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interest.

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The Civil Air Patrol National Historical Journal is published biannually by professional volunteer staff. As academic historians by trade, we recognize the demand for quality publications reflecting a variety of interests to Civil Air Patrol readers, and strive to provide the best in feature and thought provoking articles. We trust you will enjoy what the journal has to offer and will consider contributing to the mission of our staff in providing a forum for the great traditions of our organization.

A PROPOSAL TO DOCUMENT OUR HISTORY: A CIVIL AIR PATROL “SCROLL OF HONOR”

*By Maj. Brock M. Lusk,
National Historical Journal Editor*

Clemson University recognizes their alumni who have given their lives in military service through inclusion on the Scroll of Honor. The Scroll of Honor, beyond being a physical monument, documents the lives of the 493 names through a website and as a venue for historians to tell the narrative of their sacrifices. As a Scroll of Honor committee member with the Clemson Corps Board of Directors, I have been involved in the research associated with multiple case files leading to the addition of nine names to the Scroll of Honor. It was therefore a slight shock to my system, when I began to ask the question, “Does Civil Air Patrol have any documented listing of the members who made the ultimate sacrifice?”

There are many ways to evaluate the contributions of an organization to the nation it serves. Civil Air Patrol has historically looked for quantified data to tell the story of these contributions; but one data point remains undocumented. Aerial flight and emergency services are by nature dangerous operational activities which sometimes leads to the loss of life. The Civil Air Patrol’s 77 years of service have

not been immune to this type of tragedy, but proving that point is currently on an anecdotal or situational basis. In telling the story of the “Flying Minutemen,” Robert Neprud lists 63 Civil Air Patrol members to include cadets (and one prospective cadet) who lost their lives on active missions.¹ I would be hesitant to say this is a complete listing though, because there is no information on what criteria was used to vet names on the listing.

Civil Air Patrol presents a unique situation, where volunteers move in and out of an operational status and may render aid while not in uniform. This presents a risk, where only clearly defined criteria must be used in order to ensure the integrity of the honor of being added to such a comprehensive listing.

The Clemson Corps process for establishing the Scroll of Honor’s criteria was evolutionary in nature, but we can learn lessons from their procedure (and other similar honors for the deceased) as well as use the criteria outlined below as a starting point for the discussion on how to honor the Civil Air Patrol members who made the ultimate sacrifice.

BASELINE CRITERIA

First and foremost, Civil Air Patrol must determine what defines a “member” of the Civil Air Patrol for this purpose.

1. Neprud, Robert. *Flying Minute Men: The Story of the Civil Air Patrol*. Duell, Sloan and Pearce, New York. 1948. Pp. 233 - 236

CAPR 39-2, Civil Air Patrol Membership, defines four major categories of membership and an additional nine membership subcategories.² In order to simplify the baseline proposal of this article as well as work with the most commonly known categories of membership; the following definition of active membership as found in CAPR 35-1 will be utilized for this article: “Any member who maintains current membership as a cadet, senior, 50-year or life member, unless otherwise provided for in this section, is considered in active status and is entitled to attend meetings, participate in CAP activities, wear the CAP uniform and exercise other privileges of membership.”³

This is not to preclude a future Civil Air Patrol Scroll of Honor from excluding other membership categories, but, care must be given to defining the criteria because otherwise you open the aperture too widely and what is meant to be an honor bestowed becomes watered down.

The Clemson Corps Scroll of Honor Standard Operating Procedure defines one key criteria as “Those alumni who while serving as a member of the Armed Forces of the United States: Army, Navy, Marine Corps, Air Force and Coast Guard lost their lives in the performance of their military duties are eligible.”⁴ The paragraph further clarifies that performance of military duties includes both killed in combat operations as well as those killed in the performance of military duties while involved in training, aircrew missions, or other normal duty operations or activities. This is where the Civil Air Patrol must be both clear in defining what roles constitute “performance of Civil Air Patrol duties” and what circumstances should be excluded.

As a baseline criteria for the purpose of this paper, the following proposed roles would be considered the “performance of Civil Air Patrol duties.”

- Performance of an Air Force Assigned Mission

- Flight in a Civil Air Patrol Aircraft
- Travel to and from, and participation in a Civil Air Patrol activity to include unit meetings, conferences, training activities and encampments
- Performance of Emergency Services missions
- A caveat stating, “case-by-case considerations since all circumstances surrounding a nomination cannot be anticipated,” should be included in any criteria though considering the volunteer nature of the organization.⁵

The most easily defined criteria in modern times would be a criteria which has proven elusive cases pre-dating World War II. Civil Air Patrol members who lost their lives in the performance of Civil Air Patrol duties, to include those who died later of wounds suffered as a result of an accident while performing their Civil Air Patrol duties may be considered for inclusion. While not specifically including deaths due to illness (similar to the Vietnam Veterans Memorial Wall criteria,) the proposed criteria should not rule out consideration of those deaths if circumstances warrant a “case-by-case”⁶ review.

EXAMPLES OF PRACTICAL APPLICATION OF THE ABOVE CRITERIA

CASE STUDY 1: Lt. Annette Leder of New York Wing took off in Cessna 172, tail number N217NY from Flushing Airport at 10:05 AM on May 22, 1977.⁷ The flight was an orientation flight for three cadets. Three minutes after takeoff, the aircraft crashed into a Queens home. Lt. Leder was apparently attempting to return to the now-closed airport after experiencing mechanical difficulties. She was injured along with Cadet Miguel Rosado and Martin Jorge. Neighbors to the crash location were attempting to get Cadet Edward Guevara out of the aircraft when the engine exploded engulfing the cadet in flames. He died on the

2. CAPR 39-2. *Civil Air Patrol Membership*. National Headquarters, Civil Air Patrol. Maxwell AFB, AL. 9 Jan 2017. Pg. 3

3. CAPR 35-1. *Assignment and Duty Status*. National Headquarters, Civil Air Patrol. Maxwell AFB, Ala. Pg. 2

4. Clemson Corps. *Scroll of Honor Nomination and Consideration Procedures*. 8 Jun 2012. Para. 4.a

5. Clemson Corps. *Scroll of Honor Nomination and Consideration Procedures*. 8 Jun 2012. Para 4.f

6. *Ibid.* Para. 4.e

7. National Transportation Safety Board. *Aviation Accident Report NYC77FA059*. Accessed online.

scene as responders were forced to pull back.⁸

Utilizing the New York Times article and the NTSB accident report as source material, we establish that Cadet Guevara meets the criteria of being a cadet in an active membership status, taking part in flight in a Civil Air Patrol aircraft.

CASE STUDY 2: On Aug. 13, 1989, Civil Air Patrol pilot Eugene Wayne Knight departed the St. Petersburg, Fla., airport on an orientation flight with Cadet Damian Weber, Cadet Shawn Kelley, and Cadet Joe Flythe in Civil Air Patrol Cessna 172 tail number N99901.⁹ Flying approximately 3 miles offshore near Pass-a-Grille, Fla., the plane entered a stall and a witness observed it spinning out of control nose down. The aircraft struck the water, sinking 20 feet into the murky depths. All four Civil Air Patrol airmen were killed in the crash. The flight was reported by the *St. Petersburg Times* and *The Tampa Tribune* as an orientation flight.¹⁰

Again, in this case study we have a Senior Member and three cadets in an active membership status, taking part in flight in a Civil Air Patrol aircraft. Documentation of these nominations would be clear to establish meeting the proposed criteria listed above, but these examples might raise the question, “what about non-flying casualties?”

CASE STUDY 3: On Jan. 18, 1958, Cadet Jergen Patt was hiking with other cadets as part of an unidentified training program near Frenchman Flats near Newhall, Calif. Cadet Patt fell 300 feet into a canyon while taking part in the training hike to his death. Based on the criteria listed above, Cadet Patt would meet the criteria outlined earlier in this article. He was an active member taking part in a training exercise at the time of his death. While the single news report of his death in the *Los Angeles Times* may not meet the burden of proof for a complete case file; the criteria one the facts of the case are established through

corroborating source materials would meet the criteria.¹¹

Not all potential cases would be so easily proven to meet the proposed criteria, which warrants the “case-by-case” clause proposed earlier in this article.

CASE STUDY 4: Cadet Major John J. Legendziewicz of the Raritan Valley Composite Squadron was driving home on September 27, 1981 after watching a movie with three of his friends. After spotting a motorist from Boston who had a minor accident, the friends stopped and began to render aid. A drunk driver struck the disabled vehicle, killing Cadet Legendziewicz.¹² He was awarded the Silver Medal of Valor for his sacrifice, and Cadet Thomas A. Kuster received a Silver Medal of Valor for attempting to save Legendziewicz’s life during the automobile accident.¹³

Cadet Legendziewicz’s award of the Silver Medal of Valor is evidence of his active membership at the time of his death, and this is confirmed in multiple news articles concerning the accident. The second criteria for addition to a Civil Air Patrol Scroll of Honor is the “performance of Civil Air Patrol duties.” It could be argued that the rendering of first aid, a skill mastered by Cadet Legendziewicz who performed duties as the Medical Officer at a Ground Search and Rescue School was performance of “Emergency Services.” But, this is not a clear meeting of the criteria listed earlier.

The research which would go into a Scroll of Honor would provide a mechanism to begin to tell the Civil Air Patrol story beyond the Flying Minutemen. From an operational standpoint, categorization of this information would provide not just an emotional, but also a quantifiable measure of the contribution Civil Air Patrol’s volunteers have paid, sadly in blood, for their service to the nation. At the dedication of Clemson University’s Scroll of Honor, Col. Beverley N. “Ben” Skardon, a two time Silver Star recipient and survivor of the Bataan Death March delivered this

8. Dionne, E. J., Jr. “Boy Killed as Plane Hits Queens Home.” *The New York Times*. Accessed August 15, 2018. <https://www.nytimes.com/1977/05/23/archives/boy-killed-as-plane-hits-queens-house-boy-killed-and-3-other.html>.

9. National Transportation Safety Board. Aviation Accident Report MIA89FA220. Accessed online.

10. Hernandez, Rosalva. “Pilot, teens killed in plane crash.” *The Tampa Tribune*. Tampa, Fla. August 14, 1989. Pg. 1A

11. “CAP Cadet, 17, Killed in 300-Foot Plunge.” *Los Angeles Times*. January 19, 1958. Pg. 3

12. Cooke, Annemarie. “Man gets jail term in area teen’s death.” *The Central New Jersey Home News*. New Brunswick, N.J. July 16, 1983. Pg. 18

13. The Courier-News. Bridgewater, N.J. December 28, 1981. Pg. 11

quote as part of his speech. "They lived and served and died that we might live and serve." Two of his friends, credited with saving his life while a Prisoner of War of the Japanese, are listed on the Scroll of Honor at Clemson. As Civil Air Patrol airmen, we must realize there are men and women who have sacrificed before us. They lived, served and died that we might live and serve.

Maj. Brock Lusk is an Air Force Reserve officer on active duty, and serves full time as the Operations Officer for Air Force ROTC Detachment 770 at Clemson University. He is a member of the Clemson Corps Board of Directors, in addition to his volunteer work with Civil Air Patrol.

MEET THE NATIONAL HISTORY STAFF

Compiled by Maj. Brock M. Lusk

Maj. Brock Lusk **National Historical Journal Editor**

Maj. Brock Lusk joined Civil Air Patrol as a cadet in 1996, and rejoined in 2015. This is his first year on the national history staff, where he is assigned as the Editor for the *National Historical Journal*. He has a Master's Degree in History from Clemson University, with a focus on Post-Colonial Counterinsurgency and World War I history.



*Maj. Brock Lusk,
National Historical Journal Editor*

Lusk is an officer in the Air Force Reserve and is on active duty serving as the Operations Officer and an Assistant Professor of Aerospace Studies at Air Force ROTC Detachment 770 at Clemson University. He has deployed to Iraq, Yemen, and other locations across the Middle East and is a veteran of Operation Iraqi Freedom, Operation Enduring Freedom, and Operation New Dawn.

His awards include the Defense Meritorious Service Medal, the Air Force Meritorious Service Medal, the Joint Commendation Medal with Oak Leaf Cluster, the Army Commendation Medal with Oak Leaf Cluster, the Joint Service Achievement Medal with Oak Leaf Cluster, and the Air Force Achievement Medal with Oak Leaf Cluster.

Maj. Kurt J. Efinger **Publications and Research Division Chief**

Maj. Kurt Efinger is the Publications & Research Division Chief, for which he oversees publication of the CAP *National Historical Journal*, social media platforms, collection of annual histories, and other projects related to his division. Prior to joining the headquarters staff this year, he served as Editor of the *National Historical Journal*, which he co-founded in 2013. While serving ADY on the national staff, Efinger was the Historian for Southeast Region, and held positions as the Deputy Chief of Staff for Plans, Programs and Requirements, and Drug Demand Reduction Coordinator.



*Maj. Kurt J. Efinger,
Publications and Research Division Chief*

Efinger holds a Master's Degree in Military History with a concentration in air-power theory, as well as a Bachelor's Degree in history, and an Associate of Arts degree in Journalism. He spent 10 years in broadcast journalism before leaving the profession to teach. For more than 20 years, Efinger has taught at the secondary and collegiate levels, where he teaches Economics, U.S. Government & Politics, and History courses in American, World, and Western civilizations.

His awards include the CAP Exceptional Service Award with three devices, the CAP Meritorious Service Award, and the CAP Achievement Award.

Lt. Col. Richard B. Mulanax

National Historian

Lt. Col. Richard B. Mulanax is the national historian of Civil Air Patrol. Mulanax joined CAP as a college student in 1967. He was called to active duty with the Air Force in 1972 after completing graduate school at UCLA, and over the years, he served in various squadron level staff positions in California and Texas, and as commander of the overseas Zweibruecken Cadet Squadron in Germany. He was also commander of Group 2, Texas Wing, in Wichita Falls, Texas.



*Lt. Col. Richard B. Mulanax,
CAP National Historian*

Before his current assignment, he was Chief of the Research Division of the National History Staff, and Region Historian for the Southeast Region. He previously served as Deputy Chief of Staff for Aerospace Education for Rocky

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Mountain Region, and various other CAP assignments in California, Texas, and Florida wings.

Mulanax received his doctorate in history from Florida State University and served for twenty years on the faculty of Indian River State College in Fort Pierce, Fla., retiring as a Professor of History. He holds a Master's degree in African Area Studies from the University of California, Los Angeles, and a Master of Science in International Relations and Master of Public Administration degrees from Troy University in Alabama.

For 20 years before this, he served as a regular officer in the U.S. Air Force, with assignments as an Assistant Professor of History and Executive Officer of the Department of History at the U.S. Air Force Academy. He also served on the faculty of the Air Force Special Operations School at Hurlburt Field, Fla., where he was an International Politico-Military Affairs Officer and Chief of the Africa Branch. Other Air Force assignments included Director of Base Administration and Commander of the headquarters squadrons of the 26th Tactical Reconnaissance Wing at Zweibruecken AB, Germany, and 39th Tactical Wing, Incirlik AB, Turkey.

His awards include the Air Force Meritorious Service Medal with two oak leaf clusters, the Air Force Commendation Medal with two oak leaf clusters, the CAP Exceptional Service Award with five devices, the CAP Meritorious Service Award with four devices, and the CAP Achievement Award. He is a life member of the Disabled American Veterans and the Military Officers Association.

Lt. Col. Douglas E. Jessmer
NHJ copy editor

Lt. Col. Douglas E. Jessmer started in CAP as a cadet in West Virginia Wing in 1984, and has remained a member since. The pinnacle of the cadet program, the Gen. Carl A. Spaatz Award, was in his grasp at age 15, but he advises, “don’t fast-burn the cadet program — there’s so much you’ll miss along the way if your aspirations aren’t tempered.”

He is a rated observer and master public affairs officer, was twice a squadron commander, and was CAP’s National Marketing and Public Affairs Officer in 2012-13 and the Florida Wing Director of Public Affairs from 2010-12. He was part of CAP’s information response during the 2010 Deepwater Horizon disaster, and most recently has spearheaded the design and philosophy of CAP’s new branding.

A native of Alliance, Ohio, who spent much of his formative years in northern West Virginia, Jessmer holds a Bachelor’s Degree in Journalism from Marietta College in Ohio. He is a

graduate of U.S. Air Force Squadron Officer School and is a qualified public information officer.

He spent more than two decades in newsgathering, with career stops at the *St. Petersburg Times/Tampa Bay Times*, the *Pittsburgh Tribune-Review*, *The Detroit News* and the *Sarasota Herald-Tribune*, as well as several smaller newspapers in Ohio, California, Florida and West Virginia. Jessmer has been a reporter, section editor, copy editor, designer, photographer, photo editor, graphics editor, presentation editor, managing editor and editor — his flexible and wide-ranging skill set is rare among journalists. Among

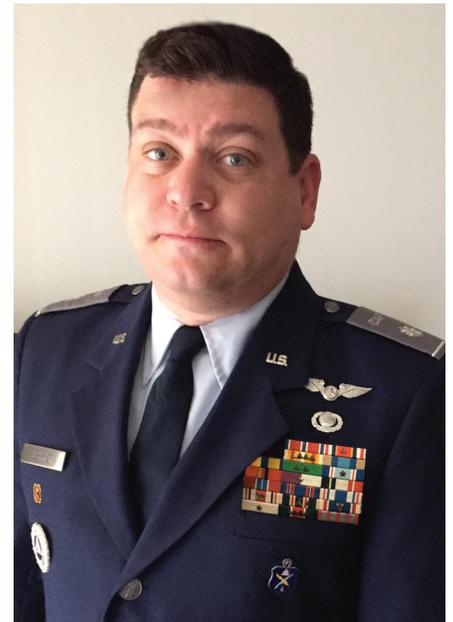
his awards are international acclaim from the Society for News Design for the 2003 redesign of the Pittsburgh Trib, a process in which he was a core team member.

He’s also been recognized for reporting, editing, photography, graphics and design by

the West Virginia and Florida press associations, the Associated Press Society of Ohio, the Pennsylvania Newspaper Association and the Ohio Newspaper Advertising Executives.

“Journalism is a bit of a vagabond profession,” he said. “I’ve been a lot of places I’d never have seen otherwise, and done a lot of things others don’t usually get to do.” Among the experiences he enjoyed most were flights in a Goodyear blimp and a hot-air balloon, and photographing college and NFL football and major-league baseball games.

After leaving print journalism in 2013, he became a Marketing Specialist for the Tampa (Fla.) Metropolitan Area YMCA and YMCA of the Suncoast in Clearwater,



*Lt. Col. Douglas E. Jessmer,
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Fla., where he stayed until late summer 2018. He is now the Media and Communications Manager for Suncoast Aquatic Nature Center Associates in Sarasota, Fla., which manages a world-class aquatics facility, Nathan Benderson Park.

He has two Meritorious Service Awards, nine Commander's Commendation Awards, an Achievement Award, a National Commander's Unit Citation Award, the Paul E. Garber Award with bronze star, the Gen. Ira C. Eaker Award and the Disaster Relief Ribbon with "V" device, among others.

Maj. Erik Koglin

National History Staff Media Specialist

Maj. Erik Koglin joined CAP in 2009. The greater portion of his time has been working in a few duty areas in cadet programs, enjoying time with his son in their local squadron and reconnecting with flying in light airplanes. In 2016



*Maj. Erik Koglin
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he was assigned to the National History Staff as a Media Specialist.

Koglin is a "jack-of-all-trades" in the creative field. Over the last 25 years he has produced work in photography, illustration, graphic design, exhibit architecture, 3D modeling, grand format printing

and the list is continuing to grow. He is a Creative Director for an exhibit design and production company in the Nashville area and an award-winning designer.

THE 1948 INTERNATIONAL AIR CADET EXCHANGE: AN ANNIVERSARY REFLECTION

Col. Frank A. Blazich Jr., Ph.D., CAP

This year marks 70 years since the Civil Air Patrol (CAP) first participated in what became known as the International Air Cadet Exchange (IACE). In 1948, a group of 24 cadets and two senior officer escorts ventured north to Canada while 24 Royal Canadian Air Cadets traveled south to destinations in the United States. CAP's first international cadet exchange experience can be told through two scrapbooks, one from the ranking escort, Maj. Louis A. Edwards, and another from a cadet, Cadet Franklin R. Meyer. Informative and humorous, these two scrapbooks capture two weeks of adventure, friendship, and possible youthful romance among neighbors and allies.

First, a little background to understand how CAP's participation in IACE came into being. IACE itself traces its origins to a meeting between representatives of the United Kingdom Air Training Corps and the Air Cadet League of Canada (ACLC) in Montreal on April 11, 1946, to initiate a proposal for a formal exchange of cadets. A polio outbreak in Canada curtailed the exchange in 1946, but the following year an exchange of 46 cadets and two escort officers commenced between Canada and the United Kingdom.

On Nov. 20, 1947, CAP's national commander, then-Brig. Gen. Lucas V. Beau, received a letter from Mr. George M. Ross, managing director of the ACLC. Ross invited Beau and his staff to meet in Ottawa in early February 1948 to discuss "matters pertaining to the recruiting and the training of Civil Air Patrol cadets and Air Cadets, their counterpart in the United Kingdom and the various Dominions. In addition, it was hoped that the various participating countries would be able to enter into discussions relative to the possibility of exchanging Air Cadets and CAP Cadets." With

permission from the U.S. Air Force, Beau and members of his staff attended the ACLC's annual meeting and both parties initiated plans for a cadet exchange later that year.

Details of the plans emerged in April 1948. On the ninth, the ACLC announced that CAP reached agreement to exchange cadets with Canada. At CAP's third annual Congressional dinner on May 26, recently promoted Major General Beau addressed hundreds of members of Congress, approximately 75 U.S. Air Force generals, and several Canadian officials. He announced the beginning of "a cadet activity which I believe to be one of the finest the Civil Air Patrol has ever sponsored." Beau declared that 24 American CAP cadets would be exchanged with 24 Canadian cadets, while an additional 40 Canadian cadets would compete against a like-number of CAP cadets in an international drill competition in New York City on Aug. 7. At Idlewild International Airport on that Saturday, the Canadian cadets won the inaugural Maj. Gen. Lucas V. Beau International Challenge Trophy in front of a crowd of 185,000.

Prior to Beau's address, CAP National Headquarters commenced locating the cadets who would be sent on the exchange. In early May, National Headquarters at Bolling Air Force Base, Washington, DC, instructed wing commanders to submit one name for consideration to be one of the 24 cadets selected for the exchange in Canada. By early July, National Headquarters made its selections of the cadets. To oversee the cadets and coordinate with Canadian authorities, National Headquarters selected two men, CAP Maj. Louis A. Edwards of Detroit, the Michigan Wing adjutant, and Air Force Capt. Emerson L. Armstrong of Des Moines, the Iowa Wing Air Force-CAP liaison officer.

On July 12, Cadet Franklin R. Meyer of Cheshire, Conn., received a congratulatory letter from the national commander. Beau informed Meyer that "you have been chosen to represent: (1) Your country, (2) the United States Air Force, and (3) Civil Air Patrol on a tour of Canada as

part of an exchange program with Royal Canadian Air Cadets this summer." Beau listed the tour dates from July 28 to August 16 with baggage requirements of 40 pounds, ideally in one Air Force B-4 bag and one small bag for personal effects. Cadet Meyer and his 23 young colleagues were ordered to pack two summer uniforms, khaki Class A with garrison cap, a jacket for evenings, extra pair of shoes and an extra cap, plus a good supply of shirts, socks, underwear, swimming trunks, tooth brush, towels and toilet soap. For any remaining space, cadets could bring a camera and a good supply of film as well as money for personal spending.

The itinerary for the CAP group changed slightly over the course of the exchange but the following is a somewhat detailed reconstruction of the journey of the American ambassadors. Both the American and Canadian cadet bodies were organized into two groups. Twelve cadets from the eastern states, designated the Eastern Group, assembled between July 28-29 at Selfridge Air Force Base, near Detroit, Mich., under the supervision of Edwards. The cadets from the western states, representing the Western Group, met at Lowry Air Force Base, near Denver, Colo., under supervision of Armstrong.

The RCAC selectees, like their American counterparts, came from across Canada and represented the best cadets in the land. In terms of the visit, the RCAC itinerary differed from the Americans in that both parties started together, split into eastern and western parties, then met again before returning to Canada.

Civil Air Patrol does not have any primary records from cadets of the Western Group beyond a few brief summary reports. To summarize their experience, the cadets first met at Lowry AFB on July 29, boarded a USAF C-47 "Skyytrain" transport and flew to Great Falls, Montana. After clearing customs, the plane flew on to Calgary, Alberta on July 30 where the American cadets met 12 Royal Canadian Air Cadets. After leaving Calgary on July 31, the CAP cadets flew to Royal Canadian Air Force Base (RCAF) Station Sea Island, Vancouver, British Columbia where the Americans were guests at a dinner and graduation ceremony of Royal Canadian Air Cadets from a flying training course. On Aug. 1, the Western Group left Station Sea Island in a



Maj. Gen. Lucas Beau

RCAF Avro Lancaster bomber and flew to Victoria, British Columbia to meet up with the Eastern Group at Patricia Bay Air Cadet Camp.

The scrapbooks of Edwards and Meyer are detailed enough to walk through the experiences of the Eastern Group through photographs and surviving documents. The Eastern Group flew in a USAF C-47 transport to Royal Canadian Air Force (RCAF) Station Rockcliffe, Ottawa, Ontario, on July 30 for a meeting of 12 Canadian Air Cadets on their way south to tour the United States. On the flight to Ottawa the cadets played cards, wrote letters, slept, or enjoyed the scenery out of the windows.

Arriving early, the C-47 circled about for around 30 minutes until the Canadian representatives were ready promptly at 11:00 a.m. Precisely at that hour, the C-47 landed, taxied into position, and came to a complete stop by a formation of 12 Royal Canadian Air Cadets under command of Flight Lieutenant L.W.C. Limpert. Edwards, USAF Maj. James S. Abrams, and the 12 CAP cadets exited the aircraft and marched in formation into position facing the Canadian cadets. As the Royal Canadian Mounted Police Band sounded the "General's March," Edwards and Abrams marched to position between the lines of cadets. As the cadets stood at attention, they received a personal inspection by RCAF Air Vice Marshal Charles R. Slemon. Afterwards, he introduced the Americans to Mr. C. Douglas Taylor, honorary president of the ACLC, who welcomed the CAP cadets.

Following his address, all cadets exchanged greetings and the formalities concluded with friendly chatter. Remarked Edwards: "The ceremony of welcome was most colorful and was extremely well done. The Canadian Air Cadets were immaculate in dress, in perfect formation, and sharp as a razor and the CAP were also something to see."

From the flightline, the cadets met with press and toured a static display of RCAF aircraft. They received a luncheon tendered by Chief of the Air Staff, Air Marshal Wilfred A. Curtis, who gave a welcoming address to all assembled. Following luncheon, the cadets were driven to Ottawa with an escort by the Royal Canadian Mounted Police and Ottawa Police. The party first headed for a tour of

the Parliament Buildings before a meeting with American Ambassador Ray Atherton at the embassy for an official welcome. Afterwards, the party toured the French portion of Ottawa and drove into the Gatineau Valley to visit the summer estate of Mr. George Ross, managing director of the ACLC for a swimming party. Cadet Carl Stark from Minnesota Wing managed to swim across the Gatineau River and back, greatly impressing Air Vice Marshal Arthur L. James.

After a buffet dinner and a slide show of the previous year's cadet exchange between Canada and Great Britain, James's 14-year old daughter, Sandra, hosted a dance for the cadets and presented each CAP cadet and their escort officers with a small ACLC pin. Edwards secured official sanction by Ross, and shortly thereafter received permission from CAP National Headquarters for these ACLC insignia pins to become an official uniform item. The CAP cadets thereafter wore the pins half an inch below the knot of the necktie for the remainder of the exchange.

The next day, the CAP cadets bid their Canadian counterparts a fond farewell as they departed for the United States with Major Abrams. The CAP cadets and Edwards then boarded a RCAF C-47 "Dakota" transport aircraft and left RCAF Station Rockcliffe with the addition of Flight Lieutenant Ainsley G. Dagg, Mr. Ross, and a gift of 10 cartons of cigarettes for the cadets from the U.S. Embassy. The entire party had a long day ahead, bound for Fort William, Winnipeg, Lethbridge, and lastly Vancouver. Rough weather made the initial part of the trip stomach-churning for the cadets before the air smoothed and the aircraft arrived in Ontario for a tour of Fort William and Port Arthur, together with a lunch at Chippewa Park on the shore of Lake Superior. After lunch, the cadets visited a zoo at the park and watched Canadian Air Cadets feed a 500-pound black bear by hand before giving it a try themselves. That afternoon, with thunderstorms stirring, the cadets flew on to Winnipeg. After an uneventful flight, the cadets disembarked and saw a captured German rocket plane and one of the RCAF's new de Havilland Vampire jet fighters.

The next morning, Aug. 1, they flew from Winnipeg and headed to Lethbridge. After a brief two-hour stay, the group took off for Vancouver and Patricia Bay. At 12,000

feet altitude, the Americans cadets gazed in wonder at the Canadian Rockies and clicked away at their cameras. That afternoon, the plane landed at RCAF Station Sea Island, Vancouver and then departed for RCAF Station Patricia Bay, Victoria, British Columbia.

At Patricia Bay, the eastern and western CAP cadet groups met for the first time on Aug. 1. They together received a warm welcome and the cadets made their home in the RCAF Patricia Bay Air Cadet Camp.

After freshening up after arrival, the Canadian hosts treated the Americans to a two-hour ride on a motor torpedo boat or MTB, akin to an American PT boat. Recalled Meyer, "None of us had ever ridden [sic] on a P.T. boat before and it was quite an experience. They travel at 45 miles an hour." The next day, Edwards and Armstrong established a cadet officer of the day system for each cadet to lead and oversee their peers. The senior officers were helped in turn by Canadian escort RCAF Sergeant Major Robert W. Shipperbottom who billeted with the cadets.

The morning of Aug. 2, everyone left the station and arrived at a naval jetty at what is today's Canadian Forces Base Esquimalt to board and inspect the Minotaur-class light cruiser His Majesty's Canadian Service (HMCS) Ontario at the courtesy of Royal Canadian Navy (RCN) Captain J.S. Hibbard. For two hours, members of the ship's company showed the cadets the vessel "from stem to stern and bridge to boilers." After departing the ship, the Gyro Club of Victoria hosted the cadets at Lougheed's Banquet Hall for luncheon before the party proceeded to the Parliament buildings. After a tour of the Parliament facilities, the cadets assembled outside of the Crystal Garden and enjoyed a swim in the pool which was filled with heated, chlorinated sea water. That evening the Victoria Yacht Club on Arbutus Bay hosted a dinner and a dance for the CAP contingent. "This was our first surprise!" wrote Meyer, "For it was at this dinner that 24 pretty Victoria girls were our companions for the evening. We all enjoyed the evening."

Aug. 3 commenced with a voyage on water. Arriving at the Canadian Pacific Railway dock, the cadets boarded the passenger liner SS Princess Mary for a five-hour journey around Vancouver Island and through the Gulf Islands



TOP: Cadet Meyer shakes hands with Warrant Officer Class Two Earl Barr of Toronto. ABOVE: From the left across is Air Vice Marshal Slemon, Major Edwards, Mr. Taylor, and Major Abrams.

with callings at James Island and Port Washington. After several hours cruising, the liner arrived at Ganges Harbor on Salt Spring Island for an hour of exploring by the cadets. Later in the afternoon, the cadets boarded a bus and were driven to a dock at Fulford to be ferried back to Swartz Bay before taking another bus back to Victoria for a banquet at the Douglas Hotel as guests of the Mayor of Victoria, his Worship Mayor P.E. George. As that evening would be the cadet's last in Patricia Bay, they all chipped in to purchase a new wallet and place \$7.00 in it as a thank you gift for Sergeant Major Shipperbottom.

On Aug. 4, the cadets bid farewell to Patricia Bay. That morning they boarded an MTB and roared off on the water to the Imperial Cannery at Steveston. The American delegation received a thorough tour of the salmon

cannery. Meyer wrote a rather lengthy description of the cannery:

The reception at the cannery was something none of us had ever seen or will ever [be] seen again by us. We had a lunch of baked, fried, boiled, broiled, and salmon cheese and sauce made of salmon. We also had shrimp cocktail. On this tour of the cannery we watched the fish being taken off the boats and watched the fish being cut up, ground, washed, packed, and cooked. From there the cans of processed salmon were packed either for storage or shipment. The cannery didn't have a very pleasant odor.

After the cannery visit – and a change of uniform, Air Vice Marshal Kenneth G. Nairn received the Americans at his estate for a garden party. At the party, a number of citizens of Vancouver attended along with “pretty girls for the cadets.” All the cadets and American officers received a sweater from the ACLC featuring a red totem pole with red wings on the shoulders on a gray background. In the evening the senior guests and their daughters took the cadets home for dinner and entertainment before the cadets returned to barracks at RCAF Station Sea Island outside of Vancouver.

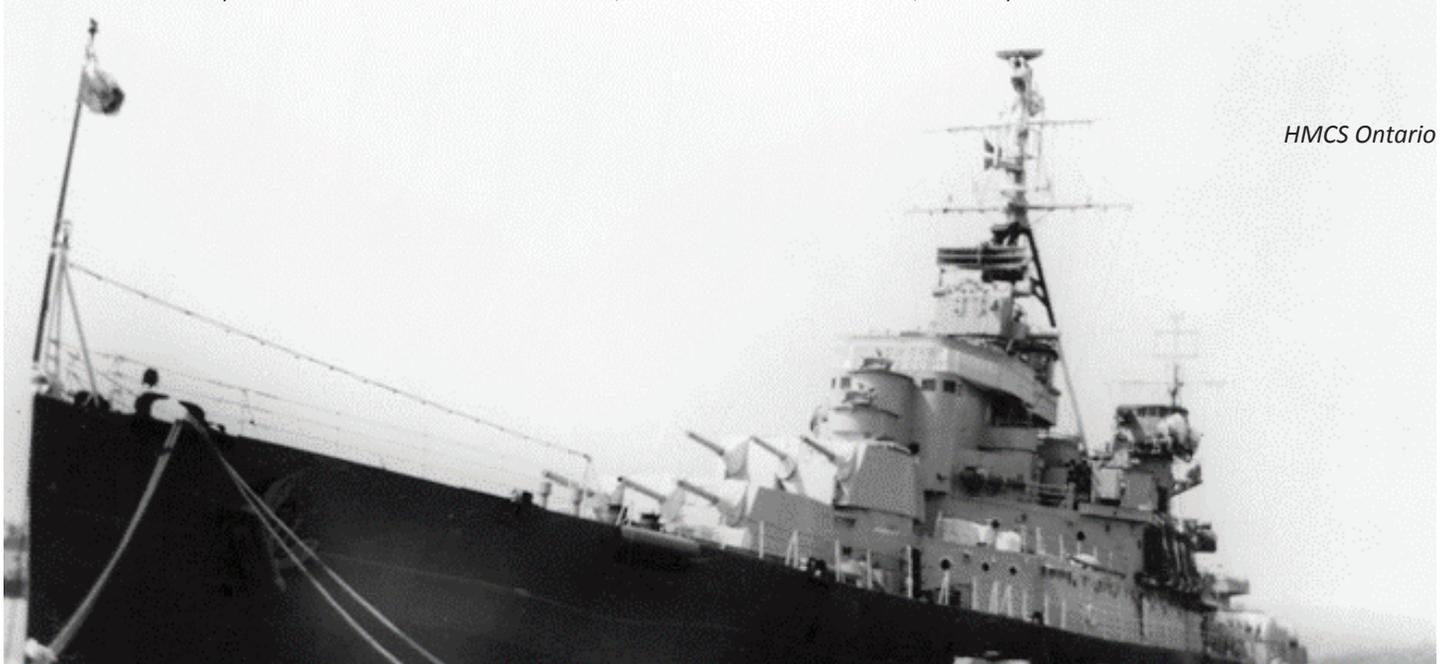
Suffice to say, even more adventure lay in store. On the morning of Aug. 5, two RCAF C-47 Dakotas flew the CAP contingent 300 miles to Prince George. Arriving around noon, the Prince George Board of Trade and the Rotary Club received everyone for luncheon. After the meal, the

Americans drove 50 miles north to Davie Lake Camp of the Campbell Mannix Construction Company on the Alcan Highway where the cadets spent the night. The camp was a bit primitive, “it had all the comforts of 1850,” mused Meyer, but the lake offered tremendous trout fishing despite the rain. Although the fishing was out of season, the local game warden was present and made an exception for the American guests. That evening professional singer Ingrid Anderson led camp songs.

The remoteness of the camp cannot be understated. The next morning around 5 a.m. the howls of wolves startled the cadets awake, followed by a bear that knocked over the garbage cans rummaging for food. Despite the visit of the local wildlife, the cadets enjoyed a worker's breakfast of ham, eggs, sausage, milk, pancakes, and potatoes, then drove back to Prince George for lunch courtesy of the Rotary Club at the Prince George Hotel.

The afternoon of Aug. 6, the cadets flew back to Vancouver and attended an Inter-city Box Lacrosse League game between the Burrards and the Salmonbellies at the Vancouver Forum. Lacrosse came as a shock to the Americans. “This game is faster and rougher than American hockey,” observed Meyer.

The tour took a slight breather on the weekend of Aug. 7 and 8. On Saturday, the cadets voluntarily practiced drilling and looking over various RCAF aircraft. Later in the afternoon, the Royal Vancouver Yacht Club hosted the



HMCS Ontario

cadets at their Mid-summer Regatta for sailing and swimming. During the regatta, the cadets had a slight accident or two with the boats, and their hosts invited them to participate in a race which a few attempted with good fun for all. That evening the yacht club hosted a dinner and dance with young ladies as dance partners for the Americans. Meyer described the night as one of the “most enjoyable days of the trip in most of our eyes” and mentioned meeting University of British Columbia coed Miss Elizabeth Taylor. In Meyer’s own words, “Everyone one of us regretted that we had to return to the base at 12:00. However we saw our ‘dates’ later in the week.” Curiously, Edwards and Armstrong apparently stayed back at the barracks while the cadets enjoyed the festivities.

Sunday, Aug. 9 was not much different. With the morning free, Armstrong flew the Eastern Group of cadets in turn aloft in a North American T-6 Texan, although in this case a RCAF T-6 “Harvard.” Other cadets attended church services. One cadet, William Jeffries of the National Capital Wing, was late for the morning formation and thereafter the other 23 cadets, in Edwards’ words, “took turns at drilling him bowlegged.” That afternoon, the CAP contingent headed to the estate of retired Major and Mrs. August Taylor in Vancouver. Taylor, an executive of the Standard Oil Company of Canada, welcomed the cadets with another 24 young ladies and after the swimming party concluded, all the cadets received permission to go to the various girls’ homes for the evenings, on invitation, provided the cadets could make the trip back to base safely. On this evening, Meyer met and chatted with Miss Tammy Rice.

Bright and early on Aug. 10, the cadets boarded a Catalina flying boat and a Canadian Noorduyn Norseman bush plane and flew to Sproat Lake to witness logging operations. Everyone watched awestruck as the lumberjacks felled massive trees in minutes that were hauled out of the forest on a cable trolley to a river before floating to lumber mills to be turned into matches and paper pulp. Returning by flying boat to Vancouver in the afternoon, the cadets had a free night. Cadets Meyer and Rutigliano acquired dates and went to the Vancouver Forum to hear a performance by Charlie Barnet and his Orchestra. The

next day the cadets enjoyed a free morning in Vancouver; Meyer took a stroll through Stanley Park with Miss Taylor. In the afternoon, the Americans flew back to the forest to witness more logging before heading on to Paisley Island, owned by Air Commodore Alan Duncan Bell-Irving, for fishing, swimming, and dinner.

On the morning of Aug. 11, the cadets flew to Powell River as guests of the Powell River Company. There, the cadets watched logs brought in from a boom and transformed into pulp at the nearby mill. As Edwards later reported, “The sight of the huge logs being stripped of bark by water pressure, sawed to small sizes and reduced to chips, pulverized, and finally floated into one end of a machine as a soupy liquid and coming out the other end as huge rolls of newsprint paper was better than the best magician’s show.” Small yachts moved the cadets farther up the Powell River for salmon fishing, albeit unsuccessful, a hearty lunch, and swimming before returning via flying boat to RCAF Station Sea Island in the evening.

On Thursday the twelfth, the morning festivities included observing the weekly inspection of the personnel at the Sea Island, an examination of the air-sea rescue equipment, and a walk-through of a Vampire jet fighter. The city of Vancouver hosted a lunch at Stanley Park and Acting Mayor Jonathan D. Cornett led a city tour. In the evening, everyone attended the city’s “Theatre Under the Stars” and witnessed a performance of the play “The Great Waltz” about Johann Strauss. Edwards purchased extra tickets to allow the cadets to bring along their Vancouver dates. The cadets again received permission to remain out as long as they desired. Meyer spent his evening with Miss Rice and together they joined Cadets Bryant, Rutigliano, and O’Keefe and their respective dates at the home of Cadet Bryant’s date. The young Americans did not return to base until 5:00 a.m. the next day. As Meyer recorded ever so succinctly, “We enjoyed ourselves too!”

It is not clear when the cadets actually slept but that Friday, Aug. 13 would be the last in Vancouver. “We were all present the next morning,” remembered Meyer in his official history, to attend a farewell “coke” party hosted at the home of Mrs. William Farrell where the Americans bid goodbye to their young Canadian hostesses. That day,



the skies opened up with rains so hard that the cadets remained at Sea Island Station all day. At 7 a.m. the next morning, the cadets took off for Calgary and flew above 15,000 feet on oxygen over the Rockies to avoid a bad storm front. Landing at RCAF Station Lincoln Park, the cadets boarded a bus for Banff for a quick visit before traveling to Calgary for a concluding grand ceremony and banquet at Station Lincoln Park.

At the banquet that evening, Beau and other CAP dignitaries flew in to join the commander of the Royal Canadian Air Cadets, Air Vice Marshal Kenneth M. Guthrie, and ACLC dignitaries. All 24 American and 24 Canadian cadets met and swapped stories. The CAP cadets presented the Canadian cadets with CAP lapel insignia, sang songs, and shared in the joy of the exchange. Guthrie presented a silver ash tray and Beau presented a traveler's clock to each of the cadets. After the formalities, the American and Canadian cadets returned to the barracks and commenced exchanging additional articles of clothing and insignia.

Alas, all good things had to end. The morning of Aug. 15, wrote Meyer, "was the saddest morning of the tour, because the two CAP (Eastern and Western) groups had

to return to the states." For Edwards, the "Take-off from Calgary was quite an emotional tug on all of us as it meant not only leaving our many new Canadian friends, but also the separation of the cadets again into eastern and western groups." As the Station Lincoln Park band performed for the takeoff for the Royal Canadian Air Cadets and as the CAP Eastern Group taxied for takeoff back to Selfridge AFB, the Western Group destined for Lowry AFB stood in formation and rendered them a snappy salute. The Eastern Group first arrived in Great Falls, Mont., to clear Customs and shared lunch with the Montana Wing before arriving in Minneapolis for dinner that evening. The next afternoon, Aug. 16, the group arrived back at Selfridge and the cadets disbanded to return home to their local squadrons.

In the immediate aftermath of the exchange, Edwards submitted a concluding letter to National Headquarters. He reported to Beau how "As a whole, the trip was a huge success though the pace was so rapid that many of our cadets became satiated – were too tired to really grasp in full the wonder of all we were shown." He noted how "Throughout the trip we found the Canadians extremely cordial and gracious hosts; they simply couldn't do enough



for us..." On a deeper level, Edwards recognized that the Canadians exhibited a "universal acceptance of aviation in Canada as a vitally necessary part of their daily lives and the great enthusiasm of their civilians in all walks of life for the movement sponsored by the Air Cadet League of Canada." Edwards further acknowledged that "We of the CAP have a man-sized job on our hands if we are to arouse a similar enthusiasm here."

Together with his letter, Edwards provided a list of 18 suggestions for future CAP cadet exchanges. Many of the recommendations revolved around uniforms. First on the list, "National Headquarters should send each cadet chosen a copy of correct uniform and insignia regulations." Cadets should have four sets of slacks and shirts, purchase a pair of plain dress oxfords for best wear, bring a pair of sun glasses, have name badges, and be urged to take regulation military uniform bags for easier stowage aboard aircraft. Regarding the selected cadets, Edwards recommended that "Cadets chosen for the tour should have an 'excellent' rating in drill, military courtesy and discipline, should be erect in posture, not overweight, and should be

of the average appearance of a seventeen-year-old lad." He added "social graces should also be considered inasmuch as a goodly portion of the program consists of social activity in the company of the very finest people."

Appropriately enough, Edwards kept notes on all 24 cadets. He reported to Beau that overall, "Conduct throughout the trip on the part of the cadets was excellent with one exception," the latter being Cadet William Jeffries of National Capital Wing who persistently reported late for mess and formations and who exhibited a "superior attitude toward the other cadets and not too well liked." Of the cadets overall, Cadet Stark received the greatest number of complements on his appearance and military bearing, while Cadets Phelps, Ottinger, O'Keefe, and Durnin received complements as well. In Edwards's scrapbook, he observed how Cadet Holsten of Ohio was "Inclined to be a loud mouth – untidy and wrinkled uniform most of the time. Untidy room also at Sea Island Base. Got along better after a talk. Gained 26 pounds and fell in love on the trip." In comparison, Cadet Reed of Indiana was "fine boy – pilot. Neat, military, cooperative – on the ball all the time."

Additional administrative aspects of Edwards's work included gathering information to help with future exchanges and thanking the Canadian hosts. The cadets in turn were provided names and addresses of the hosts to thank for the hospitality. All of the young hostesses received a bouquet of flowers and a thank you card. Various gifts were given to some of the senior military and ACLC officials with whom Edwards became acquainted with and he also sent every host or hostess a personal letter. Cost-wise, Major Robert A. Trennert at National Headquarters had issued Edwards \$500.00 for the tour. In addition to purchasing film, Edwards bought extra insignia, collar stays, and nametags for the cadets as well as an iron to keep uniforms presentable. Food, taxi fare, and small amounts of spending money for the cadets made up the final expenditure of \$422.21.

Edwards distributed 24 questionnaires to the cadets and received 22 responses from which he compiled the data for National Headquarters. The cadets gained an average of six pounds and spent around \$29 each on the exchange. Of the three items on the tour that appealed most to the cadets, the answers ran the gamut with some obvious crowd favorites. Fishing and the Canadian ladies, or as one cadet wrote, "the excellent selection of feminine pulchritude," were frequently listed. The dances, cruises, tour of the cruiser Ontario, and visiting the cannery and paper mill were also mentioned. In offering suggestions for helping the ACLC plan the 1949 tour, cadets predominantly asked for more free time to handle a variety of tasks. One requested less rich food at the banquets, more opportunity to interact with "people of our own standing. Less time with women and more recreation." On a technical level, one cadet requested the carrying of parachutes in Canadian aircraft if American cadets were going to be aboard. To help CAP improve its portion of the tour, cadets recommended advising cadets from southern states to bring more warm clothing, issue cadets with fatigues and heavy shoes, practice drill as a team, and the issuance of uniforms for the tour to ensure uniformity in appearance. One recommended that "Greater care should be taken in the selection of American cadets, particularly as to table manners, tact and intelligence. The accent in this tour seemed to be on a rather thin veneer of glamour, to the almost complete exclusion of other qualities."

RCAC Itinerary

Eastern Group

July 31 RCAF Station Rockliffe, Ottawa
 Aug. 1 Ottawa; Scott AFB, Ill.; Carswell AFB, Texas
 Aug. 2 Fort Worth, Texas
 Aug. 3 Fort Worth, Texas; March AFB, Calif.
 Aug. 4 March AFB, Calif.
 Aug. 5 Warner Bros. Studio, Los Angeles
 Aug. 6 Lockheed Aircraft Factory, Burbank, Calif.
 Aug. 7 Balboa Beach, Calif.
 Aug. 8 March AFB and Mather AFB, Calif.
 Aug. 9 Mather AFB, Calif.; Oakland and San Francisco
 Aug. 10-12 San Francisco
 Aug. 13 Mather AFB, Calif.; Lowry AFB, Colo.
 Aug. 14 Lowry AFB, Colo.; Calgary, Alberta

Western Group

July 31 RCAF Station Lincoln Park, Calgary, Alberta
 Aug. 1 Calgary; Lowry AFB, Colo.; Carswell AFB, Texas
 Aug. 2 Fort Worth, Texas
 Aug. 3 Fort Worth; Maxwell AFB, Ala.; Mitchell AFB, N.Y.
 Aug. 4 Mitchell AFB, N.Y.
 Aug. 5 Warner Bros. Studio, New York City
 Aug. 6 Republic Aircraft Factory, Farmingdale, N.Y.
 Aug. 7 Idlewild Airport, New York City
 Aug. 8 Mitchell AFB, N.Y.; Andrews AFB, Md.
 Aug. 9 Washington, D.C.; Mount Vernon, Va.
 Aug. 10 Andrews AFB, Md.; Mitchell AFB, N.Y.
 Aug. 11-12 Mitchell AFB, N.Y.
 Aug. 13 Mitchell AFB, N.Y.; Scott AFB, Ill.; Lowry AFB, Colo.
 Aug. 14 Lowry AFB, Colo.; Calgary, Alberta

Regarding the fate of the 1948 CAP contingent, only fragmentary information has been located. Edwards rose to become the third Michigan Wing commander, serving from 1951 to 1955 and then Great Lakes Region commander from 1957 to 1958. He died in 1971. Emerson stayed in the Air Force and retired as a lieutenant colonel in 1963. He passed away in 2004. Cadet Franklin R. Meyer served as a first lieutenant in the U.S. Army Reserve, earned a degree in mechanical engineering from Purdue University, and made his career as an engineer with Sikorsky Aircraft. Cadet Merwyn O. Reed also graduated from Purdue with an undergraduate and graduate degree

in forestry, serving as a civil servant with the U.S. Army Corps of Engineers and the U.S. Forest Service. The whereabouts for 11 of Meyer's peers have been unable to be located. For the other 12 cadets, eight are deceased and four appear to still be with us.

For those located that have gone west, here are a few postscript details. Cadet George V. Crater served with the U.S. Army in the Korean War and passed away in 1996. Cadet Harry Nickolas graduated from the University of Wyoming and then spent a career with the Union Pacific Railroad as a foreman electrician at the roundhouse; he died in 2015. Cadet Elwood A. Phelps also served in the Korean War, albeit with the U.S. Air Force and passed in 1969. Cadet George A. Bradfute Jr. also served in the U.S. Air Force. After studying electrical engineering at the Universities of Minnesota and Tennessee, he worked for Sperry Rand and the National Institutes of Health. Bradfute died in 2015. Cadet Dushan Sumonia, who died in 2015, served in the U.S. Air Force and U.S. Army as a cartographer, ending his time with the Department of Defense at the Defense Mapping Agency Aerospace Center where he rose to Acting Director. Cadet Michael H. O'Keefe became a prominent lawyer and politician in Louisiana, culminating in the presidency of the Louisiana State Senate in 1976. He was convicted in 1983 of mail fraud and obstruction of justice before receiving a pardon in 1986. After regaining his legal license in 1989, he was permanently disbarred in 2000 for misconduct, a year after he was sentenced in 1999 to 19.5 years in prison for theft. He was released from federal custody in 2016. Far more laudable is the career of Cadet Oscar L. Shuler. He was drafted into the Army in 1953 and rose through the enlisted ranks before receiving a commission. He retired as a lieutenant colonel in 1977 after two combat tours in the Vietnam War for which he received multiple Distinguished Flying Crosses, Bronze Stars, and Air Medals. He passed away in 2011.

The 1948 exchange proved a great success. Beau officially commended Edwards for "an outstanding job in carrying out all the details necessary to make such a program a success." In a personal letter of Sept. 8, 1948, George M. Ross wrote to Edwards, congratulating him on his selection as the accompanying officer. "It was obvious to us

Escorts and Cadets

Eastern Group

Maj. Louis A. Edwards, CAP	Michigan
Cadet Robert H. Hardy	New Hampshire
Cadet John P. Rutigliano	New York
Cadet Franklin R. Meyer	Connecticut
Cadet Charles A. Holsten Jr.	Ohio
Cadet Merwyn O. Reed	Indiana
Cadet Henry H. Bryant Jr.	South Carolina
Cadet George W. Durnin	Massachusetts
Cadet George A. Bradfute Jr.	Tennessee
Cadet Floyd W. Hansen	Michigan
Cadet Carl D.H. Stark	Minnesota
Cadet Philip M. Browning	Virginia
Cadet William M. Jeffries	National Capital

Western Group

Capt. Emerson L. Armstrong, USAF	Iowa
Cadet George Vance	Alabama
Cadet Donald L. Hide	Nebraska
Cadet Charles D. Adams	Arizona
Cadet John B. Harris	Nevada
Cadet Elwood A. Phelps	California
Cadet George V. Crater	Colorado
Cadet Oscar L. Shuler	Oklahoma
Cadet Michael H. O'Keefe	Louisiana
Cadet Marvin G. Ottinger	Texas
Cadet Dushan Sumonia	Missouri
Cadet Harry Nickolas	Wyoming
Cadet George W. Thompson	Montana

from the time you arrived that you not only enjoyed the full confidence of the Cadets but created a fine impression with everyone you met. Therefore, we can truly say you played a big part in a very big enterprise." In terms of the overall exchange, Ross remarked how "I frankly do not think we could have hoped for a finer result especially for the initial operation." The results indeed proved quite fine. In 1949, the exchange expanded with American CAP cadets exchanged with their counterparts in Canada, France, Great Britain, and Switzerland. The exchange continued to expand thereafter and the International Air Cadet Exchange as we know it today emerged by the 1950s.

We welcome your comments and feedback. Please submit letters for review by emailing blusk@cap.gov. All comments will be reviewed by the entire editorial staff prior to publication. The NHJ reserves the right to refuse publication to any member based on the content of the letter. Please maintain a professional and collegial attitude when submitting correspondence.