CIVIL AIR PATROL

NEWS

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Leadership briefs Secretary Ridge on CAP's homeland security capabilities

Photo by Col. John P. Swain

From left, Civil Air Patrol National Commander Maj. Gen. Richard L. Bowling talks with Department of Homeland Security Secretary Tom Ridge, Deputy Secretary Gordon England and Undersecretary for Borders and Transportation Security Asa Hutchison about the homeland security capabilities of the 64,000-member volunteer organization, both in the air and on the ground. Bowling, along with numerous other CAP leaders, including Northeast Region Commander Col. Rick Greenhut, who presented the CAP HLS briefing, and Brig. Gen. Dave Clary, director of Homeland Security for the Air Force, met with the secretary and members of his staff April 1 in Washington, D.C. Story on Page 2.

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History-making mission

Florida Wing aircrews fly Cape Canaveral surveillance missions in support of America's homeland security

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Homeland security

CAP leaders brief Secretary Ridge on Civil Air Patrol

Melanie Lemay
Public Relations Specialist
CAP National Headquarters

NATIONAL HEADQUARTERS — Civil Air Patrol leaders told Homeland Security Secretary Tom Ridge April 1 that CAP volunteers can help rein in the costs of national security.

With more than 64,000 members nationwide, CAP, the official auxiliary of the U.S. Air Force, already has aircraft and trained personnel set up to handle security missions. CAP has successfully completed a number of such missions since "9/11," including high-profile reconnaissance missions over the World Trade Center, the 2002 Olympics and the launch and recovery of space shuttle Columbia. CAP leaders say the group is willing and able to do more.

"CAP has the largest privately owned fleet of single-engine aircraft in the nation," said Maj. Gen. Richard L. Bowling, CAP national commander and one of those who met with Ridge at his office at the Nebraska Avenue Center in Washington, D.C. "We can put one of those planes in the air for $90 an hour, as opposed to several thousand dollars an hour for military aircraft or helicopters."

CAP members are all volunteers, Bowling said, and are trained in field-tested programs for aerial reconnaissance, search and rescue, narco-terrorism and disaster relief. CAP is also planning to add the larger Gippsland Airvan to its fleet and outfitting its planes with new kinds of high-tech equipment.

"The face of CAP is changing," Bowling said. "CAP can be part of the nation's vision for homeland security as it's developed from the ground up."

The meeting with Ridge was the culmination of a 14-month effort by CAP leaders to reframe the organization's goals in light of new concerns about homeland security. Starting with a concept of operations based on the Air Force model, CAP leaders worked through the office of Brig. Gen. Dave Clary, Air Force director of Homeland Security, to see how the nation could best take advantage of the infrastructure CAP had already developed. Clary was also present for the meeting.

Also supporting CAP has been Sen. Tom Harkin of Iowa, a pilot who is commander of the CAP Congressional Squadron and was recently appointed to the Senate's Homeland Security Committee.

This is the first time Ridge has met directly with CAP leaders since taking over the homeland security job, but Ridge was familiar with CAP from his tenure as governor of Pennsylvania. "Historically, Pennsylvania has been at or near the top of the list in state appropriations for CAP," Bowling said.

Joining Ridge for the meeting were Deputy Secretary Gordon England and Undersecretary for Borders and Transportation Security Asa Hutchison. Col. Rick Greenhut, Northeast Region commander, delivered the formal presentation for the hour-long meeting. Others present for the discussion were Col. John Swain, deputy commander of the CAP Congressional Squadron, and Col. Rich Anderson, Air Force chief of the CAP Division in the Air Force Homeland Security Directorate.

Photo by Col. John P. Swain

Civil Air Patrol's National Commander Maj. Gen Richard L. Bowling talks with Tom Ridge, secretary of the Department of Homeland Security, about the capabilities of the 64,000-member volunteer organization, both in the air and on the ground. Bowling, along with Northeast Region Commander Col. Rick Greenhut, who presented CAP's homeland security briefing, and numerous other CAP leaders, and Brig. Gen. Dave Clary, director of Homeland Security for the Air Force, met with the secretary and members of his staff April 1.

> **"The face of Civil Air Patrol is changing. CAP can be part of the nation's vision for homeland security as it's developed from the ground up."**
>
> *Maj. Gen. Richard L. Bowling*
> *CAP National Commander*

Civil Air Patrol News

Civil Air Patrol
National Commander
Maj. Gen. Richard L. Bowling

Executive Director
Col. Al Allenback

CAP-U.S. Air Force Commander
& Senior Air Force Adviser
Air Force Col. George C. Vogt

Deputy Director, Strategic Communications
Mary Nell Crowe

Civil Air Patrol News Editor-In-Chief
James F. Tynan

Civil Air Patrol News Assistant Editor
Vacant

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1 dead, 1 injured in Iowa Wing Cessna C-182 crash

IOWA — On March 22, the Iowa Wing suffered a tragic loss when Chap. (Maj.) Christie Battle, 55, was killed in the crash of an Iowa Wing Cessna C-182.

Battle was serving as the instructor pilot for 1st Lt. Jim Johnson of Oskaloosa, Iowa. Johnson, a private pilot, was flown by Air Care helicopter to the University of Iowa Hospitals and Clinics in Iowa City, Iowa, with broken ribs and a broken arm. Battle was pronounced dead at the scene by local authorities.

Chap. (Maj.) Christie Battle

The flight was a routine visual-flight-rules training flight, which originated in Ankeny, Iowa.

The crash occurred at 4:30 p.m. about 300 feet from the White Pigeon Airport runway near North English, a private field used for training.

Battle joined CAP in 1995 and was serving as the Iowa Wing's chaplain, and a mission, instructor and check pilot. She also held multiengine and commercial ratings.

In October 2000, Battle was awarded the Gill Robb Wilson Award, which represents the highest level of senior member training. She attended several chaplain regional colleges and was involved in chaplain programs at the national level. She enjoyed flying, helping those in need, church activities and her extended CAP family.

"Chaplain Battle was an outstanding member of the Iowa Wing," said Iowa Wing Commander Col. Russ Smith. "Like all of our CAP volunteers, she contributed so much of her own time and resources to helping people in her community. We are all deeply saddened by this loss."

Photo by Capt. John Halbrook

An Iowa Wing Cessna C-182 crashed about 300 feet from the White Pigeon Airport Runway near North English, Iowa, March 22, killing Chaplain (Maj.) Christie Battle and injuring 1st Lt. Jim Johnson, both members of the Iowa Wing.

The National Transportation Safety Board and Federal Aviation Administration are investigating the cause of the accident.

Editor's note: This story was written by Capt. Julia Bachtell, North Central Region public affairs officer, and 1st Lt. Brandon Hanson, Iowas Wing public affairs officer.

Ground, airborne tests in Florida highly successful

National Advanced Technical Group, Raytheon test roving command, communications vehicle

Lt. Col. Harvey D. Bennett
Director, Marketing & Public Relations
Florida Wing

NATIONAL HEADQUARTERS — Civil Air Patrol's Advanced Technologies Group, in conjunction with Raytheon's "First Responder" program, recently conducted highly successful ground and airborne tests at the Boca Raton Airport in Florida.

Members of the Advanced Technology Group and Raytheon engineers held an early morning briefing at the Boca Raton Composite Squadron headquarters.

CAP National Commander Maj. Gen. Richard L. Bowling, in his opening remarks, said, "What we are doing here today at Boca has important significance nationwide." He went on to talk about how important these tests were with regard to CAP's homeland security mission.

At the same time the Boca tests were occurring, this same high-tech equipment was being deployed for the first time providing communications support for the Columbia Shuttle recovery efforts.

CAP aircraft and flight crews from the Southeast Region and Florida Wing participated in operational tests with Raytheon's command and communication vehicle. This is a roving command center designed for "first-on-the-scene" incident commanders.

CAP National Commander Maj. Gen. Richard L. Bowling inspects the imagery being downloaded to Raytheon's "First Responder" mobile command vehicle during a recent test conducted in Florida.

Southeast Region Commander Col. Antonio Pineda was instrumental in initializing and coordinating these crucial tests.

Bowling was accompanied by National Coordinator of Advanced Technologies Col. Drew Alexa, and officers from CAP National Headquarters, Southeast Region, Florida Wing and Group six, and all worked tirelessly day and night, and all contributed to the success of these exciting tests.

The tests provided "eyes in the skies" for ground teams responding to possible terrorist attacks and natural disasters. It means that what CAP aircrews see is exactly what ground crews see immediately in the "First Responder" mobile command vehicle. Video, as well as verbal communications, are transferred in real time. There are no delays in the transfer of this crucial surveillance data.

Slow-scan still pictures from both video and infrared cameras were sent from the CAP aircraft to the ground teams in the command vehicle, and streaming video was sent from the aircraft to the first responder at ranges of from three to five miles between the vehicle and the aircraft at an altitude of 1,500 feet.

These same tests were performed at night utilizing thermal-imaging and infrared cameras.

According to Alexa, All test objectives were met with "great success." He also stated that this is the first time that technology of this type has been tested by CAP units, and the all-volunteer organization has received great praise from the Air Force and other homeland security officials for coordinating and implementing this new surveillance technology.

Editor's note: To read more about CAP's Advanced Technologies Group, check out http://atg.cap.gov.

News

CAP to assist with AOPA Airport Watch

Melanie LeMay
Public Relations Specialist
CAP National Headquarters

NATIONAL HEADQUARTERS — Civil Air Patrol will be helping fellow pilots with their own brand of neighborhood watch, a watch for suspicious activity at local airports.

CAP is joining forces with the Aircraft Owners and Pilots Association to participate in the AOPA Airport Watch program, which has earned the support of the federal Transportation Security Administration.

According to AOPA, using its 400,000 members to support the program is more cost-effective than federally-mandated security alternatives. Adding CAP's more than 64,000 members to the effort strengthens the program even more.

"AOPA is pleased that CAP has supported the Airport Watch Program," said AOPA president, Phil Boyer. "Their participation and willingness to draw on the depth of their membership is important in this community-wide effort to report possible terrorist and criminal activities to law enforcement."

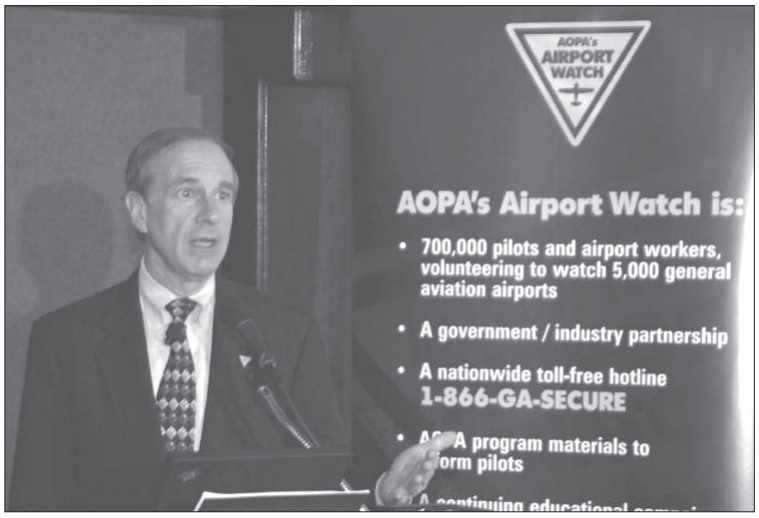
AOPA's Airport Watch kit

Andy Cabula, senior vice-president for government and technical affairs at AOPA, presented the Airport Watch program to the CAP National Board at its quarterly meeting March 1 in Washington, D.C. Cabula said AOPA has effectively moderated government security restrictions on general aviation airports and airspace, partly by taking the initiative to create the Airport Watch program.

"We welcome the opportunity to work with AOPA in this well-developed program," said Maj. Gen. Rick Bowling, CAP national commander. "The training provided by AOPA will dovetail with our own CAP training to provide significant protection for general aviation in our country."

Under this program, pilots are trained to notice and report suspicious activity at their home airports, making it more difficult for terrorists to use general aviation airports for criminal activities. The Airport Watch is supported by a centralized, government-provided toll-free hotline (1-866-GA-SECURE) and a system for reporting and acting on information provided by general aviation pilots. Included in the program are warning signs for airports, informative literature, and a training videotape to educate pilots and airport employees on improving airport security.

Editor's note: To read the national commander's letter to members on this program, go to www.capnhq.gov/nhq/es/AOPAMEMO.pdf.



AOPA President Phil Boyer explains AOPA's Airport Watch program during a press conference held at the National Press Club in Washington, D.C.

In Memoriam

Former California cadet killed during Operation Iraqi Freedom

CALIFORNIA — A naval aviator killed during the opening days of Operation Iraqi Freedom was a former California Wing cadet.

U.S. Navy Lt. Thomas Mullen Adams, 27, of La Mesa, Calif., died in the collision of two Sea Knight helicopters flying from the British aircraft carrier Ark Royal while supporting combat operations in Iraq.

Adams was a cadet member of the El Cajon Composite Squadron for several years prior to his 1993 graduation from Grossmont High School.

"The squadron at Gillespie Field was something Tom truly enjoyed, especially its activities. We remember his excitement to be involved in things like the NCO school. He was really proud to wear the uniform," said his mother, Marilyn M. Adams.

Thomas Adams

Adams was stationed in Saint Mawgan, Cornwall, Great Britain, in late 2002 as an exchange officer with the British Royal Navy's 849th Naval Air Squadron. That squadron provides airborne early warning radar coverage using Sea King Mk7 airborne surveillance and control helicopters. The squadron elements assigned to the Ark Royal are known as the "Aardvarks."

Adams was a radar operator and was most likely acting in that capacity at the time of his death.

Prior to his assignment to Britain, Adams served as one of the three-person radar crew of an E-2C Hawkeye, part of VAW-115 Airborne Early Warning Squadron, flying from the aircraft carrier USS Kittyhawk stationed in Atsugi, Japan. The squadron, named the "Liberty Bells," can command and control fighter aircraft in battle and provide early warning detection for aircraft carrier groups.

While with the "Liberty Bell" squadron, Adams served in a number of responsible positions including that of public affairs officer. The duty led to an unusual opportunity for a photo of Adams' plane to appear on the box of a Japanese-made scale model version of the E-2C.

Adams was a 1997 graduate of the U.S. Naval Academy and completed aviator training in Pensacola, Fla. He earned two National Defense Service medals and three Sea Service Deployment ribbons, along with other awards and decorations.

A cousin of Adams, Theodore A. Moran, is currently a cadet second lieutenant in Michigan Wing's Selfridge Cadet Squadron.

The family has asked that memorial contributions be made to a charity of the contributor's choice.

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June 21, 2003

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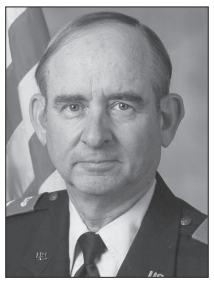
CAP elects new BOG leaders; Texas member to chair board

NATIONAL HEADQUARTERS — The Civil Air Patrol Board of Governors made several key decisions March 1 in Washington, D.C., including the election of a new chairman.

Retired U.S. Air Force Col. Robert C. Bess was elected chairman of the board, and retired Air Force Lt. Gen. Nicholas B. Kehoe was elected vice-chair. In addition, Lt. Gen. Ronald E. Keys, an active member of the Air Force, joined the board as a new member.



Col. Robert C. Bess

As chair, Bess, a member-at-large from Oakwood, Texas, heads the primary governing body for CAP. Bess, a member of CAP since 1955, also serves as the national director of Homeland Security, coordinating CAP's Advanced Technologies Group, rapid-response teams, emergency management liaison officers, narco-terrorism efforts and radiological monitoring capabilities.

Kehoe, who formerly served as board chairman, was recently named president of the Medal of Honor Foundation in Washington, D.C.

See **BoG ...** Page 9

AFRCC credits MA, CT wings with 4 saves

Maj. Bill Duffey
Public Affairs Officer
Massachusetts Wing

NORTHEAST REGION — A nine-person CAP team helped rescue three children and their father after their family's plane went down March 2 in western Massachusetts.

The family of seven was flying home to Keene, N.H., in a Piper PA-32 after a Florida vacation. Air traffic controllers lost the aircraft on radar after the pilot radioed he was experiencing icing conditions.

The Connecticut Wing, commanded by Col. Karen K. Payne, was alerted and an emergency search and rescue mission was declared. Meanwhile, the Air Force Rescue Coordination Center at Langley Air Force Base, Va., was receiving a weak electronic locator transmitter signal in the area and notified Massachusetts Wing Commander Col. Frederick Belden, who in turn activated aircraft and ground teams.

Due to below-freezing temperatures, 30 mph gusts and icy roads, state emergency services departments were initially unable to get personnel into the area, but CAP aircrews were able to enter the area by plane.

A mission base, under the direction of Lt. Col. Lester Dutka of the Massachusetts Wing, was established at Westover AFB, Mass. Six CAP aircraft entered the area, followed by five ground teams. After an intensive search, a CAP aircraft detected a signal and then notified a helicopter from the New York State Police. The helicopter then notified CAP ground teams when movement in a densely wooded area was detected. The teams — seniors and cadets from Connecticut and Massachusetts — were directed by Maj. David Hull of the Connecticut Wing.

Working through heavy, drifted snow, the team reached the site. Soon after members located a 2-year-old child and three more persons in the wreckage.

Shortly after the arrival of the CAP ground team, members of the Massachusetts State Police and other emergency service agencies arrived and began assisting in the rescue. The survivors, a father and his 10-, 5- and 2-year-old sons, were evacuated by med-flight. The father did not survive.

AFRCC credited the mission participants with a total of four saves for their efforts. Approximately 71 seniors and cadets from Massachusetts and Connecticut were involved in the mission.

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CAP Supply Depot ends operations

NATIONAL HEADQUARTERS — The Civil Air Patrol Supply Depot in Amarillo, Texas, ceased operating as of March 30 after nearly 40 years of dedicated support.

The depot's predecessor, the Amarillo Air Material Area, was organized in 1966 as part of the Texas Wing's Amarillo Composite Squadron. Squadron members operated AAMA until 1971, in support of CAP's 173 Beech T34A/B aircraft.

CAP National Headquarters assumed responsibility of AAMA in 1971 and renamed it the CAP Supply Depot. The depot grew to support 545 aircraft in 2003. The assigned mission was "to procure, maintain, and distribute spare parts at the least possible cost in support of the corporate fleet." The depot's efforts were a major factor in the sustained excellence of CAP.

The depot provided support for the flying program and it provided needed service to CAP's aerospace education, search and rescue and cadet program missions, such material and teaching aids for teachers and students, a model rocket program, Ranger items for ground teams and cadets, and hand-held radios and survival equipment.

The Logistics and Mission Support Directorate now has a support system to replace the depot functions. A combination of the Aircraft Management (LGM) and Logistics Plans and Programs (LGS) divisions are providing support for common aircraft parts. LGM and LGS coordinate with the National Technology Center for avionics support. Aircraft support is available at acsupport@cap.gov or (800) 858-4370.

Cadet program, AE and Ranger items are now available through CAPMart — the designation for the CAP Bookstore. CAPMart phone numbers are: (800) 633-8768; (334) 265-6381/fax; and (334) 953-7242/commercial. A CAPMart Web site will be running this summer that will support online orders.

"We extend our sincere thanks to Fred and his staff for the unparalleled support rendered to CAP over the years," said Mike Stewart, director of Logistics at CAP National Headquarters.

Up close & personal

CAP's new EX talks about trust, transformation, growth

Editor's note: It's been six months since Civil Air Patrol Executive Director Col. Al Allenback retired from a 28-year Air Force career to become CAP's executive director. One of his first priorities was to reorganize the headquarters — and he appears to be doing just that. The following is an interview I had with the colonel to outline how the transformation is progressing and what it means to CAP members.

Photo by Jim Tynan

Civil Air Patrol Executive Director Col. Al Allenback talks about the transformation at national headquarters during a recent interview with the editor of the *Civil Air Patrol News*.

Colonel, what is the transformation at national headquarters all about and how will it affect our members?

CAP National Commander Maj. Gen. Richard Bowling tasked me to look at reorganizing the national headquarters. He wanted it to be more responsive to the membership, to be leaner and gain more efficiency — and that's what the transformation is all about. It's not just about reducing people; it's about being more efficient and working for the membership in a much better fashion than we have in the past. It's about our being much more responsive.

We're doing it in two phases. Phase One is to get organized — get organized for combat — and we've done that! It went into effect on March 31st. We've gone from nine directors down to six. We have consolidated our businesses, such as the supply depot and the CAP Bookstore operations.

We looked at the studies that were done in the past five years and we invited Dr. George Ebbs, the president of Embry Riddle University, to come up and take a look at what we were doing – and he and his folks made some very good suggestions.

We created a chief information officer position to focus more on information technology. We created a senior director and director of strategic communications and plans position. We elevated membership and created a deputy director for membership services. That's going to be Susie Parker. And we've listened closely to CAP senior leadership regarding our leadership and professional development training — and I have combined cadet programs, aerospace education, membership services and professional development into one organization called Leadership Development and Membership Services under Jim Mallett — and I think this is where we're going to see the biggest payoff immediately. It's going to be very exciting to have a continuum of education and training from cadet all the way through the senior member program in CAP.

What does Phase II of the transformation involve?

Phase II is all about reducing the burden on our volunteer membership. Two specific goals of mine are to make CAP as much fun as it ought to be and to find new resources for our programs. If we can do that, I intend to return them to the members so they can better execute the programs out in the field.

Now that the transformation has been implemented, is there a new focus for the national staff?

There certainly is! The new focus for national staff is on the CAP membership. I think taking care of our members is "job one!" The purpose of this headquarters is to facilitate the operations out in the field. That is our sole existence — to make things happen for the members. While I think many individuals feel that way here, I want to make sure it's part of our corporate team culture and that the membership also feels it.

Stephen Covey says that trust is the greatest motivator, and I want to keep finding ways to improve the trust between the folks here on our corporate team and the folks in the field. One way to do that is by implementing more and better communications. For example, we started a monthly e-mail synopsis called "Open Cockpit" that outlines what is happening at headquarters. I send this to all of the senior CAP leadership on a monthly basis. The best part about it is, not only do they know what we at headquarters are doing for them and the CAP membership, but they get to respond directly to me. That's how we're communicating better today — and believe me when I say I'm listening to what's happening out there in the field.

Will members see any changes in program areas, such as our Web site?

Absolutely! Things are now starting to happen online. For example, our Flight Management System or FMS — it's maturing every day, and more and more wings are jumping on the FMS bandwagon. It's just a matter of them finding out what it can do for them and how much work it can actually save them.

We have a new Web site under construction and will be up this summer. It's will be more functional, and will have a more modern and professional appearance. Oh, and look out for CAP Mart! We're taking what people know as the CAP Bookstore, along with numerous AE items formerly sold by the supply depot, and making all of it available to the members online this summer. It will be great! In addition, members will be able to renew their membership online and others will be able to join online.

We've already done our first beta test this year for our cadet encampments and summer programs. We've done it all online and the response has been very good. Those initiatives will bring us into the 21st Century and help our membership immensely.

Other programs include the work done by Col. Drew Alexa and the Advanced Technology Group. In order to remain relevant in homeland security, we have to be able to go beyond the eyeball, to see around the clock and be able to provide good information to our local, state and federal decision makers.

Homeland security is certainly a concern on everyone's mind these days, especially CAP members. What do you think the future holds for CAP in that arena?

The future of CAP in homeland security is in partnerships. Of course, partners have to be predictable, and so we need to maintain our course. Partnerships with the Department of Homeland Security that Maj. Gen. Bowling is developing, also with the Transportation Security Administration, renewed partnerships with the

See **EX interview ...** Page 14

Inspector general points of contact

NATIONAL HEADQUARTERS — Civil Air Patrol wants to resolve all complaints and grievances in a fair and impartial manner. Consult CAP Regulation 123-2 and try to resolve a complaint or issue at the lowest appropriate level. Questions or problems may be brought to the attention of any of the people listed here.

CAP Inspector General (CAP/IG) — Col. William S. Charles II, 629 Fledermouse, Novi, MI 48374, (248) 380-0176, wcharles@ameritech.net

CAP Assistant IG/Complaints Program (CAP/IGQ) — Col. Richard A. Probst, P.O. Box 122, West Rutland, VT 05777-0122, (802) 775-5687, probst@sover.net

Northeast Region IG (NER/IG) — Lt. Col. Peter J. Koch, 65-38 Parsons Blvd., Apt. 3-B, Fresh Meadows, NY 11365, (718) 591-5934, peter.koch@ner.cap.gov

Middle East Region IG (MER/IG) — Col. Charles X. Suraci Jr., 9817 LaDuke Dr., Kensington, MD 20895-3156, (301) 585-0081, cxsjrafacap@mymailstation.com

Southeast Region IG (SER/IG) — Lt. Col. Marcus A. DuVal IV, 3292 Lee Rd. #250, Salem, AL 36874-1329; (334) 448-3500 or (706) 593-7077, mduval4@mindspring.com

Great Lakes Region IG (GLR/IG) — Lt. Col. Kenneth G. Dixon, 3866 N. Ottawa St., Chicago, IL 60634, (773) 589-0559, dix40@aol.com

North Central Region IG (NCR/IG) — Col. Ralph W. Rissmiller, 2513 N. Landon St., Wichita, KS 67205-2037, (316) 722-5953, rrissmil@aol.com

Rocky Mountain Region IG (RMR/IG) — Lt. Col. M. Richard Stonebraker, 102 Valentine Lane, Longmont, CO 80501, (303) 776-7085, rstonebraker@aol.com

Pacific Region IG (PACR/IG) — Lt. Col. Raymond N. "Ray" Lantz, P.O. Box 583, Vaughn, WA 98394-0583, (253) 884-4939, pacregionig@earthlink.net

Southwest Region IG (SWR/IG) — Col. Colin Ward, HRC Box 2902, Oracle, AZ 85623, (520) 896-2000, seaward@theriver.com

MD Wing using new video downlink system

1st Lt. Gregory Baker
Maryland Wing

MARYLAND — Aircrews, ground teams and mission controllers of the Maryland Wing will be able to work more closely together thanks to a data system that directly transmits pictures from CAP aircraft to a ground station.

A group of the wing's senior members and cadets braved bad weather and snow to see a demonstration of the new video downlink system in February at wing headquarters. The presentation was made by 2nd Lt. John Newman, and Lt. Cols. Ray Pauley and Kevin Redman.

"The system enables Maryland Wing aircraft to directly downlink data from Civil Air Patrol aircraft to a decision maker who is not directly in the field," Redmond said. "CAP missions that would be affected include disaster recovery, homeland security, and counter-drug efforts."

At the time of the demonstration, the wing was on alert status, in the event the system might be needed to take photographs for the Maryland Emergency Management Agency. The President's Day snowstorm that blanketed Maryland with a record snowfall had increased the potential for flooding.

"We're going to be prepared to take pictures for MEMA," Redman said.

Another use of the system will be during the wing's Bay Patrol program. Each summer, from Memorial Day to Labor Day, the wing puts two or three aircraft on patrol over the Chesapeake Bay to assist boaters in distress and alert the Coast Guard, Maryland Department of Natural Resources Police and Maryland State Police to any potential problems.

"It's how we intend to use it," Redmond said about the system's value to the wing's Bay Patrol missions. "Regular use of the video downlink system will familiarize crews in its use," he added.

Images placed on the system may be e-mailed and viewed on any computer equipped to receive pictures and can be saved on the receiving computer's hard drive, on a floppy disk or on a CD. The unit consists of a transmitter, receiver, video-converter unit, and assorted software with a cost of about $6,500.

Glass assumes command of Middle East Region

Lt. Col. Karen L. Copenhaver
Director of Public Affairs
Middle East Region

MIDDLE EAST REGION — Col. Charles S. Glass of Roanoke, Va., has been appointed the commander of the seven Mid-Atlantic wings of the Middle East Region and a member of the Civil Air Patrol National Executive Committee.

The announcement was made recently by CAP National Commander Maj. Gen. Richard L. Bowling.

A member of CAP for 40 years, Glass has served in various command and staff positions including commander of the Virginia Wing, and the wing's Roanoke Composite Squadron and Group 1. He is a member of the emergency services team as an instrument-rated mission pilot with 1,900 command flying hours, and as an incident commander managing SAR operations.

Col. Charles S. Glass

Glass was appointed to the MER staff in 1997 as chief of staff. His awards include the Distinguished Service Award, Exceptional Service Award with two clasps, Commander's Commendation Award with five clasps, Unit Citation with two clasps and the Gill Robb Wilson Award.

See **Glass ...** Page 11

Women In Aviation

Photo by Mary Nell Crowe

From left, Ohio Wing cadets Capts. Elizabeth Moore and Kathleen Watkins, and, far right, Sr. Airman Jackie Briski visit with aviation pioneer Sr. Mbr. Mary S. Feik at the CAP exhibit booth during the Women in Aviation Annual Conference. The three-day conference was held in Cincinnatti March 20-22 and attracted thousands. Women in Aviation is a nonprofit organization dedicated to the encouragement and advancement of women in all aviation career fields and interests.

Florida flies history-making shuttle surveillance missions

Capt. Chip Maher
Director of Emergency Services
Florida Wing

FLORIDA — On Jan. 3, members of the Florida Wing were asked to participate, as part of the security package surrounding the launch of the Space Shuttle Columbia, STS-107.

Capt. Chip Maher, wing director of Emergency Services, Capt. John McWhorter, wing manager of Homeland Security, and Capt. Mike Cook, wing deputy director for ES Operations, began the planning cycle for Operation Vigilant Partner.

The U.S. Air Force wanted a specific number of sorties per day for a minimum number of days, with the option to continue if the launch was delayed. There were constraints from the Air Force that affected most of the decisions made during planning, including communications, equipment and personnel.

This was a very real-world HLS mission. The participants were required to be "read in" to the mission and signed briefing forms spelling out the operational security requirements. Cell phones were disabled during briefings, and the Air Force briefing packs were handed in and accounted for before wing personnel could leave the room. Security restrictions were so tight that only face-to-face briefings could be given. Several of the folks involved with the mission did not even know what it was or what they would be doing until they arrived at the incident command post.

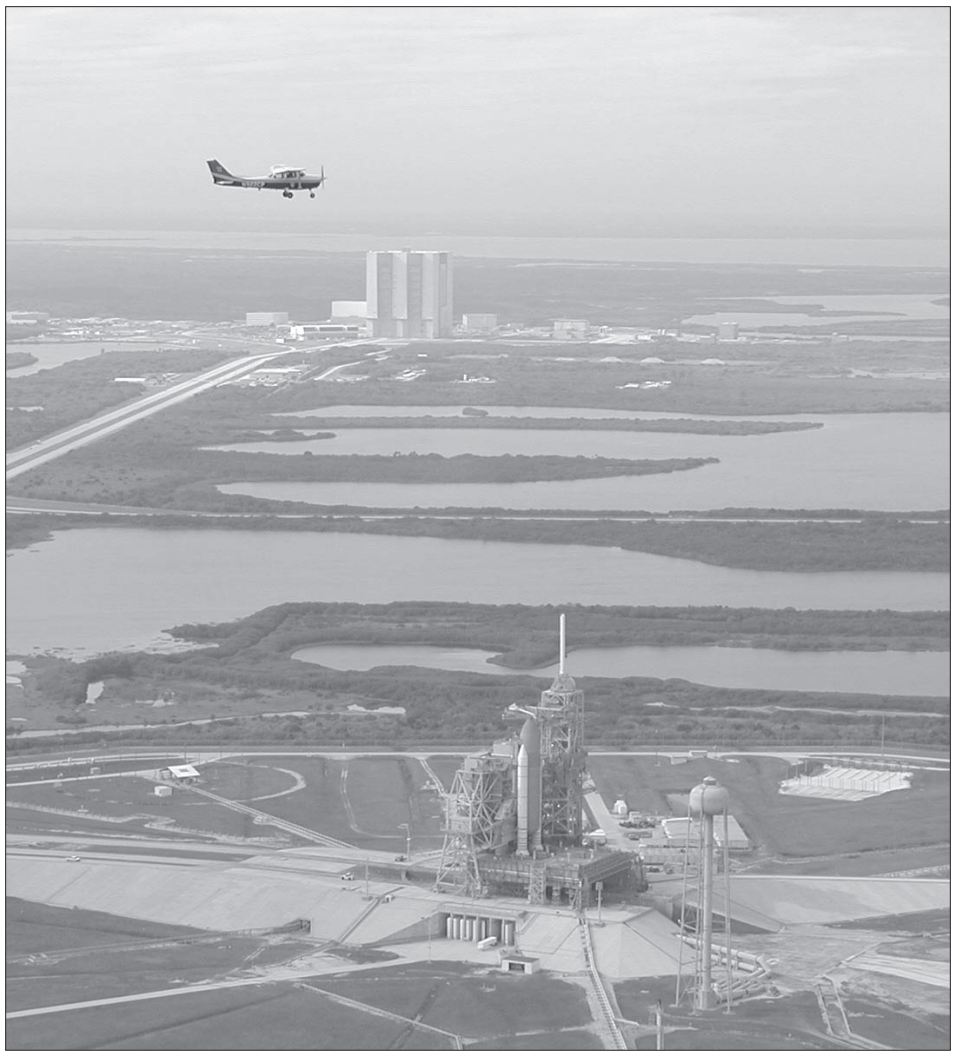
Even the wing commander, Col. Matt Sharkey, was in the dark for two days until he could be briefed face to face. Col. Jerry Angley, wing state director, flew to Maxwell Air Force Base, Ala., to read-in selected members of CAP National Headquarters and CAP-U.S. Air Force.

Sharkey gave his full approval and directed that all wing resources were to be placed at the disposal of the planning team to make the mission successful. Many requests went out freezing aircraft hours or moving them to other locations, requesting vehicles and equipment, and gathering schedules of personnel — all without a real good explanation as to why.

1st Lt. Brett Goldston, wing Special Operations Team commander, was notified and placed the forward control team on alert for movement to Cape Canaveral. The FCT is a self-contained C3i platform with a crew of specially trained CAP members who respond on virtually all search and rescue, disaster response and HLS missions. Mission base was established at the Central Brevard Senior Squadron and additional communications gear was set up.

Preliminary flights were conducted by Capt. John McWhorter and a PowerPoint presentation was put together to brief all aircrews flying the patrol profiles. The actual patrol routes called for precision flying around and over the cape, and the importance of the detailed briefings became clear to the crews as they entered the routes.

Details of the operation could not be released, but wing personnel put in 1,564 man hours and flew more than 100 hours in support of this mission. Each aircraft was equipped with a single-frame video system, electronic kneeboards for the pilots, and Fraser-Volpe Mark 25 gyro-stabilized binoculars. Sorties during hours of darkness used the Mark 25 binoculars with night-vision eyepieces to allow for counter-surveillance at night.



Florida Wing Cessna N922CP flies a patrol route over the space shuttle pad during operation Vigilant Partner at Cape Canaveral.

From left, Florida Wing's 1st Lt. Josh Drum, mission pilot, 1st Lt. Rudy Korpas, mission observer, and 1st Lt. Justin Fetter, mission radio electronics officer, pose with the equipment used during the shuttle security

Wing participants included:

Incident commanders — Chip Maher, Frank Haas, Mike Brown and Paul Siglock;

Operations Chiefs — Steve Bell, Don Smith, Mike Cook and Jorge DelRio;

Mission pilots — Dave Lehtonen, Dan Woods, Nick Spencer, George Otto, Mike Cook, Jeff Birks, Josh Drum, Mike Brown, Paul Hollander, Josh Smith, John McWhorter, Herman Steele, John Hudacek, Joe Tirado and Bryan Brotheridge;

Mission observers — Joe Wisniewski, Bryan Campbell, Al Martin, Mark Copenhaver, Van Vredenberg, and Paul Siglock;

Mission radio electronics officers: Rudy Korpas, Charlene Tyler, Justin Fetter and Cadet David Butler; and

FCT members — Bret Goldston, Nick Simoncini and George Barker.

Other important participants included Col. Valerie Brown, Southeast Region vice commander, who handled finance, retired Air Force Brig. Gen. Bill Cass, former CAP national commander, who served as mission chaplain, and Capt. Melissa Cook, who served as safety officer.

As the mission began to wind into the last day, the commander of the 45th Space Wing met with Maher and Goldston. He had nothing but praise for the wing and CAP, and he was enthusiastic about this becoming an ongoing mission for CAP. Coins were exchanged and he then invited members of the team to watch the launch from the roof of the "A" building on the cape, approximately five miles from the pad on Jan. 16.

During the final out-brief with the Air Force project officer, it was said that whenever they add to the package there is inevitably some sort of operational friction that requires intervention, but that was not the case with CAP. The wing "executed the mission perfectly and exceeded all expectations from all agencies involved in the mission."

Legislative Day 2003

Photo by Marc Huchette

From left, Civil Air Patrol National Commander Maj. Gen. Richard L. Bowling, Iowa Senator and Senate Appropriations Committee Member Tom Harkin and Directory of Air Force Homeland Security Brig. Gen. David E. Clary discuss CAP involvement in homeland security efforts during CAP's annual Legislative Day 2003 Feb. 27 in Washington, D.C.

Photo by Marc Huchette

Michigan Senator Debbie Stabenow talks with cadets from the Michigan Wing during Legislative Day 2003.

Photo by 2nd Lt. Jack Foley

Maryland Congressman Paul Sarbanes poses for a group picture with cadet members of the Maryland Wing during Legislative Day 2003.

Alaska members fly first HLS missions

ALASKA — The Alaska Wing and Transportation Security Administration in Juneau, Alaska, made history when members of the Juneau Composite Squadron flew the first official homeland security mission Feb. 15.

David Mitchell, TSA's Federal Security Director for Southeast Alaska, approached squadron members to request their support in flying missions for TSA.

After coordination with the wing and Civil Air Patrol National Headquarters, approval was issued and the first CAP/TSA mission was approved by the U.S. Air Force liaison for Feb. 15, just one short day after the nation's threat level was increased to Orange.

"CAP will be performing a vital role in the implementation of our crisis management resolutions," Mitchell said.

Photo by Rob Reedy

From left, Mick Green and Mike Creswell of the Alaska Wing, and David Mitchell, Transportation Security Administration's federal security director for Southeast Alaska, stand by Alaska Wing's Cessna 206 prior to their historic first homeland security mission.

Reminiscent of CAP's early history of flying costal patrols in the 1940s, this first mission involved flying a surveillance flight for TSA.

Rob Reedy, manager of Special Projects for TSA's Juneau hub and former CAP member, said "This seems to bring CAP full circle. It was born of a need in World War II for a 'civilian air patrol' to assist in protecting our homeland … and today their 21st century counterparts are again assisting in our nation's homeland security."

Members rescue deputy cadet commander

CALIFORNIA — Members of California Wing's Brackett Composite Squadron helped rescue their deputy cadet commander during a training bivouac at Joshua Tree Monument in January.

During a cross-country hike, Lt. Col. Ken Hartwell began to feel poorly. As the group passed a rock formation known as "Skull Rock," the six-foot Hartwell decided to return to camp.

As he headed down the pathway, severe pain began gripped his chest and he experienced a light-headed feeling. He quickly radioed the hike leader 1st Lt. Jason Hinton.

Hinton, a former squadron cadet and now senior member, informed the team and then went back to base to enlist the help of 1st Lt. Sandy Tucker. Hinton and Tucker located Hartwell, and together they carried him back to base and an awaiting ambulance.

Tech. Sgt. Jeff Ward and 1st Lt. Maile Bloxsom brought the cadets back to camp and then Bloxsom accompanied Hartwell in the ambulance to a nearby hospital.

According to Hartwell, subsequent testing indicated partial blockages in four arteries around his heart. "This, evidently, was the root cause of the tiredness and lack of energy I had been experiencing, which I had been blaming on other things for several years. It was also probably the cause of a previous 'mystery' hospitalization, a year ago."

BoG . . . from Page 5

Keys, who replaced Air Force Maj. Gen. Randall M. Schmidt is deputy chief of staff for Air Force Air and Space Operations. Headquartered in Washington, D.C., he helps formulate policy for such Air Force operations as nuclear counter-proliferation, intelligence, space and homeland security.

The BoG was established by the Defense Authorization Act of 2001 after CAP's leadership structure was reorganized. Under that agreement, the board chairmanship alternates every two years between a CAP volunteer member and an individual appointed by the Secretary of the Air Force.

The board is made up of four CAP representatives, four members appointed by the Air Force, and three members from other agencies and organizations.

The next board meeting will be June 3 in Washington, D.C.

INFORMATION TECHNOLOGY

Helping us manage our resources, communicate, perform missions

Information technology remains a strategic facilitator for Civil Air Patrol in helping us manage our resources, communicate and perform our missions. Many good things have been happening in the past several months in this arena, and more and more people/units are taking advantage of these advances.

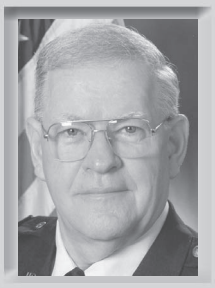
Units receiving computers

Computers continue to flow to our squadrons. One third of our units have received one of the new systems that include a notebook computer and an all-in-one printer, scanner, fax and copier.

The primary purpose of this asset is to help units begin automating their mission and administrative processes. The notebook computer was chosen especially to help those units that lack permanent facilities and have few computer resources. These computers are easily transported, stored and shared.

The computers also help bring automation to those mission sites that are away from normal CAP facilities/locations. Those units with limited, temporary or changing meeting places still face significant challenges in developing procedures and methods that fully use IT capability. The efforts exerted in developing unit and member-owned IT capability will pay increasing dividends as new applications are developed and members become trained to use the hardware and software.

> **The importance of IT to CAP was again emphasized at the CAP National Board meeting with the approval to establish an Information Technology specialty track. Recruiting IT savvy people, training members in IT procedures, acquiring IT equipment and services, and implementing IT processes are all vital tasks each unit must embrace.**



NATIONAL PERSPECTIVE

Maj. Gen.
Richard L. Bowling
CAP National Commander
rbowling@cap.gov

Funded Internet connection

A funded Internet connection is now available to more than 1,000 units through a contract with Earthlink. A similar connection will soon be offered on a case-by-case basis to the remaining units that are not within the Earthlink local service area.

The Earthlink connections are for unlimited 56K modem Internet access, eight mailboxes, ability to accept up to 1 MB e-mail attachments, and "24/7" telephone technical support via a toll-free 800 number.

The Internet connection will be an ongoing capability with a primary purpose of permitting units to connect to the many online applications that permit automated processes and access to timely real-time reports and analysis.

Paperwork-reduction benefit

The winter 2003 National Board meeting approved the first paperwork-reduction benefit for those who use the online Flight Management System. When pilot data is entered and validated in the online system, numerous papers/forms can be eliminated from unit files.

This direction should become more and more pervasive as online capability becomes available in all CAP functional areas

Online mission and administrative applications and features continue to become available. CAP "E-services" is the primary access point for these integrated management tools. Completed examples include:

- ✓ Online renewal (new as of April 1);
- ✓ Ability to change personal information;
- ✓ Pilot and emergency services tracking and reporting;
- ✓ Equipment, aircraft and vehicle tracking and reporting;
- ✓ Numerous online training and testing opportunities;
- ✓ Cadet summer activity processing; and
- ✓ Automated reminders for things that expire.

In development by staff, volunteers and contractors are:

- ✓ Online CAP Bookstore purchasing;
- ✓ Aircraft, vehicle and equipment life-cycle maintenance management;
- ✓ Aircraft scheduling;
- ✓ Enhanced reporting and analysis, including map presentation;
- ✓ Data entry enhancements;
- ✓ Survey capability; and
- ✓ Web site redesign

E-mail address required

As mentioned, "E-services" is the primary online location for management and analysis applications. Because detailed resource information is available through this portal, a user ID and password are required to enter this section.

Every unit should make a concerted effort to encourage their members to obtain an e-mail address. A personal e-mail address is becoming increasingly important, and is required to sign up in "E-services," because that is how your user ID and password are sent to you.

If you have an e-mail address in the national database, information about your CAP participation and training can be passed to you as it occurs. Reminders will be sent to you when things are about to expire, such as your membership and emergency services or pilot qualifications. Plus, just plain CAP news and events information that you are interested in can be forwarded to you.

E-mail addresses are free from several sources (Hotmail, Yahoo, Juno, etc.) and you can normally access your e-msil from various locations — your personal computer, a library, office, etc. Get an e-mail address and enter it in your CAP personal contact information!

The importance of IT to CAP was again emphasized at the CAP National Board meeting with the approval to establish an Information Technology specialty track. Recruiting IT savvy people, training members in IT procedures, acquiring IT equipment and services, and implementing IT processes are all vital tasks each unit must embrace. The specialty track will give our members one more formal path to serve the organization in a valuable way.

The importance of moving in this direction will become increasingly evident as we become more involved in the homeland security mission. The ability to portray and convey the type and availability of our resources in a timely and accurate way is critical. This helps CAP act as a responsible partner and present ourselves as a force-of-choice, where appropriate.

Information technology: Learn it and use it because it is our future — a vital tool that will help us achieve our vision and goals.

Fact: ' ... foundations of our God stand sure'

Over the past several years, we have at one time or another, longed for the "good old days" where things seemed more sure and safe. Yet, when those famous words were uttered, the world still had its uncertain moments.

Today we look and listen, and see major companies, who we thought were secure, closing their doors. Places we thought were safe and secure are now destroyed, and even the religious leaders of our day falling into the very temptations they had supposedly stood against.

What is sure? The world of our grandparents appeared to be a world where, if you started as a young person in a job and worked hard, you were guaranteed a job for the rest of your life. Business deals were sealed with a handshake. The old skeleton key never was taken out of the front door, but it was OK since the door was never locked anyway. There weren't any drive-by shootings or terrorist bombings, and everyone seemed to understand right from wrong.

Not so in our world today.

FOCUS ON SERVICE

haplain (Lt. Col.) Ken Van Loon
ational Deputy Chief of Chaplains
svloon@hotmail.com

Today's world, is a world where job security is one day at a time. Companies that, for generations seemed secure, are falling. There is no such thing as an iron-clad guarantee. Contracts are written in legalese and still are not secure.

We now live in a world that is constantly changing before our very eyes. We have grown to be a society that distrusts everything and everybody. The threat of a crazy terrorist is on our minds, and we look with suspicion at those around us instead of in trust. We lock our doors. We avoid strangers. We refuse to assist someone in need because we may face a lawsuit if things do not turn out perfect. We all live in our little circles, controlled by fear and uncertainty. That's a pretty bleak and discouraging picture to paint, as I start this article, but let me assure you I'm not going to stay there and there is another thing that is sure.

Recently I was working on a speech and was reminded of a Bible passage that reminded me of another sure thing. A sure thing that gives us hope in the unsure days we live, and gives us a reason to move forward in our service to our nation and one another.

The New Testament of the Bible records for us what the apostle, Paul, in his second letter to a young minister, Timothy, wrote about this very issue. His words were written to encourage this young preacher in the times of difficulty he faced, almost 2,000 years ago.

> **Regardless of the threats of those who would disrupt our lives and society, we find confidence, as did our forefathers who faced the uncertainties of founding this nation, in the fact that "the foundations of God stands sure."**

"Nevertheless, the foundations of God stands sure ..."(2 Tim. 2:19). Did you catch that? "The foundations of God stands sure!"

Those are wonderful words of encouragement to those who have put their confidence in the one who is from everlasting. God is still God. Regardless of the threats of those who would disrupt our lives and society, we find confidence, as did

See **Focus** ... Page 12

Glass . . . from Page 7

A native of Dayton, Tenn., Glass holds two baccalaureate degrees — one in physics from the University of South at Sewanee, Tenn., and one in engineering from Rensselaer Polytechnic Institute in Troy, N.Y. In addition, he earned a master's in business administration from Lynchburg College in Virginia. Glass is also a graduate of the Air Force Squadron Officer's School and Air War College.

After college, Glass received an Air Force commission and served three years on active duty with the Air Defense Command. Following active service, he worked with Air Force Reserve units in Illinois and New York, and then was assigned to CAP as a reserve assistance officer. In 1986, Glass retired from the Air Force Reserve after 30 years service with the rank of colonel.

When asked about the direction he would like to lead the Middle East Region in, Glass stated "as far as my theme for my administration, the major thrust will be professionalism in all that we do. With our new and expanded relationship with the Air Force, we need to rise to the challenges that this entails – professional level performance in safety, cadet activities, operations, training, unit level administration, logistics, personal appearance and everything else we do," he said.

Glass is married with two adult sons and one grandson.

Most dangerous aspect of flying — complacent pilot

SAFETY

Col. D.R. "Duke" Stanton
Commander, Winchester Composite Squadron
Virginia Wing
civilair@visuallink.com

At a recent squadron meeting for a safety stand-down day, attendees were asked: "What do you think is the most dangerous part of flying with the Civil Air Patrol?"

The answers were many and varied. Some pilots felt that chasing down an emergency locator transmitter on a moonless night over the water for two hours with no visible horizon was extremely dangerous. Another felt that flying in the mountains on a windy day during a downed-aircraft search was extremely dangerous. A third felt that operating at high altitudes on a hot day was the most dangerous.

Most dangerous aspect

All of these answers are correct — in their own setting — but do you know what I think? I think the most dangerous aspect of flying within the CAP is the complacent pilot.

The complacent pilot is the one who:

✓ Uses his or her proficiency time to go sight-seeing and maybe practice a few touch-and-go landings;

✓ Checks out a plane only once a month;

✓ Does not really know the airplane they are flying other than the rudiments; and

✓ Never figures a weight or balance nor takes into account minor things like density altitude, yet is perfectly willing to place two other individuals into his or her aircraft and launch into the mountains on a hot summer day to fly at 800 feet and 90 knots searching for a missing aircraft when they barely know their own.

Let's be honest! The type of flying we are required to do on occasion is dangerous. Flying itself poses its own dangers, but when you get down in the weeds at high altitude on a windy day it is no time to lack self confidence in your ability.

Be honest with yourself

It is also not the time to be other than completely honest with yourself (and with your aircrew members) concerning whether you are up to the tasks or not.

Are you current in your abilities? Do you have a "feel" for the aircraft? Fighter and attack pilots in the military services are asked to maneuver their aircraft to the limits. Not knowing how could be the difference between life and death for them. Sometimes when they practice these maneuvers, they actually exceed the limits, but, in doing so, they find where those limits are.

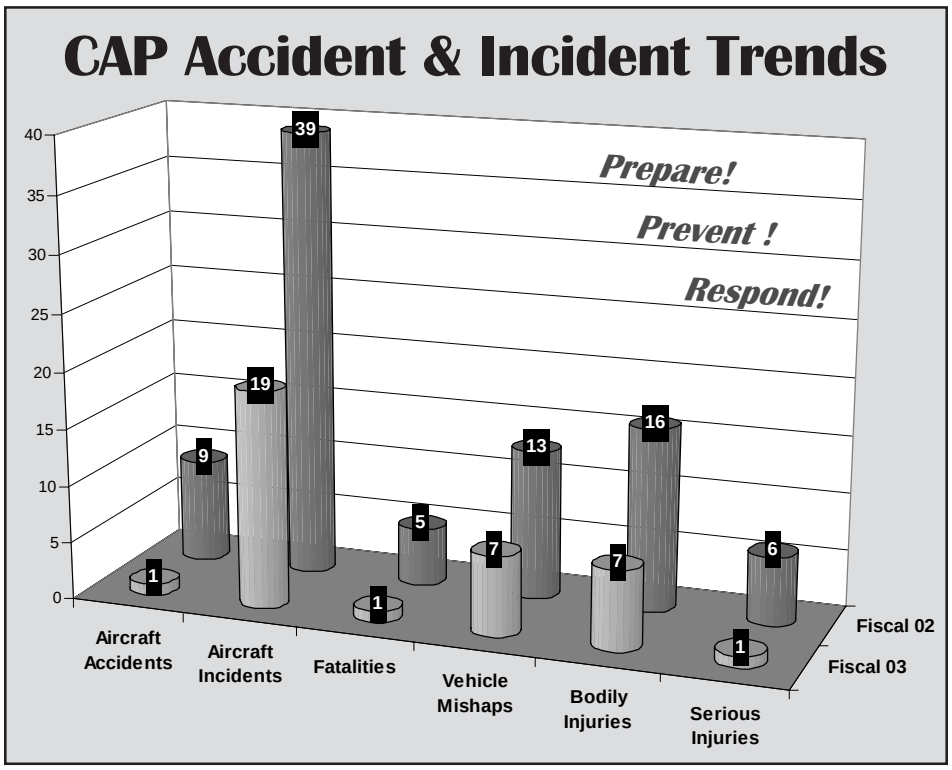
I am not advocating that CAP pilots go out and maneuver light aircraft to the extremes, but I am advocating, in fact pleading, that CAP pilots get to know their aircraft on a personal basis. That they know the "feel" of the aircraft so that when they are called to work in dangerous environments they are absolutely confident in what that aircraft can and cannot do. I ask that pilot to also be extremely honest with him or her self. If you have been away from the cockpit for a period of time, do not accept a mission that pushes your limits. It is unfair to yourself, your aircrew and to the people who are going to have to write up all the reports when something happens.

I would also ask that those who are in authority for a mission — incident commander, operations officer, air operations officer — to be cognizant of where the strength and weaknesses of various pilots lie. Some pilots with only 300 hours are extremely conscientious and confident, while some pilots with several thousand hours may be overconfident and lax in staying current in what they are required to do.

Not a flying club

Most of all, I implore the CAP pilots to not look at CAP as a flying club. The missions that we are required to do far exceed that of any flying club. CAP pilots must remain sharp! They must remain current! They must fly sufficiently, so that when it comes time to execute a mission, they can do so with the full confidence of their aircrew and those who send them out.

See **Safety** ... Page 13



Focus . . . from Page 11

our forefathers who faced the uncertainties of founding this nation, in the fact that "the foundations of God stands sure."

The ups and downs of the business community are only temporary, but the foundations of our God are sure! The threats of conflict and terrorists are there, but we can rely on the surety of a God who is eternal.

As we invest our lives in the good and security of this nation, those of us who serve as Civil Air Patrol members will find assurance in the reminder that "the foundations of our God stands sure." The program and purpose of CAP hasn't changed since it was founded in 1941. Our core values remain the same because they are based on the foundations of our God — and these are sure. Our nation needs us today, as they did in the early days, and we are confident of our foundations.

As you labor through the challenges of an ever-changing world, with the ups and downs of the stock market, and the here-and-gone realities of the business world. As nations rise up and nations fall down; as tyrants lift their heads and as justice seems to be lost in the maze of legal wrangling, one fact remains — "the foundations of our God stands sure." So our hearts are secure.

I want to encourage each one of the fine members of our CAP to cling to the sure thing that will stabilize your lives in the ups and downs of our unstable world. We within the CAP Chaplain Service are here to help you keep focus on our mission, and on the things that really do matter and are secure. Never lose sight of what really is sure — even more sure than death and taxes — the surety that "the foundations of our God stands sure."

Civil Air Patrol

1903 - 2003

Celebrating a Century of Flight

Condensed 2002 Annual Report To Congress

Special Supplement to the April 2003 Civil Air Patrol News

Cadets competing in color guard competition

Mid-1960s CAP cadets at parade rest

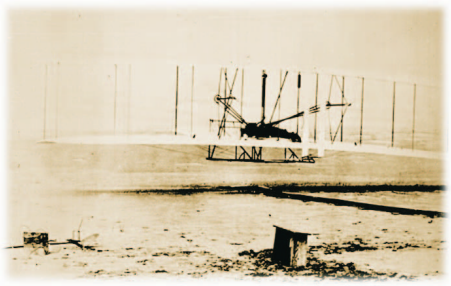
"I suppose we shall soon travel by air-vessels; make air instead of sea voyages; and at length find our way to the moon, in spite of the want of atmosphere."

Lord Byron, 1882

2002 Membership Recognition

Cadet of the Year, **Col. Jennifer Neville** – New York Wing; Senior Member of the Year, **Lt. Col. Diane Wojtowicz** – New York Wing; F. Ward Reilly Leadership Award, **Maj. Albert R. Therriault**, Commander, Raleigh-Wake Composite Squadron – North Carolina Wing; Frank G. Brewer-Civil Air Patrol Memorial Aerospace Awards: Cadet Member, **Lt. Col. Peggy E. Schnack** – Minnesota Wing; Senior Member, **Capt. Toni Henderson** – Pennsylvania Wing; Individual, **Harold "Duffy" Gaier** – Wisconsin Wing; Organization, **Benjamin O. Davis Jr. Aerospace High School** – Detroit, Mich.; Col. Robert V. "Bud" Payton National Public Affairs Officer, **Lt. Col. Jayson Altieri** – Kentucky Wing; Moral Leadership Officer of the Year, **Capt. Shirley A. Rodriguez** – Kansas Wing; Senior Chaplain of the Year, **Chaplain (Maj.) Paul Ward** – California Wing; Squadron Chaplain of the Year, **Chaplain (Maj.) Robert Ohlmacher** – Utah Wing; Communications Officer of the Year, **Maj. Robert D. Bell** – West Virginia Wing; Safety Officer of the Year, **Lt. Col. Douglas L. Tindal** – Iowa Wing; Paul W. Turner Safety Award, **Kansas Wing**. Civil Air Patrol Mission Awards: Search and Rescue awards to the **Rhode Island**, **Virginia**, **Ohio**, **Florida**, **Kansas**, **New Mexico**, **Wyoming** and **Alaska** wings; Disaster Relief awards to the **New York**, **West Virginia**, **Kentucky**, **Florida**, **Minnesota**, **Texas**, **Montana**, **Oregon** and **California** wings; Counterdrug awards to the **New York**, **National Capital**, **Indiana**, **Florida**, **Iowa**, **Louisiana**, **Idaho** and **California** wings; Aerospace Education awards to the **Maine**, **North Carolina**, **Michigan**, **Florida**, **Nebraska**, Arizona, **Montana** and **California** wings; National Aerospace Education awards: First Place, **Florida** Wing; Second Place, **North Carolina** Wing;Third Place, **Michigan** Wing; Outstanding DDR Wing, **Oklahoma** Wing; Squadrons of Distinction, **103rd Composite Squadron** – Connecticut Wing; **Boulle-Norman Memorial Cadet Squadron** – Michigan Wing; **Dr. Cesario R. Nieves Cadet Squadron** – Puerto Rico Wing; **99th Pursuit Composite Squadron** – Nebraska Wing; **Eagle Composite Squadron** – New Mexico Wing; **Eagle Rock Composite Squadron** – Idaho Wing; **McMinnville Composite Squadron** – Oregon Wing; Selected for national recognition, **Raleigh-Wake Composite Squadron** – North Carolina Wing; First-Time Awards for Distinctive Achievement in Mishap Prevention to the **Connecticut**, **Georgia**, **South Carolina**, **Louisiana**, **Illinois**, **Washington** and **Utah** wings; National Headquarters Employee of the Year, **John Desmarais** – Operations Directorate.

Highlights of 2002



Brig. Gen. Richard L. Bowling, CAP national commander, promoted to grade of major general

Coming full circle to serve America

More than 60 years ago, Civil Air Patrol was formed to help the nation's armed forces safeguard America from enemy encroachment. Today, in the aftermath of the Sept.11 terrorist attacks on American soil, CAP civilians still patrol the home skies, with their volunteer efforts increasingly sought after and appreciated.

CAP does more than just aerial surveillance, however. When CAP was chartered in 1941, Congress assigned the organization three specific missions: Aerospace education, cadet programs and emergency services. During fiscal year 2002, CAP upheld these missions in a variety of productive and creative ways, and for these efforts, received national recognition.

Air Force Vice Chief of Staff Gen. Robert H. Foglesong hosted a pinning ceremony for then-Brig. Gen. Richard L. Bowling and Col. Dwight H. Wheless in Washington, D.C. The event included the U.S. Air Force Color Guard and members of the U.S. Air Force Band.

Direct support

In 2002, CAP provided direct support to a number of government agencies and the military. In the aftermath of the Sept. 11 attacks, CAP loaned deployment kits to the Federal Emergency Management Agency (FEMA) and served as backup points of contact on specific radio frequencies.

In South Dakota, during the Grizzly Gulch fire, CAP provided direct communications and logistical support to the National Guard and American Red Cross. South Dakota Wing aircrews spotted 43 fires in the Black Hills National Forest.

The Iowa Wing provided direct support to the 84th Radar Evaluation Squadron, testing the RADAR for the Air Reserve unit at Fort Dodge.

Members of the South Carolina Wing helped representatives of the U.S. Air Force develop a program to teach cadets about the Air Force and motivate them to excel in school and within CAP.

In New York, CAP squadrons provided command, control and communications support at U.S. Air Force tactical operations centers for a number of training exercises. They also shot and processed photos during training missions and transmitted them for analysis, and flew 32 hours of low-level route surveys for the U.S. Air Force. New York members also flew 160 hours of cadet orientation flights for USAF detachments at Cornell, Syracuse, and Clarkson universities, Rensselaer Polytechnical Institute and Manhattan College.

These are only a few examples of ways CAP volunteer members provided direct service to America, the military, federal, state and local agencies.

National awards

CAP won several significant national awards during 2002. The organization received the Air Force Association's prestigious 2002 Hoyt S. Vandenberg Award for contributions to aerospace education. This award recognized CAP for producing not only its aerospace curriculum for members and its aerospace textbook, Aerospace: The Journey of Flight, but also CAP's in-depth Aerospace Education Award program for K-12 schools.

In his former role as CAP's chief of aerospace education, current CAP Director of Operations John Salvador received the AFA's George D. Hardy Award for his own contributions in coordinating the CAP aerospace education program with that of the AFA/Aerospace Education Foundation.

CAP received the U.S. Space Foundation's Education Achievement Award for its decades of service in aerospace education and the continuing innovative work of the Aerospace Education and Training Directorate.

CAP also was named as a charter member of the newly formed National Citizen Corps Council, coordinated by the Federal Emergency Management Agency.

NASCAR

In 2002, CAP became the first nonprofit organization to sponsor a NASCAR race car, a move designed to increase the organization's visibility and public outreach. During the 10-month NASCAR Busch Series season, the No. 46 Civil Air Patrol Chevrolet, driven by Ashton Lewis Jr., competed in 34 events, finishing in 17th place out of over 60 teams. All 34 events were televised live, with 10 broadcast on national networks (FOX/NBC) and 24 on cable, in addition to national print media coverage. An estimated 2.6 million people attended Busch Series races in 2002.

CIVIL AIR PATROL

Celebrating a Century of Flight

1903
Wright Brothers
First powered, sustained, controlled, heavier-than-air flight

1912
Harriet Quimby
First flight by a woman across the English Channel

1913
Roland Garros
First flight across the Mediterranean Sea

1921
Airmail
First coast-to-coast airmail flight (San Francisco to New York)

1923
Fokker T-2
First nonstop flight across the U.S.

1930
Amy Johnson
First woman to fly solo from England to Australia

1941
Civil Air Patrol
Formed

1942
CAP Coastal Patrol
Formed

1954
CAP "Flying Tigers"
CAP flying 50% of SAR missions

1957
Sputnik
First artificial satellite

1900 | 1910 | 1920 | 1930 | 1940 | 1950

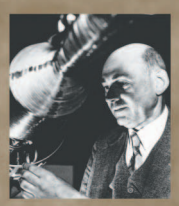
1909
Louis Bieriot
First aircraft flight across the English Channel

1915
Fokker E-1
Birth of aerial combat

1919
NC-4
First airplane to cross the Atlantic

1924
Douglas World Cruiser
First around-the-world flight

1932
Amelia Earhart
First woman to fly solo across the Atlantic



1926
Robert H. Goddard
First flight of liquid propellant rocket

1935
First flight of Douglas DC-3

1936
Pan American
First transpacific passenger service

1927
Charles Lindbergh
First solo flight across the Atlantic

1939
Heinkel He 176
First turbojet

1942
V-2
First ballistic missile

1946
CAP
CAP receives national charter

1947
Chuck Yeager
Piloting first aircraft to break the sound barrier (Bell X-1)

U.S. AIR FORCE

1947
U.S. Air Force
Formed

1948
CAP "official"
Designated official USAF auxiliary; CAP cadet program established

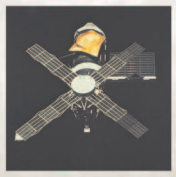
1957
CAP
CAP flying flood-relate missions

"The Wright brothers created the single greatest cultural force since the invention of writing. The airplane became the first World Wide Web, bringing people, languages, ideas and values together.

Bill Gates, CEO
Microsoft Corporation

1961
Yuri Gagarin
First man in space

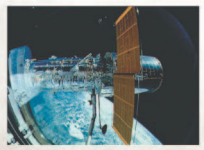
1961
Alan B. Shepard Jr.
First American in space



1973
Skylab
First U.S. space station

1980
Mt. St. Helens
CAP flying disaster relief

1981
Space shuttle
First flight of U.S. space shuttle



1990
Hubble Space Telescope
Opening new era in astronomy

1991
Earthquake
CAP responding to San Francisco earthquake

2001
Ground Zero
CAP photographing Ground Zero after terrorist attacks of 9/11

2002
Olympics
CAP supporting 2002 Winter Olympics

1960 1970 1980 1990 2000 2010

1963
Valentina V. Tereshkova
First woman in space

1963
Search and Rescue
CAP logging 75% of inland search and rescue missions

1978
Double Eagle
First balloon flight across the Atlantic

1983
Sally Ride
First U.S. woman astronaut

1983
Gulon S. Bluford Jr.
First African American astronaut

1995
Galileo
First space probe released into Jupiter's atmosphere

2002
Erik Lindbergh
Recreating his grandfather's 1927 solo flight across the Atlantic

1997
Mars Pathfinder
Landing on Mars

2003
CAP Homeland Security
CAP first security flight for NASA

1967
North American X-15
Setting speed record of over 4,534 mph

1986
Counterdrug
CAP beginning counterdrug missions

1969
Neil Armstrong & Edwin "Buzz" Aldrin
First men on the moon

1998
John Glenn
Oldest American to fly in space

"When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return."

Leonardo da Vinci

"I confess that in 1901, I said to my brother, Orville, that man would not fly for 50 years ... Ever since, I have distrusted myself and avoided all predictions."

Wilbur Wright
In a speech to the Aero Club of France, 1908

"I was always afraid of dying. It was my fear that made me learn everything I could about my airplane and my emergency equipment, and kept me flying respectful of my machine and always alert in the cockpit."

Brig. Gen. Charles E. "Chuck" Yeager
Yeager, An Autobiography

60th Anniversary Gala banquet, March 3, 2002, at the National Air and Space Museum, Washington, D.C.

Civil Air Patrol Events

60th Anniversary Gala & Wreath-Laying Ceremony

The CAP and CAP's World War II "subchasers" took the spotlight at the 60th Anniversary Gala held in March at the National Air and Space Museum in Washington D.C.

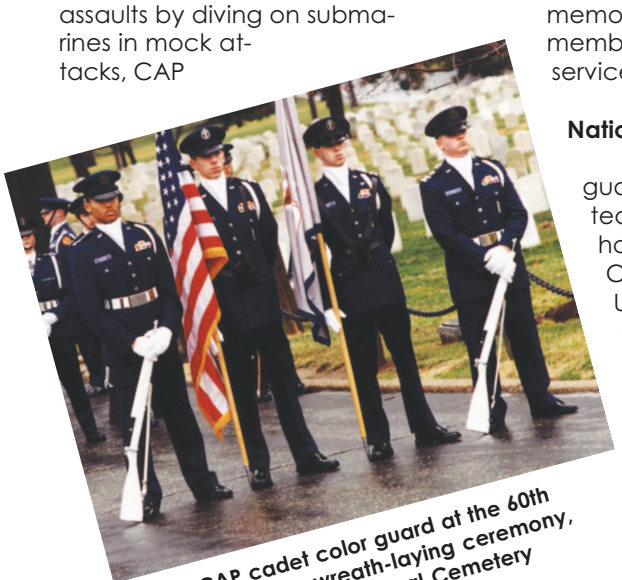
The concept of a civilian air patrol came into being during World War II when German submarines began to prey on American ships. The assault virtually cut off vital war supplies for the Americans, and civilians volunteered to help defend the nation.

American businesses funded a civil air patrol, and 40,000 volunteers signed up, providing their own planes and equipment. The patrol began on a trial basis, but CAP pilots quickly proved themselves. Repelling sub assaults by diving on submarines in mock attacks, CAP pilots forced subs to break and run. The CAP Coastal Patrol flew 24 million miles, spotted 173 submarines, attacked 57, hit 10 and sank two.

The gala honored surviving members of that coastal patrol, including Martin Miller, Cliff Bowes, Glen Cook, Maury Betchen, S. Buddy Harris, Luverne Kraemer and Jack Robinson. They received Stinson model trophies depicting the aircraft they flew during World War II.

Keynote speaker for the gala was famed aviator and X-15 test pilot A. Scott Crossfield.

On the day following the gala, CAP held a ceremony at Arlington National Cemetery outside Washington. A specially designed 60th anniversary wreath was placed at the CAP memorial there, which honors CAP members who gave their lives in service to the nation.



CAP cadet color guard at the 60th anniversary wreath-laying ceremony, Arlington National Cemetery

National Cadet Competition

An all-female cadet color guard team from Florida and a drill team from New York won top honors at CAP's 2002 National Cadet Competition, held at the U.S. Air Force Academy in Colorado Springs, Colo., in July.

The four-day event drew the top 168 of more than 25,000 cadet CAP members. Two competitions ran concurrently, one for color guard teams and one for drill teams. The cadets were judged on military drills, inspection, protocol and leadership skills. They also competed in a written exam and mile run. In addition to team and individual awards, the winning color guard and drill teams also won the coveted U.S. Air Force Chief of Staff Sweepstakes trophies.

The national drill team competitors were cadets from wings in Delaware, Minnesota, Arizona, New York, Puerto Rico, Utah and Washington. Color guard competitors included teams from Virginia, Florida, Pennsylvania, Indiana, South Dakota, Montana, Arizona and Washington. Teams advanced to the national event after preliminary local, state and regional competitions.

All these cadets were active in CAP's four-phase cadet program, which is entirely voluntary and requires classes in aerospace history and technology, leadership skills, public speaking, moral leadership and writing. The cadets undergo field training in physical fitness and survival skills, as well as flight training.

The program's emphasis on leadership skills creates an elite group of high-achievers among the nation's high-school students and builds responsible citizens for the nation.

National Congress on Aviation & Space Education

Last year CAP again sponsored the National Congress on Aviation and Space Education, America's premier symposium for providing educators with the latest hands-on techniques and tools to help them capture the imaginations of their students.

At last year's 35th Congress in Arlington, Va., more than 1,100 educators shared in the excitement of SR-71 crew member Marta Bohn-Meyer's aviation career and explore the fascinating experiences of the Air Force One crew. They heard Dr. Gordon Schimmel speak on "Inventing Flight" and NASA astronauts Susan Kilrain and Robert "Hoot" Gibson share stories of their shuttle missions.

Aviation pioneer A. Scott Crossfield was on hand to regale audiences with tales of his days aboard experimental jet aircraft. A staunch supporter of educators, Mr. Crossfield established the A. Scott Crossfield Aerospace Education Teacher of the Year award to recognize the work of classroom teachers. This year's recipient was Crystal Bloemen, a middle school teacher from Highlands Ranch, Colo.

Most participants were educators from school systems throughout the nation. The Congress offered them more than 67 separate seminars and workshops, illustrating a variety of strategies to introduce aerospace concepts while addressing critical thinking skills, mentoring, multi-age classroom programs, whole-language learning, history, health and fitness, social sciences, and technology.

National Board Meeting & Annual Conference

CAP's "Eyes of the Home Skies" annual conference was held this year in conjunction with the summer National Board meeting in Philadelphia. Almost 1,000 CAP members from throughout the nation were present for the four-day conference, which included training sessions and the presentation of national awards.

Ashton Lewis Jr., driver of the CAP-sponsored NASCAR Busch Series No. 46 race car, was on hand with the CAP show car to meet members and sign autographs. Aviation companies exhibited equipment and technology in the exhibit hall, and CAP operated a traveling bookstore. Cessna presented CAP with an appreciation award for having the largest fleet of single-engine Cessna aircraft in the world.

CAP leaders and guests at head table during awards banquet, Annual Conference 2002

During the board meeting, CAP members discussed the organization's future role in homeland security. According to CAP National Commander Maj. Gen. Richard Bowling, "We believe a trained, equipped and ready volunteer civilian auxiliary can provide significant support for homeland security operations at the federal, state and local levels. We directly support the three Air Force Homeland Security Task Force mission areas — prevent, protect and respond — and add a fourth area of our own — prepare."

Homeland Security

With almost 63,000 volunteer members, Civil Air Patrol has the resources already in place to support reconnaissance, aerial imaging, disaster relief, transportation and counterdrug missions nationwide. CAP has demonstrated that it is a cost-effective force multiplier for national homeland security.

Post-Sept. 11 support

This year CAP continued to support recovery efforts from terrorist attacks of Sept. 11, 2001. More than 8,700 volunteer CAP members were mobilized nationwide, flying a total of 564 hours in transportation, reconnaissance and airborne imagery missions. More than 450 of these members assisted their state or federal emergency management agencies.

CAP also flew 57 hours in support of Operation Noble Eagle for the U.S. Air Force. As this assignment continues, CAP planes fly as target aircraft to simulate terrorist activities and train air defense forces to detect, monitor and intercept suspicious aircraft.

Olympics & Paralympics support

At the request of the Department of Defense, more than 250 CAP members provided security and traffic observation for the 2002 Winter Olympic and Paralympics.

Prior to the games, CAP took airborne digital photographs of various Olympic sites as baseline photos for comparison in the event of a terrorist attack. CAP flew 179 sorties and 534 hours in reconnaissance.

CAP took 2,232 aerial photos, using high-resolution digital cameras and single-frame video downlink systems. Uploaded on a limited-access Web site for security agencies, the photos resulted in at least one law enforcement action per day.

Future support

CAP has submitted a Concept of Operations for homeland security to both the Secretary and the Chief of Staff of the Air Force. The document demonstrates how CAP can provide civil support for homeland security. The plan also supports all six critical mission areas in President Bush's National Strategy for Homeland Security.

To speed up and centralize mission support, CAP opened a National Operations Center at its headquarters on Maxwell AFB, Ala.

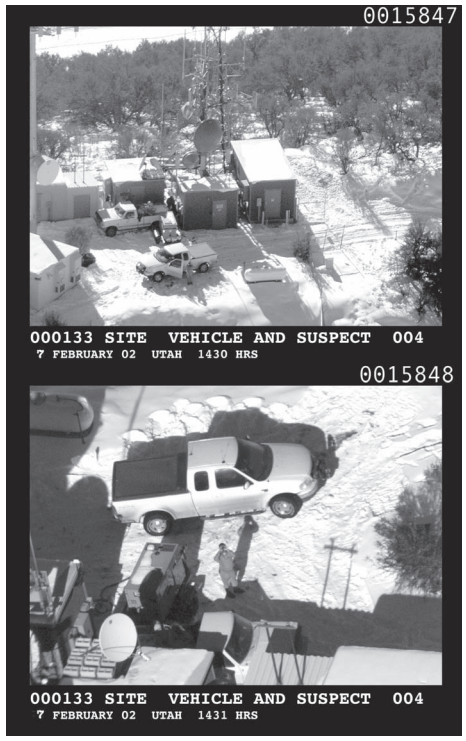
In September 2002, U.S. Air Force Director for Homeland Security, Brig. Gen. David Clary, visited CAP headquarters for a capabilities briefing and tour of the new NOC.

To support both current missions and the demands of future homeland security taskings, Congress has appropriated $6 million for CAP to acquire hyperspectral imaging and sensor technology.

CAP has already begun inflight testing for night vision and thermal imaging equipment.

"CAP can put an airborne platform over any major metropolitan area or strategic resource in the United States in two hours for less for $90 an hour. Our members are trained to use slow-scan video imaging and communications relay equipment to give incident commanders real-time aerial imaging and communications when and where they need it."

Col. Al Allenback, CAP Executive Director



Unauthorized vehicle shown in slow-scan aerial video taken by CAP members during surveillance flight over the 2002 Winter Olympics in Salt Lake City

1950s-era CAP cadet next to an Air Force T-6

Membership & Mission Stats

State/Wing	Cadets	Seniors	Total	Mission Flying Hrs	Other Flying Hrs	Total Flying Hrs	Lives Saved
Alabama	318	816	1,134	3,351	447	3,798	1
Alaska	195	999	1,194	4,119	661	4,779	19
Arizona	557	814	1,371	2,856	534	3,391	-
Arkansas	297	345	642	2,211	104	2,315	-
California	1,456	2,200	3,656	6,194	997	7,191	1
Colorado	823	1,220	2,043	3,685	97	3,782	4
Connecticut	329	270	599	567	97	664	-
Delaware	166	250	416	859	43	901	-
Florida	1,910	2,267	4,177	4,264	658	4,922	2
Georgia	673	1,022	1,695	2,438	685	3,124	1
Hawaii	165	294	459	1,090	32	1,122	-
Idaho	228	244	472	1,075	53	1,127	6
Illinois	664	799	1,463	2,004	101	2,105	-
Indiana	364	447	811	1,402	251	1,653	-
Iowa	161	303	464	1,279	212	1,490	-
Kansas	172	457	629	843	65	908	-
Kentucky	223	465	688	2,739	335	3,074	-
Louisiana	274	537	811	2,388	519	2,907	-
Maine	194	301	495	1,227	327	1,555	4
Maryland	731	703	1,434	2,508	607	3,115	-
Massachusetts	547	611	1,158	1,307	453	1,760	-
Michigan	528	826	1,354	1,978	394	2,372	1
Minnesota	604	767	1,371	4,185	666	4,851	-
Mississippi	162	431	593	1,842	138	1,980	-
Missouri	533	480	1,013	681	179	859	-
Montana	178	203	381	705	14	719	5
National Capital	284	242	526	623	67	690	-
Nebraska	224	329	553	1,015	136	1,151	-
Nevada	339	603	942	2,470	88	2,557	28
New Hampshire	291	305	596	782	122	904	-
New Jersey	790	672	1,462	1,405	267	1,672	-
New Mexico	281	524	805	2,169	267	2,436	3
New York	1,294	1,387	2,681	3,177	620	3,797	-
North Carolina	617	984	1,601	1,447	563	2,010	-
North Dakota	114	195	309	1,086	169	1,255	-
Ohio	789	914	1,703	1,550	175	1,724	-
Oklahoma	335	509	844	1,626	532	2,158	-
Oregon	325	534	859	1,247	114	1,361	3
Pennsylvania	1,249	1,275	2,524	3,944	623	4,567	2
Puerto Rico	1,151	455	1,606	325	12	337	-
Rhode Island	130	131	261	372	99	470	-
South Carolina	678	605	1,283	2,383	504	2,887	-
South Dakota	126	203	329	1,142	48	1,190	-
Tennessee	595	798	1,393	1,832	214	2,046	-
Texas	1,261	1,792	3,053	4,834	948	5,782	2
Utah	238	486	724	2,376	78	2,454	4
Vermont	118	210	328	325	214	539	-
Virginia	709	948	1,657	3,085	421	3,506	1
Washington	784	772	1,556	1,950	469	2,420	-
West Virginia	235	449	684	1,196	286	1,482	-
Wisconsin	392	820	1,212	4,273	413	4,686	1
Wyoming	108	202	310	566	85	652	-
Other CAP Units	87	1,939	2,026	717	45	762	-
Total	**25,996**	**36,354**	**62,350**	**105,709**	**16,247**	**121,956**	**88**

CAP Board of Governors

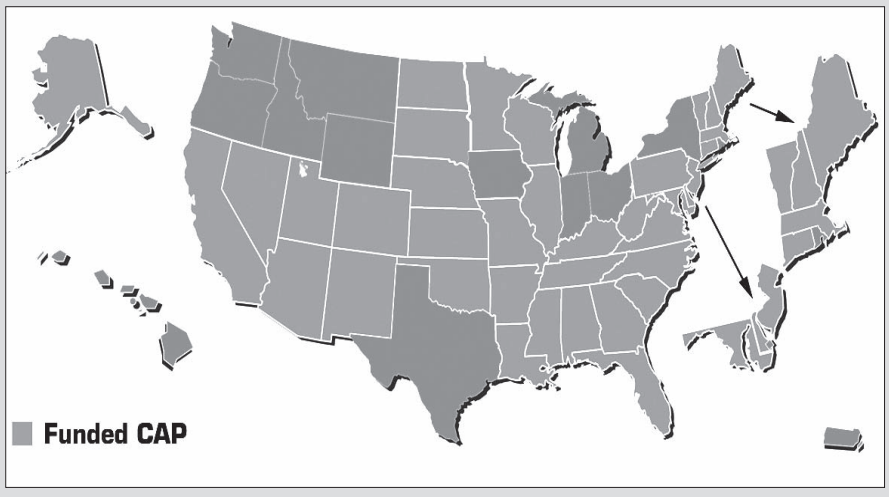
CAP's governing body, the Board of Governors, met four times in 2002 to deliberate policy issues. All meetings were chaired by retired Air Force Lt. Gen. Nicholas B. Kehoe, chairman of the board. Highlights of board actions include:

- Reviewed, revised board member responsibilities, including those below.
  - Determine CAP mission and purpose
  - Select executive director (EX), and sopport/assess EX's performance
  - Ensure effective organizational planning
  - Manage resources effectively
  - Determine, monitor and strengthen programs and services
  - Enhance public standing
  - Ensure legal and ethical integrity and maintain accountability
  - Recruit and orient new board members and assess board performance
- Defined CAP's role in the upcoming homeland security mission
- Selected retired Air Force Col. Al Allenback as CAP executive director
- Approved several changes to CAP's constitution and bylaws
- Approved CAP's participation for year two in the NASCAR Busch Series
- Endorsed the fiscal 2005-'09 funding proposal

CAP Board of Governors meeting in Philadelphia, 2002

State Funding

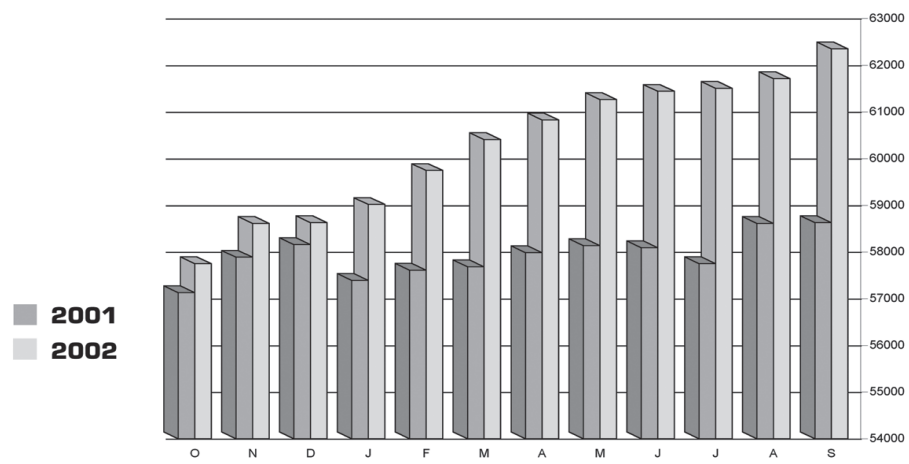
FY 2002 states that appropriated dollars for CAP



Alabama	$125,000	Missouri	$18,866
Alaska	$503,100	Nebraska	$35,000
Arizona	$58,625	Nevada	$135,000
Arkansas	$75,000	New Hampshire	$61,628
California	$80,000	New Jersey	$35,000
Colorado	$170,583	New Mexico	$105,000
Connecticut	$36,000	North Carolina	$215,797
Delaware	$27,000	North Dakota	$27,433
Florida	$55,000	Oklahoma	$36,500
Georgia	$57,000	Pennsylvania	$300,000
Illinois	$51,769	South Carolina	$62,096
Kansas	$25,000	South Dakota	$31,800
Kentucky	$30,000	Tennessee	$146,043
Louisiana	$95,000	Utah	$75,000
Maine	$25,000	Vermont	$35,000
Maryland	$38,700	Virginia	$100,000
Massachusetts	$22,500	West Virginia	$86,900
Minnesota	$65,000	Wisconsin	$19,000
Mississippi	$60,000		

FY 2002 Membership Growth

62,350 total



Financial Statement

U.S. Air Force appropriated funds provided to support Civil Air Patrol programs

Operations and maintenance	**$26,263,762**
Liaison salaries and benefits	2,141,162
Liaison operational expenses	261,838
Emergency services	
Search and rescue missions	6,591,363
Counterdrug missions	2,961,225
Drug demand reduction program	400,000
Liability insurance	1,493,800
Vehicle/equipment maintenance	562,400
Aircraft maintenance	1,561,000
Communications maintenance	1,268,349
Aerospace education	3,926,417
Cadet programs	4,417,910
General and administrative	678,298
Procurement	**$3,368,000**
Aircraft procurement	2,583,000
Vehicle procurement	785,000
TOTAL	**$ 29,631,762**

Health Services Program taking new direction

Since taking over as chief of CAP National Health Services from Col. (Dr.) Jim Erickson in January, my staff and I have been working to formulate the next steps in the design of the new health services program.

I am being assisted by my deputy chief, Lt. Col. (Dr.) James Greenstone, police psychologist and attorney, and Lt. Col. Rick McLaughlin, health services officer for Administration and Research, as well as members of the Health Services Working Group.

The first step was accomplished in August by Colonel Erickson with the changes to CAP Regulation 160-1, to include all health professionals recognized by the Air Force. For some, the inclusion of such professionals as X-ray technicians and pharmacists seemed superfluous. After all, CAP doesn't take X-rays or hand out medications. How could those and other individuals contribute anything to CAP? By the end of this article, the value of these and other health professionals will be clear.

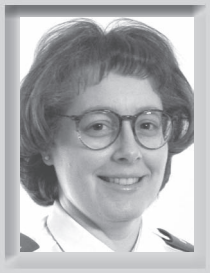
At the February CAP National Board meeting in Washington D.C., a Health Services goals-and-objectives paper outlining potential future directions CAP Health Services could take was presented to CAP National Commander Maj. Gen. Richard L. Bowling. It was enthusiastically received and approved. With that approval, contacts were initiated with various directorates at CAP National Headquarters to help us achieve our goals.

✒ **Goal 1: Develop the Health Services 220 Specialty Track**. While each level will include some core training common to all, there will be a choice of subspecialty areas to focus training and qualifications. These subspecialty areas will provide an opportunity to use and recognize each professional's skills and give them credit in the senior training program. Those members who are not professional health care providers, but want to contribute to CAP by providing cardiopulmonary resuscitation and first aid training will also be able to earn credit.

✒ **Goal 2: Develop a mission health officer position**. This position will include training to deal with operational issues, such as fatigue countermeasures, prevention of injuries, deal with environmental factors, and insect- or food-borne illnesses prevention.

✒ **Goal 3: Develop a working relationship with our Air Force counterparts**. We hope to share resources and improve the training and education of the CAP Health Services Corps with our Air Force counterparts.

✒ **Goal 4: Develop new sources of training materials.** The intent here is to educate our members, and will include a Health Services Officer Staff College.



FIT TO SERVE
Col. (Dr.) Kay McLaughlin
Chief, CAP National Health Program
kaymclaughlin@voyager.net

✒ **Goal 5: Develop a Health Services Web site**.

✒ **Goal 6: Promote the health and wellness of our members.**

✒ **Goal 7: Register all health professionals in CAP**. Register not only those currently working as unit health services officers, but also those health professionals listed in CAPR 160-1, Attachment 1, working in other duties who would be additional resources.

This past fall, a health services survey was mailed to each squadron. To date, about 400 have been returned. Of those returned, many listed only the traditional doctors, nurses and EMTs. If your squadron has not yet returned the survey, please do so. This is how we will find out what health resources we have in CAP. Include not only those appointed to health services officer positions, but other health professionals, as listed in Attachment 1 of CAPR 160-1. A copy of the survey can be requested, or the following information (name, rank, unit name and charter #, health profession, address, e-mail, phone) e-mailed to me at kaymclaughlin@voyager.net.

> **Input is needed from those in the various health professional categories to help us design the best program we can.**

Health professionals possess many skills and training that can be applied to a wide variety of tasks in support of CAP missions. Social workers and psychologists can be critical incident stress management team members. Physical therapists can advise and assist with physical fitness programs. Dieticians can advise on food handling and feeding of personnel. Veterinarians and veterinary assistants can see to the health and well-being of working animals, such as search dogs. Pharmacists can be resources for issues involving cadet medications at encampments and the National Pharmaceutical Stockpile Program. Lab technicians are experts in blood-borne pathogens. X-ray and nuclear medicine technicians are experts in working with radiological materials and monitoring. These and other trained professionals can apply their knowledge in practical ways to assist CAP.

Many of the skills our health services officers have can also support other disciplines in CAP such as operations (medical aspects of mishap investigation, operational fatigue and countermeasures), safety (occupational health, eye and hearing protection, insect and food-borne disease prevention), cadet programs (drug demand reduction, drug and alcohol education), and aerospace education (aerospace medicine).

To accomplish the above goals, we need your help. Input is needed from those in the various health professional categories to help us design the best program we can. If you have ideas, submit them through your wing and region Health services officers to me.

CAP's National Health Services Program: Applying the skills of health professionals to accomplish CAP's three missions in a healthier and safer manner — preparedness, prevention, and physical fitness.

Editor's note: Col. (Dr.) Kay McLaughlin is an internal medicine physician and Federal Aviation Administration aviation medical examiner in St. Johns, Mich. McLaughlin joined CAP as a cadet in 1974 (Spaatz #526) and most recently served as the Michigan Wing vice commander. She holds mission qualifications as a ground team leader, ground branch director, observer and CISM team member. She also is a former fire fighter/paramedic.

Safety . . . from Page 12

Know your airplane and know your own capabilities. I would much rather have a pilot be honest with me and tell me that he (she) is not up to the task than I would have someone fake it and hope for the best. Working as we do, faking can kill you.

Do not be the complacent pilot. We are all volunteers here for a purpose. When we become complacent we are dangerous ... and we don't belong!

Editor's note: Lt. Col. D.R. "Duke" Stanton is the commander of Virginia Wing's Winchester Composite Squadron in Winchester, Va. He is a retired U.S. Marine colonel who flew 232 missions in Vietnam and holds more than 6,700 flight hours in a number of aircraft. The Winchester Composite Squadron was voted the "2002 Top Squadron" in the Virginia Wing.

EX interview . . . from Page 6

Aircraft Owners and Pilots Association, the Naval research labs — all of these partnerships will help make our capabilities or "CAP-abilities" known. When these people find out we have a national command and control system, and can indeed put an airborne asset over a major metropolitan area or potential terrorist target in just a few hours — and we can do it for $90 an hour — they'll realize that no one else can bring that much value to the table. No one can touch it!

We offer a tremendous value, and as long as we keep pressing that value in the homeland security arena, we will continue to be successful.

CAP's membership has steadily increased over the past 18 months. What's our organizational goal with respect to the size of our membership?

We haven't defined an actual number yet. I've been pleased to just see the membership growing at an 8 percent annual rate and the cadet program growing at a 12 percent rate. Part of that is our no longer being the best kept secret.

We've reached more than 18 million readers in the last six months. The CAP name and story is being told in venues such as trade, homeland security , and air force and other government agency publications — and it's being told better than ever before. I believe getting that word out is what will attract people.

In the short six months you have been in the EX position, what has impressed you most about this organization?

It's the dedication of the volunteers. When I was the CAP-U.S. Air Force commander, I picked up on it right away. These people are very dedicated. They care about their nation. They care about filling in the gaps in homeland security. What they offer this nation is priceless!

To have people with outstanding technical skills, who in turn volunteer and apply those skills in areas such as emergency services, search and rescue, homeland security, etc. — it's just marvelous and it's something that no one else does on the same level as we do — and we do it on a volunteer basis. Now that's worth working long and hard hours for!

After an exciting 28-year career in the U.S. Air Force as an officer, fighter pilot and commander, how does it feel to be the executive director of CAP?

I think I'm one of the luckiest guys in the world! I have the opportunity to not only work with great people on a daily basis from all around the nation — that's very special to me — but I also get to meet people in industry and government that I never would have had a chance to meet before.

In many ways, I feel that with our continually improving relationship with the Air Force, as its auxiliary, that I have hung up the blue uniform, but I still have a blue suit. And I think that working that partnership is the way ahead. In many ways though, I still feel like I'm able to serve and contribute to our nation, and that brings me a lot of great personal satisfaction.

What message would you like to leave the membership with?

If you remember back to your early days in high school sports, your coach would tell you that the word TEAM stands for "together everyone achieves more." We need to constantly work on our communications to improve our teamwork between the folks at national headquarters and the folks in the field.

Like Covey said, "Trust is the greatest motivator." And I intend to work very hard over the coming months to improve the level of trust and confidence between all of our team players.

Soaring

AF's Homeland Security boss glides through Virginia's skies in Civil Air Patrol Blanik glider

Photos by Marc Huchette

Air Force Director of Homeland Security Brig. Gen. Dave Clary talks with Virginia Wing cadets March 9 after returning from an orientation flight in a Virginia Wing Blanik L-23 glider.

WINCHESTER, Va. — The last time the Air Force's director of homeland security flew in a military-owned plane, it fired afterburners. Yesterday (March 9), he rode in a Civil Air Patrol plane with no engine at all.

Brig. Gen. Dave Clary hitched a ride in a glider flown by the Virginia Wing of the Civil Air Patrol. One of the patrol's propeller-driven planes towed the glider down a county airport runway, lifted it to 3,000 feet and released the glider, allowing it to coast on eddies of air to a smooth and virtually silent runway landing minutes later.

"This is an entirely different end of the spectrum," Clary said, laughing, after his flight. The glider flies most every temperate weekend out of Winchester Regional Airport, an educational tool designed for teenage cadets with the Civil Air Patrol.

Part of Clary's trip was social — a chance to shake hands and talk shop with some of the 63,000 volunteers of the Civil Air Patrol. But he also was there for strategic reasons: to size up how he can best use the 61-year-old organization and the 550 small airplanes the Air Force buys for it.

Secretary of Homeland Security Tom Ridge and Attorney General John D. Ashcroft have pushed Americans to take personal responsibility for defending the homeland. They have urged neighbors to form watch groups and civilians to stockpile water and batteries in case of attack. Clary said the patrol's volunteers also can answer the call by patrolling waterways and coastlines and taking aerial photographs of such vulnerable spots as nuclear power plants.

"This is a great way for citizens to do a small, but active, part of homeland defense," he said.

Founded just before the 1941 attack on Pearl Harbor, the Civil Air Patrol has a storied World War II history. During the war, private air enthusiasts slapped the group's three-bladed propeller logo on their planes and took to the skies, searching U.S. coastlines for enemy submarines, part of a massive effort to mobilize ordinary citizens.

Air Force Brig. Gen. David Clary gives a thumbs up before taking off in a Viriginia Wing glider.

Since then, the patrol has focused on search-and-rescue missions. It helps out after natural disasters and educates residents about aviation, including its teenage cadets. Patrol pilots took photographs of Ground Zero after the Sept. 11, 2001, terrorist attacks and, most recently, helped look for bits of wreckage from the space shuttle Columbia.

Clary said he envisions the group returning to the mission it undertook in World War II, when its motto was "eyes of the home skies." With all-volunteer flight crews, the price is right as well, he said.

"They are returning to their roots," he said.

The Air Force provides the single-engine Cessnas. Patrol members use military lingo and ranks and wear uniforms similar to those worn by Air Force pilots. But in real life, the weekend warriors of the Civil Air Patrol often have no military affiliation.

"I'm a first lieutenant in the Air Force Auxiliary when I'm here. But when I leave, I'm just me," joked Adam Sowder, 23. In everyday life, Sowder works as real estate agent. But on weekends and evenings, he pulls on his combat boots, dons his uniform and commands teenage cadets for the Winchester Squadron. "This is my way to serve my country," he said.

Rosalind S. Helderman
Washington Post Staff Writer

There are 40 Civil Air Patrol squadrons in Virginia, 24 in Maryland and a group in the District. Jim Kenkel, commander of the Culpeper Squadron, said units now are figuring out how they fit into homeland defense plans. His pilots, for instance, could patrol a local nuclear power plant whenever the nation's terrorism threat level rises to Code Orange.

"Our planes are low and slow, and we can do that kind of slow monitoring," said Kenkel, a retired judge and lawyer.

Not all the volunteers are pilots. Some work the radio or perform safety inspections on the ground. A significant number are teenage cadets who join a sort of military youth group, complete with summer camps, sports and of course, flying. Cadets can fly up to five times in a prop plane and five times in a glider before they turn 18.

Yesterday, cadet Airman Will Flathers, 17, of the Culpeper Squadron, got his first chance to soar. After climbing out of the glider, he trotted across the runway with a grin on his freckled face. "It was great — the air was so smooth," he said. Flathers, who wants to join the military, said he hoped to help the patrol with its missions, working the radio or even just getting adults coffee.

"It's a way to serve," he said.

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CAP receives George E. Haddaway Medal for aviation achievement

NATIONAL HEADQUARTERS — Civil Air Patrol joined a prestigious list of prior honorees upon receiving the 2003 George E. Haddaway Medal for Achievement in Aviation from the Frontiers of Flight Museum in Dallas.

CAP National Commander Maj. Gen. Rick Bowling accepted the award at a banquet March 28 at the Hotel Inter-Continental Dallas.

U.S. Senator Kay Bailey Hutchison will also be honored, along with Jan Collmer and William E. Cooper. Hutchison was instrumental in establishing the Frontiers of Flight Museum in 1988.

Previous Haddaway award recipients have included such luminaries as record-breaking air balloonists Bertrand Piccard and Brian Jones, coach Tom Landry, Texas businessman H. Ross Perot Jr., aviator Chuck Yeager, U.S. Senator Barry Goldwater and Southwest Airlines' Herb Kelleher.

The award was established in 1993 in honor of longtime aviation publisher and journalist George Haddaway, publisher of *Flight* magazine. An original supporter of CAP, Haddaway commanded an antisubmarine patrol base at Beaumont, Texas, during World War II.

Museum curator Knox Bishop says CAP's unique connection with Haddaway is only one reason the organization deserves recognition. "The museum's focus has always been on those who fly 'higher, faster, further,'" he said. "With CAP's civilian assets so important to our national security, we thought it was fitting to recognize the organization."

"It is particularly gratifying for CAP to receive an award named for someone who fervently believed in CAP's original mission," said Bowling. "In the years since George Haddaway worked so tirelessly for CAP, our members have continued his legacy with over 60 years of outstanding achievement in aviation training, emergency services, cadet programs and aerospace education. Accepting this award on behalf of our members, past and present, was a tremendous honor and affirmation of their contributions."

The Plano, Texas, Composite Squadron provided the color guard for the Haddaway award ceremony. The growing squadron has produced several cadets who received appointments to military academies. Its color guard was trained by a member of the U.S. Air Force Color Guard.

During the ceremony, one of the Plano squadron members, Cadet Capt. Kartik Parmae, received the Amelia Earhart Award. Hutchison recently appointed Parmae to the U.S. Air Force Academy in Colorado Springs, Col. Parmae earned the Earhart award after completing the first 11 steps of CAP's 16-step cadet program and passing a comprehensive examination on aerospace topics, leadership theory and staff training.

Parmae, a senior at Plano Senior High School, is currently his squadron's cadet commander executive officer. He also serves as color guard commander, physical fitness commander and emergency services officer. He also participates in Army JROTC, where he has excelled in academic and physical fitness competitions. Parmae has won two Army Instructors Awards and is a qualified expert in marksmanship.

Recent decisions of CAP Membership Action Review Board

The Membership Action Review Board became effective Feb. 27, 2001. Pursuant to CAP Regulation 35-8, the MARB can review cases where members are terminated, non-renewed, removed from unit command, demoted or their membership is suspended for more than 60 days.

These cases are referred to as "adverse membership actions." The MARB will take appropriate action only where it finds the adverse membership action was motivated by retaliation, reached without due process or involved a material failure to follow applicable Civil Air Patrol regulations. The member must first exhaust all administrative remedies before appealing to the MARB.

The regulation requires that final decisions of the MARB, including the names and units of the parties, a brief description of the case and the decision of the MARB shall be published periodically in the *Civil Air Patrol News* or another publication of general CAP circulation. The names of cadets are withheld from publication.

Case 1: Cadet — Squadron 304, Arizona Wing

On Jan. 29, 2003. the MARB decided the appeal of a cadet in Squadron 304, Arizona Wing.

The cadet's appeal alleged that his membership had been terminated in retaliation for accusations from one senior member of the squadron who "made it more than obvious to more than one witness that she did not like" this cadet. It further alleged that the termination was not done in accordance with the requirements of CAPR 35-3 and therefore deprived the cadet of due process.

Upon review of all of the materials submitted, the MARB found there was no evidence of retaliation. It also found that certain procedures required by CAPR 35-3 had not been followed. Specifically, it found there was no evidence the appeal board was appointed on orders. It further found the cadet was required to present his case first, without explanation of why the normal procedure of CAP presenting its case first was not followed.

Finally, it found the cadet was "dismissed" after presenting his case, thereby precluding the cadet from knowing who the witnesses against him were and depriving him of his right to cross-examine these witnesses. These material violations of CAP regulations deprived the cadet of due process.

Pursuant to Para. 7e(2)(c) of CAPR 35-8, the MARB reinstated the cadet's membership, reinstated the cadet's membership suspension pending resolution of the termination action and remanded the case back to the approving authority to conduct a membership termination board in accordance with CAPR 35-3.

Case 2: 1st Lt. Charles Freeman, New Hampshire Wing

1st Lt. Charles Freeman appealed his reduction in grade from captain to first lieutenant by the then New Hampshire Wing Commander Col. Kenneth Herman, which he alleged was done in retaliation for having filed an inspector general complaint against Herman pursuant to CAPR 123-2.

Herman asserted the demotion was because Freeman exceeded the 100-hour aircraft flight limitation established at Paras. 3 and 8b of CAPR 66-1. Two other pilots flew the same aircraft after Freeman and in violation of CAPR 66-1, and both received a letter of reprimand, but no demotion.

The wing commander asserted the penalty for Freeman was greater because he was the wing maintenance officer and should have known the aircraft had exceeded the 100-hour limit. He further asserted that, although he was aware a complaint had been filed against him, he did not have actual knowledge the complaint had been filed by Freeman.

The MARB, after reviewing all the evidence, concluded that it was probable Herman knew that Freeman had filed the complaint at the time he took the adverse membership action. It further concluded the action in excess of that taken against the other two pilots was not warranted. Considering all the evidence, the MARB found, based on the evidence before it, that more likely than not the demotion of Freeman was retaliatory in nature and vacated the demotion.

Case 3: Capt. Charles H. Menard, Michigan Wing

Capt. Charles H. Menard appealed his removal as commander of the Bishop Airport Senior Squadron, Michigan Wing, by then Wing Commander Col. William Webb.

Menard alleged the removal was in retaliation for failing to suspend the flying privileges of a member of the Bishop squadron for exceeding the oil change interval of the aircraft. He also alleged the removal from command was done without due process and in violation of CAPR 35-1.

The MARB, after reviewing the evidence submitted by Menard, concluded Menard had been removed from command for failure to follow a lawful order of his superior commander in violation of Para. 14a of CAPR 20-1, which requires unit commanders to comply with all directives from higher headquarters. The removal was therefore not retaliatory.

The MARB further concluded that Menard knew he was disobeying a lawful directive from higher headquarters at the time he defied the directive and therefore had actual knowledge of the order, so there was no violation of due process.

Finally, the MARB determined the notice requirement of Paras. 3 and 31 of CAPR 20-3 had been satisfied by the submission to CAP National Headquarters of a CAP Form 27. However, a CAP Form 2a had not been prepared in accordance with Para. 3 of CAPR 35-1. The MARB determined this was not a "material" failure to follow CAP regulations and, under the authority of Para. 7e2)c) of CAPR 35-8, instructed the wing commander to execute a CAP Form 2a.

2002 MEMBERSHIP RECRUITING & RETENTION CAMPAIGN

CAMPAIGN ENDED ON MARCH 31, 2003

	CADET MEMBERSHIP				SENIOR MEMBERSHIP				TOTAL MEMBERSHIP		
	March '03	March '02	March '01		March '03	March '02	March '01		March '03	March '02	March '01
Total	27,286	24,742	23,818	Total	36,957	35,668	34,342	Total	64,243	60,410	58,160
New	974	1,194	1,082	New	807	777	648	New	1,781	1,971	1,730
Renew	997	1,116	940	Renew	2,115	2,395	2,177	Renew	3,112	3,511	3,117

2002 MEMBERSHIP CAMPAIGN LEADERS

Victor E. Acord	C	OH279	5
Danny K. Adams	SM	KY082	5
Anthen L. Adams	SM	SC802	6
Bruce A. Adams	SM	FL444	5
Robert Alex	SM	NJ999	9
John R. Allen	SM	IL036	12
Merrill C. Amos	C	CO015	6
Diana L. Andrews	SM	IA092	7
Eduardo Arabu	C	IL031	6
Jean-Pierre Y. Arnaud	SM	NY273	8
Fred E. Arnett	SM	OR007	9
James A. Avent	SM	NC145	11
Kenneth E. Baggenstoss	SM	TN186	10
Vaughn L. Barker	C	DC058	8
Darren P. Barker	SM	WA093	6
John E. Barsness	SM	MN048	5
Yevette Bartholomew	SM	NJ092	5
Karen J. Basham	SM	IN211	8
Ronald T. Behm	SM	KS123	28
Tiffany G. Berryman	C	VA102	5
Jeanne L. Bessee	SM	CO022	8
Ian J. Beuckelaere	C	MI009	5
Wesley R. Biggs Sr	SM	MO104	6
Daryllea W. Boyington	SM	WA001	5
Jondarr V. Bradshaw	SM	OH236	14
Dustin J. Breck	C	MN048	10
Denver Briley	C	TN074	17
Roger R. Brogren	SM	MN122	15
Corey N. Brown	C	UT083	8
Denise M. Bruce	SM	CO162	6
Michael D. Bryant	SM	KY057	5
Jonathan L. Burdick	C	WA007	5
Ted S Burke	SM	WA007	6
Craig L Butter	SM	KS029	8
Floyd Campbell	SM	GA109	6
Melissa Cardona	C	PR156	5
Heather L Carlson	SM	CT071	6
Joshua R Carpenter	SM	WY074	11
Melvin W Carr	SM	FL800	24
Jose E Carrales	SM	TX026	6
Bonnie Casler	SM	MO800	6
Ronald Cheek	SM	NC082	7
John S Chilstrom	SM	LA076	5
Patrick J Clark	C	NY030	6
Ashley M Clarke	C	AL123	7
Taylor D. Cleghorn	SM	TX051	5
Jeffrey C. Cook	SM	MS099	5
Sean R Cloughen	C	CA458	8
Augestine Comella	SM	RI001	5
Robert H Copeland	SM	VA135	5
Roger A Cox	SM	TN014	6
Ronald Craven	SM	NC166	5
Richard L Crawford	SM	FL808	25
William Crockett	C	VA025	5
Peter Cubano	SM	NY328	7
Luis A Cubano	SM	PR155	7
Rita K Cucchiara	SM	NY273	6
Glenn E Cuff	SM	PA301	7
Alan A Cunningham	SM	GA134	6
Michael G Davidson	SM	VT009	7
Felix R Davila	SM	PR123	12
Christopher L Davis	C	VA108	5
Douglas J Dawson	SM	TN185	15
Manuel A Del Hoyo	SM	PR065	5
Elizabeth C Dunn	SM	DC026	5
Alex J Durr Sr	SM	FL801	5
John Edwards	SM	GA002	8
Albert L El	SM	PA301	8
Jackie L Elliot	C	IA091	5
Daniel J Ellis	SM	NC160	6
Gerald S Fariza	SM	TX360	5
Annika Fitzpatrick	C	AR115	7
John G Fletcher	SM	MS066	5
Betty J Florip	SM	OR007	6
Leon Flowers Jr	SM	TX800	5
Luther E Floyd	SM	FL432	5
Richard C Follmar	SM	WI197	9
Kathleen A Foy	SM	FL800	6
Scott Frankard	SM	MN030	8
Michael E Fultz	SM	NJ086	8
Alina Garcia-Barbo	SM	FL335	6
Jose E Carrales	SM	TX026	6
Terry G Gentile	SM	VA002	7
Venza Giacomo	SM	PR005	38
Ryan S Glass	SM	AZ106	5
Darrell R Gollihar	SM	GA123	17
Robert J Goodreau	SM	FL049	7
Nathanial R Green	SM	SC801	11
Gary W Gregory	SM	MO057	6
William S Gentry	SM	CO148	6
Paul M Gundersen	SM	NV065	13
Timothy F Hahn	SM	MD052	5
Alexander Hamilton	SM	TX444	12
Timothy G Hansen	C	NHQ119	5
John J Harden	SM	TX441	5
Raymond E Harris	SM	DE001	28
James A Harris	SM	NC145	5
Diane S Hatry	SM	NY373	8
Katie L Heise	C	MO127	5
James H Henderson	SM	WY074	8
Roy Hill	SM	TX076	6
Debbie Hines	SM	CO147	8
Ralphel Holloman	SM	NC158	8
Ronald D Inyart	SM	TN162	5
Eugene F Jackson Jr	SM	VA023	9
Douglas L Jones	SM	WA015	11
Nick J Klutch	C	AZ106	5
Louis Kovacs	SM	CA282	7
Donald C Kowalewski Jr	SM	MS001	13
Ronald J Kridler	SM	WI144	8
Robert S Kuhn	SM	OH294	7
Steven J Lamonte	SM	TX051	5
Sharon M Lane	SM	NM068	5
Aron R Leavstrom	SM	MN123	5
William J Lee	C	WA068	6
Jaime R Leon	C	NY410	5
Debbie J Leslie	SM	MO143	9
Arthur Levesque	SM	TX802	87
Steven J Lewis	SM	IA005	8
Derrell J Lipman	SM	MA059	7
Janet W Long	SM	VA135	12
Theresa E Longley	SM	CA472	13
Peter L Lunsford	SM	TX435	5
Jimmy L Macon	SM	FL812	13
Chandler D Malichanh	C	UT080	7
Hardy Martinez	C	NY410	10
Arnaldo O Martinez	C	PR131	23
Emily J Mathews	SM	FL026	6
Kevin R McCarthy	C	NY072	5
Lorrie J McCarty	SM	NV031	8
Marl L McCracken Jr	SM	GA002	37
Paul J McDonough	SM	PA060	6
Jeremy J McFarland	SM	IN181	6
Ian D McHale	C	MD039	11
Donald McKeeby Jr	SM	NY273	7
Bryce McKibben	SM	WA050	5
Jose L Medina	SM	PR066	6
George B Melton	SM	TN173	10
Charles H Menard	SM	MI192	5
Francisco Mendez	SM	PR161	22
David L Mikelson	SM	FL800	24
William J Miles	SM	NY020	10
Clifford L Miller	SM	MI100	25
Charles W Miller	SM	NY354	5
Russell J Miller	SM	FL173	6
John Minear	C	IN084	5
Lawrence M Model	SM	NY035	13
Michael R Moen	SM	MN021	8
Virginia S Montalvo	SM	FL337	5
Charles H Morrow	SM	FL078	7
William Morton	SM	WY001	5
Justin Morse	C	CO176	5
Deborah Mraz	SM	OH004	8
Michael A Mudry	SM	MO126	5
Joseph Murphy	C	IN126	12
Amanda T Murphy	SM	TN187	6
Jack R Nahrstadt	SM	CA007	5
Eduardo J Nelson	C	PA214	5
Thomas J. Nielson	SM	IL008	5
Darin L Ninness	SM	NH032	10
Marjorie H Norris	SM	FL807	10
Michael R Odle	SM	SD063	7
Monica M Odoms	SM	DC058	39
David C Ogden	SM	TX444	7
Richard J Olszewski	SM	NJ092	8
Ronald E O'Conner	SM	IL329	5
Jeremiah O'Sullivan	SM	WV100	5
Leo Pabon	SM	PR149	6
Kenneth C Perry	SM	TN156	5
Mark V Peters	SM	NM016	6
Roslyn E Peterson	SM	SC803	18
James M Piper	SM	VA060	8
Joseph Poelking Sr	SM	OH131	5
Glenn E Powers	SM	FL378	9
Timothy M Prince	SM	AL041	8
Jose A Rafols	C	PR035	5
Radivoje R Rakic	SM	IL067	5
JT Ratliff	SM	FL051	9
Barbara M Ray	SM	FL361	16
Jane E Raymond	SM	NC156	25
Anita J Raymond	SM	MA006	15
Suella Reynolds	SM	SC084	5
Calvin J Rieb	C	CO172	5
Lillian Rios	SM	PR155	7
John R Rios	SM	TX026	12
Alejandro Rivera	SM	PR126	7
David Roberts Sr	SM	GA093	9
Rafael C Roman	SM	PR001	23
Robert Ross	SM	NM033	6
Jennifer Rudolph	SM	NJ059	5
William E Sander	SM	TN036	5
Aracelys Santiago	SM	PR161	8
Marta D Santiago Lore	SM	PR131	5
Teresia B Sayler	SM	WA050	7
Steve B Schack	SM	FL355	5
Max J Schadt	C	AZ083	5
Gary Schieffer	SM	IA092	5
David J Schur	C	TX435	13
Richard R See	SM	IA092	5
Theodore E Shaw	SM	NY402	7
Christiopher L Smith	SM	OH096	5
Kevin P Smith	SM	FL432	11
Thomas L Smith	SM	GA001	13
Ernest K Smith	SM	MS099	5
Shannon Snyder	C	DC058	5
Robert L Spencer	SM	VA122	7
Norma L Spencer	SM	WA007	23
James K Spieth	SM	FL040	9
Robert E Sroka	SM	PA089	10
Joleen M Stadsklev	SM	MN030	5
Tracey A Stark	SM	FL804	29
Dominic A Strug	SM	NC155	16
Kevin Stuart	SM	VT007	5
Sara L Stuart	SM	MS100	5
Lincoln E Sundham	SM	TX142	12
Robert J Suplee	SM	PA214	12
Albert R Therriault	SM	NC048	7
Julius OB Thomas	SM	AL124	16
Eugene Thomas	SM	GA002	24
Eugene Thomas	SM	GA155	16
Harold J Thorp	SM	NJ002	7
Josue Torres	C	PR171	6
John R Tucciarone	SM	GA069	7
Stephen M Valastro	SM	NY387	5
Michael P Varry	SM	TN183	5
Mark D Venters	SM	NC023	6
Giacomo Venza	SM	PR005	38
James N Wallace	C	MS048	5
Michael J Walsh	SM	MO104	10
C Court Walsh	SM	CO183	20
Charles D Walter	SM	FL301	15
Karen E Walter	SM	WA068	7
David J Walters	SM	CA345	10
Kevin T Warren	C	WA068	5
Montille O Warren	SM	TN074	6
Maria T Wascom	SM	LA010	9
Edward J Welch	SM	FL023	7
R White	SM	IL061	9
RD White	SM	IL338	9
Benjamin L White	C	TX435	7
Todd M Wigal	SM	WA046	6
Brian J Wilcox Jr	C	SC090	5
Robert L Will	SM	NM077	13
Dallas R Wilson	SM	IN084	8
Edward J Wilson Jr	SM	AL123	13
Joseph B Wisniewski	SM	FL173	5
Frank R Wolf	SM	OR113	15
Edward P Young	SM	AK001	6
Marshall A Young	C	TN004	7

Editor's note: Stats as of April 8, 2003; prize-winners will be announced next month.

Gleim offers cadets free 'Learn To Fly' booklet

Gleim Aviation, producers of popular instructional materials and accessories for pilots of all levels, is offering CAP cadets a free copy of its 32-page "Learn to Fly" booklet.

This booklet discusses the five basic steps necessary to earn a pilot certificate, the costs related to flying, practical advice on how to begin flight training, and information on how to advance from a student pilot to a commercial pilot with an instrument rating. Additionally, the booklet explains how aircraft fly and how to perform basic flight maneuvers.

Cadets interested in becoming a pilot, but who feel lost as to how to pursue their goal will find Gleim's "Learn to Fly" booklet a great help. Even advanced cadets, who have already begun formal flight training, will benefit from reading this free publication.

Gleim is also offering CAP members 20 to 50 percent off all flight-training materials.

View the "Learn to Fly" booklet online by visiting www.gleim.com/aviation/ltf?cap. Order it by sending an e-mail to CAP@gleim.com or by calling (800) 874-5346, Ext. 471.

When requesting the booklet via e-mail, use the following format: Name (first last), address, city, state, zip code. Also include your e-mail address and the number of copies you are requesting. Booklets are sent via UPS and cannot be delivered to a post office box.

Commanders are encouraged to poll their cadets, determine how many booklets and training materials are needed for their squadron, and place a consolidated order.

Cadet Programs

Achievement Completion & Promotions

Highest Achievement Completed Prior to April 1, 2003	Grade Prior to April 1, 2003	Grade Effective April 1, 2003
Achievement 3	C/SrA	Remain a C/SrA until completing Wright Bros. Award requirements
Achievement 4	C/SSgt	C/TSgt
Achievement 5	C/TSgt	C/MSgt
Achievement 6	C/TSgt	C/SMSgt
Achievement 7	C/MSgt	C/CMSgt
Achievement 8	C/SMSgt	Remain a C/CMSgt

See CAPR 52-16, Cadet Program Management, April 1, 2003, cover page

Cadet Program changes

Everyone knows that, as cadets complete achievements, they earn cadet grade. But when the cadet grade structure changes slightly on April 1, some cadets will automatically receive promotions. (See the achievement completion table on this page.)

To better understand how the transition works, here are some examples:

✓ Cadet Jones completes Achievement 4 in March, pinning-on cadet staff sergeant. He then begins studying for Achievement 5 in hopes of being promoted in May. On April 1 April, her highest achievement completed is Achievement 4, therefore, she is automatically promoted to cadet technical sergeant effective April 1. She continues her studies of *Leadership: 2000*, Chapter 5, and one of her remaining *Aerospace Dimensions* modules, still working on Achievement 5. If she fulfills Achievement 5 requirements on schedule, she could be promoted to cadet master sergeant in May.

Hence, the 60-day requirement between achievements is still in effect, but the grade has been adjusted to match the revised requirements. People sometimes seem to regard achievements and grade as the same, and therefore become confused. For example, the following is a wrong conclusion:

✓ Cadet Smith says, "I completed the requirements for Goddard in March, but I will get an automatic promotion to cadet master sergeant on April 1. So, I don't have to take the Armstrong achievement." That is incorrect. What really is happening here is that Smith completed Achievement 7 under the current rules in March, but will still need to complete the Achievement 8 requirements.

The slight modifications to the cadet achievement/grade structure was necessary to incorporate the new Wright Brothers Award for completing Phase I. Previously, Phase I was the only phase not to conclude with a comprehensive exam and milestone award.

America's finest in *Who's Who*

For the fourth year, CAP is partnering with *Who's Who Among American High School Students* to provide cadets with additional college scholarship opportunities and help them enhance their college applications.

CAP will nominate all cadets between the ages of 15 and 17 (as of Feb. 1) for this program. In turn, *Who's Who* will mail application materials to all nominated cadets. Cadets are not obligated to participate, but if they choose to apply for inclusion in *Who's Who,* they must maintain a B average and meet other criteria outlined in the application packet.

In partnering with *Who's Who,* CAP releases only the names and addresses of eligible cadets so they can receive application materials and qualify for this program. Beyond that, cadets' confidential data is not made public in any way, and *Who's Who* is prohibited from selling or releasing it.

For more information, visit www.cap.gov, click "Cadet Programs," then "Special Awards" and "Who's Who."

Online applications successful

This winter, CAP National Headquarters processed a record number of applications for national cadet special activities. More than 2,000 members applied for an NCSA, and hundreds used the online application process.

The online process made it easier for members to apply. Applicants instantly confirmed that they had met eligibility requirements for the desired activity. Once slotted for an NCSA, members will be able to pay their activity fee online and instantly obtain proof of payment. In short, the online system makes it easier for cadets to apply for a NCSA and reduced the chance of an administrative error sidetracking their application.

In contrast, the old paper-based application system was labor-intensive and more prone to error. Moreover, when errors did occur, they necessitated yet more time to fix the problem. (In 2002, several hundred applications required special handling.) The old slotting process itself required about five weeks of processing, whereas the new electronic process requires just days, with the added benefit of enabling wings to verify the rank order of their cadets.

Another efficiency of the online system is it enables the Cadet Programs staff to focus more on improving the activities. Rick McDow, who managed the old NCSA process and led the transformation to the online system, said, "The bottom line is this: There are better ways for us to help cadets than spending hundreds of hours on administrative support."

The overwhelming success of the new online system, along with the lessons learned during the past few weeks, will enable the staff at headquarters to transition to an essentially paperless system in 2004, which was a goal of the CAP National Board. By testing the online application this year, the process will be even better in 2004.

For more information, visit www.cap.gov, click "Cadet Programs" and "NCSAs."

SENIOR PROGRAM

GILL ROBB WILSON AWARD

MAJ JACK R NAHRSTADT	CA
LT COL PATRICIA J OKAWA	CA
MAJ KENNETH A MCKETHAN	NC
MAJ WILLIAM J WALDRON	NJ
MAJ LISA C VAN CLIEF	NJ
LT COL JOSEPH SCHENK	NY
MAJ JOSEPH GOLDMAN	NY
COL WILLIAM R MORTON	WY

PAUL E. GARBER AWARD

MAJ ROBERT R ERICKSON	AZ
MAJ DAVID S BOEHM	CA
MAJ EARL B SHERWIN	CO
MAJ RICHARD J COOPER	DC
CAPT PETER J BEATY	DE
MAJ FRANCES M GLEOCKLER	FL
COL LORETTA L HOLBROOK	KY
MAJ LAWRENCE E METTLING	KY
MAJ GARY L IVERSON	ID
MAJ PAUL F WATTERSON	MA
MAJ MILTON L WEEKS	MI
MAJ DAVID L BEYER	MI
MAJ ANDREW G MCINTOSH	ND
CAPT JASON R SECREST	PA
LT COL RICHARD A POLLOCK	TX
LT COL DAVID PRYDE	VT
LT COL ROBERT D BELL	WV
COL WILLIAM R MORTON	WY

GROVER LOENING AWARD

1LT MICHAEL D O'KEEFE	AK
MAJ ALAN R DAMKOEHLER	AK
MAJ JOHN M NEALON	AK
COL JOHN E TILTON	AL
CAPT JAMES W SHILL	AL
CAPT ROBERT M ALLISON	AR
CAPT KATHLEEN R FELLOWS	AZ
CAPT SHARON L WEBER	AZ
CAPT JOSEPH P WEBB	AZ
CAPT GEORGE L MOLITOR	AZ
CAPT ROBERT R MILLER	CA
CAPT ROBERT B HOSKINS	CA
1LT LYN SAPOWSKY-SMITH	CA
CAPT WILLIAM E RUWE	CA
CAPT BRUCE D JOYNER	CA
CAPT EDDIE B BINKLEY	CO
CAPT DENISE M BRUCE	CO
CAPT TONI W SKINNER	CO
CAPT DONALD J CATES	CT
LT COL RANDAL L COHEN	DC
CAPT ROBERT P BAYLESS	FL
CAPT EVAN EBAUGH	GA
MAJ RICHARD J BLUMENKAMP	GA
CAPT LAWRENCE J HEBDA	IL
CAPT NORMAN L MORRISETTE	IL
CAPT TOD R WHITMORE	IL
CAPT ROBERT W MORLAN	IL
2LT LARRY L WIEZOREK	KS
CAPT THOMAS A MORGAN	LA
CAPT JOHN S FLAHERTY	MA
MAJ JOHN E HENDERSON	MD
CAPT GARY M KOCH	MD
CAPT CHRISTOPHER FREYTAG	MI
MAJ JAMES J CRASWELL	MN
CAPT RUTH A HOFFMAN	MN
MAJ GERALD L KLEENE	MN
CAPT ADRIAN T RAMLER	MN
CAPT JEFFREY A MUELLER	MT
CAPT STEPHEN J BAGBY	NC
CAPT PETER C HANTELMAN	NC
CAPT TERRY M NEWELL	NC
CAPT ROBERT H DILK	NC
CAPT JAMES R BOYD	ND
MAJ JAMES C YOUNG	ND
MAJ EDWARD A MOSS	NE
CAPT VERNON L PLATT	NE
CAPT FRANCIS L PLATT	NE
CAPT MARGARET CHARBONNEAU	NE
CAPT RICHARD A SIMON	NJ
CAPT MICHAEL C SIDMAN	OH
CAPT SELTON MULLINS	OK
CAPT REGINALD MC DONALD	PA
CAPT RICHARD B TULLO	PA
MAJ JOHN A EVANS	SC
CAPT JUSTIN D SHULTIS	SD
CAPT BENNY K BRYAN	TX
CAPT MICHAEL K COBB	TX
CAPT RAVEN E REITSTETTER	TX
MAJ ALEXANDER HAMILTON	TX
CAPT HOLLIE A SARGENT	WA
CAPT ALAN BLACKWELL	WA
MAJ EDWARD T RYAN	WV
MAJ BRIAN A STEINKE	WI

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

SM MARIA GALYEN	AZ
SM MARK GALYEN	AZ
SM GEOFFREY GEORGE	AZ
1LT JOHN HERBERT	AZ
SM SEAN ROE	AZ
2LT PATRICIA TRIPLETT	AZ
SM RYAN L. KUBICEK	CO
CAPT BRIAN LEWIS	CO
CAPT MIKE MITCHELL	CO
CAPT BOB SMITH	CO
1LT LOUIS WERNER	CO
CAPT JOHN BOHARSIK	FL
SM JOE FENLEY	FL
2LT GENE FLOYD	FL
2LT MICHAEL J. PERRY	FL
1LT KEVIN P. SMITH	FL
CAPT LLOYD WHEELER	FL
LTCOL WALTER T. FURUYAMA	HI
CAPT HENRY A. CARTER	LA
MAJ THOMAS C. FLOURNOY	LA
2LT TOM GRANT	LA
2LT IAN G. JONES	LA
MAJ ELMORE LEWIS JR.	LA
1LT HOWARD MOORE	LA
2LT PHILIP W. PARDUE	LA
2LT MARY SMITH	LA
SM KAY D. WEAVER	LA
CAPT G. STEVEN WOOD	LA
1LT GEOFFREY A. APPLEGATE	MI
2LT MICHAEL BROWN	MI
CAPT TIMOTHY KRAMER	MI
SM NORM MALEK	MI
1LT ROBERT NEAR	MI
SM KAREN KAY ANDERSON	MN
SM PAUL BUTCHE	MN
1LT BRIAN J. FRESEMAN	MN
SM JAMES F. HICKEY	MN
2LT JAMES A. KLINE	MN
CAPT DOUGLAS R. MITCHELL	MN
CAPT ULRICH W. ROEDDER	MN
2LT DONALD C. ROESSLER	MN
1LT ANTONIO M. ROSSINI	MN
CAPT TODD S. SCHILLING	MN
SM EUGENE G. SELLEN	MN
2LT RONALD S. VYCITAL	MN
2LT GERARD G. WERSAL	MN
CAPT MICHAEL S. WILLEY	MN
SM BRITTENY ARMSTRONG	MS
LT RONALD BISHOP	MS
LT JASON DIAZ	MS
LTCOL MICHAEL HAINSEY	MS
LT DAVID M. HAMM	MS
LT ERIC HUDZINSKI	MS
MAJ SCOTT LANIS	MS
CAPT ARID MORGAN	MS
SM ERIC NELSON	MS
LT LAURA L. REESE	MS
CAPT SARA L. STUART	MS
CAPT JOSEPH WALKER	MS
LTCOL JOHN B. WILKES	MS
LTCOL ANTHONY D. WILLIAMS	MS
CHAP DAVID WERSLER	MS
MAJ JERRY W. OXENDINE	NC
2LT H. TAYLOR CLEMENTS	NM
SM JASON ZENTNER	NM
2LT JOYCE AUSTIN	NV
LTCOL ROBERT BERRINGTON	NV
CAPT VAL DEARBORN	NV
MAJ RUSS JOHNSON	NV
CAPT ANDREW LIN	NV
1LT DON MACKAY	NV
2LT RANDEL MCLAIN	NV
2LT TOM PAGNANO	NV
CAPT TERRY VANZANT	NV
CAPT JACK WILSEY	NV
MAJ BERNARD C. ANDERSON	NY
CAPT RONALD BUDZYNSKI	NY
MAJ ALBERT DISANTO	NY
1LT ROSEANN DISANTO	NY
2LT CHERYL A. DORFMAN	NY
SM JOANN M. DULA	NY
CAPT LOUIS P. FENECH JR.	NY
LTCOL WILLIAM H. HEINE	NY
MAJ CHUCK F. HOWTELL	NY
1LT DALE R. HUMPHRIES	NY
MAJ GREGG S. KARP	NY
1LT DONALD F. KELLEY	NY
2LT THEODORE T. KLOS	NY
CAPT JEFF MCARTHUR	NY
CAPT MICHAEL MOONEY	NY
CAPT JOSEPH P. MORRISON JR	NY
CAPT GEORGE NOREN	NY
CAPT JACK J. OZER	NY
CAPT ERIC SACHS	NY
2LT VICTOR M. SOTENBERG	NY
2LT JACQUELINE A. STURGESS	NY
SM USA A. TRAMONTANO	NY
CAPT LOUIS M. VOLPATO	NY
1LT ARLINDA C. BAILEY	TN
2LT ROBERT J. WELLS	TN
CAPT WILLIAM AMEDAEN	VT
CAPT STEPHEN JEFFREY	VT
MAJ PRESTON PIERCE	VT
SM MICHAEL PORT	VT
1LT SCOTT THIBAULT	VT
1LT JEAN THRESHER	VT
1LT LUCIEN THRESHER	VT
2LT PAMELA VAN HORN	VT
CAPT HOLLIE SARGENT	WA
1LT MICHAEL K. LESKO	WI

CADET PROGRAM

GEN. CARL A. SPAATZ

NICHOLAS R. WABEKE	FL
ROBERT G. LOWERY	MO
CARMEN M. RODRIGUEZ	PR
RAFAEL A. RIVERA	PR
FORREST P. SMITH II	VA

GEN. IRA C. EAKER AWARD

BRYAN E. UNBANGLUANG	CA
JAMISON R. WALSH	CO
RICHARD S. HENDERSON	FL
MATTHEW K. TEMPLETON	IN
JOHN PAUL ANDREE	MI
MICAH C. STANLEY	MN
KENNETH D. IMY	OK
PATRICK J. PATTERSON	OK
NATALIE C. VOGT	OK

AMELIA EARHART AWARD

THOMAS D. CHITTENDEN	AZ
ERIK B. LANE	AZ
ROBERT M. GIBSON	CA
ADAM D. TRIMBLE	CA
WADE C. JANECEK	CO
NATHANIEL C. SIMMONS	CO
QUSSAY L. NUAIMY	DC
SACHIKO A. HAMADA	FL
TIARA C. PATRICK	FL
MICHAEL A. SANCHEE	GA
AARON J. ANGELINI	IL
GORDAN W. SENESAC	IL
ANTHONY J. KARAS	KY
TIMMY A. TAYLOR	KY
MICHAEL P. WATHEN	KY
CHARLES W. CRAMER	ME
SEAN J. DOBBS	MI
JOHN W. LOVETTE	NC
GRACE M. STAPF	ND
CHRISTOPHER R. DITTMEIER	NJ
EVERETT BRADY	NY
JENNIFER L. CAMP	NY
JONATHAN D. FITCH	NY
THOMAS E. HASARD	NY
KATIE E. WIECZOREK	NY
GLENN A. CONLEY	OH
JOESPH D. HENDRIX	OH
ELISABETH U. RUNION	OH
KATHLEEN J. WATKINS	OH
STEPHEN M. KANTNER	PA
BRETT M. MADER	PA
DANIEL J. SAMSON	PA
FRANCISCO J. RAMIREZ	PR
ISMAEL J. RODRIQUEZ	PR
PETER W. COATES	SD
TIMOTHY S. MATHISEN	TN
STEPHEN A. MCILVAINE	TN
JONATHAN W. ENGLEHARDT	TX
LYNN M. LARSON	TX
OLIVER C. MCELROY	TX
DANIEL H. MCINTYRE	TX
SYDNEY J. CHAMBERLIN	UT
RACHEL J. WROBLEWSKI	WI

GEN. BILLY MITCHELL AWARD

JACOB A. MEINS	AL
BRYAN D. MILLER	AL
BEN F. WILSON	AR
TRAVIS WOOD	AR
AARON T. BOWENS	AZ
JUSTIN M. HAMMONS	AZ
JEFF W. LITTLE	AZ
NICK M. DAKE	CA
ALEXANDER E. HANKINS	CA
DEVIN A. HILL	CA
JAMES M. LUTTKUS	CA
JOSHUA A. THOMAS	CA
CHRISTOPHER M. THOMAS	CA
AUSTIN D. DREYER	CO
JOSHUA J. GARDUNO	CO
MATTHEW L. PERKINS	CO
JENNY A. SKELTON	CO
ERIK J. SKELTON	CO
AARON C. BRENNAN	CT
BRETT P. PILKERTON	CT
JOHNHENRI R. RICHARDSON	CT
ALEX G. MCINTOSH `	DC
BONNIE E. PLUM	DE
RENZO J. CABRERA	FL
MASON E. MARTIN	FL
MICHAEL D. NICOLAY	FL
RYAN A. NICOLAY	FL
RODRIGO I. OCAMPO	FL
SUSAN M. POSTON	FL
MATT A. SAVAGE	FL
EDWARD J. JOHNSON	GA
MEGHAN A. KINSAUL	GA
BEN WILLIS	GA
KRISDEENA K. EISENBACHER	IA
BENJAMIN R. TILLEY	ID
MATTHEW ANDERSON	IL
TREVOR DITTMER	IL
DONALD GORRELL	IL
JONATHAN K. JOHNSON	IL
DOUGLAS SCOT KERNS	IL
MARY BETH LOGUE	IL
ERIK D. RHEINHART	IL
NOAH B. HOELSCHER	KS
JOSHUA D. NORDIN	KY
PHILLIP L. BECHARA	MD
MICHAEL J. STEVENS	MD
BENJAMIN T. KLESKOVIC	ME
DAVID J.E. ROTH	ME
DAVID M. SPILLING	MI
JESSE L. DECKER	MN
MATTHEW D. DUNLEVY	MN
MAUREEN O. HICKEY	MN
JACOB D. MOEN	MN
KEVIN K. SPERLING	MN
BRIAN W. BIGGAR	MO
KLAYTON L. DEMENT	MO
MICHAEL R. TRENHOLM	MO
CECILIA A. LYNN	MS
MICHAEL J. PLASH	MS
MICHAEL J. COYLE	MT
ALAN D. BROTT, JR.	NC
JERAD K. SAYLER	ND
JACOB VAN HAL	ND
LUKE A. SKYORA	NE
SAMMUEL ADLER	NH
NICHOLAS B. MICHELEWICZ	NH
DARREN M. ADAMS	NHQ
JEREMY W. ADAMS	NHQ
EDUARDO R. AGUILAR	NHQ
NATHAN K. RIX	NJ
MARIT N. CHRISTEASEN	NM
CURTIS E. CHRISTENSEN	NM
MANUEL E. MANG	NM
KEITH R. BOARMAN	NY
JOSEPH L. CASTRECHINO	NY
MICHAEL S. GARCIA	NY
CHRISTOPHER M. GERLACH	NY
JIMMY S. GRACIA	NY
SHAWN M. HERRMAN	NY
ROBERT L. HUSTED	NY
STEVEN KRANSTON	NY
LEON PECHATNIKOV	NY
STEVEN R. RAMSINGH	NY
ANDREW D. SCALZO	NY
SHAUNTE A. SHERROD	NY
ANDREW P. PASTERNAK	OH
JOEL L. VANDERGRIFF	OH
DANIEL C. LABOUNTY	OK
SONYA M. MARTIN	OK
MATTHEW W. LINDSAY	OR
CHRIS CAWTHORNE	PA
AMANDA S. GLANTZ	PA
BRETT HOADLEY	PA
RYAN HOADLEY	PA
ALICIA A. LANPHEAR	PA
BRETT RINGHEISER	PA
CHRISTOPHER R. SEUFERT	PA
WILLIAM H. WALKER	PA
DAVID A. WILSON	PA
JOEL E. DIAZ	PR
LIZZETTE RODRIGUEZ	PR
RICHARD E. LOMAS	RI
ELLIOTT C. MAINOR	SC
IAN N. SUTTON	SC
CHRISTOPHER J. TODD	SC
SARAH GILBERT	TN
CHRISTOPHER NELSON	TN
MARCUS D. WHITE	TN
RUTH E. BROUSSARD	TX
MELANIE BULHON	TX
AARON M. MURPHY	TX
BRIAN A. ROSENBERG	TX
CHITTAKONE SINAKONE	TX
JONATHAN K. TAYLOR	TX
ALEXANDER TRUCK	TX
THOMAS J. WRIGHT	TX
ANTHONY M. TAYLOR	VA
JARED C. TYHURST	VA
MARISA C. YARMIE	VA
WILLIAM D. BANHAM	WA
BRIAN K. SAETER	WA
MICHAEL J. TRUONG	WA
AMANDA L. WOODWORTH	WY

EXCEPTIONAL SERVICE AWARD

CHAPLAIN (LT COL) DANIEL M. DYER	PCR	1 AUG 02 - 1 NOV 02

COMMANDER'S COMMENDATION AWARD

CAPT JOSEPH F. STARNS	LA	15 JUL 01
LT COL JOHN A. SMOOT	NC	19 JUL 02
SM RANDEL K. LEQUIRE	NC	19 JUL 02
CADET KENNETH R. BENNETT	NC	19 JUL 02
CADET ZACK BUSH	NC	19 JUL 02
CADET BRIAN D. CASSTEVENS	NC	19 JUL 02
CADET NICHOLAS R. DEKONING	NC	19 JUL 02
CADET JUSTIN D. DRAUGHN	NC	19 JUL 02
CADET ZACHARY N. ESSICK	NC	19 JUL 02
CADET AMOS Z. HAAS	NC	19 JUL 02
CADET ZACHARY E. JORDAN	NC	19 JUL 02
CADET JOSHUA D.T. LAMBERT	NC	19 JUL 02
CADET JOEL K. LEQUIRE	NC	19 JUL 02
CADET MICHAEL D. MILSTEAD	NC	19 JUL 02
CADET ANDREW L. RIGGS	NC	19 JUL 02
CADET THEODORE A. SMITH	NC	19 JUL 02
CADET BRIANNA K. STRANGE	NC	19 JUL 02

CERTIFICATE OF RECOGNITION FOR LIFESAVING

1LT JANE E. RAYMOND	NC	19 JUL 02
1LT JOHN F. PALMER, JR.	NC	19 JUL 02
CADET JULIAN TORRES	NC	19 JUL 02

UNIT CITATION AWARD

115TH COMPOSITE SQ	AR	01 JAN 00 – 24 NOV 02
LANTANA LAKE WORTH CADET SQ	FL	19 NOV 01 – 19 NOV 02
FINGER LAKES GROUP DRILL TEAM	NY	01 OCT 01 – 7 JUL 02
BELLINGHAM COMP SQ	WA	11 OCT 01 – 31 MAR 02

Congratulations to all awardees

Coast to Coast

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 first 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
08088-5000

Middle East Region
4601 Oakland Blvd, N.E.
Roanoke VA
24012-2532

Great Lakes Region
Bldg. 1506, 2501 South
StSelfridge ANGB, MI
48045

Southeast Region
1101 NW 114th Ave.
Plantation, FL
33323

North Central Region
P. O. Box 11166
Cedar Rapids IA
52410-1166

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

Rocky Mountain Region
P.O. Box 371093
Denver, CO
80237-1093

Pacific Region
28735 Grumman Dr.
Eugene, OR
97402-9542

Nationwide

Reporting achievements of CAP members

Northeast Region

Commander
Col. Richard A. Greenhut

Connecticut ★ Maine
Massachusetts ★ New Hampshire ★ New Jersey
New York ★ Pennsylvania
Rhode Island ★ Vermont

NEW YORK — Members throughout the New York Wing conducted rapid-response missions Feb. 14-15 as part of a statewide homeland security exercise.

Given a practice scenario in which authorities receive a credible threat of imminent terrorist activity in New York, aircrews from Long Island to Western New York, plus some ground teams, were deployed to survey and photograph potential terrorist targets, including power plants, windmill farms, dams on reservoirs and hospitals. One aircrew also took the time to look for ice jams on the Saranac River as a courtesy to Plattsburgh city officials concerned about flooding.

Dubbed "Operation Cold Snap," the exercise was a timed one, explained Lt. Col. Steve Perta, one of the mission pilots and director of wing operations. "From the time we got the call, we were timed on how fast our crews were deployed, and how long it took to complete the mission and transmit images and information to a central base of operations."

According to Lt. Col. William Hughes, wing director of emergency services and exercise coordinator, crews were directed to sites similar to those that they may be called on for assessment during an actual event. He said they stayed away from higher profile areas to avoid undue concern by the public.

"The objective of the exercise was to keep the teams proficient in reconnaissance, photography, use of the Global Positioning Satellite systems, transmitting images, and performing base staff functions for coordination, communications and control, said Hughes.

The teams were rated on clarity of image, information conveyed, timeliness and supporting documentation.

Nine groups, which oversee 58 squadrons across the wing, participated. They were: Long Island Group; New York City Group; South Eastern Group; Catskill Mountain Group; Mid Eastern Group; Central New York Group; South Central Group; Finger Lakes Group; and Western New York Group

"Overall, I thought it went very well," Hughes said. "Some missions went extremely well. Mother nature sure provided the 'cold,' with temperatures hovering around zero, and CAP provided the 'snap' with the photos and prompt response."

Sr. Mbr. Bob Stonach

Photo by Sr. Mbr. Bob Stronach

Capt. Lois Nice of New York Wing's Mohawk-Griffiss Senior Squadron downloads digital images to a computer for transmitting to base operations during an "Operation Cold Snap" mission in February.

Middle East Region

Commander
Col. Charles S. Glass

Delaware ★ Maryland
National Capital ★ North Carolina ★ South Carolina
Virginia ★ West Virginia

NORTH CAROLINA — Cadet Tech. Sgt. Kathryn "Katy" Chalmers of the Franklin County Composite Squadron was selected as the unit's 2002 Squadron Cadet of the Year.

Capt. Aaron Oaks, squadron commander, and Lt. Col. Linwood Barkley of the Tar River Composite Squadron, presented the award.

Cadet Chalmers, 14, joined the squadron in April 2002. She stated that, in light of Sept. 11, she wanted to make a difference by supporting the nation. She has successfully completed the cadet programs curriculum earning five promotions within the past 10 months.

Chalmers is currently serving as the color guard commander, guidon bearer and squadron recruiter. Her dream is to one day serve her country as a military pilot.

Shelley Chalmers

NORTH CAROLINA — North Carolina Wing's Group VI conducted an Aircrew Ground School to train new and maintain currency on current members.

Sixteen volunteers gave up a holiday weekend to attend the school, held at Pope Air Force Base, N.C., and prepare themselves for upcoming missions in homeland security.

The school was organized by Group VI Commander Maj. Tom Merrill and held at Harnett County Airport.

Great Lakes Region

Commander
Col. William W. Webb

Illinois ★ Indiana
Kentucky ★ Michigan
Ohio ★ Wisconsin

ILLINOIS — A total of 51 attendees participated in Group 22's first annual Winter Training Conference at Great Lakes Naval Training Center in January.

The training sessions covered aircrew coordination, ground team training, public affairs, safety, mission planning and photo reconnaissance. An Advanced Communication User Training class was also held.

This was the first such class held in Northeast Illinois in several years.

CAP-U.S. Air Force Illinois State Director Joseph Pate was in attendance and introduced Illinois Wing Commander Col. Jay Burrell, who delivered the conference keynote address on operational risk management. He urged the group to consider safety a central facet of all event planning and execution.

The members who provided training for the two-day program were: Lt. Col. Gordon Larson, Maj. Grant Farrell, Capts. Danny DeGott, Steven Handler, Duc Le, Scott Rummings, Eric Templeton and Tod Whitmore, 1st Lts. Mike Lain, David Picek and Bob Williams, and 2nd Lt. Paul Hanna.

Units represented included: wing headquarters, Group 22, and the Palwaukee Senior, Lewis Composite, Midway Composite, Waukegan Composite, Lake-In-The-Hills Composite and Fox Valley Composite squadrons.

Following a review of completed conference evaluation sheets from the attendees, the conference was judged a success and as a result planning is currently underway for the second Group 22 conference in early 2004.

SOUTH-EAST REGION

COMMANDER
COL. ANTONIO J. PINEDA

ALABAMA ★ FLORIDA ★
GEORGIA ★ MISSISSIPPI ★
PUERTO RICO ★ TENNESSEE

GEORGIA — Members of the Peachtree City-Falcon Field Composite Squadron put out the welcome mat for a special visitor, NASA astronaut and former CAP cadet Eric A. Boe.

Boe is an Air Force major and has held continuous membership in CAP since 1976 when he joined the Atlanta Composite Squadron II as a cadet.

Eric A. Boe

Boe showed a short NASA video of current space shuttle and International Space Station activities. He then spoke about his years as a cadet and how valuable they were, his years at the Air Force Academy (class of '87), his experiences as a test pilot, and how he volunteered for space flight. He encouraged the audience of about 50 cadets to "choose to do the difficult thing, volunteer for unpopular jobs, and you'll learn and grow a lot that way."

After speaking, Boe fielded questions from cadets and senior members, and autographed copies of his official NASA photo. He also promised that, when he makes his first space flight, he will carry the squadron patch into orbit as part of his personal weight allowance.

Sr. Mbr. Phil Bowden

TENNESSEE — Wing cadets and senior members participated in an U.S. Air Force orientation flight aboard a C-130 named the "City of Chattanooga."

The aircraft and crew flew in from Dobbins Air Force Base, Ga., and flew the members over the scenic Tennessee valley area. All of those on board were allowed an opportunity to enter the cockpit during the flight to meet the aircrew and see the workings of the flight deck.

Coordination for the flight was provided by Maj. Jeffrey Atherton of the Chattanooga Composite Squadron, and John Carnduff and Randall Wisener of the Tennessee State Directors Office.

Lt. Col. Melinda Lord

NORTH CENTRAL REGION

COMMANDER
COL. REX E. GLASGOW

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

KANSAS — VFW cadet officer of the year awards were presented to Cadet Maj. Aaron Lindeman and Nicholas Carvan at the New Century Composite Squadron awards banquet. Jefferson Lawson, senior VFW vice commander in Kansas presented the honors.

Lindeman is the unit's cadet commander, and Carvan is the deputy cadet commander.

Also recognized at the banquet was Cadet Alex Newman. Newman was the first cadet to have flown five glider and five power orientation flights. Flying is in this 14-year-old's blood. Newman attended the 2002 National Flight Academy-Glider in Roswell, N.M. He flew 40 glider sorties, earned his pre-solo glider wings.

Capt. Ronald Behm

NEBRASKA — Cadets of the Fremont Cadet Squadron received were honored during the unit's awards banquet.

Guest of honor for the event was Nebraska Wing Commander Col. Warder Shires.

Awards were given to the following:

Cadet officer of the year — 1st Lt. Fran Cassell;

Cadet noncommissioned officer of the year — Master Sgt. Tara Wegner; and Cadet airman of the year — Staff Sgt. Zach Case.

Ervin Pronske, commander of the Hooper, Neb., Veterans of Foreign Wars post, presented Cassell and Wegner with VFW medals.

Other cadet awards included: Recognition to Zach Case and Mina Lockhart, who were in a first-place tie for most squadron activities in 2002, and Kat Petersen, runner-up.

Capt. Leonard Cassell, was recognized as the unit's senior member of the year.

Maj. Theresa Pronske

U.S. Air Force loadmaster Richelle S. Stewart speaks to cadet Lt. Col. Brian Kinner of Tennessee Wing's Berry Field Composite Squadron during a C-130 orientation flight.

SOUTH-WEST REGION

COMMANDER
COL. THOMAS L. TODD

ARIZONA ★ ARKANSAS
LOUISIANA ★ NEW MEXICO
OKLAHOMA ★ TEXAS

ARKANSAS — Cadet Michael Parker of the 42nd Composite Squadron was awarded the 2003 Arkansas Future Hero Award by the State Chapter of the Red Cross.

The award was presented by U.S. Army Gen. Wesley Clark, former NATO commander at a lunch held in the Arkansas Aerospace Center.

Parker was nominated by his teachers at Bryant High School in Little Rock, Ark., for his accomplishments while in school, which included outstanding achievement in academics and sports. He graduated early from his high school and is now in college. Parker also helped facilitate blood drives, and he served as president of the school's Red Cross Rapid Response Team.

Michael Parker

Parker is a squadron flight commander and ground team Leader, and was awarded Arkansas Wing's Cadet NCO of the Year Award.

1st Lt. Mickey Jordan

Photo by 2nd Lt. Gretta Christensen

New Mexico Wing Cadet Master Sgt. Marit Christensen receives the Congressional Bronze Medal from New Mexico Congressman Tom Udall.

NEW MEXICO — Congressman Tom Udall presented the Congressional Bronze Medal Award to Cadet Senior Master Sgt. Marit Christensen at the Los Alamos Airport.

"I'm proud to be able to present this award to Marit in recognition of her hard work," Udall said. "This program is a wonderful way for young adults to provide service to the community, work on personal goals, and growth opportunities, and learn about their world in a positive manner."

The federal award program was created by Congress to promote and recognize achievement, initiative, and service in America's youth. The program is open to all 14 to 23-year-olds. Participants earn bronze, silver and gold certificates, and bronze, silver and gold medals. Each level involves setting goals in four program areas: Volunteer public service, personal development, physical fitness and expedition/exploration.

Christensen has been participating in the awards program for over a year. To achieve the Bronze medal, she donated more than 100 hours to voluntary public service, 50 hours devoted to personal development, 50 hours developing her physical fitness and organized an overnight expedition.

Christensen volunteered with the Hope Pregnancy Center, a nonprofit community service organization that offers aid and assistance to women in crisis pregnancies. She also helped build an orphanage in Mexico.

For physical fitness, Christensen set the goal of training and running the Footlocker West Cross-country race in California. To prepare, she ran five days per week.

In the area of personal development, Christensen participated in search and rescue exercises, where she began training to be a flight line marshaller and a mission staff assistant. She also studied piano, desiring to move from the intermediate level to advanced level.

Christensen's first expedition was rock climbing. Enlisting the help of an advanced climber, Christensen planned an all-day adventure. Additionally, she planned a four-day camping trip for her family to Mesa Verde National Park in Colorado.

Upon learning of her receiving rhe medal, Christensen said, "By participating in the Congressional Award program, I learned how to set goals that stretched me out of my comfort zone."

Coast to Coast

Rocky Mountain Region

Commander
Col. Lynda C. Robinson

Colorado ⋆ Idaho
Montana ⋆ Utah
Wyoming

MONTANA —Five cadets with the Lewis and Clark Composite Squadron color guard team competed in the Montana Wing Cadet Competition and came home with the fourth consecutive win for the squadron.

Cadet members of the team competing were: Senior Master Sgt. Ronald Shelley, team captain; Cadet Master Sgt. Sarah Reehl, team lieutenant; Senior Master Sgt. Tyler Donaldson, left rifle-bearer; Senior Airman Bridget Manning, right rifle-bearer; and Senior Airman Ruby Ingebritson, alternate.

Donaldson, Reehl and Shelley were members of the squadron color guard team that placed second overall at the 2002 National Color Guard Competition.

The team will represent Montana Wing at the Rocky Mountain Region Cadet Competition.

1st Lt. Karen Semple

UTAH — Jessica Zenger and Joshua Linscott, members of the Weber Minuteman Composite Squadron located at Hill AFB, Utah, received a $1,000 flight training scholarship.

The scholarships were from the Ogden Regional Airport Association Foundation.

Zenger and Linscott intend to apply their scholarships toward the cost of solo flight.

Zenger, who is the flight commander of F Flight, is an outstanding student at Northridge High School and an Air Force Junior ROTC member . She has an excellent grade point average, and is involved in cross country, piano, choir and rifle drill team. Her other awards include a Presidential Academic Award and Piano Student of the Year. Her goal is to obtain a degree in aeronautical and mechanical engineering at the U.S. Air Force Academy and to be an Air Force pilot.

Linscott is a student and AFROTC member at the University of Utah. As a cadet, he was a member of two wing champion color guard teams and served as cadet squadron commander. The squadron consistently earned yearly Unit Citation awards as one of the best in the wing.

Capt. David Young

Pacific Region

Commander
Col. Phillip S. Groshong

Alaska ⋆ California
Hawaii ⋆ Nevada
Oregon ⋆ Washington

CALIFORNIA — Cadet Allison Thompson of the Skyhawk Composite Squadron was awarded the Gen. Carl A. Spaatz Award.

Thompson has been a CAP member for four years and is currently the unit's cadet commander. She has held numerous leadership positions in the squadron, group and wing, including being a squadron commander at the wing's 2002 cadet encampment. She is the a vice chair for the wing's Cadet Advisory Council and was the project officer for the annual California Cadet Programs Conference in February.

The cadet considers CAP her second family and has dedicated herself to giving back to the cadet program and wing. She currently attends Orange Coast College and is considering becoming a teacher.

1st Lt. Audrey DiGiantomasso

OREGON — Cadets from the Aurora Composite Squadron, along with their commander, Capt. Jim Frogge, and deputy commander for cadets, 1st Lt. Matt Brewer, participated in field training at Willamette Mission State Park.

After the cadets set up the squadron's new tent system, they separated into teams and were given several "missions" to accomplish using the skills they have learned over the last month.

Cadets used land-navigation and map-reading techniques to find specific objectives as specified by the mission coordinator, Cadet Master Sgt. Russell Barieschef.

Once the cadet teams reached their objectives, they received their next mission via radio from mission controller Cadet Senior Master Sgt. Daniel Holmes.

The teams also worked together as a team for a field orienteering experience under the guidance of Brewer, who is also a member of B Co. 1-162 Infantry, Oregon National Guard. The cadets were led in an overland march, traversing terrain consisting of thick vegetation, marsh areas, open fields and forested areas. Brewer instructed them on how to move safely and effectively as a team through the different types of areas.

This was the first time many of the newer Aurora cadets had gone into the field. Every cadet involved had a firsthand opportunity to apply the skills they had learned in the classroom in an actual field environment.

1st Lt. Matt Brewer

The Final Salute

Maj. Christie M. Battle
Iowa Wing

2nd Lt. Rene F. Blizek
Chippewa County Senior Squadron
Wisconsin Wing

Lt. Col. Martha Brazer
Michigan Wing

Lt. Col. Arnold C. Eibeck
8049th Composite Squadron
Florida Wing

Lt. Col. Melton Guerry
Columbia Composite Squadron
South Carolina Wing

2nd Lt. Lyle R. Keator
Alta Tulare Composite Squadron
California Wing

Lt. Col. Rodney H. Kirkander
Southwest Region Headquarters

Lt. Col. Paul Kirschner
Camarillo Composite Squadron
California Wing

Sr. Mbr. Roma A. Koeling
Milwaukee Senior Squadron
Wisconsin Wing

Lt. Col. Robert H. Mainey
Cape Cod Composite Squadron
Massachusetts Wing

Lt. Col. Joseph C. Mandarini
Rhode Island Wing

Lt. Col Patrick J. McKernan
Mitchell Composite Squadron
Wisconsin Wing

Capt. Paul Meadows Sr.
Tuscaloosa Composite Squadron
Alabama Wing

Chaplain (Maj.) Pete North
Yuba -Sutter Cadet Squadron
California Wing

Maj. John L. Paeper
Long Island Group
New York Wing

Capt. Leroy T. Pacini
West Bay Composite Squadron
California Wing

Sr. Mbr. Earl G. Pingel
Aerospace Education Member
Wisconsin Wing

Lt. Col. Helen E. Silko
Wisconsin Wing

Lt. Col. Martin J. Simonian
Arizona Wing Headquarters

Lt. Col. Ernest K. Smith
Eagle Composite Squadron
Mississippi Wing

Capt. Juri Valge
Massachusetts Wing

Col. V. Lee White
Pacific Region Headquarters

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

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CIVIL AIR PATROL CAP Racing

Lewis has best race of season at Nashville

Keri Wright
Program Manager,
CAP Motor Sports

LEBANON, Tenn. — Just before the Pepsi 300 took place on the 1.33 mile Nashville Superspeedway April 12, driver Ashton Lewis Jr. was quoted as saying, "This place owes me one." And the track nearly paid its dues when Lewis took third place, his best finish this season and his second best career finish ever.

The Civil Air Patrol racing team arrived at the speedway early morning on April 11 still feeling a bit down after their bad luck at Talladega Superspeedway in Alabama the weekend before. It was beginning to seem they would never be able to break their bad-luck streak.

During the first practice session of the day, Ashton was 15th on the time sheet with a time of 29.712. The team was able to make some good runs in both race trim and qualifying trim.

The crew got the first hint that maybe their luck had changed when Ashton Lewis Sr., the team owner, pulled the 29th qualifying position. The last several races the team had pulled low numbers and had to qualify early, which can be a disadvantage.

Lewis had a decent qualifying run of 29.747, which placed him in the 17th starting position. The No. 7 of Randy Lajoie set a track record with a top qualifying speed of 29.382.

Race day was one of the most beautiful days the Busch series has seen this year. The weather was sunny and in the 70s — perfect weather for racing. The 43-car field took the green flag at 4 p.m. with Lewis in the 15th position.

The first caution came out fairly early, on lap 24, when the No. 27 of Chase Montgomery put oil down on the track and the No. 07 (Steve Grissom), No. 28 (Brad Baker) and No. 49 (Chris Bingham) all wrecked as a result of the oil. The CAP team pitted and put on four tires, topped off the fuel, and made track bar and wedge adjustments. When the race restarted, Lewis was in 12th position.

By lap 42 Lewis had worked his way through the field to the sixth position. The second caution came out on lap 67 after a three-car crash in turn four.

Once again, most of the teams took advantage of the caution to bring their machines down pit road. The No. 46 crew made the exact same changes as they did on the first pit stop. They did have a problem with one of the gas cans and Lewis came out of the pits in 15th, nine spots behind where he entered.

Photo by Marc Huchette

Ashton Lewiis Jr., "pilot" of the #46 Civil Air Patrol Chevrolet, gives the thumbs-up sign after finishing third in the Pepsi 300 at NashvilleSuperspeeday April 12. This third-place finish was Lewis' best this season and second best in his racing career.

Shortly after the field took the green flag, Lewis was able to work his way back through the field, and spent the majority of the race in the top 10.

On lap 133, the sixth caution flag came out and No. 46 took on its last set of tires and a full tank of fuel. At this point, the crew figured they would be about 10 laps short on fuel.

As the laps wound down, Lewis was in the top six and looking strong. Two of the leaders came in the pits to get fuel, putting the No. 46 in fourth place. Shortly after, a caution came out and the CAP team finally received their first big break of the season. Lewis piloted his car to pit road for just enough fuel to go the distance, and then made it out of the pits in second place.

With 10 laps to go, Lewis and Sauter put on quite a show with Lewis trying to take over the lead. The No. 37 of David Green and the No. 20 of Mike Bliss were in third and fourth putting on an equally exciting battle.

With two laps to go, the No. 37 was able to pass Lewis and, on the white flag lap, he passed Sauter. Lewis sailed across the finish line in third place, his best finish of the season and his second best career finish. (He finished second in the May 2002 Richmond race.) His third place finish moved him to 15th in points.

"I am so pleased for this whole team that we had such a great finish," said Lewis. "I really thought for a while there I was going to get my first win, but considering the year we have had so far, I'm very happy with third place.

"We are going to carry this momentum forward to California Speedway in two weeks, and keep working towards our first win."

CAP Racing

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