the squadron historian prepares to collect and write about the achievements of the squadron and its personnel. As these events and others occur, the unit remains ever vigilant to meet the goals of searching for downed aircraft in the mountains of Western North Carolina.

⁸² Asheville Composite Squadron Blog

APPENDIX A

GENERAL SQUADRON INFORMATION

As of 31 December 2013

Unit Designation	Asheville Composite Squadron (MER-NC-019)
Previous Designations	Asheville Senior Squadron (1957-1976) Asheville Squadron (1945-1957) Western Carolina Squadron (1942-1945)
Authority	Civil Air Patrol National Organization Charter
Higher Headquarters	North Carolina Wing (MER-NC-001)
Commander	Maj Joseph A. Weinflash (July 2009-Present)
Deputy Commander – Seniors	Lt Col William L. Fleming (12/2/2011-Present)
Deputy Commander – Cadets	1 Lt Dennis A. Fagnant (5/3/2012-Present)
Cadet Commander	C/2Lt Logan M. Lueck (10/3/2013-Present) C/2Lt Katherine Houston (3/15/2013-10/3/2013) C/Capt Andrew Moore (9/7/2012-3/14/2013)
Station	Asheville Regional Airport
Aircraft Flown	Cessna 172 Cessna 182
Awards and Decorations	Unit Citation (2011)
Approved Emblem:	



Significance: Traditional Air Force squadron type design. Insignia features CAP aircraft flying over the city of Asheville. Disc contains the Asheville Composite Squadron's designation *NC-019* and *Civil Air Patrol*. The outer scrolls identify the unit's motto *Echo Loud* and identify the city of *Asheville*. Insignia size slightly larger than traditional Air Force squadron emblem patterns. Approved emblem approved in 2010.

Functional Emblem:



Significance: Rectangular insignia. Emblem presents a cartoon image of the squadron's aircraft in profile. Presented on the side of the aircraft are "N99700" and the CAP emblem. The figure of Gumby sits in the pilot's seat. Beneath the aircraft image, "NCO19 SEMPER GUMBY" is in quotes. This image symbolizes the flexibility of the unit and its personnel to accomplish the mission.



Significance: Disc face contains two OR bands used to separate the key elements. Outer disc provides the unit's designation in AZURE on an ARGENT field. The wording presented is "Civil Air Patrol" in the Chief position while "Asheville Sq, NC 019" appears in the base. Inner disc present a predominantly ARGENT Cessna-type aircraft flying over a mountain range. The mountains signify the predominant terrain feature of western North Carolina and the home of the Asheville Composite Squadron.

APPENDIX B

PERSONNEL STATISTICS

As of 31 December 2013⁸³

(SBU/DECL 20191231) Senior Members (77)

<u>Enlisted</u>		<u>Officer</u>		<u>Cadet Sponsor</u>		<u>Patron</u>	
1	>1%	58	76%	17	22%	1	>1%

(SBU/DECL 20191231) Cadet Members (51)

<u>Enlisted</u>		<u>Officer</u>		<u>Cadet</u>	
23	45%	10	20%	18	35%

(SBU/DECL 20191231) Gender (128)

<u>Seniors</u>		<u>Cadets</u>	
<u>Male</u>	<u>Female</u>	<u>Male</u>	<u>Female</u>
67	10	41	10

⁸³ Data compiled from CAP e-Services.

APPENDIX C

CADET ACHIEVEMENT AWARDS

As of 31 December 2013⁸⁴



Amelia Earhart

C/Capt Christopher Hewitt



General Billy Mitchell

C/2Lt Eli Boothe
C/2Lt Jacob Davis
C/2Lt Morgan MacDonald

C/2Lt Taylor Parker
C/2Lt Angela Waltman



Neil Armstrong

C/2Lt Eli Boothe
C/2Lt Jacob Davis
C/2Lt Morgan MacDonald

C/2LT Angela Waltman
C/CMSgt Rob Reeves



Dr. Robert H. Goddard

C/2Lt Eli Boothe
C/2Lt Jacob Davis
C/2Lt Morgan MacDonald

C/CMSgt Johnathan Hobbs
C/CMSgt Rob Reeves
C/MSgt Caleb Freeman



General Jimmy Doolittle

C/2Lt Jacob Davis
C/CMSgt Jarrett Poto
C/CMSgt Rob Reeves

C/SMSgt Alexander Hopkins
C/SMSgt Timothy Kanter
C/MSgt Caleb Freeman



Charles A. Lindbergh

C/CMSgt Jarrett Poto
C/SMSgt Alexander Hopkins
C/SMSgt Timothy Kanter

C/MSgt Molly Boothe
C/MSgt Caleb Freeman



Captain Eddie Rickenbacker

C/CMSgt Jarrett Poto
C/SMSgt Alexander Hopkins
C/SMSgt Timothy Kanter

C/MSgt Molly Boothe
C/MSgt Caleb Freeman
C/TSgt Ethan Reynolds



Wright Brothers

C/CMSgt Jarrett Poto
C/SMSgt Alexander Hopkins
SMSgt Timothy Kanter

C/MSgt Caleb Freeman
C/TSgt Ethan Reynolds
C/SSgt David Briggs

⁸⁴ Data compiled from CAP e-Services.

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C/MSgt Molly Boothe



Mary Feik

C/TSgt Ethan Reynolds
C/CMSgt Jarrett Poto
C/SMSgt Alexander Hopkins
C/MSgt Molly Boothe
C/SSgt David Briggs

C/SrA Benjamin Carpenter
C/SrA Noah Phillips
C/A1C Kayla Dutcher
C/A1C Daniel Moorhead



General H. H. "Hap" Arnold

C/TSgt Ethan Reynolds
C/SrA Benjamin Carpenter

C/A1C Kayla Dutcher
C/A1C Austin Medford



General J. F. Curry

C/TSgt Ethan Reynolds
C/A1C Austin Medford
C/A1C Daniel Moorhead
C/Amn Symantha Briggs

C/Amn Seairra Davis
C/Amn Alizandra Fagnant
C/Amn Nolan Middlemas

APPENDIX D

SENIOR ACHIEVEMENT AWARDS

As of 31 December 2013⁸⁵



Grover Loening Aerospace Award

Maj Michael West

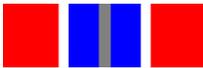


Benjamin O. Davis , Jr. Award

1Lt Dennis Fagnant

1Lt Scott Stevens

1Lt Constance Leggett



General Charles Yeager Aerospace Education Award

1Lt Scott Stevens



Membership Award

2Lt Teresa Cannon
2Lt David Hosking
SM William Bell

SM Harold Fiedler
SM Charles Johnson
SM Alexander Myers

⁸⁵ Data compiled from CAP e-Services.

APPENDIX E
SQUADRON AIRCRAFT

CESSNA 172 SKYHAWK⁸⁶



Type Four seat light aircraft

Purpose Search, reconnaissance, communications, transport.

Performance

General

Horsepower	150
Top Speed	122 knots
Cruise Speed	115 knots
Stall Speed (dirty)	43 knots
Gross Weight	2300 pounds
Empty Weight	1315 pounds
Fuel Capacity	42.00 gallons
Range	417 nautical miles
Aircrew	Pilot +3

Take Off

Ground Roll	865 feet
Over 50 ft Obstacle	1525 feet
Rate of Climb	645 feet per minute
Ceiling	13100

Landing

Ground Roll	520 feet
Over 50 ft Obstacle	1250 feet

⁸⁶ "Cessna 172 I Skyhawk Performance and Specifications." *PilotFriend Aircraft Database*, nd: (<http://www.pilotfriend.com/aircraft%20performance/Cessna/1/15.htm>) (accessed on 31 Dec 2009).

CESSNA 182 SKYLANE⁸⁷



Type High performance four seat light aircraft

Purpose Search, reconnaissance, communications, transport.

Performance

General

Horsepower	230
Top Speed	143 knots
Cruise Speed	135 knots
Stall Speed (dirty)	54 knots
Gross Weight	2550 pounds
Empty Weight	1540 pounds
Useful Load	1213 pounds
Fuel Capacity	55.00 gallons
Range	443 nautical miles
Aircrew	Pilot +3

Take Off

Ground Roll	620 feet
Over 50 ft Obstacle	1020 feet
Rate of Climb	620 feet
Ceiling	1020

Landing

Ground Roll	610 feet
Over 50 ft Obstacle	1290 feet

⁸⁷ "Cessna 182 Performance and Specifications." *PilotFriend Aircraft Database*, nd: (<http://www.pilotfriend.com/aircraft%20performance/Cessna/3/3.htm>) (accessed on 31 Dec 2009).

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Abbreviations and Acronyms

§	Section
AE	Aerospace Education
AED	Automated External Defibrillator
AFB	Air Force Base
AFI	Air Force Instruction
Asst	Assistant
AVL	Asheville or Asheville Regional Airport
C	Cadet
CAP	Civil Air Patrol
CBU	Confidential But Unclassified
CD ROM	Compact Disk – Read Only Memory
CERT	Community Emergency Response Team
CPR	Cardiopulmonary Resuscitation
DDR	Drug Demand Reduction
DECL	Declassify
ECI	Extension Course Institute
ELT	Emergency Locator Transmitter
ES	Emergency Services
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Administration
ft	Feet
HO	History Office
JROTC	Junior Reserve Officer Training Corps
MER	Middle East Region
NASA	National Aeronautics and Space Administration
NC	North Carolina
NCGS	North Carolina General Statutes
RCS	Record Control Symbol
ROTC	Reserve Officer Training Corps
SAR	Search and Recovery
SAREVAL	Search and Recovery Evaluation

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SLS	Senior Leadership School
U	Unclassified
US	United States
USAF	United States Air Force
USC	United States Code

Terms

Argent (White or Silver) - Positive: daylight, innocence, perfection, purity, truth, and wisdom. Negative: blank, cold, ghostly, spectral, and void.

Azure (Blue) – Positive (light blue): calm seas, charity, cold, constancy, daylight, devotion, innocence, plant Jupiter, loyalty, piety, sincerity, sky, thinking, and truth. Negative (dark blue): doubt, discomfort, night, and stormy seas.

Disc – Shape on which the heraldic devices, symbols, or elements of a unit emblem are displayed. The disc of today originated with a roundel, which consisted of a white five-pointed star in a blue circle, with a red disc in the center of the star. The roundel was displayed unofficially on early USA Signal Corps airplanes, adopted officially in 1917 for airplanes, and later evolved into the national star and bar aircraft marking of today. The US Air Force adopted the disc in the early 1950s as the official shape for squadron emblems.

Element – In an emblem design, a symbol or group of symbols, such as a constellation or bundle of arrows, portraying a single characteristic, trait, or concept.

Emblem – An officially approved symbolic design portraying the distinctive history, mission, and general information of an organization. It is an important, abiding element of the organization's heritage.

Functional Emblems – Unofficial, non-unit emblems locally designed, authorized, and displayed. These are often referred to as “morale patches.”

Or (Yellow or Gold) – Positive: Constancy, dissemination, divinity, elevation of mind, excellence, highest values, honor, illumination, intellect, intuition, justice, light, loyalty, magnanimity, riches, ripened grain, sun, supreme wisdom, and wisdom. Negative: cowardice and treachery.

Unit – A Civil Air Patrol organization with no headquarters. Squadrons and numbered flights are units.

Gazetteer

Asheville – A city in and the county seat of Buncombe County, North Carolina.

Asheville Regional Airport (FAA: AVL) – A class C airport in the town of Fletcher, 9 miles south of the city of Asheville, in the state of North Carolina.

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Bent Creek State Park – A state recreational park located in Buncombe County, North Carolina.

Biltmore Forest – A city in Buncombe County, North Carolina.

Buncombe County – A county located in western North Carolina, United States.

Burlington – A city in Alamance County, North Carolina.

Camp Butner – A North Carolina National Guard installation located in Granville County, North Carolina.

DuPont State Park – A 10,000 acre tract, located in Henderson and Transylvania counties in western North Carolina.

Edneyville – A village in Henderson County, North Carolina and a suburb of Hendersonville.

Hendersonville – A city in and the county seat of Henderson County, North Carolina.

Kill Devil's Hill – A town in Dare County, North Carolina. Kill Devil's Hill was the first successful powered flight.

Maxwell AFB (FAA: MXF) – A United States Air Force based located Montgomery County, Alabama.

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