CIVIL AIR PATROL
NEWS

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Civil Air Patrol National Headquarters | "Performing Missions for America" | Maxwell Air Force Base, Ala.

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National Champs!

Photo by Arnold Greenwell for EAA

Cadets of Washington Wing's Port Angeles Composite Squadron hoist the first-place trophy aloft after winning the 2003 Wild Blue Wonders National Championships Aug. 1. Cadets of North Carolina Wing's Apex Cadet Squadron took second place in the competition, which was sponsored by the Ford Motor Company and held at the EAA AirVenture Museum in Oshkosh, Wisc. See Page 2 for more on this story!

Periodical Publication

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Gippsland GA8 arrives at Oshkosh!

CAP's newest aircraft — the GA8 Airvan — makes its debut at AirVenture

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News

WA, NC wings field winning teams

CAP cadets win first, second place in EAA's Wild Blue Wonders National Competition

OSHKOSH, Wisc. — It was a tough fight, but when the wheels of the last rubber-band-powered model airplane touched the floor of the Eagle Hangar Aug. 1, cadets of Washington Wing's Port Angeles Composite Squadron, sponsored by the Museum of Flight in Seattle, became the 2003 Wild Blue Wonders national champions.

Eight regional championship teams — the best of 160 Wild Blue Wonders teams around the country — converged upon EAA AirVenture Museum the week of July 28-Aug. 1 to show off their aviation knowledge, creativity and mastery of the concepts of flight.

The Port Angeles cadets soared to the top, with their fellow CAP cadets of North Carolina Wing's Apex Cadet Squadron — known as the "Thunder Tigers" and sponsored by the Virginia Air and Space Museum — finished a close second.

"I am very proud of this team," said Port Angeles team leader Jay Jacobsen. "They functioned as a team. They had fun as a team. They won as a team."

Last year's champions, the Flying Timberwolves of Carl Traeger Middle School in Oshkosh, placed third.

"This was a culmination of a lot of hard work by many middle school students nationwide," said Wild Blue Wonders Director Fred Nauer. "Their efforts were evident in the fact that out of 3,250 possible points, only 350 separated first and third place."

The winners will travel to Kitty Hawk, N.C., in December for the national First Flight Centennial Celebration to witness the recreation of the Wright brothers' first powered flight in EAA's 1903 Wright Flyer authentic reproduction.

"We are extremely proud of our teams," said Judy Rice, deputy director of aerospace education at Civil Air Patrol National Headquarters. "EAA and CAP have developed a great working partnership in aviation education, and we hope our teams' success will encourage more CAP participation in Wild Blue Wonders next year."

The teams worked through a challenging day of events that tested their aviation knowledge, and culminated in an entertaining skit presentation and a dramatic model airplane duration contest in the Eagle Hangar. Crowds of spectators gathered on the balcony of the hangar to witness the last moments of the competition as it unfolded before the backdrop of historic aircraft. In previous years, the contest was held in the smaller hangars of Pioneer Airport and was not as accessible by the public.

"This has been the most exciting national Wild Blue Wonders competition since the program began in 1999," said Dr. Lee Siudzinski, EAA vice president of education. "I am extremely happy that so many people were able to enjoy this event and see for themselves how talented these young people are."

TOP: First-place winners — Washington Wing's Port Angeles Composite Squadron. From left, team leader and squadron education officer Jay E. Jacobsen, cadet flight crew members Tech. Sgt. Jay W. Jacobsen, Airman Silas Powers, Airman 1st Class Nick Ward, Tech. Sgt. Ian McPhee, Airman 1st Class Cody Reader, and cadet ground crew member Airman 1st Class Andrew Powers. Holding the trophy is team mascot Luke Jacobsen.
BOTTOM: Second-place winners — North Carolina Wing's Apex Cadet Squadron. Back row, from left, cadet flight crew members Airman First Class Brock McGehee, Chief Master Sgt. Ryan Strug, Senior Airman Greg Jayson, Airman Joseph Bowman, and Senior Airman Justin Strug. In front is ground crew member Logan Strug.

At a glance

Maryland crew scores find, save

MARYLAND — A civilian Cessna 172 based at the Martin State Airport in Maryland crashed into the trees June 29 at around noon while on final approach into the airport.

Maryland Wing's Flight 1857 (N99157) — with mission pilot Jack Foley and observers Rich Benet and Tom Coomes on board — was flying into the same airport for a bay patrol when they heard the pilot make a distress call over the tower frequency reporting fuel starvation.

The aircrew saw the aircraft make a turn toward the airport and vanish into the trees.

The wing aircraft immediately went to that point and began a search for the downed aircraft. The aircrew located an area of broken trees and was able to direct a Maryland State Police helicopter over the crash site.

The pilot was airlifted to the R. Adams Cowley Shock Trauma Center in downtown Baltimore while the other two passengers were taken by land to the Bayview Trauma center in East Baltimore.

Due to their quick response, the downed aircraft was located in a short time, which allowed the persons on board to receive medical attention very quickly.

Osprey squadron official MD unit

MARYLAND — The Osprey Composite Squadron is now an official unit of the Maryland Wing.

Squadron founder and commander 1st Lt. Patricia Filipiak is working hard to make it an effective unit — she recently completed Squadron Leadership School and the Corporate Learning Course.

The squadron consists of seven senior members, two of whom (Tony Clay and Karl Lotvedt) are retired Air Force officers and 12 cadets, and a rapidly growing training flight.

Squadron members have been very busy with a number of spring and summer events, including a cleanup effort at Essex Skypark, running of the Gunpowder Obstacle Course, Bowling for Bucks fund-raiser and support of local Air National Guard unit homecoming.

Recent squadron awardees were: Cadet Senior Airman Kathleen Filipiak — Mary Feik Award; Cadet Airman First Class Casey Watts — cadet of the quarter; and Cadet Rob Rollins was acknowledged for his design of the Osprey squadron patch.

FL unit receives Wal-Mart grant

FLORIDA — Wal-Mart recently awarded the cadets of Florida Wing's SRQ Composite Squadron $1,500 through the "Safe Neighborhood Heroes Grant" for their outstanding service to the communities of Manatee and Sarasota counties.

The Safe Neighborhood Grant is presented annually in conjunction with National Safety Week. This year's grant was awarded by Ellen Lockhart, media representative for the Wal-Mart located in Bradenton, Fla.

The following unit members were present for the presentation: Capt. Bob Bayless, and cadets Maj. Robert Slusser, 1st Lt. Steve Kester, Senior Master Sgt. Zach Julian, Master Sgt. Jessica Craig, Staff Sgt. Robert Groover, Airmen First Class Ray Bethune, Alex Watson, Justin Craig and Mike Tillett, Airmen Tim Slusser, Chris Gonzalez, Brendon Jelenc, and Basic Joshua Dimeglio.

CIVIL AIR PATROL NEWS

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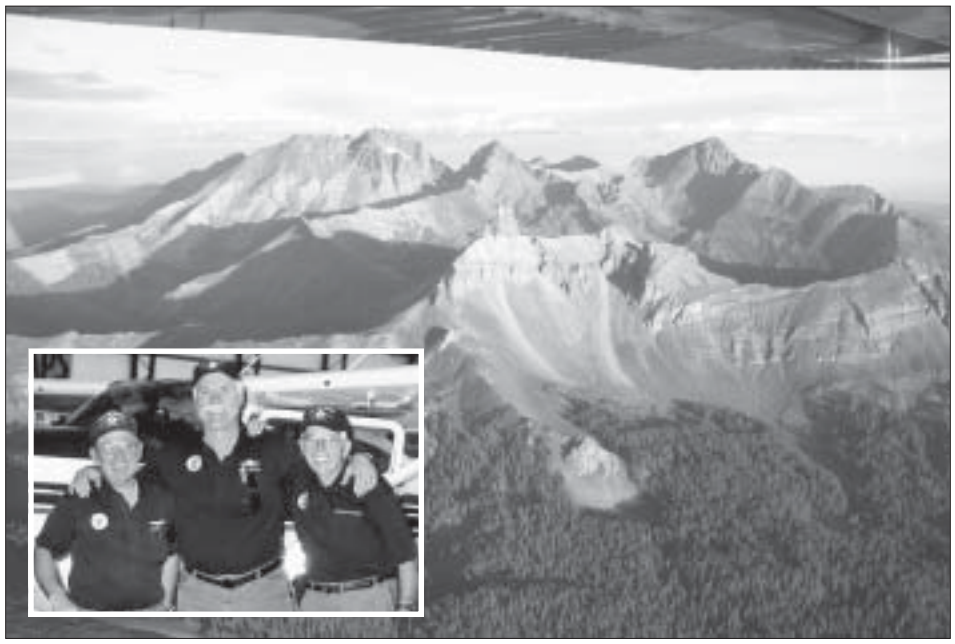
CO crew scores 12 saves, 1 find

Editor's note: The following mission report in narrative format was written by Lt. Col. Rod Holton, incident commander and member of Colorado Wing's Cortez Senior Squadron.



Pictured above is the Lizard Head Wilderness Area in Colorado where 10 teenage girls and two counselors became lost while hiking June 27. The group was found later that evening by a Colorado Wing aircrew. Inset: The Colorado Wing aircrew members who located the lost hikers — from left, senior members Charles Kennedy, pilot in charge, Tom Tompkins and Eckhard Stuart.

COLORADO — The call was received from Colorado Wing alerting officer Lt. Col. Betty Berger on June 27 at 1:30 p.m. to assist the Dolores County Sheriffs Department in the Lizard Head Wilderness Area.

I accepted the position as incident commander for the search from her, and started to make the usual calls. First one to 1st Lt. Don Benoit, Cortez Operations, to get a crew ready for the airplane. Then I called the local fixed base operator to see of our airplane, N9908H, was back in service from an oil change they were doing — it was ready to go. I then called the sheriff's department to let them know we were responding to their call.

I was informed we would be looking for about 15 overdue hikers in the Lizard Head area, and the sheriff's office was on scene with a deputy sheriff, and he would be their IC and point of contact. His call sign was DC2 (Dolores County 2). I left for the airport to open the mission base there.

2 p.m. — By the time I arrived at the airport, Benoit arrived and said he had a crew coming, and Capt. Allen "Tom" Tompkins would be the pilot in charge. I was very glad to hear that because Tompkins hikes the Lizard Head area and is very knowledgeable of the area trails.

2:15 p.m. — The crew arrived and I briefed them on the situation — overdue hikers, mostly girls and some counselors, since the previous day. I asked the crew to contact DC2 when they got to the search area. We would be talking on the search and rescue frequency of 155.160.

2:30 p.m. — CPF 508 was ready to go and we wished them luck. We had no doubt the lost hikers would be found real soon. We thought 15 people in a group would be seen from the air in a short amount of time.

2:45 p.m. — CPF 508 was in grid and starting to search. It was a hot and bumpy afternoon. Density altitude was about 16,000-17,000 feet. We appreciate having a Cessna Turbo 182 this time of year. The crew reported though they did not see anything that looked like a group of lost people.

4:30 p.m. — The crew was getting a little sick from the rough air, and requested a crew change. Benoit had already lined up a different crew, and they would be at the airport and ready to resume the search as soon as the first crew landed.

5 p.m. — Changed crews, but Tompkins remained as the PIC. More information came in from DC2 — we were looking for 10 teenage girls and two counselors. They had camping equipment with them, but no mirrors to signal us.

5:30 p.m. — CPF 508 airborne again. First crew was frustrated they were not able to see 12 people in some fairly open mountainous country. With new eyes on board, and the air settling down, just maybe ...

5:45 p.m. — Dolores County dispatch called the wing mission base with information they had family radios with them and could we try to talk to them on our radios. I said we could not use the CAP radio for that since we didn't have the same channels, but we would try to work find some. I asked what channel were they using, because there are hundreds of them. I advised the aircrew. They continued to search until I advised them we had found some members with these radios and they could return for another crew change.

7 p.m. — I advise the crew we have the radios. They had not eaten, so we arranged for them to have food when they arrived back at base. Our local truck stop, the M&M Truck Stop, furnishes us with meals for our searches and we appreciate that very much.

8 p.m. — With radios in hand, CPF 508 took off again. We were planning a sortie into the night to check for campfires and/or flashlights, maybe we could see them after dark. Tompkins was still at the wheel and determined to find them. Observer was Maj. Charles Kennedy (with his FRS radio), and Lt. Col. Eckhard Stuart of the Mississippi Wing was in the back seat with his FRS radio.

8:15 p.m. — CPF 508 tried to make contact with the missing hikers, but no reply. The crew flew around the peak to another position or two trying to contact the girls from each position. All of a sudden there were screaming girls over the radio. Tompkins was holding the hand-held radio so close to the microphone that he had been talking to DC2 and mission base and didn't realize we were

See **12 SAVES ...** Page 8

Air Force Reserve officer, fighter pilot

CA Wing members conduct extensive search for paraglider

1st Lt. Candice Tuttle
Mission Information Officer
California Wing

CALIFORNIA — The California Wing began its fourth day of searching July 5, assisting the Kern County Sheriff's Department in an effort to locate missing paraglider Ronald Rosepink.

Air Force Reserve Lt. Col. Ron Rosepink

Rosepink was reported missing by family late in the evening on July 1 when he failed to report in as expected. In spite of intense efforts over the past three days, success still eludes searchers.

The wing maintained its established primary mission base at the Bakersfield's Meadows Field airport, with a secondary base at the Tehachapi Municipal Airport throughout the holiday weekend. Maj. James Porter was the incident commander this day.

Since beginning the search mission on July 2, the wing has provided 232 hours of air search, 38 aircraft and about 139 volunteers, covering areas out to Lake Isabella, which is about 20 miles out from the location of Rosepink's recovered auto. This fourth day into the search by wing volunteers will add 13 aircraft and crews, and 48 additional base support-staff.

As the lead agency, the Kern County Sheriff's Department will provide a helicopter and the ground search effort. Wing ground teams are available and standing by, if requested.

Making the search more difficult is the fact there was no flight plan and no emergency locator transmitter signal has been received. It requires the wing aircrews do visual-only grid searches in mountainous terrain with dense shrub and forest, scrutinizing the paraglider's most probable flight path.

Though it will not be known what caused Rosepink's craft failure until he is found, there is good cause to expect a positive outcome.

Rosepink, 46, is an Air Force Reserve lieutenant colonel and has been well trained in survival techniques. He is often at Edwards Air Force Base, Calif., where he performs contract test flights. He is also considered somewhat of an icon to the ballooning community by his balloonist friends.

Rosepink has more than 1,000 hours as pilot in command of the F-16 Fighting Falcon. The Air Force confirmed he also flew the F-22 during his career as an Air Force test pilot, and he is currently a contract test pilot at Edwards Air Force Base.

Rosepink, his wife, Debbie, and their son and daughter currently live in Englewood, Colo. His wife and the children have remained present at the mission site awaiting positive news, along with friends and family who have joined in the search effort.

Rosepink was paragliding in a bright blue paraglider with pink wing tips. The paraglider has a 30-foot wingspan, and is capable of flying for more than 10 miles. He was last seen flying in the Black Mountain area after taking off June 28.

Editor's note: At press time, Air Force Reserve Lt. Col. Ron Rosepink had not been located. According to officials with the Kern County Sheriff's Department, the search for Rosepink is still ongoing.

Wife of missing paraglider thanks, praises searchers

Editor's note: The following letter was received in response to an extensive search effort conducted in early July in the Black Mountain area of California for missing paraglider Ronald Rosepink. Rosepink, a lieutenant colonel in the Air Force Reserve, was a contract test pilot at Edwards Air Force Base, Calif.

Letters to the Editor

Dear Editor:

I want everyone who assisted in the search for my husband, Ronald, to know how much it meant to me to have you out in the field and air. I know you made sacrifices in your own personal life to be there for us and I sincerely appreciate it.

Ronald was in the Civil Air Patrol during high school and he learned to do both ground and air search with that organization. We even attended a couple of summer training camps in Pennsylvania after we were married.

I say this to let all of you know — both air and ground rescue — that I know how hard you train to do this volunteer work, and to let you know how much your efforts are appreciated.

I want to tell you a little more about the man you searched for. He grew up in Pennsylvania and graduated from the Air Force Academy where he was on the Wings of Blue Parachute Team. He attended pilot training and was assigned to fly the F-16, which he flew during his Air Force career — even after he graduated from Test Pilot School. (He also flew F4s and the T38 at Edwards Air Force Base, Calif.).

During the 1980s, he purchased a hot air balloon and attended many competitions. He was well known for his skill in working the wind currents in Reno at their hot air balloon race. (We attended this event for 11 years, and Ronald won his competitive race most of the time.)

He got into paragliding about three years ago. He also has been researching several ideas that he wanted to patent at some time — an electric paraglider, a space plane and a hot air balloon design.

Ronald and I have been married for 23 years. We have three children: Dustin, 22; Elizabeth, 19; and Chris, 17.

I was staying in Colorado until Chris graduated from high school and then Ronald and I were planning on possibly moving to the Tehachapi, Calif., area.

He coached the boys in soccer and coach-pitch baseball, was a Webelo leader in Boy Scouts and taught the boys how to work on cars. He was a meticulous and thorough person. (I used to tease him about being as slow as a turtle with things — but they were always done right.)

He has many people that care about him and love him.

I know you are just as sad and confused about not finding him as I am. No one wants these results, but Ronald and I are both Christians and we know that God has a plan here. Someday maybe it will become clear.

I do thank God for you and pray for God to keep you safe and to bless you.

Please know how much I appreciate the men on foot, the mounted searchers and their horses, the air scent dogs and their handlers, the Kern County and CAP pilots, flight crews, and ground support personnel who searched for Ronald.

I would like to thank each of them personally, but since I can't, please share this letter with them.

Deborah Rosepink
Englewood, Colo.

MEMBERSHIP SERVICES

YOUR BENEFITS
CAP is aware that our most valuable resource is you, the member. We are striving to make your membership experience as valuable and meaningful as possible. Remember to take advantage of the member benefits offered to you by our Corporate partners — from credit cards to life insurance, CAP is working for you.

ExxonMobil
Members can purchase top of the line lubricants for their personal aircraft at a discount directly from the ExxonMobil Web site. See www.EliteEtc.com.

GE CAPITOL INSURANCE
Members are eligible to participate in a guarantee issue term life program. The plan provides 10-year level term life insurance with no rate increase due to health conditions. Pilots receive the same rates as non-pilots. Members are also eligible for a hospital indemnity plan, cancer plan and a supplemental health care program. See www.Professionalinsurancemanagers.com for details.

Hertz
The Hertz Corporation offers rental car discounts to CAP members for both business and pleasure travel. Rates and discounts may be obtained by calling Hertz at 800 654-3131.

MBNA
Senior members and parents of cadets are eligible for the CAP affinity VISA card through MBNA. In addition to low interest rates, each time the card is used in a transaction, a donation is made by MBNA to support CAP. Call 1 800 833-6262 to apply.

The McGraw-Hill Companies
CAP members are eligible for discount magazine subscriptions to Aviation Week & Space Technology, Business and Commercial Aviation and Overhaul & Maintenance. See www.mcgraw-hill-sales.com/civil.htm for details.

First-ever national activity

21 cadets attend Aerospace Ed Academy

Maj. John DiGiantomasso
Tactical Officer
National Aerospace Education Academy

Photos by Maj. John DiGiantomasso

Top: Lt. Col. Mike McArdle fires off the burner for his hot-air balloon "Flower Power" during the 2003 National Aerospace Education Academy at Oshkosh, Wis. Left: Cadet Kathleen Watkins, left, holds the backing plate while Cadet Emily Brown, center, drives home a rivet, while an EAA instructor lends a much-needed hand.

OSHKOSH, Wis. — When CAP cadets hear "national cadet special activity" and "Oshkosh, Wisconsin" they automatically think of National Blue Beret. But this year, something new was added — the National Aerospace Education Academy

While being billeted at the famed Civil Air Patrol facility at Wittman Airport in Oshkosh, 21 cadets from across the nation were able to dedicate their full attention to the activities that the Experimental Aircraft Association offers June 15-22.

Cadet participants were treated to both orientation flights in CAP aircraft and EAA "Young Eagle" flights in a hot-air balloon courtesy of EAA member and Wisconsin Wing Director of Aerospace Education Lt. Col. Mike McArdle.

Cadets viewed canvas, sheet metal and composite aircraft in the EAA museum, and were also able to construct canvas, sheet metal and composite aircraft components under the guidance of EAA instructors and mentors. Cadets were able to examine the wing rib structure of Paul Poberezny's acrobat biplane, and build a wing rib suitable for use in their own homebuilt replica of that aircraft.

In short, the NAEA gave students the opportunity to go beyond the surface of looking at aircraft, and actually learn how they are built – and do some of the work themselves.

In addition to the aircraft construction workshops, cadets also received training in weather, space, Global Positioning System navigation and aviation history. Every cadet built and launched an Estes Alpha I model rocket under the guidance of Wisconsin Wing Aerospace Education Officer of the Year Pete Boulanger. Cadets also got to take a crack at EAA's outstanding flight simulators. Mix in the opportunity to fly a control-line aircraft, visit the Barlow Planetarium, work the "high ropes" at EAA's Aviation Academy, participate in a Quiz Bowl competition, visit the museum gift shop, play in a volley ball tournament, take a trip to the beach — and you've got a very full week.

The week ended with a very moving and motivational speech by Paul Poberezny, chairman of the board and EAA founder.

Senior staff members were: Maj. Phil Holbrook (Kentucky Wing), activity commander,; Lt. Col. John Bryan (Indiana Wing), commandant of cadets; and Sr. Mbr. Kathy Carter (Kentucky Wing) and Maj. John DiGiantomasso (California Wing), tactical officers.

The cadet commander was Maj. Marty Wright (Wisconsin Wing), and he was supported by Indiana Wing cadets Col. Dave Bass and 2nd Lt. Tony Gallas.

The 21 students were from across the United States, including New Jersey, California, Washington State and Florida. The honor cadet for the week was 1st Lt. Brian Doyle, Pennsylvania Wing.

According to Holbrook, event planning was the key to this year's NAEA. "Even though this was the first running of this activity, the outstanding preplanning and curriculum preparation by Jeff Montgomery at CAP National Headquarters allowed the activity to run smoothly," he said. "Combine the exceptional program offered this year with a little bit of fine-tuning from lessons learned, and next year's National Aerospace Education Academy looks to be even better! This is a first-class opportunity for CAP cadets to learn not only the principles of flight, but also to learn from the best how to build aircraft and have fun doing it.

CAP, Harris Publishing begin membership directory

NATIONAL HEADQUARTERS — Civil Air Patrol and Harris Publishing Company have begun work on the CAP membership Directory.

The directory will be a great source of networking information for all CAP members, past and present, as well as a beautiful keepsake.

The first 10 pages will contain a full color history of CAP, with contact and achievement information in the remainder of the directory.

Harris Publishing Company has begun electronically querying our members to verify information for the upcoming CAP Directory.

"Please be reassured that safeguarding our membership's personal information is very important to us and we would not do anything to jeopardize their privacy. B.C. Harris Publishing Company is a very well respected company from whom I have purchased the Air Force Association and Daedalian directories before, and I have always been very pleased with my dealings with this company, especially their safeguarding of personal information", said CAP Executive Director Al Allenback.

> **"Please be reassured that safeguarding our membership's personal information is very important to us and we would not do anything to jeopardize their privacy. "**
>
> **Al Allenback**
> *Executive Director, CAP National Headquarters*

Because the e-mail has Allenback's signature block, but is sent from Harris Publishing, some members have expressed concerns about the legitimacy of this e-mail, and a few have expressed concerns about the safety of the database.

"This e-mail is a legitimate communication. Through our contract with them, they are updating information on all members so that the most accurate is reflected both in our database and the directory should they decide to be included. Everyone has the option to participate or not participate," Allenback said. "The contract with Harris includes a confidentiality agreement guaranteeing the security of member information. The membership lists will not be sold, loaned or given to anyone. This updating process is for the sole use of Harris Publishing in the creation of the CAP Membership Directory."

"I've already filled my information out," Allenback stated. "All rebates from this project will benefit CAP Cadet Programs, and help fill gaps in funding for cadet uniforms and encampments."

According to Susie Parker, deputy director of Membership Services at CAP National Headquarters, the directory is beginning to take shape. "To date, more than 4,000 members have updated their directory information online, and the numbers are increasing daily."

If you have any questions or concerns, please contact CAP's deputy director of membership, Susie Parker at sparker@cap.gov or Robin Hunt, at rhunt@cap.gov or 334-953-.5341.

To opt out of the directory, go to www.capnhq.gov/MemberServices/PersonalContact/OptOut.htm

You can help support CAP's proud heritage

The Civil Air Patrol Historical Foundation is offering a piece of CAP history to members and supporters. Members can get an item of CAP history while helping preserve CAP's proud heritage through the CAP Historical Foundation.

A $20 donation to the CAPHF will be rewarded with the story of CAP Coastal Patrol on home video — the 12-minute "CAP Subchasers of WWII" on VHS. The latest history book on the Coastal Patrol, *From Maine to Mexico*, is also available for a $20 donation.

Postwar CAP, as the auxiliary of the U.S. Air Force, is celebrated in a color reproduction of an actual 1950s-vintage official poster titled, "On the Air Force Team." The poster depicts CAP's L-16 search plane and Air Force fighters of the period. It's available for a $15 donation.

Orders are also being accepted for a limited number of jacket patches and flight-bag stickers featuring the World War II Coastal Patrol "Little Plane — Big Bomb" insignia, as adopted (with permission) by the CAP Historical Foundation. A $15 donation is requested for each.

CAPHF is officially recognized by the CAP. All contributions are tax deductible. Address donations (checks payable to: CAP Historical Foundation) and desired historical item(s) to: Drew Steketee, CAPHF Executive Director, 21212 Sweetgrass Way, Ashburn, VA 20147.

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08/03-09/03

CAP's new Gippsland GA8 Airvan takes maiden voyage to Oshkosh

Melanie LeMay
Public Relations Specialist
CAP National Headquarters

NATIONAL HEADQUARTERS — When ferry pilot Steve Death (pronounced DEETH) flew CAP's first new Gippsland Aeronautics GA8 Airvan from the manufacturer in Australia for delivery in the states, he took a couple of American writers along for the ride.

Not the writers themselves, of course. Death flew the aircraft solo from Australia to Hawaii, and during what he called the "long and slow" stretches of airtime, he occupied himself with novels by Tom Clancey and Dean Koontz.

"It was very boring," he said of the 75-hour flight, "but the Airvan performed beautifully the whole way. On a long flight like this, boring is a good thing."

CAP took delivery of the new GA8 Airvan, newly painted with CAP's red, white and blue paint scheme, at EAA AirVenture Oshkosh 2003 in Oshkosh, Wis. during the last week of July. Death left Australia on July 17 to fly the plane to its American destination, logging a total of 8,700 nautical miles in the air. The aircraft was fitted with a 1,000-liter ferry tank to provide 24-hour endurance.

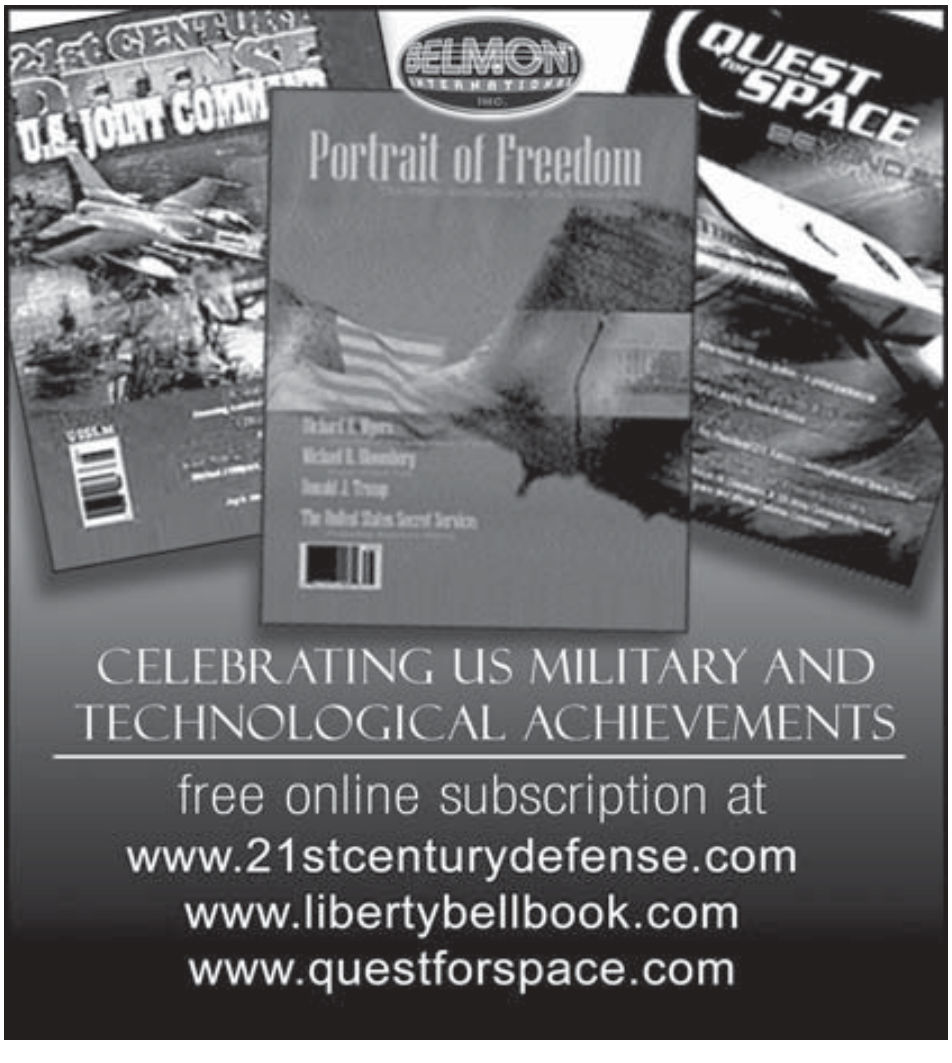
Death undertook the journey in a series of shorter flights. He departed from Victoria and flew first to Lord Howe Island in 6.5 hours, cruising at about 125 knots. From there he made the 4.5-hour flight to Norfolk Island, and then a 12.5-hour flight to Pango Pango in American Somoa. His next stop was Christmas Island, which, taking advantage of a good head wind, he was able to reach in 10.5 hours. The final leg of his solo flight ended in Hilo, Hawaii.

In Hilo, Death picked up a friend, Doug Hamilton, and flew on to the U.S. mainland at Mohave, Calif., the longer leg of the flight. The two then flew to Oshkosh in just under 10 hours.

Death flew a GA8 from Australia to Oshkosh last year, and says that trip and this year's journey are the longest an Airvan has logged to date. When he's not ferrying aircraft, Death is a professional crop duster in southern Australia. He's been a

See AIRVAN ... Page 9

Standing next to Civil Air Patrol's new Gippsland Aeronautics GA8 Airvan — making its debut at EAA AirVenture Oshkosh 2003 — are, from left, Gippsland Board Member George Morgan and CAP Executive Director Al Allenback. At right is Gippsland pilot Steve Death, who flew the plane solo from Australia to Hawaii.



FIRST FLIGHT CENTENNIAL CELEBRATION
WRIGHT BROTHERS NATIONAL MEMORIAL
KITTY HAWK, N.C. ✣ DEC. 13-17, 2003

General admission tickets available

Tickets are currently available for the First Flight Centennial Celebration at www.wrightbrothers.reserveworld.com or by calling (800) 973-7327.

All of the most recent information on the First Flight Centennial Celebration can be accessed at the Centennial Web site on www.firstflightcentennial.org.

Surfing tips:

✓ For the big picture/overview/schedule/links — go to the Celebration page

✓ For frequently asked questions on ticketing — check out the FAQ page.

✓ When calling the 800 number above, please be patient and listen to the prompts for the best service.

FIRST FLIGHT CENTENNIAL

Reserved seating and more available

If you would like to have reserved seating and access to hospitality at the Celebration, you may wish to join the Centennial Circle. Membership begins with a tax-deductible contribution of $2,003.

Benefits include seating and hospitality for member and a guest during the Celebration, access to hotel reservations (a great benefit to make your visit easier), and invitations to special activities. Of course, part of the Centennial Circle benefits package includes two complimentary general admission tickets. Additionally, your contribution will be matched through our U.S. Mint Commemorative Coin program, doubling your investment in a better Wright Brothers National Memorial.

Centennial Circle membership is available exclusively through the First Flight Centennial Foundation, the fundraising partner of the National Park Service/Wright Brothers National Memorial. Visit our Web site or e-mail us at info@firstflightcentennial.org for more information on this limited opportunity (offered on a first-come, first-served basis and moving quickly).

2 WV Wing members restore World War II-vintage Stinson

Capt. Jeffery Schrock
Director of Public Affairs
West Virginia Wing

WEST VIRGINIA — Shortly after the days of the start of World War II, the Civil Air Patrol was known for providing surveillance at coastal patrols along the eastern seaboard.

German submarines were found operating in these waters, and with the U.S. Army and Navy already over tasked and unable to provide coastal coverage, the newly formed CAP was asked to provide a volunteer force of pilots and airplanes to patrol the coast.

Two members of the West Virginia Wing have restored an aircraft flown during those patrols, and hope to have the aircraft flying soon at an airport near you.

Maj. Bart Rogers of Martinsburg Composite Squadron and Capt. Gene Rogers of the Clarksburg Composite Squadron bought the aircraft 11 years ago, and have been restoring it back to its 1942 operational appearance.

The Stinson 10 was based and flew out of Rehoboth Coastal Patrol in Rehoboth, Del., from March to May 1942. Members of Coastal Patrol Base Two used this aircraft to fly coastal patrols during the early formation years of CAP.

Presently 60 years old, the three-seat aircraft, which in turn became a two-seater after the back seat area became a communications platform to communicate back to base, was found in Martinsburg, W.V., and needed a total restoration. At the time, the owners did not know the aircraft was associated with CAP.

"It's been a humbling experience," said Bart. "I've been involved in CAP for almost 20 years, and when we bought it we didn't know of its attachment with CAP. To find that out was exciting."

Both owners attended reunions with Base Two veterans, and did much research to find the historic facts to aid in restoring the aircraft to the appropriate appearance for that coastal patrol era.

"It's a rather small airplane, especially when you think of getting into it and flying 30 miles out to sea," said Bart. "You really have to appreciate the optimism of those guys flying those patrols.

"Very compact, small, not a lot of space. My thoughts go out to those guys who had to put on their exposure suits or anti-exposure suits and fly those patrols. It must have been a unique experience."

According to Bart, after the aircraft left Base Two it became a target-towing aircraft at Langley Air Force Base, Va.

Bart and Gene have flown the Stinson a couple of times now. Once during a reunion in late September 2002 when they dropped a wreath off the shore to honor those who had died — and some veterans even had the chance to ride in their former aircraft. The aircraft was also on display during a Clarksburg Composite Squadron open house and for the 80th anniversary of the Martinsburg Airport.

Bart said he would love to take it on tour to other CAP locations, but his goal right now is to keep it flying.

A photo of the Stinson 10 being restored by Virginia Wing members Capt. Gene Rogers and Maj. Bart Rogers. The aircraft was flown by members of Civil Air Patrol's Coastal Patrol Base Two during World War II.

"It's a rather small airplane, especially when you think of getting into it and flying 30 miles out to sea."

Maj. Bart Rogers
West Virginia Wing

12 Saves ... from Page 3

all hearing the girls screaming with excitement. I could hear them clear as a bell in Mission Base. They were exuberant to have us flying overhead.

The hikers apparently had taken the wrong trail, and they had started down a very steep, rugged path, into downed spruce trees. They could not go down any further nor could they climb back out because of the slide rock. They wanted help quickly, but it was getting dark. A helicopter could not land in the rugged area they were in and the sheriff's department said it would be the next day before they could be helped. They didn't want the airplane to leave since we were their only contact with the world. Since the girls were so shook up at the time, the sheriff's department sent in a ground person that night to stay with them.

Even though the crew of the airplane was talking to them on the FRS, they never saw the group from the air and did not know their exact location. They continued to circle overhead and talked to the group until it was dark enough to see their flashlights and pinpoint their exact location.

We never would have found them if it had not been for their radios and flashlights. They were in a very steep drainage with tall spruce trees all around. There were also a lot of downed trees in the area. One thing about the FRS though was they only have a short range — maybe a mile or so — in the mountains.

The Air Force Rescue Coordination Center at Langley Air Force Base, Va., awarded the aircrew of CPF 508 (N9908H) with 12 saves and a find, but it was the entire team that really made it work, including the sheriff's department and the advice from the boys about the family radios.

A sidenote on our Cessna Turbo 182 — since the airplane was assigned to the Cortez squadron about 12 years ago, it has racked up quite a record. It was at 18 saves and 23 finds — and not it has 30 saves and 24 finds. Our squadron can't take all the credit though, because the San Juan Composite Squadron in Durango, Colo., helped with three saves and a find when we shared the airplane with them.

What a story! This is what CAP is all about, helping fellow Americans in their time of need. Makes me proud to be a member! And you should have seen the smiles on the crew when they made it back to mission base — they could have flown without the plane.

CAP cadets take to Auburn University engineering labs

Curt LaFond
Program Manager
Cadet & Senior Member Professional Development
CAP National Headquarters

NATIONAL HEADQUARTERS — Hosted by Auburn University's Department of Textile Engineering, 19 Civil Air Patrol cadets from across the nation were on campus July 12-19 week for "E-Tech" — CAP's Engineering Technologies Academy.

The cadets, mostly high school juniors, attended lectures and worked in the labs to broaden their understanding of engineering.

"I came to see if I like doing engineering," said Drew McIlvaine, 16, from Chattanooga, Tenn., "and to find out if I want to spend my life as an aerospace engineer."

Coming from CAP, the cadets were particularly interested in the aerospace sciences. They designed and built airfoils from composite materials in the school's textile labs and tested them in the smoke tunnel.

Cadet Brian Doyle, 17, of Pennsylvania, said "I liked creating and testing my own airfoil, and also watching the shock wave in the supersonic wind tunnel."

Auburn's supersonic wind tunnel is not the only campus attraction that caught the cadets' attention.

"I liked the cars," said James Bracy, 16, from Vermont, "they're cool and now I want to study mechanical engineering and build a Baja car from scratch when I come to Auburn."

According to an Aerospace Industries Association report, America is facing a "major work-force crisis in its aerospace industry," which makes the promotion of math and science education a vital national interest.

"Auburn is supporting our CAP cadets," said Ray Bean, deputy director of cadet and senior professional development at CAP National Headquarters "to encourage high school students to look at engineering as a field of study or a career."

The 2003 E-Tech graduates were: Michael Beyer, Indiana Wing; Erica O'Brien, Maryland Wing; David Benes, Maryland Wing; John Lovette, North Carolina Wing; David McFall, South Carolina Wing; Michael Winn, Virginia Wing; Erik Martin, Virginia Wing; James Bracy, New Hampshire Wing; Casey Lasell, New Hampshire Wing; Brian Doyle Pennsylvania Wing; Trevor Munson, Colorado Wing; Christian Nielsen, Florida Wing; Steven Mellard, Georgia Wing; Drew McIlvaine, Tennessee Wing; Scott Osterloh, Arizona Wing; Byron Quine, Texas Wing; Sarah Gilbert, Tennessee Wing; Molli Frisone, Ohio Wing; and Samantha Linsley, Texas Wing.

E-tech staff members were: Maj. Roy Good, activity director, North Carolina Wing; Lt. Col. Warren Vest, Virginia Wing; Capt. Michael Garman, Alabama Wing; Sr. Mbr. Beth Lovette, North Carolina Wing; and Curt LaFond, CAP National Headquarters.

Photos by Curt LaFond

Top, clockwise from left, cadets Scott Osterloh, Byron Quine, Christian Nielson and David Benes test the engine powering their model aircraft during "E-Tech." — Left, cadet Trevor Munson makes some final adjustments before running wind-tunnel tests on the airfoil he designed and built using fibrous composite materials.

License to fly!

Following his check ride, cadet Tech. Sgt. Benjamin Brennan of Florida Wing's Pensacola Composite Squadron receives his private pilot certificate and Civil Air Patrol pilot wings from Rogers A. Porter of the wing's Emerald Coast Senior Squadron. Brennan was the first graduate of the senior squadron's flight program in Pensacola.

AIRVAN ... from Page 7

pilot for more than 23 years.

"Oshkosh is amazing," he said, as he talked with visiting CAP members and headquarters staff crowding around the GA8. "You see two miles of runway, eight-deep in airplanes – pilots everywhere – and so many of them are members of CAP."

The Airvan captured CAP's interest during last year's AirVenture and Gippsland Aeronautics was invited by CAP to participate in aircraft flight evaluation trials. The trials were conducted at Buena Vista Airport in the Colorado Rocky Mountains, with flights also made from Leadville Airport, the highest airport in North America, and third highest in the world with an elevation of 9,927 feet.

CAP carried out an extensive flight trials program, including rigorous performance and handling tests with particular emphasis on the slow-speed maneuverability necessary for CAP operations. The Airvan met or exceeded all of the CAP mission criteria.

CAP personnel were impressed with the large cabin, which will not only provide space for their sophisticated mission equipment and but also give them excellent visibility from the Airvan's large windows.

In January 2003, CAP contracted with Gippsland to provide Airvans on an Indefinite Delivery - Indefinite Quantity basis for the next three years.

NATIONAL COMMANDER RESPONDS

E-mail generates answers to issues raised

(Editor's note: A recent e-mail that was in wide circulation found its way to Maj. Gen. Rick Bowling's inbox. He thought that answering the issues raised would be worthwhile.)

Comment: "Besides the money the members and the Air Force provides, there are literally billions of dollars available in federal grants for training and specific equipment that we desperately need. What plans are there to pursue these funds?"

Answer: While we are continuing to search for potential grant money from foundations across the country, more importantly, we have started a new fund-raising initiative reaching out to corporations across the country.

NATIONAL PERSPECTIVE

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

The Civil Air Patrol Corporate Partner Program gives corporations the opportunity to tie their name/brands to the patriotic efforts of CAP's volunteer members who help keep our nation safe, help keep drugs off the streets and help today's youths become model citizens.

The CAP Corporate Partner Program also allows corporations the ability to earmark funds toward specific CAP needs or locations, if so desired. But we need help from all of our volunteers to help generate corporate contacts. With a team effort, we believe the CAP Corporate Partner Program will help meet many of our financial needs. Leads can be forwarded to our director of Strategic Partnerships — James Shea (jshea@cap.gov) — who will follow up on each one and work with members in the field to generate funds locally as well.

Comment: "CAP should use its Web site to inform members of what is being contemplated or attempted, and ask for our comments and ideas. There are some pretty smart and resourceful people in CAP. Use that resource rather than alienating it."

Answer: Over the past few years, electronic communication technology has become so advanced that it is now possible to provide information and/or solicit input on a real-time basis. For that reason, CAP's Web site is currently being redesigned to ensure better functionality, easier navigation and full utilization of the latest Internet technology. When completed, it will become the primary communication vehicle used to keep members informed, educated and actively involved in the organization's internal and external communications. The new design and cutting-edge technology will enable us to deliver interactive training programs; live Web streaming of events, meetings or addresses on critical matters from the leadership; video on demand; online surveys for member input; expanded and enhanced E-services; online membership renewals; and online interactive news service.

The objective of the expansion of E-services is to provide an almost paperless environment for the membership over the next year or so. It is important to remember that these items will not all be available immediately due to the time it takes to develop. For example, videos take time to develop, but as they are available, they will be broadcast. Training programs take time to build. But over a period of two to three years, it is not unreasonable to expect all or most of these services and features to be available to the members. The result of all of this will be a better and more timely information flow.

Civil Air Patrol National Commander Maj. Gen. Richard L. Bowling talks to the graduates of the 2003 Cadet Officer's School during their graduation barbecue.

Comment: "Nationwide, the application of CAP regulations has become so arbitrary, vindictive and uneven that they have become virtually meaningless. I have regularly encountered members who have not completed training mandated in the regulations, but have been given specialty 101 cards; and people wearing the military style uniform who are off the CAP height/weight chart … This is a wonderful example to set for the cadets and is the single biggest thing working against us with state emergency managers and other emergency service organizations."

Answer: "Professionalizing" the force is vital to our continued credibility. I encourage **all** members to adhere to our established regulations, especially those with that concern uniform wear. We have been reviewing our member's appearance and certifications during the joint CAP and CAP-U.S. Air Force inspector general inspections and the recent trend has been toward "satisfactory" and "excellent" grades.

Comment: "Make better use of the Defense Reutilization and Marketing Service system and establish central supply depots both nationally and for each region. We can use the battle dress uniforms, blues, field gear, office supplies, etc., that are regularly turned in to DRMO for disposal. Simply put, why are prison boot camps able to get new boots for convicts and CAP is unable to get used ones for cadets? Can CAP negotiate an agreement with the National Guard Bureau or the Reserves to be allowed to draw from their supply system or at least have first pick before items are turned in to DRMO?"

Answer: Funding to outfit our volunteers and provide mission equipment has and continues to be vital. A Supply Table of Allowance has been developed and is available on the CAP e-services Web page. The TOA lists those uniform and equipment items that can be drawn from DRMO without the need to obtain advance approval from CAP National Headquarters. Additional necessary items can be added to the TOA when they are identified. Junior ROTC and CAP have a Memorandum of Understanding allowing CAP to obtain certain Junior ROTC uniform items. The location of Junior ROTC units can be obtained by contacting Bob LePage (CAP NHQ/LGS) at 334-953-1501 or rlepage@cap.gov. CAP leadership depends on

See PERSPECTIVE … Page 17

SAFETY

The 3 Cs of dealing with 'right-of-way'

Federal Aviation Regulation Part 91.113 lays down the Federal Aviation Administration rules for establishing right-of-way between aircraft in a variety of situations.

It is one of the very few FAA regulations that actually gives the pilot in charge the responsibility to use common sense and courtesy. But it is also one of the less well understood, especially when it comes to gliders — by both power and glider pilots.

Many pilots of all kinds of aircraft have mentally summarized the entire part, more or less, as "balloons > airships > gliders > airplanes/helicopters," as the general sense of the rule. So, many are surprised to discover the Part mentions glider right-of-way in only one specific instance! Specifically, gliders are mentioned only in Part 91.113 (d): " ... when aircraft ... are converging at approximately the same altitude (except head-on or nearly so) ... [and] ... [I]f the aircraft are of different categories ...

... (2) A glider has the right of way over an airship, airplane or rotorcraft ... "

That's it! That's the only scenario in which the FARs give a glider the right of way over any other aircraft!

Wait — it gets better! The same part also spells out some common sense right-of-way rules involving aircraft towing or refueling and aircraft in distress, but the part that talks about right-of-way near airports is really more remarkable in what it does not say than anything the part does say about gliders. Specifically, 91.113 (g) reads:

"(g) Landing aircraft, while on final approach to land or while landing, have the right of way over other aircraft in flight or operating on the surface, except that they shall not take advantage of this rule to force an aircraft off the runway surface which has already landed and is attempting to make way for an aircraft on final approach. When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right of way, but it shall not take advantage of this rule to cut in front of another which is on final approach to land or to overtake that aircraft."

Again, let's look at what this part does not say:

✓ It does **not** read "landing airplanes and/or gliders," it reads "landing aircraft";

✓ It does **not** read "when a glider and an airplane are approaching an airport," — it reads "when two or more aircraft are approaching an airport"; and

✓ It does **not** define exactly " ... approaching an airport for the purpose of landing," nor does it say "aircraft in the pattern."

Wow! The U.S. government, in zealously discharging its responsibilities to make the air safe for everyone, actually expects pilots-in-command to figure out how to implement the basic premise of 91.113, which is in 91.113(b) " ... vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft." We actually have to think for ourselves, understand the immediate situation, exercise common sense and communicate with courtesy.

SAFETY
Capt. James C. Kellett
CAP Senior Glider Program Advisor
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So it's even more important that all the folks operating aircraft at mixed-use airports not only understand the FARs, but understand the capabilities of the aircraft with which they are sharing airspace. For example, while a glider obviously cannot "go around" when a conflict occurs, it actually can exercise a wider range of controlled descent that many power pilots are not aware of. Specifically, all modern gliders are required to have control devices sufficient to reduce the glide ratio to 1:7, about the same as a typical single engine airplane at idle However, the glider can also approach with a glide ratio of between 1:20 or even 1:40 or higher. And, since the glider generally operates at lower airspeeds (typical touchdown airspeeds are 30 to 50 knots), they can exercise surprising accuracy. Still, every glider final approach is just that, final.

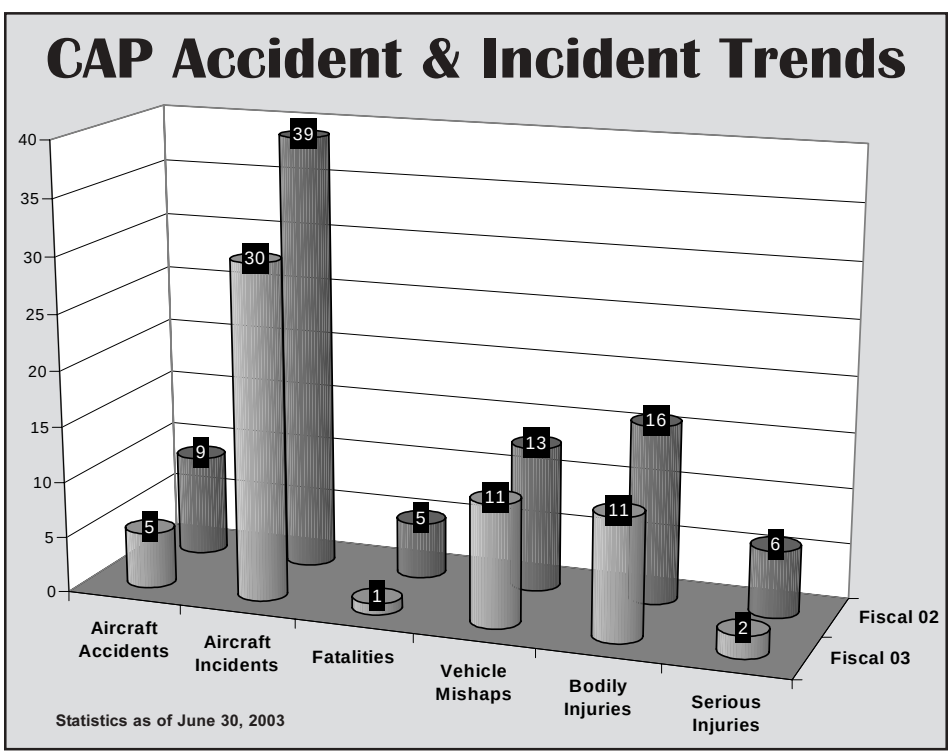
Think about this — the glider pilot on downwind who opens his spoilers to land before an airplane on base, but who was lower in altitude, has violated the airplane pilot's right of way. Maybe, given wind conditions and the distance of the airplane's base leg from the threshold, this was actually the safer option, but just thinking about this shines light on why it's important for both the airplane and glider pilot to understand the other's performance limits and intentions.

To start this understanding process, power pilots need to know that, generally, gliders will fly much smaller, tighter patterns. A typical glider pattern has a downwind leg much less than 1/2 mile in length, a base leg of 1/8 mile or less in length, and a final that's short - just a few hundred yards. Consequently, the glider is in the pattern for a relatively shorter time than the typical power pilot.

On the other hand, the glider is often not able to quickly clear the active runway safely, either at an existing taxiway or just onto the terrain adjacent to the active runway. It's important the local airport management, as well as other pilots, understand glider operations to the extent they recognize and permit such maneuvers when it contributes to safety, even if not on a taxiway. Each airport has its unique requirements in this regard.

Glider pilots need to know they should minimize active runway incursion time, both on takeoff and landing, and should communicate — courteously and accurately — with other aircraft in the pattern. It would be nice to think that all of us pilots, whom we all know are a cut above the rest of the masses, are wise enough to know how to work this out together.

Editor's note: In addition to being CAP's Glider Program Advisor, Virginia Wing's Capt. Jim Kellett is the chief flight instructor with the Skyline Soaring Club.



Our strength comes from how well we work together

Focus On Service

Chaplain (Lt. Col.) James Hughes
Secretary, CAP Chaplain Service Advisory Council
jameshughes@kingslandmethodist.com

I called Georgia's Effingham County my "northwest practice area" for five years while living in Savannah, Ga., which is where I began my private pilot's training — out of Savannah International Airport.

Whenever I needed to practice turns about a point, stalls, steep turns, emergency procedures or anything else that involved flying the plane, my instructor would take me to Effingham County. My wife received her pilot training in the same way.

There are very few pilots who learned in Savannah who have not made a simulated emergency landing at Swaid Rahn's grass airstrip just north of Springfield, Ga. (Just ask the Rahns!) If you lived in Effingham County, and you looked up and saw a small plane flying around, more than likely they had come to practice.

Right after I moved to Effingham County, I was visiting a family out on one of the county roads when I noticed a small plane flying parallel to the road I was traveling. As I stepped out of my car, I heard the engine cut off. I looked up and saw this pilot trainee follow the emergency procedures for an engine failure. He (or she) circled the house and made an approach to land in a big field behind the house. She (or he) did a good job, and would have avoided the trees, houses, power lines and stray animals that can make landings less than satisfactory. If this had been an actual emergency, both people in the plane likely would have survived, and maybe even avoided injury.

After a while I got to know the people who either saw or heard me in my yellow Cessna 172 five years before. I knew some of the people who lived and worked under the roofs that I saw. I didn't know where people were driving on the roads then, but once I lived there I developed a good idea where people liked to go to eat and shop. I learned about their traditions, values, faith and dreams.

There is a big difference between the view we get from an airplane and the view we get when we are face to face with someone. And we don't have to be in an airplane to have that elevated perspective. An attitude can give it to us, or a preconceived notion or pride. Any of these can lead us to prefer looking down on a person's roof, as opposed to getting to know them. If we allow ourselves to see others in this way, then we will see people only as places for us to land in an emergency.

What gives Civil Air Patrol its value to us and others is we do more than fly over people. We get to know them, share with them and learn with them.

CAP attracts a wide variety of people who can broaden our perspective and enrich our appreciation for those who are different from us. We fly missions, but CAP is about people — interacting with cadets, training with other senior members, advancing aerospace education with teachers, supporting Air Force personnel and serving people in our community. Our value to others may come from what we do, but our strength as an organization comes from how we work together in doing it. If we should ever lose sight of that, CAP will become an association that does more harm than good.

Effingham County was soon more than my "northwest practice area" — it became my home, and I was glad of that.

~ ATTENTION CAP MEMBERS ~

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Vermont Wing members help show effectiveness of personal locator beacons

Melanie LeMay
Public Relations Specialist
CAP National Headquarters

VERMONT — The Vermont Wing helped show the effectiveness of personal locator beacons during the first U.S. activation in Waterbury-Stowe, Vt., July 1 — the first day PLBs became available for public purchase and use.

The pocket-sized PLBs are the ground version of emergency locator transmitters used on aircraft. People can use them when they are lost or in distress to transmit the coordinates of their whereabouts to search and rescue agencies.

PLBs transmit via 406 MHz with accuracy down to about a two to six square-mile radius. The Air Force Rescue Coordination Center at Langley Air Force Base, Va., in conjunction with the National Oceanic and Atmospheric Administration, has set up an integrated computer alerting system in the 48 contiguous states, Alaska and nine national parks to support the PLBs.

The state of Vermont was be the first to accept PLB alerts. The AFRCC, NOAA and the Vermont State Police demonstrated the new national system.

During the demonstration, an "injured" Boy Scout activated a PLB, which then emitted a distress signal. Once the signal was picked up, the Vermont State Police requested Vermont Wing support through the AFRCC, to help find the injured Scout, just as they would with a real distress signal.

CAP responders identified and then flew to the coordinates reported by the PLB, and then visually confirmed the Scout's location. They remained in the air above the "victim" until the Vermont State Police ground crew physically "rescued" the Scout.

The PLBs generate coordinates by using the same COSPAS-SARSAT satellite system currently used to locate aircraft and ships.

Photo by Air Force Staff Sgt. Wayne A. Clark

Left, Lt. Col. Scott Morgan, Air Force Rescue Coordination Center commander, explains how personal locator beacons operate to Vermont Governor James Douglas and other participants at the country's first PLB activation event in Waterbury-Stowe, Vt., July 1.

"This technology represents a tremendous leap forward in capability for us," said Col. Richard Greenhut, the commander of CAP's nine-state Northeast Region. "It has the potential to save precious hours when trying to pinpoint the location of a lost or injured hiker or downed aircraft. With it and our existing airborne and hand-held DF (direction finding) gear, we can quickly find our target and help direct appropriate assistance, whether it be the Vermont State Police or our own ground team."

"The use of PLBs in Vermont will be a tremendous aid in locating distressed people," said Col. James Rowell, Vermont Wing commander. "Vermont is a rugged mountainous state with year-round activities for hikers, backpackers and skiers. Sometimes hikers and backpackers get lost, and skiers leave trails looking for greater adventure and get into serious trouble. Use of the PLB system will without a doubt save valuable search and rescue response time and improve our chances of saving lives as we work with the Vermont State Police on search and rescue missions."

VT Wing uses GPS to assess grid coverage

Maj. William N. Kuschel
Vermont Wing

VERMONT — Pilots and mission staff — do you ever wonder how well a particular search assignment was flown or what the grid coverage has been after multiple searches?

A simple-cost effective technique used by the Vermont Wing for more than a year records the search aircraft track and overlays it on a computer generated map with grids, roads, towns, etc. For a color example, go to: www.together.net/~vtwgcap/upload_es/index.html.

The Garmin eTrex GPS is a small battery-operated GPS retailing for $115 with the capability to record and download an aircraft's track. Each wing aircraft has one eTrex. Before a mission sortie is flown, either training or actual, the eTrex is initialized, placed on the panel cover to enable clear satellite visibility and secured with Velcro. No external antenna is necessary.

As the mission is flown, whether route search, grid search or ELT search, the eTrex records the aircraft track. It also has a feature to record the location of "points of interest" as way points with a push of a button.

After the flight, the eTrex is taken to a computer with TOPO USA 4.0, a Delorme software product retailing for $100. The track and way points are downloaded via the serial port, overlaid and displayed. TOPO USA includes software maps covering the entire country and CAP search grids. Position and "bearing to target" information from ground teams using Lpers can also be plotted and displayed.

Each track is a small data file which can be appropriately named, saved and shared on a network or via e-mail as an attachment to the planning section. Multiple tracks can be overlaid to see the actual grid or route coverage. Wing members have found it useful to project these images at the mission base with a projector connected directly to the display port of the computer.

TOPO USA can be used to enhance mission preplanning by accurately plotting SARSAT hits, latitude/longitudes of search routes to be flown, terrain profile and 3-D terrain display.

Sr. Mbr. Patrick Burns of Vermont Wing reviews aircraft tracks overlayed on a computer-generated map. The track were recorded using a hand-held Garmin eTrex GPS.

For Vermont CAP this simple and cost effective technique is viable for crew training and staff assessment of search effectiveness.

Posing for a group shot is the Pacific Region Color Guard — first-place winners of the color guard competition. Standing with them, third from right, is Michael Dominguez, assistant secretary of the Air Force for Manpower & Reserve Affairs, and, left, CAP National Commander Maj. Gen. Richard L. Bowling.

Posing for a group shot is the Middle E
Standing with them, far left, is Michael
Affairs, and, far right, CAP National Co

Pacific, Middle East regions take top honors at National Cadet Competition

NATIONAL HEADQUARTERS — Cadets from Civil Air Patrol's Pacific and Middle East regions took top honors in the National Cadet Competition, June 25-28 at Wright-Patterson Air Force Base, Dayton, Ohio.

The winning drill team represented the state of Delaware, while the top color guard team was comprised of cadets from California.

The four-day national competition drew the top 168 of more than 27,000 cadets who participate nationwide in CAP programs. The cadets were judged on military drills, inspection, protocol and leadership skills. They also competed in a written exam and a mile run.

Competition was fierce, since the eight competing teams had advanced to the national competition after winning at the preliminary local, state (wing) and region levels. "I was a little disappointed that we didn't get first place," said Cadet Master Sgt. Katie Broyles of the Michigan Wing color guard team, "but I discovered that it's more than a competition. We were honoring the United States of America, and that's important to me. I really felt proud of what we accomplished and so did the rest of my team."

"National Cadet Competition draws the cream of the crop among America's young people," said Maj. Gen. Richard Bowling, CAP's national commander. "These are young men and women who willingly give up their free time to volunteer for CAP. Each time I'm around them, I realize all over again how fortunate we are to have young people of this caliber preparing to assume positions of leadership in our country."

Finishing first in the drill team competition was the Middle East Region represented by the Delaware Wing. Second place went to the Southeast Region represented by Puerto Rico, representing the Southeast Region, and third place was awarded to the Great Lakes Region team, represented by the Illinois Wing.

The Pacific Region's California Wing team took top honors in the color guard competition, followed by the Middle East Region's National Capital Wing team in second place and the Southeast Region's Florida Wing team was awarded third.

Other teams making it to the national drill team competition included cadets from New York, Minnesota, Oklahoma, Colorado and Washington. Finalists for the color guard competition represented Pennsylvania, Michigan, Minnesota, Texas and Montana.

National Cadet Competition first-place team members

PACIFIC REGION COLOR GUARD
Laura Borenstein, San Diego; Wade Wright, Fallbrook, Calif.; Ken Beach, Encinitas, Calif.; Nicole Kim, Vista, Calif.; and Eric Perry, Vista, Calif. Senior escorts for the team were Randy McClure, Escondido, Calif., and Thomas Gray, Carlsbad, Calif.

MIDDLE EAST REGION DRILL TEAM
Michael Beaver, Wilmington, Del.; Carl Bevard, Huntingtown, Md.; Dustin DiEleuterio, Rising Sun, Md.; Casey Drosehn, Newark, Del.; Jason Ewing, Hockessin, Del.; Jeremiah Ewing, Hockessin; Katherine Ewing, Hockessin; Mark Hollinshead, Wilmington, Del.; Ryan McGaha, Middletown, Del; Jonathan Offen, Georgetown, Del.; Katie Offen, Georgetown; Nicole Ramos, Dover, Del.; Mark Russell, Newark; David Schirling, Elkton, Md.; Nathaniel Seely, Greenwood, Del.; and Nikolas Twyford, Long Neck, Del. Senior escorts for the team were John McGaha, Middleton, Del., and Barbara Ewing, Hockessin.

The Southeast Region Drill Team march

A Northeast Region cadet completes th

ast Region Drill Team — first-place winners of the drill team competition. Dominguez, assistant secretary of the Air Force for Manpower & Reserve mmander Maj. Gen. Richard L. Bowling.

The Great Lakes Region Color Guard folds the U.S. flag during the outdoor flag-posting event

nes "in-synch" during the standard drill event.

North Central Region cadets take on the mile-run event.

e written test.

The Northeast Region Color Guard post the colors outdoors.

The Rocky Mountain Region Drill Team participates in the standard drill event.

Web Extra:
To view the complete list of 2003 NCC award winners, check out the Cadet Programs section online at www.capnhq.gov

New board member says CAP on 'good flight path'

Melanie LeMay
Public Relations Specialist
CAP National Headquarters

NATIONAL HEADQUARTERS — The newest member of the Civil Air Patrol Board of Governors, Air Force Lt. Gen. Ronald E. Keys, says CAP is "on a good flight path."

Keys, who was appointed to the board by the Secretary of the Air Force, is deputy chief of staff for Air and Space Operations at Air Force headquarters in Washington, D.C. In that position, the general helps formulate policy supporting air, space, intelligence, nuclear, counter-proliferation, homeland security, weather and information operations. He also determines operational requirements, capabilities and training necessary to support national security and military strategy. Keys reports to the secretary of the Air Force and the chief of staff.

A distinguished graduate of Kansas State University's ROTC program, Keys first learned about CAP in college when two of his ROTC friends told him about their experience as CAP cadets. Since then, he's learned more about CAP and sees his new role on the board as "a great opportunity to help CAP move toward its vision."

With a successful Air Force career to draw upon, Keys brings a wealth of experience to CAP. In addition to being the first commander of the Air Force Doctrine Center, Keys has also served an executive assistant to the Air Force chief of staff and to an assistant secretary of Defense.

"CAP is on a good flight path now," Keys said. "Internalizing the organization's core values, ensuring the cadet program remains strong, and professionalizing the ability to provide assistance to government and agencies across the country will be three important parts of CAP's future."

A command pilot with more than 4,000 flight hours, Keys is a veteran of the A-10, F-4, F-15 and F-16 aircraft. Among many honors, he has been awarded the Defense Distinguished Service Medal, Legion of Merit, Distinguished Flying Cross and Republic of Vietnam Gallantry Cross with Palm.

Keys wants to help solidify CAP's relationship with the Air Force during his tenure on the board.

"I'd like to see a true partnership with CAP, where we work together to strengthen the CAP program," he said, "and I hope to see us open even more opportunities for CAP to contribute."

Air Force Lt. Gen. Ronald E. Keys, deputy chief of staff for Air and Space Operations at Air Force Headquarters, poses for a photo with two Florida Wing cadets during the Air Force Association's Air Warfare Symposium in Orlando back in March. Keys is the newest member of the Civil Air Patrol Board of Governors.

Perspective ... from Page 10

suggestions from volunteers like yourself to improve the quality of the CAP experience.

Comment: "A great start has been made on replacing our aging fleet — keep it up! We need those planes!"

Answer: You haven't seen anything yet! Exciting times are ahead in the CAP aircraft modernization plan. A new model aircraft joins the CAP fleet this August. The aircraft is manufactured by Gippsland Aeronautics of Australia. It is in the same class as the Cessna 206 and can carry eight passengers.

The aircraft, the Gippsland GA8, is an excellent platform for search and rescue and the high-technology innovations being implemented by CAP. The aircraft has a wide sliding cabin door, curved windows for greater visibility and wide body, just to name a few enhancements.

Comment: "In my wing the vans average 100,000 miles and those are the "new ones" — and a few are older than our cadets. Because of their age, most of these vans are high-cost maintenance and fuel pits. Every wing needs an appropriate mix of new vehicles such as small SUVs with four-wheel drive for rural areas or two-wheel drive for urban areas, and safer models of passenger vans to haul personnel and equipment to encampments. This directly affects CAP's mission capability and member safety."

Answer: You correctly identified how the age of our vehicle fleet increases maintenance costs. The average age of CAP vehicles is 15 years with 449 vehicles out of a fleet of 924 being over 10 years old. Fifty-seven vehicles were removed from the fleet in 2002 due to age and mechanical condition.

CAP purchased 72 vehicles last year and we're on track to purchase about 30 to 35 this year. A new Vehicle Table of Allowance lists the type of vehicle appropriate for various tasks. The type and distribution of vehicles is determined by the CAP volunteer leadership who determine the priorities for type and distribution.

Safety is always the number one priority in CAP activities. The policy for vehicles is developed with that priority in mind. Vehicles are required to have tires that meet or exceed the vehicle manufacturer's recommended rating in accord with the National Transportation Safety Board's findings. Warning notices are posted in all vans cautioning that, during turns, a rollover risk increases as the van load increases. Commanders are required to periodically review driving records to assure that high risk drivers are not driving CAP vehicles. There are other safety specific policies in the new CAP Regulation 77-1, Operation and Maintenance of CAP Vehicles. Thanks to conscientious volunteers like yourself, CAP will keep moving toward a more modern and safer vehicle fleet.

Comment: Virtually every squadron in the nation needs hand-held, NTIA compliant radios ... Guys, we can't talk to each other or local emergency services agencies unless we violate NTIA and CAP radio directives. Get us radios!

Answer: I'm very happy to report that we are getting radios! $1 million in new VHF/FM base stations were just distributed to the field in June and more are coming as funding is provided by the Air Force. The Air Force has approved a Communications Table of Allowances that we are now in the process of implementing. Air Force approval of this TOA means they have agreed that our mission-related communications needs are "an Air Force bill to pay."

Most encouraging is the fact that the Air Education and Training Command Communications staff has agreed to be our advocate in the Air Force funding process from now on. That means more funding is on its way for more radios over the next few years.

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LT COL CARL M. MARTY	WI	28 AUG 84 - 31 AUG 03	19	12 AUG 03
LT COL RONIE A. YORK	NC	28 APR 79 – 30 APR 03	24	12 AUG 03
MAJ DON L. WALSER	NC	21 MAR 79 – 9 MAY 03	24	12 AUG 03
LT COL STEPHEN M. HAXBY	IN	1 JUN 1971-31 JUL 1976		
		28 JUL 1981-31 JUL 2003	27	11 JUL 03
CHAP (LT COL) JAMES C. HERRON	AZ	28 JUL 1982-30 JUN 2003	21	11 JUL 03
LT COL SUSAN C. STURGEON	TX	28 JUN 1959-30 JUN 2003	44	11 JUL 03
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KARIM A. JABBAR	TX
BYRON J. QUINE	TX
DANIEL W. ROBBINS	TX
NATHAN E. YALCIN	TX
MARK M. ROMINGER	VA
MICHAEL C. ROMINGER	VA
DAVID C. WINYARD, JR.	VA
CHRIS A. BUCK	WA
ANDREW P. GEGENHUBER	WA
TERENCE E. LEWIS	WA
NICHOLAS J. GRAZER	WI
BRENT J. RAMAKER	WI
KELLY J. CARROLL	WV
ERIC S. SIMMONS	WV
KELLI D. STATLER	WV
DANIEL J. GREEN	WY

Nationwide

Reporting the achievements of CAP members

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@cap.gov or via the U.S. Postal Service to 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 masthead on Page 3 for submission guidelines or go online to www.capnhq.gov/nhq/capnews.)

For questions regarding submissions, please call Michelle L. "Shelly" Green at (334) 953-9013.

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Eugene, OR
97402-9542

NORTHEAST REGION

COMMANDER
COL. RICHARD A. GREENHUT

CONNECTICUT ★ MAINE
MASSACHUSETTS ★ NEW HAMPSHIRE ★ NEW JERSEY
NEW YORK ★ PENNSYLVANIA
RHODE ISLAND ★ VERMONT

NEW HAMPSHIRE — The Concord Composite Squadron of the New Hampshire Wing took an aerospace education trip to New York City.

Forty-eight cadets and senior members toured the Intrepid Sea-Air-Space Museum, featuring the USS Intrepid, the Essex-class aircraft carrier known for its service in World War II.

Several cadets participated in a mini-boot camp, which was held on the hangar deck of the Intrepid – an area with several physical fitness stations manned by U.S. Marines. The promo for the event was, "Do you have what it takes to serve your country?"

The two-hour exercise was open to the public, and because several cadets finished all the stations in 20 minutes, they tried it two or three times to test their stamina. Posters and water bottles were given to those who made it through each fitness station.

This aerospace education trip also included a visit to the Empire State Building, the Staten Island Ferry view of the Statue of Liberty and a stop of remembrance at "Ground Zero."

2nd Lt. Matt Aversa

NEW YORK — Maj. Al DiSanto took command of New York Wing's Long Island Group during a ceremony May 15.

DiSanto assumed command from Maj. Greg Karp and selected Maj. Jim Hirsh, squadron 6 commander, as his deputy commander.

DiSanto promised to continue to lead the group in a positive direction, serving the needs of the Long Island community. He also emphasized the organization's role in homeland security. "I want to keep the camaraderie, as well as the increased enthusiasm for flying," said DiSanto.

Another goal DiSanto said he plans on improving is CAP's image in the local community. "Although we've been in business for 61 years," he explained, "there are a lot of people who don't know what CAP is and what we do."

DiSanto started with CAP as a pilot in the mid 1990s. He climbed the ranks to become the commander of Suffolk Cadet Squadron 10 of Ronkonkoma, N.Y., which he led to become the largest on Long Island and win squadron of the year four years in a row.

Maj. Al DiSanto

"The new commander is going to do well. We have a consistent record of teamwork with Long Island Group," said former New York State Wing Commander Col. Joy Nelson, who participated in the transition ceremony. "In every aspect, the Long Island Group has one of the highest ratings in the wing. I'm very pleased with the way that Long Island Group is going."

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Ninety-two cadets and seniors of seven Long Island Group squadrons assisted in coordinating and participated in the annual flag-planting ceremony at Calverton National Cemetery on Long Island.

This year, the group members were joined by Air Force, Navy and Marine ROTC members in planting flags on 178,000 graves.

"It went extremely well," said Maj. Jim Hirsh, deputy group commander of Long Island Group. "Seeing a large number of cadet and senior members turn out for this event always astounds me. Six years ago there were 120,000 graves. Every year, the job gets bigger and bigger." Eventually the cemetery will be the final resting place of half a million armed forces veterans.

After the flag planting was completed, the volunteer groups - consisting of about 6,000 Boy and Girl Scouts and other groups - gathered for the Memorial Day ceremony. Following the lead of the 106th U.S. Air Force Rescue Recovery Wing Honor Guard, the group's own honor guard passed by the review stand to cheers and applause from the audience. "I feel a tremendous sense of pride when I see our people at a mass formation and our honor guard presenting the flag every year," said Hirsh.

World War II veteran and American Legion Post 1941 Commander Frank F. Belsito, who ran the event, said he is always impressed with CAP's annual service. "It is refreshing to see the cadets heading in the right direction. Two words – 'good citizenship' – they're learning the right way from the adult leaders," said Belsito.

Long Island Group Commander Maj. Al DiSanto was one of the speakers at the ceremony. DiSanto reminded the crowd that the meaning of Memorial Day is as significant now as it has been in the past, especially with the thousands of men and women in our armed services protecting our freedom around the globe.

"Across our great land, thousands of American flags proudly wave, marking the final resting place of our servicemen, who had their lives cut short so we may live freely and enjoy the blessings of liberty. Memorial Day is the one day of the year we set aside to remember and honor our country's patriots, yet we owe them a debt of gratitude every day of every year," said DiSanto. He added that America's challenge is to do its best to remain true to the principles that its veterans fought to preserve.

1st Lt. Christopher M. Collora

NEW YORK — Members of the Nassau and Suffolk Cadet squadrons participated in the Memorial Day services at Calverton National Cemetery, Calverton, N.Y.

The members had the honor of guarding the flags, which were reserved for all veterans who served in the U.S. armed forces. Family members and loved ones placed a flag at the resting place of their honored hero. This being an annual tradition across the United States, the squadrons had the opportunity to again take part in honoring the country's veterans.

Nassau members who participated were: Maj. Herbert Hardie, 2nd Lt. John Beuth and Sr. Mbr. Dawn Kennedy; and cadets 2nd Lt. Thomas Fangmann, Airman 1st Class Timmy Beuth, Senior Airman Daniel Gidasi and Airman Basic Timothy Kennedy.

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New York Wing's Nassau Cadet Squadron visited the American Airpower Museum at Republic Airport in Farmingdale, N.Y., July 12.

Senior members Maj. Herbert Hardie, 2nd Lt. John Beuth and Sr. Mbr. Dawn Kennedy; and cadets Airman 1st Class Timmy Beuth, Airman Basic Timothy Kennedy and Cadet Basic Rob Bellissimo viewed history in the flesh.

People dressed in historical World War II uniforms and reenacted the 101st Airborne Division's boarding of the C-47 skytrain "Gooney Bird" as they did in the past. This particular C-47 actually flew over Normandy in 1944.

The cadets also had the chance to meet with one of the many famous women of World War II – Rosie the Riveter. This "Rosie" was actually a "Josie" – Josephine – who had stories and photos of her two sisters and herself at the aviation plant where they worked. Finally, the members talked with Gunter Bier – now a volunteer at the American Airpower Museum – was a child living in Germany during World War II and survived the bombing of his village.

Sr. Mbr. Dawn Kennedy

NEW YORK — A cadet officer of New York Wing's Condor Composite Squadron recently received his solo pilot wings May 27.

With his fellow cadets

Coast to Coast

looking on, Cadet Capt. Jonathan Fitch took the controls of the squadron's Cessna 172, left the runway at Perry Warsaw Airport, and returned a solo pilot after a picture-perfect landing.

May 27 is also Fitch's birthday, and what a present he gave himself. He received the customary "clipping of the tail" and his CAP solo flight wings by instructor pilot Lt. Col. Diane Wojtowicz. "The bad weather changed enough that we were able to fly and he was able to solo. As luck would have it, today was his 17th birthday as well," said Wojtowicz.

Fitch is the first cadet that the Condor squadron has had solo in a CAP aircraft outside of a flight encampment. When Fitch began taking lessons last year at the age of 16, he also received flight instruction from Maj. Dana Boothe, another CAP instructor pilot. During his two years in CAP, he has received his Amelia Earhart Award and become the cadet commander of the squadron. He also serves as the recorder for the Cadet Advisory Council for Finger Lakes Group and will be attending Cadet Officer School this summer. Fitch will be a senior at Castile Christian Academy in Castile, N.Y., this fall, and hopes to attend the U.S. Air Force Academy in the summer of 2004.

1st Lt. Scott Gardner

Cadet Capt. Jonathan Fitch poses from the cockpit of Condor Composite Squadron's Cessna 172 after landing from his first solo flight.

Middle East Region

Commander
Col. Charles S. Glass

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

MARYLAND — Seven senior members successfully completed a squadron leadership school hosted by the Mount Airy Composite Squadron at the Frederick Composite Squadron Headquarters, in Frederick, Md.

Squadron leadership school helps members to develop a general understanding of the squadron's basic functions and to enhance their performance by teaching such topics as organization, progression, liaison structure, professional image, effective communications, human resources, aerospace education, cadet programs and operations.

Graduates from the school were:

- Mount Airy Composite Squadron – Lt. Cols. James H. Myers and Charles A. Proctor, 2nd Lts. Jack E. Bowerman and Sudha Kaistha, and 1st Lt. Gamiel Burgos;
- St. Mary's Composite Squadron – 1st Lt. John M. Weaver; and
- Winchester Composite Squadron – Sr. Mbr. Frank Kalupa of Winchester, Va.

Proctor, Mount Airy squadron's professional development officer, was course director, with Maj. Judith McLellan, Mount Airy's commander, as assistant director. Burgos, Mount Airy's emergency services officer, was administration officer.

Instructors for the school included: Mike Vertlieb, wing liaison officer; Lt. Col. James Steinmeier, wing vice commander; Maj. David Younce, region professional development officer; Maj. Ron King, wing counterdrug officer; Lt. Col. John Knowles, Group IV's commander; 1st Lt. Mark Erickson, wing communications officer; Maj. Meredith Phares, Hagerstown aerospace education and testing officer; Cadet Maj. Kathleen McLellan, cadet commander of Group IV; and Maj. Tori Steinmeier, wing cadet programs officer.

"We very much enjoyed meeting some newer CAP members, as well those who have been in a while and have not yet attended this class," said McLellan, the school's assistant director. "We also thank the instructors who stepped forward and shared their knowledge and experiences."

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Four members of the Maryland Wing were among 27 graduates of the Middle East Region Staff College held June 22-28 at Peace College, in Raleigh, N.C.

The college is a formal in-residence required program that prepares selected CAP officers to execute the responsibilities associated with their command and staff positions.

The lectures and seminars covered interpersonal communications, leadership, management, training techniques, team building, problem-solving techniques, planning and conducting meetings and conferences, and learning new ways to write, speak and listen.

"I cannot say how proud I am of our students, thankful to the staff and appreciative to our distinguished visitors, guests and instructors for all of their time, dedication, hard work, long hours and contributions," said Maj. David L. Younce, Middle East Region deputy chief of staff for professional development.

Wing members who graduated from the college were: Maj. Donald Caldwell of Towson Composite Squadron; Capt. Timothy F. Hahn of Bowie Composite Squadron and wing director of professional development; Maj. Arthur Liberty, deputy commander of the wing's Group IV; and Lt. Col. Jon Royer, wing assistant inspector general.

Two Maryland Wing members also served as staff. Functioning as deputy director was Lt. Col. John Knowles of Ashton, commander of the wing's Group IV. Maj. Edward "Mark" Dunker of Baltimore, commander of the wing's Group I, served as a seminar advisor.

2nd Lt. Steven Solomon

MARYLAND — The Maryland Wing Honor Guard had the privilege of being a prominent participant of the National Flag Day Foundation's celebration at Fort McHenry, in Baltimore, Md.

More than 23 cadets, 11 senior members and six family members paused to reflect as they gazed upon the nation's flag, then set up the stage area for all the events, placing the flag holders for the parade of flags, roping off areas and setting up more than 200 chairs for special guests.

Chief National Park Ranger Charlie Strickland cleared all the equipment and personnel through security checks, but because of an ominous weather forecast – including high winds, dangerous lightning, hail, heavy rain and flooding – the plan was changed.

Everything had to be disassembled, and the event was closed to the public. However, the ceremony was held inside the visitors' center for the Flag Day Foundation and special guests, including the president of the Baltimore City Council, superintendent of the Fort McHenry National Monument and Historic Shrine, Congressman Benjamin L. Cardin and Assistant Adjutant General of the Maryland Army National Guard Brig. Gen. Warner I. Sumpter.

The Maryland Wing Honor Guard played an integral part in the event as VIP escorts. They also presented the colors for the singing of "The Star Spangled Banner," placed the memorial wreath during the Pledge of Allegiance, and participated in the Parade of Flags, drill performances, and echo Taps.

One of the most poignant moments of the event was the Parade of Flags, when four historic and 50 state flags were carried in their historical order of entry into the Union. Those who carried the flags were members of the Maryland Wing, U.S. Naval Sea Cadet Corps, and Boy Scouts and Girl Scouts of America.

"We encourage all units around the nation to be part of the Flag Day celebration in their home towns next year," said Lt. Col. Jett Mayhew, honor guard coordinator. "It was an honor to be part of this momentous celebration at Fort McHenry."

Lt. Col. Jett Mayhew

VIRGINIA — Two Southside Composite Squadron changes of command took place during a special ceremony.

Virginia Wing Commander Col. Timothy J. Cramer presided over the change of command ceremony.

Capt. James Piper passed on his command of the Southside Composite Squadron to 1st Lt. Larry Evans. Evans is a retired U.S. Navy chief petty officer and was a fire-control noncommissioned officer during active duty. Piper assumed the duties of emergency services officer for the Southside squadron upon relinquishing command.

In the same ceremony, Cadet Staff Sgt. Nicolas Skarpadeles assumed command of the cadet squadron from Cadet 2nd Lt. Richard Hienzelman.

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Several Southside Composite Squadron cadets were promoted during a June awards ceremony.

Cadets promoted were 2nd Lt. Adam Goins and 2nd Lt. Laura Theim, Airman First Class Cadet Russel Edmond, Airman Aaron Broughear and Airman Ben Fagan.

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Twelve cadets and three seniors of the Southside Composite Squadron traveled to Norfolk, Va., June 19 to visit the battleship USS Wisconsin, Nauticus Naval Museum, and U.S. Air Force 12 Airlift Flight at Langley Air Force Base, Va.

Heavy rainfall in the morning limited the members' sightseeing of the Naval museum, and the battleship had been closed due to its slippery metal decks. After lunch, the group went to Langley AFB.

The members visited the base's flight line, where it continued to rain. Air Force Capt. Tom Knaust explained that

the prime duty of the 12th Airlift Flight is to fly high-ranking officers wherever they need to go.

Cadets attending the trip were: 2nd Lts. Adam Goins and Laura Thiem, Airmen Aaron Broughear, Aemon Broughear, Christopher Norwood, Thomas Norwood, Nicholas Walls, Guy Butts, Matthew Landry, Naudan Shah and Michael Scales; and senior members Capt. Clyde Grimes, 2nd Lts. Deborah Thiem and Carl Broughear.

Capt. Clyde E. Grimes

VIRGINIA — The Prince William Composite Squadron held a joint picnic with members of the British Air Training Corps' 1454 Harrow Squadron, who were visiting northern Virginia from England.

The British Air Training Corps is connected with the British Royal Air Force, and much like CAP, it trains and challenges British youth and participates in various community-service projects.

The event was held outside of the main terminal at Manassas Airport and began with a presentation of the colors of both the United States and Great Britain. Other events throughout the day included demonstrations of search and rescue techniques and a tour of the airport's Aviation Freedom Museum.

"This picnic serves to further remind us of the longstanding and continuing camaraderie between the United States and Great Britain," said 2nd Lt. Jesse R. Binnall, public affairs officer of the Prince William squadron. "Today our military forces are together fighting an evil that has become a threat to freedom-loving people throughout the world. These cadets represent a new generation of leaders who together will be the protectors of tomorrow's liberty."

2nd Lt. Jesse R. Binnall

GREAT LAKES REGION

COMMANDER
COL. WILLIAM W. WEBB

ILLINOIS ★ INDIANA
KENTUCKY ★ MICHIGAN
OHIO ★ WISCONSIN

ILLINOIS — Cadets and seniors of the Woodfield Composite Squadron kept busy over Memorial Day weekend.

On Saturday morning, members helped raise more than $500 for VFW Post 2202 in Schaumburg by supporting their annual poppy sale. From 9 a.m. to 3:30 p.m., the squadron sold poppies in front of a local food store. In attendance were: Squadron commander Capt. Steven Snyder and 2nd Lt. Greg Leeb; and cadets Maj. Philip Rosen – cadet commander, 2nd Lt. Erik Hall, Senior Airman Anthony Carellas, and Airmen Dan Starck and Dan Wells.

The squadron's cadet color guard presided over the opening ceremony of the Schaumburg Flyer (Triple A) season's first baseball game. Under Leeb's coordination, cadets Starck, Carellas, Wells, Airman 1st Class Lauren Duray and Airman Basic John Curio presented the colors in front of 6,800 attendees.

Finally, the squadron participated in an annual event honoring local U.S. armed forces. Sponsored by the Village of Streamwood, Ill., Veterans Commission, it attracted thousands of attendees, including veterans, public and press. The squadron color guard team was one of 12 to present the colors in the parade. Members also assisted active duty personnel from the five branches of the U.S. military in raising flags. Several squadron members patrolled the pathways for crowd control.

The squadron, which has participated in the event for several years, was represented by: Cadets Wells, Carellas, Starck, 2nd Lts. Jon Johnson and Sean O'Keefe, Senior Master Sgt. Paul Lane, Staff Sgt. Davin Seidler and Airman 1st Class Sean Seidler; and senior members Leeb, Capt. Steven Snyder and 2nd Lt. Andy Seidler.

Cadet Airman 1st Class Kegan Hennessey of Indiana Wing's Falcon Composite Squadron – and member of its honor guard – places flags on the graves of fallen veterans at Zachary Taylor National Cemetery in Louisville, Ky.

Cadets from the Prince William Composite Squadron and the 1454 Harrow Squadron of the British Air Training Corps pull together at a joint picnic game of tug-of-war.

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Members of the Woodfield Composite Squadron spent most of the day June 15 assisting the Experimental Aircraft Association Chapter 153's Annual Father's Day Pancake Breakfast.

Twelve cadets and five senior members helped with everything from parking aircraft to pouring syrup in support of the chapter's 20th annual breakfast, held at the Schaumburg Regional Airport in Schaumburg, Ill.

More than 800 visitors, including pilots, their families, the general public and local politicians, came for pancakes, sausage, eggs, coffee and plenty of "hangar talk." During the four-hour event, the local flight school provided more than 200 flights, of which several dozen were in a Waco biplane. More than 100 youths took a free ride in a three-axis flight simulator.

Woodfield members were on hand to encourage community goodwill toward local aviation and recruit potential members. The squadron collected more than $750 in donations through a raffle. Prizes included a ride in the "Red Baron" Waco, an overnight stay at the Hilton Garden Inn of Hoffman Estates and a gift certificate to the airport's restaurant, Pilot Pete's.

Capt. H. Michael Miley

ILLINOIS — Chicago units demonstrated their availability and rapid response capability June 5 after being alerted that an electronic locator transmitter signal had been detected in the Rockford, Ill., area.

Following notification from the U.S. Air Force Rescue Coordination Center, Langley Air Force Base, Va., squadrons originating from north, south and west of the city mobilized in response to the alert, with Col. Joseph King, former Illinois Wing commander, assigned as the incident commander.

The ground teams were made up of Group 22 members, north of Chicago, and Midway Composite Squadron members, south of Chicago. In addition, Lt. Col. Gordon Larson, wing operations officer, was staging at least one aircraft at wing

Coast to Coast

headquarters in DuPage, west of Chicago, to assist in the search from the air.

All those who responded were qualified ground team members, two of whom were qualified ground team leaders. The initial plan was to deploy at least two urban direction-finding teams to quickly triangulate the signal. Unfortunately, the second and third satellite passes did not detect the signal, and the teams were ordered to stand down.

This particular event involved members and assets from several different units, and showed that even during a workday, members in northern Illinois have the ability to deploy in large numbers and participate in real missions.

1st Lt. Bob Williams

KENTUCKY — Members from two wings honored fallen veterans over the Memorial Day weekend at the Maj. Gen. Zachary Taylor National Cemetery in Louisville, Ky.

Cadet and senior members of Kentucky Wing's KYANG Composite Squadron and Indiana Wing's Falcon Composite Squadron were asked to assist the Boy and Cub Scouts in the placing of flags.

Every Memorial Day, local Scout units decorate more than 16,000 graves. Since both CAP squadrons are dually chartered through the Boy Scouts of America as Exploring Posts, the two squadrons were invited as well.

Members rendered their respects to the colors before they started work, hoisting the flag during a brief ceremony. Cemetery director Gary Peaks briefed nearly 150 volunteer workers on the proper way to place the flags on the graves.

Cadet Airman Ryan Reynolds of the KYANG squadron had the opportunity to place a flag on his grandfather's resting place. According to Maj. Darrel Williamson, who coordinated CAP's participation, Reynolds was first to volunteer for the project as soon as it was announced. Other KYANG squadron members who participated were Capt. John Layport, and cadets Master Sgt. James Krystaponis and Airman Matt Pasley.

After completing their assistance with the cemetery detail, the Falcon Composite Squadron Color Guard members participated in three local Memorial Day performances, including:

- Presenting the colors at VFW Post 1839 in New Albany, Ind.;
- parading through New Albany to the Hobart Beach VFW Memorial for wreath laying, local community leaders' speeches and a twenty-one gun salute; and
- presenting the colors at the Clarksville War Memorial in Clarksville, Ind.

Falcon squadron members who participated were: Williamson and Sr. Mbr. Debe Hennessey; and cadets Senior Master Sgt. Stephen Wright, Chief Master Sgt. Justin Wirth and Airmen 1st Class Mark Chranowski, Kegan Hennessey and Jacob Schiller.

Maj. Darrel D. Williamson

MICHIGAN — Cadet 2nd Lt. Scott Beck of the Selfridge Cadet Squadron was awarded the Gen. Billy Mitchell Award and pinned with his new cadet second lieutenant insignia during a promotion ceremony June 6 at Selfridge Air National Guard Base, in Mount Clemens, Mich.

"This is a significant milestone – one that you can be very proud of," Lt. Col. Ronald Padavan, wing chief of staff, told the cadet as he and Maj. Terri Couls, squadron commander, attached the grade insignia to Beck's uniform.

The promotion ceremony carried special significance for Beck, cadet executive officer, who was departing the next morning for a summer orientation week at the U.S. Naval Academy in Annapolis, Md. Beck, a high school junior, was among a highly select group of students from across the nation who were invited to attend the summer program to experience academy life before making a college decision.

"I'm very pleased and proud to have Cadet Beck accomplish so much. He has been a dedicated and reliable member of the squadron, and in the process of earning this award, he has developed excellent leadership abilities that will help him throughout his life," said Couls.

1st Lt. Tim Moran

MICHIGAN — Members of the Van Dyke Cadet Squadron from Clinton Township, Mich., received a tour by Maj. William Henderson of the 107th Fighter Squadron, at Selfridge Air National Guard Base, Mich.

Henderson, a recently returned combat veteran, conducted the tour of the squadron's life-support and maintenance facilities, and the much-coveted F-16C Fighting Falcon flight simulator – which the cadets had waited patiently for three months to visit.

Cadets were able to sit and "fly" the Fighting Falcon simulator, which included expert instruction in aircraft takeoff and landing. It also demonstrated various fighter tactics, such as shooting and destroying various combat tactical aircraft the U.S. Air Force is likely to meet in the skies today.

The tour took approximately two hours; however, Henderson generously continued his hands-on simulator instruction well after the tour concluded.

1st Lt. David D'Arcy

OHIO — Maj. Gerald A. Riess of Ohio Wing's Parma Cadet Squadron participated in a career day at Parma Heights Christian Academy in Parma, Ohio.

Seven booths were set up to represent a different type of career, and Riess' booth educated the students about CAP.

Students came in groups and listened to Reiss discuss CAP's relationship with the Air Force and various CAP opportunities for members, including scholarships for college. There was a question-and-answer session following each presentation.

Maj. Gerald A. Riess

South-East Region

Commander
Col. Antonio J. Pineda

Alabama ★ Florida ★
Georgia ★ Mississippi ★
Puerto Rico ★ Tennessee

FLORIDA — A cadet from Florida Wing's North Tampa Cadet Squadron was awarded the Lt. Baldomero Lopez Award by the Angus R. Goss Detachment of the Marine Corps League.

Cadet Maj. Charles Rivenbark

Cadet Maj. Charles "CJ" Rivenbark received the award for being the most outstanding JROTC cadet from a military and an academic perspective.

Fourteen schools that have the Army, Navy, Air Force or Marine Junior Reserve Officer Training Corps were invited to send their best cadets to represent their school. C. Leon King High School in Tampa, Fla., selected Rivenbark, a cadet lieutenant and the executive officer of his school's Naval JROTC.

He is in the international baccalaureate program at his high school and has just been accepted into the NASA Summer High School Apprentice Research Program. For the NASA program, he will reside at a university for eight weeks this summer to work on a NASA-funded research project. One day, he hopes to serve in the Navy as a Naval Aviator with future interests in Astrophysics and the NASA Space Program.

The Lt. Baldomero Lopez Award was named for a Tampa Marine who sacrificed his life to protect his comrades during the Inchon invasion of Korea. While preparing to throw a grenade, he was shot in the arm, dropping the grenade. Unable to throw it, he cradled it under his body – absorbing the full impact of the explosion.

1st Lt. Melodie Rivenbark

FLORIDA — The Northside Christian School Cadet Squadron held its first pre-encampment bivouac on school grounds in St. Petersburg, Fla., from June 1-3.

Those who attended were either new members who were not ready for the full camping experience or those who had registered for the upcoming encampment, but still wanted a taste of things to come.

Those cadets who had attended an encampment before arrived early on Sunday to set up the command center. As the other cadets arrived, they pitched their tents behind the elementary school building.

Drill was an extensive focus of this bivouac, culminating in a drill competition among the flights on the final day. A physical fitness test was held on the last day, as was the written leadership test, which corresponded to each cadet's level of achievement. After the testing, several cadets completed their achievements and received promotions during the next meeting.

It was not all drill and tests. The attendees took part in several games of volleyball, capture the flag and water-gun fighting and had smores at the campfire.

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The Northside Christian School Cadet Squadron conducted a ground school at Northside Christian School.

Capt. Dave Tucker, flying since 1976 and a CAP member since 1996, was the primary instructor. Other speakers included 1st Lt. Robert Downing and U.S. Coast Guard helicopter pilot Lt. Ian McConnell, who spoke on navigation. Ground school topics included airports and aerodynamics, cross-country flight planning, aero-medical factors and decision making, and navigation systems. In addition, the students received hands-on practice using strings to perform triangulation.

In order to fulfill the requirement of 40 hours of classroom training, students met for two consecutive Saturdays and every evening for two weeks. Squadron cadets and high school students will receive academic credit for the school. Cadets and senior members from several other local squadrons attended as well, including Bayside Bridge and Clearwater Composite squadrons.

The final evening of class was also the night of the Gleim's Federal Aviation Administration private pilot test. Every one of the 14 individuals who took the test passed it. In order for the students to begin their flight lessons, they will have to pass one more FAA test.

1st Lt. Raya Vezina

PUERTO RICO — Members of Puerto Rico Wing's Moca High School Cadet Squadron celebrated Space Day May 1.

More than 80 seventh-grade students from the Antonio S. Pedreira Intermediate School, which is also home of the Moca High School squadron, were instructed in aviation and astronomy.

Maj. Vilma N. Romero, squadron commander, coordinated the teachers and activities for this day. One of the instructors was Lt. Col. Wilfredo Sánchez, a professor and Air Force ROTC commander at the Mayagüez Campus of the University of Puerto Rico. Sánchez is now the director of the Air Force Junior ROTC from Luis Muñoz Marín High School located in Añasco, Puerto Rico. He spoke about the principles of flight and plane functions using a radio-controlled airplane. The students were divided into two sessions to allow everyone the opportunity to ask questions.

Dolores Balzac, director of the department of planetary science at the University of Puerto Rico in Mayagüez, assisted with the program and

handed out the university's astronomy curriculum for the students' future consideration.

Those in attendance included: Moca High School squadron's Cadet 2nd Lt. Jose L. Roldán; two professors of the school, Martha Hilerio and Rosa Pérez; and four students from the school's Air Force JROTC program.

Maj. Vilma N. Romero

NORTH CENTRAL REGION

COMMANDER
COL. REX E. GLASGOW

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

KANSAS — Cadet Staff Sgt. Daniel Metcalf of the New Century Composite Squadron was awarded the Wright Brothers Award on June 3.

Metcalf, an 11-year-old home-schooled cadet, is the first cadet in his 58 cadet-member squadron to receive the award.

He is not the first CAP member in his family. The cadet's father, Dr. Daniel Metcalf, was a former cadet in Minnesota Wing's North Hennepin Composite Squadron.

Cadet Staff Sgt. Daniel Metcalf

Metcalf earned the Wright Brothers Award after completing Phase 1 – "The Learning Phase" – consisting of the first three achievements of the cadet program. He passed an examination that tested leadership knowledge and proficiency in drill and ceremony.

Maj. Ronald Behm

MINNESOTA — The Minnesota State Patrol visited the 130th Composite Squadron and gave squadron members a hands-on tour of the patrol's most vital asset to their aviation program – "Trooper 9" – a Bell long ranger helicopter.

The state patrol members flew the helicopter to the 130th squadron headquarters at the Lakeville Airport.

Chief Warrant Officer Matt Nelson gave the cadets a detailed tour of the helicopter and explained the basic operations and added systems of the helicopter.

The Minnesota State Patrol Aviation Department is located at the St. Paul Downtown Airport. The state patrol is commanded by Col. Anne Beers, and Capt. Mark Dunaski is the chief pilot.

Sr. Mbr. Paul Butche

MISSOURI — Approximately 35 Missouri Wing cadets and senior members and their guests participated in a friendly soda pop bottle rocket competition to launch the wing's Centennial of Flight Celebration.

Hosted by the Spirit of St. Louis Composite Squadron and other Group 2 personnel, the competition proved to be fun, fierce, spirited and creative.

Units represented were the River City, Spirit of St. Louis, St. Charles and Wentzville Composite squadrons, and Group 2 and Missouri Wing staff.

The awards presented to cadet members were:

- I'm Amazed It Flew – James Quinn, Wentzville Composite Squadron;
- Wild Flight – Craig Gullberg, Spirit of St. Louis Composite Squadron;
- Best Appearance – Sarah Henderson, River City Composite Squadron;
- Longest Time Aloft –
  - 1st place – Monique Hohensee, St. Louis Composite Squadron,
  - 2nd place – Wes Henderson, River City Composite Squadron, and
  - 3rd place – Jeremy Acheson, River City Composite Squadron; and
- Highest Launch –
  - 1st place – Jeremy Acheson, River City Composite Squadron,
  - 2nd place – Alex Haverman, Spirit of St. Louis Composite Squadron, and
  - 3rd place – Franklin Pride, River City Composite Squadron.

The competition also helped the participants fulfill their two-hour Aerospace Excellence Award - AEX - activity. Plans are underway to do it all again at the wing-wide rocket launch on Oct. 11.

Capt. Dianna L. Bush

NEBRASKA — Five Lee Bird Composite Squadron cadets served as "living memorials" during a Memorial Day dedication of the new America's 20th Twentieth Century Veterans' Memorial in North Platte, Neb.

Because the memorial is a work in progress, the cadets were given the honor of representing an unfinished facet of the monument.

In the section of the memorial called the "Place of Meditation," there are five bas-relief panels depicting the five major American military conflicts during the 20th century. In front of the panels are six pedestals for bronze statues that will depict a member of each of the five branches of the armed forces and another to commemorate female service in the military. The bronze figures had not been completed by the Memorial Day dedication, however, and CAP cadets were asked to step in and assist. The cadets wore the respective military uniform of each of the five services and stood as living memorials to the veterans who served.

The participating cadets and their portrayed branches of service were: Tech. Sgt. Peter Bland – U.S. Marines, Tech. Sgt. Daniel Ross – U.S. Navy, Airman 1st Class Seth Rehmert – U.S. Army, Airman 1st Class Daniel Hult – U.S. Coast Guard and Airman 1st Class Brandon Lundeen – U.S. Air Force.

For information on America's 20th Twentieth Century Veterans' Memorial, including photos and a virtual walkthrough, visit www.20thcvetsmem.org/index.asp.

Lt. Col. James Nitz

NORTH DAKOTA — Two cadets from the 119th Air National Guard Cadet Squadron of Fargo, N.D., joined the ranks of the U.S. Marine Corps July 14.

Cadets Capt. Timothy J. Soderstrom and 2nd Lt. Preston L. Nygaard are enlisting as infantrymen and following in the footsteps of former 119th ANG "Happy Hooligan" cadets to serve their country.

A member of CAP for six years, Soderstrom has always known he would go into the military. It was not until a year ago that he decided to become a Marine.

Nygaard also planned a military career, but it was the events of Sept. 11 that prompted him to join the corps. Nygaard has been a member for five years.

According to Maj. Troy Krabbenhoft, squadron public affairs officer, the squadron will miss the departing cadets' leadership and dedication.

Maj. Troy C. Krabbenhoft

CALIFORNIA WING 'O-FLIGHT'

Photo by 1st Lt. John C. Hill

Right, 1st Lt. Alexander Whatley of the Long Beach Senior Squadron walks through an aircraft preflight check with Cadet Senior Airman Steve Gomez of the Los Alamitos Cadet Squadron just before taking off on an orientation flight. The orientation flight was flown out of the Long Beach Airport in Long Beach, Calif.

SOUTHWEST REGION

COMMANDER
COL. THOMAS L. TODD

ARIZONA ★ ARKANSAS
LOUISIANA ★ NEW MEXICO
OKLAHOMA ★ TEXAS

LOUISIANA — The Northshore Composite Squadron added a cadet officer to its ranks during a promotion ceremony June 9.

After a long dry spell without cadet officer representation, Lt. Col. John T. Ball, deputy commander of cadets, promoted Cadet John Dennis Ball to cadet second lieutenant.

Prior to his promotion, and with popular consent and acclaim, Ball was also recently made the cadet squadron commander.

Other cadets promoted were

Coast to Coast

Master Sgt. Jeffrey Guillot – alpha flight commander, Staff Sgt. Bradley Warshauer and Airman Eric Boyd.

Under the leadership of Ball, the cadets of the Northshore Composite Squadron have been instrumental in assisting the local Experimental Aircraft Association chapter with their Eagle orientation flights and a local fly-in. The unit has been officially tasked to help with crowd control and airplane and vehicle parking for the Slidell Municipal Airport Airshow in the spring of 2004.

2nd Lt. Carol Carriere & Cadet Staff Sgt. Bradley Warshauer

TEXAS — Retired U.S. Air Force Lt. Gen. Ken Eickmann briefed more than 50 members at a May 19 meeting of the Dripping Springs Tiger Flight of the David Lee "Tex" Hill Composite Squadron.

There was standing-room only as Group 8 Commander Lt. Col. Pal Scully, along with cadets and senior members, listened to Eickmann's lecture on homeland security issues and the disaster relief efforts used in response to the 1995 bombing of the Alfred P. Murrah Federal Building in Oklahoma City.

"Having a three-star general brief Tiger Flight is both a privilege and an honor," said Tiger Flight Commander 1st Lt. Peter Lunsford. "It is also indicative of the role CAP plays in our affiliation with homeland security for our community."

Eickmann was commander of the Oklahoma City Air Logistics Center, at Tinker Air Force Base, Okla., the largest military and industrial complex in the U.S. Department of Defense. At this time, he led the federal rescue and recovery efforts following the bombing. His success inspired the governor of Oklahoma to declare July 11, 1995, as "General Ken Eickmann Day" in the State of Oklahoma.

Eickmann additionally assisted flight commander Lunsford with several cadet promotions that evening.

1st Lt. Peter Lunsford

Rocky Mountain Region

Commander
Col. Lynda C. Robinson

Colorado ★ Idaho
Montana ★ Utah
Wyoming

COLORADO — The Valkyrie Cadet Squadron held its fifth annual awards and recognition banquet June 10 at the Marriott Gateway Park Grand Ballroom.

Not only were individuals' accomplishments acknowledged, but also the squadron was recognized on a state, regional and national level.

Special guests included Maj. Gen. Mason Whitney, adjutant general for the state of Colorado, Brig. Gen. James Bobick, former CAP national commander, and Col. John Buckingham, 140th wing vice commander at Buckley Air Force Base, Colo., who served as the guest speaker for the evening.

Whitney and Bobick presented Cadet Benjamin VanZytveld the Gen. Carl. A. Spaatz Award. VanZytveld said his CAP experience has so greatly impacted his life that he

Llama lure in Wyoming

Story by Capt. Mike Carlson

WYOMING — Cadets from the Big Horn Basin Composite Squadron participated in two unusual encampments where the logistical transport systems were llamas.

Seven senior members and 10 cadets became cozy with these South American pack animals in May and went on a wilderness pack trip in June.

Should the squadron's ground crews have to trek into Wyoming's mountainous terrain, small-sized cadets would have difficulty toting a pack that weighs half as much as they do. With llamas carrying the burden, the cadets could cover more ground – and more accurately – without the exhaustion.

A South American member of the camel family, the llama has been bred for centuries in the rugged Andes Mountains, where they negotiate the most challenging terrain with remarkable surefootedness, carrying loads up to 100 lbs. Strong and gentle, quiet and agile, these llamas were easily led by the inexperienced cadets.

Through a Saturday morning demonstration by Capts. Mike and B.J. Carlson, owners of the Wayfaring Traveler Llama Ranch near Cody, Wyo., each cadet was required to capture, halter, groom, and lead a llama through an obstacle course. Once they felt comfortable leading their llama, they were shown how to saddle and pack them. Finally, they had to lead their llama through water obstacles and a short trek into the hills north of the ranch.

During the encampment, cadets also learned how to set up an ecological camp, where they left no trace of a camp. They were also trained in wilderness survival, orienteering, identifying flora and fauna, meal preparation and working together.

On Sunday morning, the cadets applied their skills by packing their personal gear on a llama and traveling the surrounding lands of the ranch. The cadets were presented Junior Llama Wrangler awards for participating the entire weekend. They earned this award by showing the competency needed to handle a packing situation with a llama.

A few weeks after their training, the cadets went on an actual pack trip and camped in the backcountry in order to apply their previously learned skills. They packed all their gear, plus group gear, into the packs and headed out the next morning for the Paint Rock Canyon area in the Big Horns Mountains of Wyoming.

The five-mile hike was challenging for several of the cadets, but they enjoyed relaxing at the creek-side campsite after over four hours of hiking. The next day was devoted to a day-trip further up into the canyon.

During their return, the cadets were divided into two groups, each with a cadet group leader. They were given 45 minutes to hunt for various natural items. Both groups found most of the items. Also, the cadets coordinated with the squadron's senior members by acting as a group of lost hikers with an electronic locator transmittor. The squadron's aircrew "searched" for the members, finding them with the direction-finding equipment onboard the squadron's aircraft.

As a new squadron, the cadets have not had the opportunity to attend many search and rescue exercises. These squadron encampments have familiarized them with the many aspects of being part of a ground crew. Additionally, the squadron now has cadets who can assist in training other Wyoming cadets in using llamas at the next SAREX and for future logistical operations.

The Big Horn Basin squadron cadets who participated were: Airmen Matt Baclawski, Krystina Beatty, Kelsy Conners, Justin Gillenwater, Megan Hewitt and Chris Peterman; and Cadets Kyle Cordes, Steve Allred, Michael Maslak and Dakota Singh.

Participating senior members were: Lt. Cols. Ray Carpenter and James Henderson, Capts. BJ Carlson, Michael Carlson and Stan Strike, and 2nd Lts. Mike Conners and Patricia Hewitt.

Editor's note: Members are not wearing hats outside because they were advised not to wear them around the llamas.

Photo by Lt. Col. Ray Carpenter

Cadet Krystina Beatty harnesses Esparado the llama in preparation for the squadron's 5-mile mountainous trek.

Photo by Sr. Mbr. Stan Strike

Who says llamas aren't lovable? Cadet Dakota Singh receives a "kiss" from Tony the llama.

is currently studying engineering at the University of Colorado at Boulder on an NROTC scholarship. He plans to serve as an officer in the U.S. Marine Corps upon his graduation.

1st Lt. Paul Gilmore, deputy squadron commander, was awarded the CAP World War II Service Ribbon. He served as a cadet in Colorado Wing's unit #831-1 in Denver from 1943 to 1945. Gilmore was an air traffic controller on Iowa Jima and Guam in the U.S. Army Air Corps before returning to serve 30 years with the Denver Fire Department. He retired as captain in 1979. Serving CAP intermittently after Guam, he transferred to Valkyrie in 1999, shortly after the squadron was chartered. He was recognized as an outstanding volunteer who has provided a lifetime of service to CAP and his country.

Three senior cadets were recognized for appointments to service academies in 2003. Maj. Michael McKenna was appointed to the U.S. Air Force Academy by nomination from U.S. Rep. Bob Schaffer of Colorado. Lt. Col. Mark Larson was nominated by U.S. Sen. Wayne Allard of Colorado to attend the U.S. Military Academy at WestPoint. 1st Lt. Christopher Barber was presented an appointment to the U.S. Merchant Marine Academy by nomination from U.S. Rep. Tom Tancredo of Colorado.

The evening ended with the presentation of the 2003 Rocky Mountain Region Squadron of Distinction Award to the Valkyrie squadron by Col. Norm Kholos, region director of administration. The award was followed by a surprise announcement from Colorado Wing Commander Col. John Buschmann, that Valkyrie Cadet Squadron had been selected as the National Squadron of Distinction 2003. The Valkyrie squadron also is a three-time recipient of the Colorado Wing Squadron of Merit.

2nd Lt. Brian Brumfield

PACIFIC REGION

COMMANDER
COL. PHILLIP S. GROSHONG

ALASKA ★ CALIFORNIA
HAWAII ★ NEVADA
OREGON ★ WASHINGTON

CALIFORNIA — Senior member Sarah Saenz was promoted to the rank of second lieutenant during a June 18 ceremony at Vandenberg Air Force Base, Calif.

Saenz is the activities officer at Vandenberg Composite Squadron, where she works to plan and conduct interesting and challenging activities for cadets. Senior members are promoted based on training, experience and years of service. Saenz has been a CAP member for six months.

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Timothy Roberts was promoted to the rank of second lieutenant during a ceremony in Santa Maria Airport, Santa Maria, Calif., June 11.

Roberts is the disaster preparedness officer of the Vandenberg Composite Squadron. He is responsible for managing and directing squadron disaster-preparedness activities. He is also a cold-case homicide detective with the Santa Barbara Police Department.

Roberts has been a CAP member for six months and is also preparing to take his Federal Aviation Administration oral and practical examination for his private pilot license.

Maj. Jana Ploss

CALIFORNIA — California Wing's Group 3 held a combination awards ceremony and change of command.

It was the last dining out to be held in Hemet, Calif., as Group 3 Headquarters was transferring from Hemet to Cable Airport in Upland, Calif.

California Wing Commander Col. Larry Myrick transferred the Group 3 command flag from outgoing Group 3 Commander Maj. Howard N. LaPierre to Capt. Anthony D. Settember.

Myrick and Riverside California County Supervisor Jim Venable, special guest and long-time CAP supporter, presented Gen. Billy Mitchell awards to cadets 1st Lt. Shiloh Q. Davis of Cable Composite Squadron and 1st Lt. Christopher G. Wyatt of Hemet-Ryan Composite Squadron. Myrick also presented the Gill Robb Wilson Award to Maj. William R. Hartmann.

LaPierre and Group 3 Deputy Commander Capt. Gerald Patterson presented Group 3 awards of the year. The recipients were:

- Aerospace Officer – Lt. Col. George W. Link;
- Cadet NCO – Cadet Senior Master Sgt. Kristin A. Reed;
- Cadet Officer – Cadet Capt. Nick P. Geologo;
- Chaplain – Lt. Col. Marion T. Spiller;
- Ground Team Member – 1st Lt. Dennis M. Joyce;
- Observer – 1st Lt. Lonn D. Olfert;
- Pilot – Capt. Frank J. Tullo;
- Public Affairs Officer – Capt. Robert L. Seigler;
- Safety Officer – Lt. Col. Robert W. Pearce;
- Senior Member – Maj. John D. Holt;
- Wing Staff Member – Lt. Col. D. Fringer; and
- Most Valuable Member – Maj. Roy M. Hofheinz.

Group 3 Certificates of Appreciation were awarded to: Capt. Gerald Patterson, administration; Maj. Roy M. Hofheinz, communications; Lt. Col. Frederick U. Nelson, operations services; Lt. Col. Joseph J. Orchard, emergency services; Maj. Edwin L. Hooper, safety; Maj. Simon Housman, legal; Lt. Col. D. Fringer, finance; and Capt. Gerald Patterson, deputy commander.

Additionally, Group 3 presented certificates of appreciation to commanders and former commanders. The recipients were: Capt. Craig P. Gallagher, San Bernardino Senior Squadron; Maj. Simon A. Housman, Palm Springs Composite Squadron; Capt. Charles H. Schmidt, Chino Cadet Squadron; Capt. Anthony D. Settember, Cable Composite Squadron; Lt. Col. Louise A. Lappert, Corona Cadet Squadron; Lt. Col. George W. Link, Billie L. LeClaire Cadet Squadron; Capt. Robert R. Miller, March Field Composite Squadron; Capt. Timothy L. Grisso, Hemet Ryan Composite Squadron; Lt. Col. Mark A. Floyd, Billie L. LeClaire Cadet Squadron; Capt. Joe C. Toth, Voyager Composite Squadron; Maj. William R. Hartmann, Big Bear Composite Squadron; and Myrick, Continued Support of Inland Empire Group 3.

Capt. Robert L. Seigler

CALIFORNIA — California Wing's Redwood Empire Composite Squadron honored 1st Lt. Charles Gray on completion of 30 years of CAP membership.

More than 70 senior members, cadets and parents attended the annual cadet awards dinner May 26.

Gray was presented with a custom-made, football-shaped glass bowl, engraved with the congratulatory messages and signatures of many cadet and senior members.

Gray joined the former Santa Rosa Senior Squadron in April 1973, and in addition to emergency services, was assigned as liaison to the former Santa Rosa Cadet Squadron. (Both squadrons later merged to form Redwood Empire Composite Squadron.) Gray was very active as a cadet recruiter, making frequent presentations to local middle and high schools. In fact, Gray recruited Redwood squadron's current deputy cadet commander, Maj. Joe Fernandez.

In addition to CAP, Gray's community service included time as a Boy Scout leader, YMCA outreach supervisor, seasonal firefighter and volunteer in local public schools.

2nd Lt. David J. Reber

CALIFORNIA — Cadet 2nd Lt. Bryson Jacobs of California Wing's Skyhawks Composite Squadron has received an appointment to the U.S. Coast Guard Academy.

Jacobs has been a member of CAP for 4½ years and is currently a flight commander in his squadron.

Cadet 2nd Lt. Bryson Jacobs

As an active member of the cadet program, Bryson has participated in many leadership roles in his squadron and attended many national special activities.

To receive the appointment, Bryson had to maintain good grades, receive five letters of recommendation from teachers, counselors and coaches, and write an essay.

Bryson credits his experience in CAP and his squadron with teaching him the discipline and organizational skills he needed to earn the opportunity to attend the academy. He also believes that being a part of the CAP cadet program increased his drive for a career in the military.

Bryson, who is the valedictorian for his class at Elsinore High School, had many choices when it came to choosing where he would attend college. He had many scholarship opportunities from other schools, as well as a U.S. Air Force ROTC scholarship.

He chose the Coast Guard Academy, where only eight percent of those who apply are accepted. When asked why he made the choice to attend the academy, Bryson explained that he felt this was a once-in-a-lifetime opportunity he just could not turn down. Also, after doing research on the academy and hearing positive feedback about it, he was convinced he was making the right decision.

Bryson will be studying marine engineering and hopes to fly helicopters after graduation.

1st Lt. Audrey DiGiantomasso

NEVADA — Nevada Wing's Nellis Cadet Squadron provided cadets and senior members of Nellis Cadet and Henderson Composite squadrons an opportunity to learn the art of public affairs and marketing from the professionals.

The daylong workshop, entitled "The World of Public Affairs," included six speakers, question-and-answer sessions and insight into opportunities to educate the public about CAP's mission and programs.

The public affairs workshop is the first step in the long-range plan the Nellis Cadet Squadron Public Affairs Team will follow in circulating programs for CAP youth. The team, which is comprised of nine cadets and one senior member, is divided into two sub-teams of public relations and publications.

The public affairs officer is Sr. Mbr. Bob Conner, and the cadet public affairs officer is Cadet Airman 1st Class Jeremy Manning. The public relations team members are Cadet Airmen 1st Class Nancy Brown – team leader, and cadets Daniel Brown and Aaron Griffith; and publications team members are Cadet Airmen Ashley Conner – team leader, Dustin Chavez, Jory Holloway, and cadets Ryan Kotz and Shawn Stimmel.

The seminar's focus was on developing media and corporate and political contacts. Also, they made plans to update their Web page with digital videos and pictures, as well as news archives for the squadron's monthly publication *Raptor Recon Report*. Their ultimate goal is to reach more of the public through inter-squadron public affairs efforts, and promote CAP programs through combined resources.

The workshop speakers were: Jeff Chaves, a former U.S. Navy public affairs noncommissioned officer; Jean Norman, assistant metro editor for the *Las Vegas Sun*; Michael Tymczyn, marketing director for Valley Health System; Nevada Wing's

Coast to Coast

Col. Jack Schofield, former Nevada state senator and currently a member of the Nevada University and Community College Board of Regents; Sharon Tutrone, public relations manager, Southern Nevada Branch's American Red Cross; and Sgt. James Olschlager, Nevada Highway Patrol.

Sr. Mbr. Bob Conner

NEVADA — Reno Composite Squadron participated with other organizations in the Mendive Career Day at Mendive Middle School in Sparks, Nev.

Squadron cadets were on hand at the annual event to promote CAP to parents, teachers and students.

Among the groups who attended were Reed High School's ROTC, Southwest Airlines, American Airlines, Regional Emergency Medical Services Authority, Sparks Fire Department, Sparks Police Department and the University of Nevada's Reno School of Medicine.

Quite a few students signed the cadet's guest roster. According to cadet leaders 2nd Lts. Jean Dole and Maryanne Berdan, two area teens who signed up for more information that day have joined the squadron's cadet program since then.

1st Lt. Judi Robins

OREGON — All members of the McMinnville Composite Squadron assisted in a Flag Day wedding reception, which had both television and magazine coverage.

Former Miss America Katie Harmon and Capt. Tim Ebner, an Oregon National Guard Eagle F-15 pilot, were the subject of interest for both *People Magazine* and The Learning Channel's "A Wedding Story."

The couple was married in a downtown Portland, Ore., church and had their reception at the Evergreen Aviation Museum in McMinnville, Ore. The squadron arrived hours before the reception and prepared for more than 600 guests by setting up tables and chairs between various historical classic aircraft, including under the wings of Howard's Hughes' "Spruce Goose." After changing into their dress blue uniforms and white gloves, half of the members opened the doors of cars and the museum for the guests, while the other half directed parking.

McMinnville Composite Squadron Commander Capt. Dave Peterson said he was honored by the invitation to participate and in the squadron's performance.

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The McMinnville Composite Squadron has been named the Oregon Wing Squadron of the Year for the third year in a row.

Oregon Wing Commander Col. Steven Senderling presented the award to the members of the squadron at the annual spring squadron commander's meeting held at the Evergreen Aviation Museum, in McMinnville, Ore.

Accepting the award was the present squadron commander, Capt. David Peterson, past commander Lt. Col. Les Peterson, and several other cadets and senior members. Also attending and welcoming the squadron commanders was Yamhill County Commissioner Mary Stern. Stern welcomed the commanders and praised CAP – especially the McMinnville squadron – for their award-winning accomplishments, community efforts and emergency-service availability.

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Three cadets of the McMinnville Composite Squadron have been selected for national CAP cadet special activities this summer.

Cadets Zac Bell and Daniel Fouch of Dundee, Ore., will be traveling to an Experimental Aircraft Association Advance Aviation Leadership Camp at Oshkosh, Wis., while Cadet Scott Sacks of Dayton, Ore., will be attending the CAP National Powered Flight Academy in Camp Ashland, in Garrison, Neb.

At the EAA camp, Bell and Fouch will be immersed in the world of aviation, including flight training, ground school, aircraft construction, restoration and maintenance skills, and classic historical aircraft. Only 20 cadets may attend the annual camp, and they are chosen by a U.S. Air Force screening program. The Oregon Wing, EAA's Chapter 105 and Bogardus Trust of Tigard, Ore., provided the two cadets with full scholarships and airfare to the camp.

While attending the powered flight academy, Sacks will receive real flight-time training in a Cessna 172, spending more than 10 hours behind the yoke. Learning to fly the powered aircraft will help him to work toward his private pilot license when he returns.

According to Capt. David Peterson, squadron commander, because the selection process is so competitive – at the wing and national level – it was a highly unusual honor that three McMinnville cadets were selected.

Lt. Col. Les Peterson

WASHINGTON — Cadets from the Tri-Cities Composite Squadron attended the groundbreaking ceremony for the Regional Veterans Memorial at Columbia Park in Kennewick, Wash.

Joining the members on this Armed Forces Day, were not only members of the U.S. Armed Forces, but also Sea Cadets, Boy Scouts, Girl Scouts and civilians.

After years of planning, local resident Tom McMillin's vision of a veteran's memorial began with the help of generously sized community donations, especially the 911 Committee's $12,000 donation, which was presented at the ceremony.

Emcee John Umbarger indicated the memorial was "in gratitude for those now serving, in tribute to those who perished to provide peace and security for our nation, and in honor of those who served to forge the heritage of the U.S. Armed Forces."

Cadets in attendance from the Tri-Cities squadron were Col. Paul Kawaguchi, 2nd Lt. Neil Kawaguchi, and Airmen Basics Karrie Alldridge, Sheri Bingman, Katelyn Hedrick and Maria Kawaguchi.

Among a number of speakers – including Congressman Doc Hastings, Kennewick Mayor Jim Beaver, and retired Army Maj. Gen. Robert Frix – was Eric Foster, an active-duty member of the U.S. Coast Guard, who said, "We all wear different uniforms, but deep down inside, we all wear the same color ... red, white and blue."

Cadet Airman Basic Sheri Bingman

WASHINGTON — Several Tri-City Composite Squadron cadets attended the Fallen Officer Memorial at Columbia Park, in Kennewick, Wash.

The memorial began with a quick presentation by Washington Wing's honor guard, who had recently returned from national competition where they took top honors.

Among the event's speakers were Kennewick Mayor Jim Beaver, Republican Congressman Doc Hastings and Sheriff Richard Lathem. In 2002 alone, 212 police officers were killed in the line of duty.

Cadet Airman Basic Katelyn Hedrick

The Final Salute

Lt. Col. Jefferson P. Lamb
Middle East Region

Composite Squadron
Florida Wing

Maj. Orle Straley
Westover Composite Squadron
Massachusetts Wing

Maj. Eileen P. Whiton
River Park Composite Squadron
Illinois Wing

Capt. Abraham Weiner
Fort Lauderdale

Lt. Col. Sydney Wolfe
California Wing

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

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GEN. CARL A. SPAATZ COLLECTIBLE COIN
The Spaatz Association unveiled its Gen. Carl A. Spaatz Challenge coin! The coin features artwork by famous artist Milt Caniff, and was approved for TSA's exclusive use by the National Aviation History Museum. The coin commemorates General Spaatz, who was not only a famed aerospace leader in WW II, but also the first chief of staff of the U.S. Air Force and CAP's first national commander. This is a must for any serious collector of CAP and aviation memorabilia. Each coin was struck from a hand-sculpted portrait of the general and has been reviewed with approval by members of the Spaatz family. All proceeds from these coins are used to fund The Spaatz Association's scholarship programs. The coins cost $10 each and come in antique bronze and merlin gold (bright brass). They can be ordered by contacting: The Spaatz Association, c/o Stephen Austen, 1628 Winthrop Lane, Monroe, NC 28112. Include $1 per order for shipping and handling.

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Lewis scores fifth top-10 finish this season

PIKES PEAK, Colo. — Ashton Lewis Jr. started the No. 46 Civil Air Patrol Chevrolet from the seventh position in the Trim Spa Dream Body 250 at Pikes Peak International Raceway July 26 and finished in ninth place.

Lewis maintained the seventh position until the first caution flag on Lap 31 for a spin in turns three and four. As the leaders came down pit road, Lewis followed suit and took on four tires, fuel and a wedge adjustment. He was back out on the track in ninth when the race went back to green on Lap 44.

Several laps later, Lewis had fallen back to 12th before informing his crew the car was tight off the corners and adjustments would need to be made on the next pit stop. The next caution fell on Lap 62 when the third- and fourth-place cars of rivals Bobby Hamilton Jr. and Mike Bliss made contact, sending Hamilton into the wall. When the leaders did not pit, Lewis was forced to continue fighting the condition of his car.

Lewis was able to gain a couple of spots moving back up to ninth on Lap 78 before the yellow flag came out again. This time Lewis was able to pit and take two right side tires and fuel. The two-tire stop allowed him to gain track position and restart in the second position on Lap 85. After falling back to fourth, Lewis let crew chief Charlie Lewis know the car was still tight through the center. Despite having to fight the car, Lewis was posting lap times faster than the leader. He climbed back up to third before the field began making pit stops under the green flag.

On Lap 178, Lewis brought his car down pit road for his final stop. After a four-tire stop with fuel and another wedge adjustment, the driver was quickly back on the track. It didn't take long for him to realize something was wrong. His lap times slowed and he quickly fell out of the top-five. Lewis let his crew know the car was handling loose and he was having a hard time holding on through the corners.

As the race ended, Lewis was ninth across the finish line. Immediately after he asked the crew to inspect the car and find out what happened. They found the culprit — a bad suspension spring. While the team had hoped for a much better ending, they were happy to have another top-10 finish, their fifth of the season, under their belt.

Cadets with Colorado Wing's Air Academy Cadet Squadron present the colors at the start of the Trim Spa Dream Body 250 at Pikes Peak International Raceway July 26.

Air Academy squadron cadets present colors at Pikes Peak

Maj. William L. Bahn
Deputy Commander
Air Academy Cadet Squadron
Colorado Wing

Cadets from Colorado Wing's Air Academy Cadet Squadron presented the colors at the NASCAR Busch Series Trim Spa Dream Body 250 at Pikes Peak International Raceway July 26 before a crowd of tens of thousands of spectators and a live television audience.

Members of the color guard were: Senior Master Sgt. Brett Vaughn, commander, Staff Sgt. Megan Peterson, Senior Airman Whitney Peterson, and Airmen Andrew Edtl, Joe Poch and Laura Powell. Following the National Anthem, sung by Tech. Sgt. Nancy Poffenbarger with the Air Force Band of the Rockies, the presentation was capped off by an Air National Guard F-16 flyby.

The evening before the race, the cadets were invited to a backyard barbecue at the home of noted Air Force Art Program artist Rick Broome. Held primarily for cadets just completing the Rocky Mountain Region Cadet Leadership School, the event included such attractions as three falcons and their handlers from the Air Force Academy and precision parachute landings in the backyard by two members of the academy's Wings of Blue parachute team. In addition, CAP race car driver, Ashton Lewis Jr., joined the festivities after qualifying for a ninth-place star.

On the morning of the race the cadets toured the garage area and pit row and spent additional time with Ashton. Following the tour, the cadets were allowed to wait in one of the media center's reception rooms, where they had the opportunity to meet and spend time with U.S. Senator Ben Nighthorse Campbell of Colorado.

Following the presentation of the colors, the cadets watched the remainder of the race from the grandstands as guests of the raceway officials.

Additional photos of the performance and the events surrounding it can be found at the unit's Web page at www.cap-aacs.org.

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