

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

CIVIL AIR PATROL NEWS

Vol. 33, No. 10
28 Pages
Plus 4-Page Insert

**October
2001**

Civil Air Patrol National Headquarters

"WHERE IMAGINATION TAKES FLIGHT!"SM

Maxwell Air Force Base, Ala.



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

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

Page 3

Annual CAP scholarships available for cadets, senior members

**Check out the complete
list of academic
scholarships available for
CAP members**

Pages 15-16



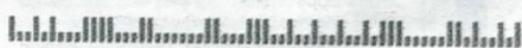
2002 CAP National Cadet Special Activities



Special supplement to the October 2001 Civil Air Patrol News

SPECIAL PULLOUT SECTION INSIDE

**Four-page
supplement
covering
CAP's 2002
national
special
activities for
cadets and
senior
members**



111336
LT COL AUGUST W SCHELL, JR
403 GRAYSLAKE WAY
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Changes of address: Changes of address must be sent to CAP National Headquarters by one of the following methods: e-mail to dpp@capnhq.gov; fax to (334) 953-4262; or mail to CAP/DPP, Attn: Change of Address, 105 South Hansell St., Maxwell AFB, AL 36112-6332. Please include complete address, including nine-digit Zip Code.

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NEXT MONTH!

CAP members respond

**Compilation of stories from
across the country on
involvement of CAP units in
wake of recent terrorist attacks
in America**

BOG chairman sends letter to commander; lauds CAP members for response to attacks



BOARD OF GOVERNORS
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CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY

October 11, 2001

Lt. Gen. Nicholas B. Kehoe (Ret.)
Chairman
Board of Governors
7622 Shreve Road
Falls Church, Va. 22043-3316
(703) 849-8473

Brigadier General Richard L. Bowling, CAP
Commander, Civil Air Patrol
105 S. Hansell Street
Maxwell Air Force Base, AL 36112-6332

Dear General Bowling:

It has been one month since the tragic events at the World Trade Center in New York, the Pentagon, and in Pennsylvania shook the very fabric of our great Nation and awakened a spirit of unity and call to action unlike we have seen for many years. As is so often the case, it is in the wake of such tragedies that we find our greatest strengths and make our greatest contributions.

Such was the case approximately 60 years ago when the Civil Air Patrol was born to support a Nation whose shores were threatened during World War II. And, so it is today that the men and women of America's Civil Air Patrol have heard the call and reached deep down inside for strength and fortitude to respond in any way necessary to make a difference. It is with great pride that I note the many contributions today's Civil Air Patrol have made in the wake of the recent tragedies, just as our forerunners did so many years ago. You and this great volunteer organization have earned the heartfelt gratitude of our Nation.

You will be gratified to know that I have asked the Executive Secretary to add "Homeland Security" and the possible roles that could be played by CAP to the agenda for our next meeting of the Board of Governors.

On behalf of the Board of Governors, I congratulate you all and thank you for all you do for our Nation and America's Air Force. Keep up the great work and God bless America and its Civil Air Patrol.

Sincerely,

NICHOLAS B. KEHOE
Lieutenant General, USAF (Ret.)
Chairman, CAP Board of Governors

CIVIL AIR PATROL NEWS

Civil Air Patrol
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Brig. Gen. Richard L. Bowling

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

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

Postmaster: Send address changes to: Personnel, CAP National Headquarters, 105 South Hansell St., Bldg. 714, Maxwell AFB, AL 36112-6332.

CAP establishes EAGLE Fund for terrorist victims

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

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

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

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

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

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

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



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

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

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

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



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

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

NAME: (PLEASE PRINT)

ADDRESS:

CITY:

STATE:

ZIP:

TELEPHONE (AREA CODE):

E-MAIL ADDRESS:

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

EXP DATE:

CARD ACCOUNT NUMBER

CARDHOLDER'S NAME: (PLEASE PRINT)

AMOUNT OF GIFT: \$

CARDHOLDER'S SIGNATURE:

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

Nevada training exercise turns 'real-world' after crash

NEVADA — Recently people from the Nevada Wing assembled at the North Las Vegas Airport to hone their skills during a training exercise, but a real-life mission would soon put them to the test.

As the group reviewed exercise plans, novice pilot Jim Brow was test-flying an ultralight aircraft — or powered parachute in the nearby town of Mesquite.

As he guided the powered parachute along the canyons of the Nevada

countryside, he began to lose altitude. He slowly drifted across a small canyon, steering the aircraft with a foot bar, looking for a safe landing spot.

Suddenly, a downdraft forced the aircraft into a tree, fracturing Brow's leg. Brow was able to climb into the passenger's seat and began broadcasting a mayday alert. He scanned different frequencies, hoping a nearby aircraft would pick up the distress signal.

1st Lt. Jim Montgom-

ery, a command aircraft pilot, was flying nearby. He picked up Brow's distress message, and immediately began circling the area.

A few minutes later, Nevada Wing Commander Matt Wallace took over low-cover flying, allowing the command aircraft a higher position to relay information back to the mission base. CAP Lt. Col. Rezk Mohamed, incident commander, alerted local officials of the location and nature of the accident.

The Bunker Volunteer Fire Department dispatched an ambulance with two emergency medical technicians, while two others followed in a private vehicle. It would be more than an hour before they could travel the 15 miles, with Wallace using a cell phone to guide them over desert roads and winding mountain trails to the rugged valley where Brow lay wounded.

Wallace circled Brow's location for nearly two

hours consoling and reassuring him as the sun climbed higher and beat down on the injured pilot.

When the EMTs arrived at the site, they summoned a medical helicopter to transport him to a hospital in St. George, Utah. A few days later, Brow was released from the hospital.

"If it hadn't been for (the) Civil Air Patrol," Brow said, "I'm not sure what I'd done. I can't say enough good things about CAP and Matt Wallace."

Boeing fund sponsors AE memberships

NATIONAL HEADQUARTERS — The Boeing Charitable Trust Fund has sponsored Aerospace Education memberships for schools in Texas and New Mexico. The \$3,510 donation covers the \$30 annual membership fees for 117 schools.

"CAP Aerospace Education membership provides opportunities and benefits to teachers all across the country," said John Salvador, chief of the Aerospace Education Branch at CAP National Headquarters. "CAP's educational products have the added benefit of helping spark student interest in aerospace careers, which is crucial to our national defense and the future growth of our country's aero-

space industries."

In 1946 the U.S. Congress chartered CAP to "... encourage and foster civil aviation in local communities." In later years, the words "civil aviation" changed to "aerospace education."

For more than 50 years, CAP has focused on schools and teachers as an excellent way to promote knowledge and interest in aerospace. CAP helps teachers use aerospace themes and experiences to inspire their students to excel in a variety of subjects such as science, math, technology, language arts and social studies.

CAP not only has curriculum materials to assist teachers, but it can also provide support for spe-

cial activities like field trips, science fairs, art contests, model building, etc. And, it is an excellent way to expose students to aerospace career opportunities while meeting national curriculum standards.

The recipient schools are located in El Paso, Texas, and the cities of Anthony, Chaparral, Le Mesa, Mesquite, and San Miguel, and Sunland Park, New Mexico.

"Together we can make a difference by inspiring future generations of Americans to take an interest in aerospace," said Salvador. "Hopefully some of these individuals will be motivated to seek aerospace careers when they get older."

Mississippi Wing finds downed Piper Warrior

MISSISSIPPI — Mississippi and Alabama wing members searched for a plane that crashed in northeast Mississippi.

The Piper Warrior with three people on board left Muscle Shoals, Ala., for Tunica, Miss., on August 19.

According to Maj. Jeff Kyker, mission coordinator, Mississippi Wing personnel were asked to join the search on October 20th, and set up a mission base in Ripley, Miss.

Three days after the search began, a resident of Alcorn County, Miss., reported hearing a plane and a loud noise on the 19th. The wreckage was found in the area and a

ground crew verified that it was the missing Piper. There were no survivors.

Ground team members who went to the crash site were: Cindy Coombs, 1st Lt. Danny Tate, and Cadets Tyler Brooks, Torey Anzuini, John Duke and Jonathon Clayton.

Others who participated in the search included: Lt. Cols. Carl Kretzer, Tim Carroll and Pete Grisham; Maj. Al Fernandez, Johnny Taylor, Jim Taylor and Johnnie Coombs; Capt. Johnny Summers, Robert Baylis and John Bumpas; 1st Lts. Phyllis Durbin and Danny Tate; 2nd Lts. George Tubber and Cynthia Taylor; and Sr. Mbr. David Hamm.

CAP in search of Ops director

Opening for director of Operations. Responsible for CAP current operations and humanitarian missions performed by volunteer pilots using corporate and member owned aircraft and trained members for both flight and ground operations. Manages annual budget for actual missions and training to support USAF, national, state and local agencies. Directs training and evaluation of CAP's search and rescue, disaster relief, homeland security, counterdrug and communications programs. Directs CAP's DDR and Safety programs. Directs CAP's Washington DC Counterdrug Plans office and the National Technology Center. Serves as corporate pilot/check pilot. Must have a bachelor's degree with demonstrated experience in flight operations, organizational management and supervision and be well-versed in general aviation flying. Current FAA 2nd class medical certificate and a commercial pilot's certificate with instrument, single engine land rating required. Must be a FAA certified flight instructor or have equivalent USAF experience. Travel required. EOE. To apply, download employment application from web site at www.capnhq.gov and mail to Human Resources Manager, CAP, 105 S Hansell St, Maxwell AFB AL 36112 or fax to 334 953-4262. Closing date for applications 26 Nov 01.

Aviatrix Willa B. Brown a CAP founding 'mother'

Besides a host of founding fathers, the Civil Air Patrol also has founding mothers. One of the first, Helen MacCloskey, served as a staff consultant at the Office of Civil Defense for CAP matters from 1941 onward. A world record holder for speed and distance, and a pilot for the U.S. Commerce Department, she helped to ensure CAP was open to women from the start. But, perhaps the most trailblazing CAP founding mother was Willa B. Brown, the first African-American female member of CAP.

Brown was born in Kentucky in 1906. By age 21, she was the youngest high school teacher in Gary, Ind. Discouraged with the lack of opportunities for black teachers in the Gary school system, she moved to Chicago. She was the first black woman to work for the Social Security Board in the Chicago area. She later transferred to the Immigration and Naturalization Service.

Deciding to pursue a career in the new field of aviation, she went back to school and earned a masters in business administration from Northwestern University, earned her pilot's license and purchased an airplane — all in 1937. This was a time of Jim Crow laws when few U.S. civil and no military airports allowed black pilots on their premises.

In 1938, the Civil Aeronautics Authority administrator Robert H.

Hinckley with other "new dealers" of FDR's government developed the idea of using colleges and universities to provide aviation ground schools, and for CAA-certified flight schools to provide flight training to revive the depressed aviation industry and create a reserve of pilots for the war most believed was coming.

The same year, Brown co-founded the Coffey School of Aeronautics with her new husband and her former flight instructor, Cornelius R. Coffey. It was quickly certified by the CAA for flight and mechanics training as one of the few in the country open to African-Americans.

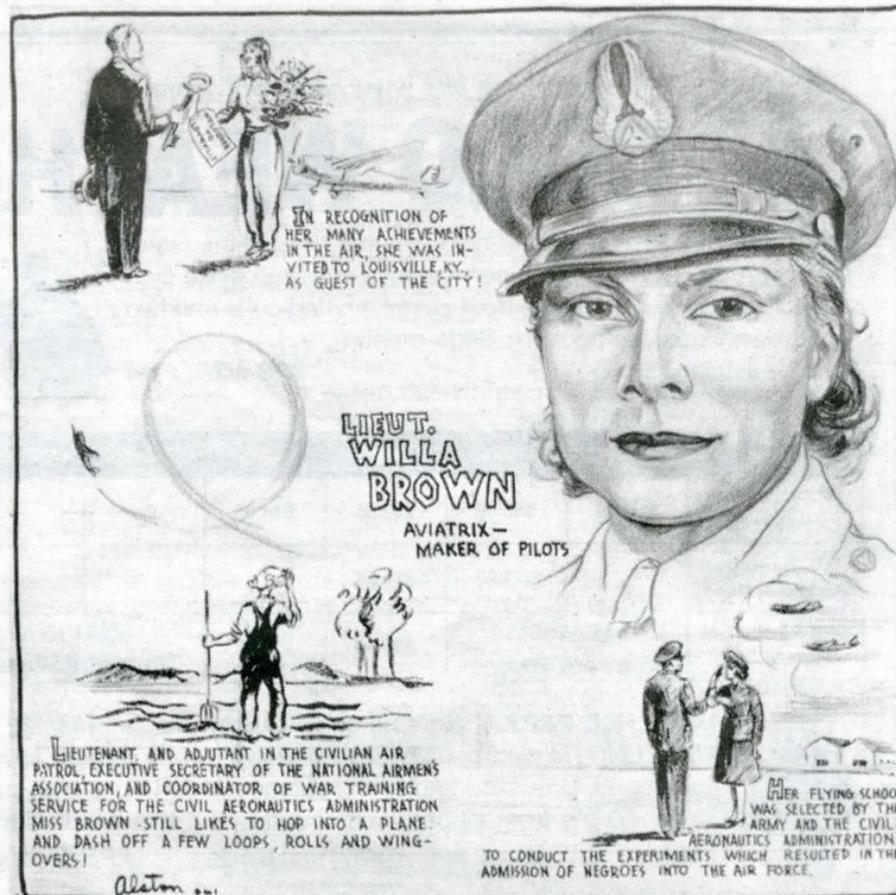
By the end of 1939, out of the nearly 7,500 licensed pilots in America, only 125 were African-American, 82 of whom only had student licenses. At that time Brown had a commercial pilot's license with more than 500 hours of flight time, was the director of the Coffey School and chaired the aviation department at Wendell Phillips High School.

In Spring 1939, Brown and others founded the National Airmen's Association of America with the goal of improving African-Americans' opportunities in civil and military aviation. They took the

lead in lobbying Congress to ensure the law which created and funded the Civilian Pilots Training Program had a nondiscrimination clause. House Representative-later Senator Everett M. Dirksen of



Willa B. Brown



Illinois introduced such an amendment to the CPTP bill proposed by Administrator Hinckley. The change passed the House by a close vote and became law in April 1939. (Coincidentally about the same time, Reed Landis, later the chief consultant for CAP matters at the Office of Civil Defense, was director of the Aviation Law Institute at Northwestern University and had been the first chair of the Illinois Aeronautics Commission. He and Dirksen were both leaders in the American Legion in Illinois.)

The same year, Noel F. Parrish, later a brigadier general in the Army Air Corps was the supervisor of the Army's flying school at Glenview, just north of Chicago. He was involved in official Army experiments conducted by Brown at the Coffey School to prove that African-Americans could be trained to become military pilots. Graduates of her experiments later formed the nucleus of the first class to graduate from the 99th Pursuit Squadron after training at the Tuskegee military

airfield which Parrish commanded throughout World War II. By the end of the War, the Coffey School could boast of hundreds of CPTP graduates — both black and white — and almost all eventually served as military pilots in the war or as members of CAP.

In early 1942, when the CAP began distributing membership applications nationwide, Brown and Coffey both joined. They started a CAP squadron at Harlem Airport in Oaklawn, a suburb of Chicago. It became Squadron 613-6 of the Illinois Wing. Brown served as adjutant and later commander. The squadron had both black and white pilot members.

After the war, Brown continued to teach aviation in high schools and also promoted aviation on the radio. In 1972, she was appointed to the Women's Advisory Committee on Aviation in the Federal Aviation Agency. She died in 1992.

Story by
Maj. Alice Mansell
California Wing



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COLD WEATHER CLOTHING



USAF N2B PARKA, extreme cold weather. Single-breasted, nylon WAIST LENGTH with permanently attached white synthetic fur & drawcord. Single front zipper, knitted cuffs and two hand warming slash pockets. Sage green (gray). Limited availability. **#PS-N2B(size)**



#PS-N2B	Small	Medium	Large	X-Large	XX-Large	XXX-Large
#PS-N2B(size) (GI Issue) New	\$55.00	\$55.00	\$84.95	\$84.95		
#PS-N2B(size) (GI Issue) Used		\$27.50	\$30.50			
#PS-N2BI (size) (Import) New	SAVE Closeout Prices		\$35.95	\$35.95	SAVE Closeout Prices	



USAF N3B PARKA, extreme cold weather. Single breasted HIP LENGTH with permanently attached white fur ruff Mouton lined hood. Drawcord and elbow patches. Nylon outer with cotton lining. Single front zipper, knitted cuffs, and two hand warming slash pockets. Sage green (gray) and black. **#PS-N3B(size)**

#PS-N3B	Small	Medium	Large	X-Large	XX-Large	XXX-Large
#PS-N3B (size) (GI Issue) New	\$36.50	\$45.50	\$98.00	\$124.95		
#PS-N3B (size) (GI Issue) Used	\$27.50	\$27.50	\$30.50			
#PS-N3BI (size) Import New	SAVE Closeout Prices		\$35.95	\$35.95	SAVE Closeout Prices	
#PS-N3BN (size) (GI Style) New SAGE			\$69.95 <i>New Item</i>	\$69.95 <i>New Item</i>	\$69.95 <i>New Item</i>	\$69.95 <i>New Item</i>
#CAP742PAX (GI Style) New Black	\$69.95 <i>New Item</i>	\$69.95 <i>New Item</i>	\$69.95 <i>New Item</i>	\$69.95 <i>New Item</i>	\$69.95 <i>New Item</i>	\$69.95 <i>New Item</i>



USAF SECURITY JACKET - Blue waterproof nylon outer shell, laminated full polyester twill lining, knit cuffs and waistband, with epaulets. Zipper front closure with wind flap, slash side entry pockets with flaps. Two inside pockets. Pen & pencil holder on left sleeve. **\$44.95**

**#CAP742SAB (Med), #CAP742SAC (Large)
#CAP742SAD (X-Large) / #CAP742SAE (XX-Large)**

Civil Air Patrol Supply Depot

14400 AIRPORT BLVD., AMARILLO, TX 79111
(800) 858-4370 / 8:00 A.M. to 4:30 P.M. Central Time

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\$6.50 freight per shipment for U.P.S. Ground Service
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GORTEX PARKAS.

GI Issue lightweight, extended cold weather, camo. 100% nylon with zipper front, drawstring hood and waist. Sizes run "BIG".

COMPARE AT \$230.00.

**#CAP740PG(size) X-Small & Small \$50.00
new Medium, Large & X-Large \$145.00**

Used (X-Small / X-Short thru Medium / Short) are available at \$30.50



GORTEX TROUSERS #CAP740PHX

NEW (Size) X-Small-Short, X-Small-Reg, X-Small-Long, Small-Reg & Small Long.....\$45.00
NEW (Size) - Med-Reg & Long, Lrg Short & Reg.....\$79.00
USED (Sizes) - Small-Short, Small-Reg, Small-Long, Med-Short, Med-Reg, Med-Long, Large-Reg, Large-Long, & X-Large-Reg \$20.50

FUR RUFF, White fur ruff attaches to hood of Goretex parka. Fur is acrylic/wool blend; attaches with snaps, velcro. **#CAP740PJD (Med) or #CAP740PJE (large). \$11.95**



FIELD JACKET, M-65 G.I. ISSUE Made of water repellent fabric with windproof inner lining. Concealed hood, hook & pile fasteners, full length heavy duty zipper with wind flap, 4 large flap pockets, waist and bottom drawstrings. Bi-swing back.

#U-8415-01-099-78XX CAMO

Limited quantity New & Used

(Sizes from X-Small Short to X-Large Long)

New \$36.50 / Used \$24.50



#U-8415-00-782-29XX O.G.

Limited quantities New only

(sizes available from X-small reg to X-large Long) **\$24.50**



TROUSERS M-65, G.I. ISSUE, Heavy nylon/cotton blend. Inner waistband has suspender loops and liner buttons.

#U-8415-01-099-78XX CAMO, \$15.50

#U-8415-00-782-29XX O.G. \$10.50

Both styles available in NEW condition only.

Limited quantities.





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COLD WEATHER CLOTHING



#CAP724PAX US Army (Fish Tail) Parka. Extreme cold weather ¾ length water repellent. Olive green color with two slash front pockets. Single breasted, zipper opening. Removable quilted liner and hood. Adjustable sleeve cuff and drawcord around legs. Cotton and nylon. Sizes available: X-Small, small, medium, large and X-Large **#CAP724PAX \$32.50**

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#CAP723AAA Olive or #CAP723AAB Black. \$4.95



HEADOVER SCARF: Balaclava & Hat combination. A unique 100% wool knit scarf with multiple uses. 8.5"x23" tubular, OD. GI ISSUE. One size fits all. **#CAP723SAE \$3.95**

ACRYLIC 3-HOLE SKI MASK. Reinforced mouth and eye openings allow a smooth, comfortable fit. One size fits all.

#CAP723AFA Olive or #CAP723AFB Black \$3.95



ACRYLIC OPEN FACE MASK. Reinforced elastic face opening. May be worn under the chin for full face exposure, or over the nose for eye exposure only. One size fits all.

#CAP723AEB Black \$3.50

#CAP723AEE Orange/Camo reversible \$4.50

POLYPROPYLENE BALACLAVA. 100% Polypropylene. Keeps the head warm & dry due to the wicking action and fast drying characteristics. Made to tuck into the collar 15" long from the crown to the bottom. One size fits all. Same material as GI polypropylene thermal underwear.

#CAP723BAJ Brown or #CAP723BAK Black. \$7.95



HOOD, Combat Vehicle Crewman's (Balaclava). The balaclava is intended to provide environmental protection from cold, wind and flame for the combat vehicle crewman, arctic soldier, and aviator. It is composed of a knit comfort layer worn closest to the skin as well as a knit outer shell; sandwiched between these two layers is a wind barrier insert. There is a single face opening which will allow for eye exposure only. Exposure of the total facial area can be achieved by means of an elasticized adjustment feature. Neck protection is accomplished by an extended bib. OG Aramid(Nomex). One size fits all.



#CAP723BAC \$6.50

UNDERWEAR, G.I. THERMAL. White factory irregulars. Designed for cold weather. 50/50 Cotton/poly mix or 100% Cotton.

UNDERWEAR, G.I. POLYPROPYLENE THERMAL. U.S. Army medium brown factory irregulars. Shirt has knitted cuffs and a flat collar that zips up to make a turtle neck for extra warmth. Drawers have a flap fly and knitted cuffs. Polypropylene layer next to the skin acts as a moisture wicking layer and serves to draw moisture away from the skin.

Part # & Size	Small	Medium	Large	X-Large	XX-Large	Price
CAP723(size) Undershirt 50/50	WAA	WAB	WAC	WAD		\$4.50
CAP723(size) Drawers 50/50	WBA	WBB	WBC	WBD		\$4.50
CAP723(size) Undershirt 100%	XAA	XAB	XAC	XAD		\$4.50
CAP723(size) Drawers 100%	XBA	XBB	XBC	XBD		\$4.50
CAP723(size) Undershirt-Poly Brown/OG	WJB	WJC	WJD	WJE	WJF	\$16.95
CAP723(size) Drawers-Poly Brown/OG	WKB	WKC	WKD	WKE	WKF	\$16.95
CAP723(size) Undershirt-Poly Black	WJJ	WJK	WJL	WJM	WJN	\$16.95
CAP723(size) Drawers-Poly Black	WKJ	WKK	WKL	WKM	WKN	\$16.95

GORTEX GLOVES. Military cold & wet black leather. Lining is manufactured with two layers of Thinsulate and one layer of Gortex to increase warmth and not restrict grip. Waterproof and breathable, with a double palm. For wrist closure, an adjustable strap and buckle is provided on the back of the glove.



#CAP723(size) (with out knitted wrist cuff) as shown. (GJB-3 Medium), (GJC-4 Large), (GJD-5 X-Large) **\$32.50**

#CAP723(size) (with knitted wrist cuff) not shown. (GJF-3 Medium), (GJG-4 Large), (GJH-5 X-Large) **\$52.95** *New Item*

SWEATER, GI ISSUE five button O.D. wool. Sizes Small, Medium, Large & X-Large **#CAP740SAX \$8.50**



SCARFS, G.I. WOOL 100% wool knit 2 ply. 8" Wide x 50" long. **#CAP723SAA Olive \$2.95** or **#CAP723SAB black \$6.95**



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**SOME OF THE ITEMS LISTED
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FOR UNIFORM WEAR**

BG Bowling: 'How prepared were we?'

As we look back and consider the tragedy in New York, Pennsylvania and Virginia, we must ask ourselves, "How prepared were we?"

From an overall organizational standpoint, the Civil Air Patrol rose to the occasion and, in doing so, each member should feel very proud to be part of the CAP.

On the day after the tragedy, the national media reported a light aircraft flying over the World Trade Center site. This plane belonged to CAP, who performed those flights at the request of the New York Governor George E. Pataki.

In addition, our chaplains and moral leadership officers have spent many hours ministering to the needs of others. Every wing and region within CAP has answered the call to this national emergency.

The quick reaction of our members, the hours dedicated and the commitment to helping was beyond description. But there were some lessons we need to learn from this.

From the reports that have

National Headquarters staff was directed to leave their building and there was no one available to do on-the-spot renewals.

As a result of these readiness issues, each of us must ensure that our CAP ID card — the very evidence of our commitment — is current, accurate and ready for review.

And members should be asking the following questions: Did you have a unit call-up list? Was it accurate and up to date? Or did each of the members in the unit randomly call

each other trying to find out what they could or should do?

What about your training? If you are a pilot, are you current? Did you have three takeoffs and landings in the preceding 90 days? Were you night current? Or were you meaning to get to that later in the month? How about your "101 Card"? Is it current? You may have been trained in those areas

at one time, but are you qualified now to perform each task competently and safely?

As each of us knows, the essence of a qualified volunteer is a person who is not only willing to step forward, but also one who has committed the time and effort to ensure they are trained to perform their duty accurately and safely. Are you ready?

Our nation's crisis has afforded us the opportunity to review not only our physical preparedness, but our personal preparedness as well. Let us take this opportunity to ensure our families understand why we train and what we may be called upon to do. It is only through this level of preparation that we may continue to be one of our nation's finest volunteer organizations.

It is difficult for me to put into words how privileged I feel to be your commander and how proud I am to serve with each of you. It is through your extraordinary efforts we shall continue to serve the citizens of this great nation.

Semper vigilans!



NATIONAL PERSPECTIVE

Brig. Gen. Richard L. Bowling
CAP National Commander
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reached my desk, in the first few hours that followed the tragedy, there were a number of members who wanted to be involved in CAP missions, but realized that they had not renewed their membership. The fact they did not have a valid CAP ID card precluded them from offering their services. This was exacerbated by the fact that our CAP

History Channel to air Civil Air Patrol Coastal Patrol segment

NATIONAL HEADQUARTERS — On Nov. 26, the History Channel will air a special segment on the contributions of the Civil Air Patrol Coastal Patrol during World War II.

The segment will air during the channel's "This Week in History" program and will be repeated throughout the week.

The piece features an interview of Base Two veteran Ed Phipps, who recounts his experiences searching for German submarines off the U.S. Atlantic coast.

Jonathan Grupper Productions out of Washington, D.C., is producing the 8-10 minute segment. The program will air just days before CAP marks its 60th anniversary Dec. 1. In August, CAP honored 10 charter/founding members at its 2001 National Board and Annual Convention in Cincinnati, Ohio. CAP will pay tribute to the subchasers of World War II during its 60th Anniversary Gala, rescheduled for March 2, at the National Air and Space Museum.

Grupper's promotion reads as follows: "In 1942, with the blasts of Pearl

Harbor still ringing in America's ears, the Nazis invaded our shores up and down the Eastern seaboard. Within scant miles of the nation's capital and New York City they came — menacing underwater tanks known as U-boats. For month after harrowing month, they terrorized the Atlantic states. Against this looming threat, the military is caught off guard — fighting in Europe and Asia. And so, against this Goliath, the United States mounted an unlikely band of Davids — the CAP.

Taking on armed, submersible, steel fortresses

aboard their slight, single-engine planes, this ragtag group of intrepid men flew to the rescue. In less than two years, they effectively ended the U-boat threat to America's shores.

CAP veteran Ed Phipps and historian Roger Thiel tell the amazing story of these unsung heroes. These flying minutemen — all volunteers — flew more than 24 million miles on coastal patrol. And they weren't just sentries. Their gossamer aircraft were saddled with 200-pound bombs. In our stirring conclusion, we slip underwater today to survey the shattered wreck

of a U-boat, ghostly and long forgotten, off New Jersey's unknowing coast. It might have left a different memory along these shores had it not been for the CAP."

Today, 58,000 CAP members carry on in the spirit of the subchasers. In the wake of the World Trade Center disaster, CAP transported blood, medical supplies, public officials and provided the first aerial photos of the site. For the first three days following the attack, CAP flights were the only nonmilitary flights permitted.

Faith, love, duty: American institutions of service

No living American has known a time of national crisis equal to that which the nation is now passing through. The terrorist acts on Sept. 11 has harmed our collective consciousness. It has affected every fiber of our country. It has shattered every illusion created by complacency. An evil hand touched us, and life in our beloved United States of America — our home — has changed forever.

Our strength of character and inherent goodness are attested by the resolve of our national leaders, the patience and support of our citizens, the cohesion of every branch of our government at all levels, the rapid response of every civic agency, the vigorous response of our citizens to the request for blood and financial and other resources, the absence of hysteria, the absence of finger pointing and blame placing, and the total absence of vengeful, mindless retaliation. All these comprise a testament to the American spirit and its democratic institutions.

We are a great land. We are a great people of balanced judgment. We are a motivated people: Motivated by three great American institutions of service, namely, faith, love and duty.

For a time, we will be in a struggle to reignite our sense of sovereignty. What some of us thought could not happen did in fact happen. Sixteen acres of rubble and perhaps as many as 6,000 lost lives stand in calamitous testimony that the American way of life can be breached. But we are a nation of character and strength, and we will regain our sense of security and personal and national pride.

We will never be held captive by fear, and this is because we are a people of love. One Bible writer said, "There is no fear in love; on the contrary, love that has been made perfect by God overthrows every tendency toward fear. Those who fear — those who are afraid — have not been perfected

by love [and have never ever really learned how to give love".

Not so of us Americans. In many ways, we are the personification of the word that says, "Love your neighbor as you love yourself." We even lavish love's benefits on people who seek to harm us. This American tendency of openness and love for every human being will never change. Were that to change, we would cease to be what we are. Never again could we say, "I am an American." But our love of life and everything that lives is not to be interpreted as weakness or as a lack of will. Let no one come away with that assessment.

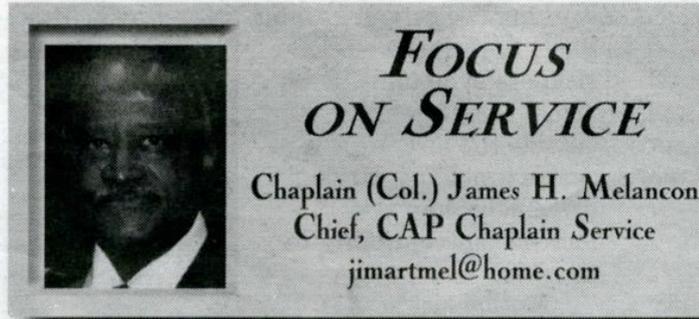
Our enemies have already discovered our resilience — our toughness as well as our sensitivity to each other as children of our native land. As we work our way toward full recovery, we will be called upon to continually sacrifice in the process, and to note that the paradigm of our understanding of sacrifice has shifted.

In this new era, we must know that, while sacrifice presupposes a willingness to give, true sacrifice is actually a willingness to give and never stop giving. We can say that sacrifice meets an equivalent concept in the "thought world" of the CAP volunteer. Our thought world — the world of a special group of Americans whose watch words are *semper vigilans* or always prepared.

Early Christian tradition carries a story about Jesus of Nazareth that is singular for the appearance of parallel accounts in all four of the Christian gospels. It is at once fascinating and fetching. It is fascinating in that it really defies comprehension as is the case with many, if not all, of the miracle stories and great signs that appear in the Christian gospels. It is fetching in that it instantly captures the heart and

spirit of those who are quick to join themselves along with their considerable (or meager) resources to humanitarian endeavors.

It is the story about a day when Jesus of Nazareth and His disciples fed 5,000 men and their women and children who were



FOCUS ON SERVICE

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obviously faint from hunger, with an unimaginably meager commissary. The story depicts a great teacher stopping in the midst of his teaching to meet what he determined to be a more pressing need. — a group of hungry people who had no food and apparently no way of getting any. So He fed them. It was as simple, and yet not so simple, as that.

As volunteers, we are vicarious participants in the story. There was a volunteer there that day. A young boy among the crowd of people, according to the story, had five barley loaves and two fish. He was evidently, the only one among that great concourse of people who had any food. When he was requested to give all he had to assist in the feeding of the multitude of people, in a true spirit of volunteerism, he did not hesitate. He gave all he had.

As powerful an image as was the feeding miracle itself, the spirit of volunteerism evidenced by the selfless act of that young boy is in many ways just as powerful. His gift of bread and fish provided the basis and starting point for the miracle. Who among us can imagine the waves of satisfaction and wonder that flowed through his heart as he saw that feeding miracle unfold.

The impact of that young volunteer does not stop with the miraculous feeding. The writer of the story reveals something that may have completely escaped the notice of some of the story's interpreters. When the men he was training—his disciples—

placed the bread and fish in his hands, the story teller tells us that Jesus first gave thanks. It is obvious that he was giving thanks to God. But what might we suppose was primary among the things for which he was giving thanks at that moment? Could it

have been the boy's voluntary surrender of his little for the benefit of the many that first moved Jesus into a mode of thanksgiving? It is possible. Maybe even probable.

A sequence develops at this point which I think is more than merely coincidence. The writer of the story tells us that after giving thanks, Jesus broke the bread and gave it to those men he was teaching with instructions to distribute the food among the people. I am struck, as has been many others, by the force of the language in this part of the story. The verb "gave" is in the imperfect tense. This tense is one of the past tense forms of the language in which the story was first written. It speaks about action that continues uninterrupted in past time with no one pausing to take note of the moment the action ceased. It is generally interpreted as the durative imperfect.

The implication is that Jesus did not merely give them food to distribute, but he kept on giving it to them. He stood there with His hands extended and open; and as often as his disciples returned for a supply of food to distribute, there was food in his hands to be distributed. It seems that he

See **Chaplain ...** Page 12

Motion sickness

Studies have shown we can adapt or 'get used to it'

My first airplane ride was as a cadet at the Michigan Wing Encampment in 1974. It was also my first experience with airsickness!

Since that time I have become familiar with those dreaded symptoms: warmth, pallor, burping, increased salivation and cold sweats followed by dizziness, nausea and then — well you know what comes next.

Many a cadet on an orientation flight or a novice aircrew member flying a search grid has fought the same symptoms. Not only is this uncomfortable, but it decreases the effectiveness of that crew member, and may even cause the flight to return to base.

Another form of air sickness is the "sopite syndrome." Instead of feeling queasy, the airman begins to feel fatigued, drowsy, head-achy, starts yawning, and may become apathetic, detached from the environment and less attentive. Sometimes irritability increases. This may not even be recognized by the individual as a form of airsickness. Some people experience a mixture of stomach

and sopite symptoms to some degree.

Doing visual tasks where your attention is focused inside the cabin of the aircraft, such as reading charts, navigating, working radios and keeping logs, tends to increase motion sickness symptoms. Even visual search tasks outside the aircraft can create problems. Head movement may also increase susceptibility to nausea.

Motion sickness is caused by a sensory conflict. The brain receives conflicting information about body motion from visual and vestibular (inner ear) receptors.

For example, during a coordinated turn, our eyes see a tilted horizon while our vestibular sense says we are perfectly upright. If you add turbulence, it is even more disconcerting.

Studies have shown we can adapt or "get used to" this motion with repeated exposures. Then, gradually, symptoms improve or disappear. Adaptation can only occur if you keep flying and challenging your body to accommodate.

Start with gentle flights using smooth control movements, slow shallow turns and very little maneuvering. This is best done before 10 a.m. or after 6 p.m. when there is less wind and turbulence. A stimulus that is gradual in onset (a smooth flight) generates fewer symptoms and allows for more rapid adaptation than one which is abrupt (yanking and banking). The brain comes to recognize the conflicting information as normal, so it no longer sees the conflict and the symptoms are eliminated.

As you do well with gentle flights, gradually increase the amount of maneuvers, bank

angles and turbulence to build your tolerance levels. Before you know it you'll do fine in those low, turbulent search grids — the ultimate "test of tummy"!

Once you are acclimatized, you also need to periodically go

and level for a time.

Non-medications used to treat motion sickness include ginger root in the form of candies, capsules or as a tea. Some also nibble on ginger cookies. Emetrol, a sweet syrup available over the

counter, can also help nausea. Some recommend drinking apricot juice, carrot juice or peppermint tea.

Some feel the acupressure "Sea Bands" help. A wristband is placed with the pressure button over the middle of the inner

wrist in the soft area of the lower arm just off the wrist bones.

Slow deep breathing — inhale for four to five seconds and then exhale for four to five seconds, for a total of six to seven breaths per minute — is a helpful technique that stimulates the parasympathetic nervous system and settles the stomach.

The relief band is probably one of the most promising devices. The battery-powered watch-like device is worn on the inner wrist and gives a low grade electrical stimulation to the underlying nerve in an acupuncture point area. This provides relief of nausea not only for motion sickness, but in chemotherapy and post-anesthesia patients as well. Although it is expensive — \$100-\$200, it does not cause drowsiness and is well tolerated. (www.reliefband.com)

There are several effective medications for motion sickness, however, none of them are legal for pilots to use. This is because they may cause subtle drowsy effects and may affect judgment and performance. These can also decrease the performance of



FIT TO SERVE

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flying again (Cool!) By re-exposing yourself, you maintain the resistance to motion effects and won't lose your adaptation. In one study, the adaptation was still good one month after the last exposure, but a year later, individuals again became ill if they hadn't flown during that time. So, fly long and fly often.

Some tricks to avoid or treat motion sickness include:

1. Eat a light carbohydrate meal no less than two to three hours before exposure;
2. Avoid dairy products and foods high in protein, calories or sodium before flying;
3. Avoid alcohol, smoking and disagreeable odors;
4. Open cabin vents to increase exposure to cool, fresh air;
5. Adjust the temperature inside so you are not overheated;
6. Focus on a stable horizon or external object;
7. Limit head movements (for example, pressing head into headrest);
8. Try to keep "inside" tasks such as chartwork and logging to short periods at a time, and avoid unnecessary reading; and
9. Occasionally take breaks from maneuvering and fly straight

Studies have shown we can adapt or 'get used to' this motion with repeated exposures. Then, gradually, symptoms improve or disappear. Adaptation can only occur if you keep flying and challenging your body to accommodate.

Paper airplanes available for order on CAP Web site

Paper airplanes are now available through Civil Air Patrol National Headquarters for the purpose of promoting CAP membership to kids. This new product is comprised of the outline for a paper airplane in red and blue with the CAP logo and an instruction sheet for folding.

The airplanes are perfect for visits or presentations to school groups. The design was produced by CAP's Aerospace Education and Training Directorate.

The airplanes can be ordered on the CAP Web site e-services page along with other recruiting materials. Please log onto www.capnhq.gov and go to e-services to order. The maximum available is 500 for squadrons and 1,000 for wings.

Campaign begins in January

With a renewed sense of patriotism and dedication to the

defense of our freedoms, CAP faces both an opportunity and a challenge. Sixty years ago, we grew from nothing and became 100,000 members strong. Today, we have a base of 60,000 from which to build. CAP will be very involved in homeland defense for many years to come.

Our nation and way of life changed forever when the terrorists tore a huge wound in our country on Sept. 11. We will have to be more aware, more protective, more conscious of our surroundings, our vulnerable areas and our freedoms we have taken for granted.

CAP has already been involved from the first evening following the attacks. But, there is always more to do. And we will need more members in order to successfully carry out the new

missions we will face in the coming weeks, months and years.

Here is what CAP been doing to help since September 11:

- We provided the first aerial shots of the World Trade Center disaster;

workers; and

- Chaplains on duty for services and counseling

Begin now getting ready for the 2002 membership recruiting campaign, which will begin in January and run throughout the year. Prizes will be awarded at the end.

Visitor Booklet

Now there is a two-color, 14-page booklet for squadrons to give to prospects that details membership in CAP. It explains the opportunities for both senior and cadet members and

various membership categories, and includes a message from the CAP National Commander, contact information and membership benefits.

They can be requested on the e-services page at www.capnhq.gov. There is a maximum quantity of 50 for squadrons and 100 for wings (until we can adequately determine what the demand will be).

MEMBERSHIP

Robin Hunt

Membership Development
CAP National Headquarters
rhunt@capnhq.gov

- We have transported a lot of blood, tissue and medical equipment and supplies;

- Transported equipment to rescue workers;

- Provided air transport for government officials;

- Manning the state EOCs in many states;

- Communications support;

- Food distribution, shelter and logistical support for rescue



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Sickness ... from Page 10

observers and scanners. Dimenhydrate (original Dramamine) is used to prevent and treat motion sickness. However, it often causes significant drowsiness. Meclizine (Antivert, Bonine, Dramamine II) seems to cause less drowsiness than dimenhydrate and is very effective. If needed, talk to your doctor about prescription Reglan or Trans-derm Scopolamine patches. However, Scopolamine does inhibit adaptation.

If you are feeling the least bit off, don't hesitate to get out the airsick bag, open it up and have it ready. Better not to need it than to be too late. If you are going to vomit, seal the bag over your mouth with both hands while leaving your nose exposed for fresh air. In this way, all fluids

and odors will be contained and there is less chance of spillage.

I am happy to say, that with the help of my CAP-pilot husband, Rick, I have flown frequently and no longer have the problems I once had. So, if you are one of those "vestibularly challenged" individuals, get in the air every chance you can and hopefully your stomach won't get in the way of your love for flying. If you need an excuse, tell them, "My doctor told me I have to fly!" Enjoy!

Editor's note: Lt. Col. (Dr.) Kay McLaughlin, vice commander of the Michigan Wing, is an internal medicine physician and Federal Aviation Administration aviation medical examiner out of St. Johns, Mich. She can be reached via e-mail at rkmclaughlin@voyager.net.

CAP on brink of major administrative changes

Civil Air Patrol is on the brink of major changes in the way we conduct mission and administrative business. We have already begun the transition to automate and integrate processes, and change old paper-based snail mail processes to online transactions.

To help us on this journey, we have just successfully justified through the Air Force funding process the need for computers and internet connectivity down to the squadron level. We expect funding to start during fiscal 2002, which starts in October, and continue each year based on a five-year renewable cycle.

You've heard briefings and seen articles in the *Civil Air Patrol News* on this transition. Many of you have started to use field grown applications and experienced some of the benefits, and yes, the pain of this transition. This is the first of a series of articles you will be receiving that is focused on helping you prepare yourself, your members, and your processes and relationships to hopefully improve the way we do business.

The theme of this movement is real-time information available when and where you need it. To get us through the process analysis, application development, testing, and system deployment will take extraordinary commitment and persistence at all levels. Each unit must find the right people to spearhead their portion of the transition. At the August

board meeting the National Board passed a resolution that the pending deployment of the Flight Management System must be preceded by a 90-day beta test period. To help do this, each wing and region commander should identify, as soon as possible, at least one person to represent their interests at the national level when field input or testing is needed. Please provide the name(s) and e-mail address of these region and wing representatives as soon as possible to NHQ/MS. Squadron representation will also be needed and interjected either directly or through the wing reps as appropriate.

Typical tasks for these individuals will include but are not limited to the following:

- ◆ Participate in the decision of what units will receive new computer resources;

- ◆ Participate in discussion groups about new/changed processes;

- ◆ Participate in application testing;

- ◆ Recommend future development and priorities;

- ◆ Help find wing experts to participate in discussions and testing as needed; and

- ◆ Facilitate wing member training to use these new tools.

The recommended representative characteristics should include the following:

- ✓ Available email address and ready access to the internet.

- ✓ Knowledgeable of CAP processes; but more importantly, an ability to coordinate with the real unit process experts and able

ing and why. At certain milestones we will deliver pieces of the system for testing. Early in the testing process, you could very well be overwhelmed with the number of bugs found. Yes,

overwhelmed with bugs. But, we will provide an on-line tool so that you can report the bugs, and most of the time, you will be able to re-test within a day or two. Once the product is ready and we go live, there will still be lots of problems. We will be on alert to respond to production problems

almost immediately while the system is being "broken-in", until it is considered finished. We are excited about our part in the development effort and we think you will be encouraged as the benefits unfold in these projects.

Remember, we don't have a choice, we either improve our accountability, responsiveness, and flexibility or risk loss of support and resources. These changes we are in the process of making will position us to grow and hopefully better enjoy our volunteer experiences.

Future articles will include:

- ☞ Process Automation Goals and Objectives;

- ☞ Major Automation Projects and Priorities;

- ☞ Each major project; and

- ☞ Problems, successes, discussions as appropriate.

And thank you in advance for your support of this movement.

MISSION SUPPORT

Paul Capicik
Director, Mission Support
CAP National Headquarters
pcapicik@capnhq.gov

to transmit that expertise to the development effort

- ✓ Comfortable using computer resources

- ✓ Ability to convince unit members of the benefits of automation and an understanding of the difficulties we might face in reaching our goals

A few upfront facts you need to know and understand about the automation development efforts. First, we will design the various system modules thoroughly. Once we agree on the design and started development, we will quickly discover that we have missed a lot of stuff. That's right; we will miss a lot of stuff in the design process, especially dealing with exceptions, waivers, and the like (CAP has a lot of those.) When we find these omissions we will deal with changes in the design, making sure everyone understands what we are chang-

heart of our democratic way of life. It is the child of our great American institutions of service — namely, faith, love and duty.

Volunteers know what they are about. In the case of our CAP Chaplain Service volunteers, we know what we are going to do. We are going to serve; we are willing to serve; and because we are willing to serve, we keep on serving. From the lone chaplain or MLO in the squadron to the senior leadership at national, whether the Chaplain Service Advisory Council (there are 14 of us — 13 regular and one provisional advisor to the chief) or the Chaplain Service Executive Council (there are

six of us — five regular and one provisional advisor to the chief) or the nine chaplains and MLOs functioning on the Council of Special Assistants to the National Chief of the Chaplain Service, or any one of the more than 700 chaplains and MLOs presently serving national and our regions, wings, groups, squadrons and flights, we are all volunteers. We know who we are. We know what we are about. We know what we are going to do. And garbed in those great American institutions of faith, love and duty, we will serve. And our service will always be successful because God is on our side. Semper vigilans!

Chaplain ... from Page 9

simply opened his hands once, held them open and the supply of food was never exhausted. All from a volunteer's gift of five small loaves of barley bread and two little fish. When the multitude had been fed, the story teller informs us that 12 baskets of the food gathered from his hands were left over. All of that from the volunteer's gift.

Volunteerism has its place at the very

'Silent Flight' theme for 2002 Aviation art contest

Sponsors of the International Aviation Art Contest announce "Silent Flight" is the theme for 2002. Students (and CAP cadets) ages 6-17 may enter. The deadline for entries is Jan. 7, 2002.

This year's art contest encourages young artists to capture the excitement and beauty of silent flight on paper. Most pilots like the sound of engines as they fly through the sky, but there is a group of flyers that prefer something a little different. These flyers love the sound of the wind under their wings. You'll see them next to cliffs parasailing or jumping out of airplanes with parachutes on their backs or riding thermals in long-winged gliders. Even astronauts, returning from the silence of space, glide the shuttle down to safe, quiet landings.

But silent flight can also be noisy sometimes. Imagine the sound of a glider pilot dipping into a negative 3G dive as the wind howls, the heart beats louder and the pilot's breath comes in quick, sharp rushes. Balloonists listen to the occasional blast of flame as they heat the air in their balloons to climb high in the air and ride the winds. Parachutists smile when their parachutes snap open and rustle in the wind.

The 2002 International Aviation Art Contest encourages participants to capture the excitement and beauty of silent flight on paper. Participants can consider the ideas above or maybe have their own thoughts on silent flight. The only limit is the artists' imagination!

Artwork must be 11 x 17 inches and must not be framed, mounted or outlined with borders. All artwork must be hand made using watercolors, acrylic or oil paints, indelible markers, colored pencils, felt-tip pens, soft ball-point pens, indelible ink, Crayola or similar indelible mediums. The following media are NOT permitted: Pencil, charcoal or other non-

Aerospace Education

permanent medium, computer generated artwork or collage work involving the use of photocopies.

Entries are judged by age categories: Category 1 (6-9 years old), Category 2 (10-13 years old) and Category 3 (14-17 years old). There are three winners in each category. A parent, guardian or art teacher must certify authenticity of artwork and the artist's age as of December 31, 2001.

State winners and runners-up are selected in each age category and receive a certificate and recognition from their state. The top three winners in each category are forwarded to Washington, DC to participate in national competition.

National winners and two runners-up are selected from each age category. All national winners receive certificates, ribbons, a framed reproduction of their artwork and a professional work of art compliments of the American Society of Aviation Artists. Artwork of national winners and runners up in each age category are forwarded to the Federation Aeronautique Internationale (FAI) headquarters for international judging. International competition winners receive certificates and gold, silver or bronze medals.

Entries in this year's competition will be judged, at least in part, for their creative use of the theme — "Silent Flight" — in relation to the aviation world. Entries must be sent to the sponsoring office in your state. This is usually the State Office of Aeronautics or Aviation Bureau. Contact them to verify they are the sponsoring office or contact your Civil Air Patrol Region Director of Aerospace Education to see if they can be of assistance. Remember, entries must be sent to the state sponsoring office and

must be postmarked by Jan., 2002.

The National Aeronautic Association, National Association of State Aviation Officials, National Aeronautics and Space Administration and the Federal Aviation Administration sponsor the International Aviation Art Contest in cooperation with the Federation Aeronautique Internationale. The purpose of the contest is to motivate and encourage young people of FAI-member nations to become familiar with and participate in aeronautics, engineering and science.

November AE Conference/ Space Shuttle Launch

Civil Air Patrol, Challenger Center, and Space Foundation will feature several award-winning programs from NASA at the Nov. 27-29, 2001 Aerospace Education Conference, Realizing the Dream. An added bonus for this year's conference is the launch of the space shuttle Endeavor currently scheduled for the evening of Nov. 29. To download a registration brochure, go to the Aerospace Education homepage at www.capnhq.gov/nhq/aeroed/ETA/AE_Home.htm or send a request via e-mail to serdae@msn.com.

At the conference, Langley Research Center, Marshall Space Flight Center and Stennis Space Flight Center will all highlight their programs designed to stress national standards in mathematics, science, technology and informational literacy.

Here are summaries of some of their sessions:

- Shannon Ricles, aerospace education specialist from Langley Research Center will feature some award-winning programs. One is the NASA "Why" Files — a series of four, standards-based instructional programs geared for grades

3-5 that introduces students to science as inquiry, the scientific method and problem-based learning. To learn more about this program visit the Web site at: <http://whyfiles.larc.nasa.gov>. Another is NASA "Connect," which is a series of standards-based instructional programs for grades 5-8 that emphasizes the national math and science standards, the information literacy standards for student learning, and the national computer/technology standards. This program is designed to increase scientific literacy and improve the math and science competencies of upper elementary and middle school students. To learn more about this program visit the Web site at: <http://connect.larc.nasa.gov>. Each program includes: a video, teacher guide, web component, classroom activities and virtual field trips;

- Lynn Chambers will discuss the S'Cool Program for grades 3-8. Students' Cloud Observations On-Line (S'Cool) is a hands-on project that supports NASA research on the Earth's climate. Science, math and geography are used as students make basic weather observations and record the type, amount and features of clouds in the sky. No special instruments are required. Observations may be sent online, e-mailed, faxed or mailed to NASA Langley. To learn more about this program visit the Web site at: <http://asd-www.larc.nasa.gov/SCOOOL>;

- Marshall Space Flight Center in Huntsville, Ala., will feature their Web-based program, NASA Explores. Designed for grades K-12 this excellent aerospace resource features lesson plans aligned with the national education standards in math, science, language arts, and technology. Karen Cook, program developer, will demonstrate how to use the materials available to the educator;

- Stennis Space Flight Center

2002 IACE promotes international understanding

Would you like to represent Civil Air Patrol, the U.S. Air Force and United States in another country such as France, the Netherlands, Germany, Sweden or even Japan? If so, you could be selected to visit one of 12 countries!

The 2002 IACE will promote international understanding, goodwill and fellowship among the youth of the world. You will have a chance to meet internationally known politicians, soldiers and celebrities. Your agenda will include a wide variety of activities like orientation flights, tours, mountain climbing, sports, sight seeing and foreign aviation education events.

Highly praised by heads of state, leaders of Congress and other dignitaries, this three-week activity is truly a rewarding experience. The hosting country, CAP and the U.S. Air Force cover your meals, lodging and airfare. The IACE uniform, registration and cost for incidentals is only about \$600.

To be offered this extraordinary opportunity, you must have earned your Amelia Earhart Award by Dec. 31 and be at least 17 years of age by July 1, 2002.

Travel costs are covered for participants and escorts selected for the IACE program. The only transportation that participants will need to worry about is how to get to the airport. Not bad for a trip that could cost in excess of several thousand dollars.

The countries involved in the IACE vary from year to year. This year the United States will exchange with 12 other countries. These countries and the number of participants are: Australia (3), Belgium (2), Canada (20), France (2), Germany (4), Hong Kong (5), Israel (6), Japan (6), Netherlands (2), Sweden (2), Turkey (3) and the United Kingdom (15).

If you have any questions please review CAP Regulation 52-16, Paragraph 4-9, talk to a prior attendee or feel free to contact the

Cadet Programs

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Cadet Programs staff. We can be reached at (334) 953-2273 or cpe@capnhq.gov.

Note: If you want to receive a full application package for IACE, please fill out and mail the coupons that will be provided in the October (Page 17), November and December *Civil Air Patrol News*.

O'Flight reimbursements

Starting Oct. 1, CAP's cadet orientation flight program switches from the current CAPF 77 syllabus to the CAPP 52-7, Cadet Orientation Flight Syllabus. This switch includes the reimbursement rates.

As with any major change, there is bound to be some confusion. Your leadership in ensuring that our members are well informed will help to provide a smooth transition and alleviate some of this potential confusion.

For all cadet orientation flights flown on and after 1 October, the reimbursement rate will be the hourly rates published in CAPR 173-3, Payment for Civil Air Patrol Support.

Since the current CAPR 173-3 rates do not yet include reimbursements for gliders, I need to make sure that our members know the orientation flight reimbursement rules for gliders and

their tow planes come 1 October.

Effective 1 October, commercial tow planes will be reimbursed their actual costs. The pilot will need to attach a copy of his or her receipt to the CAPF 7T and note the cost in the "Total Gas Receipts" field on the form. Commercial tow planes should not seek the hourly CAPR 173-3 reimbursement rates.

Corporate tow planes will be reimbursed at the published CAPR 173-3 hourly rates starting 1 October. Since the corporate tow planes are being reimbursed directly at an hourly rate, there will be no need to directly reimburse the gliders also.

Please share with our members the difference between a commercial tow and a corporate tow, since this will probably be the area of the most confusion.

Changes in CAPR 173-3 will take affect for all cadet orientation flights flown on or after the date of any published changes.

Every unit was mailed a copy of the CAPP 52-7. You can also download it and the associated forms at www.capnhq.gov. (Click on the "Cadet Programs" graphic, and then the "Downloads Page.")

Contact Rob Smith at (334) 953.5309 or rsmith@capnhq.gov if you have any questions about the

reimbursement policy.

CPPT for certain cadets

The CAP National Board voted in their August meeting to require Cadet Protection Policy Training for cadets 18 and older.

Cadets, 18 and older, can receive credit for CPPT training that occurs on Nov. 1 and later by participating in the standard CPPT courses provided to our senior members. These cadets can participate in the same CPPT where senior members are present. The CAPF 11 is used to certify the training. The CAPF 11 is submitted to NHQ CAP/ETP for processing.

Cadets must complete CPPT within 6 months of turning 18 or they will not be allowed to associate with other cadets directly until training is completed. Cadets over 18½ by Nov. 1 must complete CPPT within 6 months from Nov. 1 or they will also not be allowed to associate with other cadets directly until such training is completed.

The board also requires that all cadets 18 and older must complete the CPPT before receiving their next promotion. Therefore, effective Nov. 1, squadron commanders will not sign the CAPF 59 for the next achievement for cadets 18 and older who have not completed CPPT.

Cadet Programs is producing targeted and age-appropriate CPPT related curricula for encampment staff as part of staff orientation at an encampment. This is not CPPT, but it does meet the board's requirements for "refresher training" for encampment staff. The curricula will touch on relevant CPPT issues that may face the staff.

These changes are the result of one of the National Cadet Advisory Council's proposals last year to the national board.

Questions about this new requirement can be sent to Rob Smith at (334) 953.5309 or rsmith@capnhq.gov.

ANNUAL CAP SCHOLARSHIPS FOR CADETS, SENIOR MEMBERS

Scholarships are offered annually to cadets and senior members who meet eligibility requirements. For CAP academic scholarships, the number of scholarships and the dollar amount of those scholarships change from year to year depending on available funds.

Academic scholarship monies are sent directly to the recipient and are to be used for tuition, books, or room and board. The cadets are responsible to ensure the money is utilized most efficiently.

For most scholarships, complete applications must be postmarked no later than Jan. 31, 2002. Note that some scholarships have earlier deadlines.

Scholarship types

The types of scholarships are as follows:

Undergraduate: An applicant who has completed less than 60 semester hours, or the equivalent, prior to the start of the fall semester in which the scholarship is awarded. Undergraduate scholarships will be offered in each of four disciplines — engineering, science, education or humanities.

Advanced Undergraduate: An applicant who has completed at least 60 semester hours or the equivalent prior to the start of the fall semester in which the scholarship is awarded.

Graduate: An applicant who has or will have by the end of the current year a bachelor's degree from an accredited college or university.

Technical/Vocational: Awarded to select cadets and senior members who are qualified for or interested in furthering their education (after high school) in courses at accredited trade, technical, or vocational schools. These institutions must offer courses such as aircraft maintenance, airframe technology, criminal justice, human services, and associate degree programs.

Eligibility requirements

Eligibility requirements are as follows:

1. CAP cadets must have received the Billy Mitchell Award; 2. CAP Senior Members must have received the Billy Mitchell award as a cadet or received the senior rating in Cadet Programs Specialty Track of the Senior Training Program; 3. Must be a high school graduate or hold a GED; and 4. Must be accepted to a college/school or certification that application has been made.

Application requirements

The scholarship application requirements area as follows:

1. Must attach or have forwarded to HQ CAP/CPR all official high school/college transcripts; 2. Scores on ACT/SAT College entrance exams; 3. Statement of acceptance from an accredited college or university or certificate that application has been made; 4. Recent photo in uniform attached to CAPF 95, Application for CAP Scholarship; 5. No more than three letters of recommendation; and 6. Squadron and wing commander signatures are required on the CAP Form 95.

A special committee selected by Cadet Programs (and appointed by the CAP executive director and CAP-U.S. Air Force commander) will meet and score the applications. Areas considered are academic achievement, CAP accomplishments and activity, and extracurricular activities. Selections will be based upon the respective standings of applicants as established by their applications and required supporting documents.

All required information must be submitted before the application will be considered. It is the responsibility of the applicant to ensure that all required materials are submitted on time.

The complete application must be postmarked no later than Jan. 31, 2002. If all of the required documentation is not postmarked by this date, then the application will not be considered.

The top six applicants, as scored by the scholarship selection committee, will be awarded a \$1,000 scholarship sponsored by USAA (five) and Who's Who (one) in lieu of the general CAP Corporate Scholarship.

Conditions

CAP academic scholarships are awarded under the following conditions:

1. Colleges or universities that you plan to attend must be accredited by one of the six national accreditation associations. Technical/Vocational Schools that you plan to attend must be accredited and/or recognized and approved by HQ CAP/CP; 2. You must maintain an academic and discipline standard acceptable to the school, college, or university you are attending; 3. You must, if requested, provide documentation of all completed college work while on scholarship; 4. Your conduct must reflect credit upon the individual and Civil Air Patrol. This includes obeying school policies and procedures and obeying established laws; 5. You must be enrolled in a full

time course of study during the academic year for which the scholarship was awarded. Waivers must be presented to HQ CAP/CP; 6. You must submit a separate CAP Form 95 for each scholarship for which you are applying; and 7. Cadets who will be a senior member prior to Jan. 31 must ensure their transfer of status is completed so that scholarships can be awarded.

Point of contact

Send your completed scholarship application by Jan. 31 to: Scholarships, HQ CAP/CPR, 105 South Hansell St., Maxwell AFB, AL 36112-6332. If you have any questions, call Janice Serrano at (334) 953-4238 or cpr@capnhq.gov.

Non-flight related

Air Force Academy Prep School Recommendation: Each year CAP National Headquarters submits recommendations to the Air Force Academy for one cadet to attend the United States Air Force Academy's Preparatory School. The preparatory school's one-year program (valued at over \$32,500) increases a student's potential for admission to the Academy and for successful completion of the academy curriculum. Successfully completing the USAFAPS is an excellent opportunity for individuals, who otherwise might not be eligible or selected, to secure an appointment to the Air Force Academy.

Note: This is an application for a recommendation, not an appointment or nomination.

To be eligible to apply for a CAP recommendation to the USAFA Preparatory School, cadets must:

1. Have earned at least the Mitchell Award; 2. Be at least 17 years old and not have passed their 22nd birthday by 1 July of the admitting year; 3. Be a U.S. citizen, or assured of citizenship before USAFAPS graduation; 4. Be unmarried and have no legal dependents; 5. Be of high moral character (for example, has no record of convictions of civil offenses other than minor traffic violations); 6. Be medically qualified for an appointment in the Air Force Academy; and 7. Not have previously attended a service academy preparatory school or college.

Applications are submitted to CAP National Headquarters CAP/CPR on a

Scholarships ... from Page 15

CAPF 95, Application for CAP Scholarships, and must be postmarked by Nov. 30. The following must be attached to the application:

1. The SAT or ACT scores (minimum entry scores for USAFAPS are 510 verbal and 530 math on the SAT; or, 23 English, 23 Math, 23 Sciences Reasoning, and 23 Reading on the ACT);

2. An official transcript of all completed high school work;

3. A written statement that you are not married and have no legal dependents;

4. A copy of your birth certificate;

5. A recent 3 X 5 photograph taken full length in CAP uniform (a CAP only requirement); and

6. Letters of recommendation (limited to four).

A board of Air Force and CAP senior officers will convene at CAP National Headquarters to select cadets to recommend to the Preparatory School. The board will specifically evaluate the following:

1. Scholastic Aptitude Test (SAT) or American College Testing Program (ACT) test battery results;

2. Academic record of high school work as applicable. Evaluated are grade point averages, type and level of courses, attendance record, and applicable scholastic achievement;

3. Performance as a CAP cadet including achievement level, participation in activities, demonstrated leadership, and physical fitness;

4. Extracurricular activities and community involvement outside of CAP including youth and church organizations school and sports activities;

5. **Personal appearance as shown in photographs** (a CAP

only requirement); and

6. Other factors including unit and wing commander endorsements, letters of recommendation, and demonstrated leadership potential. Applicants are limited to four letters of recommendation. Potential sources of the letters are schoolteachers, counselors, administrators, coaches, community officials, CAP members, and military personnel.

Applicants will be notified of their status after board proceedings are complete. Packages receiving CAP recommendations will then be forwarded to the USAF Academy by 31 January each year where final consideration and selection will be made.

Every applicant must first apply directly to the USAFA. CAP Cadets must complete the USAF Academy Application of Admissions. Students may obtain this application by writing to USAFA/RRS, 2304 Cadet Drive, Suite 200, USAF Academy, CO 80840-5025. Deadline for requesting the USAF Academy application is 31 December of your senior year. Applications must be received no later than Jan. 31 of the year entering the USAFA.

Any offer of appointment or nomination is at the sole discretion of the US Air Force Academy. CAP is not an Academy appointment or nomination source.

We encourage unit commanders to urge outstanding CAP cadets to take advantage of this valuable opportunity. We look forward to your application this year!

Flight-related scholarships

Current cadet members (who have completed the Billy Mitchell Award) can apply for the flight-related scholarships listed by completing a CAP Form 95, Application for CAP Scholarships. Completed applications must be sent to NHQ CAP/CPR and postmarked no later than 31

January (unless otherwise noted).

Some of these scholarships are also available to current senior members (who have completed the Billy Mitchell Award as a cadet or have completed the Cadet Programs Specialty Track senior rating). We have noted those scholarships that are open to senior members in the descriptions below. Seniors should follow the same application procedures and deadlines as the cadets.

Maj. Gen. Lucas V. Beau Flight Scholarship: The Order of Daedalians, a national fraternity of military pilots, awards five \$2,100 scholarships to cadets ages 15 ½ to 18 ½ with uncorrected 20/20 vision, demonstrating a desire for a career in military aviation (must be indicated on application). These scholarships provide financial means to receive ground and flight training leading to a FAA private pilot license. Note: HQ CAP/CPR must receive the application no later than 1 March of each year.

General Aviation: To keep up with the demand on flying scholarships, we will offer a General Aviation Scholarship. This scholarship is available to all cadets interested in getting a private pilot's license.

For this particular scholarship (unlike the Daedalians scholarships) cadets do not need to aspire a career in military aviation. Cadets who do should apply specifically for the Daedalians scholarships. Those cadets who are not selected for the Daedalians scholarships will be automatically included in the list of applicants for the General Aviation scholarship.

The number of scholarships and the amount will depend on the funds available. Complete applications for this scholarship should arrive by March 1 to NHQ CAP/CPR.

Dowling College: Dowling College annually sponsors one one-year full tuition scholarships (valued at about \$8,000) and two one-year half tuition scholarships (valued at about \$4,000) for cadets

enrolled in the Dowling College School of Aviation. Also open to senior members.

Spartan School of Aeronautics: Spartan School of Aeronautics offers up to twenty \$2,500 Scholarships to CAP cadets attending their facilities in Tulsa, OK. There are 26 different aviation education programs to choose from. Also open to senior members. To find out more about Spartan School of Aeronautics and their programs visit www.spartan.edu/main.htm.

Col. Louisa Spruance Morse CAP Scholarships: Annually, Embry-Riddle Aeronautical University makes three \$1,000 scholarships available to students who are enrolled at an Embry-Riddle Aeronautical University campus and have completed the first semester of AFROTC. See your AFROTC instructor for information and applications. Do not apply for these scholarships through CAP National Headquarters. Also open to senior members.

U.S. Air Force Chief Of Staff Scholarship: This \$1,500 scholarship is automatically awarded to the outstanding Cadet of the Year as outlined in CAPR 39-3. The money is sent to the educational institution or training facility of the cadet's choice.

Clara E. Livingston Cadet Scholarship: This \$4,000 scholarship named after an aviation pioneer — a CAP member during World War II and the former Puerto Rico wing commander — is available to Puerto Rico Wing cadets only (as stated in Clara's will).

Puerto Rico Wing cadets are encouraged to apply for this award to advance their preparation and training for any field such as flying, the professions, academic, business or manual art or for travel directed toward an expansion of his or her horizons.

Contact the Puerto Rico Wing for more information.

AE ... from Page 13

in Bay St Louis, Miss., will feature programs on robotics, remote sensing and global positioning systems. Introductory Robotics (grades 5-8) explores the basics of robotics with LEGO Mindstorms™ educational kits. Find out about sensors, programming, gears and motors, and learn how to incorporate robotics into your science classroom. Educators will construct, program and operate their own robot;

► Near Earth Achievable Remote Sensing introduces a low-cost method of capturing and using aerial images. The NEARS Project is a set of hands-on activities designed to engage students in learning the fundamentals of remote sensing. Participants will learn to build camera platforms using inexpensive foam and disposable cameras and how to loft the platform using kites or helium filled balloons;

► From a Distance is a program designed for grades K-12 that really brings technology into the classroom utilizing remote sensing, Geographic Information Systems, and Global Positioning System techniques. From a Distance stresses standards in math, science, social studies, language arts, technology, and geography. To learn more about these programs log on to the Stennis web site at: <http://www.wedu.ssc.nasa.gov/erc/workshops.htm>;

We hope you can join us in Florida as we celebrate the history of aviation and view the launch of the space shuttle!

New Space Day partner

The Civil Air Patrol recently became a new Space Day partner so start thinking now how your unit can join together with your community to participate in this exciting yearly event. Go to the Space Day Web site at www.spaceday.com and click on "In your

Neighborhood" for ideas on how other communities have celebrated this day in the past.

Space Day launched its year-long educational initiative introducing students, educators and families to the wonders of the "Red Planet." Space Day 2002 ... Adventure to Mars! is designed to capture young people's imagination about Mars, the only other planet in our solar system that has the potential for human inhabitation.

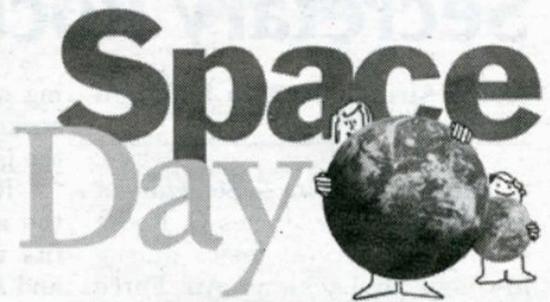
By focusing on Mars, this award-winning initiative will bring together people of all ages to advance education in science, math and technology, and realize the vision of our space pioneers. Space Day 2002 ... Adventure to Mars! will take place on May 2, 2002, with celebrations and educational activities throughout the United States and around the world.

"So much of what we have accomplished in space has been a potent combination of curiosity, imagination and the human spirit — the fuel that propels us to reach out to universes still unknown," said former Senator John Glenn, co-chair of Space Day.

Now entering its sixth year, Space Day has expanded into a truly global celebration. Millions of students, teachers and space enthusiasts in 21 countries, all 50 U.S. states and seven Canadian provinces participate in this innovative program. Earlier this year, Space Day was honored with the prestigious Space Foundation Education Achievement Award given to organizations involved in exemplary education initiatives.

More than 70 Space Day Partners — including prestigious nonprofit, educational, governmental and youth organizations; major school districts and leading cable, media, technology and aerospace companies — will organize local events in communities throughout the world using Mars as the focus.

Several national polls reveal that Mars is the planet that most captivates kids' interest —



"I'm thoroughly convinced that the first person to set foot on Mars is participating in Space Day ..."

— Dr. Sally Ride —
America's first woman astronaut in space

both for its mystique and because it is the only one that has potential for human inhabitation. Over the coming months students will have the opportunity to participate in an engaging array of Space Day programs and activities around Mars—"the fourth rock from the sun." These will include: Design Challenges, a collaborative program to create solutions for living and working on Mars; Student Signatures in Space, a program which carries digitized student signatures on a shuttle mission to space; and the Cyber Space Day Webcast, the only annual online event devoted to space, science and math, broadcast globally over the Internet.

The official Space Day Web site — www.spaceday.com — offers teachers, kids and the public a wealth of resource information that will be continually updated as Space Day activities develop worldwide in the months ahead.

2002 IACE/COUPON #1

Please print or type legibly:

NAME: _____ RANK: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE (HM): _____ (WK): _____

E-MAIL ADDRESS: _____

CAPSN: _____ CHARTER: _____

TO WING/REGION COMMANDER: This is to notify you I have requested an application from National HQ CAP/Cadet Programs to participate in the 2001 IACE. Please schedule me to attend the wing special activities selection board, if required.

MAIL COUPON TO: Wing commander or region commander (for escort applicants on region staff).

NOTE: Failure to send this coupon to your appropriate commander will void your IACE application.

2002 IACE/COUPON #2

Please print or type legibly:

NAME: _____ RANK: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

E-MAIL ADDRESS: _____

CAPSN: _____ CHARTER: _____

MAIL THIS APPLICATION REQUEST TO:

CAP National Headquarters — CAP/CPE

105 South Hansell St.

Maxwell AFB, AL 36112-6332

NOTE: COUPON MUST ARRIVE CAP/CPE NO LATER THAN DEC. 31, 2001

Secretary Roche discusses terrorism, AF mission

Senior Airman Oshawn Jefferson
Air Force Print News

SAN ANTONIO — Secretary of the Air Force Dr. James G. Roche touched on several topics during his visit to Lackland Air Force Base, Texas, on Oct. 5.

The Sept. 11 terrorist attacks on America, the Air Force's role in President Bush's war on terrorism, the service's future, and his thoughts on the victims and families affected by the attacks were the main focus of Roche's visit.

The issue of the Air Force's role in the president's war on terrorism intensified when Bush announced Oct. 7 that the U.S. military launched attacks on al Qaeda training camps and military installations of the Taliban regime in Afghanistan. Knowing this is just the beginning of a long campaign, Roche discussed what airmen can expect in the next six to 12 months.

"We are now entering an era in which we need to anticipate and prepare for asymmetrical attacks, including but not limited to terrorism," Roche said.

"We heard the president say this will be a long campaign, and it will be conducted with both traditional and nontraditional means, with coalition partners and through diplomatic, financial, intelligence, economic and other tools. The Air Force will play a role, above all, by apply-

ing our global reconnaissance and strike assets when called upon by the president."

Roche also talked about how the aerospace expeditionary force fits into any military operations and how the system was designed to meet changing world crises and will continue to work as planned.

"In 1994, we started the AEF as an experiment of how to deal with ourselves in the contingency world that is much different than the Cold War world we used to live in," Roche said. "(Former Chief of Staff of the Air Force Gen. Michael E. Ryan) formalized it in 1997 and made it into a construct for our entire Air Force. The contingency world we live in now dominates our activity. As we embark on yet another contingency, we have configured ourselves for this sort of thing."

The Sept. 11 terrorist attacks on the United States have shown America's vulnerability to an attack. With America now in a bombing campaign in Afghanistan, and the Taliban regime calling for "jihad," or holy war on any country attacking them, Roche discussed the importance of the Air Force's role in homeland defense.

"(The Air Force) has had a traditional role in the air defense mission of the nation, and we will continue to perform that mission, as well as others related to our air



Dr. James G. Roche

and space capabilities," Roche said. "Reflecting the reality that homeland defense goes beyond military issues, the mission of the (office of homeland security) will be to develop a coordinated, integrated, comprehensive, national strategy to combat domestic terrorism by strengthening our preparedness and homeland security at all levels. In the Department of Defense, the Army will have the lead in our homeland defense mission, with other services providing support to that effort."

In light of recent events, Roche said that the Air Force has entered into an era in which it is compelled to rethink its defensive posture in

a changed environment.

"We must develop a strategy for a different era," he said.

Although, he added, the recent world events have not changed his initial goals and initiatives since he took office as secretary of the Air Force.

"(Recent events) do not change our priorities because as a contingency force, and as an expeditionary air and space force, we are already configured to deal with any contingencies that arise," Roche said. "We will continue our transformation into an even better force, with superb systems and leaders, as we contribute to this campaign."

As the Air Force tries to look to the future, Roche discussed his top priorities and goals for 2002.

"I have four priorities (for fiscal 2002)," he said. "(The first is) people. We must be able to attract and retain the very best individuals to serve (in the Air Force).

"(The second is) strategy. We must continue, or rebuild, a force structure that, when teamed in joint or combined operations, will be effective in keeping peace and preserving freedom in this century," he said.

"(Next is) efficiency. We must accelerate our drive to become more modern and more efficient as an organization," Roche said. "The

See **Terrorism ...** Page 19

Letters from across America pour into Pentagon

WASHINGTON — After the Sept. 11 terrorist attack on the Pentagon, people from around the country picked up paper and pens to show their support to the military.

Letters offering prayers, hope, praise, thanks and encouragement were delivered to the Pentagon within days after the incidents. While all are different, each has a common theme: pride in America.

An excerpt from one poem written by a student begins, "What will we do, they have all our fears. Will they take us as hostage and laugh at our tears? I say they won't for I know as a fact, America is strong

and it's still intact."

Another high school student wrote, "I will be thinking and praying for you. I will never forget this day for the rest of my life."

One girl, expressing wisdom beyond her years, wrote, "I can't imagine what you are going through, but I wanted you to know that my thoughts and prayers are with you. You are not alone. Through everything, this has not made us weaker, only stronger as a nation. We will get through it."

"I am grateful that you feel for people as though you are an angel," another student said.

Young children sent in letters offering words of comfort quoted from the Bible, such as Genesis 50:19, "Don't be afraid. Am I in the place of God? You intended to harm me, but God intended it for good to accomplish what is now being done, the saving of many lives."

Others sent in poems, hand-made cards and posters. As people walk by the pictures hanging on many of the Pentagon's walls, they walk just a little taller, proud to serve their country, knowing America's citizens support them.

SENIOR PROGRAM



GILL ROBB WILSON AWARD

MAJ EVMORFILLI KYRIDIS MA
LT COL DAVID S CAMPBELL VT



PAUL E. GARBER AWARD

MAJ PATRICIA J OKAWA CA
CMSGT ROBERT C RODEMEYER CA
MAJ JAMES E PALMER CT
CAPT JEFFREY H STAHL FL
LT COL STANLEY N COLLINS GA
MAJ DARRELL R GOLLIER GA
CAPT DENNIS L PEARSON KS
MAJ JAMES W RUTTEN MN
MAJ ROBERT L MYERS MO
MAJ LEONARD J DUTZEL MO
LT COL GEORGE S GUILD NH
MAJ MICHAEL A ULLMAN OH
MAJ IDA M BERCHTOLD OK
CAPT JUAN A RODRIGUEZ PR
MAJ DON R FISHER TX
MAJ PAUL R CORDER TX
MAJ WILLIAM L JACKSON TX
MAJ THOMAS A LANE WA
MAJ JACK L HALL WI



GROVER LOENING AWARD

CAPT GARY C WILLIAMS AZ
CAPT ROBERT L JOHNSON CO
CAPT PETER J BEATY DE
CAPT RALPH MIRABAL FL
LT COL STANLEY N COLLINS GA
1LT WILLIAM J DALEY GA
CAPT PATRICIA D STOCKS IN
MAJ FRED H CRAIGIN IN
MAJ BRENDA G PHILLIPS IN
CAPT JEREMY J REYNOLDS IN
MAJ MARK D WEBB IN
CAPT RICHARD L OELZE IN
CAPT DENNIS L PEARSON KS
CAPT SHELLEY L ROSENBAUM MA
MAJ TORI K STEINMEIER MD
CAPT ODESSA L O'BRIEN MN

CAPT DAVID F FINLEY MN
CAPT SEAN P FAGAN MO
CAPT ROBERT T CRAIG MO
CAPT JOHNNIE R PRIGMORE MO
MAJ WADE J GIBSON NC
MAJ PENNY H HARDY NH
CAPT JOHN F CLARK NV
CAPT EDWARD L GAU OH
MAJ JOE R SMITH OK
MAJ HARRY F CAUFFIELD PA
CAPT SANDRA L KEHOE PA
CAPT AMELIA G BROOKS WV
CAPT JOHN B MCDONALD WY



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

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

**Congratulations
to all
awardees!**

CADET PROGRAM



GEN. IRA C. EAKER AWARD

CASEY T. HARTWELL CA
MATTHEW W. DRESHER IN
JONATHAN E. VAZQUEZ PR
GREGORY A. CHAPLIN TX
HUNTER L. HOLLRAH TX
JESSE D. LUNDBURG VT
SCOTT G. MCMAHAN WA



AMELIA EARHART AWARD

BRANDON FOX AR
ADAM J. HOFMANN AZ
MICHAEL C. PERINA CT
RAFAEL A. BATLLE DC
ERIK B. RECHENBACH DC
PAUL P. CHEVAL FL
MICHAEL J. HALL FL
JAMES M. MURPHY FL
SHAWN C. ROSER FL
BRYAN R. SUTHERLAND IN
DANIEL P. STECIAK MD
MICHAEL A. GLASS MO
ELISE H. PETERSON ND
JEREMY E. SWASON NH
CARA M. FARRELL NM
ROBERT K. GETZ PA
COLIN C. SMITH PA
LEANI Y. BENITEZ PR
JAVIER VEGA PR
MATTHEW V. BROWN SC
JAMES A. BRANTLEY TN
ADAM M. GROSS TX
KENNETH W. HORTON TX
MARVIN G. ROQUE TX
ERIC C. THOMPSON TX
COLIN J. MCLENNAN UT



GEN. BILLY MITCHELL AWARD

HOLLY E. JONES AR
JONATHAN D. VERHOEVEN AR
ANNA D. PRICE AZ
LUKE A. SUMMERFELT AZ
SEAN M. ABLING CA

NICK P. GEAGOLO CA
NAREG MINASKEIAN CA
MARY L. WARD CA
LOGAN J. DICK CO
JULIE M. THOMAS CO
MICHAEL B. LEVEILLE CT
BRIAN K. BAILEY DC
PETER HANSEN DE
GERARDO DELGADO FL
JASON N. LUP FL
WILLIAM A. MURPHY FL
JOHN C. RUSSELL FL
JOE ARCHER IA
BRANDON W. ROOTS IL
NEAL A. ALLAR IN
JOSHUA J. BINDER IN
CASEY J. COCHRAN IN
MICHAEL T. PADGETT IN
MATTHEW K. TEMPLETON IN
JOSHUA J. HALL LA
ARON R. BELLANCEAU MA
ASHLEY J. MAXNER MA
MARK S. OLESAK MA
GREGORY O. GROVES MD
BENJAMIN C. HARRISON MI
ANJOLI A. NOWAK MI
DAVID J. BURGIO MN
STEPHANIE M. LEMKE MN
LAURA L. ADAMS MO
BRETT L. SCHULTZ MO
ANDREW STAUFFER MO
WILL ILGERFRITZ MT
JAMES P. NALIVKA MT
MICHAEL E. TROTT NC
DAVID J. FISK NH
PHILIP G. GILDE NH
PETER R. GOODSPEED NH
TY A. CLARK NJ
MOSES B. WINSTON NM
KYLE V. FOGG NV
KEVIN J. PERKINS NV
BRANDON C. UPTON NV
JASON A. DOSTIE NY
THOMAS B. FRANGMAN NY
MICHAEL E. LEAVER NY
PATRICK P. SULLIVAN NY
SCOTT W. VAN DEWATER NY
JEFFREY A. INGERSOLL OH
ERIC C. REIMAN OH
NICHOLAS A. TRUDEAU OH
JONATHAN E. BLUMENFIELD PA
DEREK L. BOREMAN PA
BENJAMIN G. LINDO PA
SCOTT R. MILLER PA
ALAN M. SAUNDERS PA
CARLOS J. DIAZ PR
TIMOTHY FOWLER PR
RAFAEL MARTINEZ PÉREZ PR
DAVID M. PÉREZ PR
JOSÉ L. QUINONES PR
EDUARDO RODRIGUEZ PR
MIGUEL E. SANTIAGO PR
TRAVIS W. STOREY SC
MATT J. HODGE TN
JOSEPH D. MCSPADDEN TN
REYNALDO ARTEAGA TX
ZANE C. KELLER TX
KURT WHITTEMORE UT
PATRICK T. BANNISTER VA
JOHN C. HOUSTON VA
BENJAMIN A. PEGRAM VA
JASON M. HERSHEY WA
SARA E. PARISI WI
BRIAN J. RACER WI

Terrorism ... from Page 18

Air Force will never be a business, but it can be more business-like.

"(Finally, the fourth priority is) innovation and the industrial base, (because the Air Force needs) to reform, in a constructive manner, (its) acquisition policies and processes so as to ensure innovation and competitive vibrancy within the defense industrial base," he said.

Roche added that promoting innovation within the defense industry will help ensure the Air Force acquires the technology necessary to maintain its position as the aerospace

leader in the world.

As the Air Force prepares for an uncertain future, Roche addressed Air Force family members directly affected by the recent tragedies, with airmen deploying to meet the president's call to duty.

"First of all, our heartfelt prayers and condolences go out to the families and friends of each and every American struck down by these (tragic) assaults," he said. "It takes a full measure of patriotism, dedication, and sacrifice to do what the men and women of the Air Force

are doing today, standing united with our sister services, backing our president and formulating the appropriate response for the American people to seek justice to these unspeakable and shocking terrorist attacks on our nation's soil. Although our enemies haven't seen or felt our brand of resolve before now, they are about to learn."

As the Air Force prepares for the future challenges ahead, Roche said, "I want all of you to know that, even as we mourn for our fallen countrymen, we will not be deterred from carrying out our global responsibility as America's expeditionary aerospace force power. We will continue to perform our noble work in the days ahead."

Nationwide

Reporting achievements of CAP members

NORTH-EAST REGION

COMMANDER
COL. RICHARD GREENHUT

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

MASSACHUSETTS —

Several members of the Pilgrim Composite Squadron joined other groups to provide a day of fun to more than 50 disabled children from area hospitals.

The cadets and senior members helped set up tents, tables, chairs, cooking facilities and audio equipment for the entertainment.

Once the guests were there, the squadron members helped transport them to the picnic area and serve them food, and then they cleaned up the area when the picnic was over.

Alpha-1, the local airport, provided a plane and pilot to give the children rides. Pilgrim cadets helped load the children in the airplane and maintained a flying roster.

The cadets who participated were: Dan Kujanpaa, Tom Melucci, Chris Bertrand, John Yaeger, Rob Yaeger, Ben Marble, Matt Marble and Geoff Monks.

Senior members who assisted were: Maj. Al Ruffini, 1st Lt. Robert Yaeger and Sr. Mbr. Chris Querze.

The other organizations who were represented at the day included: the Handicapped Sponsorship Association, Alpha-1, Plymouth Disaster Preparedness, local entertainer Bobby Gage and the Plymouth Aero Club.

State Representatives Vinny Demacedo and Selectman Chairman Kenneth Tavares were also on hand.

→ → →

Cadets and senior members of the Pilgrim Composite Squadron helped area children learn about flying during a special day at a local airport.

The Pilgrim squadron members arrived at the facilities early in the morning, in preparation of "Kid's Day" at the Alpha-1 Airport. The event was sponsored by the airport, along with the local aero club.

The cadets who participated were: Matt Marble, Ben Marble, Adam Nawoichik, Chris Bertrand, Geof Monks, Adam Woodworth, Alex Currie, Justin Seggelin, Rob Yaeger and John Yeager.

Senior members who supervised were: Maj. Al Ruffini, Capt. Lee Woodworth, and 1st Lt. Robert Yaeger.

In the afternoon, the cadets put on color guard demonstrations and used an

emergency services display to teach the young people about CAP and safety.

The most popular events of the day, however, were the model rocketry construction and launch. The squadron pre-cut fins from cardboard and provided dozens of two-liter soda bottles.

The kids, with help and supervision from the Pilgrim squadron members, assembled the soda-bottle rockets, and then launched them outside. Prizes were awarded to those children whose rockets had the best flights.

1st Lt. Robert Yaeger

NEW HAMPSHIRE —

About 100 members of the New Hampshire Wing participated in the wing's 2001 summer encampment in Center Strafford, N.H.

The encampment, held for the third consecutive year at the

New Hampshire National Guard Training Center, was directed by Maj. Curt LaFond with assistance from Maj. Terry Terry, commandant of cadets.

The highlight of the encampment for many cadets was spending time in a KC-135 Extender simulator at Pease Air National Guard Base, N.H.

The cadets also had the opportunity to tour various systems at the Air National Guard Base, including the firearms training system, life support service and the readiness group, where they saw the mission-oriented protective posturing gear. Some of the MOPP gear protects soldiers from chemical, nuclear and biological agents.

The life support service also sponsored a bivouac in Greenland, N.H., where they

NEW YORK WING CADET HONORED



U.S. Air Force Lt. Col. Paul T. Johnson, commander of the 75th Fighter Squadron "Tigersharks" and recipient of the Air Force Cross for his service during Desert Storm, right, poses with Cadet Maj. Sean Gavin of New York Wing's Richardell Cadet Squadron. Johnson presented the Earhart award to Gavin at Pope Air Force Base, N.C., during the Freedom Fest 2001 air show.

Coast to Coast

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

Northeast Region

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

Middle East Region

5904 Lovejoy Ct.
Springfield, VA
22152-1407

Great Lakes Region

629 Fleddermouse
Novi, MI
48374-1106

Southeast Region

1101 NW 114th Ave.
Plantation, FL
33323

North Central Region

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

Southwest Region

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

Rocky Mountain Region

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

Pacific Region

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

taught water survival, compass use, signaling, and escape and evasion skills.

Cadets also received tethered hot-air balloon rides, thanks to balloonist Ray Fournier, who was sponsored by the Drug Demand Reduction program.

The following cadets were honored during the encampment: Senior Airman Alex Dudley, honor cadet; 2nd Lt. Lauren Laquerre, most outstanding cadet officer; Tech. Sgt. Dana Merrill, most outstanding cadet noncommissioned officer; and Chief Master Sgt. Timothy White, honor flight commander.

NEW YORK — A cadet member of the Syracuse Composite Squadron became the first cadet from the New York Wing to earn master musician certification.

2nd Lt. Robert Ostrowski, a 17-year-old cadet from Warners, N.Y., received the honor during the 2001 National Military Music Academy at Camp Frettered, Md.

The music academy, which was established three years ago as a CAP band program, was designed to educate CAP members interested in being musicians. To participate in the academy, cadets must be at least an airman first class and moderately proficient with a band instrument.

"They must also be ready to learn and be able to accept constructive criticism since its all about working toward perfection," Ostrowski said.

Academy attendees follow a military-like regimen and stay busy with classroom and hands-on, outdoor lessons. This year's academy focused on developing a drum and fife corps. The cadets spent most of their time performing at various locations near the home of the school. On days when they were not travelling, cadets spent seven hours rehearsing for future performances.

Highlights of their travels included performances: for patients, staff and visitors at Bethesda Naval Hospital, Md.; with the "Ancient Muster," an international gathering of fife and drum corps; as ceremonial brass at the Korean War Memorial; at Arlington National Cemetery for a gathering in memory of fallen soldiers; and as a fife and drum corps with

the Mount Airy, Md., squadron in a firefighter's parade.

During the firefighter's parade, the group won second place overall and first place in the non-fire apparatus category, as well as a check for \$400 which was donated to the local squadron.

Ostrowski is proficient with the tuba and the fife. He hopes to organize a band within his squadron to perform at special events as part of CAP's special music program.

2nd Lt. John W. Luebs

NEW YORK — A Fort Drum Composite Squadron cadet became the squadron's first Amelia Earhart Award recipient during a squadron commander's call.

U.S. Air Force Lt. Col. Louis G. Bochain, commander of the 20th Air Support Operations Squadron at Fort Drum, N.Y., presented the Earhart to Cadet Capt. Joshua Schlotterbeck.

Schlotterbeck has been a member of the Fort Drum squadron for more than four years, during which he has filled every cadet leadership position within the squadron.

Schlotterbeck's parents and brother were present for the presentation, as were all the members of the 20th ASOS, the Fort Drum squadron deputy commander and the senior programs officer.

Schlotterbeck, a 2001 graduate of Sackets Harbor High School, recently enlisted in the U.S. Army and leaves for basic training in October. His father retired from the Army.

Capt. Karl Hauser

PENNSYLVANIA — The Amelia Earhart Award was presented to a cadet member of the Latrobe Composite Squadron during an awards ceremony at a Latrobe, Pa., armory.

Pennsylvania Representative Jess M. Stairs presented the Earhart award to Cadet Benjamin A. Frantz, Latrobe squadron's cadet commander.

Stairs also presented a citation from the Pennsylvania congress. The citation recognized Frantz for the "exceptional ability, commitment and dedication which he has consistently displayed ..."

Frantz is a student pilot and has received ribbons for his work in disaster relief and community service. He has also participated in more than

15 finds of both aircraft crashes and missing persons, received the ranger qualification in winter and summer survival, and has advanced communications/ground team leader ratings.

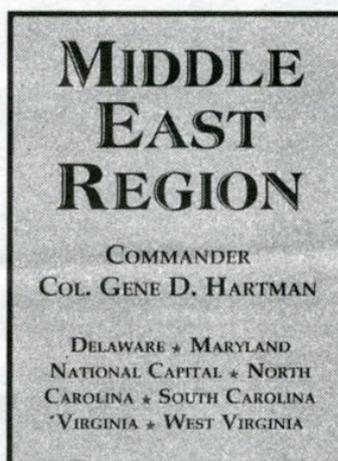
He served as the deputy commander of the Oshkosh Air Show in Oshkosh, Wis., in 2001.

As he presented the Earhart award, Stairs spoke highly of the Latrobe cadet.

"It is a pleasure to be here to honor Ben. I have followed this young man's career over the last few years, and he is the type of quality young person that our nation will depend on in the future," Stairs said.

Frantz, a senior at Latrobe Area High School, plans on enrolling in an ROTC program in college and wants to fly jets in the military.

Capt. Larry Danka



MARYLAND — More than 140 cadets and senior members of the Maryland Wing assisted the Confederate Air Force with an air show in Frederick, Md.

The members helped with the CAF's Wings Over Frederick Air Show, an annual event featuring static displays as well as aerial demonstrations.

The Maryland Wing was asked to assist the CAF with keeping the air show running and the visitors safe.

The participating wing members were divided into 17 teams. Each team consisted of several cadets led by one senior member who served as team leader. The teams were then sent to work in different areas of the air show.

Some teams maintained crowd control along the flight lines, other teams helped park cars, while still others worked

at recruiting.

The teams were rotated throughout the day so all members had the opportunity to work at various stations. Many of the members stayed the night at the Frederick Composite Squadron's meeting location so they could be on site late in the evening and return early in the morning.

The CAF provided lunches to the Maryland Wing volunteers.

A ride in a B-17 Flying Fortress bomber was raffled off to one lucky air show visitor. The money raised in the raffle was divided among each of the wing squadrons whose members assisted at the airshow.

The Confederate Air Force is dedicated to preserving and showing historical combat aircraft, many of which flew during the airshow. A variety of modern and aerobatic aircraft also flew during the air show.

Sr. Mbr. Roxanne Oakley

SOUTH CAROLINA — Members of the Coastal Charleston Composite Squadron visited the Wando High School Junior ROTC class in Mount Pleasant, S.C.

The visit, the second of its kind in two years, was designed to introduce the JROTC cadets to the advantages of being in both ROTC and CAP.

Membership in CAP allows the cadets flight time they would not get in JROTC. It also allows the students to learn about search and rescue, something the cadets do not study in Air Force JROTC.

Many cadets from ROTC and JROTC programs in South Carolina also belong to CAP. The South Carolina Wing routinely offers orientation flights to ROTC cadets from several colleges and universities around the state.

The Coastal Charleston squadron members who participated in the event were: U.S. Air Force Capt. Steve Snelson, 1st Lt. Warren Williams, Flight Officer Dan Cohn and Cadet 2nd Lt. Travis Storey.

SOUTH CAROLINA — Four senior members and 11 cadets from the Blue Ridge Composite Squadron took part in a reality-oriented physical experience course at the Carolina Center for Behavioral Health near Greer, S.C.

The ROPE program involved a variety of activities that included games, group interactive problem-solving challenges and individual challenges.

The squadron members, led by Sr. Mbr. Ross A. Collins, approached every part of the program with 100-percent effort, a focus on safety as the primary concern, a positive attitude and the desire to have fun.

The day began with a warm-up game, then went directly to problem solving, in which cadets faced a variety of difficult scenarios and a clear goal that could only be achieved by working and thinking as a team.

The final event tested the groups' teamwork and trust, as each person had to climb to the top of a five-foot platform, then fall backward into the arms of the remaining cadets.

1st Lt. Ted Carmichael

VIRGINIA — A cadet member of the Winchester Composite Squadron received the Amelia Earhart Award in a ceremony during the squadron's regular cadet meeting.

Lt. Col. Biff Genda, U.S. Air Force liaison for the Winchester squadron, presented the Earhart award to his son, Cadet Capt. Jeffrey Genda, during the meeting at the Winchester Regional Airport.

In order to earn the Earhart award, Cadet Genda had to earn the Gen. Billy Mitchell Award and complete 11 other specific achievements. He also had to pass a 100-question exam.

The exam included questions on aerospace education, leadership theory and general staff topics.

Cadet Genda joined about 10,000 other CAP cadets who have earned the Earhart award in the past 30 years.

1st Lt. Patricia Stanton

VIRGINIA — Thirteen cadets completed the National Powered Flight Academy at Fort Pickett in Blackstone, Va. During the two-week academy, 92 percent of the participants made their first solo flight, each making his or her first solo with 11 hours or less of training.

The flight instructors for the academy were: Col. Gene Hartman, Middle East Region

COAST TO COAST



Flight instructor Bob Hawkins performs the ritual cutting of the shirt back on Cadet Ben Smith of the Maryland Wing during the 2001 National Powered Flight Academy, held in Blackstone, Va.

commander and retired U.S. Air Force fighter pilot; Lt. Col. Jimmie Kilbourne, retired Air Force colonel and Silver Star recipient; Maj. Bob Hawkins; Capt. Thomas Riffe, Tim Brindle and Jim McEachern; and Air Force Reserve Maj. Dave Garafallo, US Air pilot, who served as ground team instructor.

The maintenance officer was Maj. Tom Stanley. Lt. Col. Val Andrews served as the academy's operations officer, and 1st Lt. Todd Bible acted as commandant of cadets.

Bible was assisted by Cadets Brian Maisler, Anna Andrews and Diana Andrews.

When they weren't flying, the cadets received briefings from members of a local U.S. Navy SEAL detachment, toured a C-17 Globemaster, and witnessed Army National Guard airborne assault training and the live firing of a TOW missile system.

Special guests during the academy graduation celebration were: Dr. Kathryn Thornton, former astronaut and current director of the Center

for Science and Technology at the University of Virginia; and Larry Palmore, Blackstone town manager.

The cadets who completed the academy were: Andrew Ehler, Zak Kent, Blake Waycaster, Otto Romero, Ben Smith, Jonathon Sutton, Jeff Wingfield, Robert Taylor, Jerry Seeber, Mike Kieloch, Elliott Kipp, James Adams and Josh Mundy.

Mundy was chosen as the academy's outstanding cadet and received a scholarship from the Aircraft Owners and Pilots Association for further flight training.

VIRGINIA— Senior members from across the Middle East Region assisted CAP National Headquarters, the U.S. Air Force and thousands of Boy Scouts during a national Boy Scout jamboree.

The jamboree, held once every four years, took place at the U.S. Army's Fort A.P. Hill, Va.

Retired U.S. Army Col. and CAP senior member Glen Davis led about 90 CAP

volunteers in providing recruiting assistance to the U.S. Air Force at the request of CAP National Headquarters.

The volunteers were from 27 squadrons from the Virginia, West Virginia, Maryland, South Carolina, National Capitol and Illinois wings.

During the nine-day jamboree, the CAP volunteers assisted the 60,000 Scouts and Scout leaders in several areas.

Several CAP pilots, adult leaders and cadets shared their aerospace knowledge with the Scouts by teaching a two-hour initial aviation merit badge class to 1,540 Scouts.

In order to earn the badge, the Scouts had to pass written and oral tests, and interview a pilot. More than 500 Scouts earned their aviation merit badges because of help from the CAP Jamboree Support Group.

The CAP members also assisted the U.S. Army 2290th Field Hospital personnel in teaching material for the first aid merit badge to more than 1,200 Scouts.

Cadets and senior members also provided the majority of the staff necessary for the Air Force Experience exhibit, which included a 50-foot trailer with a briefing room and six F-16 Fighting Falcon

simulators. The simulators were the highlight of the jamboree for about 2,500 Scouts who passed through the exhibit.

While the Scouts were waiting in line for the exhibit, CAP members took the opportunity to pass out thousands of CAP membership fliers and other literature, 2,000 balsa wood plane kits, 7,000 airplane-shaped erasers, and 2,000 "Virginia is for Flying Lovers" pins and bumper stickers, obtained by CAP jamboree support group members from the Virginia Department of Aviation.

The Air Force also maintained a recruiting activity at the Learning for Life Center. Included was an F-15 Eagle simulator. While Air Force personnel engaged visitors with an interactive game, question and answer session and giveaways, CAP cadets assisted with the simulator.

A CAP display was kept right next to the Eagle simulator, and the joint exhibit was visited by more than 10,000 Scouts and their family members.

Qualified CAP radio personnel also provided mission-essential radio communications among five separate areas during daylight hours.

Many of the CAP personnel rotated in and out, with an average strength of 25 members on hand at any one time. While the event lasted nine days, Davis spent a total of 12 away from home supporting the event.

The jamboree took four years to plan. The next one will be held in 2005.

1st Lt. Hope Reisenwitz and Lt. Col. Glen Davis

GREAT LAKES REGION

COMMANDER
COL. WILLIAM S. CHARLES

ILLINOIS * INDIANA
KENTUCKY * MICHIGAN
OHIO * WISCONSIN

ILLINOIS — Members of the Illinois Wing gathered at the Williamson County Airport for a Squadron Leadership School.

Twenty-five senior members attended the two-day



Four members of Illinois Wing pose for a photo during the wing's Squadron Leadership School, held at the Williamson County (Ill.) Airport. Pictured are, from left, Lt. Col. Thomas Pickering, director of administration, Maj. Randy Mitchell, instructor, Maj. Paul Hertel, SLS director and Maj. Rickey Oeth, instructor. Not pictured is Lt. Col. Joseph Pate, U.S. Air Force Reserves, Illinois Wing director of liaison services.

leadership and managerial training session, in which they received lessons on all aspects of CAP.

Specific topics covered during the weekend included the function and role of various squadron staff positions, aerospace education, operations, senior programs and cadet programs.

The section on aerospace education was taught by Maj. Greg Krempasky, Illinois Wing aerospace education officer. Maj. Randy Mitchell taught the class on cadet programs and U.S. Air Force Lt. Col. Joe Pate taught a session on the function of the U.S. Air Force liaison officer.

The SLS was conducted by the staff of Illinois Wing's Group 12. Staff members included: Maj. Paul Hertel program director; Lt. Col. Tom Pickering, registrar; and Maj. Rick Oeth, deputy director. Several squadron members worked as instructors and support staff.

All CAP members must attend SLS as part of the senior training program.

Maj. Paul Hertel

KENTUCKY — Sixteen members representing three wings met in Elizabethtown, Ky., for a four-day aircrew training course.

Capt. Robert Nesbit of the North Carolina Wing, the school's organizer, described the purpose of the school: "The school is designed to train competent and professional aerial observers to serve on CAP search and rescue aircrews."

All the instructors for the course were active duty U.S. Army personnel who were also members of CAP. Included were: Maj. Jayson A. Altieri of the 4th Cavalry Brigade, 85th Division and North Carolina Wing; Capt. Robert Nesbit, B Troop, 3rd Squadron, 16th Cavalry Regiment and North Carolina Wing; and Specialist Robert Lynton, Kentucky Wing. All were stationed at Fort Knox, Ky.

The four-day school was broken down into two phases. Phase I was ground school and exercises, and lasted 1½ days.

Phase II was the flight portion of the school and lasted 2½ days.

Each student flew a minimum of three graded sorties or flights. Each sortie

was graded by a rated CAP instructor observer. The IOs graded each student observer on a pass/fail basis.

The sorties were progressive in nature and designed to teach the student observer new skills with each sortie.

More than 20 flight hours were flown during the school.

Each student received an aircrew school student packet that contained several items to help familiarize the student with CAP aircraft and equipment, as well as the forms used by observers.

In addition to the aircrew training, students received classes in crash site identification, survival equipment and radio operations.

The students who graduated the course included: Maj. Michael McGill and Capt. Darrell Williamson, both of the Indiana Wing; Capts. Phillip Fowler and David Allen, 1st Lts. Steve Wolfe, Gary Pranger, Robert Kook, Tony Koeing and Walt Binkley, 2nd Lts. Dennis Hadison and Herbert Cornett, Sr. Mbrs. Linda A. Duncan and Aubrie Duncan, all of the Kentucky Wing.

The school was a success, thanks in part to the Elizabethtown Flying Services, who provided facilities and ground support throughout the school.

Col. Loretta Holbrook, Kentucky Wing commander, said, "This was excellent training and I hope we can do it again next year!"

MICHIGAN — Members of the Selfridge Cadet Squadron helped direct and park planes during an area festival and fly-in.

The Selfridge members helped direct airplane traffic on the ground during the Romeo Peach Festival breakfast fly-in in Romeo, Mich., about 32 miles north of Detroit. The event was part of Romeo's annual Labor Day weekend festivities.

The cadets aircraft-marshalling mission developed into a search mission when an unidentified aircraft's emergency locator transmitter was accidentally activated.

A departing pilot brought the ELT signal to the attention of a Selfridge cadet, who reported the signal detection up the chain of command.

Because the group at the airport had no radio direction-finding equipment readily available, several cadets and Capt. Rick Thalmann used a hand-held scanner brought to the event by Cadet Chief Master Sgt. Kenneth Beaupre to check signal strength from different directions.

Other cadets fanned out

among the pilots, asking each to check their ELT unit.

The search eventually involved several taxiing pilots and airport management, who used truck- and plane-mounted radios to try to pinpoint the signal source.

The broadcasting unit was finally found in an unattended aircraft three hours after the search began. The pilot returned to deactivate the unit.

"The cadets put in extra effort due to this search, which required them to stay more than two hours after the event was supposed to have finished. They sacrificed some of their holiday weekend to help keep pilots flying safely," said Terri Couls, squadron commander.

Capt. Rick Thalmann said cadets marshalled more than 60 fixed-wing aircraft including historic warbirds and 10 helicopters during the event.

In addition to their work with pilots, the cadets also took shifts directing traffic and parking for several hundred cars bringing fly-in enthusiasts. Bill Decker, Romeo airport manager, said the cadets were a critical part of the fly-in's success.

The cadets who participated included: Kenneth Beaupre, Bryan Boykin, David Clark, Jamie Dorset, Jason LaBrecque, Matthew Light,

Shawn Marks, Kevin Mitchell, Theo Moran, Emmett Thalmann, Greg VanHamme, Steven Van Hamme, and Kyle Witkowski.

Senior members who participated were Capts. Terri Couls and Richard Thalmann.

2nd Lt. Tim Moran

OHIO — Cadets and senior members of the Dayton Aero Cadet Squadron helped put a smile on the face of a child with a terminal illness.

The squadron members provided support during an air show at the Phillipsburg (Ohio) Airport. The profits from the show went to the Make-a-Wish Foundation, which helps grant the wishes of young people who have incurable fatal diseases.

The air show featured helicopter and airplane rides, a variety of static aircraft displays and a car show. The cadets helped set up displays, post the colors and provide general public assistance.

One four-year-old child attended the airshow courtesy of the foundation and was allowed to fly in an airplane and ride in the cabs of a military M-35, 10-wheel drive, 2½-ton truck, known as a "deuce-and-a-half," and an M-998 "Humvee."

1st Lt. Julie Edwards



Four-year-old Miles and his father ride in the cab of a CAP M-35 "deuce-and-a-half" driven by a member of the Dayton Aero Cadet Squadron during an air show at the Phillipsburg (Ohio) Airport. The show was held to benefit the Make-a-Wish Foundation, which helps grant the wishes of children with terminal illnesses like Miles.

SOUTH-EAST REGION

COMMANDER
COL. ANTONIO PINEDA

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

GEORGIA — A cadet member of the Calhoun Composite Squadron received the Gen. Carl A. Spartz Award during a ceremony at the Forum Civic Center in Rome, Ga.

Congressman Bob Barr of Georgia's 7th District presented the Spartz award to Cadet Lt. Col. Lewis Patterson at the ceremony sponsored by the Calhoun squadron and hosted by the Rome



Cadet Airman Cedric Hayes of Mississippi Wing's Jackson Composite Squadron sits in the front seat of a UH-60 Blackhawk helicopter during an exercise with the Mississippi National Guard.

Composite Squadron.

Barr was joined in the presentation by retired U.S. Air Force Maj. Gen. George Harrison, retired Air Force Brig. Gen. Michael Alexander, Capt. Alan Cunningham, Calhoun squadron commander, Georgia Wing and Group 1 staff members.

Also in attendance were members of Patterson's family, members of the Calhoun and Rome squadrons, and representatives of the Georgia Wing 2001 summer encampment, where Patterson served as cadet commander.

The three diamonds were pinned on Patterson by two members of his executive staff from the encampment.

Patterson currently attends Vanderbilt University in Nashville, Tenn., and is in the Navy ROTC program.

Lt. Col. Jim Belzer

MISSISSIPPI — Cadets from the Jackson Composite Squadron participated in a Mississippi National Guard exercise, during which several national guard promotions

were given out.

During the exercise, the cadets were given a ride in a UH-60 Blackhawk piloted by Chief Warrant Officer 2nd Class Brian Sanders, with crew chief Omero Calderon. The flight took place from Jackson, Miss., to Vicksburg, Miss., along the Mississippi River, and then to Jackson and the unit's normal practice area.

The flights were arranged by Warrant Officer 1st Class Robin A. Crawford of the Mississippi National Guard.

The Jackson squadron cadets who participated were: Tech. Sgt. David Crawford; Staff Sgt. Chris Ellis; Senior Airman Jarrett Little; and Airmen Will Thomas, Cedric Thomas, Nadeleine Little, and Anna Thomas.

The senior members who participated were: Niles Hooper, squadron commander, and 2nd Lt. Sue Baron.

2nd Lt. David Danehower

TENNESSEE — More than 20 members of the Cleveland Composite Squad-

ron gathered for a work day at squadron headquarters.

Cadets and senior members built planting beds, installed drainpipes and moved topsoil as part of a new landscaping project.

Area business members donated the supplies for the project.

Also during the work day, trim was painted, carpets cleaned, and a general, thorough cleanup was completed.

"We are fortunate to have good support from the community, and our members really accomplished a lot of work here today," said Lt. Col. G. Barry Melton, Cleveland squadron commander.

The TVA donated the original facility and its transformation into the squadron headquarters has been a work in progress. With more than 70 members, the squadron makes good use of the facility.

Tennessee Wing's Group 2 also shares headquarters space in the triple-wide trailer.

The local school district has allowed the facility to be placed on their property and the local emergency management agency also provides support for the facility.

"We have a unique partnership with the community in Cleveland and work hard to keep a positive image of our members and this facility," Melton said.

Melinda M. Lord

NORTH CENTRAL REGION

COMMANDER
COL. SHEILA J. WALDORF

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

WISCONSIN — The governor of the state of Wisconsin signed a proclamation declaring the week beginning Dec. 1, 2001, as CAP Week in Wisconsin.

Governor Scott McCallum signed the proclamation in the governor's conference room at the state capitol. With him for the signing were several

Wisconsin Wing members. Included were: Col. Larry Nack, Wisconsin Wing commander; U.S. Air Force Master Sgt. Terry Norby, liaison noncommissioned officer; 1st Lt. Chris Villareal; Cadet Master Sgt. Jerrod Fletcher; and Cadet Staff Sgt. Abby Vandersheuren. All except for Nack are members of the Daniel Klitzman Memorial Composite Squadron.

The proclamation signing was held in conjunction with the governor's recognition program, which is designed to publicly recognize individuals who and organizations that contribute to citizens of the state and country at all levels. McCallum commented on the proud history of CAP as he signed the proclamation and presented it to Nack. A signed copy of the proclamation will be kept on display at wing headquarters.

Lt. Col. Don Winkler

WISCONSIN — About 140 cadets and senior members from the North Central Region gathered at Steve Wittman Field, Oshkosh, Wis., for the 2001 Blue Beret.

Thirty-one senior members accompanied 106 cadets to Oshkosh, the site of the Experimental Aircraft Association's AirVenture 2001, to help with the annual air show.

The area cadets and senior members were joined by visitors which included 21

IACE cadets, four members of the Alaska Wing who flew in a Beaver to put on display, as well as other CAP personnel and U.S. Air Force Reservists, for a total of 182 CAP personnel.

Many of the cadet and senior member volunteers and directed aircraft and vehicular traffic, searched for overdue aircraft and emergency locator transmitters, and protected antique aircraft on display.

In 1998, the CAP personnel were sent on 125 sorties during the air show; in 1999, that number dropped to 108; in 2000, the number dropped again to 103 sorties; and in 2001, only 75 sorties were necessary, with a total of 33 finds.

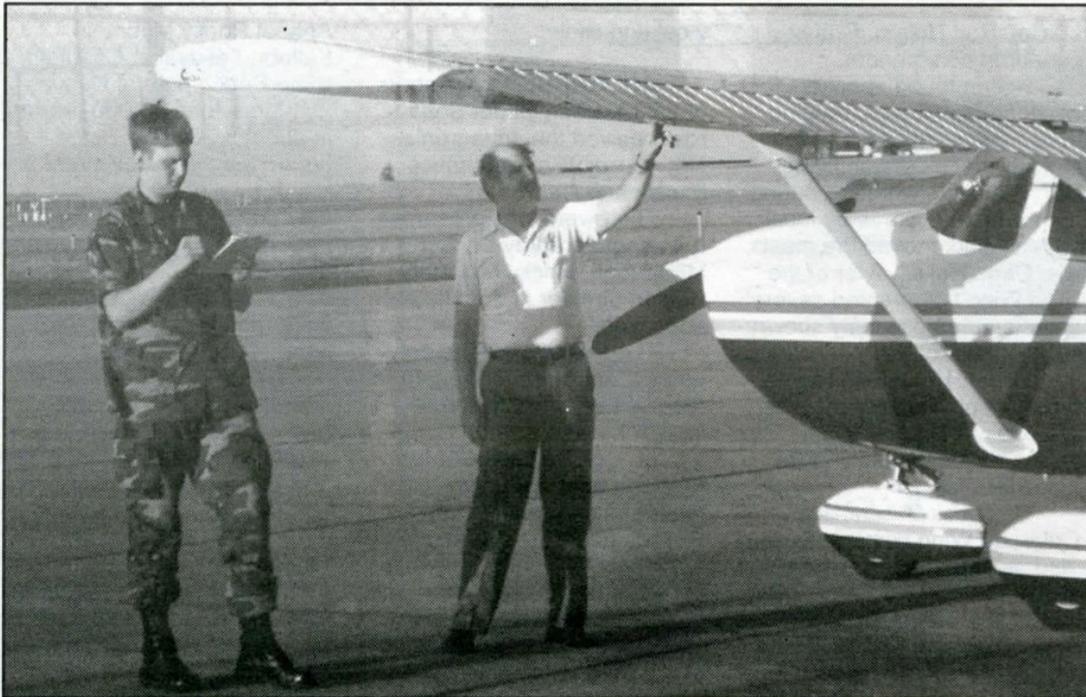
In one unusual ELT search, a signal was detected and tracked to the south ramp, but then it stopped. A bit later, the signal was back again, then stopped abruptly. It continued to come and go on a seemingly random basis.

When the source of the signal was tracked down, it turned out that it was an ELT on a plane. The wiring on the ELT was frayed, and was shorting out every time the door opened. When the door was open, the signal was activated. When the door was closed, the signal would be silent, making discovery more difficult.

Patty Wagstaff flies an "Extra 300S" in many air shows and competitions throughout North America and around the



Wisconsin Governor Scott McCallum, right, presents a proclamation to Col. Larry Nack, Wisconsin Wing commander. The governor signed a proclamation declaring the week beginning Dec. 1, 2001, as CAP Week in Wisconsin.



Cadet Senior Master Sgt. Jeff Boyd, left, and certified flight instructor Maj. Fred Wooten, both of North Dakota Wing's Bismarck Composite Squadron, perform a pre-flight inspection on a CAP Cessna 172 prior to taking off on a training flight.

world. She performed several times during this year's show, and, in front of a crowd of thousands, accepted a CAP blue beret, showing her support for CAP.

"I will be proud to wear the blue beret!" she said as she accepted it.

Capt. Kathleen Wiley, Blue Beret public affairs officer, along with Cadet Lt. Col. Rhiannon Auld, the cadet PAO, were interviewed about the event by AVweb columnist Rick Durden, Family Radio Station 94.5 in Fundulac, Wisc., and AirVenture Today.

More than \$2,000 worth of merchandise was donated by the show vendors such as Cessna, Ford, Hobby Lobby, Wal-Mart, aviation artist Virginia Bader and the Airplane Owners and Pilots Association. The items were given out for contests and for door prizes to some of the participating cadets.

Capt. Kathleen Wiley

NORTH DAKOTA —

Three cadet members of the Bismarck Composite Squadron have begun flying lessons offered by senior members.

The flying lessons are part of a formal program of flight instruction offered by the squadron for cadets interested in learning to fly.

"This program is something we have been working toward for more than a year or so," said Capt. Jim Boyd,

squadron commander.

"Some of our cadets, while taking part in the CAP orientation ride program, wanted to take on the extra effort and cost of learning to fly."

One of the most important components of the program dealt with finding a qualified flight instructor within the squadron who was willing to donate his or her time to teach the cadets to fly.

Maj. Fred Wooten, a long time CAP member and certified instrument flight instructor, volunteered to oversee the education program and to provide the flight instruction.

Wooten was assisted in ground school instruction by Lt. Col. Cathy Ruebel, who also has a flight instructor rating.

"We are very fortunate to have both of these individuals as members of this squadron," said Boyd.

The two instructors began by identifying the costs associated with attending the instruction so families could know ahead of time what they were getting into. Some of the potential costs included: flight physicals, instructional materials, airplane fees, fuel, and the costs associated with the written and practical tests.

The cadets meet about once a week at the squadron meeting room for ground school instruction. The ground school is also open to senior members who want a refresher

or who are taking flight instruction elsewhere.

The cadets are encouraged to schedule flights with Wooten to build proficiency. All of the instructional flights are conducted in CAP Cessna 172s.

Col. Thomas Weston, North Dakota Wing commander, was consulted prior to

initiating the program. According to Boyd, "support from the wing commander is essential, along with that of the squadron leadership and individual flight instructors."

Bismarck cadets receiving flight instruction are: Senior Master Sgt. Jeffrey Boyd, 2nd Lt. Garrett Nikiforoff and Senior Airman Matt Stroh. All three have been active in squadron activities and demonstrated a long-term commitment to CAP.

Sr. Mbr. Connie Nikiforoff

SOUTH- WEST REGION

COMMANDER
COL. COLIN FAKE

ARIZONA * ARKANSAS
LOUISIANA * NEW MEXICO
OKLAHOMA * TEXAS

ARKANSAS — Two cadet members of the Twin Lakes Composite Squadron received scholarships to help them pursue flight education.

Maj. Jim Stevens, Twin Lakes Squadron commander, presented flight scholarships to cadets Sgts. William Johnson and Sam DeMass.

The scholarship money can be used for ground or flight instruction, up to and including the first solo flight.

Johnson joined the squadron in October 1999, and DeMass joined in March 2000. Both have participated actively in the squadron's cadet programs, emergency services training and aerospace education.

Johnson is a junior at Mountain Home High School, and is a member of the Future Farmers of America, the school golf team, Navy JROTC, and the Aerospace Club.

DeMass received the Frank (White) Bielawski Solo Scholarship, donated to the Twin Lakes squadron by Maj. Walter Bielawski in memory of his brother.

Bielawski initially joined the squadron as a cadet during World War II before enlisting in the U.S. Navy. He previously served in the Twin Lakes squadron as the public affairs officer and the squadron commander.

DeMass is a junior at Mountain Home High School, and is a member of the Bomb Squad, French Club, and



Cadet members of the Oklahoma Wing learn about the aircraft and crew members of the famous U.S. Air Force Thunderbirds. The "T-birds" were in Muskogee, Okla., for an air show. When rain and large hail were reported in nearby areas, the planes were pulled into an old military hangar. The cadets were invited into the hangar to escape the weather and watch the Thunderbird mechanics prepare the team's F-16 Fighting Falcons for an air show scheduled for the following day. Due to the rain, the demonstration was ultimately cancelled.

Aerospace Club, and plays golf.

The squadron gives out two flight scholarships every year. In order to be eligible for the scholarship, cadets must be active members in good standing, 16 years old, able to obtain the Federal Aviation Administration class three physical exam, be recommended by the deputy commander of cadets and selected by the solo scholarship review board.

The board is comprised of senior member pilots.

Many previous scholarship recipients went on to earn their private or commercial pilot's licenses, then on to careers in military or commercial aviation.

OKLAHOMA — Several Oklahoma Wing cadets watched a U.S. Air Force Thunderbird mechanic prepare one of the team's F-16 Fighting Falcons for an air show performance.

The "T-birds" were at Davis Field in Muskogee, Okla., to perform as part of Air Show Oklahoma. Because of rain and predictions of large hail the day before the show was to open, the team's Falcons were pulled into an old military hangar.

The cadets were invited to go indoors to get out of the rain and, while they were there, they watched team mechanics perform routine maintenance so the planes would be ready to fly the following day.

The rain and low flight ceiling carried on into the next day and the Thunderbirds' performance was cancelled. The CAP cadets spent much of the day inside one of two C-5 Galaxies "hiding" from the rain.

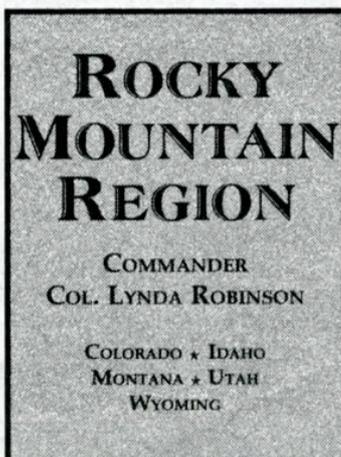
The weather was much improved on the third day. Clear blue skies provided the backdrop for aerial exhibits, stunt planes, warbirds, and modern military aircraft.

The Thunderbirds had to move on to another air show, though, and were not able to make up the cancelled performance.

A total of 70 cadets and 10 senior members from the Oklahoma Wing provided flight line control for the air show. They were directed by Maj. Ted Vogt of the Will Rogers Composite Squadron.

The cadets were billeted at the U.S. Army Armory in Muskogee, Okla.

1st Lt. Phil Patterson



ROCKY MOUNTAIN REGION — Pilots from across Colorado and Utah gathered near Four Corners, Colo., to sharpen their mountain-flying skills.

A total of 55 pilots from the Colorado Wing and two from the Utah Wing attended the Rocky Mountain Flying Clinic.

Fifteen instructors were on hand for the clinic, along with 18 aircraft from Colorado and Utah. They flew more than 150 hours of sorties.

The clinic was sponsored by members of the Cortez Senior and Anasazi Renegade Composite squadrons, led by

Lt. Col. Rod Holton, Cortez squadron commander.

Holton found speakers to cover several topics, ranging from general safety to the concerns of mountain flying.

The pilots were fed during the three-day course by local cadets, who cooked the meals.

Capt. Ross Taylor of the Utah Wing commented several times on the hospitality shown by members of the two hosting squadrons. He said to Holton, "your hospitality is great; we love Colorado and have learned a lot. This is a great place for a clinic!"

Col. Jack Buschman, Colorado Wing commander, also praised the staff of the clinic.

"A job well done should go to the Cortez Senior and the Anasazi Renegade Composite squadrons, and especially Rod Holton for putting on an outstanding training weekend," Buschman said.

Three U.S. Air Force Reserve liaison officers provided support for the clinic. Lt. Col. Tom Meyer provided a weather briefing for the pilots and Maj. Don Kuchanski and Gary MacFarquhar provided official oversight for the

weekend clinic.

COLORADO — Members of the Mustang Cadet Squadron received the squadron's fifth consecutive Aerospace Excellence Award.

The award was presented to the squadron by Dr. Ben Millspaugh, Rocky Mountain Region director of aerospace education.

The squadron is the only one in the Colorado Wing to receive the award five consecutive years.

Lt. Col. Barbara Gentry, Mustang squadron commander, commended Capt. Russell Grell, the squadron's aerospace education officer, for his efforts in seeing that the squadron participated each year and earned the award every year since its inception.

Millspaugh agreed, saying that Grell is "one of the best aerospace education officers in CAP."

COLORADO — Fifteen members of the Douglas County Composite Squadron helped state park officials with a balloon festival near Denver.

The cadets and senior members helped park cars and assisted visitors for the 2nd

Annual Rocky Mountain Balloon Festival at Chatfield State Park, south of Denver.

More than 20,000 visitors in about 5,500 cars came in during the three-day event.

A total of 55 hot-air balloons launched during the festival and provided cadets an up-close look at this facet of aviation. The balloon crews were friendly and happy to interact with the cadets.

Debbie Pfauntsch, event coordinator, thanked and praised the cadets and senior members for their efforts. "You and the guys were incredible!" she said.

Jim Smith, assistant park manager, also praised the group for their work. "Without volunteers such as yourselves and your organization, we would not have been able to pull this off efficiently and effectively like we did. Your professionalism and attention to duty were outstanding," he said.

In addition to their work with traffic and crowd support, the cadets also assisted with the recovery and packaging of an "Energizer Bunny" balloon that was 166 feet tall and weighed 1,170 pounds.

While the cadets and



Members of Colorado Wing's Mustang Composite Squadron pose with their five Aerospace Excellence Awards. Pictured with the cadets are Capt. Russell Grell, left, Mustang aerospace education officer, and Dr. Ben Millspaugh, right, Rocky Mountain Region director of aerospace education.

senior members were not on duty, they practiced emergency services procedures such as first aid and working with direction finding equipment.

The Douglas County squadron members were assisted by a member from the Foothills Cadet and Broomfield Composite squadrons.

1st Lt. Alan Hergert

MONTANA — A cadet from the Lewis and Clark Composite Squadron took second place in a NASA-sponsored contest.

Cadet Master Sgt. Elizabeth Semple, a member of the Helena, Mont., Lewis and Clark squadron, won second place in the National Aeronautics and Space Administration's Earth Observation Satellite Education Project at the University of Montana.

The contest was open to Montana Wing cadets and the second-place prize was worth \$1,800.

Semple's entry was a project that integrated emerging satellite technology in search and rescue techniques.

The prize for the first-through third-place winners was an all expense-paid trip to NASA's Advanced Space Academy in Huntsville. Each cadet got their choice of mission assignments for their time at the academy, with first choice going to the first-place winner, second choice to the second-place winner, and third choice to the third-place winner.

The first place winner, Cadet Jordan Schatz, chose the pilot position, Semple chose to be payload specialist, and Don Bauer, third-place winner, chose mission specialist.

Semple said she chose the payload position because it includes space medicine. She plans on attending nursing school after graduation.

Activities at the Advanced Space Academy included time at NASA's Aviation Challenge. Attendees participated in model rocketry, classes in space flight, training for a shuttle mission and space life in the international space station, and zero gravity training.

The participants also spent time in a G-forces/A-18 accelerator and went on Hornet simulator.

an extended mission in a space shuttle mock-up.

Additional activities during the all-expense paid trip included a tour of the Marshall Space Flight Center and Space Museum.

The Montana Wing cadets were accompanied by Capt. Kaye Ebel, Montana Wing aerospace education officer and Missoula, Mont., teacher, who attended a concurrent session at the center for adults.

2nd Lt. Karen Semple

PACIFIC REGION

COMMANDER
COL. PHILLIP S. GROSHONG

ALASKA * CALIFORNIA
HAWAII * NEVADA
OREGON * WASHINGTON

ALASKA — Members of the Southeast Composite Squadron held a clinic designed to enhance proficiency among the pilots of the Alaska Wing's float planes.

The clinic, organized by Lt. Col. Al Hazelton, lasted four days, two of which were spent in the classroom and two of which were spent flying.

Baranof Composite Squadron members flew in the squadron's DeHavilland DHC-2 Beaver on Whipline floats to attend the clinic and provide another Beaver for squadron attendees to use.

The instructors for the event were: Lt. Col. Al Hazelton; Capts. Mick Green, Dave Frederick, Ken Nestler and Boyce Bingham; and 1st Lt. Scott Watts.

The students who attended were: Hazelton; Capts. Ron Knowles and Jean Sztuk; 1st Lts. Matt Felix, Marvin Adams, Dick Sill and Andy Coykendall; 2nd Lt. Gordon Sandy; Sr. Mbrs. Patrick Miller, Larry West, Stacie Felt, Jason Cook and Hunter Horvath; and Dan Wetherick, Kris Hovila, Brian Frederick and Scott Watts.

Capt. Jean Sztuk

NEVADA — Two Nevada Wing members who previously belonged to well known flying



ABOVE — 1st Lt. Andy Coykendall, left, and instructor Capt. Mick Green of the Alaska Wing talk and work together on a DeHavilland Beaver on the water near Juneau, Alaska, during a float plane clinic. Coykendall, who appears to be walking on water, is actually standing on a line that goes from one pontoon to the other.



RIGHT — Alaska Wing senior members pose for a photo during a float clinic held by the Southeastern Composite Squadron to enhance the proficiency of the pilots who fly CAP's float planes. Behind the pilots are two of the wing's DeHavilland Beavers.

groups met for a flight over Las Vegas.

Lt. Col. Jack Lund, who flew bombers over China as part of the Flying Tigers, and Capt. Jim Olschlager, a former member of the U.S. Air Force Thunderbirds air demonstration team, flew a Piper Cherokee over Las Vegas. Accompanying them were Dave Wells, a certified flight instructor, and Cadet 2nd Lt. Barney Ales.

Lund has been involved with CAP for 34 years and Olschlager for nine.

During the preflight inspection, Olschlager talked

about his experiences as a Thunderbird. He assisted the "T-birds" as they switched from the T-38 Talon to the F-16 Fighting Falcon. He discussed the importance of aircraft maintenance and said the Thunderbirds have never had to cancel a show due to maintenance problems, a remarkable achievement since the team has been performing for about 50 years.

Schofield demonstrated the piloting skills acquired in more than 2,400 flight hours. He performed several maneuvers during the flight, and even avoided a potential midair

collision when another plane came too close to the Cherokee.

As part of the 14th Air Force, 22nd Bomb Squadron, in Kunming, China, Schofield flew bomber missions throughout World War II and helped ground the Japanese Air Force.

After the flight, the two aviators discussed the Piper Cherokee and its flight characteristics. They also visited a new school which was named after Schofield. The school's mascot is a flying tiger.

Schofield currently serves

as the Nevada Wing government relations advisor and Olschager is the Nellis Air Force Base Cadet Squadron commander. Ales is the cadet commander for the Clark County Composite Squadron.

Cadet 2nd Lt. Barney Ales

OREGON — Cadets and senior members from across the nation gathered in North Plains, Ore., for a National Glider Academy.

The academy was held at the Willamette Valley Soaring Club Field, and was attended by 15 cadets from 10 different wings, as well as seven senior members who served on the academy staff.

During the academy, the cadets received 16 hours of ground school. Topics covered included aerodynamics, glider performance, instruments, weather, airspace, glider assembly and disassembly and introduction to oxygen systems used in gliders.

Each cadet attendee flew at least 15 instruction flights in any of three Schweizer 2-33 or Blanik L-23 gliders. During the flights, they learned about using checklists, safety considerations, how to take off and land, and aero-tow procedures.

The cadets took a break from their instruction to visit the famous Spruce Goose in the new McMinnville (Ore.) Air Museum. The plane was still being reassembled and was without wing tips, trailing edges and flaps. The plane's flaps alone are as large as most

airplane wings.

The group also went to the Oregon coast to visit the Tillamook Naval Air Station Museum/Blimp Base.

The hangar is the largest clear-span wooden structure in the world and is more than three football fields in length, about a football field wide, and 23 stories high. It covers the history of Naval Air Station Tillamook and lighter-than-air technology. It also houses the largest collection of flyable warbirds in the Pacific Northwest.

The cadets who attended included: Brad Nystrom and Shaun Wicks, California Wing; Taylor Olson and Vincent Garzone, Colorado; Glen Pusey, Maryland; Shane Schimke, Massachusetts; Parker Smith, Montana; Brandon Scott, Paul Keckley and Jesse Rodriguez, Nevada; Jacob Weiser, Oklahoma; Tony Touch, Oregon; and Michael Langiano, Nathan Williams and Justin Wilkens, Washington.

The senior member instructors were: Lt. Col. Alex Hazelton, Alaska Wing; Capt. Dave Bowden, California; Capt. Tom Hird, Minnesota; and Lt. Col. Laird Smith, Oregon.

Other senior members on staff were: Col. Virginia Thompson, Oregon, academy director; Lt. Col. Jim Holland, Oregon, ground operations director; and 1st Lt. Bruce Olson, Colorado.

Capt. Jean Sztuk

STATE CAPITOL VISIT



Cadets from the California Wing's Sacramento Composite Squadron pose with Assemblyman Anthony Pescetti from California's 10th Assembly District. Several Sacramento squadron cadets and senior member visited the assembly and senate chambers inside the capitol building to learn more about how bills and laws are enacted at the state level. While there, the group gave Pescetti information about CAP.

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The Final Salute

Lt. Col. Lawrence N. Atwell
Jersey Village Composite Squadron
Texas Wing

Lt. Col. David A. Beckman
Farmington Composite Squadron
New Mexico Wing

Lt. Col. Amy Ruth Boxwell
Florida Wing

Capt. Phyllis C. Crenshaw
Weber Minuteman Cadet Squadron
Utah Wing

Maj. Donald L. Foley
Arundel Composite Squadron
Maryland Wing

2nd Lt. Odile H. Goss
Worthington Composite Squadron
Minnesota Wing

Capt. Andrew N. Hardy
Erie Composite Squadron
Pennsylvania Wing

Lt. Col. William A. Murphy
Cleveland County Composite Squadron
Oklahoma Wing

Lt. Col. James E. O'Brien
Allegheny County Composite Squadron
Pennsylvania Wing

1st Lt. Gary Procopenco
Redwood Empire Composite Squadron
California Wing

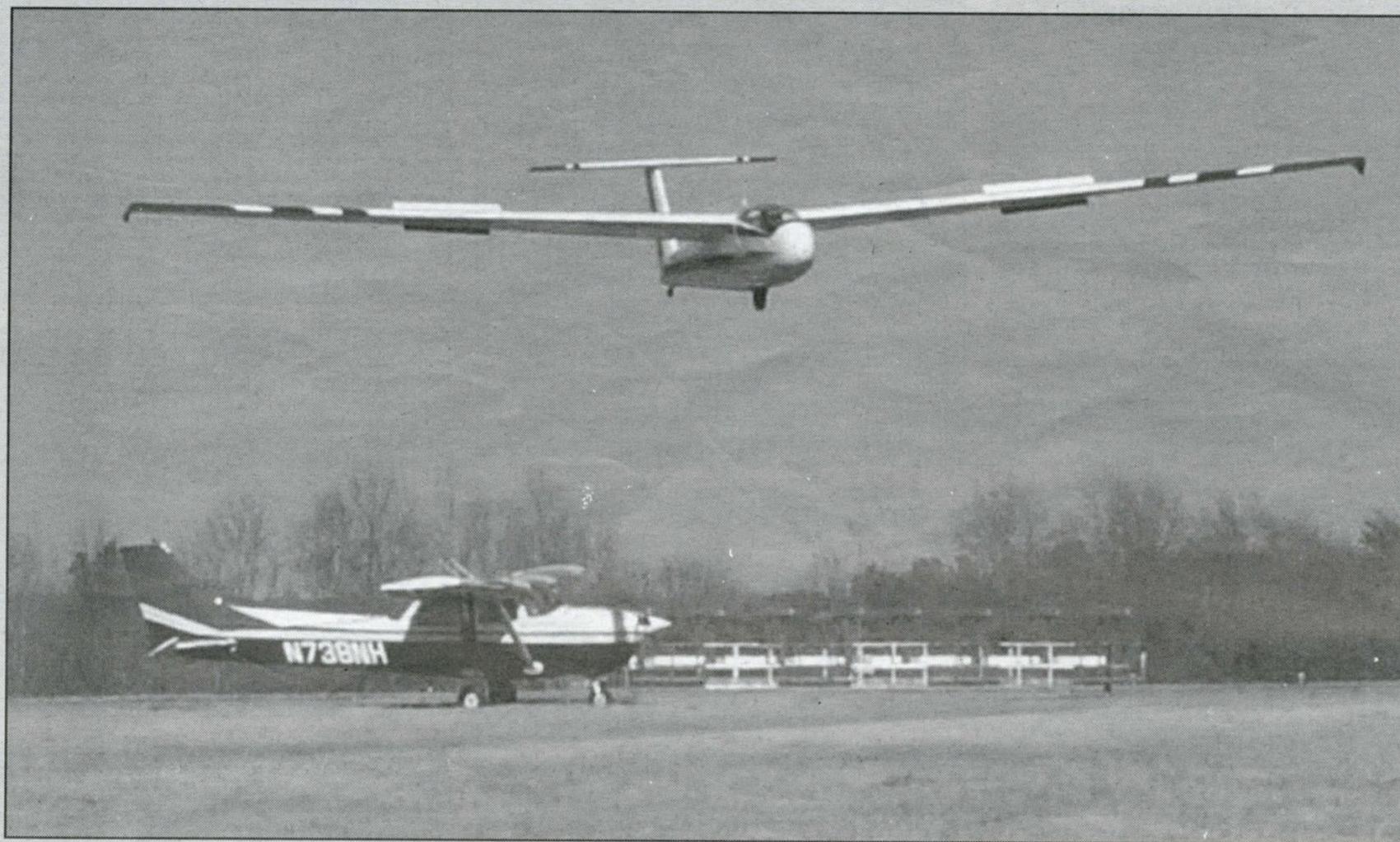
Capt. Donald L. Pyrtle
Gateway Senior Squadron
Missouri Wing

Maj. Dean H. Ryther
Shawnee Mission Composite Squadron
Kansas Wing

1st Lt. Jerry M. Sansing
Bessemer Composite Squadron
Louisiana Wing

Maj. James W. Seaman
Lake Charles Composite Squadron
Louisiana Wing

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



2002 CAP National Cadet Special Activities



Special supplement to the October 2001 Civil Air Patrol News

AIR FORCE SPACE COMMAND FAMILIARIZATION COURSES

CO: July 14-19 — \$100
FL: July 28-Aug. 4 — \$100

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

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

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

NATIONAL BLUE BERET

July 17-30 — \$175

Picture an air show where hundreds of thousands of people come to see the many wonders of aviation. In real life, that event is the Experimental Aircraft Association's annual fly-in at Oshkosh, Wisc., the "Mecca" of aviation.

For cadets 16 and above, and selected senior members, the National Blue Beret offers the chance to work at one of the largest and most prestigious air shows in the world. NBB participants must already have at least their CAPF 101 General Emergency Services rating prior to NBB. The CAPF 101T annotated for Ground Team Member, CAPF 76 and current standard first aid card are also desirable.

CAP and EAA will provide the necessary training. Each participant will work several areas, including the flight line, exhibits, crowd control, etc. Training will include techniques of aircraft marshaling and electronic direction finding.

So take advantage of this once-in-a-lifetime event that often occur during the air-show.

NATIONAL FLIGHT ACADEMY POWERED TRACK

NE: June 14-29 — \$700
OK: June 21-29 — \$700
VA: July 14-28 — \$700
WI: June 21-July 1 — \$700

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

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

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

HONOR GUARD ACADEMY

July 6-20 — \$300
(\$200 senior member staff or returning students)

The Honor Guard Creed says in part:

I have earned the right to wear the Ceremonial Uniform.
I am superbly conditioned ...
I am constantly driven to excel ...
I have chosen to represent every member of the USAF Auxiliary - Civil Air Patrol.

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

Cadets must complete a rigorous training schedule that requires 10-12 hours per day of standing while twisting, throwing rifles, marching, plus additional physical fitness training. Applicants must be a Category 1 and able to perform as required without special consideration. The cadet must have mastered AFMAN 36-2203, Drill and Ceremonies, Chapters 1-5, completed an encampment, be at least a Phase II cadet, and have a deep desire to learn and excel in all Honor Guard aspects.

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

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

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

INTERNATIONAL AIR

July 16-31

The International Air Cadet Exchange (pronounced I-A-C-E) is designed among young people in different countries who have a common interest in aviation.

All Civil Air Patrol cadets who turn 17 by 1 July 2002, and have earned their CAPF 101 rating, are eligible to participate in the 2002 IACE. The application procedures for IACE are different from those for CAPF 101.

Cadet and Senior Member applicants must mail the two coupons (found on page 10) to CAP National Headquarters (HQ) by 1 July 2001 to begin the application process. The first coupon must be mailed to the IACE Regional Staff. All applicants must go through a personal interview with the Regional Staff to obtain permission to attend. The second coupon must be mailed to CAP National Headquarters for final application.

To be eligible, cadets must not have reached their 21st birthday before 1 July 2001 and must have earned at least the senior rating in the cadet programs special activities.

Because this activity already awards the IACE ribbon, no NCSA ribbon or other essentials. Details about IACE are available on-line at <http://www.civilairpatrol.com>

NATIONAL FLIGHT ACADEMY GLIDER TRACK

GA: June 27-July 7 — \$700
CA: June 23-July 3 — \$700
WI: June 21-29 — \$700
NM: July 21-Aug. 3 — \$700
CO: TBD — \$700

Interested in flying like an eagle? Then soar above your peers at a National Flight Academy track!

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

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

AIR FORCE WEATHER AGENCY

July 13-20

Considering a career in Meteorology, planning on a science major in college, and severe storms, or wishing to add to your meteorology skills? If so, then the Air Force Weather Agency familiarization course, at Offutt AFB, Nebraska, is designed to promote interest in aerospace careers that require knowledge of weather systems. Students receive instruction in weather analysis, storm spotting (this is not storm chasing!), and space/weather forecasting. Cadets interested in the basic course should mark "Weather School" on their application.

This AFWAFC is open to cadets who have completed the Rickenbacker course. Applicants should be a sophomore or junior in school; however, seniors or college students are not excluded from consideration. Senior members should be working in a field related to meteorology or have a damage assessment. For more details, go to the national web site at <http://www.afwa.com> "Weather Initiative."

JACKSONVILLE UNIVERSITY/COMAIR AVIATION

June 20-July 1

So you want to become an airline pilot? Jacksonville University (JU) can get you a head start on your flying career!

This training is ideal for a cadet who dreams of becoming a professional pilot. Jacksonville University logging 15 hours of flight time from the nation's largest flight school. The program includes the opportunity to "solo" the aircraft* and concludes with an award banquet).

Graduates from the program receive:

- 60 hours of FAA Private Pilot Ground School valued at \$1560.00
- 25 hours of Pre/Post Flight Ground Training valued at \$1175.00
- 15 hours of Dual (flight with an instructor) in a Cessna 172 valued at \$2250.00
- Room & board valued at \$700.00
- Course Books valued at \$300.00
- Advanced preference into JU's aviation college programs.
- Upon enrollment at JU, six college credit hours valued at \$3,120 and a 100% transfer of your flight time in this program towards a private pilot's license.

So spend this summer with an airline's academy while earning valuable flight time. *Solo opportunity is based on the individual's abilities and is not guaranteed. For more details, contact the Activity Director. The Activity Director will send out a detailed letter to the cadet.

CADET EXCHANGE

\$100

to promote international understanding, goodwill, and friendship
iation.

the Amelia Earhart Award by 31 December 2001, may now apply to
nt than other NCSA.

in the CAP News) to the proper officials no later than 31 December
appropriate Wing Commander (or Region Commander for those
interview with their Wing Commander (or Region Commander) to
onal Headquarters/CPE. Failure to mail both coupons will void the

ly 1, 2002. Escorts must be at least 25 years of age before 1 July 2002,
y track by 31 December 2001. Due to the rather rigorous and
nt health and meet CAP physical and grooming standards.
s awarded. The activity fee does not include IACE uniform costs and
nhq.gov/cp/cpp/iace/iaceindex.html.

CADET OFFICER SCHOOL

July 5-13 – \$150

The Cadet Officer School is patterned after the U.S. Air Force's
Squadron Officer School and is an academically challenging course
for cadets 16 and older. It is an in-depth study of the skills of
leadership.

The course is divided into lecture, seminar, and hands-on
training. Instructors guide cadets through the Air Force approach to
psychology of leadership, problem solving techniques, effective
writing, effective speaking, and group dynamics. In addition to
classes and seminars, a wide variety of top military and industry
leaders come as guest speakers to discuss their experiences with the
cadets. Topics include human relations, critical thinking, leadership
and national security issues. Note: Since COS has its own award
ribbon for uniform wear (a silver star on the Mitchell ribbon), this
event does not award the NCSA ribbon.

FAMILIARIZATION COURSE

\$150

lege, looking for a unique training activity, interested in tornadoes
the Air Force Weather Agency Familiarization Course is for you! This
est in meteorology, careers in the Air Force Weather Agency, and
ve training in weather interpretation, contour mapping, severe
her environment. The students tour the U.S. Strategic Command
" on their application.

achievement and have attended an encampment (Preferably, cadets
nts majoring in meteorology or other weather related careers will
n operational weather capacity, such as disaster preparedness or
ww.cap.af.mil and click "Cadet Programs," then "Links," then

ON ACADEMY AIRLINE TRAINING TRACK

– \$5,800

Comair Aviation Academy, a subsidiary of DELTA® Airlines, can

nal airline pilot. You will enjoy spending three fun-filled weeks at
nly flight academy owned by a major airline. The program may
rds & scholarship banquet (parents are encouraged to attend the

\$40.00

\$2500 scholarship from Comair Academy, will be awarded.

of's license.

college credits and we can help begin making your dream a reality!
nteed. Additional hours can be purchased if needed to solo. Certain
e slotted.

**ADVANCED TECHNOLOGY
CADET NATIONAL ACADEMY**

July 21-26 – \$200

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

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

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

**AIR EDUCATION AND TRAINING
COMMAND FAMILIARIZATION
COURSES**

MS: July 13-20 – \$100

TX: June 9-15 – \$100

Have you ever dreamed about becoming a
military aviator? Would you like to have an edge when
you attend the U.S. Air Force's Undergraduate Pilot
Training program?

If either answer is yes, then the Air Education
and Training Command Familiarization Course is for
you!

AETCFC is a one-week course designed to give
CAP cadets, aged 15 and older, an introduction of how
the Air Force conducts its flight training. The course
provides students the opportunity to attend class,
observe, and learn – side by side – with real Air
Force student pilots.

AETCFC is an academically intense course,
which offers behind-the-scenes tours of facilities like
the air traffic control tower, aircraft maintenance
hangars and life-support/parachute shop. Cadets
also receive briefings on the mission and operations
of a flying training wing, academics and
physiological training.

Highlights of the week may include the possibility
of a ride in an Air Force T-1A Jayhawk or a chance to
fly a full-motion flight simulator with an actual Air
Force instructor pilot!

NATIONAL EMERGENCY SERVICES ACADEMY

Optional Pre-courses: Varied dates between July 29 and Aug. 2 – Varies from \$40 to \$80

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

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

Basic MBSS: July 28-Aug. 3 – \$150

Advanced MBSS: Aug. 4-10 – \$150

MAS – Mission Scanner/Observer Track or Mission Pilot Track: Aug. 2-10 – \$150

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

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

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

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

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

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

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

All cadets interested in attending the National Emergency Services Academy must have completed a basic
encampment prior to attending any of our courses. Personnel interested in attending more than one course at the
National Emergency Services Academy in a year can do so consecutively, but must coordinate their participation with
the academy director in advance to avoid scheduling conflicts.

For more information, contact the Maj John Desmarais, academy director, at (334) 953-4228 or
jdesmarais@capnhq.gov.

OTHER SUMMER CADET ACTIVITIES

Here are a few additional activities that cadets may want to consider. CAP National Headquarters DOES NOT handle the application procedures for these activities, and will return such applications to your wing headquarters (which may delay your application beyond the deadlines mentioned).

SPACE CAMP

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

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

To apply, follow procedures found at the SPACE CAMP® Web site at www.spacecamp.com/main.htm or call (800) 533-7281. Cadets who complete wither program can wear the NCSA ribbon.

AVIATION CHALLENGE

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

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

To apply, follow the procedures found at the AVIATION CHALLENGE® web site at <http://www.dogfite.com/main.htm> or call 800-533-7281. Cadets who successfully complete the program can wear the NCSA ribbon.

HAWK MOUNTAIN SEARCH AND RESCUE SCHOOL

July 6-14 — \$75

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

The school is open to cadets and seniors. For specific course information, visit the Hawk Web site at www.voicenet.com/~richluce/hawk.html.

For cadets applying to Hawk you will need to submit a fully completed CAPF 31, including your wing commander's signature, postmarked by April 30. Send the completed CAPF 31 to PA Wing HQ, Bldg 3-108, FT Indiantown Gap, Annville PA 17003. Mark the outside envelope "Hawk" to aid the PA wing staff in getting your application to the right person.

For senior members and cadet school graduates applying to Hawk, simply follow the same procedures listed above. However, returning students must first contact Lt. Col. John Wirth at 4176 Roosevelt Street, Whitehall, PA 18052 or wirth00@enter.net.

Hawk staff will review all applications for final selection, and notify you according to the timeliness of application. This notification will include details about fees and requirements. You may be notified as late as May, if slots open later.

Hawk requirements for cadets include: Completed Achievement 1 (Curry Award); current CAP membership; CPFT Category 1 (see CAPR 52-18) at Hawk sign-in; be at least 13 years of age (or graduated seventh grade) by the start of the school; and properly completed CAPF 31.

Hawk requirements for seniors include: Completed Level 1 Orientation Course and Cadet Protection Policy Training; current CAP membership; since this school is physically demanding, seniors must also meet the CPFT Category 1 (see CAPR 52-18) at Hawk sign-in; and a properly completed CAPF 31.

Note: Hawk has a limited number of slots open for the different courses. To help the staff select the best-suited candidates, please list relevant experience (training, actual search missions, certification, etc.) on your CAPF 31 (Page 2).

Include copies of the following documentation: Prior Hawk Mountain SAR completion card(s); Ranger Grade Card(s); certificates, diplomas, letters of completion for courses such as wilderness, navigation, and SAR training; first aid cards and related certifications of training; and CAPF 101, 101T and CAPF 76.

The \$75 Hawk Mountain SAR School fee is not refundable.

Cadets who successfully complete Hawk can wear the NCSA ribbon. Cadets are not authorized to wear any ranger patches outside of Pennsylvania Wing.

APPLICATION PROCEDURES

Please note all deadline and application procedures. Most of our NCSAs allow senior members to apply as escorts. Some of the NCSAs also allow for full senior member participation. Senior members applying for any of the NCSAs must follow the same procedures as the cadets. Note: CAP National Headquarters does not process the applications for the Hawk Mountain SAR School, Space Camp or Aviation Challenge. Please follow the guidelines for these programs in this insert.

The procedures, along with "postmarked by" deadlines for applications to NCSA, are as follows:

1. Cadets' CAPF 31 sent to their wing headquarters (Dec. 31).
2. Wings submit the CAPF 31s to National Headquarters (Jan. 31).
3. National Headquarters sends Activity Directors and wing headquarters the slotting lists (Feb. 28).
4. Cadets submit their payments in full to National Headquarters for all NCSAs except the NESAs* (March 31). Activity directors' letters to participants must also be sent by this date. After this date activity directors may slot additional personnel on a case-by-case basis at their discretion, but personnel must still be approved by their wing commander to attend.

* The NESAs academy director coordinates all fees and provides guidance for payment in the slotting letter.

Here are guidelines to follow as you meet each of the deadlines:

1. For Dec 31 (Applications to wing HQ):
 - Cadets should fully complete a CAPF 31, Application for Encampment or Special Activity. This CAPF 31 must be postmarked by Dec. 31 and mailed to their wing headquarters. Be sure to include the phrase "NCSA" on the envelope. (This makes it easier for the wing staff to send your application to the right person.);
 - Personnel applying for any "staff" positions are encouraged to contact the activity director as soon as possible, but still need to also submit a complete CAPF 31 to their wing headquarters within the established deadlines and procedures; and
 - Cadets applying for more than one NCSA should clearly note their desired preference, in order, right on the application. Otherwise, National Headquarters will assign the preference order at random (see the "least regress" discussion below).
2. For Jan. 31 (Wing submits the CAPF 31s to National Headquarters):
 - This is the wing commander's opportunity to select (or not select) a cadet to attend NCSA; and
 - The wing commander should note the cadet's rank order within the wing in the space provided on CAPF 31 above the wing commander's signature. Wing commanders should rank order the cadet only once regardless of the number of applications applying for (the wing commander is comparing cadets to cadets, not cadet to activity to cadet);

- Applications marked "staff" do not need to be rank ordered and should be forwarded to NHQ immediately to allow for proper staffing of our activities (when possible). However, if a wing commander feels a member should not attend an activity as "staff," then the wing commander should not sign the CAPF 31; and
 - The wing commander, by signing the CAPF 31, is "selecting" the cadet to attend the NCSA. National Headquarters is responsible for "slotting" these cadets into the activities in as fair and equitable a manner possible. There is the potential not all cadets "selected" will be "slotted" into an activity. This may be due to a limited number of cadet "slots" available versus the number of cadets "selected." Note: Please make sure CAPF 31's are submitted on time and signed by the Wing Commander or designated representative. National Headquarters can not act on unsigned applications and must return them to the wing.
3. For Feb. 28 (CAP National Headquarters sends out "slotting" lists):
 - National Headquarters will consider the wing commander's rank order noted on the completed CAPF 31s in "slotting" the cadets to the activities. CAP National Headquarters will slot cadets using a "least regress" formula (including cadets who request more than one activity);
 - This "least regress" method allows for all cadets to be considered for available NCSA slots while providing the wing's first choice to get the first opportunity to be "slotted" (and the wing's second choice the second opportunity, and so on);
 - We will forward any "staff" applications to the appropriate activity director by the deadline. The activity director will make the final selection of their "staff" for his or her activity;
 - The "slotting" list does not need to be returned to National Headquarters as in previous years (the wing commander has already signed the CAPF 31s granting his or her approval of the cadet's attendance);
 - The "slotting" list will contain the cadets slotted (called "primaries") along with those "selected," but were not given a slot (these cadets are called "alternates"). The activity director is responsible for contacting the primaries about the details of the NCSA and for maintaining the "slotting" list from this date. Any late changes or additions will be coordinated with the activity director and CAP National Headquarters; and
 - CAP National Headquarters will send the final "slotting" list to the wing headquarters.
 4. For March 31 (Activity fees due to National Headquarters):
 - All activity fees must be paid in full by March 31. Because of new accounting rules at national headquarters, checks or money orders for the NCSAs except the NESAs*, must be sent to: HQ CAP/CPA, 105 South Hansell St., Maxwell AFB, AL 36112-6332. The checks should be made payable to "NCSA CAP." Ensure the check or money order contains the cadets' name, CAP ID and the activity they are attending. Checks returned for insufficient funds or fees not paid in full by the deadline will cause the cadet to lose his or her "slot." We also have the capability to accept payment via credit card.
 - * The NESAs academy director coordinates all fees for NESAs and will provide guidance for payment in his slotting letter.