

**THE
U.S. AIR
FORCE
AUXILIARY**

CIVIL AIR PATROL NEWS

Vol. 33, No. 11
28 Pages
Plus 4-Page Insert

**November
2001**

Civil Air Patrol National Headquarters

"WHERE IMAGINATION TAKES FLIGHT!"SM

Maxwell Air Force Base, Ala.

CAP Celebrates Diamond Anniversary

60 years of service to our country

Discover the history of this volunteer organization

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**Civil Air Patrol
EAGLE Fund:
Extending A Gift of
Love and Empathy**

**EAGLE Fund going strong
in response to the Sept.
11 terrorist attacks on
America; money will be
used to assist the victims
of this national tragedy**

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NATIONAL CONGRESS 2002

**MAKE THE SKY
YOUR CLASSROOM!**

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Image courtesy of Inventing Flight: Dayton 2003

**Special
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inside**
Four-Page
supplement
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comments
from 2001
NCASE
participants



111336
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403 GRAYSLAKE WAY
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Periodical
Publication

2002 NCSA for Cadets

Check out the list of activities for cadets in 2002. Access the CAP website for updates on these programs.

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New York Wing members reflect on '9/11' World Trade Center attack

By **CHARLOTTE CROWE**

NATIONAL HEADQUARTERS — On Sept. 11, three Civil Air Patrol members were near the World Trade Center as the disaster unfolded.

New York Wing Commander Col. Austyn Granville Jr., Lt. Col. Edward Franco, and Chaplain Maj. Van Don Williams shared their experiences during CAP's National Staff College at Gunter AFB, Ala., held the week of Oct 20-27. On Monday, Oct. 22, they reported the reality captured by the camera lenses of TV cameras must be magnified ten-fold to grasp the scope of the tragedy. The following is their firsthand, personal accounts of the tragedy and how they're coping in the aftermath.

Searching for Coworkers

As Col. Granville got off the subway near his office, he looked up and saw black smoke, and caught a drifting piece of paper. It was a trading bill. Uncertain of what was going on he reported into his office, just one and a half blocks from the World Trade Center, where he works as an information manager for a worldwide construction management firm. There, he learned that a plane had crashed into the tower. As he studied the smoking tower from his window, he witnessed the second plane crash into the second tower.

"The explosions rocked the whole building," recalled Granville.

When the first tower collapsed, Austyn realized that two of his coworkers were out on the street. He rushed to the elevators, but they were shut off. So he took the stairs, skipping and leaping down the 26 flights.

In the lobby, he comforted scores of the people who had sought refuge from the onslaught of black smoke.

"I remained cool headed because of the training I've received through CAP," said Granville, who as a cadet earned CAP's Spaatz award.

He ventured out to the street but was turned back by the choking smoke and dust that burned



Civil Air Patrol members Lt. Col. Edward Franco, New York Wing Commander Col. Austyn Granville and Chaplain Maj. Van Don Williams of the New York Fire Department, pose for a photo on Monday, Oct. 22, after sharing their experiences of Sept. 11, at the World Trade Center, during CAP's National Staff College at Maxwell-Gunter Air Force Base, Ala., held the week of Oct. 20-27.

his eyes and throat. He retreated back up 26 flights of stairs.

A half-hour later, he once again braved the steps, smoke and dust to look for his coworkers, who eventually turned up unharmed.

"If I could describe my reaction to the attack," said Granville, "these words come to mind: horrific, amazing, awestruck, spellbound."

To return to his home in Westchester, north of New York, Granville walked 1-1/2 hours to grand central station because the subway was closed.

Everyone he passed was in a state of shock. Like so many others, he was covered head-to-toe in the gray dust that snowed down on Manhattan that day.

"I had my suit cleaned, but the dust didn't wash out. I'll never wear it again. I'll never clean my shoes. I'm going to lock them in a case so I'll always have something to remember this day," he said.

Granville still has trouble sleeping, waking up suddenly in the middle of the night. He still takes the train to work but, "Every time I walk by the partition with pictures of all the victims, I get angry," said Granville. "I don't

think I'll ever get used to looking at where those magnificent buildings once stood."

A Narrow Escape

On the morning of the attack, Lt. Col. Franco, an accident investigator with the FAA, met with emergency management officials in the agency's office on the ground floor of the already damaged World Trade Center.

"The emotional part for me was standing in front of the burning building and seeing the bodies of those who had jumped," Franco recalled.

Just as he walked away to search for the black box, the building began to crumble.

"I ran into a nearby deli about a block away," Franco says. "We turned our backs and shielded our faces from the windows as the black smoke billowed down the boulevard. "Once the rumbling and explosions subsided, I ran out to help people. You couldn't see. I tripped on something. It was a person. I dragged him inside. We kept running out to help more. If you heard someone crying, you just helped," he recalled. "Everyone was

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CIVIL AIR PATROL
NEWS

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Photos: Photos should be sent electronically or by mail using the above address. If sent electronically, send to e-mail address above as attachments. Preferred formats are TIF and JPG. Be sure to include photo credits and outline information, and an electronic copy of the story they are associated with. If from a digital camera, resolution can be no less than 800x600; if scanned, 203dpi resolution is preferred. If photos are mailed, be sure to send them with outline and photo credit information, and a copy of the story they are associated with.

Submission deadline: Submission deadline is the third Monday of the month preceding the publication month.

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CAP establishes EAGLE Fund for terrorist victims

NATIONAL HEADQUARTERS — Civil Air Patrol National Commander Brig. Gen. Richard L. Bowling has established the EAGLE Fund — Extending A Gift of Love and Empathy — to receive donations from CAP members, employees and other interested parties.

The funds will be used to provide both short-term and long-term disaster relief to the victims and survivors of the terrorist attack Sept. 11 on the Pentagon.

The EAGLE fund specifically provides the support of long-term educational, health and rehabilitation, grief counseling, and general support needs of the individuals and families affected in metropolitan Washington, D.C.

Donations are tax-exempt to the extent allowed by law and 100 percent of all contributions will go to supporting those most affected by this national tragedy.

A special post office box and account has been established to receive and process each gift. Checks may be mailed to: Civil Air Patrol EAGLE Fund, Department 3139, P.O. Box 2153, Birmingham, AL 35287-3139. Or you may go to www.capnhq.gov and access the EAGLE donation form, print it and mail it in to make a credit card donation. Forms are being mailed to each CAP unit in the October mass mail out.

Participants in the CAP EAGLE fund will be provided a gift receipt for tax records and will be recognized in the *Civil Air Patrol News*.

For questions about the fund, please contact George Freeman, chief advancement officer, Philanthropy and Endowments, at (334) 953-2617.



Civil Air Patrol **EAGLE** Fund: Extending A Gift of Love and Empathy

The recent tragedy in New York, Pennsylvania and Washington, D.C., has had a profound effect on all Americans. Civil Air Patrol members were especially touched by the attack on our benefactor, the U.S. military headquarters in the Pentagon. In keeping with the philanthropic spirit that dwells within each CAP member, the Civil Air Patrol EAGLE Fund has been created. You are invited to participate. The EAGLE Fund has been created to provide both short-term and long-term disaster relief to the victims and the survivors of the terrorist attack upon the Pentagon on September 11. The EAGLE Fund specifically provides the support of long-term educational, health and rehabilitation, grief counseling, and general support needs of the individuals and families in the metropolitan Washington region.

Donations are tax-exempt to the extent allowed by law and 100 percent of all contributions will go exclusively to supporting those most affected by this national tragedy. A special post office box and account has been established to receive and process each gift.

Participants in the Civil Air Patrol EAGLE Fund will be provided a gift receipt for tax records and will be appropriately recognized in *The Civil Air Patrol News*. The EAGLE Fund was created by order of the Civil Air Patrol National Commander, Brigadier General Richard L. Bowling and will remain in place through 31 December 2001. Join Gen Bowling and thousands of fellow CAP volunteer members by providing your gift today and reaching out to the victims and survivors in our Nation's capital. Please complete the following form and mail your check or money order to:



cut here and place this portion in the envelope with your contribution

**Civil Air Patrol EAGLE Fund
Department 3139, P.O. BOX 2153
Birmingham, AL 35287-3139**

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ADDRESS:

CITY:

STATE:

ZIP:

TELEPHONE (AREA CODE):

E-MAIL ADDRESS:

CREDIT CARD: (MC, AMX, DISC, VISA)

EXP DATE:

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CARDHOLDER'S NAME: (PLEASE PRINT)

AMOUNT OF GIFT: \$

CARDHOLDER'S SIGNATURE:

For additional information, contact: Mr. George Freeman, Chief Advancement Officer, Philanthropy and Endowments, CAP National Headquarters at (334) 953-2617.

Reading Composite Squadron offers assistance at crash scene

By Lt. BARBARA A. FREY

Reading Composite Squadron 811's regular weekly meeting was thwarted on Sept. 5 after a Piper Navajo crashed into a semi-rural residential neighborhood earlier in the afternoon.

The pilot of the aircraft, from Woodstock, NY, was declared dead at the scene.

Eighteen cadets and 16 senior members, working in two hour shifts, aided in maintaining field operations, specifically perimeter security. 1st Lt. David Goheen headed this aspect.

At the squadron's headquarters, adjacent to the Reading Regional Airport two miles away, radio operations were directed by 2nd

Lt. Earl Frantz. Several cadets, with advanced radio authorization, kept communications open with field operations.

A first real mission for many members, the crash became a 14-hour undertaking until National Transportation Safety Board officials arrived the following morning. The members of 811 offer their condolences to the family of Dennis A. Gould.



Cadet Airman Zack Brizek monitors the crash site perimeter.



This was the scene after a Piper Navajo crashed into a semi-rural residential neighborhood in Reading, Pa.

San Marcos Composite Squadron saves lives at Giddings

By Capt. ROBERT SPIEGEL

The San Marcos CAP van, carrying five cadets and five senior members of the Texas Wing, Group 8, arrived at the Giddings-Lee County Airport festivities on Saturday, Oct. 27

at 9:50 a.m., in time to see a Cessna 170 lose directional control on landing, attempt a go-around, but cartwheel into a Laker Buccaneer amphibian at the fuel pump.

On board the Cessna was an elderly couple.

After hitting the amphibian, the plane grazed the aboveground fuel dispensing equipment, which began spewing jet fuel, and came to rest next to a hangar full of people.

Without hesitation Capt. Mark Sandel, aided by Tom Adams and Lt. Leroy Friesenhahn, rescued the two occupants of the Cessna, protected it with a fire extinguisher (not needed), made certain it wasn't leaking, turned off its emergency locator transmitter (ELT) and shut it down. Meanwhile, airport personnel, directed by Airport Manager Carla Dederda, stopped the fuel pumps and helped the Laker occupants to safety. Lisa Sandel applied first aid to the slightly injured Cessna pilot and treated other airplane occupants for shock.

The San Marcos CAP squadron put yellow security tape around the accident scene. Senior member 2nd Lt. Neal Baseler, the squadron's Deputy Commander for Cadets, led Cadets, Airman 1st Class Bradley Owens, Airman Christina Sandel, Airman Mark Sandel, Jr., Airman Gabriel Stewart and Airman Amanda Walker in crowd control. They preserved the accident scene for Federal Aviation Administration (FAA) investigators and managed the crowd during the ensuing scheduled collegiate spot-bombing contest, which used message drops. One cadet was overheard saying, "I didn't know senior members could run!"

Auburn University offers engineering scholarship

NAITONAL HEADQUARTERS — Auburn University announced a new engineering scholarship specifically for CAP cadets.

The recipient would study in a department that performs research affecting aircraft structures, NASA satellites and rocket motor nozzles, bulletproof cockpit doors, armor plating for military helicopters and more. The emphasis is on textile engineering technologies.

The scholarship is open to CAP cadets who have earned the Mitchell Award. Freshmen or undergraduate students transferring to Au-

burn may apply. The total award for the scholarship is \$6,600, paid over four years.

The recipient must declare a major in textile engineering, textile chemistry, or textile management and technology at Auburn University, Auburn, Ala. Cadets do not need to have already been accepted at Auburn to apply for this scholarship.

To apply, visit the Cadet Programs scholarships page at www.capnhq.gov. Applications are due to HQ CAP/CPR before Jan. 31, 2002.

Civil Air Patrol delivers listening devices for rescue workers

NATIONAL HEADQUARTERS - Civil Air Patrol's New York Wing delivered 30 Bose Noise-Canceling headsets donated by the Bose Corporation of Framingham, Mass., to the urban search teams who worked the World Trade Center site.

The equipment was dropped off to the team, waiting in Albany, NY, and placed on the C-141 taking them down to JFK airport. This was some \$30,000 worth of equipment that CAP expedited directly into the hands of the rescuers. The folks at Bose even took the time to place batteries in each one, include boxes of fresh batteries and provide a 24-hour technical support number in case of any problems.

The headsets were connected to listening devices used by the rescuers to detect the faint sounds of possible survivors trapped in the rubble.

On Saturday, Sept. 15, a New York City Civil Air Patrol crew flew a follow-up mission over the World Trade Center site. The previous Wednesday afternoon, national media reported a light aircraft flying over the World Trade Center site. That plane belonged to Civil Air Patrol, who performed those flights at the request of New York Governor George E. Pataki.

"Civil Air Patrol provided the first direct aerial perspective of the disaster site for the State of New York," said Dan O'Brien, Graphic Information Program Manager for State Emergency Management Operations center in Albany, N.Y.

Northeast Region CAP members provided support for FEMA officials by manning the Regional Operations Center in Maynard, Mass.,

and dedicating a Cessna 206 and pilot to transport FEMA staff members and supplies.

In support of the New York State EMA, CAP provided risk-assessment flights over the New York City watershed. The streams and reservoirs that make up the watershed extend 140 miles north of the city.

"To be a Civil Air Patrol volunteer is to stand ready to jump into action in the instance of any scale disaster," said CAP National Commander Brig. Gen. Richard L. Bowling. "Our people are highly trained in disaster relief functions and willingly step up in times of need to assist in most any capacity."

Civil Air Patrol's Mobile Operations Center also provided communications support for the rescue workers at the crash site in Somerset, Pa.

Heroes ... from Page 2

covered with gray. The deli turned into a triage. We cleaned their faces and made certain they were breathing."

Franco stayed at the site that day and returned the second day. He did what he could to help, including joining in the bucket brigade.

The 'Sound of Darkness'

Maj. Van Don Williams, a veteran firefighter for the New York City Fire Department, was finishing up a 24-hour duty and looking forward to getting off at 9 a.m. that Tuesday morning. Then a fifth alarm rang out. As he was trained to do, he rushed to join a convoy of fire trucks speeding toward Manhattan.

Williams quickly set up the fire department's staging area on the west side of the World Trade Center. As a communications and liaison officer, he dispatched teams to the building and coordinated logistics.

He was only a block and a half away when the first tower crumbled.

"People and firefighters ran from the tower toward me. All I could say was, 'Oh, God. Oh, God. Oh, God.'"

A volcano of black smoke engulfed the entire lower Manhattan.

"This is what I call the 'sound of darkness.' For three minutes or more, you couldn't breathe, see, or hear," said Maj. Williams.

The eerie beeps from the pass alarms of firefighters' breathing apparatus were the first sounds to break the silence of darkness.

"The firefighters' pass alarms are designed to detect movement and will activate after several minutes of inactivity," Williams explained.

Slowly the black smoke gradually gave way to gray and a stark revelation.

"I went into force mode," said Williams, "working the radio trying to contact the command post. It was gone."

Williams and fellow firefighters quickly es-

tablished a new command post.

"That's when we found out which ones were missing," said Williams, as he realized that he'd lost hundreds of coworkers.

As a minister, Maj. Williams experienced the dichotomy of his two professions. "In one respect I'm a firefighter, there to save lives. As a minister, I'm there to save spiritual lives."

To comfort others he drew upon the experience gained through CAP's Critical Incident Stress Management program (CISM). CISM is a program that teaches disaster workers to cope and help others cope with the emotions a profound tragedy can trigger.

As did Franco, Williams also joined in the bucket brigade.

CAP's National Staff College at the Maxwell-Gunter Annex provided the first opportunity for Granville, Franco, and Williams to get away from New York and the every day reminders of the tragedy, where the dust and acrid smell persists.

As Lt. Col. Franco's flight prepared for take-off, he prayed. The incident has changed him. He said, "I'm more wary during the flight. I take more notice of people now."

"Being here at national Staff College is a break from the long, 15-hour days, working for the FAA," he said.

Maj. Williams, who still works about two or three days a week at the site, said he slept a solid 12 hours his first night in Alabama.

Col. Granville is assistant director of the CAP National Staff College, an executive level, in-residence course for senior members who aspire to high level leadership in CAP.

Lt. Col. Franco is a seminar advisor for the school, while Maj. Williams is a participant.

Changes

Often tragedy brings positive attributes of

humanity to the fore.

Granville, Franco, and Williams confirm this is also the case in New York City.

"People talk to each other now," said Col. Granville. "Before, no one ever talked. Now strangers exchange greetings with one another."

Franco brings it closer to home, "I see everyone and hug them and tell them I love them. I tell my family I love them every day."

That closeness at home also expands through the avenues and boulevards of the great city.

"I've never seen so much patriotism in New York City," said Williams.

"Every time I hear the Star Spangled Banner or anything patriotic, that makes me weep," Franco recalls, "because I'm proud to be an American."

Kentucky and N.C. wing members help fight wildfires

As forest fires continued in eastern Kentucky during November, with no sign of significant rain in the forecast, personnel from the Kentucky and North Carolina Wings of the Civil Air Patrol supported firefighting efforts again.

The CAP members responded to a request from the state Emergency Operations Center to provide aircraft as aerial radio relay stations for National Guard and State Police aircraft.

Associated Press

Cooper Jackets



"COOPER" A-2 GOATSKIN PILOT'S JACKET The "ORIGINAL" A-2 JACKET CONTRACTOR

The COOPER *Mil-Spec* A-2 jacket features narrow epaulets, snap front top entry pockets, collar snaps and under arm eyelets for ventilation. The zipper and snaps are solid brass. Cuffs and waistband are knitted wool. Goatskin construction with nylon lining. Medium brown color. Available with or with out loop material over left breast area for name badge. *Sizes run small, order 1 size larger than normal.*
#PS-A2(size) 36 Reg. to 54 Reg. \$175.00 36 Long to 54 Long \$185.00

NEW ITEM

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Jackets are true to size. #CAP742(size) \$185.00

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Size 40 to 46		\$210.00
Size 48 to 52	\$210.00	\$225.00
Size 54 to 60	\$225.00	\$240.00

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Assorted Jackets



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Navy Pea Coat	Regular Length	Long Length
Size X-Small to X-Large	\$95.00	\$105.00
Size XX-Large to XXX-Large	\$105.00	\$115.00

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85% wool, 15% polyester. Dark blue with quilted lining. Anchor buttons. Not as heavy as the Cooper jacket. Regular length only, NO longs available. Sizes: Small (#CAP742PFA / 36-38), Medium (#CAP742PFC / 40-42), Large (#CAP742PFE / 44-46), X-Large (#CAP742PFG / 48). **#CAP742(size) \$54.95**

USAF SECURITY JACKET. Blue, cold weather, waterproof nylon outer shell, laminated full polyester twill lining, knit cuffs and waistband, with epaulets. Zipper front closure with wind flap, slash side entry pockets with flaps. Two inside pockets. Sizes Medium, Large, X-Large, & XX-Large.



Security Jacket

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MA-1 Flight Jacket

MA-1 NAVY BLUE FLIGHT JACKETS. G.I. Style, Features: reversible to orange lining, heavyweight, full cut, high quality, durable zippers, 100% nylon shell and lining, 100% polyester fiberfill. #CAP742MCB (small), #CAP742MCC (medium), #CAP742MCD (large), #CAP742MCE (X-Large), #CAP742MCF (XX-Large), #CAP742MCG (XXX-Large) & #CAP742MCH (XXXX-Large)

#CAP742(size) \$39.95

MA-1 BLACK FLIGHT JACKETS. Features are the same as above.

#CAP742MFB (SMALL), #CAP742MFC (MEDIUM), #CAP742MFD (LARGE), #CAP742MFE (X-LARGE); #CAP742MFF (XX LARGE) **#CAP742 (size) \$34.50**

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Sizes: #PS-MA1/S (Small) & #PS-MA1/M (Medium) **Only \$19.95**

"ORCHARD" A-2 GOATSKIN PILOTS JACKET

The ORCHARD USAF Contract A-2 jacket has the same specs as the Cooper jacket but also includes attached loop material for the name badge on the left breast area and the command badge on the right breast area. The jacket is dark brown and slightly heavier than the Cooper jacket. Available sizes: 42R, 46L, 48R & 48L. **#PS-A2C-(size) CLOSEOUT PRICE \$145.00**



BLACK NYLON JACKET, Import. Same appearance specifications as the military CWU45/P winter weight flight jacket. 100% Nylon shell, 100% Nylon lining and 100% Polyester filler. Loop material on left chest to attach name tag. Knit cuffs and waistband. Pen / pencil pocket with zipper on left sleeve. Hook & Loop tabs on each side pocket cover.

#CAP742(size) Sizes: Small, Medium, Large & X-Large \$35.95 / Sizes: XX-Large & XXX-Large \$39.95

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Scholarships, national cadet activities set for 2002

Next summer seems so far away now, but it will be here before you know it. Our staff is already planning toward two important programs for cadets. Because of their long lead times, I want to alert cadets, parents and cadet leaders to these two programs now.

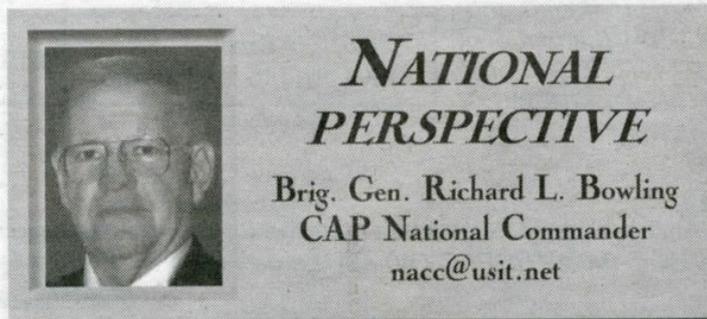
The first is our National Cadet Special Activities program and the other is our scholarship program. We are offering more than 35 National Cadet Special Activities for the summer of 2002.

Many of these are ones that have been offered over the past several years and you can read about them in this newspaper and last month's pullout section of the *Civil Air Patrol News*.

I am very excited about the new NCSAs being offered this year. The National Honor Guard and National Military Music academies have been in a testing period the last year and now join the ranks of national 2002 activities. The aim of both is to develop a cadre of cadets that can provide a degree of expertise to their home units for honor guard or military music activities. Both of these activities have had a very successful track record for providing quality graduates who have been effective contributors to their squadrons.

I am pleased to announce our first venture into a technologically oriented National Cadet Special Activity. The Advanced Technology National Cadet Academy is being offered for the first time this year. Cadets will have the opportunity to get acquainted with slow scan video and its interface with flying missions. Additionally, other cutting edge technologies coming into Civil Air Patrol will be previewed. Col. Thommie Herndon, National Coordinator for Rapid Response, and Col. Drew Alexa, director of Advanced

Technologies, are heading up this important effort for our cadets. It will take place in Waco, Texas. If you are into new technologies as they are applied to our emergency services mission, this activity is for you.



NATIONAL PERSPECTIVE
Brig. Gen. Richard L. Bowling
CAP National Commander
nacc@usit.net

In addition to these new activities, a glider academy specifically designed for advanced students is being offered in Colorado. This activity is for those cadets well along in their glider career. However, if that is not a convenient location or timing, advanced students can find advanced tracks at other National Glider Flight Academies. Cadets should just indicate a level of experience in the remarks section of the Form 31 when they apply.

On the powered side we will be offering a fifth powered academy for the first time in many years. It is planned for the Northeast Region. This will allow our cadets in that part of the country to find a National Flight Academy within a reasonable distance.

The Civil Air Patrol Scholarship program deadlines are rapidly approaching. There are several different deadlines and they are listed in CAPR 52-16. I encourage all of our members to review the scholarship opportunities and the procedures for applying. There are thousands of dollars available in academic and flying scholarships and some of it is going unused.

The scholarships that go unused are tied to specific colleges and universities yet are aviation oriented. For example Dowling University has a school of aviation

that offers a full scholarship to a cadet attending its aviation school. The facilities and programs at Dowling are first rate. I would encourage our cadets who are interested in making aviation a career to consider Dowling

University or one of the other fine universities that provide scholarships to our cadets. These are listed in the *CAP News*, on line, and the Cadet Programs newsletter that goes to all units.

Another opportunity is for a Civil Air Patrol Cadet to attend the USAF Academy Preparatory School. The deadline for that opportunity is rapidly approaching. This opportunity provides a slot for a Civil Air Patrol cadet. The Academy staff chooses the applicant, but all applications must go through

Cadet Programs at National Headquarters. All applicants must meet USAF Academy entrance standards.

Most recently Auburn University, which has had a long history in engineering, is offering a half-tuition scholarship to a cadet who wants to pursue a degree associated with the textile industry. Auburn's textile graduates have done work in NASA and other aerospace industries working with composite materials. The procedures for applying are currently being finalized and can be found on the CAP website in the near future.

Overall Civil Air Patrol offers numerous scholarships both flying and academic either from their own resources or through other parties. I urge our senior leaders of cadets to work with their cadets in preparing their packages for these scholarship opportunities. Please, do not let these scholarship opportunities go unused.



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HEADQUARTERS

Getting to heart of chaplain program issues

Recently the following battery of questions (10 in all) were presented to me for comment and response. Questions, when properly framed, get to the heart of program issues, problems and philosophies. As I reviewed my answers to them, I felt impressed to share them with our whole Civil Air Patrol family.

It is my hope that, as you read them, you will gain some critical insight into the direction our chaplain service is going. It is a matter of crucial importance that the CAP family share the journey with us as we sharpen our skills to better serve.

Question: Congratulations on your appointment as chief of the CAP Chaplain Service and your promotion to the rank of colonel. As you begin this new responsibility for approximately 650 chaplain and 165 Moral Leadership Officers, what has prepared you for this highest position a CAP chaplain can hold?

Answer: Serving as national chief of the CAP Chaplain Service is daunting. I think, however, that my experience in life in the military, as a professional educator, as a pastor of churches, and as a chaplain in the CAP over the past 16 years plus the brilliant mentoring I have received from some of CAP's finest, all meld to provide me with equipment commensurate with the challenge to serve as national chief of the Chaplain Service. I have spent 20 years in pastoral ministry, and 33 years in an academic setting as professor of Religion and New Testament Language, Literature, and Interpretation. Also, I have served as a volunteer in many civic capacities in several geographic regions over the years.

My experience with the CAP Chaplain Service includes service as a squadron chaplain, deputy wing chaplain, wing chaplain, deputy region chaplain, region chaplain, national deputy chief of the chaplain service, and now national chief. I have kept

abreast of all training requirements and have completed the highest level of Chaplain Service and Senior Training offered by the CAP at this time. I have sought to receive training that is parallel, as nearly as possible, with the training received by Air Force Chaplains.

I get along well with people in general and with the CAP personnel in particular. I am a company/community person and am constantly plugged in to my natural, egalitarian, sensory impulses. My leadership style is consensus oriented. I believe in the concept of community, and as far as possible, community concurrence. The challenge of this high office, though daunting, is one for which I feel ready, though humbled.

Question: What goals would you like to set for your tenure as chief?

Answer: It is my view that a close relationship with the Air Force Chaplain Service and AF/HC is a sine qua non for the survival-with-credibility of the CAP Chaplain Service (after all, CAP is the Congressionally chartered Auxiliary of the United States Air Force, and we were organized by and nurtured at the bosom of the Air Force Chaplain Service 51 years ago!). The full force of my energies, creative and otherwise, will be directed to strengthening the relationship between the Chaplain Service of our parent organization, the United States Air Force, and the CAP Chaplain Service. I view us—AFCS and CAPCS—as children of common parentage, with the AFCS being the older brother.

I refuse to think of the CAP Chaplain Service severed from an on going relationship with the Air Force Chaplain Service.

In addition to my primary

objective as stated above, I am committed to the following:

a. To mount a vigorous chaplain recruitment and retention program.

b. To prepare a training format that will encourage incom-

of chaplains in each of the eight CAP Regions to be placed in a readiness program in the event the Secretary of the Air Force invokes this provision in Title 10 consequent to a request by the chief, AFCS.

e. To inspire every CAP chaplain currently in the Chaplain Service to complete the Chaplain Service Region Staff College (CSRSC) by August, 2004.

f. To Study the feasibility of making completion of the CAP National Staff

College and Level V of the Senior Training Program a requirement for selection to serve at the Region Chaplain level and above.

Question: Recognizing the fact that all CAP chaplains are volunteers, will you have a staff to help you carry out these goals?

Answer: Yes. In addition to the Chaplain Service Advisory Council and the Chaplain Service Executive Council, the national Commander has approved my request to select chaplains from among our senior rank to form a "Council of Special Assistants to the National Chief of the Chaplain Service." This council has been selected. They are nine in number, and are committed to the responsibilities I have asked them to assume. The council is made up of some of our most respected senior chaplains, two of whom are former chiefs of the Chaplain Service.

Question: Please tell us about the person who has been hired to fill the new position at CAP National Headquarters known as the Executive Administrator of the CAP chaplain.

Answer: The event Title 10 is invoked by the Secretary of the Air Force in response to a request by the Air Force Chief of Chaplain

See **Chaplain ...** Page 11



FOCUS ON SERVICE

Chaplain (Col.) James H. Melancon
Chief, CAP Chaplain Service
jimartmel@home.com

ing chaplains (and moral leadership officers) to seek training at every level offered by CAP: To inspire them to pursue training objectives through every level with a sense of fulfillment and enjoyment, and to explore the possibility of CAP chaplains taking selected classes with Air Force chaplains at the CSI at Maxwell AFB (in light of Chapter 909 of Title 10, U.S. Code, Section 9446). It is my wish that training opportunities will be present that will make it possible for CAPCS training to mirror AFCS training as closely as possible: Especially in areas articulated as critical by the chief, AFCS.

c. To have all wing and region chaplains ICS (Incident Command System) certified by 30 June 02, which is the second Semi-Annual report period of my tenure. This certification is a requirement to serve as a Mission Chaplain.

d. To ensure readiness to comply with Chapter 909 of Title 10, United States Code, Section 9446, which states, "The Secretary of the Air Force may use the services of CAP chaplains in support of the Air Force active duty and reserve component forces to the extent and under conditions that the Secretary determines appropriate." We will identify a predetermined number

Holiday stress

Some steps to help you avoid a crisis at Christmas

Christmas comes but once a year. Maybe it is better that way. For many people, the prospect of the holidays and of family celebrations is filled with anguish and anxiety. And, when those holidays and celebrations take place without that special loved one, they are much harder.

The holidays may be accompanied by the emotional battering of anticipatory stress followed by post-holiday blues. It can take weeks to recover the agony of unfulfilled expectations, the debt resulting from overspending to create the "perfect holiday," and the disappointment of rediscovering that family conflicts and losses remain unresolved despite the promises of holiday music and the commercial messages.



If you are planning a visit with your parents, make your expectations clear. Let your parents know you intend to visit with friends outside the family. Alert your parents to arrangements you might be considering. Avoid assumptions about baby-sitting, sleeping arrangements, transportation, and so on. "Home for the holidays" can be either a nightmare or a lovely experience.

Contrary to the media hype, the holiday season does not produce the highest suicide rate. However, during the holiday season, loneliness, depression, alienation and other personal problems may plague many of us. Perhaps present all year long, tensions increase with the expectation that somehow, in some way, the holiday will make it, "All better." The season itself does little or nothing to solve the problems in our life. Yet, many of us annually perpetuate the fantasy that this year it will be different. The responsibility for creating emotional comfort rests with each individual, not with the season. Changing our belief from, "The holidays will make it better," to, "I will make it better," is the first major step in managing holiday stress and preventing post-holiday letdown.

For your information and use, the steps that follow may be helpful in avoiding holiday crises. (The sources for these steps include the *Elements of Crisis Intervention, Second Edition* and *The American Board of Examiners in Crisis Intervention.*)

- ✦ Be realistic in your expectations of the holidays and the celebrations.
- ✦ Remember, it is not what the holiday does for us, but what we do with the holiday that makes the difference.
- ✦ Recognize that you are responsible for your life and that nothing and nobody else can be responsible for you.
- ✦ Live year-round, and especially at this season, by the present realities and not by the fantasy of how you might envision things to be.
- ✦ Look to yourself as the source of your well-being and happiness.

- ✦ Spend realistically. Give realistically.

- ✦ Remember that people are more important than things and events.

- ✦ Clarify family expectations

- ✦ If a death or other trauma has occurred, share with your children in terms that they can understand, and avoid euphemisms.

- ✦ Identify areas of concern in your life over which you have control, and exercise that control.

- ✦ Continue projects that you have already begun.

- ✦ Create a routine for yourself and stick with it.

- ✦ Plan outings and activities with friends. This mutual support can be helpful.



FIT TO SERVE

Maj. (Dr.) James L. Greenstone
Assistant Chief,
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long before the holiday season. Avoid assumptions.

- ✦ Acknowledge and allow for the feelings that you experience. They are real. Allow yourself to miss loved ones who cannot be with you.

- ✦ Share the work of holiday events. Avoid victimhood.

- ✦ Stick to your regular diet and sleep routines as much as possible.

- ✦ To avoid letdown, plan some interesting activities for after the holidays.

- ✦ If you are in counseling, stay in counseling during the holiday season.

- ✦ Learn to appreciate who and what you have rather than wishing that you had someone or something else.

- ✦ Enjoy this particular time of year, and this particular time in your life. It will never happen again.

- ✦ Allow your feelings to be whatever they are. Avoid berating yourself or discounting your feelings or those of your children.

- ✦ Let your children talk with you about their fears, concerns, confusion, anger, sadness and problems.

- ✦ Do not expect your kids to resolve your grief.

- ✦ Find something to laugh about every day. Use laughter as a stress manager and reducer.

- ✦ Walk or exercise regularly. Include sufficient rest and relaxation in you schedule. Eat regularly and drink plenty of water.

- ✦ Both for yourself and for your children, maintain the continuity of the familiar. This includes schedules, school attendance, friendships, TV programs, and regular activities.

- ✦ Recognize your grown children as adults.

- ✦ If necessary, remind your parents that you are an adult.

- ✦ If you are planning a visit with your parents, make your expectations clear. Let your parents know you intend to visit with friends outside the family. Alert your parents to arrangements you might be considering. Avoid assumptions about baby-sitting, sleeping arrangements, transportation, and so on. "Home for the holidays" can be either a nightmare or a lovely experience. Consideration, fairness, clarity, careful planning, and shared feelings help determine a visit's success.

- ✦ If you need help getting through this season, seek professional help early.

16 – day Aviation-Oriented tour to China slated for May 2002

Ala. – China's Beijing Aviators Association will host another aviation oriented cultural tour to China in May 2002.

According to Edward J. Komyati, the organizer of the past five China tours, the BAA has invited a group to return to China for a 16-day tour the highlights of which will include a visit to Qinhuangdao to attend the start of the first "Great Wall Air Derby" and a Yangtze River cruise. These are both first time events for the tour program.

The tour is scheduled to depart Los Angeles (LAX) for Beijing on May 14, 2002. After a

night of rest in Beijing the tour group will go to Qinhuangdao, the take-off point for the GWAD, located where the Great Wall meets the Yellow Sea.

Then it's back to Beijing for two days of visiting the Forbidden City, Tian'ammen Square, the Imperial Summer Palace, the Beijing Zoo and Aviation Museum. Our hosts, the BAA and COITS, will treat the group to a world famous Beijing Duck "Welcome" banquet during the visit.

Xian, located in central China, an ancient capital city, is next on the schedule. The group will visit the excavation site of

the famous Terra-Cotta Soldiers, the Great Wild Goose Pagoda, the Imperial Resort of Huaging and the Bampo Neolithic archaeological site. The Xian chapter of the BAA will host the group to a banquet of twenty different delicious dumplings.

Next stop will be Chongqing (Chung King), the WWII Capital of China, which is located in western China on the Yangtze River. A visit to the General Stillwell Museum and the folk-art museum is scheduled in this fast-growing Industrial City from where the U.S. Army Air Force launched the first B-29 raids

against Japan in 1944. The tour group will board a Four-Star Cruise Boat in Chongqing that will be their home for three days on the Yangtze. While on the river cruise to Yichang the tour will visit Fengdu City, The Three Gorges and the Three Gorge Dam site.

Kunming, the next capital city is reached by a flight from Wuhan. Kunming played a key role during WW II serving as the terminal-hub for all air lift to China from 1942 through 1945. The BAA was instrumental in having a memorial dedicated to

See **China Tour...** page 12

Chaplain... from page 9

Service. This is a distinct honor and privilege.

Question: Even though CAP usually averages from 30-50 new chaplains each year, a significant number of Units still have no chaplain assigned. Do you plan to have any special recruitment programs to increase this yearly average (and man unmanned Units with chaplains)?

Answer: Yes. Our recruitment efforts are augmented by a professionally prepared, highly attractive and provocative, four color recruitment brochure. Two of the members of "The Council of Special Assistants to the Chief of the Chaplain Service" are tasked with working therecruitment- retention issue for us and enlisting the aid of all of our chaplains and the commanders of the 1400 plus CAP Units in fostering the endeavor. My immediate goal is to have a minimum of three fourths of the 1400 CAP Units manned with Chaplain Service Personnel by the end of my tenure in August, 2004.

Question: Equally important as recruiting chaplains is keeping the ones you have. On an average,

CAP loses a significant number of chaplains each year.

To what do you attribute this loss and what would you like to see done to facilitate the retention of CAP chaplains?

Answer: Attrition among our chaplains may not be blamed on any one factor. Many factors combine to contribute to our loss of chaplains. One of the members of the Council of Special Assistants to the National Chief of the Chaplain Service is tasked with the responsibility of identifying key contributing factors to this phenomenon. He has written and is in the process of updating a booklet on retention of chaplains. The booklet will be a source for instructions on retention in connection with our Chaplain Service Region Staff Colleges. Also, we hope to disseminate the booklet among CAP Wing Commanders.

It is my opinion that the presence of a friendly and appreciative working environment will greatly abet our efforts at retention. As you know, our chaplains (and MLOs) are all volunteers who receive no remuneration.

They actually pay to serve. The dynamics of a worker friendly environment communicate the ingredients necessary to prompt a decision to stay. The chaplain on the Special Council tasked with retention will work this issue with our wing chaplains who in turn will work with unit commanders to keep the fires of friendship and appreciation burning. We will work with our chaplains and MLOs in a way that will convince them that excepting God, family and church, the CAP Chaplain Service is the best place they can find to share and serve our country and the American people. Incidentally, we believe—we really do—that this is true: The CAP Chaplain Service is the best place for clergy, whether minister, priest or rabbi, to serve God and country as volunteers.

Question: What excites you most about ministry as a CAP chaplain?

Answer: I am a WWII veteran and an American patriot; my love for my country America is second only to my love for God-family-and-church. (You will notice that I hyphenated the

preceding four words. For my purposes in defining myself, those words go together in the order in which they are hyphenated.)

Given the things we do, Serving in the United States Air Force Auxiliary, CAP, is a way to serve my country. Considering my age, CAP is as close as I can come to military service. Aerospace Education, Emergency Services, and the CAP Cadet Program are three fantastic and exciting venues of service. To be in a position to provide pastoral care for the 60,000 plus CAP senior members and cadets and in some cases members of disaster stricken communities as well as family members and other people at the scene of horrendous accidents is the grandfather of all exciting adventures in service. Add to this the role we are soon to play in Home Land Defense and you have something that will excite and elicit for service every ounce of service in your body. And to think: I get to do this in a relationship with the United States Air Force and the Air Force Chaplain Service.

"Who could ask for anything more?"

RECOGNITION

SENIOR PROGRAM



BRIG. GEN. CHARLES E. "CHUCK" YEAGER AEROSPACE EDUCATION ACHIEVEMENT AWARD

1LT AARON ADAMS	AR
2LT CHARLES W. BOLIN	AR
MAJ JERRY FRISBY	AR
SM ROBERT MCKINNEY	AR
CAPT GUINA F. WILLIAMS	AR
SM JOHN R. ELLISON	CO
2LT JAMES COX	IL
CAPT DAVID FELBER	IL
CAPT EDWARD T. SCHILTZ	IL
2LT MICHEAL THOMPSON	IL
LTCOL LEO F. WILLIAMS	IL
1LT LARRY R. ALLEN	MD
2LT BARBARA J. BOWEN	MD
1LT ROBERT E. COUCH	MD
CAPT LINDA J. EVEREST	MD
1LT JONATHAN FOSDAL	MD
CAPT STEPHANIE N. KONEONY	MD
2LT GEROG E. MURRAY, JR.	MD
SM JEANNE M. PEKNY	MD
2LT JOSEPH E. PEKNY	MD
1LT ELIZABETH J. SECREST	MD
SM CINDY A. SHOCK	MD
1LT ERIC W. TISO	MD
CAPT ALFRED G. TRAYLOR	MD
CAPT ROBERT W. TURNER	MD
1LT MAX T. BRADLEY	MO
1LT JOHN HOECK	ND
CAPT KEVIN BARRY	NY
LTCOL DONALD F. EDDY	NY
CAPT JOHN A. JONES	NY
2LT DENNIS W. MCGRAW	NY
1LT MAURICE D. CLEMENT	TX
SM KRISTOFER D. KELLY	TX
MAJ EARL E. SLEEPER	TX

Distinguished Service Medal

Col Coleman C. Roth	AR WG	15 Mar 98 - 15 Sep 01
Col David L. Floyd (First Bronze Clasp)	RMR	27 Feb 00 - 26 Aug 01 (Posthumously)
Col Kenneth P. Saizman	ID WG	25 Sep 99 - 29 Sep 01
Col Donald N. Prouty (Second Bronze Clasp)	NER	15 Aug 99 - 18 Aug 01
Col Richard A. Greenhut	NY WG	18 Sep 99 - 18 Aug 01
Col Joseph C. Meighan, Jr. (First Bronze Clasp)	Nat'l Hq	15 Aug 98 - 18 Aug 01

CADET PROGRAM



GEN. IRA C. EAKER AWARD

CASEY T. HARTWELL	CA
MATTHEW W. DRESHER	IN
JONATHAN E. VAZQUEZ	PR
GREGORY A. CHAPLIN	TX
HUNTER L. HOLLRAH	TX
JESSE D. LUNDBURG	VT
SCOTT G. MCMAHAN	WA
AMANDA S. YOUNG	AK
JONATHAN N. CALISE	FL
HEATHER N. DAY	FL
JOSEPH A. KLICK	IL
MICHAEL A. TANNER	IL
REGENA M. BAILEY	KS
JASON W. MUNSEL	KY
VICTORIA E. BRITTON	MA
RICHARD S. WILSON	MI
MICHAEL W. METZ	NJ
DAN R. GRAY	OH



AMELIA EARHART AWARD

Zane R. Shewalter	AZ
Robert Hernandez	CA
David R. Walker	CT
David E. Warford	GA
Dustin J. Warne	IL
Dawson E. Hollenbeck	KY

Col Antonio J. Pineda	SER	15 Aug 98 - 18 Aug 01
Col Lynda C. Robinson	RMR	20 Jan 01 - 22 Sep 01
Col Gene D. Hartman (First Bronze Clasp)	Nat'l Hq	15 Nov 97 - 10 Nov 01
Col H. Click Smith, Sr.	VA WG	6 Dec 97 - 10 Nov 01

Unit Citation

Eagle Rock Comp Sq, ID WG 1	Oct 98 - 20 Aug 01
Northeast Region HQ	11 Sep 01 - 28 Sep 01

Brendan J. Kulczycki	MD
John Paul Andree	MI
Mike A. Nordin	MN
Timothy J. Harper	NH
Joshua S. McGary	NH
Jack L. Buckingham	NJ
Graham P. Gawrysiak	NJ
Melissa M. Hurlbut	NY
Gustin T. Stamatinos	NY
Walter E. Cochran	OK
Justin Radbill	PA
Edgard Flores	PR
Victor M. Pacheco	PR
David L. Brown	TN
Matthew L. Guyton	TX
Benjamin E. Montes	TX
Jonathan W. Fredericks	VA
Brian T. Jones	WA
Benjamin J. Van Kauwenberg	WI



GEN. BILLY MITCHELL AWARD

Brady J. Delperdang	AR
Justin G. Geiger	AR
Norma Corona	AZ
Marcelino Corona	AZ
Wade C. Kamman	AZ
Laura M. Hiesener	CA
Mark E. Sievertson II	CA
Adam D. Trimble	CA
Jared R. Wilson	CA
Will D. Lindsay	CO
Philip P. Hawley	CT
John R. Hearn	DE
Quinn D. Evans	FL
Anne M. Gaukin	FL
Leo G. Halley	FL
Scott C. Tessmer	FL

CAP Retirement Requests

Lt Col Vincent J. Botta	ME	28 Nov 83-1 Nov 01
Lt Col Robert Iarussi	PA	28 Mar 71-1 Aug 01
Lt Col Eugene G. Kunz	CA	28 Mar 69-30 Oct 01
Lt Col Roy D. Lavalley	MN	28 Oct 76-31 Oct 01 25
Lt Col Joseph L. Sandy	IL	28 Oct 81-31 Oct 01 20
Lt Col Jerome B. Smith	IL	28 Nov 83-30 Nov 01
Lt Col William I. Thomas, III	TX	28 Jun 74-30 Jun 01
Lt Col Walter F. Whitson, Jr	IL	28 May 55-30 Sep 01

Congratulations to all awardees!

Phillip D. Yatch	FL
Nolan K. Madriaga	HI
Kevin C. Cosse I	ID
Steven P. Weber	IL
Nicholas M. Carvan	KS
Molly A. Schaeffer	KY
Michael Wathen	KY
Kelly Craven	MA
Christopher W. Duffey	MA
Christopher P. Jacques	MA
Avinash C. Chandra	MD
Daniel E. Haack	MD
James B. Holderbaum	MD
Fred S. Yi	MD
Jeffery L. Belisle	MN
Jason D. Backers	MS
Lance L. Kraftenberg	MT
Luis M. Vicente	NC
Dia Beshara	NJ
Jesse B. Bronzo	NJ
Steven Cuevas	NJ
Litchroy M. Marquis	NJ
Brian J. Bauer	NM
Philip M. Brown	NV
Elizabeth A. Arie	NY
Joseph R. Dringo	NY
Eric H. Frohman	NY
Matthew M. Groff	NY
Michael T. Maguire	NY
Andrew J. Treiman	NY
Glenn A. Conley	OH
Joe D. Hendrix	OH
Ian R. Thomas	OH
Alexander C. Zavala	OH
Gary R. Jennings	OK
Eric Cannon	PA
Lawson J. Cass	PA
Nick J. Kulesza	PA
Daniel Maciejewski	PA
Brian G. Rigez	PA
Paul S. Rigez	PA
Francisco J. Carrero	PR
Raymond Feliciano	PR
Kristy Lamboy	PR
Richard Rodriguez	PR
Jonathan Toro	PR
Luis R. Torres	PR
Jelani D. Webster	PR
Brandon D. Harmon	SC
Heather L. Hoffman	SC
Jeffrey A. Lucas	SC
Michael S. Fry	TN
Matt D. Langley	TN
Andrew J. Ford	TX
Ryan D. Reeves	TX
Christopher K. Kosko	VA
Edward L. Lloyd	VA
Joshua W. Mundy	VA
Jonathan K. Nikkel	VA
Jessica B. Price	VA
Steven M. Sheridan	VA
Joshua E. Gaines	WA
Andrew P. Ross	WI
Aaron D. Sieben	WI
Jason O. Dorsey	WV
Robert L. Stevens	WV
Timothy M. Wilhelm	WV
Tyler J. Winkler	WV

China Tour...from page 11

honor the Hump Flyers who served during this critical period in Chinese history. A visit to the memorial and a tour of the Stone Forest located south of Kunming are scheduled for the visit.

Shanghai, the last capital city of the tour, is a wonderful example of ancient and modern China. This modern city with over 14 million inhabitants offers an unforgettable contrast between

ancient Cathay and the new China. Visiting the river front BUND area one sees a 100-floor skyscraper with multi-level free-ways crossing suspension bridges along with a modern Olympic sports stadium and new world class art museum, which are in contrast with the YU garden (YU Yuan) that was started in the 16th century and now offers serene refuge in the center of

Shanghai

The cost for this "not for profit" tour is \$2,610 per person (double occupancy). Included are international air tickets, inter-city air-tickets and ground transportation, Yangtze river cruise accommodations, hotel accommodations (four and five star), three meals a day, entrance tickets for all tours, airport taxes inside China, professional guides, insur-

ance in China and Chinese visa fee.

To obtain a tour application, send your name, rank status (cadet, senior member, CAP family member), address, and home and work telephone numbers to: BAA/ U.S. Aviators 2002 China Tour c/o Edward J. Komyati, 3737 Cricklewood Drive, Montgomery, AL 36109-1307.



Following the recent attack on the World Trade Center, Civil Air Patrol volunteers across the nation sprang into action—continuing a tradition of service to this country that began 60 years ago. For more than a half century, the official Air Force Auxiliary has carried out noncombat missions on behalf of the U.S. Air Force.

Not since World War II, has any other Civil Air Patrol commander been able to step forward and speak to you with the pride in which I speak today.

Many of you are familiar with this organization's history, but our diamond anniversary provides the perfect opportunity to reflect on our legacy and traditions.

The Civil Air Patrol was officially established as a volunteer civilian defense organization on Dec. 1, 1941, just one week before Pearl Harbor.

During World War II, we became famous for our coastal patrol where civilian volunteers used their aircraft to spot enemy submarines along the Atlantic and Gulf coasts.

Recognizing that America's entrance into the war was imminent and general aviation would be needed to succeed, CAP grew rapidly into an army of over 100,000 civilian volunteers committed to protecting America's coastlines. Back then, the organization was composed of men too old for the Army, boys too young for it, women who wanted to serve our nation in a productive capacity and thousands of others who later saw action in every branch of military service.

CAP volunteer pilots flew more than 24 million miles over the Atlantic and Gulf in single-engine aircraft to help win the battle against German U-boats that were preying on coastal shipping early in the war. Armed with bombs and depth charges, the CAP Coastal Patrol found 173 German subs, attacked 57, hit 10 and sank two. After the war, a German commander confirmed during a speech he gave to the Rehoboth Beach Coastal Patrol that U-boat operations were withdrawn from our coasts "because of those damned little red and yellow airplanes."

Next year in conjunction with our winter national board, we will honor and pay tribute to our World War II volunteer members who served this great nation in the CAP Coastal Patrol — the very first "homeland defense" group.

Those of you who've studied the history of this organization know that Civil Air Patrol is the brainchild of aviation writer Gill Robb Wilson, who persistently advocated the use of civilian flyers to help protect our country's shores.

It is the passion of the Civil Air Patrol's founding fathers and charter members that today remains one of our driving forces.

You proved this in the days that followed the World Trade Center attack. All across the nation, Civil Air Patrol wings sprang into action. In fact the first direct overhead aerial shots of the disaster site were provided by our New York Wing. Our members sprang into action from Oregon to Florida; from New Mexico to Maine—throughout this great nation, CAP answered the call for transport of blood and blood products, monitoring airports, transportation of government officials, manning state emergency operations centers and providing aerial reconnaissance.

The recent tragedy only underscores the need for homeland defense, and as volunteers of the greatest organization on earth, this tragic event brings us full circle as we again prepare to guard our homeland. Even though CAP missions have been modified by the needs of a more complex society today, the spirit of those early aviators is still evident in the enthusiasm displayed by our 60,000 volunteer members in service to their communities. Steeped in the tradition of its wartime service, Civil Air Patrol has matured into a viable humanitarian civilian service organization.

As we look toward our 60th year—its our diamond anniversary—I am reminded of a quote from Oliver Wendell Holmes, "The greatest thing in this world is not so much where we are, but in what direction we are moving."

More than any other time in our history, I'm convinced we are moving in the right direction...a direction that will lead us to unprecedented growth...a direction that will truly allow our imagination to take flight. I invite you to join me as we approach these exciting and challenging times. The future has never looked better for this organization, we love, Civil Air Patrol.

I am honored to lead you at this fascinating time in our history. God bless Civil Air Patrol and God bless America.

—Brig. Gen. Richard L. Bowling

National Commander



Our Noble Beginning...



Gill Robb Wilson

The Early Years

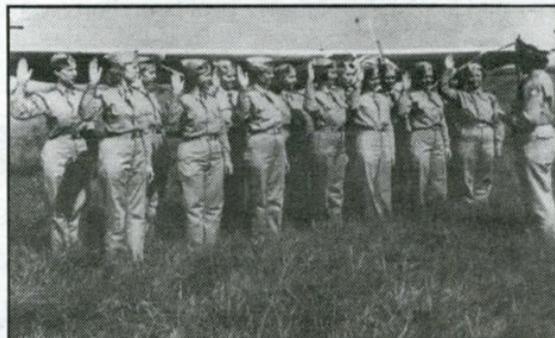
Civil Air Patrol was conceived in the late 1930s by legendary New Jersey aviation advocate Gill Robb Wilson, who foresaw aviation's role in war and general aviation's potential to supplement America's unprepared military. Wilson, then aviation editor of the *The New York Herald Tribune* and later New Jersey Aeronautics Commissioner, first sold the idea to New Jersey's Charles Edison, who created a statewide organization. Wilson then convinced New York Mayor (and National Civil Defense Chief) Fiorello La Guardia of the need for a civilian air defense organization. The new Civil Air Patrol was born on December 1, 1941, just days before the Japanese attacked Pearl Harbor.

The CAP insignia, a red three-bladed propeller in the Civil Defense white-triangle-in-blue-circle, began appearing on private aircraft everywhere. (The red markings were later deleted for aircraft in combat areas to prevent confusion with enemy insignia.) CAP initially planned only on liaison flying and interdiction of infiltrators on the East Coast and the southern border, but CAP's mission grew when German submarines began to prey on American ships.

Coastal Patrol

America entered the war with meager maritime defenses on the East Coast. Gasoline and oil shortages grew and

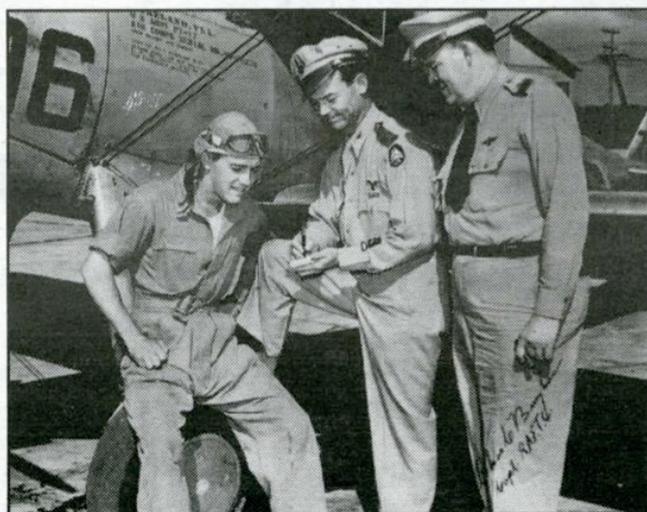
vital war supplies for Europe were nearly choked off as enemy submarines operated with impunity—often within sight of the beach. Tankers and freighters were going to the bottom in record numbers. While the American military frantically geared up to meet the threat, ships were torpedoed in the mouth of the Connecticut River and in the Saint Lawrence. One surfaced sub actually motored right into outer New York Harbor on January 15, navigating by reference to a New York City tourist map and visible landmarks like the Ferris Wheel at Coney Island. Subs could blast their prey at night as targets became silhouetted against still brightly lit coastal resorts. Usually unopposed, they could attack on the surface using deck guns to conserve torpedoes. Even years later, New Jersey



Civil Air Patrol's first female unit.

teens termed their secluded romantic interludes on the beach, "Watching the Submarine Races."

As tankers burned, Philadelphia-based Sun Oil (Sunoco), along with other concerned companies, established a Tanker



Cartoonist Zack Mosely signs an autograph for his admirers. In early 1942, Lt. Col. Mosley created the syndicated comic strip "Smilin' Jack," to build support for the fledgling organization, which was founded on Dec. 1, 1941.

civilian coastal patrol bases until government financial support caught up.

Volunteers came from everywhere and within months, some 40,000 signed up, ranging from overage World War I fliers to aviation heroes and Hollywood celebrities.

CAP pilots provided their own airplanes and equipment, and often couldn't cover expenses on their \$8 per flying-day government pay, which often arrived two months late. Civic organizations across the nation chipped in with Sink-a-Sub clubs, staging fund-raisers for Coastal Patrol.

The military required an initial 90-day trial in early 1942 to prove civilians could do the job, so Coastal Patrol began as an experiment at the hot spots of the submarine bloodbath; Atlantic City, New Jersey; Rehoboth Beach, Delaware; and Lantana, Florida. Flying up to 200 miles offshore were pilots whose previous overwater experience had been crossing the wide part of the Delaware River from below Wilmington over to the South Jersey side. They wore military uniforms and U.S. insignia so they would be considered prisoners of war if captured rather than shot as guerrillas.

Atlantic City's initial flight was out only 15 minutes when it spotted its first torpedoed tanker and started coordinating rescue efforts. The presence of CAP raised tanker crew morale during the war and was even credited with convincing torpedoed tankermen to accept another assignment back at sea. A CAP crew first interrupted a sub attack on a flight out of Rehoboth Beach, saving a tanker off Cape May, New Jersey. Since radio calls for military bombers were often unproductive, unarmed CAP fliers dived in mock attacks to force subs to break and run.

Many CAP aviators earned membership in the Duck Club for their numerous engine failures and subsequent ditchings at sea. Radio calls to CAP's communications network, if made in time on weak one-watt sets, brought CAP twin-engine Grumman Widgeon amphibians to the rescue. The first Air Medals of World War



President Lyndon B. Johnson congratulates a cadet.

II presented by President Roosevelt went to CAP pilots Eddie Edwards and Hugh Sharp for one such rescue, which saved one of two crewmembers down in a bitterly cold wintertime ditching. Edwards had to perch on the Widgeon's wing to counterbalance the loss of the opposite pontoon, ripped away in the rescuers' landing. A half-frozen Edwards clung there for 11 hours as the unflyable Widgeon was water taxied at night to shore.

CAP planes began carrying bombs and depth charges after a crew watched in vain as a grounded sub off Cape Canaveral, Florida, escaped before the military arrived. CAP Coastal Patrol flew 24 million miles, found 173 submarines, attacked 57, hit 10 and sank two. By Presidential Executive order, CAP became an auxiliary of the Army Air Forces on April 29, 1943. The military had resisted "those country-club

pilots" and their "toy planes," but 21 CAP Coastal Patrol bases from Maine to Texas had soon deterred close-in submarine operations. By August 31, 1943, it was time for the Coastal Patrol to stand down. A German commander later confirmed that coastal U-boat operations were withdrawn because of those "damned little

red and yellow airplanes."

Other Wartime Missions

CAP went on to target towing operations, courier service for the Army, liaison



Three young Arizona Wing members.

and cargo flights between war plants, Southern Border Patrol against enemy infiltrators crossing from Mexico, and air search and rescue. Nonflying CAP members guarded airfields and trained a rapidly growing corps of CAP cadets. CAP searched for many military planes that had gone down on training or ferry missions around the United States. After a B-24 crash landed one winter atop Mount Baldy near Taos, New Mexico, a CAP Taylorcraft made six successful landings at 12,800 feet to deliver survival rations and recover crucial equipment. Nevada



Civil Air Patrol members pass in review at Coastal Patrol Force #1 Base in Atlantic City, N.J.

East on flights between war plants.

Women were actively recruited by CAP. In addition to support duties at Coastal Patrol Bases, women pilots flew inland liaison, forest fire patrol and other missions. By war's end, women made up 20 percent of the Civil Air Patrol.

These women were not immune to duty's dangers. Margaret Bartholomew, commander of the Cincinnati courier station, was lost in the western Pennsylvania mountains after departing

Williamsport, unaware of a surprise storm ahead.

In all, Civil Air Patrol flew a half-million hours during World War II and 64 CAP aviators lost their lives.

After the war, military political leaders rose to praise CAP's unusual commitment and accomplishment. At a special dinner in Washington, DC, in March 1946, President Harry Truman, Speaker of the House Sam Rayburn, and no less than 300 members of Congress and 50 AAF generals gathered to praise its work. President Truman later signed a bill granting CAP a national charter, placing the organization in a unique status similar to the American Red Cross. The United States Air Force was created as an independent armed service in September 1947, and the Civil Air Patrol was permanently designated as its official auxiliary the following year.

The Peacetime CAP

Since air search and rescue had been one of CAP's primary missions during the

war, it was obvious there was no other organization with the equipment and training to continue this vital job in the postwar years. Even though there were plenty

of military aircraft available, they cost far too much to operate and flew too fast for the accurate spotting of downed planes and personnel. Military pilots were expensive to train as well, and mission requirements limited their availability for search and rescue work. Civil Air Patrol,

their lives to CAP. Flying at night at 40,000 feet in stormy skies, he was forced to eject from his burning Banshee jet fighter. Falling almost 30,000 feet, he slammed into the ground, breaking both ankles and other bones, and puncturing a lung. Meder was spotted at first light by CAP pilots Vince Causmaker and John Zonge who were part of a two-state air and ground search team.

When floods ravaged Kentucky, Virginia and West Virginia in 1957, CAP ground, air and radio teams swung into action. CAP planes flew vital serum and vaccines to forward areas unreachable by heavier military aircraft.

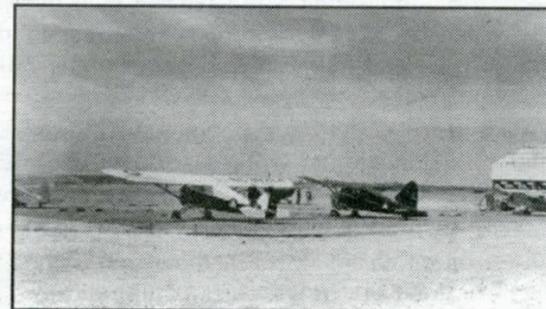
By the 1960s and 70s, CAP was logging over 75 percent of the search and rescue hours flown each year. The

burgeoning civil aircraft fleet was the primary impetus for the continued need for a growing CAP organization, but the CAP's parent organization, the U.S. Air Force, sometimes had to use CAP's search and rescue skills as well.

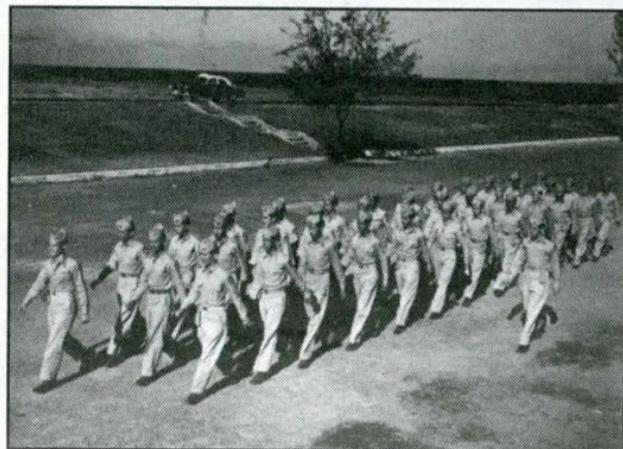
When an F-111 fighter bomber went down in the southwest, CAP members from six states were called up in a 15-day search and rescue operation. CAP pilots flew over 80 percent of the 14,000 sorties flown.

Over the years, Civil Air Patrol has experienced an

ever-increasing number of missions. Today, Civil Air Patrol flies more than 85 percent of federal inland search and rescue missions directed by the Air Force Rescue Coordination Center at Langley Air Force Base, Virginia.



The flight line at Fort McIntosh, Texas (Laredo). Southern Liaison Patrol No. 1, World War II.



Smart-stepping Civil Air Patrol cadets move down a street in San Juan, Puerto Rico in 1951.

CAP actually had its own cavalry of sorts, conducting ground rescue operations in rough territory on horseback, including 24 mounts transferred from the Army's now-obsolete Cavalry at Ft. Riley, Kansas.

Inland operations were typified by the flying of liaison Pilot Bill "Pappy" Madsen, operations officer for the Mountain Boys flying from Peterson Field in Colorado Springs, Colorado. CAP's operations in the Rockies actually pioneered many routes and

mountain flying concepts still in use today. Colorado-based courier pilots operated 100 scheduled flights a day, over 50 routes, carrying 3.5 million pounds of cargo to military bases in 17 states. Seven courier pilots died in the mountains of the West, with a like number perishing in the



Pres. Roosevelt awards air medal to Maj. Hugh R. Sharp (center, and Lt. Edmond Edwards (right) for their heroic sea rescue of Coastal Patrol pilot Henry Cross. Looking on is James M. Landis, wartime chief of the Office of Civil Defense.

with its proven record of volunteer service using light aircraft, was put to work.

By 1954 CAP was flying more than 50 percent of search and rescue hours flown in the country according to the Air Force Air Rescue Service, and was saving the country \$46 million a year—the cost equal to the military flight pay of the 12,000 fliers that would have been needed to fly the missions if not for CAP.

In October 1954, Navy pilot Joe Meder became one of the many crash survivors who owe



Members model uniforms in 1954.



THE WHITE HOUSE
WASHINGTON
August 1, 2001

I am pleased to send warm greetings to all those gathered for the Civil Air Patrol's (CAP) annual conference. I join you in celebrating the 60th anniversary of CAP's effective and dedicated service to our Nation.

From responding to domestic emergencies to assisting drug enforcement efforts by working closely with the United States Air Force, members of the CAP play a vital role in supporting our Nation's interests. I commend CAP volunteers for the sacrifices that you make on behalf of your communities and your country. America is strong because of the countless individuals who give so freely to defend its ideals and protect its citizens. Your committed work gives the public confidence that there will be a quick and caring response to emergencies. Your efforts are a tribute to our Nation's generous spirit.

Laura joins me in sending best wishes for a successful conference and celebration.

The Celebration Continues

At the 2001 National Board Meeting and Annual Convention in Cincinnati, Ohio, this past August, Civil Air Patrol paid special tribute to its founding fathers and charter members. Dec. 1, will mark Civil Air Patrol's 60th and wings and units across the nation will celebrate this event in their hometowns. To further recognize this milestone, a 60th Anniversary Gala will be held at the National Air and Space Museum on March 2, 2001. Civil Air Patrol leaders will honor and pay tribute to our World War II volunteer members who served as pilots in the CAP Coastal Patrol — the very first "homeland defense" group. Their service is one of America's great-untold stories.

The gala was originally scheduled for Dec. 1, but the tragic events of Sept. 11 prompted the national commander to reschedule to March 2, which coincides with Civil Air Patrol Winter National Board meeting and Legislative Day.

In the wake of the attack, Brig. Gen. Richard L. Bowling issued the following statement:

"After careful consideration and discussion with the National Headquarters staff, in light of the events of last week I have decided it would be in the best interests of Civil Air Patrol to postpone the 60th Anniversary Gala scheduled 1 December 2001 at the National Air and Space Museum. Out of respect for the thousands who have lost their lives, the families whose grief we share and the weighty burden of monumental decisions facing our elected officials and military leaders, our organization would be better served to celebrate and recognize our 60 years of service at a later date."

The gala, co-hosted by the National Air and Space Museum, will be an invitation-only event and will replace the Congressional Reception normally scheduled for that time of year. A wreath-laying ceremony is planned for March 2 at the CAP memorial at Arlington National Cemetery.

All former Coastal Patrol members are invited to attend the gala. Please contact Charlotte M. Crowe, chief, communication plans and programs at (334) 953-5320 or ccrowe@capnhq.gov no later than Dec. 15 if you or someone you know flew as a pilot in the Coastal Patrol.



Anniversary Events Calendar

The following is a sample of anniversary celebrations taking place around the country.

USO Swing Dance, (Dec. 1)
Planes of Fame Air Museum
Chino, California
Lt. Andrea Binder
909-371-3725
email chinosquadron20@aol.com

CAP Day (Dec. 1)
The Michael King Smith
Evergreen Aviation
Education Institute
McMinnville, Oregon
Lt. Col. Les Peterson
McMinnville Sq. CC
maccap36099@aol.com

60th Anniversary Dinner (Dec. 1)
Redstone Arsenal Club
Decatur, Alabama
Major Patricia Mitcham
256-880-0623
pmitcham@hsv.k12.al.us

**Dinner, Awards Presentation,
Change of Command, Ball, Cadet Lock-
In (after Ball) (Dec. 1)**
Falcon Composite Squadron
New Albany National Guard Armory
Capt. Darrel D. Williamson
812-366-4408
scout126@juno.com

Anniversary Celebration (Dec. 1)
Taft Composite Squadron 91
DEC. 1, 2001 Veteran's Hall, Cedar and
Taylor Sts.
Taft, CA
1Lt Malise Scholefield
rubyr@lightspeed.net

Holiday Awards Banquet (Dec. 5)
Reno Composite Squadron
Reno, NV
1LT Judi Robins

**Dinner serenade by Ventage
Memoirs.**
Period uniforms and costumes
encouraged
1Lt John Burrows
816.224.3001
jwborrows@logicomp.org

**2nd Annual
Civil Air Patrol Military Ball
(Celebrating CAP's
60th Anniversary) (Dec. 1)**
Concord Elks Club
48 Airport Rd
Concord, NH
Maj Darin Ninness
(603) 228-3771
dninness@mediaone.net

Maine Wing Military Ball (Dec. 1)
Spectacular Events Banquet
Facilities,
Griffen Road
Bangor, Maine
Capt. Chris Hayden
1-207-767-1874
chris@millennium-tv.com

**National Capital Wing
and Maryland Wing
60th Anniversary
and Holiday Celebration
(Nov. 30)**
Andrews AFB Officer's Club
National Capital Wing Hqs and
Maryland Wing Hqs

**CAP National Anniversary Gala
(March 2)**
National Air and Space Museum
Washington, DC
Charlotte Crowe
ccrowe@capnhq.gov

Contributors to the CAP Eagle Fund

2Lt. Albert Costa Jr.
 Cadet Alexis M. Atkinson
 Lt. Col. Andrew B. Felix
 Capt. Assunta S. McDonald
 Capt. August W. Peters
 SM Barbara J. Nitz
 Cadet Brian G. Herendich
 Lt. Col. Calvin L. Wilkinson
 Lt. Col. Carroll P. Rogers III
 Cecilia Felix
 1Lt. Charles C. Seeber
 Col. Charles X. Suraci Jr.
 2Lt. Chloe Z. Duckett
 Cadet Cody Y. Mossberg
 Capt. Cyril E. Tanoff
 Capt. David L. Turnmire
 SM David L. Westberg
 Maj. David M. Auerbach
 Col. David N. Simmons
 2Lt. Debra A. Kilpatrick
 Lt. Col. Don C. Bunnell
 Donald Hines
 Lt. Col. Donald A. Haarup
 Maj. Donald M. MacLeod
 Maj. Donald M. MacLeod
 Capt. Donald W. Martinson
 1Lt. Douglas A. Barth
 Lt. Col. Douglas M. Kabler
 Col. Duddly L. Hargrove
 Maj. Dwight T. Martin
 SM Elizabeth A. Warner
 Lt. Col. Eloise E. Monsarrat
 Capt. Elwood N. Rieke
 Cadet Erik M. Mainville

2Lt. Fay E. Smith
 1Lt. Floyd J. Havard
 1Lt. Francis E. Bond Jr.
 Maj. Frank R. Wheeler
 Col. Gary H. Tobey
 Lt. Col. Gary L. Baker

Col. Jacquelyn L. Floyd
 Capt. James J. Dandeneau
 SM James L. Mallett
 Lt. Col. James R. Dahlgran
 1Lt. Jane M. Arnott
 Lt. Col. Jefferson B. Meaders

Capt. John W. Banks
 1Lt. Jonathan F. Johnson
 1Lt. Jonathan F. Johnson
 2Lt. Joseph E. Pekny
 Capt. Joseph M. Bradley
 Cadet Joshua A. Brooks
 Cadet Joshua D. Hebert
 Maj. Karen D. Bell
 Col. Karen K. Payne
 2Lt. Keith Maurer
 1Lt. Kenneth A. McNaught



No donation is too small

Col. Gene D. Hartman
 Lt. Col. Gerald D. Burk
 Capt. Gregg E. Wilson
 Lt. Col. Gregory P. Chase
 Lt. Col. Harriet E. Johnson
 SM Herman C. Bliss
 Capt. Hyman Pitkofsky
 Maj. Ian D. Tolentino
 Lt. Col. J. P. Ollivier

Lt. Col. Jenny L. Baker
 Col. Jerome L. Hanson
 Cadet Jill M. Brickey
 Maj. Joan E. Blankenburg
 Col. John A. Alexander
 Capt. John F. Witkowski
 Col. John R. Buschmann
 Lt. Col. John R. Rimicci
 Col. John Scott Hamilton

Setting the record straight

On page 24 of the August edition of the CAP News, we listed the wrong names under the photograph from the Florida Wing. According to the cutline, the members pictured were Col. Henry Casanove passing the flag to Capt. Fran Gloeckler. It should have been Lt. Col. Steve Bell passing the flag to Capt. Robert Curry. We apologize and regret any confusion this mistake may have caused.

On pages 21 and 22, we published a press release directly from Marquis Who's Who on CAP Col. Charles X. Suraci. In the article, Suraci is listed as a medical doctor being recognized in the book *Who's Who in America* for his medical research. Suraci is not a doctor and is in the book for his work as a volunteer in Civil Air Patrol. We apologize for the mistake and regret any confusion this may have caused. Our sincerest apologies to Col. Suraci.

Deadline for AE Foundation grants Dec. 31

The Aerospace Education Foundation (AEF), established in 1956 by the Air Force Association (AFA), helps provide educational opportunities for America's youth. These opportunities were initiated to help ensure future generations of Americans:

- Appreciate the important role of aviation and space in America's future
- Have the technical knowledge necessary to understand aerospace issues
- Have the educational background required to pursue aerospace careers

To accomplish their educational goals, the AEF communicates directly with the American public about the importance of maintaining a sound aerospace infrastructure and the importance of maintaining a strong Air Force to ensure national security.

Aerospace Education

Another important part of their educational efforts is to support the educational objectives of the Air Force and CAP. As part of that support, the AEF recognizes outstanding contributions in the field of aerospace education. To support CAP's aerospace education programs, the AEF provides aerospace education grants for Civil Air Patrol units. Since 1996, the AEF has provided over \$65,000 to CAP units to help fund their aerospace education programs.

The Requirements and Selection Criteria for the Aerospace Education Foundation grants are as follows:

- Units are eligible to

receive one grant every other year.

- Grants cannot exceed \$250 per request.
- Grants must be used for aerospace education-related items/activities such as books, videotapes, aerospace-oriented field trips, and aerospace education days.
- Grants may not be used for uniforms, honor guard, or color guard activities nor may they be used for individual member flying instruction.
- Grant recipients must file a follow-up report with HQ CAP/ETA on how the AEF grant contributed to their AE program.

Only those CAP units that

have signed up for the 2002 Aerospace Education Excellence Award Program (AEX) may apply for the winter grant competition. The application deadline is December 31, 2001. Grants will be processed and checks issued to all selected units by January 31, 2002. Please remember that units can only receive a grant once every other year.

An application form can be downloaded from the HQ CAP web site or requested from CAP/ETA. Completed applications should be faxed to HQ CAP/ETA at (334) 953-4235 or mailed to HQ CAP/ETA, 105 South Hansell St, Maxwell AFB, AL 36112-6332. For more information, please contact Civil Air Patrol Headquarters, Aerospace Education and Training Directorate at (334) 953-5095 or send an e-mail to aeadmin@capnhq.gov.

COAST TO COAST

developing the skills necessary to deal with the varied terrain that provides a special element to effective communications in San Diego County. The exercise highlighted two new communications technologies - Slow Scan TV and Automatic Position Reporting Systems.

A base was set up at Adm. Baker Field Army Reserve Center. Ground teams were formed of both senior and cadet members.

The teams began the morning with an introduction to the other organizations participating and a briefing on the goals of the day: learn to communicate between various groups; teach how the new technologies work; and go to the field and put them to actual real-world use.

During the briefing, 1st Lt. Richard Whaley explained the mission. "We are here to learn to integrate technology into what we do, to be more efficient," he said.

The representative for this exercise was Ensign Joe Stevens, a member of both CAP and the Coast Guard Auxiliary. He helped coordinate the communication between CAP and the Coast Guard boats adding a new dimension to the training.

Glen Gerbrand and Kent Tiburski, ham radio operators, represented ARRL and Emergency Services in San Diego County. They shared their expertise by training the CAP members on the use of Slow Scan TV. Everyone learned how to use the Slow Scan TV equipment.

The ground teams were sent outside the base building and practiced communicating with and sending pictures to the base. The local tests were

successful, and the teams were sent to more remote areas to continue testing the technology.

Because the mission base was in a valley, a forward communications post was set up at Mount San Jacinto. Larry Fiddle, El Cajon Composite Squadron commander, to act as relay between the field and mission base.

By the end of the day, the ground teams were as far out as Mission Bay, Calif., using the new radio communication devices, with the cooperation and participation of Joe Stevens, who linked CAP and the Coast Guard Auxiliary in this exercise.

Another ground team took the APRS out to the highest point in San Diego. They climbed the rough terrain and were tracked with special software on a laptop computer at the base. After working out a few glitches the team was tracked.

During training sessions like this exercise the knots are worked out. During a real mission where every minute counts in the race to find the target or complete the mission, the technology can flow smoothly and support the success of the mission. Without adequate training, attempting to use unfamiliar equipment on an actual mission can cause frustration and slow down the mission at critical moments.

Capt. Osargent said she was very excited about the enthusiasm and dedication of the participants who attended this communication exercise and the opportunity to learn and use these new radio communication tools. Also, the participants voiced their support and enthusiasm for this exercise and affirmed their

support for the use of SSTV and APRS communication tools in Civil Air Patrol missions. Future exercises will use these tools plus HF radios.

CALIFORNIA — Members of the John J. Montgomery Memorial Cadet Squadron got a lesson in naval aviation history from a veteran naval aviator.

Retired U.S. Navy Rear Admiral W. Winston Copeland Jr., who has flown over 300 combat missions, made 1,200 arrested landings and logged 4,800 flight hours in 30 types of aircraft, spoke to the squadron during a recent meeting.

Some of the aircraft Adm.

Copeland flew in his career included the F-4 Phantom, F-14 Tomcat, F-15 Eagle, F-16 Fighting Falcon, a YF-17 Cobra prototype, and the F/A-18 Hornet.

Adm. Copeland, known as "Mad Dog" during his career, spoke about some of his experiences as a naval aviator during a 30-minute presentation.

"There were two medals that I never wanted to earn: the Prisoner of War Medal and the Purple Heart. After all was said and done, I was fortunate enough to never have earned them," he said.

Adm. Copeland also commented on his continued interest in the current happenings throughout the world, both

military and civil-related.

When asked what he missed most since retiring from the Navy, Adm. Copeland said it was being around other servicemen. "Most definitely it is the camaraderie with my shipmates. I really miss the people. No matter what occupation one pursues in life, it can't really equal the bond between members within the armed forces," he said.

Cadet Thomas J. Norrie, cadet commander for the Silicon Valley squadron, presented Adm. Copeland with a certificate of appreciation and one of the unit's patches for speaking to members of the squadron.

Capt. Michael Montgomery Jr.

The Final Salute

Lt. Col. Walter L. Anderson
Bangor-Brewer Composite Squadron
Maine Wing

Lt. Col. Ted Bagan
Offutt Composite Squadron
Nebraska Wing

Lt. Col. Charles L. Burrell
California Wing

Col. Gordon W. Curtiss
Georgia Wing

Lt. Col. Harold M. Dickerson
Greenville Composite Squadron
South Carolina Wing

Lt. Col. William Dobbs
San Francisco Bay, Group 2
California Wing

Lt. Col. Ben C. Harris
Georgia Wing

Maj. Robert L. Hatcher
Nevada Wing

Maj. Arthur J. Hurst
Pikes Peak Senior Squadron
Colorado Wing

Lt. Col. George Jackman
Fort Lauderdale Composite Squadron
Florida Wing

Col. Kenneth C. Jameson
Northeast Region

Lt. Col. James Lee Winter
Bangor-Brewer Composite Squadron
Maine Wing

Maj. David J. Kimeck
Somerset County Composite Squadron
Pennsylvania Wing

Capt. Richard N. Leo
Camarillo Composite Squadron
California Wing

2nd Lt. Gary P. Procopenko
Redwood Empire Composite Squadron
California Wing

2nd Lt. Mario G. Quintanilla
Uvalde Composite Squadron
Texas Wing

Capt. Arthur G. Rathje
West Broward Composite Squadron
Florida Wing

Maj. Milton Salzberg
Sarasota-Brandenton Composite Squadron
Florida Wing

Lt. Col. Orville K. Sandaker
San Diego Senior Squadron
California Wing

Lt. Col. Russell E. Sharp
Dothan Composite Squadron
Alabama Wing

Lt. Col. Roy L. Sutton
San Diego Senior Squadron
California Wing

Chaplain (Lt. Col.) Leslie O. Wheeler
California Wing

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The Civil Air Patrol News publishes the name and unit of present or former CAP members who have passed away. Notices should be submitted in accordance with CAP Regulation 35-2 and mailed to: CAP/DP, 105 S. Hansell St., Building 714, Maxwell AFB, AL 36112-6332.

or additions will be coordinated with the activity director and National Headquarters; and

► National Headquarters will send the final "slotting" list to the wing headquarters.

4. For Mar 31 (Activity fees due to National Headquarters)

✦ All activity fees are to be paid in full by March 31. Because of new accounting rules at National Headquarters, all checks or money orders for the NCSAs except the NESAs*, must be sent to:

HQ CAP/CPA, 105 South Hansell St., Maxwell AFB, AL.

36112-6332). The checks should be made payable to "NCSA CAP." Ensure the check or money order contains the cadets' name, CAP ID, and the activity they are attending. Checks returned for insufficient funds or fees not paid in full by the deadline, will cause

the cadet to lose his or her "slot." We also have the capability to accept payment via credit card.

* The academy director coordinates all fees for NESAs and will provide guidance for payment in his slotting letter.

2002 NCSA Check out "Cadet Programs" at www.capnhq.gov for updates

**Advanced Technology
Cadet National Academy
July 21 - 26, \$200
Waco, TX**

Do you enjoy being on the leading edge of today's technology? Do you have the basic computer skills mastered and want to use your knowledge to help us perform one of our primary missions? Are you also interested in space and would like to be able to track satellites, the space shuttle, and the International Space Station in orbit from your squadron's computer? Then join us for the Civil Air Patrol's first Advanced Technology Cadet Activity.

You will see how CAP provides some of the first photographs that are available of disaster sites. Learn about airborne photography while flying and using our special camera that captures single frame video. Become skilled at down linking those images from aircraft to computer and processing usable "pictures" that are made available over the internet to our disaster response leadership. Part two of the course is the CAP Satellite Tool Kit program. You will learn to use state-of-the-art space technology to learn about satellite missions, and many other space operations topics. You will also learn to use the STK Search Tool for search and rescue, to analyze flight profiles and pre-fly missions from your computer. You may preview those lessons at "<http://www.cap-stk.com/>".

Please note, competency with the Microsoft Windows operating system and programs is a requirement

**Honor Guard Academy
July 6 - 20, \$300
(\$200 Senior Member Staff
and Returning Students)
Camp Pendleton, VA**

The Honor Guard Creed says in part:

I have earned the right to wear the Ceremonial Uniform.

I am superbly conditioned ...

I am constantly driven to excel...

I have chosen to represent every member of the USAF Auxiliary - Civil Air Patrol.

Does this sound like you? If so, check out the Honor Guard Academy.

Cadets must complete a rigorous training schedule that requires 10-12 hours per day of standing while twist-

ing, throwing rifles, marching, plus additional physical fitness training. Applicants must be a Category 1 and able to perform as required without special consideration. The cadet must have mastered AFMAN 36-2203, *Drill and Ceremonies*, Chapters 1-5, completed an encampment, be at least a Phase II cadet, and have a deep desire to learn and excel in all Honor Guard aspects.

Senior Members that wish to become students in order to train cadets within their unit must have completed Level 1 indoctrination program, completed *CAP Officers Course*, be familiar with the AFMAN 36-2203, *Drill and Ceremonies*, Chapters 1-5 or equal service directive, able to handle a rigorous training schedule, and have a deep desire to learn and excel in all Honor Guard aspects. Prior military service is desirable.

Senior Members that wish to serve as staff and become part of the Honor Guard family in the following positions must complete the application procedures as set forth by National Headquarters plus provide information on their knowledge of the position for which they are applying. Each staff member must be able to complete assigned duties without supervision. All staff members will be expected to perform multiple duties while at the Academy; therefore, one staff member may hold several positions. Positions to be filled are: Instructors, Finance Officer, Administrative Officer, Safety Officer, Tactical Officers, Medical Officer, Transportation Officer, Drillmaster, Public Affairs Officer, and Logistics Officer.

Additional fees will be charged for required Honor Guard equipment or optional equipment that may be ordered. Cost amount and payment instructions will be included in the acceptance packet from the Honor Guard Academy.

**Air Education and Training Command
Familiarization Courses
MS: July 13-20, \$100
TX: June 9-15 \$100**

Have you ever dreamed about becoming a military aviator? Would you like to have an edge when you go through US Air Force Undergraduate Pilot Training? If either answer is yes, then the Air Education and Training Command Familiarization Course [AETCFC] is for you!

AETCFC is a one-week course designed to give CAP cadets, age 15 and older, an introduction of how the Air Force

conducts its flight training. The course provides students the opportunity to attend class, observe, and learn side by side with real Air Force student pilots. This is an academically intense course.

This course offers behind the scene tours of facilities like the air traffic control tower, the aircraft maintenance hangars, and the parachute shop. Cadets will also receive briefings on the mission and operations of a Flight Training Wing, academics, and physiological training. Highlights of the week may include the possibility of a ride in a T-1A Jayhawk or a chance to fly a full motion flight simulator with an actual Air Force Instructor Pilot!

**Air Force Space Command
Familiarization Courses
CO: July 5 - 12, \$100
FL: Jul 28 - Aug 4, \$100**

Who would miss an opportunity to spend a week immersed in the Air Force's space operations? Would you like the chance of having a unique experience of learning about their cutting edge 21st century technology?

Civil Air Patrol offers the Air Force Space Command Familiarization Course to cadets' age 15 and older. This course provides an in-depth look at the Air Force Space Command while students learn about orbital mechanics; domestic and foreign launch capabilities, and the opportunity to learn about satellite operations, missile warning, and ICBM facilities.

Orientation tours can include NORAD, ICBM sites, and the USAF Academy (for those selected for Peterson AFB, CO), or the Kennedy Space Center and Embry-Riddle Aeronautical University (for those selected for Patrick AFB, FL).

**Air Force Weather Agency
Familiarization Course
July 13-20, \$150**

Considering a career in Meteorology, planning on a science major in college, looking for a unique training activity, interested in tornadoes and severe storms, or wishing to add to your meteorology skills? If so, then the Air Force Weather Agency Familiarization Course [AFWAFAC] is for you! This familiarization course, at Offutt AFB, Nebraska, is designed to promote interest in meteorology, careers in the Air Force Weather Agency, and aerospace careers that require knowledge of weather systems. Students receive training in weather interpretation, contour mapping,

severe weather analysis, storm spotting (this is not storm chasing!), and space/weather environment. The students tour the U.S. Strategic Command Museum. Cadets interested in the basic course should mark "Weather School" on their application.

This AFWAFAC is open to cadets who have completed the Rickenbacher achievement and have attended an encampment (Preferably, cadets should be a sophomore or junior in school; however, seniors or college students majoring in meteorology or other weather related careers will not be excluded from consideration). Senior members should be working in an operational weather capacity, such as disaster preparedness or damage assessment. For more details, go to the national web site at <http://www.capnhq.gov/> and click "Cadet Programs," then "Links," then "Weather Initiative."

**Cadet Officer School
July 5 - 13 \$150**

The Cadet Officer School [COS] is patterned after the US Air Force's Squadron Officer School, and is an academically challenging course for cadets 16 and older. COS is an in-depth study of the skills of leadership. The course is divided between lecture, seminar, and hands-on training.

Instructors guide cadets through the Air Force approach to psychology of leadership, problem solving techniques, effective writing, effective speaking, and group dynamics.

In addition to classes and seminars, a wide variety of top military and industry leaders come as guest speakers to discuss their experiences with the cadets. Topics include human relations, critical thinking, leadership and national security issues.

Note: Since COS graduation has its own award ribbon designation on the uniform (a silver star on the Mitchell ribbon), this event does not award the NCSA ribbon as well.

**International Air Cadet Exchange
July 16 - 31, \$100**

The International Air Cadet Exchange (pronounced I-A-C-E) is designed to promote international under

Continued on next page

standing, goodwill, and friendship among young people in different countries who have a common interest in aviation.

All Civil Air Patrol cadets who turn 17 by 1 July 2002, and have earned the Amelia Earhart Award by 31 December 2001, may now apply to participate in the 2002 IACE. The application procedures for IACE are different than other NCSA.

Cadet and Senior Member applicants must mail the two coupons (found on page 8 or in the CAP News) to the proper officials no later than 31 December 2001 to begin the application process. The first coupon must be mailed to the appropriate Wing Commander (or Region Commander for those escort applicants on Region Staff). All applicants must go through a personal interview with their Wing Commander (or Region Commander) to obtain permission to attend. The second coupon must be mailed to CAP National Headquarters/CPE. Failure to mail both coupons will void the application.

To be eligible, cadets must not have reached their 21st birthday before July 1, 2002. Escorts must be at least 25 years of age before 1 July 2002, and must have earned at least the senior rating in the cadet programs specialty track by 31 December 2001. Due to the rather rigorous and demanding schedules, events, and activities, all applicants must be in excellent health and meet CAP physical and grooming standards.

Because this activity already awards the IACE ribbon, no NCSA ribbon is awarded. The activity fee does not include IACE uniform costs and other essentials. Details about IACE are available on-line at <http://pawg.cap.gov/hawk/>.

**Jacksonville University/
Comair Aviation Academy
Airline Training Track
June 20 – July 14, \$5,800**

So you want to become an airline pilot? Jacksonville University (JU) and Comair Aviation Academy, a subsidiary of DELTA® Airlines, can get you a head start on your flying career!

This training is ideal for a cadet who dreams of becoming a professional airline pilot. You will enjoy spending three fun-filled weeks at Jacksonville University logging 15 hours of flight time from the nation's only flight academy owned by a major airline. The program may include the opportunity to "solo" the aircraft* and concludes with an awards & scholarship banquet (parents are encouraged to attend the banquet).

Graduates from the program receive:

- 60 hours of FAA Private Pilot Ground School valued at \$1560.00
- 25 hours of Pre/Post Flight Ground Training valued at \$1175.00

- 15 hours of Dual (flight with an instructor) in a Cessna 172 valued at \$2040.00

- Room & board valued at \$1036.00
- Course Books valued at \$300.00
- Advanced preference into JU's aviation college programs.

- Upon enrollment at JU, six college credit hours valued at \$2,500, and a \$2500 scholarship from Comair Academy, will be awarded.

- 100% transfer of your flight time in this program towards a private pilot's license.

So spend this summer with an airline's academy while earning valuable college credits and we can help begin making your dream a reality!

*Solo opportunity is based on the individual's abilities and is not guaranteed. Additional hours can be purchased if needed to solo. Certain restrictions apply: The Activity Director will send out a detailed letter to those slotted.

**National Blue Beret
July 17-30, \$175**

Have you ever been to an air show? Picture an air show where hundreds of thousands of people come to see the many wonders of aviation. In real life, that picture is the Experimental Aircraft Association's annual fly-in at Oshkosh, Wisconsin.

For cadets age 16 and above, and selected senior members, the National Blue Beret [NBB] offers the chance to work at one of the largest and most prestigious air shows in the world.

NBB participants must already have at least their CAPF 101 General Emergency Services rating prior to NBB. The CAPF 101T annotated for Ground Team Member, the CAPF 76 and a current standard first aid card are highly desirable.

CAP and EAA will provide training for you to help support the air show. Each participant will work several areas of the air show including flight line, exhibits, crowd control, etc. Training will include techniques of aircraft marshaling and electronic direction finding. Cadets will be encouraged to take advantage of once-in-a-lifetime events that often occur during the air show.

**National Flight Academy Glider Track
GA: (B&A) June 27 – July 7, \$700
CA: (B only) June 23 – July 3, \$700
WI: (B&A) June 21 – 29, \$700
NM: (B&A) July 21 – August 3, \$700
CO: (A only) TBD July 30-Aug. 10, \$700
A=Advanced Track, B=Basic Track**

Interested in flying like an eagle? Soar above your peers at this National Flight Academy track!

Each course gives selected students, 14 and older, the opportunity to get in the cockpit of a sailplane. With your Certified Flight Instructor, learn the basics of skillfully maneuvering a non-powered aircraft. Enjoy the quiet wonder of "thermalling" as you develop skills that you can take into powered flight training. This is a

unique flight experience for cadets.

For those who have previously completed this course, or received equivalent training elsewhere, an advanced glider track is also available.

**National Flight Academy
Powered Track**

NE: June 14-29, \$700

OK: June 21 – 29, \$700

VA: July 14-28, \$700

WI: June 21 – July 1, \$700

NY: July 28 – Aug 9, \$700/Tentative

Interested in becoming an aviator? Ready to take the first step? Get into the pilot's seat with the National Flight Academy [NFA]!

This course, for students 16 and older, is based on the US Air Force's Flight Screening Program and offers real flight time in a Cessna 172. With a Certified Flight Instructor by your side, spend ten hours behind the yoke learning the basics of flying a powered aircraft. Take what you have learned in the twenty-five hours of ground instruction and put it to use during your additional ten flight hours as an observer.

Be prepared to be further immersed in aviation as you visit Aviation Museums, Aircraft Reconstruction Hangars, and an Air Traffic Control Tower, depending on which location you attend. Many NFA graduates continue their flight training for their FAA private pilot's license after this course.

**National Emergency Services
Academy**

**Optional Pre-courses: Varied dates
between 29 July and 2 August \$Varies
from \$40-\$80**

**Basic NGSAR: July 28-Aug 3 &
Aug 4-10 \$150**

**Advanced NGSAR: July 28-Aug 3 &
Aug 4-10 \$150**

**Basic MBSS: July 28- Aug 3 \$150
Advanced MBSS: Aug. 4-10 \$150**

**MAS – Mission Scanner/
Observer Track or Mission Pilot Track:**

Aug 2-10 \$150

**NESA Staff: Dates vary based on
assignment \$40**

Have you been looking for a quick way to meet the requirements for getting qualified in Emergency Services or to refresh your skills, and see the latest search and rescue techniques in the field? Then the National Emergency Services Academy is just what you have been waiting for.

This special activity gives hundreds of cadet and senior members the opportunity to train in Emergency Services qualifications at a National Headquarters certified courses. All courses are held at Camp Atterbury, just 35 miles south of Indianapolis, Indiana. Qualified CAP, USAF, and industry experts will conduct the courses. Housing and meals are provided at Camp Atterbury for all participants.

The academy is offering several

courses this year in the National Ground Search and Rescue School (NGSAR), Mission Base Staff School (MBSS), and Mission Aircrew School (MAS). The following is a summary of the courses in each school with pre-requisites.

NGSAR – Two basic courses will be conducted to train personnel to become ground team members as well as two advanced courses to train personnel to become ground team leaders. Personnel interested in attending the basic course must at least be 13 years of age at the start of the course and have completed general emergency services training. The Advanced course requires basic course completion or equivalent training as determined by the academy director. It is recommended that personnel applying to the Advanced Course be current in advanced first aid (this training is available during the pre-course sessions). All NGSAR participants will spend the majority of the course in the field and will be required to sleep in survival shelters or tents during several of the school's exercises and training missions.

MBSS – One basic course will be held this year that will focus on training entry level mission base staff personnel to be mission radio operators, staff assistants, unit leaders and branch directors, including ICS 200 level training. One advanced course will also be conducted to train section chiefs, the command and general staff, and incident commanders including ICS 300 and 400 level training. Applicants for the basic course must be at least 15 years of age at the start of the course and have completed general emergency services training. Applicants for the advanced course must be graduates of the MBSS basic course or have equivalent training as determined by the academy director, and be at least 17 years of age.

MAS – This course will be conducted in two tracks: mission scanner/observer and mission pilot. All training will cover the requirements for aircrew members as established in the current emergency services regulations. All applicants must be at least 18 years of age at the start of the course, have completed general emergency services training, and will include a copy of the last six months of their flight logs with their application if applicable. Personnel applying for the mission pilot track must include a copy of their most current CAPF 5 with their application, and will be required to have a current CAPF 5 on arrival at the school.

All cadets interested in attending the National Emergency Services Academy must have completed a basic encampment prior to attending any of our courses.

Personnel interested in attending more than one course at the National Emergency Services Academy in a year

can do so consecutively, but must coordinate their participation with the academy director in advance to avoid scheduling conflicts.

We expect that this year's academy will be a great course for both experienced and inexperienced personnel to really become involved in Emergency Services. For more information, contact the Academy Director, Major John Desmarais, via phone at 334-953-4228 or via e-mail at jdesmarais@capnhq.gov

Pararescue Orientation Course

KY: July 18- 25, \$125

NM: June 8 - 15, \$125

VA: July 27 - August 3, \$125

The Pararescueman's creed is, "That others may live." For generations they have gone where few others dare, to rescue the fallen behind enemy lines. Join some of the elite this summer, at PJOC.

The Pararescue Orientation Course [PJOC] is a one-week course, for cadets age 15 and above, planned and conducted by Air Force active duty, reserves, the 342nd TRS, and the US Air Force Pararescue Jumpers School.

The course introduces cadets to techniques used by Air Force pararescuemen while actively participating in various facets of Air Force pararescue training. Curriculum includes land navigation, survival techniques, rock climbing, rappelling, and other skills used in rescue operations.

Courses are scheduled for Kirkland AFB, NM; Ft. Knox, KY; and the George Washington National Forest, VA.

You must be in good to above-average physical condition for this program. A fitness test will be administered at the start of the activity, and the instructor will send home any cadet who cannot meet the physical standards. Cadets will be doing a lot of calisthenics and running while at PJOC.

Note: Cadets will not parachute at this activity.

Advanced Pararescue

Orientation Course

June 22 - July 5, \$250

Remember the excitement and challenge of PJOC? Remember the pride you felt when you graduated? Experience that and more at Advanced PJOC.

The Advanced Pararescue Orientation Course [APJOC] allows cadets to further develop skills they learned at basic PJOC. Two tracks are offered: one in mountaineering, and the other in navigation.

In the mountaineering track cadets continue to develop their rock climbing skills and experience vertical rescue techniques.

In the navigation track cadets learn additional survival techniques and spend a week hiking in the New Mexico

wilderness with the climax occurring when they reach Rosilla Peak (at 10,637 feet).

In both tracks cadets will be introduced to pararescue medical training (cadets must possess a current first aid and CPR card prior to attending)

If you are a graduate of PJOC, are in excellent physical condition, and are ready to step up to the challenge, get your application in today! Physical fitness requirements are more stringent than the PJOC: The cadets must pass a rigorous test upon arrival that will include push-ups, sit-ups, pull-ups, flutter kicks, eight count body builders and a 1.5 mile run. The Activity Director will provide further details for those selected to attend.

National Military Music Academy

July 16 - 31, \$325

The NMMA's objective is to provide leadership training to musically skilled cadets and seniors. This will enable MMA students the opportunity to introduce a military-style music program into their home units, enhancing the unit's public relations effort.

The NMMA will be held at Aberdeen Proving Ground in Maryland during the Maryland wing's encampment. NMMA participants will perform in the Washington, DC, and area and will participate in a CAP hosted Military Tattoo with service and local bands.

Drawing upon existing American military music traditions, the aim of this year's NMMA is to introduce fifes, drums and bugles (along with a variety of other musical instruments) to the local CAP squadrons for support of ceremonial occasions or extracurricular activities.

The NMMA is open to both cadets and seniors. Please contact the Activity Director, James H. Steinmeier (jsteinme@erols.com) to express your interest.

Other Summer Cadet Activities

Besides the National Cadet Special Activities [NCSA] listed above, here are a few additional activities that cadets may want to consider. *National Headquarters does not handle the application procedures for these activities.* National Headquarters will return such applications to your wing headquarters, which may delay your application beyond any ioned.

Space Camp

U.S. SPACE CAMP® is a five-day program jam-packed with astronaut training for young people. Activities include simulated Space Shuttle missions, IMAX® movies, training simulators (like the 1/6th Gravity Chair), rocket building and launches, scientific experiments, and lectures on the past, present, and future of space exploration. Kids stay in bunk-bed style dorm rooms in three locations — Alabama (Huntsville), California (Mountain View), and Florida (Titusville). Tuition, which ranges from \$550 to \$875, includes all meals, lodging, and program materials. It does not cover transportation.

SPACE CAMP® offers programs for older students. SPACE ACADEMY® is for young people in grades 6-8 (6th graders must have previously attended SPACE CAMP to upgrade to SPACE ACADEMY®) and ADVANCED SPACE ACADEMY® is for students in grades 9-12.

National Headquarters does not process the applications. Interested cadets should follow the procedures found at the SPACE CAMP® web site at <http://www.spacecamp.com/main.htm> or call 800-533-7281. Cadets who successfully complete SPACE ACADEMY® or ADVANCED SPACE ACADEMY® can wear the NCSA ribbon.

AVIATION CHALLENGE®

AVIATION CHALLENGE® is a five-day program packed with aviation training for young people. Activities include intense flight simulation, land survival training, water survival activities, and aviation academics. Lessons include aeronautics, aerodynamics, propulsion, flight physiology, aviation history, aircrew equipment, and ejection procedures. Kids stay in bunk-bed style dorm rooms in both of our locations — Alabama (Huntsville) and California (Atwater, on the former Castle Air Force Base). Tuition, which ranges from \$550 to \$875, includes all meals, lodging, and program materials. It does not cover transportation.

AVIATION CHALLENGE® offers programs for students of all ages. Mach I is for trainees in grades 4 through 6. Mach II is for young people in grades 6-8 (6th graders must be currently attending or have completed sixth grade, be at least 11 years old, and have previously attended Mach I or SPACE CAMP®). Mach III is for students in grades 9-12 (9th graders must be currently attending or have completed ninth grade, be at least 14 years old, and have previously attended Mach II or SPACE ACADEMY®).

National Headquarters does not process the applications. Interested cadets should follow the procedures found at the AVIATION CHALLENGE® web site at <http://www.dogfite.com/main.htm> or call 800-533-7281. Cadets who successfully complete AVIATION CHALLENGE® can wear the NCSA ribbon.

Hawk Mountain Search and

Rescue School

July 6 - 14, \$75

Hawk Mountain SAR School [Hawk] has a proud history in providing emergency services training. The school is conducted in the mountains of Pennsylvania under field conditions and is physically demanding.

The school is open to both cadets and seniors. For specific course information, visit the Hawk web site at <http://www.voicenet.com/~richluce/hawk.html>.

For Cadets applying to Hawk Mountain SAR School you will need to submit a fully completed CAPF 31, including your wing commander's signature, postmarked by April 30. Send the completed CAPF

31 to PA Wing HQ, Bldg 3-108, FT Indiantown Gap, Annville PA 17003. Mark the outside envelope "Hawk" to aid the PA wing staff in getting your application to the right person.

For senior members and Cadet School Graduates applying to Hawk Mountain SAR School, simply follow the same procedures listed above. However, returning students must first contact Lt Col John Wirth, CAP, at 4176 Roosevelt Street, Whitehall PA 18052, or e-mail wirth00@enter.net.

The Hawk Mountain SAR School will review all the applications for final selection. Hawk will notify you according to the timeliness of application. This notification will include details about the fees and requirements. You may be notified as late as May, if slots open later. **Please do not call National Headquarters inquiring about the status of your application.**

Hawk requirements for cadets include:

- Completed Achievement 1 (Curry Award),
- Current CAP membership,
- CPFT Category 1 (see CAPR 52-18) at Hawk sign-in,
- Be at least 13 years of age (or graduated seventh grade) by the start of the school,
- Properly completed CAPF 31.

Hawk requirements for seniors include:

- Completed Level 1 Orientation Course and Cadet Protection Policy Training [CPPT],
- Current CAP membership,
- Since this school is physically demanding, seniors must also meet the CPFT Category 1 (see CAPR 52-18) at Hawk sign-in,
- Properly completed CAPF 31.

Note: The Hawk Mountain SAR School has a limited number of slots open for the different courses. To help the staff select the best-suited candidates for the courses offered, please list relevant experience on your CAPF 31 page 2. List training and actual search missions, and certifications you have completed. This information is reviewed closely. You should also include copies of following documentation:

- Prior Hawk Mountain SAR School Course Completion Card(s),
- Ranger Grade Card(s),
- Certificates, Diplomas, Letters of Completion for courses such as Wilderness, Navigation and SAR Training,
- First aid cards and related certifications of training, and,
- CAPF 101, 101T, and CAPF 76.

National Headquarters does not process the applications for Hawk. The \$75 Hawk Mountain SAR School fee is not refundable. Cadets who successfully complete Hawk Mountain SAR School can wear the NCSA ribbon. Cadets are not authorized to wear any ranger patches outside of Pennsylvania Wing.

Nationwide

Reporting achievements of CAP members

NORTH-EAST REGION

COMMANDER
COL. RICHARD GREENHUT

CONNECTICUT * MAINE
MASSACHUSETTS * NEW
HAMPSHIRE * NEW JERSEY
NEW YORK * PENNSYLVANIA
RHODE ISLAND

NEW HAMPSHIRE —

Members of the New Hampshire Wing gathered in Concord, N.H., for the wing's annual conference.

Conference guests included: Col. Richard Greenhut, Northeast Region commander; U.S. Air Force Lt. Col. Timothy Doty, Northeast Liaison Region commander; Col. Dale Hardy, Northeast Region vice-commander; Col. Kenneth J. Herman, New Hampshire Wing commander; and Lt. Col. Margie L. Sambold, New Hampshire Wing vice commander.

Cadets of the Hawk Cadet Squadron posted colors to open the general assembly. During the assembly, Sambold unveiled plans for a new wing headquarters building and a

fund-raising campaign to kick off among wing members. The fund-raising will then move outside the wing and involve a search for grants and outside contributions.

Certificates of appreciation were handed out to 17 members of the wing for their contributions over the past year. Commander's Commendations were presented to 18 members.

Amelia Earhart Awards were sent to Cadet Capt. Joshua McGary and Jeremy Swanson, and a Gen. Billy Mitchell Award was presented to 2nd Lt. Peter Goodspeed.

1st Lt. Heather Barrington received the cadet leadership award and Lt. Col. Timothy Harper was honored as cadet of the year.

Senior members who were honored included: 1st Lt. John Moore, staff member of the year; Maj. Dale Swanson, squadron commander of the year; Capt. Penny Hardy, senior member of the year, Grover Loening Award and promotion to major; Maj. George Guild, Paul Garber Award and promotion to lieutenant colonel.

A change of command ceremony was held during the conference, with Guild turning over command of the Col. Andrew Amitrano Senior Squadron to 1st Lt. Paul Mondoux.

New Hampshire Wing member Capt. Mike Baxa brought his glider to the conference to be used as a static display. Baxa gave glider lessons to cadets from New Hampshire and other wings during the summer.

Capt. Penny Hardy

NEW JERSEY — Five cadet members of the Brooklyn Tech Cadet Squadron flew the first orientation flights in the area since the tragic terrorist attack of September 11.

The cadets also flew the first O-flights in the group since CAP instituted the new flight orientation syllabus. The pilot for the flight was Maj. Malcolm Dickinson, aerospace education officer for New York Wing's New York City Group.

During the flights in a Cessna 172, Dickinson taught the cadets about takeoff and landing procedures and air traffic patterns and showed them how to operate the aircraft while in flight.

Some of the cadets had been on orientation flights earlier in the year and were able to experience the differences made by the new syllabus.

"The new program is different and more fun. The longer flight times allow you to get a handle on what it's like to be in the air," said Cadet Avrohom Katz, cadet commander of the Brooklyn Tech

squadron.

The new program calls for a minimum flight time of 42 minutes and doesn't include back seat flights in the maximum number of flights allowed for cadets.

The cadets who participated were: Yin Ping Chan, Ming Hon, Wendy Xue, Avrohom Katz and Chao Huo Li.

Sr. Mbr. Yehuda Katz

NEW JERSEY —

Members of the New York Wing's Southeastern Group conducted the group's second annual open house at the Dutchess County (N.Y.) Airport.

Local government officials and members of the general public were invited to tour the hangar facilities and speak with the cadets and senior members about the organization and its capabilities.

Members of the Dutchess County Cadet Squadron set up displays showing uniforms and equipment used in search and rescue missions. They also held demonstrations on drill and military courtesy.

Members of the Southern Dutchess Senior Squadron had displays on emergency services capabilities and discussed past missions with the guests.

Many of the guests asked questions about CAP's involvement in World Trade Center disaster relief efforts. They also asked how local and national CAP units could be used if other incidents occur in the future.

Because of the information available on the CAP Web site, group members were able to share information on CAP's national efforts in the wake of the events of September 11th.

The open house was publicized in local newspapers and was covered on local television programs.

*Capt. Kevin Barry and
1st Lt. Patricia Barry*

VERMONT — Several members of the Catamount



Members of New York Wing's New York City Group pose after orientation flights based on the new orientation flight syllabus. Pictured are, from left, Maj. Malcolm Dickinson and Cadets Yin Ping Chan, Ming Hon, Wendy Xue, Avrohom Katz and Chao Huo Li.

Coast to Coast

The purpose of the Coast to Coast section is to provide publicity for the achievements of Civil Air Patrol members involved in CAP activities at the unit, wing and region levels. Submissions should be sent no later than 45 days after the event via e-mail to capnews@capnhq.gov or via the U.S. Postal Service at the following address: Coast to Coast, *Civil Air Patrol News*, 105 South Hansell St., Maxwell AFB, AL 36112-6332. The submission deadline is the third Monday of the month preceding the month of publication. Photos may be sent electronically or by mail. (See Page 2 for technical details.) For questions regarding submissions, please call Dan Meredith at (334) 953-7548.

✦ ✦ ✦

Northeast Region

P. O. Box 2543
Vincentown, NJ
08088-2543

Middle East Region

8151 Sherbrook Ln.
North Charleston, SC
29418

Great Lakes Region

629 Fleddermouse
Novi, MI
48374-1106

Southeast Region

1101 NW 114th Ave.
Plantation, FL
33323

North Central Region

15471 Hangar Road
Room 131
Kansas City, MO
64147-1219

Southwest Region

P.O. Box 292755
Lewisville, TX
75029-2755

Rocky Mountain Region

P.O. Box 371093
Denver, CO
80237-1093

Pacific Region

28829 Lockheed Dr.
Suite 2C
Eugene, OR
97402-9500

COAST TO COAST

Composite Squadron spent a day assisting members of the Vermont Chapter of the Multiple Sclerosis Society.

The cadets and senior members marked three routes to be used in the MS society's annual "Bike-A-Thon." The routes covered more than 350 miles of roads and trails in the Lake Champlain-area of northern Vermont.

Marking the paths allowed the participants to sharpen their skills with compasses, global positioning systems and radio communications.

The squadron coordinator for the event was Lt. Col. Martha Stuart, who battles MS herself.

Cadets Staff Sgts. Joey Ross and Curtis Harvie and Senior Master Sgt. Curtis Harvie helped with the event. Senior members 1st Lt. Phil Neuhaus and Lt. Col. Kevin Stuart, squadron commander.

The chairperson of the Vermont MS society sent a letter to the squadron thanking them for their efforts. In the letter, she stated that all of the feedback from riders regarding the CAP presence was positive. She also gave the squadron members event T-shirts and asked that the squadron help them in future Bike-A-Thons.

Lt. Col. Kevin Stuart

MIDDLE EAST REGION

COMMANDER
COL. ROBERT T. TOWNSEND

DELAWARE • MARYLAND
NATIONAL CAPITAL • NORTH
CAROLINA • SOUTH CAROLINA
VIRGINIA • WEST VIRGINIA

DELAWARE — A survivor of the Japanese attack on Pearl Harbor spoke to a group of Delaware Wing members about his experience.

Casimir Chiczewski, a gunner assigned to a fixed-gun position at the main gates of the Pearl Harbor naval facility on the day of the attack, told the gathered wing members about his part in the efforts to secure the beach following the attack.

He said he was only issued 10 rounds of ammunition for the big gun and eight rounds for his rifle when the attack went down, due to peace time regulations. He went on to describe other difficulties the American servicemen faced on Dec. 7, 1941.

He also described military life during his enlistment from July 1941 through the end of the war.

Chiczewski, now 83, is a native of Bayonne, N.J., and retired after working many years for an oil company.

Col. Robert Vawter, Delaware Wing commander, arranged the meeting at the Kent County Emergency Operations Center in Dover, Del.

→ → →

Eight cadets and 14 senior members represented the Delaware Wing during a fall festival at the Delaware governor's mansion in Dover, Del.

The 22 wing members were asked to assist with traffic control for a footrace that was part of Governor Ruth Ann Minner's Fall Festival.

The race was held in heavy rains, though the rest of the festival was cancelled. Cadet 2nd Lt. Travis Ahrens of the New Castle Cadet Squadron participated in the race and placed first in the 15-19 age group.

Cadets who helped provide traffic control for the race included: 1st Lt. Philip Harris; 2nd Lt. Travis Ahrens; Chief Master Sgt. John Deering; Senior Airmen John Read and Samuel Jefferson; and Airmen Tyler Austin and Chris Racine.

Senior members who helped were: Col. Robert Vawter, Delaware Wing commander; Lt. Cols. Larry Kibler, David Lewis, Nancy Staton and Raymond Harris; Maj. Russell Opland, Richard Pyle, Elmer Boyle Jr., Ros Medina and Nancy Smith; Capt. Doug Beish; 1st Lts. Ted Allen, June Reed and Paul Reed; and 2nd Lt. Bonnie McDaniel.

1st Lt. Paul R. Reed

MARYLAND — Cadets and senior members of the Bethesda-Chevy Chase Composite Squadron participated in a mock disaster scenario involving a high

school shooting.

Representatives of the Montgomery County Department of Emergency Management asked Bethesda-Chevy Chase squadron members to participate. The squadron has worked with the department on several other projects in the past.

Cadets and senior members met at the Northwest High School in the morning for a pre-exercise briefing. During the briefing, the cadets were told what to expect from police and emergency services personnel. They were also told what roles they would have to play and how to act.

Finally, last minute questions were answered as Red Cross personnel applied Moulage to create realistic wounds.

The victims were placed in various areas throughout the third floor of the school, including hiding in lockers and bathrooms. Two mock pipe bombs were also placed in the school; one in a locker and one attached to a trip wire across a hallway.

The initial response to the crisis was made by school security personnel. They were followed by a tactical team of police officers carrying shields and red plastic handguns.

The senior members acted as safety monitors to ensure none of the victims got hurt. They also carried out tasks assigned by the county emergency services department.

A poster was hidden with a picture of the bad guy on it, and once he was captured the entire group was placed back in their original positions to allow the EMS personnel practice working in that situation. Triage was performed as the EMS team passed quickly through the hallways.

The victims were finally cleaned up and asked to fill out a report on what they thought about the exercise.

Capt. David Staples and Cadet Chief Master Sgt. Jeffrey Fink were the project officers for the exercise.

The other senior members who participated were: Lt. Col. John Knowles and 2nd Lts. Bridget Nesko and Kevin Nesko.

Cadet participants included: Airmen Lois Barnett, Cory Gardner, Genevieve Harbuck, Joseph King, Tina

Liao, James Martinez, Daniel Secrest and David Seibel; Airmen 1st Class Kevin Correa, Anthony Nguyen and Aaric Wright; Senior Airmen Brandon Billingsley, Edward Chang and Lindsey Donnellan; and Staff Sgt. Michael Knowles.

NORTH CAROLINA

Cadets and senior members of the North Carolina Wing participated in the first International Flight Symposium in Raleigh, N.C.

The symposium was coordinated by the First Flight Centennial Commission.

A cadet color guard from the UNC Chapel Hill AFROTC Squadron presented the colors at the opening ceremony, then the group posed for a photograph with Maj. Gen. Hugh Shelton, former chief of the Joint Chiefs of Staff, and Congressman Bob Etheridge.

The color guard members were Capt. Sharon Weeks, 1st Lt. Matt Mickelson, Chief Master Sgt. Robert Tomsick, Senior Airman Noah Lorang and Airman John Bojanski.

The wing also set up an aerospace education and cadet programs table, which was visited by hundreds of symposium attendees. Claudine M. Sayegh, director of aerospace education for the Middle East Region, helped with the table.

Maj. John Smoot, North Carolina Wing external aerospace education officer, gave two presentations, one on the start of aviation and the other on the careers that are introduced through CAP.

1st Lt. Tonya Larsen, coordinator for the First Flight Centennial Commission, made

it possible for the North Carolina Wing members to participate in the symposium.
Maj. Aaron Harper

SOUTH CAROLINA

Five members of the Lexington Composite Squadron spent the day aboard one of the U.S. Navy's largest nuclear vessels.

The cadets and senior members, as well as one member's spouse, took a brief cruise on board the U.S.S. Nimitz, the lead carrier of the Nimitz class of nuclear aircraft carriers.

During the cruise, the six toured several of the ship's compartments. Included in the tour were the hangar bay, bridge, flag bridge, flight deck and carrier air traffic control areas and aircraft elevators.

Once the carrier reached the cruising area, the flight operations began. The aircraft on board were from different area air stations. Several of the F/A-18 Hornets were from a reserve squadron out of New Orleans, and the crews were conducting training operations. The visitors were allowed to stand 75-100 feet from the catapult area to watch the planes launch and land.

In addition to the Hornet flights, there were fly-bys by an E-2 Hawkeye and an F-14 Tomcat.

The Nimitz had recently completed a three-year refit, during which the nuclear reactors were refueled for the first time since the Nimitz was launched.

The cruise was what is known as a "dependant's cruise," which is a one-day cruise just off the coast during which the sailor's dependents — family members — have a



An F-18 Hornet launches from the deck of the U.S.S. Nimitz and is caught on film by Ted Sutton, a member of the South Carolina Wing's Lexington Composite Squadron. Five members of the squadron and one spouse spent the day on board the carrier during a dependant's cruise.

chance to travel aboard the ship to get a glimpse into life aboard the ship. The ship's full aircraft compliment were not yet on board as they separate every time the ship goes into the yards, then rejoin when the ship is heading out on deployment.

The Lexington squadron members who made the cruise included: Cadets 2nd Lt. Andrew Sutton, Senior Airman Triston Mikutaitis and Airman Timothy Greenwold; and senior members 1st Lt. Ted Sutton and 2nd Lt. Michael Mikutaitis. They were joined by Sue Mikutaitis, Michael's wife.

Michael Mikutaitis is a former Nimitz crew member and is part of the U.S.S. Nimitz Association, a fraternal order of former and current crew members. The association members were on board as guests of U.S. Navy Capt. Steven Firks, current commander of the Nimitz.

1st Lt. Michael Mikutaitis

GREAT LAKES REGION

COMMANDER
COL. WILLIAM S. CHARLES

ILLINOIS * INDIANA
KENTUCKY * MICHIGAN
OHIO * WISCONSIN

INDIANA — Cadets and senior members from across the Indiana Wing gathered at a South Bend, Ind., airport to support an air show.

The Indiana Wing members from five different units, as well as the wing liaison office, provided assistance during the three-day SkyFest 2001 air show.

Lodging in South Bend was provided by the Army National Guard Center, where the local CAP unit holds their meetings.

Wing participation in SkyFest was part of the effort to promote CAP in the South Bend, Ind., area.

Throughout the weekend, members operated three T-shirt booths, one beverage, and one souvenir booth to

raise funds and for public interaction.

The wing members who were not working in the booths made themselves available to assist where needed, mostly at crowd and traffic control.

Other members manned a recruiting tent and took shifts wearing the inflatable "Cadet Ken" costume.

Transportation for CAP members around the air show grounds was provided by the AM General Hummer Assembly Plant, based in Mishawaka, Ind. The plant donated use of a military-style Hummer to CAP/RAP Maj. Dave Tan for use during the weekend.

Col. Glenn Kavich, Indiana Wing commander, joined the group on Sunday to preside over a change of command ceremony. During the ceremony, Maj. Steven Towne turned over command of the South Bend Flight to Capt. Jeffrey Mueller.

Kavich also presented a Gen. Billy Mitchell Award to 2nd Lt. Charles M. Benson, an Indiana Wing cadet.

*Cadet 2nd Lt.
Charles Benson*

KENTUCKY — Members of the Bowling Green-Warren County Composite Squadron toured one of the famous "Goodyear Blimps" at an area airport.

The blimp, called the "Stars and Stripes," was at the Bowling Green-Warren County (Ky.) Regional Airport, home of the squadron, overnight.

Members of the squadron listened to a lecture on the blimp by a representative of Goodyear and then each member was given a personal tour of the gondola.

Each cadet was allowed to sit in the pilot's seat and ask questions about the operation of the blimp, its on-board instruments and takeoff and landing procedures. The answers were explained in detail by the Goodyear representative.

The blimp was actually in the area to promote an area General Motors plant where Chevrolet Corvettes were produced.

During the previous night, the squadron members saw the blimp over Bowling Green flashing public services announcements concerning the American Red Cross and the Salvation Army.

John Knight

KENTUCKY —

Members of the Kentucky and North Carolina Wings made orientation flights in a UH-60 Black Hawk.

The orientation flight was sponsored by B Company, 1st Battalion, 114th Aviation Regiment of the U.S. Army's 63rd Aviation Group.

The event was designed to demonstrate the capabilities of the Army's premier utility helicopter.

Members of the Kentucky and North Carolina Wings support B Company during counter narcotics operations with aerial relay stations during the U.S. Army National Guard's counter narcotics missions in rural Kentucky.

The aircraft flew the CAP members in the area around Frankfort, Ky., and demonstrated the helicopter's capabilities in both the low level and terrain flight environments.

The Black Hawk, built by Sikorsky Aircraft, entered service in 1979. Each one can carry 11 fully-equipped soldiers or 8,000 pounds of equipment. It is used by all branches of the United States armed services and the Coast Guard. It flies in any weather with a top speed of 160 knots and a range of up to seven hours with long range fuel tanks.

Sr. Mbr. Jayson Altieri

SOUTH-EAST REGION

COMMANDER
COL. ANTONIO PINEDA

ALABAMA * FLORIDA *
GEORGIA * MISSISSIPPI *
PUERTO RICO * TENNESSEE

ite Squadron won first place in a statewide drill competition.

The competition took two days and consisted of seven events. Included elements were a 100-question written exam, a panel quiz, uniform inspection, standard drill, innovative drill, a volleyball competition and a one-mile run.

Points were given for each event and then the numbers combined for a total score.

The SRQ squadron cadets, who come from Manatee County Middle and High schools, will advance to the Southeast Region competition to be held at Tyndall Air Force Base, Fla., in February 2002.

The SRQ cadets who participated were: Robby Slusser, Joshua Purtee, Jessica Craig, Eugene Carnegie Jr., Chris Selman, Allyson Snow, Scott Fox, Jennifer Hart, Zachary Julian, Sean O'Key, Kevin Merrick,

Robby Groover and Steven Kester. They were accompanied by Robert Bayless, deputy commander for cadets.

1st Lt. Patrick O'Key

GEORGIA — A Peachtree City Falcon Field Composite Squadron cadet received his solo wings during a recent ceremony.

Lt. Col. Don Greene, commander of Georgia Wing's Group 3, presented the wings to Cadet Maj. Brett Matcheck.

Matcheck received his flight training with help from the Group 3 powered flight scholarship. The scholarship was one of five Georgia Wing scholarships available to the cadets.

The scholarship allowed him access to a certified flight instructor, a Cessna 172P, and \$500 for fuel.

His instructor was Lt. Col. Harry Jones, wing safety officer.

Matcheck logged 15 flight hours in about four months and

TOUCHING GROUND



Because of Georgia Wing Gwinnett County Composite Squadron's Commander Lt. Col. Will Hargrove's (above) leadership, the squadron was able to purchase material to assemble a hangar at an area airport. The hangar is now known as the Wilbur H. Hargrove Hangar in recognition of the leadership and determination that made the hangar a reality.

completed his first solo flight to earn his wings.

→ → →

A cadet lieutenant colonel of the Peachtree City Falcon Field Composite Squadron was honored for his work on the Southeast Region Cadet Advisory Council.

Cadet Lt. Col. Dan Upshaw of the Peachtree City squadron received the Meritorious Service Award for being a part of the council for a year from July 2000 until July 2001.

Cadet Col. Michael Provencher of the Mississippi Wing, chairman of the Southeast Region CAC, recommended Upshaw for the award.

The Meritorious Service Award is the fifth highest award a cadet can earn and has only been awarded to about five other cadets in the Georgia Wing in the past few years.

Cadet Master Sgt. Athena Anderson

NORTH CENTRAL REGION

COMMANDER
COL. SHEILA J. WALDORF

IOWA • KANSAS
MINNESOTA • MISSOURI
NEBRASKA • NORTH DAKOTA
SOUTH DAKOTA

NEBRASKA — A September aviation event in Nebraska was a success due to involvement of Nebraska Wing members.

The first Aviation Career Awareness Day was put on by Duncan Aviation of Lincoln, Neb., so students from across the state could learn about career opportunities in aviation.

Officials from Duncan said the activity was especially important due to setbacks commercial and civil aviation in the days after the attacks on the World Trade Center and the Pentagon.

Nebraska students could visit any of 24 booths during the day-long event. One of the booths was a CAP booth setup to pass out Drug Demand Reduction material and to let the students know about the

cadet program opportunities within the wing.

Twenty-four cadets and senior members from several Nebraska units provided security for the static displays, coordinated vehicle parking and worked flight line security.

The final event of the day was a small air show, and it was the first allowed nationwide since the events of Sept. 11. According to Duncan representatives, Federal Aviation Administration officials told Duncan's management that the air show could go on, provided "CAP personnel were available to assist in crowd and flight line security."

About 600 students attended the event.

Bruce Marxsen

MINNESOTA — Squadron, group and flight commanders from across Minnesota attended a commander's workshop in Breezy Point, Minn.

On the first day of the weekend course, Col. Dale Hoiium, Minnesota Wing commander, met with the wing's executive staff. At the same time, Maj. Mike Donat conducted a new commander's orientation for commanders appointed since the last workshop.

A series of educational programs was held on the second day. Some of the presentations included: public affairs, Capt. Shannon Bauer; suicide awareness, Ralph Rickgarn; aerospace education, Col. Kevin Sliwinski; flight operations, Maj. Craig Lommel; emergency services, Maj. Thomas Kettell; and commander's notebook, Lt. Col. David Skaar and Capt. Richard Koop.

The final day, Hoiium conducted a semiannual commander's call. Graduation certificates were presented to Cols. Dale Hoiium, Kevin Sliwinski and Dennis Rock; Lt. Cols. Larry Hynding, Alan Rustan, John Modders, Michael Moen, Keith Bischoff, Timothy Goodner, Roger Brogran, David Skaar and John Quilling; Maj. Thomas Kettell, Craig Lommel, Richard Wenzel, Nancy Hoiium, Victoria Eckhoff, Richard Jadwin, Carl Hallum, Stephen Miller and William Willis; Capt. Richard Koop, James Crawell, Don Sorson, Douglas Mitchell, Darlene Bejamin, John Barsness, Aron Leavstrom,

Leslie Rostad, Richard Josephson, Charlotte Miller, Shannon Bauer, Thomas Van Engen and Rolf Carlson; 1st Lts. Richard Yeager, Elizabeth Pffingsten, Kenneth Lundgren, Marcel Derosier, James Hulteen and David Nightengale; 2nd Lt. Tracy Brooks; and Sr. Mbrs. John Vadnais and retired U.S. Air Force Master Sgt. Jeff Borseth.

Col. Dennis Rock

MISSOURI — Several cadets and senior members of the Richards-Gebaur Composite Squadron received awards during the Missouri Wing's annual conference.

The conference was held at Lake Ozark, Mo.

Members of the Richards-Gebaur color guard team were recognized by Col. Sheila Waldorf, North Central Region commander, for their first-place win in the region color guard competition. They went on to place fifth in the National Cadet Color Guard competition.

The members were: Zachary Packingham, Christopher Hooton, Scott Knight,

Niles Grant and Daniel Sullivan. The escorts were 1st Lt. Dawn Grant and Lt. Col. Gary Gregory. Each member and escort received a Commander's Commendation.

Other squadron members recognized during the wing conference included: Maj. Julie Berry, cadet of the year, North Central Region Commander's Commendation, Veterans of Foreign Wars officer of the year; Hooton, VFW noncommissioned officer award and cadet noncommissioned officer of the year; Gregory, Missouri Wing Commander's Commendation; and Chaplain (Maj.) Homer L. Ontman Ph.D., wing chaplain of the year.

Col. Nicholas "Doc" Knutz, former Missouri Wing and North Central Region commander, as well as CAP's first national inspector general, presented the wing squadron of the year award to Lt. Col. John W. Baker, acting Richards-Gebaur squadron commander.

"In all, we've had a busy and distinguished year in 2001.

Now, just like sports teams, we have to put it behind us and start all over again," Gregory said.

Lt. Col. Carl W. Gregory

SOUTHWEST REGION

COMMANDER
COL. COLIN FAKE

ARIZONA • ARKANSAS
LOUISIANA • NEW MEXICO
OKLAHOMA • TEXAS

ARIZONA — Cadets from two Arizona Wing squadrons helped area Boy Scouts learn about rocketry during a scout camporee on the Mongolin Ridge north of Payson, Ariz.

The cadets, from the Cochise and Deer Valley Composite Squadron, helped the Scouts during the Boy

GROUP OF THE YEAR



Members of Texas Wing's Group 13 pose after the Texas Wing's annual conference in Fort Worth, Texas. The group was honored as the Texas Wing's group of the year for the second consecutive year. Lt. Col. Max Hays, group commander, accepted the award on behalf of the group. Pictured standing are, from left, Cadets Master Sgt. Alison Tunnell and Jonathon Moore, Capt. Chuck Bremholm, and Cadets 2nd Lt. Caitlin Bryant and Senior Master Sgt. Joel Katz. Seated are Lt. Cols. Max Hays and Jan Hayes. Jan Hayes was also honored a second time as most outstanding emergency services officer.

Scouts of America's Grand Canyon Council Gerorrino Camporee.

The cadets who took part were trained as part of the Arizona Wing's model rocketry program. They had training in model rocket construction, safety, physics, aerodynamics, tracking, recovery and weather.

They volunteered to use their knowledge and experience to teach a basic model rocketry course to the Scouts to help the Scouts earn their space exploration merit badge.

More than 100 scouts from 12 troops attended the rocketry training and learned the basic concepts of rocket building, science, safety, launch procedures, and the history of rocketry and space exploration.

The participating CAP model rocketry cadet launch team members who assisted included: 1st Lt. Preston Hebert; Master Sgt. Christopher Russnel; and Tech. Sgts. Kevin Gunderson and Rafael Drotar.

They were accompanied by senior member 1st Lt. Robert Hebert.

→ → →

A group of cadets from the Arizona Wing supervised two days of model rocket launches by Scouts from the Catalina Council of the Boy Scouts of America.

The cadets, accompanied by two senior members, helped the Scouts launch solid-fuel powered model rockets, as well as water-powered soda bottle rockets during the "American Heroes" Camporee at the Carlson Ranch in Wilcox, Ariz.

The cadets helped more than 250 Scouts from 22 different troops complete the requirements for their space exploration merit badge.

In addition to their work with Boy Scouts, the cadets helped more than 400 Cub Scouts from 34 different Catalina Council Cub packs launch water- and air pressure-powered one-liter soda bottle rockets to earn their scientific activity pins.

The cadets who participated were: 1st Lt. Preston Hebert; Master Sgt. Christopher Russell; and Tech Sgts. Kevin Gunderson and Rafael Drotar.

The cadets were accompanied by Capt. Kristine Wold and 1st Lt. Robert Hebert.

1st Lt. Robert Hebert

OKLAHOMA — The Oklahoma City Composite Squadron has a new cadet commander following a formal change of command ceremony in Oklahoma City, Okla.

Cadet 1st Lt. Bill Harned stepped down after serving 10 months as the cadet commander in a ceremony held at St. Mark's United Methodist Church. He was replaced by Cadet Capt. Walter Cockran.

To show the squadron's appreciation for Harned's service, the acting deputy commander of cadets, Derald T. Riggs, presented him with a plaque during the ceremony.

Riggs filled in for 1st Lt. Greg Spitzca, who is on active duty with the U.S. Air Force and is currently in Saudi Arabia repairing radar units. Although he could not attend the ceremony, Spitzca made arrangements for Harned to receive a U.S. flag that was flown in an F-15 Eagle on a mission over Iraq.

The flag will be accompanied by a certificate signed and dated by the pilot of the mission.

Harned stepped down to go to Oklahoma State University in Stillwater, Okla., where he will continue to study in an aviation-related field. He plans on remaining active in CAP in a squadron near the university.

Harned made many positive changes within the squadron, such as beginning regular field trips to aviation-related facilities. Also, while he was cadet commander, recruiting for new cadets was more successful than expected and the cadets were given more control over their activities.

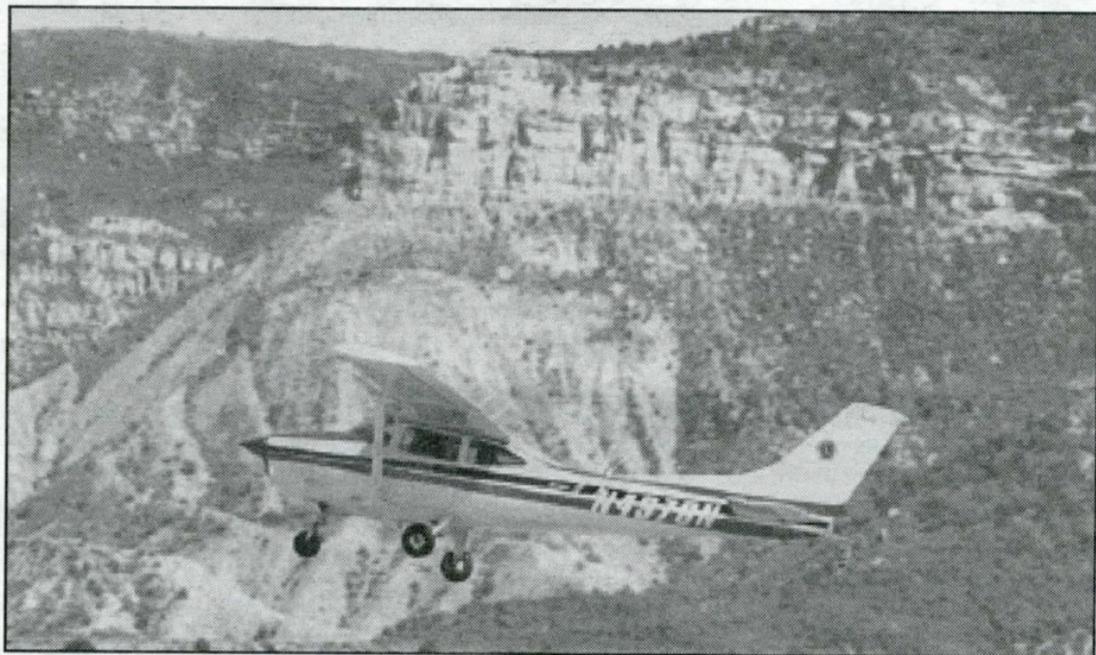
Cockran said he will continue to follow the legacy begun by Harned.

Cadet Senior Airman
Dan C. Riggs

TEXAS — Eighteen members of the Addison Eagles Composite attended the 2001 Texas Wing conference in Fort Worth, Texas.

The Addison members attended classes on topics such as aerospace education, radio communications and emergency services.

A color guard from the Addison squadron presented the colors for the main banquet. During the banquet, several Addison squadron members were honored for their performance over the last



A CAP Cessna flies through the mountains of Colorado during the Rocky Mountain Flying Clinic. The mountains provide several challenges for search and rescuers, and flight clinics help the pilots keep their skills sharp.

year.

The following Addison squadron cadets were honored during the banquet: Maj. Eric Thompson and Capt. Kenneth Horton, the Amelia Earhart Award; 1st Lt. Ryan Bitters, solo wings; and 2nd Lt. Maegan Stevenson, Texas Wing female cadet of the year and the Gen. Billy Mitchell Award.

Senior members who were honored were: Capt. Laurie Gray, outstanding cadet programs officer; 1st Lt. Richard Stephens, outstanding aerospace education officer; and Maj. Melanie Capehart, lifesaving award.

Cadet 2nd Lt. Maegan
Stevenson

TEXAS — Cadets and senior members of the Phoenix Composite Squadron supported an air show at an airport near Fort Worth, Texas.

Squadron members helped with the 2001 Alliance Air Show at Alliance Airport, a large airport just north of Fort Worth.

Cadets helped sell programs to the thousands of visitors who came to the two-day air show, which featured both static displays and aerial demonstrations. Several other organizations also sold programs during the large event.

Each group got 50 cents

for each program sold by their members. The Phoenix cadets sold about 1,000 programs to earn about \$500 for their squadron.

In addition to making money for the squadron, the cadets and senior members were able to increase public awareness of the squadron and CAP and answered many questions from visitors about CAP.

Cadets and senior members also saw several aerial demonstrations which included a performance from the U.S. Navy's Blue Angels team. After the performance, several cadets met some of the Blue Angels and got autographs.

1st Lt. Robert Martin, Phoenix squadron commander, and Cadet Maj. Adam Gross, Phoenix squadron cadet commander, organized the cadets so they worked in shifts to ensure that all of the cadets could see the static displays and exhibits.

Lt. Col. Bob Russell

TEXAS — The Jersey Village Composite Squadron was honored as squadron of the year during the Texas Wing's annual conference in Fort Worth, Texas.

The award is made more impressive because the Texas Wing is a large wing, with 80 squadrons. This was the fifth

time the squadron has received the honor since it was chartered in 1977.

The Jersey Village squadron was chosen for their excellence in CAP's three missions and their involvement in community service.

The squadron performed 20 missions at the request of the U.S. Air Force Rescue Coordination Center at Langley Air Force Base, Va. Three of those were distress missions.

The squadron received the same honors in 1982, 1985, 1986 and 2001.

ROCKY MOUNTAIN REGION

COMMANDER
COL. LYNDA ROBINSON

COLORADO * IDAHO
MONTANA * UTAH
WYOMING

MONTANA — Five cadets of the Lewis and Clarke Composite Squadron were honored by the Montana Air National Guard.

The cadets were surprised when they were presented with

certificates which thanked them for their "exceptional service to the citizens of Montana."

The certificates were presented to the members of the cadet color guard for presenting and retiring the colors in support of the "Salute to the Greatest Generation," a program held in Helena, Mont. to honor veterans of World War II.

According to the certificates, the cadets performed professionally despite short notice.

The squadron was asked to assist with the event ahead of time. Cadets worked to greet the public, distribute programs, escort elderly veterans and their families to reserved seating, and help in other areas as requested.

Just 15 minutes before the program was to start, the five cadets, members of the Rocky Mountain Region color guard team, were asked to fill in to post the colors before several dignitaries and a crowd of about 3,000.

The cadets who received certificates were: 2nd Lt. Noah Schultz; Senior Master Sgt. Luke Bischoff; Master Sgts. Hanna Darelus and Elizabeth Semple; and Senior Airman Timothy Damrow.

After they retired the colors, the cadets were thanked by Judy Martz, Montana governor, and Maj. Gen. John E. Pendergast, Montana adjutant general.

In addition to the certificates of appreciation, the cadets on the color guard also received Montana Air National Guard coins. The military coins are rarely given to civilians.

The Air National Guard color guard was scheduled to post the colors. However, two of the five members were unable to make it because of the change in alert status following the events of Sept. 11.

Other cadets who assisted during the event were: Senior Master Sgt. Daniel Warhank; Senior Airmen Evan Barrett and David Wilkinson; Airman 1st Class Andy Thompson; and Airman Tom Stehr.

1st Lt. Cindy Rand and 2nd Lt. Karen Semple also assisted.

2nd Lt. Karen Semple

UTAH — Members of the

Sevier Valley Senior Squadron worked together to raise funds to help the victims of the terrorist attacks of Sept. 11.

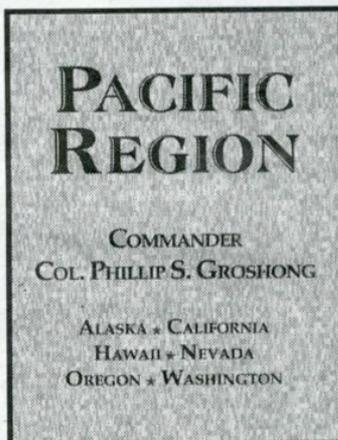
Several senior members from around Richfield, Utah, worked as a team to help victims of the terrorist attacks. They spent hours to make, by hand, a queen-size quilt with eagles sewn in to raise money for CAP's EAGLE Fund.

Rather than selling the quilt, the Sevier squadron seniors are selling raffle tickets, and the person with the winning ticket will get the handmade quilt. The drawing will be held on Nov. 22, Thanksgiving Day.

All of the proceeds from the quilt raffle will go to help victims through the EAGLE Fund.

The Sevier Valley senior members who participated in the project were: Wayne Reese, squadron commander, Rey Sorensen, Janeen Hales, Mel Anderson, Kent Chamberlain, Sue Dalbert, Robert Olds, Glen Black, Steve Blomquist, Lee Holloman, Jeanne Langston and Marilyn Shepherd.

2nd Lt. Joanne Searcy



CALIFORNIA — Four cadets from Skyhawk Composite Squadron represented the Civil Air Patrol at the first ever "Reach For the Stars" Science festival for girls at the University of San Diego on Saturday, October 6.

Dr. Sally Ride, the first American woman astronaut in space, created the festival to support her Sally Ride Science Club. Cadets Andrea DiGiantomasso, Kori Walton, Laurel Day and Kaitlyn Ralston attended a keynote speech by Ride.

During her keynote address, Ride talked about growing up with a deep

interest in science. She told about attending college and applying to NASA for astronaut training and the excitement she felt when she was told she had been accepted.

She also talked about her training, what it felt like to "lift off," how much weightlessness is and other unique features of being an astronaut. She then narrated a slide show of photographs taken from the two space shuttle missions that she had flown.

During the speech, she stressed the importance of science and math knowledge and encouraged young people to consider scientific careers.

After the keynote address, the cadets attended science seminars put on by scientists. They had the choice between 22 different seminars. Examples of some

of the choices they had were: "No Exploration Without Navigation", "A Vision of Earth" and "Kitchen Chemistry etc."

When asked about the seminars, the cadets agreed that they were great. The festival and seminars were created to encourage young people to get involved with science and learn about possible futures in science and technology.

When not attending seminars, the cadets manned a CAP recruiting booth. They talked to hundreds of girls and their parents about the CAP cadet program. They also talked with science teachers, and, along with Steve Williams, Pacific Region aerospace officer, encouraged those teachers to take part in CAP's Aerospace Education programs.

For many cadets, the

most exciting part of the day was meeting Ride. The cadets talked with her for a short time and told her a little about CAP.

1st Lt. Audrey DiGiantomasso

CALIFORNIA — Four cadets and senior members from California's Group 7 joined members of the Coast Guard Auxiliary, San Diego Mountain Rescue and Coronado emergency radio operations for a communications exercise.

Group 7 commander Capt. Mark Criswell and communications officer Capt. Dee Osargent planned the exercise. They hoped it would help bring together different volunteer search and rescue groups in the Southern California area and allow them to practice working with the latest communications



LEFT: Cadets Airman 1st Class Kori Walton, left, and Tech. Sgt. Andrea DiGiantomasso of California Composite Squadron meet Dr. Sally Ride, America's first woman astronaut.



BELOW: Cadets pose with Ride during the 'Reach for the Stars' science festival for middle school girls. Pictured with Ride are, from left, Cadets Airman Kaitlyn Ralston, Airman 1st Class Kori Walton, Tech Sgt. Andrea DiGiantomasso and Airman Lauren Day.

COAST TO COAST

developing the skills necessary to deal with the varied terrain that provides a special element to effective communications in San Diego County. The exercise highlighted two new communications technologies - Slow Scan TV and Automatic Position Reporting Systems.

A base was set up at Adm. Baker Field Army Reserve Center. Ground teams were formed of both senior and cadet members.

The teams began the morning with an introduction to the other organizations participating and a briefing on the goals of the day: learn to communicate between various groups; teach how the new technologies work; and go to the field and put them to actual real-world use.

During the briefing, 1st Lt. Richard Whaley explained the mission. "We are here to learn to integrate technology into what we do, to be more efficient," he said.

The representative for this exercise was Ensign Joe Stevens, a member of both CAP and the Coast Guard Auxiliary. He helped coordinate the communication between CAP and the Coast Guard boats adding a new dimension to the training.

Glen Gerbrand and Kent Tiburski, ham radio operators, represented ARRL and Emergency Services in San Diego County. They shared their expertise by training the CAP members on the use of Slow Scan TV. Everyone learned how to use the Slow Scan TV equipment.

The ground teams were sent outside the base building and practiced communicating with and sending pictures to the base. The local tests were

successful, and the teams were sent to more remote areas to continue testing the technology.

Because the mission base was in a valley, a forward communications post was set up at Mount San Jacinto. Larry Fiddle, El Cajon Composite Squadron commander, to act as relay between the field and mission base.

By the end of the day, the ground teams were as far out as Mission Bay, Calif., using the new radio communication devices, with the cooperation and participation of Joe Stevens, who linked CAP and the Coast Guard Auxiliary in this exercise.

Another ground team took the APRS out to the highest point in San Diego. They climbed the rough terrain and were tracked with special software on a laptop computer at the base. After working out a few glitches the team was tracked.

During training sessions like this exercise the knots are worked out. During a real mission where every minute counts in the race to find the target or complete the mission, the technology can flow smoothly and support the success of the mission. Without adequate training, attempting to use unfamiliar equipment on an actual mission can cause frustration and slow down the mission at critical moments.

Capt. Osargent said she was very excited about the enthusiasm and dedication of the participants who attended this communication exercise and the opportunity to learn and use these new radio communication tools. Also, the participants voiced their support and enthusiasm for this exercise and affirmed their

support for the use of SSTV and APRS communication tools in Civil Air Patrol missions. Future exercises will use these tools plus HF radios.

CALIFORNIA — Members of the John J. Montgomery Memorial Cadet Squadron got a lesson in naval aviation history from a veteran naval aviator.

Retired U.S. Navy Rear Admiral W. Winston Copeland Jr., who has flown over 300 combat missions, made 1,200 arrested landings and logged 4,800 flight hours in 30 types of aircraft, spoke to the squadron during a recent meeting.

Some of the aircraft Adm.

Copeland flew in his career included the F-4 Phantom, F-14 Tomcat, F-15 Eagle, F-16 Fighting Falcon, a YF-17 Cobra prototype, and the F/A-18 Hornet.

Adm. Copeland, known as "Mad Dog" during his career, spoke about some of his experiences as a naval aviator during a 30-minute presentation.

"There were two medals that I never wanted to earn: the Prisoner of War Medal and the Purple Heart. After all was said and done, I was fortunate enough to never have earned them," he said.

Adm. Copeland also commented on his continued interest in the current happenings throughout the world, both

military and civil-related.

When asked what he missed most since retiring from the Navy, Adm. Copeland said it was being around other servicemen. "Most definitely it is the camaraderie with my shipmates. I really miss the people. No matter what occupation one pursues in life, it can't really equal the bond between members within the armed forces," he said.

Cadet Thomas J. Norrie, cadet commander for the Silicon Valley Squadron, presented Adm. Copeland with a certificate of appreciation and one of the unit's patches for speaking to members of the squadron.

Capt. Michael Montgomery Jr.

The Final Salute

Lt. Col. Walter L. Anderson
Bangor-Brewer Composite Squadron
Maine Wing

Lt. Col. Ted Bagan
Offutt Composite Squadron
Nebraska Wing

Lt. Col. Charles L. Burrell
California Wing

Col. Gordon W. Curtiss
Georgia Wing

Lt. Col. Harold M. Dickerson
Greenville Composite Squadron
South Carolina Wing

Lt. Col. William Dobbs
San Francisco Bay, Group 2
California Wing

Lt. Col. Ben C. Harris
Georgia Wing

Maj. Robert L. Hatcher
Nevada Wing

Maj. Arthur J. Hurst
Pikes Peak Senior Squadron
Colorado Wing

Lt. Col. George Jackman
Fort Lauderdale Composite Squadron
Florida Wing

Col. Kenneth C. Jameson
Northeast Region

Lt. Col. James Lee Winter
Bangor-Brewer Composite Squadron
Maine Wing

Maj. David J. Kameck
Somerset County Composite Squadron
Pennsylvania Wing

Capt. Richard N. Leo
Camarillo Composite Squadron
California Wing

2nd Lt. Gary P. Procopenko
Redwood Empire Composite Squadron
California Wing

2nd Lt. Mario G. Quintanilla
Uvalde Composite Squadron
Texas Wing

Capt. Arthur G. Rathje
West Broward Composite Squadron
Florida Wing

Maj. Milton Salzberg
Sarasota-Brandenton Composite Squadron
Florida Wing

Lt. Col. Orville K. Sandaker
San Diego Senior Squadron
California Wing

Lt. Col. Russell E. Sharp
Dothan Composite Squadron
Alabama Wing

Lt. Col. Roy L. Sutton
San Diego Senior Squadron
California Wing

Chaplain (Lt. Col.) Leslie O. Wheeler
California Wing

The Civil Air Patrol News publishes the name and unit of present or former CAP members who have passed away. Notices should be submitted in accordance with CAP Regulation 35-2 and mailed to: CAP/DP, 105 S. Hansell St., Building 714, Maxwell AFB, AL 36112-6332.

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