

# History Of Wyoming Wing Civil Air Patrol



*Auxiliary of the United States Air Force*

1 Jan 2013 to 31 Dec 2013

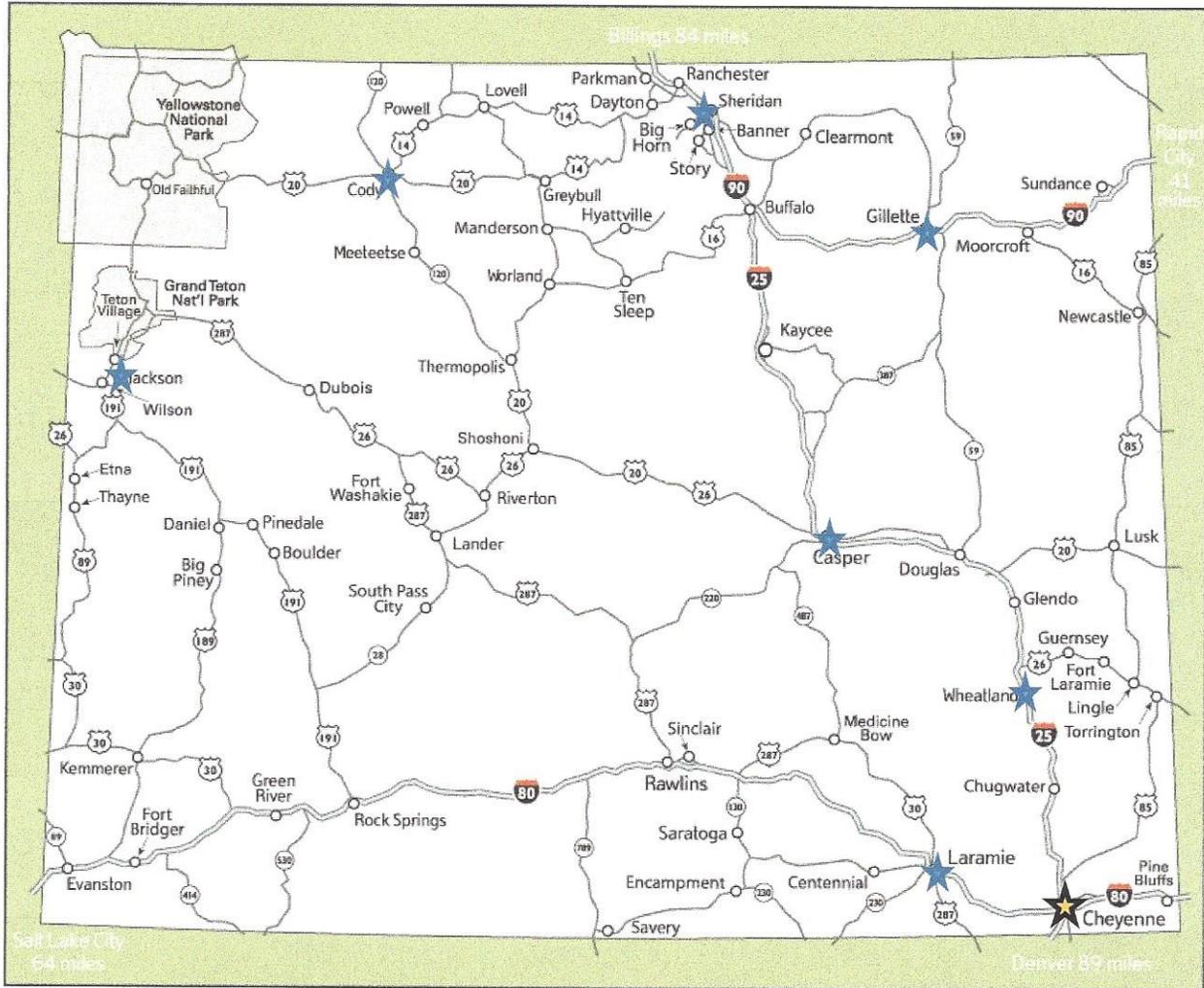
*Prepared by*

*1LT David A. Gopperton, CAP*

***Wyoming Wing Historian  
Wyoming Wing Headquarters  
Cheyenne, Wyoming***

# FRONTSPIECE

## MAP OF WYOMING WING



 Squadron Locations

 Headquarters

## TABLE OF CONTENTS

Title Page

Frontspiece

Table of Contents

List of Illustrations

Executive Summary

2013 Wyoming Wing Historian Report

2013 Wing/Squadron Rosters

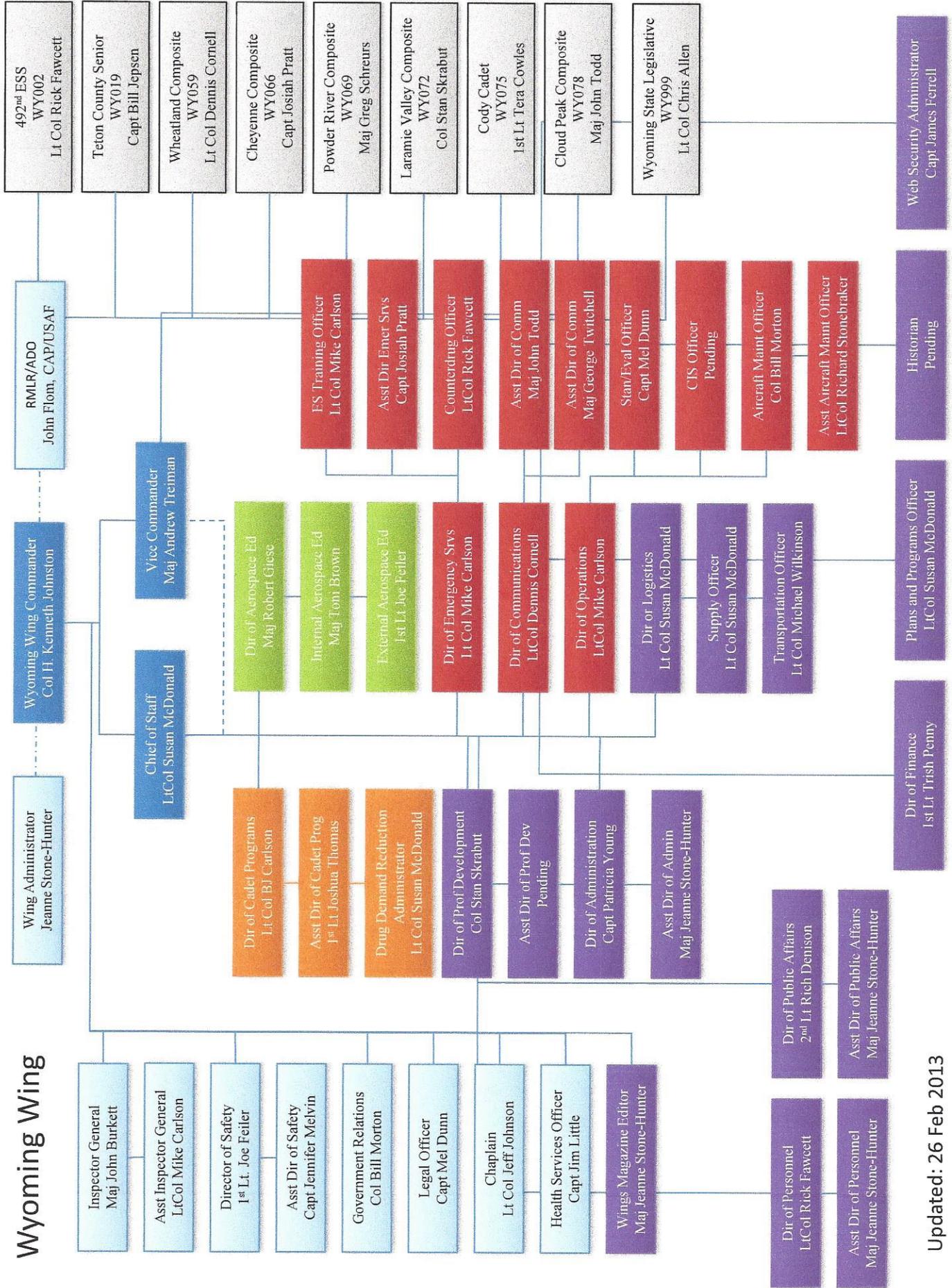
Historical Documents Collected in 2013

Wyoming Wing in the News In 2013

## LIST OF ILLUSTRATIONS

- 1-1 2013 Wyoming Wing Organizational Chart
- 2-1 Photo of Casper Squadron SAREX ca. 1972
- 3-1 Photo of Casper Squadron Headquarters during SAREX ca. 1972
- 4-1 Photo of Casper Squadron Headquarters ca. 1972
- 5-1 Photo of Civil Air Patrol 32<sup>nd</sup> Anniversary Announcement
- 6-1 New Cloud Peak Composite Squadron Patch
- 7-1 New Yellowstone Regional Composite Squadron Patch

# Wyoming Wing





2-1

CASPER SQUADRON SAREX

ca. 1972



3-1

CASPER SQUADRON SAREX

ca. 1972



4-1

CASPER SQUADRON HEADQUARTERS

ca. 1972



5-1

CASPER, WYOMING

CIVIL AIR PATROL 32<sup>ND</sup> ANNIVERSARY

ca. 1972

## CLOUD PEAK COMPOSITE SQUADRON

SHERIDAN, WYOMING



### ELEMENTS:

The constellation Cygnus, also known as the Northern Cross, is visible every night in Sheridan, Wyoming, over Cloud Peak.

The outer circle contains the Civil Air Patrol Core Values.

The inner circle contains a CAP aircraft over Cloud Peak with a gold star signifying Cygnus, the Northern Cross.

**YELLOWSTONE REGIONAL COMPOSITE SQUADRON**

**CODY/POWELL, WYOMING**



## EXECUTIVE SUMMARY

Wyoming Wing has not had an active Historian for nearly 6 years. Then TSGT David A. Gopperton volunteered to assume the position of Wing Historian in February of 2013. His first task was to assemble a Wing Historian Report for 2012 in a very short time. He completed the 2012 report and it was approved in April of 2012.

In June, TSGT Gopperton was appointed Squadron Commander, Cloud Peak Composite Squadron, Sheridan, Wyoming. He assumed command on July 25<sup>th</sup>, and was appointed to the rank of 1LT. The squadron was in serious trouble with only 6 active cadets and 4 Senior Members attending meetings. His first task was recruitment. By the end of August, the squadron had 10 cadets and 7 Senior Members attending. One of the new Senior Members coming onboard in August was SM Ian Lydic. SM Lydic quickly stepped into the role of Deputy Squadron Commander and continued the recruiting effort, ending the year with 13 cadets and 8 Senior Members.

In November, 1LT Gopperton was appointed to a National Committee with the objective of revising the CAPP 5 Historian program. This was completed in February 2014. This process helped define the role of Historian more clearly, aiding 1LT Gopperton in his efforts to reconstitute a Wing History preservation program. The Wing Historian Report for 2013, seen below, outlines some of the projects that were begun in 2013 and continue into 2014. The year 2014 will see more strides including a partnership with the Wyoming State Veterans Museum to archive documents, uniforms, photos, news articles, and other records that tell the CAP story in our state. This process has only just begun. Included in this report are examples of some of the items that will be archived at the museum



CIVIL AIR PATROL  
WYOMING WING HEADQUARTERS  
P.O. Box 9057  
Cheyenne, WY 82003-9507



February 25, 2014

**From:** Wyoming Wing Historian, CAP  
**To:** Rocky Mountain Region Historian, CAP  
**Via:** Commander, Wyoming Wing, CAP

**Subj:** 2013 WYOMING WING HISTORIAN REPORT

The following report is submitted for 2013:

**1. Wing Staff Organization:**

- A. See Enclosure (1)

**2. 2013 Wing Statistics:**

- A. Volunteer Members:
  - 1. 181 adult members
  - 2. 84 cadets
  - 3. 181 voting-age members
  - 4. 66 aircrew personnel
  - 5. 184 emergency responders
- B. Five single engine aircraft in 8 squadrons.
- C. Ten vehicles.
- D. Communications:
  - 1. 10 VHF/FM repeaters
  - 2. 94 VHF/FM stations
  - 3. 21 HF stations
- E. Cadet Flying: 148 Cadets Flown
- F. Total Flying Hours: 853
- G. Financial:
  - 1. State Funding = \$106,730
  - 2. Value of Wing Volunteer hours = \$632,155

### 3. Operations

#### A. Missions:

1. 10 search and rescue missions
2. 7 finds
3. 10 lives saved
4. 1 counter-drug mission
5. 5 state support missions

#### B. 2013 Cadet Encampment Attendance:

1. Number of Cadets: 57
2. Number of Senior Members: 14

### 4. Purpose and Objectives of the CAP Historical Program.

- A. **Purpose:** to systematically collect historical data and prepare accurate, objective, impartial and useful accounts of the organization, development, administration, operations and other features of the Wyoming Wing of the Civil Air Patrol.
- B. **Objectives:** to provide historical information for CAP planning, operational and educational purposes; to preserve and disseminate the history of Civil Air Patrol; and to prepare and publish scholarly books and studies that keep the public informed about Civil Air Patrol and its cadet program, aerospace education and emergency services missions.
- C. To inspire cadets and senior members to continue the proud traditions of the Civil Air Patrol.
- D. Dispel the moniker, "BEST KEPT SECRET IN WYOMING".

### 5. Recommendations for 2014: In order to re-establish the Wing History Program, recommend the following actions in accordance with references (a), (b), and (c):

- A. Establish a Memorandum of Agreement with the Wyoming Veterans Museum in Casper, Wyoming to serve as Wyoming Wing Historical archive.
- B. Work with Veterans' Museum to establish a program for the collection and preservation of items of historical significance, either of a documentary or physical property nature;
- C. Establish a process for collection of periodic reports, manuals, regulations, orders, etc., produced within the organization to be submitted automatically from the office of origin;
- D. Establish a review process to ensure documents are not destroyed until after appointed Wing Historian has been consulted to determine if the document is no longer of historical importance (as required by CAPR 5-4), particularly electronic records;

- E. Wing Historian will classify and scan all historical documentation as covered by CAPP 5; archive physical documentation and artifacts.
- F. Perform historical research as required by the Commander and other CAP elements, other military agencies, and non-military agencies, and individuals as approved by the Commander;
- G. Establish a requirement for recruiting and selecting qualified historians in each squadron within the command to ensure the mission of the Wing Historical Program is met;
- H. Ensure squadron level historians meet the CAP Historical Program requirements, which include:
  - 1. Level II technical training
  - 2. Member's current unit position
  - 3. Individual's interest, abilities, capability and achievements
- I. Establish and conduct an oral history program by seeking out past members to document their stories and experiences in the Wyoming Wing;
- J. Encourage the preparation of periodic histories at the group and squadron level;
- K. Conduct a continuing research program in the working files of the organization to obtain the primary documentation (messages, letters, memos, staff studies, briefings, etc.) necessary for accurate historical narratives;
- L. Educate Wing members about CAP History and the role it plays in the organization's search and rescue mission.

**6. 2013 Objectives and Results:**

- 1. Establish a *Wing Preservation Team* consisting of cadets and senior members from each squadron to collect and submit appropriate historical information.
  - a. This objective did not progress in 2013.
  - b. One squadron responded to call for historians.
  - c. Will concentrate on creating the motivation and interest in CAP History with goal of one historian in each squadron by June 2015.
- 2. 2013 Historical Projects and Results:
  - a. Interviewed squadron commander of the previous CAP unit in Sheridan. Documented his experiences as a Cadet in the early 1960's, and as Squadron Commander in the mid 1980's.
    - 1) Digitized the original charter from that squadron.
    - 2) Currently documenting his experiences, including as International Cadet in 1960 in Israel.

- b. Collected early pictures from Casper Squadron, circa 1972, Enclosures 4-1 thru 4-5.
  - c. Write a history of Gil Robb Wilson and the Civil Air Patrol, and publish it in parts in Wing Magazine.
    - i. First article published in 2013 Fall edition of Wyoming Wing Magazine. Enclosure (7).
7. Submitted for approval.

Very Respectfully,

*David A. Gopperton*

LT DAVID A. GOPPERTON  
Wyoming Wing Historian  
Squadron Commander  
Cloud Peak Composite Squadron  
Sheridan, Wyoming

Copy to:  
Wyoming Wing Commander

**2013 WYOMING WING PERSONNEL**  
**Wing/Squadron Command Staff = 11**

WY-001	Wing Commander	Col H. Kenneth Johnston
WY-002	492 <sup>nd</sup> Emergency Services Squadron	LtCol Richard Fawcett Commanding
WY-019	Jackson Squadron	Capt William Jepsen
WY-059	Wheatland Squadron	LtCol Dennis Cornell
WY-066	Cheyenne HQ Squadron	Maj Aaron Seng
WY-069	Gillette Squadron	Maj Gregory Schreurs
WY-072	Laramie Squadron	Col Stanley Skrabut
WY-075	Yellowstone Regional Comp Squadron	Cap Tera Cowles
WY-078	Cloud Peak Comp Squadron-Sheridan	1LT David Gopperton
WY-080	Pinedale Squadron (newly formed)	1LT Alexandra Heil
WY-082	Powell Squadron (newly formed)	Capt Charles Moore

**2013 WYOMING WING PERSONNEL  
Active Senior Member Roster**

**Total 181**

**WY-001 Cheyenne HQ**

**CAPID**

<b>247972</b>	<b>Col</b>	<b>Johnston , Harold K – Wing Commander</b>
137987	Maj	Burkett , John C
243410	Lt Col	Davis , Eric S
281830	1 <sup>st</sup> Lt	Gray , Michael W
408828	Capt	Hunter , Randall K
360390	Lt Col	Johnson , Jeffrey L
210008	Col	Morton Jr, William R
543229	SM	Reed , Harold E
241889	Maj	Treiman , Andrew James
253663	Lt Col	Wilkinson , L Michael

**WY-002 492<sup>nd</sup> Emergency Services Squadron**

**CAPID**

<b>142542</b>	<b>Lt Col</b>	<b>Fawcett , Richard E – Squadron Commander</b>
138550	Capt	Baughman , Roy W
531216	Capt	Bentzin , Barbara L
540925	2d Lt	Chandler , Bruce H
514707	1 <sup>st</sup> Lt	Denison , Richard W
304249	Capt	Dunn , Melville I
480777	1 <sup>st</sup> Lt	Feiler , James G
420653	1 <sup>st</sup> Lt	Feiler , Joseph W
381147	Capt	Ferrell , James E
540954	2d Lt	Gordon , Scott A
374553	2d Lt	Krubeck , Stephen L
118696	Capt	Lessig , Bruce D
439752	1 <sup>st</sup> Lt	Martin , Alan V
131827	1 <sup>st</sup> Lt	Megee , Michael A
514805	Capt	Melvin , Jennifer R
531217	2d Lt	Montgomery , Robert C
138352	1 <sup>st</sup> Lt	Moore , Michael D
531179	2d Lt	Morton , Brett T
527429	2d Lt	Tuft , Neville M
423063	Capt	Twiford , Theodore F
440912	Capt	Westby , Mark T
167664	Maj	Wilcox , Daniel L

## WY-019 Jackson Squadron

### CAPID

<b>110721</b>	<b>Capt</b>	<b>Jepsen , Bill H – Squadron Comman der</b>
144189	Capt	Bean , James R
140840	Capt	Bean , Tami J
454577	Capt	Clay , Katherine M
439471	Capt	Cully , Tim J
429482	2d Lt	Foster , Stephen L
447991	Maj	Giese , Robert P
524163	2d Lt	Glissmeyer , Jacob G
354319	SM	Haas , Stephen B
486546	2d Lt	Hawkins , Rebecca M
389107	SM	Henry , Douglas G
435815	2d Lt	Hodges , David A
424008	Capt	LaPointe , Allen C
535557	SM	Li , Jacques
480124	Maj	Little Jr, James R
549471	SM	Meagher , Katie L
549473	SM	Mills , Elizabeth J
485342	2d Lt	Mullikin , Kimberly R
454294	2d Lt	Ross , Slade L
534375	SM	Smith , Brett D
454869	2d Lt	Truitt , Patricia A
454862	2d Lt	VonKrosigk , Kristi L

## WY-059 Wheatland Squadron

### CAPID

<b>121346</b>	<b>Lt Col</b>	<b>Cornell , Dennis L – Squadron Commander</b>
528140	2d Lt	Benson , Adam J
319294	1 <sup>st</sup> Lt	Drobnick , Garrett J
527677	2d Lt	Dyer , Stewart A
412092	Maj	Hawley , James W
196721	Maj	Howden , Gregory W
201203	Lt Col	McDonald , Assunta S
255285	1 <sup>st</sup> Lt	McDonald , Kyle J
393018	1 <sup>st</sup> Lt	McDonald , Michael D
138787	Lt Col	Pierce , David C
454813	1 <sup>st</sup> Lt	Schilreff , George
338061	1 <sup>st</sup> Lt	Showers , Edward D
483377	Capt	Young , Patricia M

## WY-066 Cheyenne Squadron

### CAPID

<b>385668</b>	<b>Maj</b>	<b>Seng , Aaron W – Squadron Commander</b>
495677	SM	Aragona , Jake
539450	2d Lt	Bridenstine , Joel D
430597	SM	Coppens , Ryan
520512	2d Lt	Dezeeuw , Rick B
146544	Capt	Gapen , Patrice M
543629	Maj	Heaberlin , Michael A
528676	1 <sup>st</sup> Lt	Holscher , Klinton C
466230	1 <sup>st</sup> Lt	Hynes , Martin
541167	CMSgt	Moore , James M
510160	Capt	Nordin , Daniel E
541200	2d Lt	Patterson , Casey W
376469	Capt	Reynolds , Clare E
415700	Maj	Stone-Hunter , Jeanne M
213697	1 <sup>st</sup> Lt	Terrell , Chris M

## WY-069 Gillette Squadron

### CAPID

<b>316930</b>	<b>Maj</b>	<b>Schreurs , Gregory W – Squadron Commander</b>
532032	SM	Bosecker , Terry Ray
138025	Maj	Brown , Toni C
514147	SM	Coulter , Jerry N
482822	2d Lt	Dyk , Kenneth J
136601	2d Lt	Elliott , Clay E
416884	SM	Fleeman , Joseph B
480397	2d Lt	Hendershot , Bryan J
546791	SM	Kline , Warren R
168868	2d Lt	McKinney , Robert B
525082	2d Lt	Messenheimer , Charles W
525083	2d Lt	Messenheimer , Kimberly A
524885	SM	Pierce , Jessy L
546790	SM	Reeves II, James A
525619	2d Lt	Scott , Teresa L
426623	Capt	Self , Juthann H
456638	2d Lt	Slinger , David C
313499	2d Lt	Stahla , Philip E
473755	2d Lt	Strub , Justin D
525780	2d Lt	Vidrine Jr, Milton J
138574	Capt	Wood , Mckinley D

## WY-072 Laramie Squadron

### CAPID

<b>217982</b>	<b>Col</b>	<b>Skrabut , Stanley A – Squadron Commander</b>
390508	1 <sup>st</sup> Lt	Gould , Heather M
381255	1 <sup>st</sup> Lt	Gross , Christopher Luke
445443	Capt	Hoyt Jr, Vance E
513244	1 <sup>st</sup> Lt	Hulett , Steven A
546884	SM	Keeley , James D
240589	Maj	Simpson , Gery D
367190	Maj	Thiel , Dermot A
138505	Maj	Twitchell , George A
508926	SM	Wells , Susan K

## WY-075 Yellowstone Regional Composite Squadron – Cody/Powell

### CAPID

<b>508393</b>	<b>Capt</b>	<b>Cowles , Tera R – Squadron Commander</b>
332107	Lt Col	Carlson , Beverly K
320855	Lt Col	Carlson , Michael
334514	Lt Col	Carpenter , Joshua Raymond
525756	1 <sup>st</sup> Lt	Cowles , Jerry W
521702	2d Lt	Dandy , Linda L
472360	2d Lt	Horvath , Stephen L
489856	SM	Meznarich , Bonnie B
549144	SM	Meznarich , Lowell W
548378	SM	Smith , Ernest L
523651	2d Lt	Weckler , Deborah K

## WY-078 Cloud Peak Composite Squadron – Sheridan

### CAPID

<b>527056</b>	<b>1<sup>st</sup> Lt</b>	<b>Gopperton , David A – Squadron Commander</b>
539734	2d Lt	Baum , Jeffrey C
535225	2d Lt	Hall , Dale E
536567	2d Lt	Lydic , Ian S
537777	Capt	Nelson III, Nels A
537690	2d Lt	Purtill , Terri A
383058	Capt	Sadler , D. j.
521683	2d Lt	Shepard , Dawn L

**WY-080 Pinedale Squadron (newly formed)**

**CAPID**

**477929 1<sup>st</sup> Lt Heil , Alexandra M – Squadron Commander**  
547797 SM DeCastro , Edward A  
541186 SM Douglas , John R  
539048 SM Gibson , Jennifer M  
547793 SM Gunter , Gordon D  
539047 SM Kirk , Roy A  
539049 SM Klaren , Robert D  
443238 2d Lt Kohler , Thomas J  
542431 SM Kuhn , Chad M  
482781 2d Lt Mackey , Jacob Edward  
419096 SM McCune , Kenneth C  
547799 SM McPherson , Edward A  
539930 SM Schutz , Christopher J  
539050 SM Smith , David M  
543948 SM Stevens , LaVonne M  
543949 SM Stevens , Phillip T  
547795 SM Tippy , Barry W

**WY-082 Powell Senior Squadron (newly formed)**

**CAPID**

**411465 Capt Moore , Charles O – Squadron Commander**  
386693 1<sup>st</sup> Lt Hendershot , Erik A  
470027 2d Lt Knighton , Clifford P  
469800 2d Lt Knighton , Susan  
324337 1<sup>st</sup> Lt Mayes , Neil M  
454602 2d Lt Moore , Antonette L  
533691 SM Peters , Stanley W  
533692 SM Peters , Suzanne L  
538766 SM Smith , Wendy S  
537663 SM Tomisich , Nathanael J

**2013 WYOMING WING PERSONNEL  
Active Cadet Roster**

**Total 83**

**WY-002 492<sup>nd</sup> Emergency Services Squadron – Casper**

**CAPID**

496339	C/CMSgt	Brack , Austin L
546861	CADET	Champion , Christopher M
527265	C/SSgt	Collier , Jacob M
487309	C/2dLt	Ellbogen , Michael P
542074	CADET	Ellbogen , Steven D
536915	CADET	Florquist , Jace
488328	C/Capt	Garvin , Cory D
514883	C/MSgt	Hill , Danielle L
494702	C/Capt	Jones , Ryan V
431908	C/1stLt	Kirkman , Joshua J
529995	C/SSgt	Scott , Samuel O
547779	CADET	Shire , Breana Marie
549117	CADET	Valdez , Keaton Hunter
542075	C/Amn	Van Hecke , Chase D

**WY-059 Wheatland Squadron**

**CAPID**

524636	C/A1C	Benson , Wesley I
503326	C/TSgt	Machacek , Alexander D
545335	CADET	Mitchell , Brendon J
507172	C/2dLt	Nelson , Justus M

**WY-066 Cheyenne HQ Squadron**

**CAPID**

460082	C/2dLt	Anderson , Jonathan M
514767	C/SSgt	Bridenstine II, Joel D
542192	CADET	Helvig , Todd A
433886	C/LtCol	House , Ezekiel D
534097	C/Amn	House , Josiah A
544613	C/Amn	Leach , Ryan T
545525	CADET	Miller , Luke A
545171	C/Amn	Paden , Faith N
541159	C/Amn	Patterson , Andrew R
533977	C/A1C	Reyes-Meiring , Joshua A
489581	C/MSgt	Smith , Kenneth C
501290	C/SMSgt	Stovall , Bowen M
450527	C/Maj	Stovall , Tyler J
524504	C/SrA	Syvanen , Elizabeth A
509527	C/SSgt	Syvanen , Peter D
520511	C/SrA	Syvanen , Ruth L

### **WY-069 Gillette Squadron**

#### **CAPID**

542668	C/Amn	Bilyeu , Harmin
506148	C/SSgt	Cooley , Evan A
513427	C/SrA	Coulter , Walker J
542979	CADET	Delone , Lashawn
541436	C/Amn	Iroz , Maria A
531587	CADET	Jackson , Dakota J
538700	CADET	Lampman , Logan O
525509	C/SrA	Murphree , Irene A
538699	CADET	Overholt , Aislinn J
548209	CADET	Reeves , Caeden Q
531586	C/SrA	Reeves , Thaen K
513423	C/SrA	Scott , Clayton W
517128	C/SSgt	Wood , Sarah Alice

### **WY-072 Laramie Squadron**

#### **CAPID**

540732	C/Amn	Bienz , Bryce K
501614	C/SMSgt	Blake , Dominic M
453420	C/SSgt	Bray , Christopher H
542585	C/Amn	Gatua , Mbugwawa
500965	C/CMSgt	Hulett , Nathaniel D
546894	CADET	Millan , Kennedi N
489585	C/2dLt	Poor , Gavin C
544082	C/Amn	Rasmussen , Jaden B
431034	C/Capt	Schneider , Callum H
521086	C/MSgt	Thiel , Jonathan E

### **WY-075 Yellowstone Regional Composite Squadron – Cody**

#### **CAPID**

540100	C/A1C	Braten , Court
525294	C/A1C	Corr , Jackson R
537042	C/A1C	Hutchins , Kate M
471647	C/SMSgt	Johnston , Zachary
535149	C/SSgt	Meznarich , Joshua D
547094	CADET	Meznarich , Josiah Fred
547046	C/Amn	Pelfrey , Rebekah M
507007	C/MSgt	Pelfrey , Samantha

## WY-078 Cloud Peak Composite Squadron – Sheridan

### CAPID

537887	C/Amn	Aksamit , Jacek J
537119	C/A1C	Baum , Ryan A
521547	CADET	Boll , Madison S
542776	C/Amn	Chapman , Jarin E
494208	C/Capt	Coletta , Don A
543514	CADET	Eastley , Joseph Lloyd
516126	C/MSgt	Gopperton , Christian A
537136	C/A1C	Lydic , Nathaniel S
470181	C/Maj	Miller , Brent
487665	C/1stLt	Patrick , Charles J
549131	CADET	Stanley , Colter Lyle
509106	C/SMSgt	Thiel , Joshua M L

# **HISTORICAL DOCUMENTS**

# Wyoming Wing History

By Col Betty L Cash, CAP Patron

The history report that is due now is supposed to cover the Wing's activities, stats, etc. for calendar year 2012. Except for the few items printed in the wing magazine I have none of that information. Keep that in mind as I embark on the trail of the wing as I know it, experienced it, or was told it by people I trusted and have now passed away.

I just wasted several minutes trying to pull a file from 'my docs' to insert here but no luck. This is a very new computer and I do not have enough life left to learn how to work all the new forms of older programs. It was a list of Wing Commanders from the beginning.

The first man was W. Dillard Walker, 1 Dec 1941-31 Aug 1943. We had the pleasure of meeting him at a Region Conference in Jackson when Col Darlene Gilmore was WgCC. During his time the wing flew any mission Civil Defense called on us to do: forest fire spotting; cargo hauling; VIP transporting; and such. Wing Hq in the 40s was at the Army flight training base in Casper.

In the 1960s we were not supplied aircraft, had to acquire our own. The squadron up in Worland, if I remember it right, got a loan from a bank and bought their aircraft. A WgCC I will not name, had ALL the scrounged up aircraft recalled to wing hq, including all those purchased by various squadrons. That WgCC then sold every single aircraft to himself as scrap. He turned around and sold those aircraft at true value and pocketed the profit.

The irate membership got the paperwork together and handed it over to a well known lawyer to have that WgCC prosecuted. Lawyer "lost" the paperwork.

With that the wing dropped to its lowest ebb of finances, members, reputation. Under the old rating system this wing was number 55 out of 50. It fell to the next WgCC, Col Red Kelso, to pull us out of the mire we were in. It would take too long here to tell how he managed that miracle but he did it.

Red was still at the helm when I joined in 1973. I knew NOTHING about CAP other than my husband had been a cadet in the early 50s and earned what later became the Spaatz Award. Hubby and I were wing staff members number 6 and 7. He is a pilot, thanks to the love of flight gained in CAP, so he was assigned as Safety Officer. I was only a mother of 4 with no experience so Red slide a CAPM190-1 across the table at me and said "You be our Information Officer".

Our LO was Jim Glasscock, our NCO was Dick Campbell and their secretary Leah Sampson. Jim and Leah have passed on but I am still in e-mail contact with Dick. The wing was housed in building 329 on Warren AFB, Cheyenne. Even today that building is in its original form. It was the veterinarians stable. A water trough still sits at the east side of the building. When I was in that building alone, there was always the faint sound of horses walking the cobble stone walkway which ran the length of the building. It was lined with horse stalls which we used for storage. The irony was Red's father was a vet who worked out of that stable and Red said he could remember playing around the place as a boy.

It sounds a lot like bragging but I took the ECI courses available and got to work. Even wrote a Wing level 190-1 manual. By the time husband got PCS orders for Australia, We had the wing up to number 12 in the country and

my office was top in the country. When I first started radio, TV, and print media did not want to even talk to us. The time eventually came when my accent was carte blanche entry direct to the news rooms and duty reporters. Many times I never gave my name but the person on the other end of the phone line would say "Just a minute Betty, I will punch you up live. What's happening?" Usually it was a missing/overdue aircraft.

You really must picture this in your mind's eye. Here I am with the phone balanced on my shoulder, a 2 year old needing a diaper change hanging on one leg, my next older child hanging on the other leg wanting something, I am standing at the stove making breakfast, still in my night clothes, bed hair, and they are putting me live over the air to the folks in Rawlins telling them we were searching for a missing aircraft, if they saw or heard something to please call mission base.

While we were away, 76-78, Jim Glasscock retired from the AF and moved to Jackson. The AF did away with Leah Sampson's job so we joined her up as a member of CAP. Dick Campbell did the snow bird bit and moved south.

Col Al Lamb followed Red as WgCC. He was born in Peebles, Scotland to English parents. He went to sea as a cabin boy and ended up in command of a ship during WWII. His wife Mary had been an anti-aircraft gunnery sergeant during WWII. Al told me a tale once of being involved in a brawl between some Nationalist Chinese and Red Chinese on a dock in Hong Kong. He said he ended up before a firing squad, but he would NEVER tell how he got out of that. Al brought his family to this county where he trained police dogs on Colorado. When I first met the family Al was a Cheyenne Police Officer.

During his watch the city and county held a mass casualty exercise. Most of our Cadets members eagerly volunteered to be victims. When they were done being made up they went outside to get on the bus over to exercise site. There were several near accidents when drivers caught site of people walking around with 'guts' hanging out, oddly angled and 'bloody' arms and legs.

Col Lamb was there overseeing his troops. He struck a pose that to this day reminds me of Gen Patton except Al did not have the ivory handled pistols. Al served twice as WgCC. But like all of us he had to earn a living with retirement attached. They moved to Evanston and eventually retired to Sun City, AZ. Al and Mary are both gone now but I am still in touch with their son Keith. He captains the BIG heavies from the US to all the overseas countries.

Through the next years we had a number of Wing Commanders, most good, a couple who never should have been put into the position. One was fired for telling the Region CC he had better things to do than attend a conference. The other one had some connection to CAP in Alaska. Everything out of his mouth began with, "...the way we did it in Alaska..."

We also had our share of good and bad LOs. The one real standout of the bad variety was a real lulu. He lived across the street from Col Darlene Gilmore (87-91) Her kitchen sink faced the direction of the apt. where the LO lived. He constantly complained she was spying on him. He would not let his NCO associate with us but we got around him on that score. We got people to call him out to some place so we could sneak the super steak dinners to the NCO. If the wing had packages delivered he would not let the NCO bring them inside out of the rain, or call a CAPer to come move them. One such delivery was a set of new KING radios for each aircraft. This same LO also failed to pass on to us the fact that the Air Guard was building a new fire station and wanted to include space for CAP in the new building. Our Hq would have to be demolished. We ended up, it seemed, moving to a new place every few months.

Just before this LO retired he ordered all kinds of pilot's gear authorized for LOs. When the Region LO found out

everything our LO had done he threatened to have him recalled to active duty just so he could courtmartial him.

There followed a series of decent LOs and LNCOs. One was Bob Kirkwood. He had been a CAP member and being the LO got him left out of what he wanted to do on our side of the fence. He retired from the AF and shortly became our WgCC. That did not last long as he was too good and got named RegionCC.

He was followed by LtCol Gary Havert in the LO position. Then there was a change in positioning. Meaning cutbacks. The LOs and LNCOs became civil service employees. Some states had to share LOs. Wyoming had to have Colorado's LO. Won't name him but he thought he ran the wing. I was commander by this time. There was some negotiating at the National Board meeting that got Havert as LO for Idaho and Wyoming and that nameless one out of all Wyoming business. The new system gave each LO an admin LNCO for each state. I hired Tedd Schwab as our admin. Those 2 men were the epitome of the word gentlemen. I was commander but not a pilot. Gary made sure I did not make major gaffs and look stoopid. If he said something needed doing regards the aircraft I trusted his word and got it done. But Tedd was the paperwork guru. If he told Gary or me to sign this or get that done, we did it, no arguing.

Red Kelso was WgCC again just before me. He was at his eye doctor's office when he suffered a sudden major bleed in his eyes that left him nearly blind. He had to give up the wing and asked me to take over. So 1 July 95 I became Wg CC. There were good staff members but they had been overwhelmed by a double move, and paperwork and filing had gone undone for months. We had been in a county building on the far east side of Cheyenne. Havert negotiated for an empty one story building with plenty of space for our needs. When we applied for permission for self-help renovation, asbestos and a caving in main floor meant we were rushed out of that building. We were then given the little 2 story building 2 doors over, number 233. It is one of the original, historic FEWarren buildings. Construction was completed 5 Mar 1911 for a cost of \$11,010.

My first job was to get the place organized. That meant going through everything and ending up with workable files. In the process my co-hort and I found checks sent in payment for flight time in the garbage can. There were unpaid bills, membership applications with checks never submitted, member records in disarray, almost non-existent pilot files. Only the supply records had been kept up, mostly. There was a woefully low bank balance of a little over \$5,000. Mission paperwork had not been submitted for repayment from National. No one had submitted paperwork for the state allocations. It was on my head to get it done.

At the end of my 4 years we had \$54,000 in the bank, bills were being paid on time, payments were being collected in a timely manner, we had no accident, incidents, or injuries. We passed that National Inspection with flying colors. Our only write up was we used private aircraft too often on drug exercises. The answer was the pilots flew in their aircraft only to find the corporate aircraft had to be grounded due to something found on pre-flight. So to complete the missions, the private aircraft were used.

Since ending my watch, I have not had much activity for CAP. I do keep up my membership but that is about the limit of what I can do.

Few of you know why I suddenly disappeared from the CAP scene. While I was commander, I began having occasional warnings from my heart, once on a flight home from Washington DC. It felt like the plane was not pressurized. Doctors got hold of me and started me on drugs and more drugs. One worked for a year but was damaging another part of me. On to new drugs. There were so many ambulance rides to ER I can not count them. One in May 06 my heart stopped 3 times, so it was lights and sirens to Casper for a pacemaker. You would think that would be it. No. There was a mild stroke on both sides of my brain in September, mild seizures started up shortly after which were gotten under control with drugs. During a checkup late the next Feb they found lumps. In March

and April I had repeated surgeries for biopsies. One left me with 23 incisions. It was a form of cancer called non-Hodgkins Lymphoma with a mass on my pancreas. Most people don't survive this. For some reason I did. After 4 years of chemo and more follow up blood test I have been declared free of cancer.

Now my eyes are going. I have cataracts in both eyes and the left eye has what they are calling a wrinkle on my lens. Result is I can barely read, can't sew, knit, crochet, tat. I sit and listen to TV. Eye surgery on for next Monday.

I am afraid this will have to be my last contribution to my wing.

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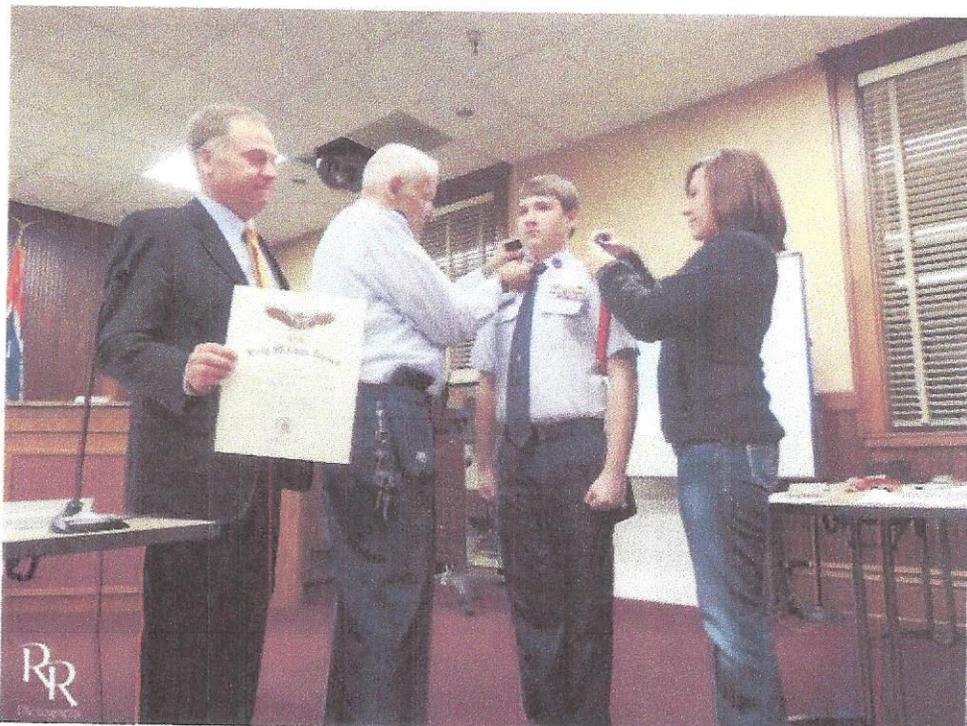
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# No Small Honor

Posted in All Pictures

Local Civil Air Patrol Cadet Brent Miller received the General Billy Mitchell Award during a ceremony at Monday night's Sheridan City Council meeting.  
(Photo by Ron Richter)



Local Civil Air Patrol Cadet Brent Miller received the General Billy Mitchell Award during a ceremony at Monday night's Sheridan City Council meeting. (Photo by Ron Richter)



## Civil Air Patrol searches central Wyoming for missing plane

OCTOBER 10, 2012 9:00 AM • BY THE STAR-TRIBUNE STAFF

A small plane scheduled to arrive in Casper on Tuesday evening is believed to have crashed 60 miles southeast of Casper, and the Civil Air Patrol and other agencies are conducting a search, according to Texas TV station KSLA.

The plane left Harrison County Airport in Marshall, Texas on Tuesday afternoon and refueled in Garden City, Kan., a relative of the pilot told the Star-Tribune. The relative confirmed four people were on the plane.

Converse County Sheriff Clint Becker told KSLA officials were focusing their search efforts over the Medicine Bow National Forest near the borders of Converse, Platte and Albany counties.

According to Federal Aviation Administration records, the seven-seat, single-engine [Piper Saratoga plane](#) is owned by Charles Ford. Ford, 52, of Marshall, Texas, operates [C.W. Rentals](#), a company that rents oil field equipment. Ford is also a [professional poker player](#).

Glenn Januska, airport manager at Casper/Natrona County International Airport, said local officials completed routine checks for the plane Tuesday evening. Those processes including physical searches on the airport grounds for the plane and passengers. Oftentimes, he said, pilots simply forget to complete flight plans.

"We haven't heard anything" since, Januska said.

Check back for more on this story.



## Search continues in Wyoming for missing Texas plane

OCTOBER 10, 2012 10:00 PM • BY MEGAN CASSIDY STAR-TRIBUNE STAFF WRITER

A small plane scheduled to arrive in Casper on Tuesday evening is believed to have crashed southeast of the city. Searches conducted by the Civil Air Patrol and other agencies proved unsuccessful in locating it as of Wednesday evening.

The plane left Harrison County Airport in Marshall, Texas, on Tuesday afternoon, a relative of one of the passengers told the Star-Tribune. Jeanne Stone-Hunter, public information officer for Wyoming Civil Air Patrol, said the plane refueled in Dodge City, Kan. Both sources said four people were on the plane.

According to the relative, passengers were Billy Gee, Maverick Cayce, Chuck Ford and James Morgan. All are Texas residents.

Stone-Hunter said they received a call about 7:40 p.m. Tuesday that the plane was several hours overdue. Shortly before 10 p.m., an air crew searched the area between Casper and Cheyenne.

"They did an electronic search, hoping to find an electronic location transmitter," said Stone-Hunter. "They were unable to find an electronic signal."

As soon as there was light Wednesday morning, the team sent out another search plane to conduct both a visual and electronic search, but it was unsuccessful in locating the plane.

"The Albany County Sheriff's Office is also trying to access the area with two ground crews," Stone-Hunter said Wednesday morning.

Throughout the day, two search planes from Casper and Cheyenne combed the often-rough terrain. One retraced the lost plane's intended route to Casper, said Rich Denison, a public affairs officer for the Emergency Services Composite Squadron in Casper.

The teams have also issued a temporary flight restriction for the area, meaning no other aircraft is permitted to fly through at this time.

"It allows us to concentrate on the search," Denison, who was aboard the Casper search plane, said. "We don't want to be concerned about other aircraft in the area."

According to Federal Aviation Administration records, the seven-seat, single-engine Piper Saratoga plane is owned by Charles Ford. Ford, 52, of Marshall, Texas, operates C.W. Rentals, a company that rents oil field equipment. Ford is also a professional poker player.

Family members have initiated a Facebook page titled "Help me find James Morgan," that had already generated more than 4,000 "likes" as of Wednesday evening.

Barrie Arnold, the page's administrator, is Morgan's uncle. Arnold said he started the page to help relieve some stress from his sister, who is currently in Wyoming as the search for her son continues.

"By nature, people want to help out, so it made sense to create a page where they could centralize information," he said.

Arnold said in a "squeaky-wheel-gets-the-oil" maneuver, fans of the page have been inundating both Wyoming and Texas governors with calls to draw attention to the search.

Lt. Col. Samuel House, of the National Guard Public Affairs Office and member of Civil Air Patrol, said the page has additionally generated an overwhelming response from pilots who have volunteered to help in the search.

"Unfortunately, with more than two aircraft...it creates a very unsafe area, in which we'd have to pull out Civil Air Patrol," he said. House said the Civil Air Patrol is "very highly trained in search and rescue," and anyone with information regarding the missing plane is urged to contact the Albany County Sheriff's Office at 307-721-1830.

House said due to the mountainous terrain, it was too dangerous to continue the search in during the nighttime hours. The teams will resume the mission primarily between the areas of Casper and Wheatland this morning.



## Lost Texas plane found on Laramie Peak

OCTOBER 11, 2012 8:30 PM • BY MEGAN CASSIDY STAR-TRIBUNE STAFF WRITER

Officials have located the remains of a plane that went missing Tuesday on the south face of Laramie Peak. There are not believed to be any survivors.

According to Albany County Undersheriff Rob DeBree, the plane was spotted about 5:02 p.m. Thursday by both air and ground searchers.

More than 40 searchers had trekked through the Laramie Peak area on Thursday, attempting to locate the possible crash. Someone was able to see a suspicious piece of metal in the area, and the exact location of the crash was confirmed by the Civil Air Patrol and the Air Force.

DeBree said the plane is "in a very precarious location right now," resting on the shelf of a rock face at an elevation of approximately 9,800 feet.

About 6 a.m. today, the Albany Sheriff's Office will attempt a rescue and recovery. Officials are calling in a specialized team from Sublette County, said DeBree, that will lower crew members down from a helicopter onto the crash scene.

DeBree said the wings of the plane are not visible, and portions appear to be burnt.

The cause of the crash is still under investigation.

Officials have not confirmed the names of those on the flight, but relatives have confirmed the passengers were Billy Gee, Maverick Cayce, Chuck Ford and James Morgan.

Barrie Arnold, Morgan's uncle, initiated a Facebook group on Wednesday titled "Help me find James Morgan."

After hearing the news on Thursday evening, Arnold said he and his family have been overwhelmed with support and are thankful for all of the people who have helped call attention to and help in the search.

"It made a very difficult situation just a little more bearable knowing there were thousands of people concerned and tuned in," said Arnold. "I could see immediately how many people had viewed some of the posts, and it was just staggering."

A fund has now been set up through Texas Bank and Trust called the "Heroic Four Fund" that will go to support the families of the victims who died in the crash.



## Wyoming officials complete recovery from Texas plane crash

OCTOBER 12, 2012 5:30 PM • BY MEGAN CASSIDY STAR-TRIBUNE STAFF WRITER

The Albany County Sheriff's Office has recovered the bodies of the four victims of the recent Wyoming plane crash.

A small Texas plane crashed on Laramie Peak on Tuesday while it was on its way to Casper. Authorities located the wreckage Thursday evening and announced there were no survivors.

Recovery teams arrived at the site about 9 a.m. Friday and began rappelling crews out of a helicopter about 11:50 a.m., said Albany County Sheriff Lt. Brian Fritzen, who was the incident commander for the search.

Fritzen said the recovery was complete about 2:30 p.m., just minutes before a storm moved into the area. The bodies will be examined by the Albany County Coroner's Office, after which they will be given back to the victims' families.

According to wire reports, Albany County officials said those killed were 52-year-old Charles Ford and 29-year-old James Morgan, both of Marshall, Texas; 21-year-old Maverick Cayce, of Longview, Texas; and 65-year-old Billy Gee of Karnack, Texas.

Only portions of the demolished plane now linger on Laramie Peak.

"They didn't see the wings," said Fritzen. "It was only the fuselage and tail sections that were remaining."

The National Transportation Safety Board will lead cleanup efforts.



## Bill Clifford

DECEMBER 17, 2013 2:50 PM

Bill Clifford was born in 1921 in Hugo Colorado. He was the first of six children with three brothers and two sisters. After enrolling at the University of Wyoming he enlisted in the Army Air Corps where he served in China as the youngest airbase commander in World War II. After the war he graduated from the University of Wyoming as a Mechanical Engineer, leading to his career in the oil industry. He later married Dorothy Gilbertz and they had two sons. Bill and his family then spent eleven years living overseas in Libya and Colombia before returning to the United States.

Bill enjoyed life in Casper Wyoming, participating in local politics, flying for the Civil Air Patrol and driving his classic cars.

He was a man who lived a long and full life, eager to find new adventures do things his way.

Bill was preceded in death by his wife, Dorothy. He is survived by his two sons.

Graveside services for Mr. William "Bill" Clifford, 91, of Rocklin, CA, will be held at 3:00 PM, December 18, 2013, at Savageton Cemetery near Gillette, WY.



BILLINGS GAZETTE

## Civil Air Patrol hosts teacher orientation program

SEPTEMBER 30, 2012 11:45 PM • BY LEAH TODD CASPER STAR-TRIBUNE

With one hand on the open door, Sagewood Elementary School teacher Amanda Reinhardt hoisted herself into the cockpit of a 2007 Cessna Skylane.

Cool and collected, Reinhardt shared the helm with veteran pilot Col. John Mitchell, a wing commander with an Air Force auxiliary called the Civil Air Patrol.

Well above 1,000 feet from the dry Casper ground and with the plane's engine humming happily, Mitchell's voice crackled into Reinhardt's headset, telling her to tip the nose of the plane skyward to clear Casper Mountain.

Reinhardt eased the controls toward her with both hands, and all she could see was sky.

Reinhardt, 30, said she signed up for the Civil Air Patrol's Teacher Orientation Program without knowing exactly what she was getting herself into. But the chance to co-pilot a jaunt in a Civil Air Patrol plane fit perfectly with the "hands-on" teaching practices Reinhardt tries to bring to her fourth-grade classroom.

"My philosophy and my belief is getting kids out to do whatever it is we're learning," Reinhardt said.

Reinhardt, two years into a master's program studying place-based education, was one of three Natrona County teachers participating in the Civil Air Patrol's event Saturday at the Casper/Natrona County International Airport.

The program's goal, according to Mitchell, was to encourage teachers to use aviation exercises -- like aerodynamics, climatology and weight distribution -- to teach science and math.

"It's a way to make science and math more exciting; to have real-world examples and real-world applications," Mitchell said. "And not just memorize a bunch of formulas."

### The CAP

A civilian-staffed relative of the Air Force, the Civil Air Patrol is a nonprofit organization that runs search and rescue missions, trains cadet pilots and promotes aerospace education.

Twenty-two senior members and 13 12- to 19-year-old cadets make up Casper's branch of the Civil Air Patrol, whose search and rescue volunteers have made seven finds and 10 saves so far in 2012. Statewide, 167 senior members and 96 cadets are registered volunteers with the Civil Air Patrol.

Saturday marked the Casper Civil Air Patrol's second annual Teacher Orientation Program. Besides actual flight time, teachers also toured the Wyoming Veterans Memorial Museum and an air traffic control tower, and experienced a flight simulator at Casper College's flight school.

"The intent...is a better exposure to another way to excite students about learning," said search and rescue pilot and Kelly Walsh High School educator Joe Feiler.

Careers in aviation are on the rise, Feiler said, citing the increased use of drones in nonmilitarized airspace and the potential for drones to monitor big-game populations. And the next generation of aviation technology won't develop itself; the Civil Air Patrol hopes to be a part of educating future aircraft engineers and innovators.

District instructional coach Sue Simons and Kelly Walsh industrial arts teaching assistant Brett Morton both said they would continue to be in touch with the Civil Air Patrol.

"I'm hoping to hook up with teachers like [Reinhardt] that really want to do it," Simons said. "Aviation-related homework, get [kids] up in the planes, the whole thing."

Reinhardt said her fourth-graders could do the math to complete the weight distribution form Civil Air Patrol officials walked her through before her flight. She hopes an assignment like calculating weight balance on an aircraft would provide an exciting, real-world context to ease any drudgery of boring math homework.

"If I can attach whatever I'm teaching out of this book to something that's out in the real world, then [students]...can connect that learning," Reinhardt said.

"In life, you don't learn out of a book."

[News and Video](#) > [All News](#) > [Civil Air Patrol expertise sped Nevada rescue](#)

## Civil Air Patrol expertise sped Nevada rescue

6

December 11, 2013 | By Dan Namowitz

When rescuers worked against the clock to locate six members of a family who had not returned from a Dec. 8 recreational outing into Nevada's mountains, news accounts credited the tracking of cellphone signals with helping to spot the two adults and four children huddled for warmth in their upside-down Jeep.

Reports described the rescue as miraculous and zeroed in on details of the family's efforts to stay warm in sub-freezing weather. But another key to the outcome was the response of the national aviation organization that keeps search-and-rescue at the heart of its public service mission.

For pilots, the 60,000-plus-member Civil Air Patrol comes readily to mind when an aerial role in a rescue or a response to a natural disaster is launched. Today's CAP maximizes its effectiveness in the rescuer's role by incorporating advanced technology, and the training to use it, into its member credo of service to country and communities.

"Unlike our founding CAP fathers, many of whom flew their own airplanes and performed life-threatening missions without any formal training, our more than 60,000 members are now provided with top-notch, year-round professional development training opportunities and with aircraft equipped with the most advanced technologies available for search and rescue," says Maj. Gen. Charles L. Carr, the CAP's national commander, in a message on the organization's [website](#).

### Cell phone forensics

In the Nevada rescue of six ranging in age from 34 to three years old, cellphone forensics experts from CAP's state wing "played a critical role in helping rescuers narrow the search area," said Nevada Wing Commander Col. Tim Hahn in a CAP news release.

Fourteen CAP members and two aircraft entered the search on Dec. 9. Two more aircraft joined the effort the next day. A ground searcher with binoculars and a CAP air crew spotted the overturned Jeep Grand Cherokee almost simultaneously, CAP said.

Being part of the successful rescue was "an honor to be relished," noted Hahn.

### Radar tracking

While the Nevada rescue response was going on, cellphone and radar tracking experts from another CAP unit were participating in efforts to locate a Beech Bonanza with five aboard that had gone missing somewhere in Idaho on Dec. 1. The aircraft was flying from Baker City, Ore, to Butte, Mont., when the pilot radioed controllers in Salt Lake City, Utah, that the aircraft was having engine trouble.

This time the challenge was more daunting: CAP's radar and cellphone tracking technology seeks to save time by reducing the search area "from thousands of square miles to the actual crash site or within a couple of square miles." But the rugged, snow-covered terrain had cut off the track of the Bonanza, piloted by Dale Smith of San Jose, Calif., while the aircraft was still well above ground level. About a minute later, the aircraft's radar target also disappeared.

The two missions—one completed, the other still inconclusive in light of the "serious obstacles" it faced—are among about 600 missions with "well over 150 finds" and 45 lives saved in which Lt. Col. John Henderson of CAP's 10-member National Radar Analysis Team has participated.

Radar analysis "can be extremely accurate. Over 90 percent of the time we narrow the search area based on forensics information." At times, "We've come within 65 feet of where a crash occurred and sometimes miles. It depends on the radar environment," he said.

The radar analysis team and CAP's two-member Cell Phone Forensics Team came to the same conclusion about the Bonanza's last known position based on the available "clues and data," said Maj. Justin Ogden, a CAP cell phone forensics expert. But after nine days of searching, by Dec. 11 the effort to find the flight continued mostly as a review of satellite images of the central Idaho search area, and an aerial search pursued privately by the family, said reports.

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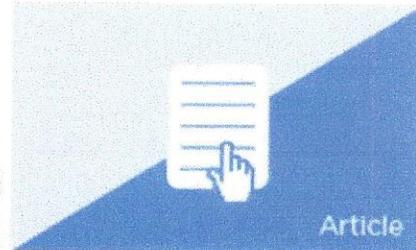
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Article

### FAA to issue VIP TFR for southeast Florida

The FAA is notifying pilots of an upcoming VIP TFR covering Southeast Florida, including Miami.



Article

### Robinson continues strong results

Robinson Helicopter continues to push forward with improvements and reported strong yearly results.

### Two light twins now available from Italy

Vulcanair's VR P68R twin and its turboprop variant will bring fresh air to the U.S. multiengine market, says the manufacturer.

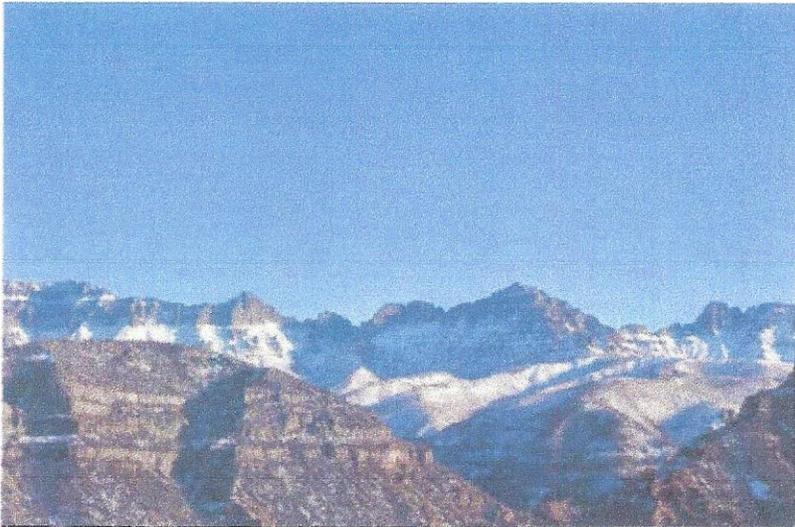


## Plane With Infrared Technology Helps with Search And Rescue

By Associated Press, January 21, 2014 5:53 AM

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Rich Donson, Townsquare Media

CODY, Wyo. (AP) — Emergency response crews across Wyoming now have access to Wyoming Civil Air Patrol planes equipped with infrared technology to help crews during search-and-rescue operations.

The planes, based in Casper and Jackson, use imaging technology that senses infrared radiation typically emitted from a heat source and displays it on a video screen. The cameras can be used to help pilots and drivers steer their vehicles at night and in fog, or to detect warm objects against a cooler background.

Park County Sheriff Scott Steward says the technology could mean the difference between life and death because infrared radiation sources such as body heat can be detected in complete darkness, meaning SAR operations can continue after sunset.

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Wyoming News

Wyoming Civil Air Patrol plane with infrared technology helps with SAR ops

- Source: KGWN-TV CBS Channel 5
Published: 01/21/2014 12:00 AM

The Park County Sheriff's Office now has access to a Wyoming Civil Air Patrol plane that's equipped with infrared technology to help crews during search-and-rescue operations. The plane, based in Jackson, uses imaging technology that senses infrared radiation typically emitted from a heat source and displays it on a video screen.

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## Search and Rescue Capabilities

Posted: Jan 20, 2014 10:23 PM MST

Updated: Feb 03, 2014 10:23 PM MST

By Penny Preston - bio | email

CODY, WYOMING - Wyoming rescue workers now have a new tool to find people who are lost in mountains and wilderness areas. It's a plane that can see in the dark.

The most remote area in the lower 48 states is found here, near Cody. This is part of the Greater Yellowstone Ecosystem, which draws more than three million visitors every year. They include mountain climbers, back country skiers, snowmobilers, hunters, hikers, and this time of year, ice climbers. If they get in trouble, their cell phones won't work. By the time they're reported missing, it's often night fall.

Park County Search and Rescue and Homeland Coordinator, Mart Knapp said, "And then you're dealing with hypothermia. Hypothermia kills. A lot of times when we get called, we're already behind the eight ball, because people have been missing for six hours or something like that."

The solution is called Forward Looking Infrared, or FLIR. A belly mounted camera on a plane detects thermal radiation, which is the heat put out by a body or a plane engine. FLIR can detect, and even discern between an animal and a human from altitude.

1st Lt. Richard Dennison of Wyoming's Civil Air Patrol dialed in a clear picture of cattle on the ground, as he sat in the plane that flew over the South Fork, "From a thousand feet in the air during the daytime, that's pretty distinguishable as big beef."

FLIR is a first for our region, and only the second in the nation. Dennison explained, "North Dakota has one aircraft with the FLIR system they've had for a few years. We are fortunate enough to be the second wing in the nation in civil air patrol to have that."

Dennison is a volunteer pilot, as are all the flyers in Civil Air Patrol. He says Wyoming has two planes like this one.

He said, "One in Jackson and one based in Casper that allows us to get to any place in Wyoming within an hour."

Park County Sheriff, Scott Steward, says this technology can be the difference between life and death, especially in the winter months.

The Park County Sheriff's Office partnered with the Wyoming Office of Homeland Security, Wyoming Military Department, and Civil Air Patrol (CAP) to make FLIR available for aerial Search and Rescue missions here Park County. FLIR is available for missions across the state, and in Montana, if requested.

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## Civil Air Patrol promotes cadets on family night



C/A1C Josh Meznarich (left) is awarded Cadet of the Quarter by Capt. Tera Cowles. Col. Ken Johnston and C/SMSGT Zach Johnston also are pictured.

4

Posted 2 months ago

The Yellowstone Regional Composite Squadron (YRCS) hosted their annual Family Night on Dec. 17.

The night included multiple promotions. New cadets Court Braten and Kate Hutchins earned their first achievement and were promoted to Cadet Airman, Cadet Josh Meznarich was promoted to Cadet Airman First Class and Cadet Samantha Pelfrey was promoted to Cadet Master Sargent.

The Wyoming Wing Commander Colonel Ken Johnston who was a special guest for the event promoted YRCS Commander Tera Cowles to captain.

"It's rare that I get to promote this many cadets at one time and it's especially rewarding to be included in the same promotion ceremony with my daughter Cadet Master Sargent Samantha Pelfrey," Cowles said.

Passing a physical fitness test, a written leadership test and an aerospace education test, as well as being able to demonstrate the ability to lead and follow orders are the requirements needed to achieve promotions for cadets. Cadets also have to go through a promotion board led by senior members of the squadron.

Meznarich also was awarded Cadet of the Quarter. This award is given to the cadet who best exemplifies the ideals of Civil Air Patrol through promotions, school grades and participation in squadron events.

After the awards ceremony all attendees were invited to have dinner with the squadron.

After dinner the Sunlight Martial Arts demo team joined in the festivities with a demonstration of martial arts and the disciplines they practice. Owner and head instructor Bonnie Emery had the team show guests how martial arts forms are practiced and which weapons are used.

Following the demonstration, Cadet Senior Master Sargent Zach Johnston led the cadets in a drill demonstration to give parents and other guests an idea of some of the things they have been working on. Second Lt. Jerry Cowles also had a flight simulator up and ready for demonstration, as well as the new robotics kit that cadets will start working on January.

Civil Air Patrol, the official auxiliary of the U.S. Air Force, is a nonprofit organization with 57,000 members nationwide. CAP performs 90 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center.

Its volunteers also perform homeland security, disaster relief and counterdrug missions at the request of federal, state and local agencies. The members play a leading role in aerospace education and serve as mentors to more than 22,000 young people currently participating in CAP cadet programs.

CAP has been performing missions for America for 71 years. There are more than 270 members of CAP in Wyoming.

For more information about CAP membership in Wyoming contact Capt. Tera Cowles, 272 -7522.

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## Thankful Thursday Raises Over \$3300 for Wyo Civil Air Patrol [PHOTOS]



By Rodeo Rick April 5, 2013 12:17 PM

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Thank you to everyone who attend Thankful Thursday this week as we continue on our mission to help Casper area charities. We certainly couldn't do this without all of your support!

Last night we raised over \$3,300 to help the Wyoming Civil Air Patrol wing in Casper. With this most recent addition to our Thankful Thursday grand total, brings us to over \$275,000 raised to this point for charities important to Natrona County.

If you missed this weeks Thankful Thursday, come join us next week as we'll be supporting the Hector Foundation.

For a complete calendar of Thankful Thursday charities – [click here](#).

If you see a photo in our gallery that you'd like to save, just RIGHT click and select SAVE AS and feel free to save it off to your PC.



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# Only WWII Civil Air Patrol casualty commemorated on 70th anniversary

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Capt. Michael Purvis of Wyoming, Cadet Airman William Dunkman of Clermont County, Cadet Airman C.J. Warman of Wyoming, Cadet Captain Jordan Baker of Clermont County, Cadet Airman Jackson Powell of Finneytown, Maj. Shawn Hauser of Sharonville, Faith Heath of Sharonville, Charles Rudy Heath II of Sharonville, Robin Heath of Burlington, KY, and Lt. Col. Todd Engelman of Dayton commemorate the 70th anniversary of the only female Civil Air Patrol casualty of World War II, Lt. Margaret Bartholomew.

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A ceremony commemorating the 70th anniversary of Lt. Margaret Bartholomew's final mission was recently conducted at the Spring Grove Cemetery at her gravesite.

In attendance were eight Civil Air Patrol volunteers and three of Lt. Margaret Bartholomew's living family members. There was a certificate of appreciation along with a squadron patch awarded to Bartholomew and her nephew Charles Rudy Heath II. Capt. Michael Purvis, Civil Air Patrol Lunken Cadet Squadron Commander, presented the certificates and patches.

On Oct. 18, 1943, Bartholomew was returning to Cincinnati from a Courier Mission out of Williamsport, PA, when a sudden snowstorm caused visibility to drop to zero.

Bartholomew flew lower as she tried to find a safe place to land, but visibility was so poor that she crashed into a hill 55 miles northeast of Pittsburgh.

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She was the first Civil Air Patrol casualty of World War II from Cincinnati, and was the only female CAP member lost during the war.

Bartholomew served as one of the first members of the Civil Air Patrol (CAP) in Cincinnati during the early 1940s, and was the 154th charter member of the Ohio Wing.

She was a part of the local Cincinnati Squadron based at Lunken Airport, Squadron 5111-1. Along with being one of the first members, she was also assigned as the flight leader of the all-female Flight C, and as station commander of the Cincinnati Courier Service.

Captain Michael Purvis closed the remembrance with, "Let us all reflect today on the service of a true American hero, and pledge that we will never forget her selfless sacrifice. We must also pledge a renewed effort to ask our elected officials in Washington to award Lt. Bartholomew and every other CAP World War II veteran the Congressional Gold Medal."

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# Search For Downed Aircraft Continues In Central Idaho Today

*Originally printed at <http://www.kmvt.com/news/breakingalert/Search-For-Downed-Aircraft-Continues-In-Central-Idaho-Today-234429861.html>*

By Paul Johnson  
December 4, 2013

UPDATE: Teams have expanded their search area using projections of the possible path of the missing plane. The five planes from the Civil Air Patrol and two Idaho National Guard helicopters are being used to grid the entire search area today. This systematic approach is being used for a comprehensive search of the area.

An added capability used by the Civil Air Patrol is forward looking infrared radar. This specialized equipment, brought in from Wyoming, detects ground temperatures and can pick up anomalies, such as sunlight reflecting off metal. The number of agencies and personnel involved in the search has increased daily, with over 60 individuals in place today.

The faint emergency locator transmitter signal thought to be picked up yesterday continues to be searched for, however it cannot be verified by other aircraft searching in the same area today. The teams are expanding their search as that signal may be misleading due to the mountainous terrain and the unreliable nature of the signal.

Valley County, Idaho ( KMVT-TV / KTWT-TV ) - This Wednesday morning, search crews are continuing their search for a missing aircraft in Valley county. Additional resources have been brought in to assist with the search, including three more fixed-wing aircraft from the Civil Air Patrol and 18 members of the Idaho Mountain Search and Rescue unit. Teams will concentrate their efforts in the vicinity of the Johnson Creek Airport. An incident command post is set up at that backcountry airstrip, and coordination is being led at the Valley County Emergency Operations Center in Cascade.

The additional resources bring the total to over 60 personnel. Idaho National Guard helicopters will again assist, bringing the total aircraft to seven (five Civil Air Patrol airplanes, 2 IDNG helicopters – one Lakota and one Blackhawk). Others assisting in the search include the Valley County Sheriff's Office, US Forest Service, Idaho Fish and Game, Idaho Transportation Department, Idaho Bureau of Homeland Security, and

the Idaho Mountain Search and Rescue.

“With the additional resources, rugged terrain, and difficult weather conditions, we are encouraging citizens not to attempt to volunteer to help with the search,” said Incident Commander Lt. Dan Smith with the Valley County Sheriff’s Office. “Untrained individuals create safety concerns and detract resources from the search effort.”

## Search and Rescue Capabilities

<http://www.kulr8.com/story/24502947/search-and-rescue-capabilities>

Posted: Jan 20, 2014 10:23 PM MST

By Penny Preston - [bio](#) | [email](#)

### **CODY, WYOMING -**

Wyoming rescue workers now have a new tool to find people who are lost in mountains and wilderness areas. It's a plane that can see in the dark.

The most remote area in the lower 48 states is found here, near Cody. This is part of the Greater Yellowstone Ecosystem, which draws more than three million visitors every year. They include mountain climbers, back country skiers, snowmobilers, hunters, hikers, and this time of year, ice climbers. If they get in trouble, their cell phones won't work. By the time they're reported missing, it's often night fall.

Park County Search and Rescue and Homeland Coordinator, Mart Knapp said, "And then you're dealing with hypothermia. Hypothermia kills. A lot of times when we get called, we're already behind the eight ball, because people have been missing for six hours or something like that."

The solution is called Forward Looking Infrared, or FLIR. A belly mounted camera on a plane detects thermal radiation, which is the heat put out by a body or a plane engine. FLIR can detect, and even discern between an animal and a human from altitude.

1st Lt. Richard Dennison of Wyoming's Civil Air Patrol dialed in a clear picture of cattle on the ground, as he sat in the plane that flew over the South Fork, "From a thousand feet in the air during the daytime, that's pretty distinguishable as big beef."

FLIR is a first for our region, and only the second in the nation. Dennison explained, "North Dakota has one aircraft with the FLIR system they've had for a few years. We are fortunate enough to be the second wing in the nation in civil air patrol to have that."

Dennison is a volunteer pilot, as are all the flyers in Civil Air Patrol. He says Wyoming has two planes like this one.

He said, "One in Jackson and one based in Casper that allows us to get to any place in Wyoming within an hour."

Park County Sheriff, Scott Steward, says this technology can be the difference between life and death, especially in the winter months.

The Park County Sheriff's Office partnered with the Wyoming Office of Homeland Security, Wyoming Military Department, and Civil Air Patrol (CAP) to make FLIR available for aerial Search and Rescue missions here Park County. FLIR is available for missions across the state, and in Montana, if requested.

**WYOMING WING MAGAZINE**

**ARTICLES**

***Flying Minutemen***

***A Short History of the Civil Air Patrol***

***By Lt David A. Gopperton***



*The Flying Minutemen*  
*A Short History of the Civil Air Patrol*

*By Lt David A. Gopperton*



My house is full of history books that many people might call boring. Military history in particular is boring to people because it is hard to identify with, but it has dominated my interest for as long as I can remember. Listening to my uncle's war stories probably had something to do with it. Aviation has held the same interest for me since childhood. Dreaming of airplanes and flying was a great escape in a small Iowa town without much else to offer.

In the 6<sup>th</sup> grade I read a book by Edward H. Sims entitled, *American Fighter Pilots in World War II*. Soon to follow was *The Fighter Pilots*, and *The Greatest Aces*. *American Fighter Pilots in World War II* is still one of my favorite books and a copy currently sits on my bookshelf. From the first time I read it, I immediately knew I wanted to be a fighter pilot. I lived, breathed, and dreamed about airplanes. I built airplane models, dioramas, and studied every book and magazine I could find. By the age of 12, I was an aircraft recognition expert, down to model, armament, and specifications. I spent many hours escaping into my fantasy P-51, chasing Fw-190's.

Unfortunately, reality intruded upon my fantasy and I had to get glasses. I am near sighted, which ended all hope of flying fighters. I knew nothing about the Civil Air Patrol and the little town I grew up in did not have an airport. My first ride in an airplane was in a Cessna 172 on July 4<sup>th</sup>, 1975. I was eleven. I never saw an airplane again until I joined the Navy.

The history of the Civil Air Patrol is an adventure story just as exciting as the books about fighter pilots I read as a young boy. It is woven into the fabric of a golden age of aviation that began with giants like Chanute, Curtis, and the Wright Brothers. CAP's founder, Gill Robb Wilson, also grew up following the exploits of many of the great aviators of his day. He spent his life as a pastor and as an aviator. These vocations may seem un-related, however, Gill Robb Wilson proved they weren't in the poetry he wrote. His story is the story of the Civil Air Patrol. It runs as deep and rich as that of the Air Force itself, and deserves to be re-told to new generations of cadets.

ENC 1 (4)

Every organization of any worth values its historical tradition and passes it down from one generation to the next. It is how we connect with our predecessors. It is the foundation upon which the military builds *esprit de corps* and is what motivates its members to achieve great things.

History is more than just record keeping. It is the ability to see meaning and recognize value in the events we witness and artifacts we preserve. We build museums to keep alive the spirit of those who came before. It is in this spirit of service, sacrifice, duty, and honor, that we become responsible citizens. It is this spirit, established in our mission and core values, that we are charged with instilling in the young cadets placed in our care.

We all know the short version of how CAP was born in the early days of World War II. The story is much more important and meaningful than that. It is the story of how each of us can make a difference....it is the history of the Civil Air Patrol.

### ***In the Beginning....***



The real history of the Civil Air Patrol begins on September 18<sup>th</sup>, 1893. Gill Robb Wilson, oldest son of Amanda Robb and Gill Irvin Wilson, was born that day in Allegheny County, Pennsylvania. Gill Irvin Wilson was then studying

and teaching at the Presbyterian Western Theological Seminary in Pittsburgh. In 1896, after completing school, his father was called to pastor a small congregation in the town of Mars, Pennsylvania. The Wilson family, including two more children Genevieve and Joseph Volney, moved to Mars. A short time later an invitation was extended to share the ministry in Mars with a country church called the Cross Roads, five miles away. This paid the family \$600 a year and provided a house, the church building, and a one-room schoolhouse.

It was here that Gill Robb lived until he was 15 years old. He learned to ride horses, shoot, and play baseball. His Grandmother Robb became very special to him. She was originally from Missouri, coming to Pennsylvania when his grandfather married her years before. She filled him with exciting stories of the prairie. Stories of Indians and men like the James' brothers. In fact, he once met a friend of his grandmother, William "Wild Bill" Cody, when he came to Pennsylvania to visit her. His early life was filled with curiosity about the outside world and about mechanical things.

He got his curiosity from his father. Since current literature on modern things was hard to find in rural America at the time, it became his father's habit to clip articles on a wide range of subjects and create files he could study. From these files he found illustrations to use in his sermons. This file

eventually grew significantly more large and diverse.

In his autobiography "*I Walked With Giants*"<sup>1</sup> he wrote, "*in our community was an immigrant German horticulturist named Burkee. In Germany, Mr. Burkee had known two brothers named Lillienthal and had often watched one of them, Otto, make flights in a gliding machine. Mr. Burkee would get pamphlets for Father from Germany on many scientific subjects and translate them in longhand. Father would type them on his machine and store them in his files. That's how we boys came to hear of such people as Clement Adler, the French electrical wizard who invented the screw propeller; and Englishmen such as Horatio Philips who devised the first wind tunnel and patented the first curved airfoil; of Mercy Pilcher who imported a Lillienthal gliding machine to England....and he was killed when it crashed.*"

He and his brother, Volney, also read books written by an American railroad-bridge builder named Octave Chanute on the subjects of aerial navigation and aeronautics. He and his brother Volney were inspired to build their own a gliding machine. The result of his leap from atop the woodshed was a scratched up face and a broken shoulder blade.

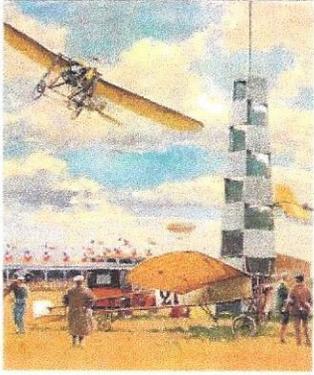
The influence his Father's reading habit had on the family was profound. During G.R.'s lifetime his brother would lose his life in air combat in France during the Great War; his nephew, named after his uncle Volney, would disappear on patrol over the Indian Ocean as a Navy pilot in the Second World War; his mother would chair an airport building commission; and he would become a pastor, prolific aviation writer, and found the Civil Air Patrol.

He once wrote, "*we were raised to think there are things worth dying for – a peace that exists in the heart despite wars and rumors of wars. The work of the world must be done, and we were no strangers to the work.*"

The year 1909 was the year that turned Wilson's interest to aviation. It was a remarkable time. In that year Luis Bleriot first flew across the English Channel in what looked like a motorized box kite. The Wright Brothers sold their first airplane to the U.S. Army, despite the death of Army Lt Thomas Selfridge and injury of Orville in a crash of one of their flyers. Henri Farman won a \$10,000 prize for flying a one kilometer closed circuit, demonstrating control of an airplane in the air.

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<sup>1</sup> Wilson, G.R. *I Walked With Giants*, Page 31. Published by Vantage Press, Inc. New York, NY 10001. Copyright@ 1968.



The event that really caught the world's attention, and that of young Wilson, was the Reims Air Meet<sup>2</sup> in France. More than 30 pilots from England, France, and the United States had competed. It was only the beginning of the spectacle of aviation triumphs to follow. In 1911 Wilson saw his first airplane at the Wheeling County Fair.

It is important to understand the first great motivation in the life of Gill Robb Wilson...his Christian faith. By 1910, the senior Wilson was responsible for a score of local chapels in the area surrounding his home congregation at The Crossroads. Many of these chapels dated back to colonial times. One day, his father suggested that he should "share in the King's business." His father said he would help write the sermons and he must learn to preach them. Though he was terrified at the possibility, he couldn't say no to his father. He preached his first sermon at the Pennsboro Chapel, with nearly a dozen families in attendance.

As he began the sermon, his notes fell off the pulpit and fluttered under the benches. Too embarrassed to go after them, he preached the sermon from what he could remember. After that

first time he resolved never to use notes again and to always speak from the heart. That summer he preached at many of the surrounding chapels and became an accomplished speaker. His faith became an active part of his life.

In 1911, he entered Washington & Jefferson College in Western Pennsylvania. This was the oldest university west of the Allegheny Mountains. It's President, Dr. James Moffat, was a large figure in the Presbyterian Church. It was the classical education in the Arts of time. In his years at university he studied Greek, Hebrew, and Latin under the great Dr. Moffatt; American History, Astronomy, and Philosophy with Dr. Temple; and he was introduced to Copernicus, Adam Smith, Kant, and Karl Marx. All names hardly heard of today. He also discovered golf, becoming an avid lifelong player.

His summer vacations were spent working at odd jobs to earn money for the family and his tuition. He never accepted money for his sermons. Finances were tight and his father finally had to sell his prized horses to make ends meet. Poverty and hard work was a way of life in turn of the century rural America.

In 1914, the drums of war were sounding in Europe and they could be heard on this side of the Atlantic. President Wilson was elected on the

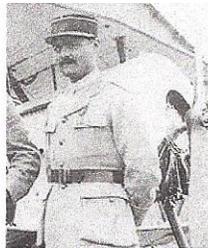
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<sup>2</sup> Flight Science and Technology,  
[http://www.liv.ac.uk/flightscience/rheims\\_1909/](http://www.liv.ac.uk/flightscience/rheims_1909/)

promise of staying out of European wars and the country was isolationist in its sentiment.

Wilson followed the air war as closely as he could. He was impressed with the progress that had been made since he first read of the Reims Air Meet in 1909. It was hard to get news of the battles being fought, but he had a decent appreciation of how air warfare was developing.

That year he entered Western Theological Seminary in Pittsburgh. The Seminary was different. He became aware that his rough back country ways were not enough to be successful in ministry. Its scholarly and meditative atmosphere impressed on him that if he ever wanted to be more than an itinerant preacher, he needed to study.



He dived into his studies of theology, homiletics, church history and the fine art of elocution hoping that he would change in the process. The years at seminary polished the man of faith he was to become, but he did not give up his interest in airplanes and flying though.

During the summer of 1915, while home working with his father, his brother Volney stopped to visit the family. He had received a letter from

William “Bill” Thaw<sup>3</sup> saying he had joined the French Army. The Thaw family had helped his father’s missionary projects over the years and Mrs. Thaw had given Gill season concert tickets to Carnegie Hall for several years. Bill suggested he should come to France and fly with him. Thaw believed America would soon join the fight. He and his brother were interested, but they worried what their father would say. There was also the problem of raising the money to get to France. They agreed to keep silent for the time being.

Soon after Gill returned to the seminary that fall, his brother came to tell him of an organization that was recruiting ambulance drivers – the Norton-Harjes Field Service. Recruits had to make their own way to France, but once there, they would be outfitted, formed into ambulance sections, and paid \$75 dollars a month for duty at the front.

They decided Volney would go first. Gill sold his English setter, shotgun, and some of his good Sunday suits to a roommate. He managed to scrape together \$200 and gave it all to his brother. Steamship fare was \$165 and Volney sailed for France from New York on the SS Chicago.

After the required 3 month stint with the Ambulance Service, Volney would apply for flying

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<sup>3</sup> <http://rdisa.pagesperso-orange.fr/html/Pages/William%20Thaw%20EN.html>

service with the Lafayette Flying Corps with Bill  
Thaw. Gill Robb Wilson was soon to follow.