

**HISTORY OF
GEORGIA
WING**

Civil Air Patrol

Auxiliary of the United States Air Force



1 JANUARY 2015 – 31 DECEMBER 2015

VOLUME 1 - NARRATIVE

HISTORY
of
GEORGIA
WING
Civil Air Patrol

Auxiliary of the United States Air Force

1 January 2015 – 31 December 2015

Prepared by

Lt Col David Brown, CAP

Wing Historian

Reviewed by

Col Richard Greenwood, CAP

Georgia Wing Commander

GEORGIA WING HEADQUARTERS
DOBBINS AIR RESERVE BASE, GEORGIA

Frontispiece



iii
Figure 1. Location of Georgia Wing units.

PREFACE

This history of the Georgia Wing of the Civil Air Patrol (CAP) covers the period 1 January 2015 through 31 December 2015. Throughout CY 2015, Georgia Wing members continued a long tradition of training and service to the citizens of Georgia.

David Brown

Lt Col CAP

Georgia Wing Historian

Georgia Wing Units – 2015

NOTE: Groups are color coded on the frontispiece map with squadron locations represented by matching colored location indicators in the order they are presented below their respective groups. Group I is gold, Group II is blue, Group III is orange, Group IV is purple, Group V is red, and Group VI is green. For example, The orange indicator with a "1" on the map represents the location of Albany Composite Squadron, which is the first squadron listed under "orange" Group III, and the purple "2" indicates Group IV's second listed squadron, which is Brunswick Senior Squadron. This is part of a new method of subordinate unit mapping management instituted by the Georgia Wing Command Staff as part of the Group Realignment plan effective this year of 2015.

GA-001 - Georgia Wing Headquarters

GA-118 – Northwest Atlanta Group 1 Headquarters

GA-003 Atlanta Senior Squadron I

GA-045 Sandy Springs Cadet Squadron

GA-065 DeKalb County Cadet Squadron

GA-090 Cobb County Composite Squadron

GA-129 Bartow-Etowah Composite Squadron

GA-130 Peachtree-DeKalb Senior Squadron

GA-454 Marietta Air Museum Cadet Squadron

GA-119 – Northeast Atlanta Group II Headquarters

GA-112 Gwinnett Composite Squadron

GA-142 Walton County Composite Squadron

GA-156 Barrow-Jackson Composite Squadron

GA-157 Newton County Composite Squadron

GA-452 Clarke County Composite Squadron

GA-815 Rockdale County Cadet Squadron

GA-121 – Central Georgia Group III Headquarters

GA-002 Albany Composite Squadron

GA-014 Griffin Composite Squadron

GA-033 Middle Georgia Senior Squadron

GA-808 Central Fellowship Christian Academy Cadet Squadron

GA-813 Creekside Christian Academy Cadet Squadron

GA-122 – Southeast Georgia Group IV Headquarters

GA-069 Augusta Composite Squadron

GA-072 Brunswick Senior Squadron

GA-075 Savannah Composite Squadron

GA-143 Douglas Cadet Squadron

GA-451 Statesboro Composite Squadron

GA-453 Effingham Cadet Squadron

GA-123 North Georgia Group V Headquarters

GA-152 North Georgia Composite Squadron

GA-160 Gainesville Composite Squadron

GA-447 Dahlonega Senior Squadron

GA-506 Currahee Composite Squadron

GA-507 Ellijay Composite Squadron

GA-124 West Georgia Group VI Headquarters

GA-098 Columbus Composite Squadron

GA-109 Fulton County Composite Squadron

GA-116 Peachtree City-Falcon Field Composite Squadron

GA-153 West Georgia Composite Squadron

GA-154 Sweetwater Composite Squadron

TABLE OF CONTENTS

VOLUME 1 – NARRATIVE

Title Page	ii
Frontispiece	iii
Preface	iv
Georgia Wing Units – 2015	v
Table of Contents	viii
List of illustrations	ix
Chronology	xi
Executive Summary	xv
CHAPTER I – INTRODUCTION	1
CHAPTER II – AEROSPACE EDUCATION	4
CHAPTER III – PROFESSIONAL DEVELOPMENT	8
CHAPTER IV – CADET PROGRAMS	14
CHAPTER V – OPERATIONS	25
CHAPTER VI – COMMUNICATIONS/IT	30
CHAPTER VII – LOGISTICS/ TRANSPORTATION	33
CHAPTER VIII – GOVERNMENT RELATIONS	34
APPENDIX I – LINEAGE AND HONORS	46
APPENDIX II – 2015 AWARDS	47
APPENDIX III – GEORGIA WING COMMANDERS	49
APPENDIX IV – GEORGIA WING EMBLEM	51
APPENDIX V – HISTORICAL NOTES	53
GLOSSARY OF ABBREVIATIONS AND ACRONYMS	131
LIST OF SOURCE DOCUMENTS	133

LIST OF ILLUSTRATIONS

Figure and Page

Figure 1. Location of Georgia Wing units.....	iii
Figure 2. Astronaut Eric Boe in orbit aboard the ISS with one of his old Georgia Wing patches.	6
Figure 3. Participants and staff from the 26-27 June 2015 Training Leaders of Cadets Course.....	9
Figure 4. Colonel Richard Greenwood	11
Figure 5. GAWG Encampment 2015 Group Photo.....	15
Figure 6. Even waiting for chow is a time to utilize for academic training.	16
Figure 7. Cadets about to head out on an orientation flight.	17
Figure 8. Orientation pilots provided orientation flights to cadets at multiple locations and times throughout the year.....	18
Figure 9. 94th Airlift Wing C-130 and GAWG Cessna 182.....	20
Figure 10. GAWG Cessna 182 at Academy Day.	22
Figure 11. CAP cadets assist the USMC Reserve with the Toys For Tots program.	23
Figure 12. Lest we forget.	24
Figure 13. Georgia Wing aircraft stand mission ready.....	26
Figure 14. A CAP photo of the Santee River Dam in South Central South Carolina	27
Figure 15. Another view of the widespread flooding	29
Figure 16. GAWG repeaters are located at various sites around the state to support operations and training.	31
Figure 17. Georgia Wing participation in CAP Day at the Georgia State Capitol.....	35
Figure 18. CAP-USAF Commander visits Georgia Wing Headquarters.	43
Figure 19. Col Kotula assumes command of Detachment 4, CAP-USAF.....	45
Figure 20. General Sir James Edward Oglethorpe.	54
Figure 21. Georgia Provincial Companies.	56
Figure 22. A private in Oglethorpe's 42nd Regiment of Foot.	57
Figure 23. Battle of Bloody Marsh Memorial Plaque at battle site.	58
Figure 24. (Above) Macon Guards, circa 1870. (Below) Wilkes Guards, circa 1890.....	60
Figure 25. Governor E.D. Rivers.	62
Figure 26. Governor Eugene Talmadge.....	63
Figure 27. Major L.G. Mason and his staff of Atlanta Squadron 1 getting ready for an airshow back in late spring 1941. Atlanta Squadron 1 still exists, as Civil Air Patrol Squadron GA-003.	64
Figure 28. Air Patrol members stand ready for inspection at McKinnon Field, St Simons Island, GA, May 1941. This location would later become activated as Coastal Patrol Base 6.....	65
Figure 29. Georgia Wing's first Wing Commander.	66
Figure 30. Winship Nunnally was president and son of the founder of this company.....	67
Figure 31. Winship Nunnally, Jr.	68
Figure 32. Winship Nunnally hunting in Homosassa Springs, Florida 1946.....	69
Figure 33. Georgia Defense Corps (Aviation Division) and GSDC Air Patrol pilot wings, 1940-41.	70
Figure 34. Georgia's first "Wing Patch"	71
Figure 35. Air Patrol members, Spring 1941.....	73
Figure 36. Georgia Wing Commander Lt Col Winship Nunnally, Atlanta Squadron 1 Commander Major L.G Mason, and a Georgia National Guard officer inspecting the CAP Tow Target unit at Albany Municipal Airport 1942. Please note the Georgia State Defense Corps patch on the flight jackets.....	77
Figure 37. Georgia State Guard troops, ready to protect vital state facilities.....	81
Figure 38. Coastal Patrol Base 6 Base Commander Major Thomas H. Daniel.	84

Figure 39. Air Patrol emblem mandated by Governor Talmadge.....	84
Figure 40. Coastal Patrol Base 6 pilot on patrol in 1942.....	87
Figure 41. GAWG Commander Lt Col Nunnally inspecting CP Base 6, 1942.	88
Figure 42. GAWG marksmanship training by Georgia State Guard in 1942.	89
Figure 43. CAP assists Georgia State Guard with training in 1942.....	90
Figure 44. CAP assists with recruiting Army Aviation cadets, Savannah 1943.	91
Figure 45. GAWG Ground Team responds to "victim" during a SAREX in 1942.	92
Figure 46. Georgia Wing members in drill exhibition circa 1943.....	93
Figure 47. The Air Medal (front view).....	95
Figure 48. Citation accompanying award of the above listed Air Medal.....	96
Figure 49. Back view of an Air Medal awarded to a CAP member in recognition of his wartime service..	96
Figure 50. Belligerency Certificate issued to CAP members by the USAF.....	97
Figure 51. NHQ memo to accompany Certificate of Honorable Service.	98
Figure 52. Gold Star Banner for fallen CAP members.....	99
Figure 53. Army Issue Colt M1911 of type issued to CAP Coastal Patrol personnel.	100
Figure 54. Armed CP Base 6 CAP aircraft being fueled up for antisubmarine mission - 1943.	101
Figure 55. Captain James P Knott and CP Base 6 clerk Laura Jane McClain in Base Operations, 1943. Note .45 pistol on pistol belt.	101
Figure 56. 100-lb bomb of type carried by CAP aircraft during the war.....	102
Figure 57. B-7 Bomb shackle the Army used to mount bombs to aircraft used on CAP Coastal Patrol missions.....	103
Figure 58. CAP Coastal Patrol Base 6 aircrew returning from a patrol mission - St Simons Island, GA - 1943.	105
Figure 59. Coastal Patrol Base 6 Veteran Robert Argo being presented his Congressional Gold Medal in person at his home in Athens.	107
Figure 60. Obverse of the Congressional Gold Medal. The image of a ship being escorted by an armed CAP aircraft on the medal is inspired by a photo taken by personnel of CAP Coastal Patrol Base 6 at St Simons Island of an actual escorted ship off the coast of Georgia.....	108
Figure 61. While not exactly the same exact model of ship shown on the medal, this photo taken by Coastal Patrol Base 6 personnel does indeed bear a striking resemblance to the one emblazoned upon the medal.	109
Figure 62. First ELT Test at Georgia's Russell Field in Rome, GA in 1968.....	112
Figure 63. Map from first ELT test.	113
Figure 64. AAF Interceptor Command memo - 1942.....	116
Figure 65. GAWG CAP unit flag from the Georgia State Capitol military unit flag collection.....	119
Figure 66. Georgia Humanitarian Service Award Ribbon.	121
Figure 67. State of Georgia Aide-de-camp appointment.....	123
Figure 68. On the Air Force Team, circa 1957.....	124
Figure 69. Georgia Wing Patch, 1992-2011	125
Figure 70. An effective force-multiplier. From the 1959 Air Force Blue Book.....	125
Figure 71. Georgia Wing Patch, 2011-present.....	126
Figure 72. An article on Col Limmer from the Civil Air Patrol News.	129
Figure 73. A photo from the now-famous C-130 aircraft carrier test.....	130

CHRONOLOGY – 2015

January

- 13 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
- 13 CAP-USAF Commander Visits Georgia Wing HQ
- 31 Group II SAREX, Lawrenceville, GA
- 31-Feb 1 Corporate Learning Course, Peachtree City, GA

February

- 10 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
- 10 Georgia Wing Safety Day
- 16 Scanner and Observer Training, Lawrenceville, GA
- 20-22 Operation Frostbite Cold WX Ground Exercise, U.S. Army Ranger Training Camp Frank D. Merrill Hawk Mountain Field Training Site, Dahlonega, GA, and Pine Log Training Base, Canton, GA
- 21 Coastal Patrol Base 6 Veteran Robert Argo presented Congressional Gold Medal, Athens, GA
- 21-22 Squadron Leadership School, Peachtree-DeKalb Airport, Chamblee, GA
- 26 CAP Legislative Day, Washington, DC
- 27-28 Winter Command Council, Washington, DC

March

- 6-7 ICS-300 Course, Dobbins Air Reserve Base, GA
- 10 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
- 11 Civil Air Patrol Day, Georgia State Capitol, Atlanta, GA
- 21 Group I SAREX, Cartersville, GA
- 21-22 Cadet Programs, Thunder In the Valley Airshow, Columbus, GA
- 28-29 GEMA Statewide Multiagency Exercise, Macon, GA
- 29-30 ICS-300 Course, Dobbins Air Reserve Base, GA

April

- 10-12 GAWG Conference, Stone Mountain, GA

14	GAWG Staff Meeting, Dobbins Air Reserve Base, GA
18-19	Cadet Programs, CAF Dixie Wing WWII Heritage Days, Peachtree City, GA
25	GAWG/ALWG Joint SAREX, Fort Payne, AL
25-26	Cadet Programs, Vidalia Onion Festival Airshow, Vidalia, GA
May	
2	Wing Staff CPR Training, Dobbins Air Reserve Base, GA
9	Military Academy Day, Dobbins Air Reserve Base, GA
10-12	Cadet Programs, U.S.S. Yorktown Trip, Charleston, SC
12	GAWG Staff Meeting, Dobbins Air Reserve Base, GA
15-16	"Constant Watch 2015" Communications Exercise
16	Group I SAREX, Cartersville, GA
16-17	Unit Commander's Course, Dobbins Air Reserve Base, GA
23	GAWG SAREX, Lawrenceville, GA
24-30	National Staff College, Maxwell Air Force Base, AL
30	Peachtree-DeKalb Airport Good Neighbor Day, Chamblee, GA
June	
3-7	Southeast Region Conference, Peachtree City, GA
9	GAWG Staff Meeting, Dobbins Air Reserve Base, GA
11-13	National Legal Officer's College, Atlanta, GA
13-14	Squadron Leadership School, Williamson, GA
13-14	Training Leaders of Cadets Course, Kennesaw, GA
25-29	Cadet Programs, Glider Instruction Program, Warm Springs, GA
27-28	Training Leaders of Cadets Course, Albany, GA
July	
5-11	Southeast Region University-Joint Region Staff College and Region Cadet Leadership School, McGhee-Tyson Air National Guard Base, TN
11	Cadet Programs, EAA Fly-in, Gainesville, GA

- 12-18 Cadet Programs, SER Glider Flight Academy, Tullahoma, TN
- 14 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
- 18-19 AFRCC Basic Inland SAR Course, Chamblee, GA
- 19-25 GAWG Encampment, Marine Corps Logistics Base, Albany, GA

August

- 11 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
- 15 Group II SAREX, Lawrenceville, GA
- 22-23 GEMA SAREX and COMMEX, Macon, GA
- 27-29 GAWG contingent attends CAP National Conference and Command Council meeting, Orlando, FL

September

- 5 ES Skill Evaluation and Cadet O-Flights, Lawrenceville, GA
- 8 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
- 11 In memory of those lost on 9-11, all GAWG active powered airframes were in the air performing active missions, except one. The one not flying represented the “missing man”, in memory of those who perished aboard the hijacked airliners that tragic day.
- 12-13 Cadet Programs, Warbirds Weekend Historic Aircraft Airshow, Peachtree-DeKalb Airport, Chamblee, GA
- 12-13 Corporate Learning Course, Ellijay, GA
- 25 Southeast CAP-USAF Liaison Region Change of Command, Dobbins Air Reserve Base, GA
- 25-27 ICS-300 Course, Albany, GA

October

- 3-4 Cadet Programs, Wings Over North Georgia Airshow, Rome, GA
- 12-14 Air Force Association Air and Space Conference and Exposition, Fort Washington, MD
- 13 GAWG Staff Meeting, Dobbins Air Reserve Base, GA

17 Cadet Programs, EAA Fly-in, Blairsville, GA
 17 Urban SAR Direction Finding Training, Lawrenceville, GA
 17-18 Group III SAREX, Peachtree City/Columbus/Macon/Griffin, GA
 23-25 ICS-400 Course, Albany, GA
 23-25 Wing HQ Staff Assistance Visit, Dobbins Air Reserve Base, GA
 24-25 SER Cadet Competition, Marine Corps Logistics Base, Albany GA
 31-Nov1 Cadet Programs, Great Georgia Airshow, Peachtree City, GA

November

7-8 Squadron Leadership School, Lawrenceville, GA
 10 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
 14 Cadet Programs, Aerofest Airshow, Jefferson, GA
 14 Training Leaders of Cadets Course, Ellijay, GA
 21 Orientation Flights and Aerospace Education Day, Covington, GA

December

1 GAWG members celebrate CAP's 74th anniversary
 1 GAWG Annual Christmas Party, Smyrna, GA
 5 Currahee Squadron 508 assists with USMC Toys for Tots program, Toccoa, GA
 8 GAWG Staff Meeting, Dobbins Air Reserve Base, GA
 12,19, and 26 Members of GAWG participated in Wreaths Across America, including decorating graves of GAWG members who served in the U.S. Military

EXECUTIVE SUMMARY

The Georgia Wing in 2015 made considerable progress in cadet programs and operations. Over the course of the year the squadrons in the state were active in their local communities and the leadership of the wing increased its visibility and operations.

Throughout the year, the wing took part in several training exercises for operations and emergency services. Table top exercises prepared the wing for graded SAREXs and other training exercises. The wing met staffing requirements for Department of Homeland Security (DHS), United States Air Force (USAF), and Georgia Emergency Management Agency (GEMA) missions without delay. It worked alongside and in concert with several other Federal, State, and local agencies and officially sanctioned volunteer groups with mutual interests and complementary mission goals in service of the community, state, and nation. In addition, the Wing and its units hosted several public events. As 2015 came to a close, the wing honored the past and present.

CHAPTER I – INTRODUCTION

GEORGIA WING ORIGINS

The Georgia Wing, as a unit of the national Civil Air Patrol organization, completed its 74th year of service to the people of the State of Georgia and to the United States of America. On 16 April 1941, His Excellency, Georgia Governor Eugene Talmadge issued an executive order reorganizing Georgia's State Guard that had been in existence in one form or another since 1733, renaming it as the Georgia State Defense Corps and expanding it into 3 commands. Those 3 units were the ground-forces based Georgia State Guard, the Georgia Military Police, and the air-forces based Air Patrol. The Governor appointed Colonel Ryburn G. Clay as commander of the GSDC, and Lt. Col. Winship Nunnally as commander of the Air Patrol. As the air branch of the GSDC, this Air Patrol unit was responsible for performing air missions for the State of Georgia, in place of the absent Georgia National Guard air units. Colonel Nunnally, who was an acquaintance of Gill Robb Wilson from their National Aeronautic Association days, (having had a son who had served in the Royal Air Force in the interwar years) saw war just over the horizon, and endorsed the idea of somehow merging Georgia's Air Patrol into part of a larger nationwide organization being touted by Wilson and General J.F. Curry. Shortly thereafter, on 1 December 1941 the national-level Civil Air Patrol organization was established, 9 days before the GSDC ground units were called to duty under Brigadier General Omar Bradley. Colonel Nunnally continued duties as the first Commander of Georgia Wing Civil Air Patrol through the war years.

WING ORGANIZATION AND STATUS

The Georgia Wing is presently headquartered at 800-A Dobbins Patrol Road, Hangar 5, Room 2110, at Dobbins Air Reserve Base in Marietta, GA, near Atlanta. Descending from Wing Headquarters, there are 6 subordinate groups and 33 squadrons and flights. As of 31 December 2015, total membership included 1029 senior members and 883 cadets. There are 13 single-engine CAP aircraft, 1 glider, and 26 CAP vehicles assigned to the wing. The wing maintains 11 VHF/FM repeaters, 189 VHF/FM stations, and 26 HF stations.

For CY2015, the wing operated under the command of Colonel Richard Greenwood, who sought to maintain complete staffing and operations of all wing directorates. Increases in wing operations and cadet program activities are a testament to the volunteer hours of the wing, group, and squadron staffers state-wide. Federal budget issues imposed concerns and occasional headaches on wing planning, but in way no way did budgetary issues impact the ability of GAWG personnel to respond to staffing requests from state and federal agencies.

In order to help carry out the Wing's assigned missions, the Wing Command Staff selected competent, professional specialists from amongst the GAWG membership, to serve on the Georgia Wing Staff. As of the beginning of CY 2015, these were the personnel currently serving on the Wing Staff:

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

Jeff Baggett	Capt	Administration
Will Hargrove	Lt Col	Stan/Eval
Brett Slagle	Lt Col	Operations
Marl McCracken	Lt Col	Emergency Services
Shirley Arnold	Lt Col	Personnel
Samuel B. Levie	Maj	Communications & IT Officer
Thomas Welty	Capt	Communications Engineering Officer
Daniel L. Cook	Capt	Wing Webmaster
Shannon Williams	Maj	Cadet Programs Officer
Patrick Zarnik	Lt Col	Professional Development
Christopher Savage	Lt Col	Safety Officer
Linda Minor	Capt	Aerospace Education
Deborah Huffman	Maj	External Aerospace Education
Michael E. Crowe	Lt Col	Logistics
P. Owen Snider, Jr	Lt Col	Assist Logistics & Property Management Officer
Bobby Rickels	Capt	Counter Drug Officer
Marilyn Bridges	Capt	Drug Demand Reduction
Elise Whitworth	Lt Col	Chaplain
Jonathan Lartigue	Maj	Public Affairs & Marketing
Tim Ledford	Capt	Recruiting and Retention
Randy Sumner	Lt Col	Medical Officer
Ronald C. Clark	Maj	CISM
Jeffrey Chiu	Maj	Legal Officer
Barry Loudermilk	Lt Col	Government Relations Advisor
David Brown	Lt Col	Historian
Gwen Brown	Maj	Assistant Historian

CHAPTER II – AEROSPACE EDUCATION

WING STAFF

Director of Aerospace Education Capt Linda Minor

Assistant Director (External) Maj Deborah Huffman

NARRATIVE

Capt Linda Minor and her staff made notable strides support of CAP's aerospace education (AE) mission in 2015. Luckily, Georgia as a state is blessed with a variety of aerospace-related museums and other facilities which both contribute to and enhance this mission, including museums such as The National Museum of the Mighty Eighth Air Force near Savannah, The Robins Air Force Base Museum of Aviation, near Warner Robins, The Tellus Science Center near Cartersville, and DeKalb County's Fernbank Science Center near Atlanta. CAP has full-time representation at Fernbank in the person CAP Major (and Dr.) Deborah Huffman who serves as the institution's Aerospace Instructor.

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

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

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

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



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

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

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

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

CHAPTER III – PROFESSIONAL DEVELOPMENT

WING STAFF

Director of Professional Development Lt Col Patrick Zarnik

NARRATIVE

The wing held several PDO activities around the state in CY2015. The first, activity, a Corporate Learning Course on 31 January – 1 February, took place in Peachtree City, GA. Later, on 21 – 22 February, the Wing held a Squadron Leadership School at Chamblee, Georgia, and an ICS-300 Course was held on 6 – 7 March at Dobbins Air Force Base, and yet another ICS-300 Course was held again at Dobbins on 29 – 30 March.. On 10 – 12 April, the Wing held its annual Georgia Wing Conference in Stone Mountain, GA, followed on 16– 17 May by a Unit Commander's Course at Dobbins Air Reserve Base, GA. Georgia Wing members and attendees from other wings had a chance to expand their Professional Development at the annual Southeast Region Conference held 3 – 7 June at the same facility in Peachtree City, GA that the GAWG Conference was previously held, with many GAWG members taking advantage of the Region Conference being held in such a convenient and central location.

Later that same month, on 18 – 19 May, the Wing sponsored a Squadron Leadership School in Williamson, GA and also Training Leaders of Cadets Course in Kennesaw, GA the same day, followed later that month by another TLC course held on 27– 28 June in Albany, GA. That was followed by another Corporate Learning Course held 12 – 13 September in Ellijay, GA, plus an ICS-300 Corporate Learning Course held 25– 27 September in Albany,

GA, an ICS-400 Course held 23 – 25 October in Albany, GA, to help prepare the membership for upcoming missions in CY 2016. The year was rounded out by the final Squadron Leadership School of the year on 7 – 8 November, and a final Training Leaders of Cadets Course on 14 – 15 November.

Figure 3. Participants and staff from the 26-27 June 2015 Training Leaders of Cadets Course.



Professional “LEADERSHIP” Development (by Lt Col Zarnik)

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

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

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

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

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

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

Thanks for your service to America;

Patrick Zarnik Lt Col CAP

DPD/GA Wing HQ”

Figure 4. Colonel Richard Greenwood

Colonel Richard Greenwood Biography



Colonel Richard J. Greenwood is the Commander of the Georgia Wing, Civil Air Patrol. As such he exercises command authority over the nearly 2000 volunteer professionals in the

Georgia Wing. He also serves as a member of the Civil Air Patrol Command Council, advising the National Commander on operational matters affecting the members under his command.

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

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

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

His CAP Awards and Decorations include the Silver Medal of Valor, multiple Exceptional Service Awards, multiple Meritorious Service Awards, the National Commander's Commendation, the Region Commander's Commendation, and multiple Commanders' Commendations, the Achievement Award, the National Commander's Unit Citation, numerous

Unit Citations, the Gill Rob Wilson Award, and numerous others. Colonel Greenwood has been awarded CAP Command pilot Wings, Master Incident Commander Badge, Master Ground Team Badge, and the Command Council Badge.

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

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

CHAPTER IV – CADET PROGRAMS

WING STAFF

Director of Cadet Programs

Maj Shannon Williams

Drug Demand Reduction

Capt Marilyn Bridges

NARRATIVE

During CY 2015, the Georgia Wing Cadet Programs Directorate had a very busy year, with an annual encampment, orientation flights, airshows and other activities in addition to the regular cadet training offered at the unit level. This is covered in more detail in the paragraphs as follows.

Georgia Wing Encampment

Continuing a tradition dating back decades, the 2015 GAWG Encampment took place at the U.S. Marine Corps Logistic Base (MCLB) in Albany, GA from 19 – 25 July. A total of nearly 200 cadets and a capable staff senior members collectively made the encampment a complete success. Under the leadership of the Encampment Commander and Encampment Cadet Staff, all the cadets who completed this worthwhile program graduated from the encampment on 25 July. Basic Cadets were educated in customs and courtesies, aerospace education, drill, character development and more. Meanwhile, cadet staffers were improving their leadership skills by training and mentoring junior cadets. The encampment events included orientation flights, DDR projects, aerospace education projects, emergency services training, drill practice, and tours of MCLB Albany, among other activities. While the greater majority of the cadet were from Georgia, there also cadets attending from several other states.

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

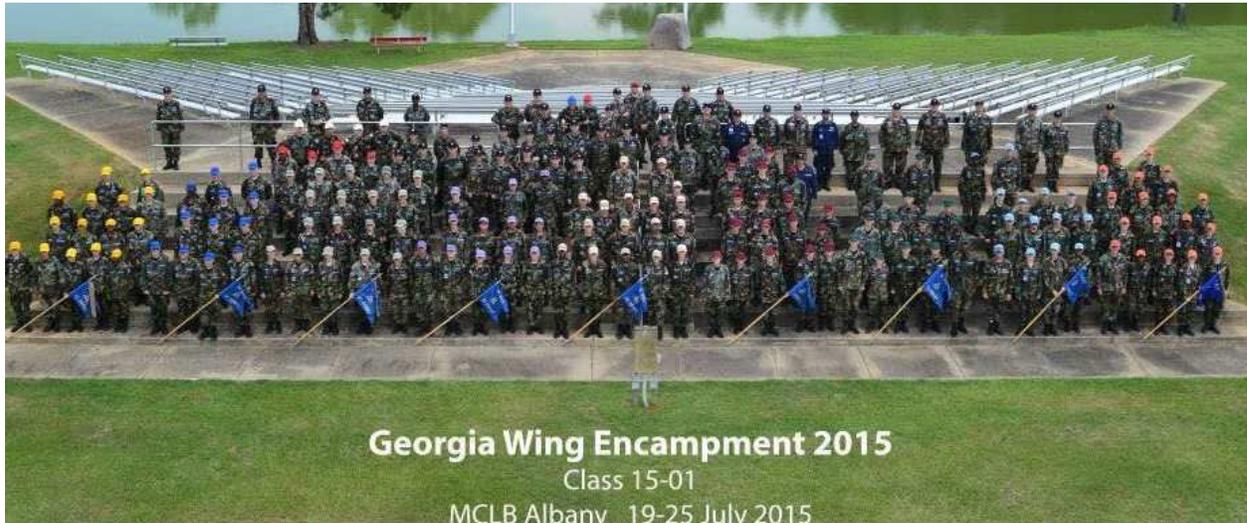


Figure 5. GAWG Encampment 2015 Group Photo.



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

Cadet Orientation Flights

During CY 2015, Georgia Wing cadets had a variety of opportunities to take part in orientation flights, as well as other flight training, in several powered aircraft and gliders. These included the Glider Instruction Program in Warm Springs, GA on 25 – 29 June, and the Southeast Region Glider Flight Academy in Tullahoma, TN. As high a number of powered orientation flight hours were flown in the Wing, the percentage of glider flight hours were even moreso. As of 6 September 2015, Georgia Wing became the Number 1 Wing in the Nation in glider utilization, exceeding 340 sorties flown by Georgia Wing members.



Figure 7. Cadets about to head out on an orientation flight.



Figure 8. Orientation pilots provided orientation flights to cadets at multiple locations and times throughout the year.

Georgia Air Shows

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

During CY 2015, CAP cadets were able to attend the “Thunder In the Valley Airshow” in Columbus, GA on 21 – 22 March; The "Commemorative Air Force Dixie Wing WWII Heritage Days" in Peachtree City on 18 – 19 April; the “Vidalia Onion Festival Airshow” in Vidalia, GA on 25 – 26 April; the "Peachtree-DeKalb Airport Good Neighbor Day in Chamblee, GA on 30

May; the "EAA Fly-in" held in Gainesville, GA on 11 July; 21 – 22; the Atlanta Warbird Weekend Historic Aircraft Airshow” in Chamblee on 12 – 13 September; the “Wings Over North Georgia Airshow” in Rome on 3 – 4 October; another "EAA Fly-in" in Blairsville on 17 October; "The Great Georgia Airshow” in Peachtree City, GA on 31 October – 1 November; and the "Aerofest Airshow in Jefferson, GA on 14 November.

Academy Day/USAF Academy Seminar and Forum

While not strictly a CAP-only activity, Georgia Congressional Delegation hosted the largest Armed Forces Academy Day in the U.S. on 9 May at Dobbins ARB where more than 1,100 attendees, including some GAWG cadets, were given information during an open house on the application process for admission into a military service academy.

Col. Brett Clark, the Dobbins 94th AW commander, gave the opening and closing remarks for the event, letting the applicants know how thankful he was for their interest in attending a service academy and the potential service they will perform for their country.

"Our U.S. service academies have a long tradition of excellence in education and training our nation's leaders," said Clark. "Many young people from Georgia graduated from these academies. America's Armed Forces are the best at what we do and it is an honor to serve with them."

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

Isakson also explained how the process for being granted a Congressional nomination would unfold for potential applicants.

"Everyone in Congress has an academy board that reviews applications to the academies," said Isakson. "We rate and rank them. In Georgia there is not political process whatsoever. This is a competitive process. You will be competing when you apply to academies with other applicants sitting here and others who will apply later on. Our selection committee makes the final recommendations on who we will nominate, and then the academies will make the decision on who they will ultimately extend offers to."

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



Figure 9. 94th Airlift Wing C-130 and GAWG Cessna 182.

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



Figure 10. GAWG Cessna 182 at Academy Day.

Toys For Tots

The Currahee 508 Squadron, Georgia Wing Civil Air Patrol, did their part to assist the local U.S. Marine Corps Reserve contingent in their yearly “Toys For Tots” drive to help underprivileged children to receive a toy at Christmas. Support provided on 5 December 2015 included helping gather toys outside the local Wal-mart, under the watchful eyes of the squadron's senior staff, in concert with the Marine Corps reservists, in association with members of several other local nonprofit groups who were rotating through assisting the USMC Reserve with this worthy event.



Figure 11. CAP cadets assist the USMC Reserve with the Toys For Tots program.

Wreaths Across America

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

Legal Officer, and eventually on the National Commander's Staff as National Legal Officer, is interred there, and he was honored with a wreath during the same wreath laying ceremony as his fellow veterans. Also of note, this year wreaths were also placed at Atlanta's Westview Cemetery on the grave of Lt Col Winship Nunnally, Georgia Wing's first Wing Commander, as well as two other members of the Nunnally family who served in Civil Air Patrol in World War II, and one whom served in the Royal Canadian Air Force.



Figure 12. Lest we forget.

CHAPTER V – OPERATIONS

WING STAFF

Director of Operations	Lt Col Brett Slagle
Standardization-Evaluation	Lt Col Will Hargrove
Emergency Services Officer	Lt Col Marl McCracken
Counter Drug Officer	Maj Keith Walker

NARRATIVE

With all airframes in service, the GAWG accrued considerable flying hours in operations and for cadet orientation rides. For CY2015, the Wing's complement of 246 aircrew members amongst the Wing's 1014 emergency responders, flew 3500 hours, of which 1308 flights were cadet orientation rides. Overall, during 2015, the wing was involved in 19 search and rescue missions, resulting in 16 finds. In addition, GAWG flew 12 other state support missions, which were an excellent “return on investment” to both the people and the government of the State of Georgia, as the Wing's state funding for 2015 of \$75,308 resulted in an over \$5,455,111 value of volunteer hours provided by the membership of the Wing.

In addition to the many actual missions that the Wing took part in during CY 2015, the Wing held a large number of SAREX missions at different locations across the Wing. Having these missions at more sites across the state allowed the maximum number of members across the Wing to have training provided as close as reasonably possible to the local squadrons. As the operational area of the Wing encompasses the entire state, and Georgia is the largest state

east of the Mississippi River, with wide variations in topography and thus different type search methods used more effectively in various areas of the state, it makes sense to have the number of different missions that were held. From the relatively flat farmland and lightly wooded areas south of Macon, to the Coastal areas along the Atlantic Ocean of Brunswick and St. Simons Island, to the Urban DF areas in the suburbs of Atlanta, to the rolling hills near Dawsonville and Dawson Forest, to the mountains above Dahlonega at Hawk Mountain, and even small patches of desert near the Tennessee border near Copper Hill, Georgia Wing members have been able to receive specialized training appropriate to be able to prosecute missions safely and successfully under a variety of environmental conditions, to be a more mission effective force.

Figure 13. Georgia Wing aircraft stand mission ready



CAP Response to neighboring South Carolina's "1000 Year Flood"

Figure 14. A CAP photo of the Santee River Dam in South Central South Carolina



The Civil Air Patrol made 81 flights the week of Oct. 5, spending 156 hours in the sky above flood-drenched South Carolina. The flights were being made in response to deadly flooding that South Carolina Governor Nikki Haley called a “thousand-year” event, which had claimed scores of lives.

“Civil Air Patrol is on the front lines supporting search and rescue, disaster assessment and relief efforts in South Carolina,” said Middle East Region Commander, Col. John Knowles. “Col.

Francis Smith, the wing commander in South Carolina, is leading a team of dedicated airmen from across multiple wings and regions.” Aircrews from South Carolina, North Carolina, Maryland and Georgia Wings flew sorties beginning almost immediately after the weather cleared.

The multiple aircrews were tasked with taking aerial photos of the flooding for emergency officials on the ground. The images, taken with CAP’s geotagging-capable cameras, provided officials with real-time information that helped them assess damages and assign critical response resources more efficiently.

“As you can well imagine from seeing all that has been in the news over the last several days, our South Carolina Wing personnel, as well as members from neighboring wings and regions, are assisting in the disaster relief efforts there, and doing great work,” said John Desmarais, CAP National Headquarters Director of Operations, in an email to CAP commanders, staff and responders shortly after the beginning of CAP taskings in response to the emergency. In the message, commanders were encouraged to ask CAP members in their wings to assist Federal Emergency Management Agency Headquarters GIS staff in reviewing the images through online crowdsourcing tools fielded by crisis mapping volunteers via FEMA’s GeoPlatform.

“We know many of you want to help even at a distance,” said Desmarais. “If you could encourage your members to go to the provided url, click on Image Ranking, follow the instructions and take the time to review some imagery, we’d really appreciate it”.



Figure 15. Another view of the widespread flooding

"This crowdsourcing helps FEMA make many decisions and helps people in the affected areas." Many Georgians, as well as equally qualified responders from other wings, answered the call, and indeed help speed the process of recovery from this unusual weather event.

CHAPTER VI – COMMUNICATIONS/INFORMATION TECHNOLOGY

WING STAFF

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

NARRATIVE

Throughout the year, GAWG Communications continued to serve as “the voice of command” . The Wing Communications Staff, along with Communications personnel from across the state, conducted individual training of GAWG personnel, to enable the Wing's personnel to effectively make use of Air Force-funded communications assets, including 11 VHF Repeaters, 189 VHF stations, and 26 HF stations, in support of CAP's 3 primary missions. A region-wide Air Force-sponsored communications exercise called “Constant Watch 2015” was also held on 15 – 16 May to test the ability of CAP members to effectively provide communications support during a regionwide emergency.



Figure 16. GAWG repeaters are located at various sites around the state to support operations and training.

Georgia Wing Website undergoes major overhaul

Back in 2013, the GAWG Information Technology team debuted a brand new Georgia Wing website, now sitting on a dedicated server and developed in Wordpress-- an excellent content

management system. The new site was a complete re-write from the old website and was the culmination of many months' work on the part of the Georgia Wing information technology team. It consists of two websites; the public website with general information, plus a password-protected "members" site, developed to support the personnel of Georgia Wing. All GAWG members were encouraged to make use of this excellent information management tool. In 2015, this much-improved website underwent an extensive overhaul that enabled the same content to be seen whether on a desktop, tablet or phone, and in both landscape or portrait orientation. Since the number of touchscreen-based computing devices sold since 2010 have exceeded the number of traditional "desktop" type computers, with ever increasing percentages of portable touchscreen devices becoming the new normal. Georgia Wing now routinely uses secure web content and such devices in support of CAP operations in a manner reminiscent of several classic science fiction television series of a generation. In Georgia Wing, the future has arrived.

CHAPTER VII – LOGISTICS/TRANSPORTATION

WING STAFF

Logistics Officer Lt Col Michael Crowe

NARRATIVE

The Georgia Wing Logistics Department is quite pleased with the performance of its fleet of vehicles and those members who kept them rolling in 2015. All vehicles in the wing passed their annual inspections in 2015.

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

GAWG vans supplied transportation for all major activities in 2015.

CHAPTER VIII – GOVERNMENT RELATIONS

WING STAFF

Government Relations Advisor Lt Col Barry Loudermilk

NARRATIVE

On 13 March, About 80 members from 18 squadrons turned out for Civil Air Patrol Day at the state Capitol, promoting the organization's missions and its contributions to local communities.

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

- Leadership of the Georgia House of Representatives morning devotion by Chaplain Lt Col. Elise Whitworth, the wing's chaplain, who told the senators that "one of the secrets of leadership is having faith, vision and being willing to step forward and lead." Civil Air Patrol National Chief of Chaplains Col James Hughes performed a similar role in the Georgia Senate.

- A "meet and greet" with Senators Miilar, Albers, Untermann, Jackson, Ginn, and other CAP legislative sponsors under the Gold Dome.

-A group photo with Georgia Governor Nathan Deal.

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



Figure 17. Georgia Wing participation in CAP Day at the Georgia State Capitol.

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

During the 2015 Georgia Legislative session, 2 resolutions specifically honoring the Georgia Wing CAP, were introduced during the session. The text of these, as introduced in the Georgia State House and Senate, respectively, are included in the immediate following pages.

LC 108 0106

House Resolution 130

By: Representatives Rogers of the 10th, Ralston of the 7th, Cheokas of the 138th, Rakestraw of the 19th, Strickland of the 111th, and others

A RESOLUTION

1 Recognizing March 11, 2015, as Civil Air Patrol Day at the capitol, commending the
2 volunteers of the Civil Air Patrol for their service to the citizens of Georgia, and inviting
3 them to appear before the House of Representatives; and for other purposes.

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

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

11 WHEREAS, Civil Air Patrol air and ground teams perform over 90 percent of inland search

12 and rescue missions tasked by the Air Force Rescue Coordination Center; and

13 WHEREAS, the Georgia Wing of the Civil Air Patrol consists of over 1,900 volunteer

14 members in 45 squadrons and four groups located throughout this state; and

15 WHEREAS, Georgia Wing squadrons have been awarded the National Squadron of

16 Distinction in 2008 and 2009, the Southeast Region Squadron of Distinction in 2010, and

17 numerous other awards for Counter Drug, Emergency Services, and Cadet Programs; and

18 WHEREAS, Georgia Wing members are an intricate component of our national defense who

19 volunteer their services, time, and resources to actively support the Civil Air Patrol by

20 conducting missions in homeland security, disaster relief emergency services, search and

21 rescue, counter drug, aerospace education, and cadet programs; and

22 WHEREAS, their contributions to our state were evidenced in 2012 through their efforts in

23 locating several missing aircraft and people in Georgia, locating and silencing numerous

24 activated distress beacons, conducting "Sundown Patrols" in South Georgia, and conducting

25 joint exercises with local emergency agencies throughout this state; and

26 WHEREAS, Georgia Wing volunteers also supported the Governor's Task Force for Drug

27 Suppression and other antidrug efforts, honored more than 15,000 of Georgia's fallen soldiers

28 through the Wreaths Across America initiative, and introduced hundreds of Georgia youth

29 to aviation through the flight orientation programs; and

30 WHEREAS, the estimated value of the Georgia Wing members' volunteer hours in 2012 was

31 \$4.9 million; and

32 WHEREAS, these "flying minutemen" of the Civil Air Patrol have, since the program's

33 inception, consistently provided this state with invaluable emergency services, aerospace

34 education, and cadet programs.

35 NOW, THEREFORE, BE IT RESOLVED BY THE HOUSE OF REPRESENTATIVES that

36 the members of this body recognize March 11, 2015, as Civil Air Patrol Day at the capitol,

37 commend the selfless contributions the volunteers of the Civil Air Patrol have made to the

38 State of Georgia, and invite them to be recognized by the House of Representatives at a date

39 and time designated by the Speaker of the House of Representatives.

40 BE IT FURTHER RESOLVED that the Clerk of the House of Representatives is authorized

41 to make appropriate copies of this resolution available for distribution to the

42 Georgia Wing of the Civil Air Patrol.

H. R. 130

LC 106 0816

Senate Resolution 384

By: Senators Millar of the 40th, Albers of the 56th, Unterman of the 45th, Jackson of the
2nd, Ginn of the 47th and others

A RESOLUTION

1 Recognizing March 11, 2015, as Civil Air Patrol Day at the capitol and commending the
2 volunteers of the Civil Air Patrol for their service to the citizens of Georgia; and for other
3 purposes.

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

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

11 WHEREAS, Civil Air Patrol air and ground teams perform over 90 percent of inland search

12 and rescue missions tasked by the Air Force Rescue Coordination Center; and

13 WHEREAS, the Georgia Wing of the Civil Air Patrol consists of over 1,900 volunteer

14 members in 45 squadrons and four groups located throughout this state; and

15 WHEREAS, Georgia Wing squadrons have been awarded the National Squadron of

16 Distinction in 2008 and 2009, the Southeast Region Squadron of Distinction in 2010, and

17 numerous other awards for Counter Drug, Emergency Services, and Cadet Programs; and

18 WHEREAS, Georgia Wing members are an intricate component of our national defense who

19 volunteer their services, time, and resources to actively support the Civil Air Patrol by

20 conducting missions in homeland security, disaster relief emergency services, search and

21 rescue, counter drug, aerospace education, and cadet programs; and

22 WHEREAS, their contributions to our state were evidenced in 2012 through their efforts in

23 locating several missing aircraft and people in Georgia, locating and silencing numerous

24 activated distress beacons, conducting "Sundown Patrols" in South Georgia, and conducting

25 joint exercises with local emergency agencies throughout this state; and

26 WHEREAS, Georgia Wing volunteers also supported the Governor's Task Force for Drug

27 Suppression and other antidrug efforts, honored more than 15,000 of Georgia's fallen soldiers

28 through the Wreaths Across America initiative, and introduced hundreds of Georgia youth
29 to aviation through the flight orientation programs; and

30 WHEREAS, the estimated value of the Georgia Wing members' volunteer hours in 2012 was
31 \$4.9 million; and

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

35 NOW, THEREFORE, BE IT RESOLVED BY THE SENATE that the members of this body
36 recognize March 11, 2015, as Civil Air Patrol Day at the capitol and commend the selfless
37 contributions the volunteers of the Civil Air Patrol have made to the State of Georgia.

38 BE IT FURTHER RESOLVED that the Secretary of the Senate is authorized and directed
39 to make appropriate copies of this resolution available for distribution to the Georgia Wing
40 of the Civil Air Patrol.

S. R. 384

CAP-USAF Commander visits Georgia Wing



Figure 18. CAP-USAF Commander visits Georgia Wing Headquarters.

On 13 January 2015, Colonel Michael D. Tynismaa, Commander of CAP-USAF, the primary active-duty U.S. Air Force activity that provides oversight and guidance in the day-to-day relationship of Civil Air Patrol as an Auxiliary of the USAF, visited Georgia Wing Headquarters early into his tenure as CAP-USAF commander to see the professionalism, well balanced operations, and well trained personnel of the Georgia Wing firsthand.

CAP- USAF Southeast Liaison Region Change of Command

Detachment 4, of the United States Air Force, Civil Air Patrol welcomed a new commander at a Change of Command ceremony held at Dobbins Air Reserve Base, GA on 25 September 2015. Lt. Col. Kevin R. Kotula assumes command from retiring Lt. Col. Scott P. D'Antoni. Kotula has held various leadership positions and is a master pilot flying over 3,300 hours in the C-141, C-17, C-182, E-11, T-1, T-6, and T-37 aircraft. At over 600 combat hours, he supported Operations Southern Watch, Enduring Freedom, Iraqi Freedom, and Freedom's Sentinel. Lt. Col. Kotula has also participated in numerous humanitarian relief and resupply missions around the globe. The presiding officer was Col. Michael Tynismaa, Commander, Civil Air Patrol-U.S. Air Force, Maxwell Air Force Base, AL.



Figure 19. Col Kotula assumes command of Detachment 4, CAP-USAF.

APPENDIX I

LINEAGE AND HONORS DATA – 2015

Unit Designation: Georgia Wing Headquarters Civil Air Patrol

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

Higher Headquarters: Southeast Region Headquarters Civil Air Patrol

Commander: Col Richard Greenwood

Vice Commander: Lt Col Joseph Knight III

Chief of Staff: Lt Col Andrea Van Buren

Aircraft Assigned: 13 Corporate Aircraft, 1 Glider

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

1 National Commander's Citation

7 Unit Citation Awards

At 2015 National Conference, Maj Samuel Levie awarded "National Communicator of the Year"

Award, and Maj Shannon Williams was awarded "National Cadet Programs Officer of the Year".

APPENDIX II

2015 WING “OF THE YEAR” AND INDIVIDUAL AWARDS

Public Affairs Officer	Capt Donald Murray
Squadron Chaplain	Ch (Maj) Robert Powers
Communications Officer	Maj Sam Levie
Professional Development Officer	Capt Adam Davidson
Cadet Programs Officer	Capt Bobby Myers
Property Manager	Capt Timothy Perry
Historian	Lt Col David Brown
Ground Team	Griffin Composite Sqdn
Top Senior Recruiter	2 nd Lt John Hudson
Top Cadet Recruiter	C/SSgt Benjamin Zelvaggio
Phase I Cadet of Year	C/SrA Cynthia Walker
Phase II Cadet of Year	C/CMSgt Raquel Gonzalez
Phase III Cadet of Year	C/Capt Jake DePiero
Col Ben Stone Phase IV Cadet	C/LtCol Veronica Killingsworth
Senior Member of Year	Lt Col Deb Schmid
Frank Brewer Lifetime Award	Maj Randy Stasny
Squadron of Merit	DeKalb Cadet Squadron
Amelia Earhart Award	C/Capt Hannah McSwain
Amelia Earhart Award	C/Capt Will Ridings

Unit Citation Award

Gwinnett Composite Squadron

Unit Citation Award

Peachtree DeKalb Sr Squadron

Gill Robb Wilson Award

Lt Col Charlie Cayce

Gill Robb Wilson Award

Lt Col Stephanie Edwards

APPENDIX III

GEORGIA WING COMMANDERS

List of Georgia Wing Commanders and time of service

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

Benjamin D. Grove, Col	23 Apr 1994	26 Apr 1997
Calvin C. Franklin, Jr, Col	26 Apr 1997	24 Mar 2001
Verne E. Fowler, Col	24 Mar 2001	11 Feb 2002
Charles D. Greene, Col	11 Feb 2002	20 Aug 2005
Lyle E. Letteer, Col	20 Aug 2005	29 Mar 2008
James W. Hughes, Col	29 Mar 2008	3 Nov 2009
Tonya Boylan, Col	3 Nov 2009	16 Apr 2013
Richard J. Greenwood, Col	16 Apr 2013	Present

APPENDIX IV
GEORGIA WING EMBLEM



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

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

Red – Strength and Courage

White – Integrity and Wisdom

Blue – Devotion and Truth

Gold – Excellence and Honor

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

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

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

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

APPENDIX V

HISTORICAL NOTES

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



*His Excellency James Oglethorpe Esq. General & Commander in Chief
of all His Majesty's Forces in Carolina and Georgia, and Colonel of one of His
Majesty's Regiments of Foot &c.*

Figure 20. General Sir James Edward Oglethorpe.

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

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

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

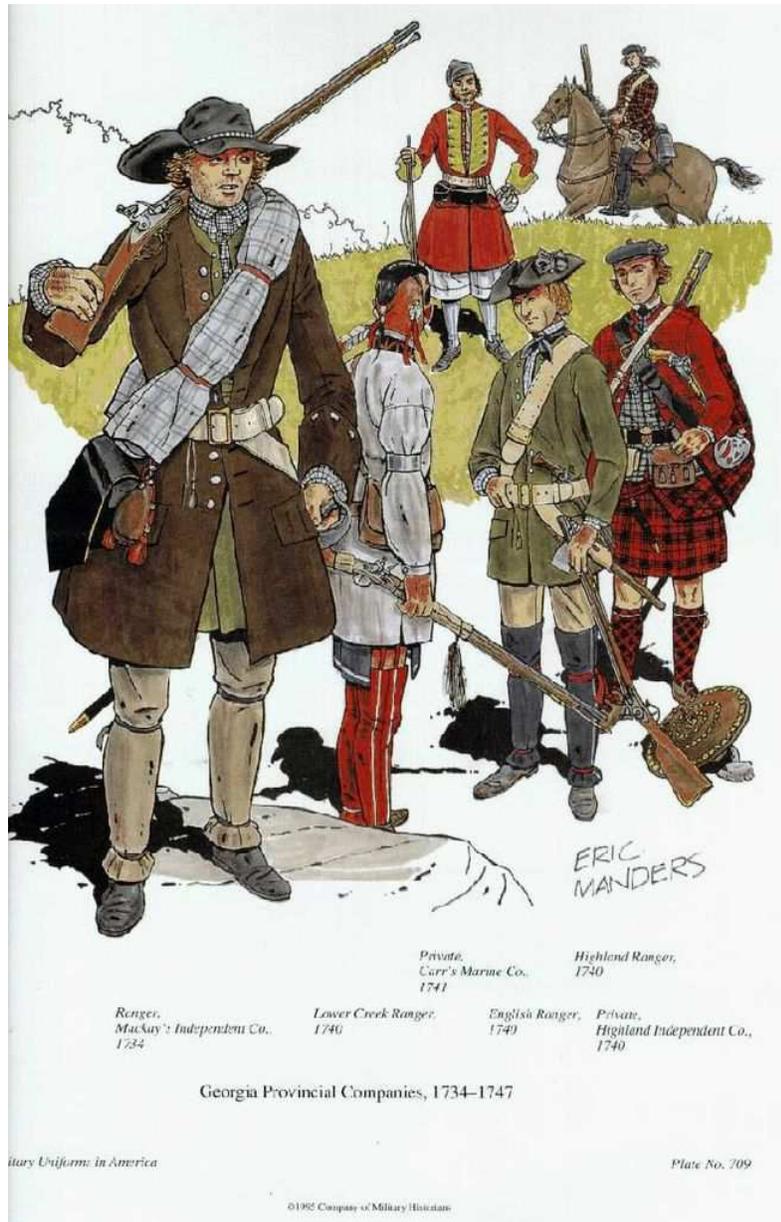


Figure 21. Georgia Provincial Companies.

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

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

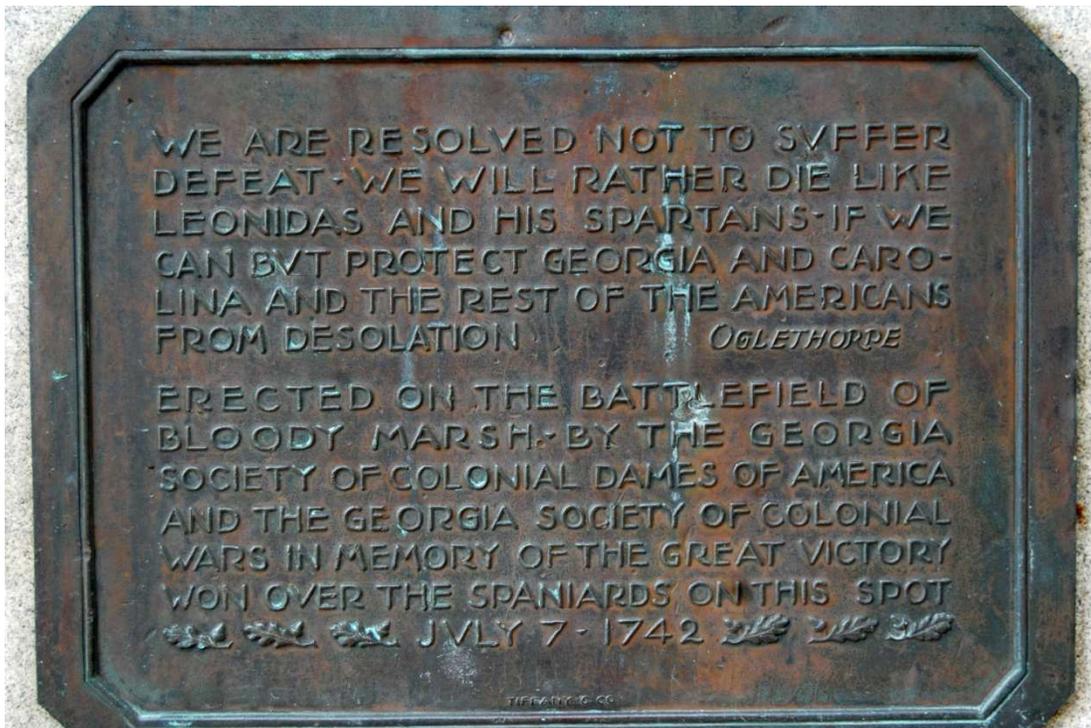


Figure 23. Battle of Bloody Marsh Memorial Plaque at battle site.

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

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

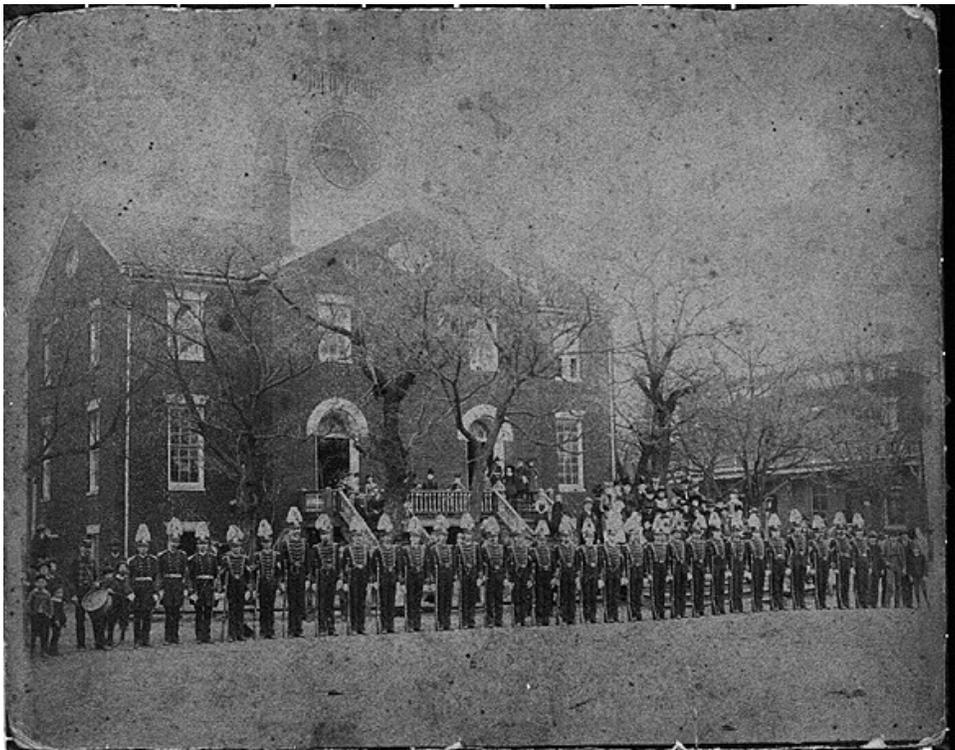
"(1) Order into active state service, recognize existing, or authorize the establishment of organizations of the unorganized militia, of designated classes thereof, or of volunteers therefor, as he may deem to be for the public interest;

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

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



Figure 24. (Above) Macon Guards, circa 1870. (Below) Wilkes Guards, circa 1890.



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

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



Figure 25. Governor E.D. Rivers.

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

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

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

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



Figure 26. Governor Eugene Talmadge.

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



Figure 27. Major L.G. Mason and his staff of Atlanta Squadron 1 getting ready for an airshow back in late spring 1941. Atlanta Squadron 1 still exists, as Civil Air Patrol Squadron GA-003.

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



Figure 28. Air Patrol members stand ready for inspection at McKinnon Field, St Simons Island, GA, May 1941. This location would later become activated as Coastal Patrol Base 6.



Figure 29. Georgia Wing's first Wing Commander.

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

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



Figure 30. Winship Nunnally was president and son of the founder of this company.

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

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



Figure 31. Winship Nunnally, Jr.

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



Figure 32. Winship Nunnally hunting in Homosassa Springs, Florida 1946

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



Figure 33. Georgia Defense Corps (Aviation Division) and GSDC Air Patrol pilot wings, 1940-41.

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



Figure 34. Georgia's first "Wing Patch".

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



Figure 35. Air Patrol members, Spring 1941

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

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

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

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

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

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

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

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

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

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

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



Figure 36. Georgia Wing Commander Lt Col Winship Nunnally, Atlanta Squadron 1 Commander Major L.G Mason, and a Georgia National Guard officer inspecting the CAP Tow Target unit at Albany Municipal Airport 1942. Please note the Georgia State Defense Corps patch on the flight jackets.



Figure 36. Georgia Wing patch approved 27 November 1950

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

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



Figure 37. M-1917 British Enfield Rifle.

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

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

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

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



Figure 37. Georgia State Guard troops, ready to protect vital state facilities.

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

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

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

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



Figure 38. Coastal Patrol Base 6 Base Commander Major Thomas H. Daniel.

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



Figure 39. Air Patrol emblem mandated by Governor Talmadge.

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

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

as a training field for F4F training, he established a rapport with the USN CO, Commander William Daniel Thomas, that allowed priority operations for armed CAP Coastal Patrol flights. While the Naval aviators initially made fun of these CAP flyers with their red shoulder straps, they developed a newfound respect for the CAP pilots after a couple of those Naval aviators crashed in the sea, and CAP pilots flew out in bad weather to find those aviators, staying on station until rescue boats of the State Guard Volunteer Navy could arrive to return them safely to shore. After the successful completion of the Coastal Patrol mission along the Atlantic, Major Thomas Daniel was asked by CAP National Commander Earle L. Johnson to continue his outstanding work as a CAP officer at the Southern Liaison Patrol Base at El Paso, TX.



Figure 40. Coastal Patrol Base 6 pilot on patrol in 1942.



Figure 41. GAWG Commander Lt Col Nunnally inspecting CP Base 6, 1942.

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



Figure 42. GAWG marksmanship training by Georgia State Guard in 1942.

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

State Guard Unit Holds Maneuvers

CAP Planes 'Bomb' Force As Training Is Opened

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

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

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

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

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

Figure 43. CAP assists Georgia State Guard with training in 1942.

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



Figure 44. CAP assists with recruiting Army Aviation cadets, Savannah 1943.



Figure 45. GAWG Ground Team responds to "victim" during a SAREX in 1942.

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

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



Figure 46. Georgia Wing members in drill exhibition circa 1943.

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



Figure 47. The Air Medal (front view).



Figure 49. Back view of an Air Medal awarded to a CAP member in recognition of his wartime service.

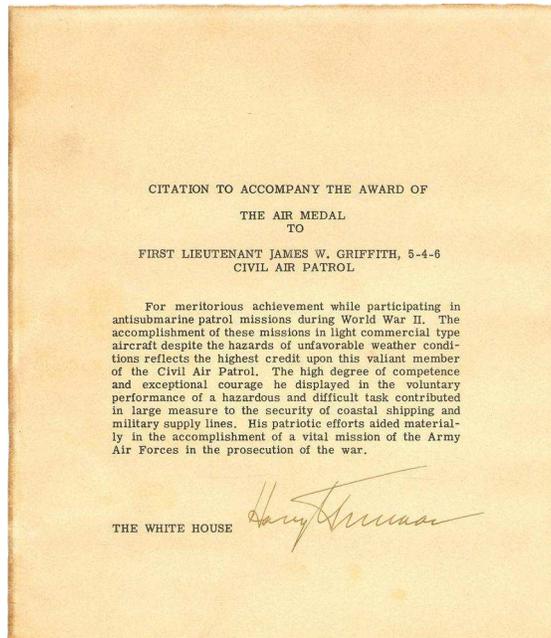


Figure 48. Citation accompanying award of the above listed Air Medal.

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

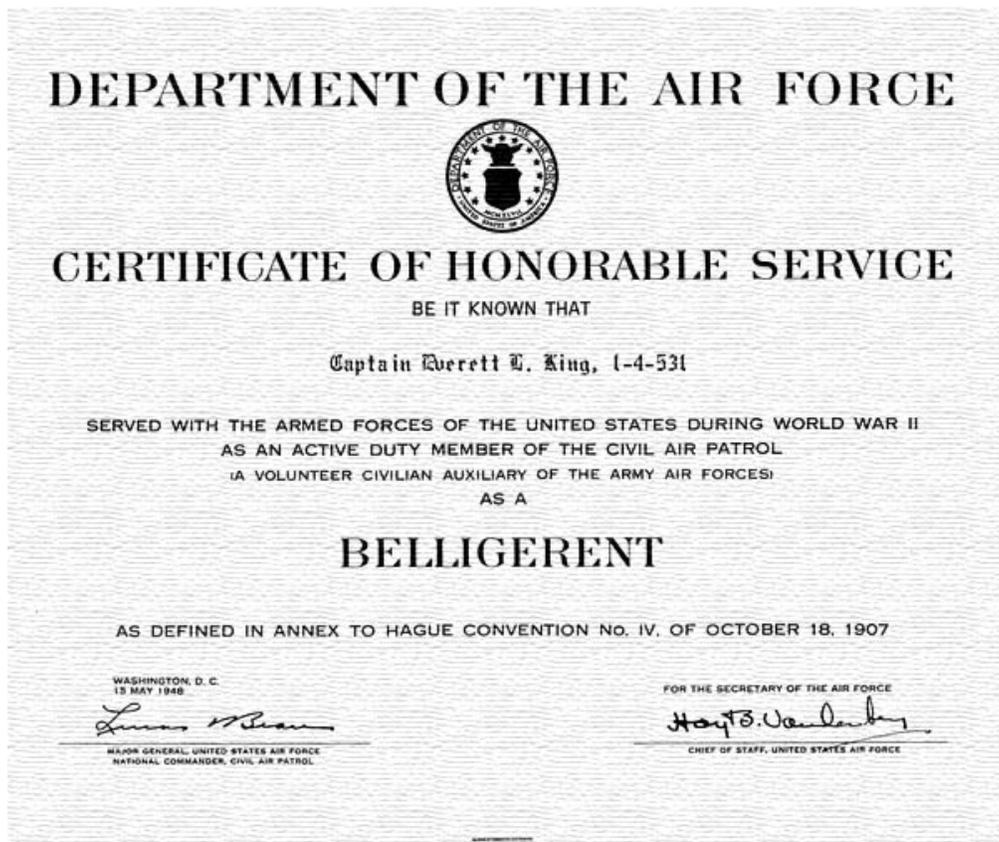


Figure 50. Belligerency Certificate issued to CAP members by the USAF.

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

11 April 1949

Dear CAP Member:

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

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

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

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

Sincerely yours,

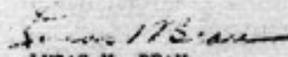

LUCAS V. BEAU
Major General, USAF
National Commander

Figure 51. NHQ memo to accompany Certificate of Honorable Service.

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



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



Figure 53. Army Issue Colt M1911 of type issued to CAP Coastal Patrol personnel.



Figure 55. Captain James P Knott and CP Base 6 clerk Laura Jane McClain in Base Operations, 1943. Note .45 pistol on pistol belt.

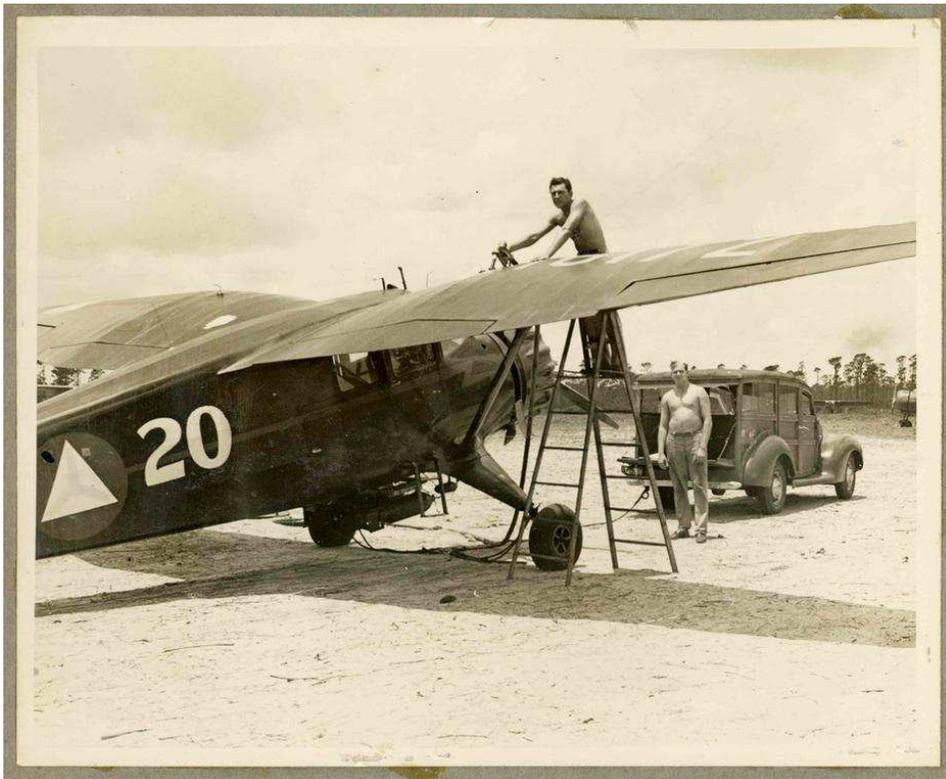
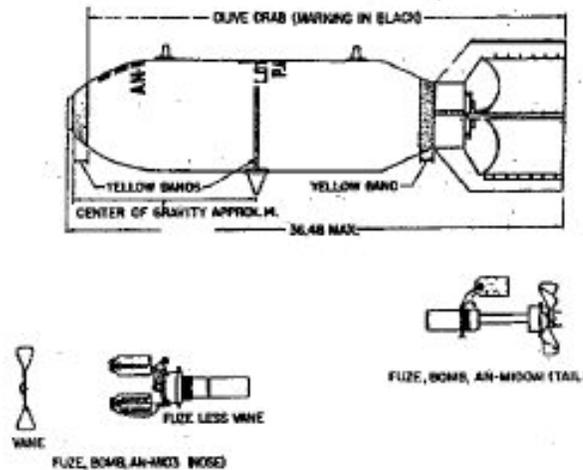


Figure 54. Armed CP Base 6 CAP aircraft being fueled up for antisubmarine mission - 1943.

BOMB, GP, 100-POUND, AN-M30



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

Length, assembled bomb

Fin assembly AN-M103A1	40.26 inches
Fin assembly M135	54.2 inch

Diameter

8.18 inch

Weight of Filler

TNT	57 pound
Amatol	54 pound
Tritonal	62 pound

Fuze:

Nose

AN-M103, M103, M118,

M119

Tail

AN-M103, M112, M100,

M106,

AN-M100A1

Painting and Markings

Olive drab with black stencil,
2 yellow bands (1 aft, 1 center)

Figure 56. 100-lb bomb of type carried by CAP aircraft during the war.



Figure 57. B-7 Bomb shackle the Army used to mount bombs to aircraft used on CAP Coastal Patrol missions.

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

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



Figure 58. CAP Coastal Patrol Base 6 aircrew returning from a patrol mission - St Simons Island, GA - 1943.

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

In Georgia Wing sadly, many of those who served in the World War II era CAP are no longer with us. In those cases, the families of those departed members received their Congressional Gold Medal presentation versions on behalf of the departed members at a ceremony at the 2015 Georgia Wing Conference. The Georgia Wing Command Staff of Wing Commander Colonel Richard Greenwood, Vice Commander for Operations Lieutenant Colonel Joseph Knight, And Vice Commander for Support Lieutenant Colonel Andrea Van Buren, as well as then-Region Commander Colonel Alvin Bedgood however, literally "went the extra mile" on 21 February 2015 and accompanied current PDK Senior Squadron officer Captain Ron Argo to his father's home in Athens, GA to present the CGM to his father, Georgia Coastal Patrol Base 6 veteran Robert Argo, since the senior Argo was not in the best of health.



Figure 59. Coastal Patrol Base 6 Veteran Robert Argo being presented his Congressional Gold Medal in person at his home in Athens.



Figure 60. Obverse of the Congressional Gold Medal. The image of a ship being escorted by an armed CAP aircraft on the medal is inspired by a photo taken by personnel of CAP Coastal Patrol Base 6 at St Simons Island of an actual escorted ship off the coast of Georgia.



Figure 61. While not exactly the same exact model of ship shown on the medal, this photo taken by Coastal Patrol Base 6 personnel does indeed bear a striking resemblance to the one emblazoned upon the medal.

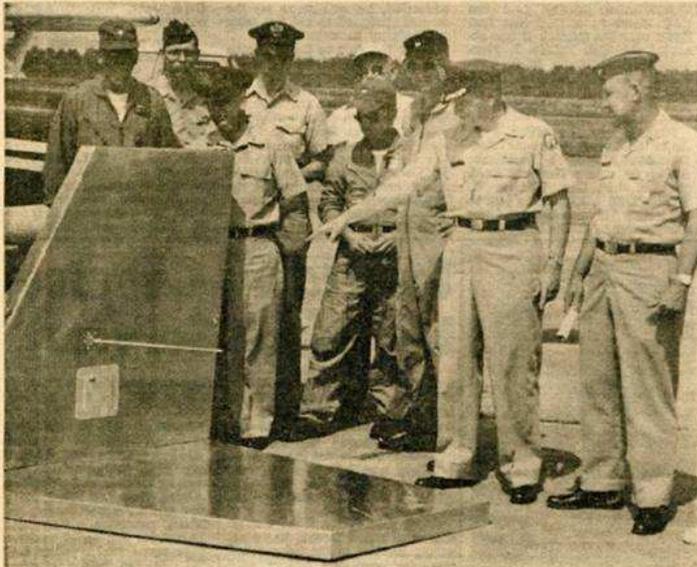
While Congress didn't quite give those early members the full recognition that many felt their service deserved, they did take steps to help keep the Civil Air Patrol a viable organization in the postwar era. This was very important, as many previous wartime organizations, such as the WASPS were being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

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

Gulfstream, Lockheed Martin, Thrus Aircraft, and Northrop Grumman, among a few others, leading the way. Georgia also ranks fourth nationally among the states for maintenance repair and overhaul of aircraft. Warner Robins plays a major role, with programs supporting the F-15, C-5, C-17, and C-130. In addition to military personnel, the base employs 13,000 civilians. Georgia boasts 104 public airports, and several private ones. Finally, Georgia is a leader in terms of education at the university level, with programs at Georgia Tech, Middle Georgia State University, Georgia Southern, and Mercer, and the University of North Georgia-The Military College of Georgia.

Of course, statistics have a way of catching up with reality, and an increase in air traffic also tends to lead to an increase in aircraft accidents. Luckily, Georgia Wing has been at the forefront of response to aircraft accidents. Georgia Wing was one of the very first Wings that the Operations Directorate of National Headquarters CAP chose to test the then-new Emergency Locator Transmitter technology back in 1968.

Beacon Cuts Search Time



Electronic Locator Beacon

SIMULATED tail section of a light aircraft houses the Garrett Manufacturing Ltd. of Canada's Downed Aircraft Locator Beacon used in the recent Georgia Wing test of the electronic device. Pointing to the beacon is Lt. Col. Dave Barton, Georgia Wing, Maj. Al Hilton (right), chief of Emergency Service at National Headquarters, monitored the test.

ROME, Ga.—At the request of National Headquarters Emergency Services Division, the Georgia Wing added a locator beacon test to its recent SAR Test, and found the electronic device in 3.7 per cent of the conventional search method time.

The Garrett Manufacturing, Ltd. of Canada provided their locator beacon, installed in a simulated tail section of a light aircraft, for the test.

The Downed Aircraft Locator Beacon is a compact four-pound unit with a dual frequency output of 121.5 mHz and 243.0 mHz, which can be tracked on civil aircraft emergency frequency or military frequency simultaneously.

It is installed in the tail of the aircraft because the company research has shown that this section usually survives a crash undamaged. The beacon operates automatically if the aircraft impacts hard enough to do considerable damage, or it can be turned on from the cockpit manually.

If it runs continuously, the beacon will transmit for 40-70 hours on its own power supply, depending on ground weather conditions.

Three Georgia Wing aircraft flew the search on parallel flight paths 10 miles apart. Beacon Leader was flown by Maj. Earl Holcombe with observers Capt. Buck Mason and Lt. Garland Hunter, Atlanta II Comp. Sq.

Beacon West was piloted by Maj. Robert Frank and Capt. George Adams as observer, Albany Comp. Sq. Beacon East was flown by SM Frank Thomas with Maj. Jack Landham and Maj. Z.B.T. Cox on board. Maj. Al Hilton, chief of Emergency Services at National

Headquarters, monitored the test, which was not evaluated as part of the annual SAR Test.

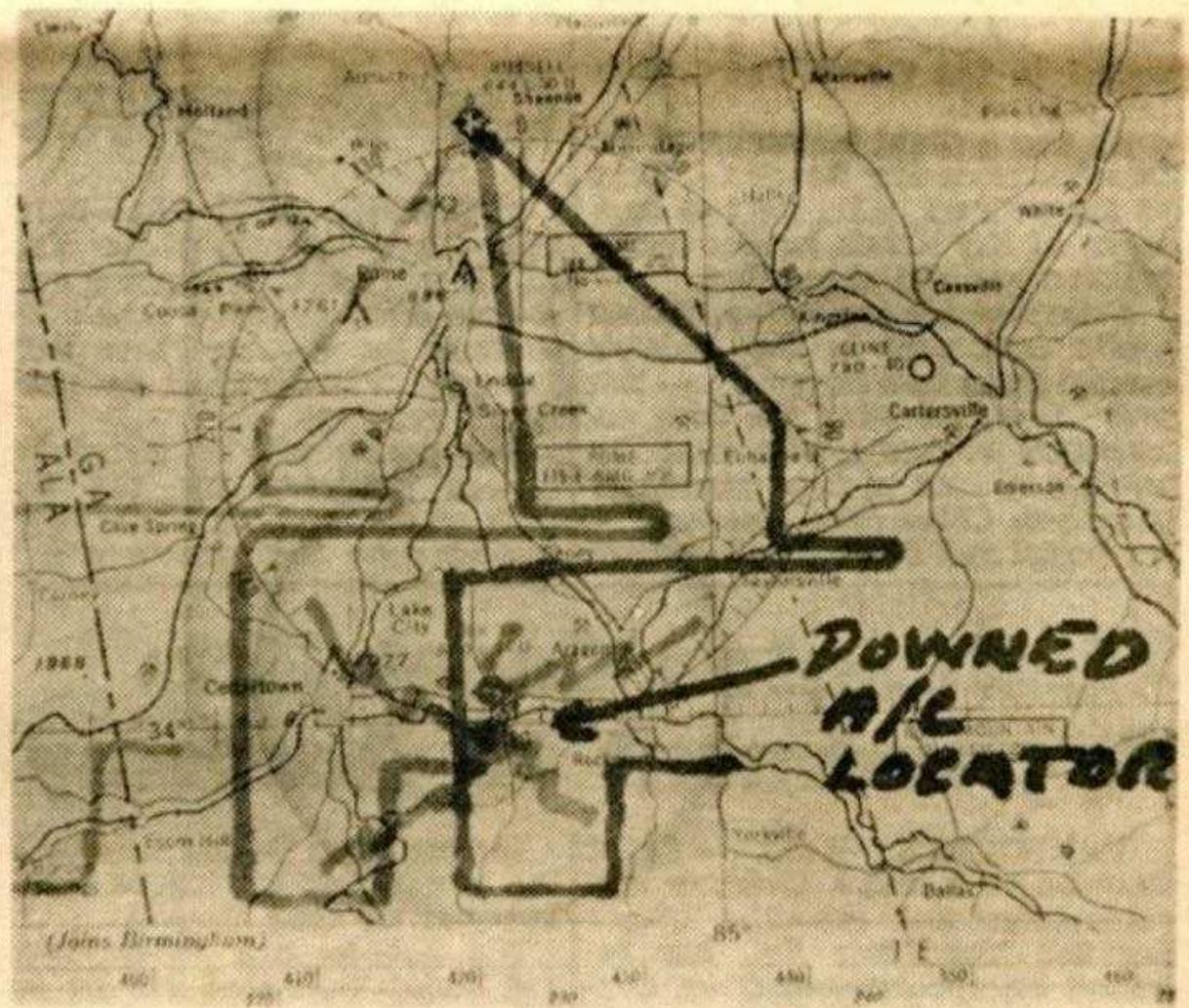
The locator beacon was placed in a location not known by the teams. Under the direction of Lt. Col. Dave Barton, the three flight crews were briefed on altitudes, speeds, patterns and identification methods and launched their search.

Within 35 minutes they had located the beacon target. They flew parallel flight paths until the beacon signal was heard. After the signal was lost, the aircraft returned to the midpoint, made a 90 degree turn and reduced altitude by one-half. A series of these maneuvers brought them within visual range of the target.

Beacon West crew first heard the signal, and Beacon Leader first sighted the target on the ground. A post-mission review of the results showed that the entire state of Georgia could be beacon-scanned by eight search aircraft in two hours if they flew at 5,000 feet. Any one of the Georgia Wing aircraft could have flown the mission, using this method.

The conventional visual search method was conducted by the Rome Comp. Sq. with Maj. Earl Kennedy commanding at Russell Field. A metal foil simulated a downed aircraft with injured survivors. The flight crews flew assigned search areas in the conventional manner.

Total flying time before target sighting and ground rescue for the conventional method was 47 hours, 15 minutes. The locator beacon mission took one hour, 45 minutes, or 3.7 per cent of the conventional method time.



Beacon Search Pattern

STARTING from Russell Field near Rome, Ga., three flight crews flew parallel flight paths 10 miles apart, making 90 degree turns in a series of maneuvers to locate the locator beacon. The test took less than two hours of flying time to pinpoint the simulated tail section housing the Garrett Manufacturing Ltd. of Canada's electronic locator beacon.

Figure 63. Map from first ELT test.

The experiments by National Headquarters held in North Georgia testing this new and more efficient lifesaving technology were covered in the July 1968 edition of the Civil Air Patrol News. The main airport used for the test, Richard B Russell Field near Rome, GA in North Georgia, was the former site of a CAP Forest Patrol Base early on during World War II. The location allowed the tests to be conducted in an area with a great diversity of terrain within a relatively short distance, making for a more thorough evaluation of the technology for CAP.

Even though, statistically speaking, air travel is absolutely the safest method of travel, accidents do occasionally occur. Just as with fires in most rural areas of Georgia that occur sporadically enough that a Volunteer Fire Brigade composed mostly of trained local citizens is usually enough a majority of the time to protect homes and property from fire damage, a trained group of “Air Search” specialist volunteers serve a similar function within the state. Keep in mind that Georgia is a “home rule” state (Reference: Georgia Constitution, Article IX, Section II), meaning that the local government jurisdiction has complete control of all civil emergency response within its borders, which means that any state or other resources/agencies must specifically be invited to participate in the response. Since only the largest cities in the state have the funding to support a paid 24/7/365 aviation response, the rest of the state depends on their closest equivalent volunteer group of trained pilots, observers, communicators, and other specialist responders. Back in the day this group (founded initially as a state group and volunteer response agency) was known as the Georgia State Guard Aviation Division. Later, it became the Air Patrol of the State of Georgia. Later, out of wartime necessity requiring a larger response than any one state could respond to, that organization became (like similar organizations in many other states) a Wing of the national Civil Air Patrol. This organization still exists, and is still responding to mission requests (as a mostly Federal instrumentality but occasionally still

responding as a quasi-state entity when requested as a cost-effective force-multiplier for some missions for the state in furtherance of various MOUs). (Even Florida Wing was concurrently known as the “Florida Defense Force” during the war years if official communiqués from the Army Air Forces Interceptor Command can be considered a reputable source, so there is some precedence for this).

HEADQUARTERS 3d INTERCEPTOR COMMAND
Office of the Commanding General

Tampa, Florida

322.4 - AWS

30 January 1942

SUBJECT: Civil Air Patrol Cooperation with Air Forces.

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

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

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

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

Figure 64. AAF Interceptor Command memo - 1942.

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

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

Based upon this tenuous (but still legal) link based upon a shared history and heritage, the State of Georgia has chosen for several decades to treat the Georgia Wing CAP as a state

military unit for certain purposes. One of the more notable examples of such honors bestowed upon CAP is the inclusion of a Georgia Wing unit flag of the “Civil Air Patrol 2ND Atlanta Squadron” in its collection of flags of Georgia military units that have served the state since 1733.



Figure 65. GAWG CAP unit flag from the Georgia State Capitol military unit flag collection.

The author remembers seeing this very flag on display at the Georgia State Capitol while on a school field trip back in 1979. While it is still part of the State Capitol Flag Collection maintained by the Georgia Secretary of State, many decades of time on display have caused this original piece of Georgia Wing history to fade and break down a bit, so this flag has now been moved to long term storage in a temperature- and humidity-controlled facility of the Georgia State Archives (along with several other similar fragile Georgia historical items), to ensure their

preservation for future generations of Georgians. The very thought that the State of Georgia would “go the extra mile” to maintain this item (along with many GAWG CAP wartime historical records under administrative control and oversight of the Georgia National Guard who oversaw CAP operations in Georgia before and during WW2) as part of its State Archives should give one a newfound respect for their dedication to historic preservation.

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



Figure 66. Georgia Humanitarian Service Award Ribbon.

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

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

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

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

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

THE STATE OF GEORGIA



By His Excellency
Sonny Perdue
Governor

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

To the Honorable James W. Hughes Greetings:

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

Lieutenant Colonel, Aide De Camp, Governor's Staff

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

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

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

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



Sonny Perdue
GOVERNOR

Figure 67. State of Georgia Aide-de-camp appointment.

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



Figure 68. On the Air Force Team, circa 1957.

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

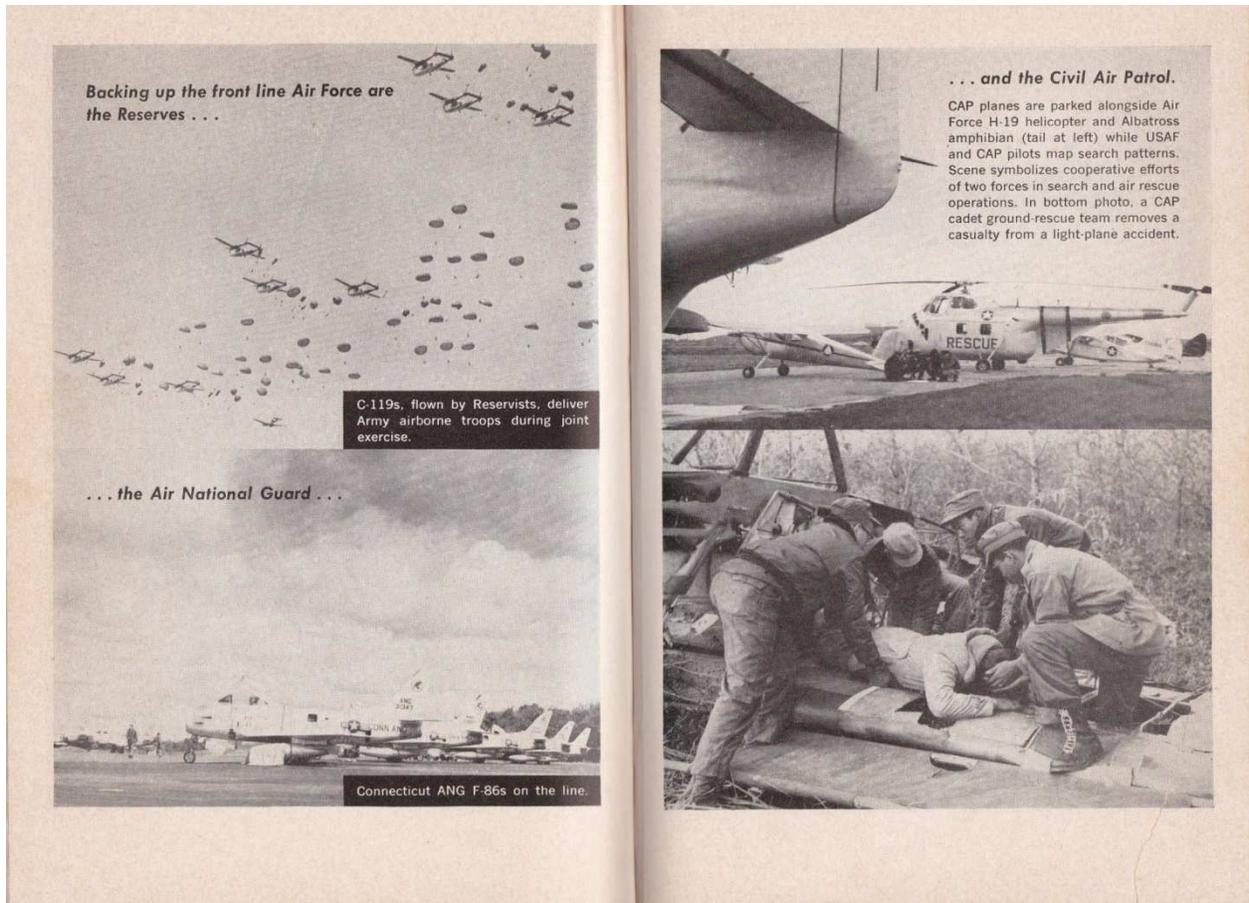


Figure 70. An effective force-multiplier. From the 1959 Air Force Blue Book.



Figure 69. Georgia Wing Patch, 1992-2011

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



Figure 71. Georgia Wing Patch, 2011-present

Georgia Wing pilot plays major role in historic flight test

The Georgia Wing has had some of the best pilots in the world serve amongst their ranks during its long history. One of our former Georgia Wing Commanders was also a Lockheed-Georgia test pilot who was a pilot on a on a record setting test flight of a C-130 onto and off of an aircraft carrier. Col Theodore Limmer, a CAP member since 1954, and test pilot of Lockheed's P-80, T-33, F-94, F-104, U-2, C-130, C-140, C-141 and C-5A, served as Georgia Wing Commander from 3 March 1965 to 18 October 1968, and as Southeast Region Commander from 1968 to 1971. In 1963, he was the Lockheed check pilot and safety pilot during the famous C-130 Aircraft Carrier evaluation possibility tests aboard the U.S.S. Forrestal. Not only was it possible, it was done in moderately rough seas 500 miles out in the North Atlantic off the coast of Boston. In so doing, the airplane became the largest and heaviest aircraft to ever land on an aircraft carrier, a record that stands to this day. At the same general time period of the test, he was also commander of the Sandy Springs Cadet Squadron in Atlanta.

When Lt. James H. Flatley III was told about his new assignment, he thought somebody was pulling his leg. "Operate a C-130 off an aircraft carrier? Somebody's got to be kidding," he said. But they weren't kidding. In fact, the Chief of Naval Operations himself had ordered a feasibility study on operating the large propjet aboard the Norfolk-based U.S.S. Forrestal (CVA-59). The Navy was trying to find out whether they could use the Hercules as a "Super Carrier Onboard Delivery" aircraft. The airplane then used for such tasks at the time was the Grumman C-1 Trader, a twin piston-engine craft with a small payload capacity and 300-mile range. If an aircraft carrier is operating in mid-ocean far from shore, it has no "onboard delivery" system to fall back on and must come nearer land before taking aboard even urgently needed items. The

Hercules was both stable and reliable, with a long cruising range and capable of carrying larger payloads.

The aircraft, a KC-130F refueler/transport, on loan from the U.S. Marines, was delivered on 8 October. Lockheed's only modifications to this production aircraft included installing a smaller nose-landing gear orifice, an improved anti-skid braking system, and removal of the refueling pods. "The big worry was whether we could meet the maximum sink rate of nine feet per second," Flatley said. As it turned out, the Navy was surprised to find they were able to better this mark by a substantial margin.

In addition to Col Ted H. Limmer, Jr. and PIC Lt Flatley, the crew consisted of Lt.Cmdr. W.W. Stovall, copilot; and ADR-1 E.F. Brennan, flight engineer. Amazingly, also, prior to the test, Flatley and Stovall were not yet certified in the C-130 or any other 4-engine transport until they completed their check rides with Lockheed test pilot Limmer. The initial sea-borne landings on 30 October 1963 were made into a 40-knot wind. Altogether, the crew successfully negotiated 29 touch-and-go landings, 21 unarrested full-stop landings, and 21 unassisted takeoffs at gross weights of 85,000 pounds up to 121,000 pounds. At 85,000 pounds, the KC-130F came to a complete stop within 267 feet, about twice the aircraft's wing span! The Navy was delighted to discover that even with a maximum payload, the plane used only 745 feet for takeoff and 460 feet for landing roll.

It was a very interesting test to say the least! In Col Limmer's own words: "The last landing I participated in, we touched down about 150 feet from the end, stopped in 270 feet more and launched from that position, using what was left of the deck. We still had a couple hundred feet left when we lifted off. Admiral Brown was flabbergasted."

Even though the test was successful, the Navy still had some concerns about flight deck space, as the C-130 would not fit belowdecks, and might make the upper deck a bit too crowded for safe operations with a full complement of carrier-based fighters. Still, the test did prove, that if an emergency situation required delivery of urgent cargo in wartime, that a Lockheed C-130 could do the job.

Col. Limmer Tests Lockheed Aircraft



DOB BINS AFB, Ga. — Col. T. H. Limmer Jr., Georgia Wing commander, was a Lockheed-California Co. production test pilot flying F-80 and T-33 aircraft and has flown the F-94 series, early F-104s and the U-2.

Colonel Limmer transferred to Lockheed Georgia in 1958 and has flown the Jetstar, C-130 series and the C-141 aircraft as an engineering test pilot.

During WW II he served in the Navy's VB-81 flying SB2C-4s and 5s from the aircraft carrier USS Princeton in the Pacific. He later flew F-51s in the South Dakota and California Air National Guards.

A native of South Dakota, Colonel Limmer is married to the former La Vere Niebruegge, now a CAP lieutenant colonel. They have three sons: David, an IACE appointee; Mark, a cadet and Tracy, 6.

Col. Limmer

Figure 72. An article on Col Limmer from the Civil Air Patrol News.



Figure 73. A photo from the now-famous C-130 aircraft carrier test.

GLOSSARY OF ABBREVIATIONS AND ACRONYMS

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

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

LIST OF SOURCE DOCUMENTS

- SD01 2015 Legislative Day GAWG Annual Statement
- SD02 Wing Calendar for 2015
- SD03 GAWG 2015 Encampment Facebook Page
- SD04 GAWG 2015 Encampment Website
- SD05 Fernbank Science Center Website
- SD06 GAWG Facebook Page
- SD07 Georgia Wing Recruiting Newsletter
- SD08 GAWG Mailing List Archive
- SD09 Georgia DoD Records at Georgia State Archives
- SD10 Georgia State Capitol Flag Collection
- SD11 Historical Society of the Georgia National Guard Archives
- SD12 “GSDC and GSG 1940-1947” research paper by GSDF Historian Col Richard Elwell
- SD13 Wikipedia
- SD14 CAP Gold Medal Website
- SD15 CAP Historical Foundation Website
- SD16 Flying Minutemen History Website
- SD17 Civil Air Patrol History Facebook Page
- SD18 Code of Federal Regulations
- SD19 Official Code of Georgia Annotated
- SD20 Personal interview with then-CAP National Legal Officer Col George Graves
- SD21 New Georgia Encyclopedia
- SD22 University of Georgia Historical Document Collection
- SD23 Atlanta Journal-Constitution Newspaper Archive
- SD24 Atlanta History Center Archive

SD25 Georgia Secretary of State Records

SD 26 Imperial War Museum

SD27 Georgia Center for Innovation of Aerospace Website

Dedication

This report is dedicated to the memory of Captain Michael Bell, Captain Carola McSwain, Lt Col James Thigpen, as well as those Georgians, past, present and future, who take the time to be of service to others, and uphold the traditions and heritage of those who came before us. Let us never forget our history and heritage, nor what we can accomplish in the future, based on lessons from the past.



About the Author

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

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

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