

Wings Over Texas

The Approved Publication of Texas Wing Civil Air Patrol

Texas Cadet Soars High



In this issue . . .

- ★ Amarillo Squadron has Find with Save . . .
- ★ Plano Cadets meet Vice President . . .

. . . And Much More!

**SPRING
2011**

Wings Over Texas



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Col. Brooks Cima

Commander, Texas Wing

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Editor, Wings Over Texas

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New Wing Commanders for Texas and Oklahoma

By Maj. Arthur Woodgate

Selecting a Civil Air Patrol wing commander is no trivial undertaking. The process is directed towards finding the best candidate for the position from among those who have applied for the job. Recently, a screening board composed of current and past wing commanders, as well as representatives of the wing and region staff, interviewed each candidate with the purpose of rank-ordering them. A finer selection was conducted by a board consisting of Southwest Region Command Staff and the immediate past commanders of the respective wings.



Col. Brooks Cima

Only then, adding the information supplied by the applicants, input from their current wing commander, and feedback from the wing's members, the Southwest Region Commander selected the best candidate for each wing and submitted their names to CAP National Commander Maj. Gen. Amy S. Courter for her final approval.

"The selection process was particularly difficult because of the exceptional quality of the candidates";" said Col. Joseph Jensen, Southwest Region Commander. "With Maj. Gen. Courter's concurrence, I have selected Lt. Col. Joe Cavett to serve as the next Commander of Oklahoma Wing, and Lt. Col. Brooks Cima to serve as the next Commander of Texas Wing. These officers will succeed Col. Bob Castle and Col. Joe Smith, respectively, upon completion of their terms of appointment."

Col. Robert Castle, Commander of Oklahoma wing, said, "I am very pleased with the selection. All candidates were well qualified, and I'm glad they applied. I know Joe Cavett will lead the wing in a positive direction."

Lt. Col. Joseph Cavett is a former CAP cadet who switched to senior member status in 1997. Since then, he has accumulated an impressive set of qualifications, including the Gill Robb Wilson Award, the highest level of professional education available to CAP members.

Col. Castle explained, "Besides his great work as a squadron

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Texas Squadrons Participate in Wreaths Across America

Editor's note: This article is compiled from several articles received from the various squadrons that participated, as there was insufficient space for every article.



On December 11, 2010, CAP members from across Texas gathered at cemeteries in their respective areas to participate in the annual Wreaths Across America ceremony. The event, which started at Arlington National Cemetery and spread across the country, serves to honor the men



and women who have served our country by laying a wreath on each gravesite. Texas members were in attendance at cemeteries in Houston, Cleburne, Vernon, Sherman, Tyler, El Paso and San Antonio. Squadrons participating were Tyler, Rio del Fierro, Texoma, El Paso, Lackland, Marauder, Johnson County, and several from Group IV.

Not only does Wreaths Across America honor our veterans, it also creates a wonderful fundraiser for the CAP. The event continues to grow each year and it would be great to have every squadron participate, as it does not have to be at a National Cemetery. ★



Commanders . . .

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commander, Lt. Col. Cavett gained valuable experience at the wing level by working in Emergency Services and Transportation. Also, he has much experience as a former cadet and working with cadets.”

Because running a CAP wing is a complicated business, the successful candidate needs to have a thorough grounding in all operational and administrative areas of Civil Air Patrol. Col. Castle added, “As part of his work as Oklahoma Wing Vice Commander East, he had to deal with budgeting and finance, as well as general administration. He’ll do a great job as the next Oklahoma Wing Commander.”

Lt. Col. Joseph Cavett, who was naturally pleased to have been selected as the next commander of Oklahoma Wing, said, “I’ve always enjoyed a challenge, and getting selected as the next wing commander was a true challenge. It is humbling, too.”

When asked about his plans for the wing and its future, he replied, “My vision for command is clear. I want to create the conditions for a better membership experience.”

And what would he do to help the wing move in the right direction? “Member motivation is the key to unit success. We have many talented CAP members, and it is up to us to help them find their ideal place where they can contribute the most. Succeeding in this would be a win-win situation, as members would be happy and the unit would profit too.”

Col. Joe Smith, Commander of Texas Wing, said this about the selection, “The Texas Wing was very fortunate to have a large pool of experienced and well qualified candidates for the Wing Commander position. That Lt. Col. Brooks Cima was chosen from this very high-caliber group is an affirmation of her exceptional dedication, her in-depth experience in all of CAP’s missions, and her proven leadership skills.”

A dynamic and capable leader, Lt. Col. Brooks Cima excelled at every assignment she was ever given. During her almost 14 years’ service in CAP, she has achieved master ratings in all three CAP missions, as well as a Senior rating in Organizational Excellence,



Col. Joseph Cavett

besides earning a long list of high-level emergency services qualifications.

Looking towards the future, Col. Smith remarked, “The Texas Wing is almost the size of one of the smaller CAP Regions and it is a challenging job in the best of times. Lt. Col. Brooks Cima is the right person – the right leader – for the Texas Wing in this very challenging time.”

Lt. Col. Brooks Cima, who is an experienced educator and business owner, said, “My primary goal as Wing Commander will be continued generative planning to find new missions for our aircrew and ground team members. The development of those missions is critical to main-

taining a professional, well-trained volunteer force.”

Lt. Col. Cima has excelled at training in Texas Wing, having started and conducted highly successful programs for both cadets and senior members, focusing on professional development and emergency services. These have gained region and national attention, as the numbers speak for themselves. After the training started, mission success and renewed commitment to the wing followed.

She said, “I’ve been blessed to have the opportunity to serve on staff in all three missions of Civil Air Patrol. I look forward to encouraging a vibrant exchange of time and talent among the staff officers leading these missions. This will empower them to support and encourage all facets of CAP life.” This latest assignment, then, is a continuation of what she has already done well, and a way for her to maintain Texas Wing’s preparedness to serve the community, state and nation.

How does she view her selection? “I am both pleased and humbled by the support I’ve received in my bid for Wing Commander. I’ll do my best to apply the high standards set by our current Wing Commander and will maintain the open lines of communication I’ve developed with Squadron and Group staffs in order to fully understand and address their concerns.”

Both Oklahoma Wing and Texas Wing are poised to scale new heights in their fulfillment of Civil Air Patrol’s congressionally-mandated missions, as their newly selected commanders prepare to take on the responsibility of discharging their leadership mission in pursuit of excellence. ★

Search and Rescue Flight Training in West Texas

By Capt. Tom King

It's a beautiful day to be flying in the mountainous terrain of far west Texas. The winds are light and there's not a cloud in the sky. It's mid-day so the temperatures have risen to the mid-80's. You've taken the active for your take-off roll. But your assigned aircraft, a Cessna 172R model, seems lethargic. You're eating up runway length without becoming airborne. Eventually, and just before the end of the runway end, you're finally airborne! But barely. And your rate of climb is anemic. There's one of several surrounding mountains looming in your windscreen, seemingly getting larger and larger. You slowly and cautiously initiate a standard rate turn with intermittent stall horn warnings to return to the airport. After what seems like an eternity, you touch down. And roll, and roll, before finally coming to a stop. So what gives? Is there something wrong with this aircraft I was assigned? Or was this poor performance somehow related to flying at higher elevation?

Texas Wing aircrew may be tasked with search and rescue missions in the mountainous terrain of far west Texas and New Mexico. But this is not the same task as flying over flatter terrain at lower elevations. Density altitude, and mountain flight in general, can be very unforgiving of poor planning or



insufficient training. The annual Mountain Flight Clinic sponsored by the Kerrville (TX442) Squadron of TXWG provides an excellent opportunity to train for mountain flight in general and mountain search and rescue specifically. Alpine-Casparis airport (E38) is located north of Big Bend National Park at an elevation of 4500' msl. Not quite as high as Denver, Colorado (5,280' msl) but Alpine definitely a higher elevation city. The surrounding mountains reach elevations of 7800' msl and thus are comparable in height to those of the Appalachian Mountains. Though obviously not quite the very high mountainous terrain seen in Rocky Mountain States, the higher elevations

of west Texas do offer density altitude flight conditions. And the terrain is certainly isolated and very rugged, but extraordinarily beautiful. Alpine and west Texas thus offers TXWG aircrews an excellent venue for mountain/density altitude flight training.

The annual Mountain Flight Clinic sponsored by the Kerrville squadron was held on October 29-31, 2010 in Alpine, Texas. A total of 13 squadrons from throughout the TXWG as well as Louisiana and Oklahoma participated. High winds are not uncommon for west Texas but weather conditions were excellent that weekend with severe clear skies and light winds out of the southeast. Participating aircraft included C172s, C182s (both

conventional gauges and G1000 panels) and one Gippsland GA-8 Airvan. One hundred-forty-seven sorties were flown which included completing new qualifications for 24 SAR/DR Mission Pilots as well as a similar number of renewing SAR/DR Mission Pilots. Capt. Harry Cook noted the significant amount of advanced planning invested in this year's exercise that made this mission so successful. A TX442 planning group worked 3-4 hours for each of three sessions during the month of October ensuring that most sorties for Friday and early Saturday were not only planned in detail but entered into WIMRS. The weekend included ground classes on "Density Altitude Flight" and near continuous day-time flight activity from Friday through Sunday. First time participants attend the ground clinic on density altitude/mountain flight on Saturday morning. Returning participants attend a brief refresher clinic on density altitude/mountain flight Friday evening. The remainder of the weekend's activities consists of air sorties designed to put into practice what was learned in ground school, that is, training in mountain flight, including search and rescue in mountainous terrain. Each training flight includes a left

seat Mission Pilot trainee, a right seat safety pilot and often a rear seat Mission scanner. The training flights typically last an hour and fly a proscribed course within an assigned search grid. Post-flight debriefing includes an evaluation of the trainee pilot's performance throughout the flight.

Evenings were unscheduled, allowing participants to explore Alpine, TX and surrounding attractions including Marfa, Texas 17 nm to the west and the McDonald Observatory about 20 nm to the northwest. Alpine offers a number of very good restaurants including two favorites: The Reata (203 N. 5th Street), The Longhorn Steak House (801 N. 5th Street) and La Casita Restaurant (801 N. 5th Street). Mission Base was set up at the Hampton Inn.

Quoting one of the several out-of-state aircrew participants: "I had to come to Texas to find out how one of these missions should really be conducted!" By all accounts, this was a very highly successful exercise as it has been for many years in the past. The Hampton Inn at Alpine provided excellent facilities for this training mission. Alpine-Casparis airport is well maintained with plenty of AvGas and long intersecting cross

wind runways. And, of course, the scenery is spectacular. Lt. Col. Groggel, Incident Commander (IC) for the training mission, said that she has already booked the hotel for this exercise next year.

The success of an operation such as this depends on the work of many individuals. Among the many individuals who worked tirelessly to pull this mission off successfully are the following. As mentioned above, Lt. Col. Gwynn Groggel served as mission IC. Air Operations was staffed Capt. Harry Cook and Maj. George Otto; Air Ops Planning was staffed by Maj. Stan Kremp, Capt. Tom King, Col. Frank Eldridge, Capt. Glenda Zinsitz and FO Jeff Burton. Capt. Chuck Tetlow staffed the OPS shack at Alpine-Casparis airport (E38) coordinating aircrews preparing to depart on, and returning from, air sorties. Aircraft maintenance and repairs were supervised by 1st Lt. Dick Moga. Capt. Lorrie Tetlow and Maj. Jay Walthall served as flight release and flight close-out director. Maj. Chuck Seeber was the Mission Administration officer. Capt. Lee Robinson and Lt. Col. Jack Jackson served as mission flight release officers for inbound and outbound sorties. 1st Lt. Chuck Chandler, Capt. Leonard Sadler and Lt Col. Dana Gray coordinated mission ground transportation. 1st Lt. John Trolinger was Communications Officer for the mission. 1st Lt. Marjorie Cook coordinated lunches on Saturday and assisted with general administration activities throughout the weekend. Capt. Steve Andrews presented the Density Altitude/Mountain Flight ground clinic for participants. ★



Newest Member of CAP Board Visits SAREX

By Maj. Robert Hieronymus

On Jan. 21-23, 2011, Texas Wing, Civil Air Patrol was busy running a statewide Distributed Search and Rescue Exercise (DSAREX) when word spread about a real-world event. The newest member of the CAP Board of Governors would be coming to the Incident Command Post (ICP) at Stinson Municipal Airport in order to observe operations and perhaps take part in the mission.

After obtaining Texas Wing Commander Col. Joe Smith's approval, the exercise Incident Commander (IC), CAP Capt. Lorrie Tetlow tasked the Air Operations Branch Director with the details. In a few minutes the mission had been identified, the pilot selected, and the information entered into the computer program. Mission tasking is an essential element of this type of exercise, so this request was treated just as any other of the 165 air and ground missions tasked across the state of Texas on that weekend.

When Maj. Gen. Susan Pamerleau, USAF (Ref) walked in the door of the exercise ICP on Sunday, Jan. 23, she found the operational tempo already slowing down, as the last of the exercise sorties were calling in their results. Col. Smith introduced the ICP staff members to Gen. Pamerleau and she was briefed on the exercise itself, as well as how CAP conducts operation.

Before attending the exercise, the general had known about CAP and CAP's work, so she quickly demonstrated her familiarity with fast-paced operations. She kept up a steady flow of questions for Col. Joe Smith. "How does the information on take off and landing get to you?" "How do you send the tasking data to units remote from this location?" "Is this the same system you use for a real incident?" The questions were many and came quickly, and the discussion went on for almost an hour.



The IC, Capt. Lorrie Tetlow, was an active participant in orienting the general. How mission control was achieved was uppermost in the general's mind, so she was interested in CAPSTAR, the electronic monitoring application that shows the status of all sorties, from start to finish, including estimated time of sortie completion. "This is a great tool for us, as I can tell at a glance how smoothly each staging area is progressing," said Capt. Tetlow.

Gen. Pamerleau asked about the Web Mission Information Reporting System (WMIRS) and wanted to know if the exercise was a staff training event. "Our main purpose during this exercise is to make sure our flight crews and ground teams know how to input information into WMIRS," said Capt. Tetlow. The general was impressed by the detailed information available to the ICP staff, and how the sortie data were uploaded from each staging area.

"What can you tell me about the local squadrons and their ROTC and Cadet flights?" asked Gen. Pamerleau. "Ma'am, we flew over 1,000 hours last year, and that includes an average of 33 cadet flights monthly," replied Capt. Tetlow. "That's great," was her reply.

The general is exceptionally well-qualified to serve on CAP's Board of Governors, as she has many years of Air Force senior management and command experience. She is also intimately acquainted with programs related to young people, having been the vice commander of Lackland AFB's Basic Military Training Wing and commandant of the USAF Reserve Officer Training Corps. It was during her tenure as ROTC commandant that the program offering orientation rides for ROTC cadets in CAP aircraft was initiated.

Continued . . .

Legislative Squadron Member new Chair of Defense and Veterans Affairs

Maj. Arthur E. Woodgate

On Feb. 10, 2011, at the Texas State Capitol in Austin, State Representative Joe C. Pickett (District 79) met with Texas Legislative Squadron Commander CAP Lt. Col. Gordie White. The latter congratulated the representative on his recent appointment as Chair of the Defense and Veterans Affairs Committee of the Texas Legislature. Rep. Pickett holds the grade of Major in the Texas Wing Legislative Squadron.

State Representative Pickett, who is serving his eighth term in the Texas Legislature, represents an area that includes the city of El Paso, his hometown. "He is a good friend of Civil Air Patrol and Texas Wing," said Lt. Col. Gordie L. White. "He is very active in the community and participates regularly in unit activities at the El Paso Composite Squadron."

Lt. Col. Debbie Torres, commander of Group I, Texas Wing – a major subcommand that includes the El Paso Composite Squadron – said, "Joe Pickett is

very supportive of the El Paso Composite Squadron and Civil Air Patrol. He attends as many functions as he can, especially Search and Rescue Exercises. He is always ready to present awards and make formal promotion presentations." Then she added, "He enjoys flying and is a staunch supporter of aviation. He is particularly impressed by Civil Air Patrol's emergency services mission, as well as cadet programs."

State Representative Pickett has a keen interest in Civil Air Patrol's cadet program, which is not surprising as during his political career he has spent considerable time and effort on youth advocacy programs. At the squadron, he gets to be a part of Civil Air Patrol's work with cadets, and sees first hand the beneficial effects of the program on local youth.

He is also very much interested in Civil Air Patrol's ability to overfly disaster stricken areas and take aerial photographs of the damage, as the information



thus gathered serves to speed the time to full recovery. Although he is not a pilot himself, he flies in a CAP airplane overlooking his district whenever he can. As a member of the Texas Wing Legislative squadron, in the event of a natural or man-made disaster, he would be able to check out any damage from the air and be best positioned to serve his district.

As the Chair of the Defense and Veterans Affairs Committee, his membership in Civil Air Patrol and personal involvement in the life of the El Paso Composite Squadron will serve him well when making important decisions concerning Civil Air Patrol, the U.S. Air Force Auxiliary.

SAREX . . . Continued

Her two years as commander of the USAF Personnel Center brought her face to face with the challenges of developing and using individual skills to accomplish complex missions. This military experience, coupled with her management experience in a civilian environment, constitutes a perfect background to meet the challenges of CAP skills development and crisis management, whether related to senior members or cadets.

After her overview of the exercise and how CAP conducts missions, the general sat down with the pilot in command of the sortie she was to fly with that afternoon. CAP Lt. Col Martin Fass, a former Air Force officer, laid out the track for the grid and Emergency Locator Transmitter searches they would be conducting, and explained the rules of in-flight discipline.

The required paperwork completed, they went to the flight-line where N165CP, a Cessna 182, was already pre-flighted for the mission.

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Amarillo Squadron Has Find with Save

Maj. Arthur E. Woodgate

On Jan. 17, 2011, at approximately 8 a .m., a Texas Wing, Civil Air Patrol ground team found Lambert Little in the wreckage of a single-engine Cessna 172A... alive. This is a rarity, as most missing plane searches end in a recovery operation rather than a save.

The Air Force Rescue Control Center (AFRCC) had alerted Texas Wing, as the missing plane's last known location had been in the vicinity of Clarendon's Smiley Johnson Municipal Airport/Bass Field. The nearest CAP unit was located in Amarillo, Texas – the missing plane's flight had originated in Abilene, about 180 miles to the south of Clarendon. The prevailing dense fog and poor weather ruled out an air search, but called for an immediate ground team instead. If the weather improved, an air/ground coordinated search and rescue (SAR) mission could be planned for later in the day.

The decision made, at approximately 2 a.m. the Incident Commander (IC), CAP Lt. Col. Rick Woolfolk, called the Amarillo coordinator, Lt. Col. Rich Simerson, who in turn found a willing ground team leader: CAP Maj. James Dabney. The latter asked for volunteers to serve on his SAR team, and Cadet Lt. Col. Evan Salisbury, Cadet 2nd Lt. Dylan Hokanson, and Cadet Senior Master Sgt. Ralph Thomas answered the call. The IC ran the mission from Denton, Texas, 327 miles east of Amarillo and 267 miles east of Clarendon.

The AFRCC had originally provided a fairly large target area – an oval spanning rough, forested, broken and hilly terrain that promised a difficult, slow, and possibly lengthy search. However, prior to contacting Texas Wing, the AFRCC had contacted CAP's cell-phone forensic experts and within 20 minutes of their first call they provided Texas Wing with additional information on the possible location. As luck would have it, Lambert Little's twin brother John had sent a text message to him when he was presumed overdue, and the cell tower transacting that connection was known. Lambert, however, was unable to answer the call because by that time his cell phone was jammed in the plane between the dash and the windshield.

The new information was welcome news for the mission, as the tower's sensing range plotted a circle that



was much smaller than the area the AFRCC had indicated. Also, the new area was to the north of where the ground team normally would have started the search, had they only had the AFRCC's initial information.

Besides establishing contact with the Department of Public Safety and the Donley County Sheriff's Department, Lt. Col. Woolfolk was also in touch with the Little family, who had first sounded the alarm at 8:40 p.m. on the previous day, Jan. 16, when the pilot failed to arrive as planned. Processing this information into the alert system takes some time, as there are regulatory requirements that must be met, as well as determining the actual search area based on known data.

Lambert Little had been flying a fairly well traveled route that lies under high-altitude commercial air traffic. The hope was that since commercial pilots listen for the 121.5 MHz signal of older Emergency Locator Transmitters, someone might have detected the signal. However, the missing plane's ELT had never gone off, removing another possible clue that could have led the ground team to the plane's location. (ELTs are designed to start emitting a signal of 121.5 MHz whenever the aircraft hits the ground.)

As the previous day had been clear, Little had been flying under Visual Flight Rules, but then the weather

worsened and fog started to set in as Little neared his destination. When he began his descent and the fog didn't clear, he realized he was in trouble. He tried to land at Smiley Johnson Municipal Airport/Bass Field, but couldn't make it to the runway.

CAP search and rescue personnel train for this kind of work, under all weather conditions, both in daylight and at night. It is hard work in more ways than one. When aircraft are involved, every member of the team hopes for a save, but experience has taught them that this hope is seldom fulfilled.

The distance from Amarillo to Clarendon is about 60 miles, about an hour away by car, but it wasn't as simple as that. The team members had to be gathered, signed into the mission, and all equipment checked. After the administrative and operational checks had been made, and the distance traveled, the search team arrived at the accident area just before dawn.

Lambert Little's twin brother John, the plane's owner, feared the worst. "I know that in this kind of weather there is little chance of survival," he said to Lt. Col. Woolfolk. He only asked for closure. To him, certainty was preferable to agonizing doubt, and the glimmer of hope that might soon be dashed.

After the operational and safety briefings, at dawn (just after 7 a.m.), the ground team set off on foot, making their way through the underbrush and forest growth. They were part of a larger group, as Sheriff's Department and County personnel had volunteered to help. Maj. Dabney acted as the search coordinator, as the others looked up to him for direction.

Knowing that the airplane had GPS directional electronics capable of navigating it right to the runway, Maj. Dabney (a Ground Team Leader and aircrew Mission Scanner) started the search from the runway towards the cell tower. It was barely daylight, and arduous going over the rough terrain. "We knew the plane wouldn't do too well if the pilot had tried to set it down on this kind of terrain," he said, "but we hoped for the best."

They also hoped that the cell tower had delivered a text message to the phone of a still-living person, someone perhaps in pain but not mortally wounded. Everyone knew that, by then, the plane had been missing for ten hours, and that is a long time if the pilot had been hurt. But their expectations remained unspoken, as the searchers couldn't be sure that their work would be rewarded with a happy ending. Too many variables were involved, and small planes are

very fragile. So is human life.

For the CAP cadets, this was their first SAR mission, but their training kicked in and they worked well together. "This is what we train for," said Lt. Col. Brooks Cima, Texas Wing Director of Emergency Services. "It is part of our emergency services mission, a valuable contribution to the Wing's preparedness, and a great way to teach responsibility to our cadets."

From a distance, about a mile from the runway, the searchers saw the plane lying upside down, a dog barking tangled on a bush near it. It was Lambert Little's blind pet, that he had taken along for company. The team called the Incident Command Post and gave the initial news. Expectation went up a notch. The searchers reached the aircraft and found Little in the cockpit, conscious and up-beat, albeit with a broken leg. The news was relayed immediately to the ICP, and from there it spread to Little's family, the local authorities, and the AFRCC itself. They were all jubilant. Congratulations abounded, and smiles were mixed with tears of relief and joy.

"This happens so rarely," said Lt. Col. Cima, "but when it does happen, it's a validation of everything we train for and the effort we make whenever we go on a SAR mission. The AFRCC takes this as seriously as we do, and they were just as elated as we were at hearing the good news."

The rescuers extricated Little out of the airplane and brought him back to where he could be taken to the hospital in Amarillo. The dog was checked by a local veterinarian, and a city employee took it home to care for it and await the family's arrival. The call also went to Amarillo, where an aircrew had been preparing to join in the search, as the weather had cleared. Although they had been looking forward to their participation, pilot Capt. Richard Warner, co-pilot 1st Lt. Shawn Bowen, and scanner 2nd Lt. Vicki Bowen were relieved at hearing the latest development.

Lt. Col. Woolfolk summarized the general feeling, "The excitement level at having found the pilot alive was tremendous. We were so happy for him and his family." Then he added, "I have been on many similar missions, but this is the first time that the find also became a save."

Lambert Little is the new City Manager for the city of Clarendon .

(Portions of this article were contributed by Lt. Col. Rick Woolfolk, CAP and Maj. James Dabney, CAP.) ★

Three Rivers Flight Balloon Launch

By Capt. Johanna Augustine

Grey skies and damp, chilly weather didn't stop Three Rivers Flight from the inaugural flight of Explorer-1. A weather balloon with a small package attached was released on 15 January 2011, at 0903 hours from the Cloud Country Airport, Grape Creek, TX and recovered 25.3 miles away just outside of Miles, TX.

The premise was simple – a weather balloon carrying a package with electronic equipment would rise to an altitude of 80,000 to 100,000 feet, burst, return to Earth, and then we would recover the equipment. After 14 months of preparations, fund raising, and keeping our fingers crossed that the weather would cooperate, the launch date finally arrived.

Flight members arrived at the airport at 0700 hours and cordoned off the work area. First Lieutenant Leslie Roblin, with the assistance of Cadets Airman First Class Jonah Griggs, A. J. Augustine, and Cadet Airman Basic Calvin James, placed the electronic equipment consisting of a digital camera, GPS, and radio into a small lunch cooler. Following a checklist, each item was double-checked to ensure batteries were installed correctly and the equipment functioned properly.

As the rest of the team was preparing the balloon and package, Captain David Augustine checked that all of the tracking and communication equipment in the chase vehicle was functioning properly. The equipment consisted of a laptop receiving GPS location via the



internet (Near Space Ventures and <http://aprs.fi>), one laptop receiving a GFS sounding through a Bearcat scanner for San Angelo, Mathis Field, and a good old-fashioned paper map (San Antonio sectional) for plotting locations if the internet went down. Capt. Augustine confirmed that all equipment was operating properly and receiving the necessary signals from the electronics equipment in the package and through the internet.

Once the package was prepared, all members of the assembly team donned latex gloves to remove the balloon from its wrapper. The flight vehicle consisted of: the package with the electronics, a homemade radar reflector, and a 6-foot parachute all connected with 550 cord. A piece of the 550 cord was then attached from the top of the parachute to the balloon. The

team then began the process of inflating the balloon with a homemade balloon filler comprised of PVC pipe, a copper flap valve, and an air tank slip connector fastened to a copper fitting in the helium tank. Slowly, the helium was released into the balloon until it rose off the tarp on the ground. At that point, Lt. Roblin and the rest of the launch team monitored the lift of the balloon by using a fish scale attached to a 5 gallon plastic bucket of sand. The team stopped from time to time to check their lift measurements to ensure they didn't over inflate the balloon. Once the balloon was inflated to the proper pressure, the team tied 550 cord around the neck of the balloon just above the inflating device to stop any helium from escaping from the balloon, and then removed the inflating device

from the neck of the balloon. Lt. Roblin then folded the neck of the balloon over onto itself and used an 8-inch “zip” tie to secure the neck. Two 6-inch strips of duct tape were then placed over the zip tie and the end of the neck of the balloon to ensure no helium leaks occurred. At this point, Lt. Roblin gave the “thumbs up” that Explorer-1 was ready for launch.

Spectators and unit members began the countdown – five, four, three, two, one and at 0903 hours the balloon was released! The balloon quickly rose out of site due to the low cloud cover that morning. Immediately, team members began packing up the equipment and switched into chase team mode. Lt. Roblin contacted Steve Guidry of the Ft. Worth and Dallas area Air Traffic Control (ATC) to let them know the package was airborne. Throughout the flight, the ATC contacted Lt. Roblin for location information as they could not pick up the flight vehicle location with their equipment. Lt. Roblin then moved to his residence to act as base station and the remaining members prepared the chase vehicle.

Members of the chase team were Captains David and Johanna Augustine, Cadets Griggs, Augustine, and James. Each cadet had an assigned task: Cadet Augustine was responsible for GPS tracking via the internet, Cadet Griggs was responsible for coordinates received from the radio, and Cadet James was responsible for plotting the coordinates on the map.

The chase team initially deter-

mined that they should attempt to stay under the balloon, but this soon was over-ruled due to the balloon moving in a northerly direction from the launch position, when it was predicted to move southeast. At this point, the chase team began moving to intercept the flight route of the balloon. The initial stop for the chase team was at the intersection of North Grape Creek Rd. and U.S. Highway 87 North, in Grape Creek. There, the team noticed the balloon’s path was changing and it soon turned to an expected southeasterly direction. The team then monitored the flight of the balloon from over Grape Creek to passing over Texas Highway 208 and U.S. Highway 277. The team then moved to the intersection of Motl Rd. and U.S. Highway 277. At that point, the balloon then began moving at a more easterly direction, crossing open country and heading in the direction of Miles, TX. The team then moved to Miles, TX, and continued to monitor the flight path and altitude of the balloon. At 1021 hours the team noted the balloon had reached an altitude of 78,000 feet and was beginning its descent. Previous computer simulations depicted the balloon landing southeast of Miles.

The team then began tracking the descent of the balloon east of Miles and began moving to County Rd. 357. The team was in contact with the base, which had the same general area of descent and the same altitudes. The team followed County Rd. 357 to the intersection of County Rd. 398. The data indicated the package had descended

to the south and west of this point, so the team followed County Rd. 398 to the intersection of Country Rd. 363. At this point, the signal from the package was inaudible and the team contacted some gentlemen working cattle in a field, and asked if they were the owners of the land of the suspected landing point. They provided directions to the home of the owner and the team then moved to contact the owner at the intersection of Country Rd. 363 and Farm to Market (FM) Rd. 2872.

The owner asked to look at the map the team was using and pinpointed a field entrance off U.S. Highway 67 where the team could enter the field and provided the chase/recovery team with authorization to continue onto the land and search. The team then moved to the field entrance and noticed that the signal from the package was again audible, meaning that the team was within line-of-sight of the package.

The team then disembarked from the chase vehicle, donned their 24-hour packs, and received a safety and search operation briefing from the team leader. The team then spread out to approximately 20 meter intervals and began a line search north from the highway in a relatively freshly plowed field. After moving approximately 250 yards, the package was found, intact, in one of the plowed furrows of the field north of U.S. Highway 67 between County Rd. 394 and County Rd. 395. All total, the chase team drove 100 miles from launch to recovery of the package, and return to base. ★

Group II ALS

*Cadet 1st Lt. Ariel Sten
and Cadet Airman
Basic Katy Baird*

At Bishop Field near Decatur, on Nov. 19-21, 2010, Group II, Texas Wing held an Airman Leadership School (ALS) for Airman Basic to Senior Airman cadets. It was my first time as Cadet Commander for such a school. Although it takes lots of planning and exchanging of e-mails, it was a great learning experience for me, as it tested my own leadership skills and helped me greatly.

The ALS started at 1800 on Friday, Nov. 19. At this time, the cadets were uneasy – perhaps scared and nervous – because from that point on they wouldn't have control over the weekend. New cadets find this to be one of the hardest things they have to deal with. But this feeling doesn't last long. After a few classes, they started to relax and get comfortable with the environment. We explained to them that the ALS primary purpose was to get them ready for Encampment, and that we would also teach them how to be CAP cadets, especially the Core Values.

At 0515, Saturday started off with Physical Fitness (PT), which worked out well with the 4,000 ft. runway to run on. Throughout the day, the cadets sat through classes ranging from CAP History to Leadership and Warrior Spirit. Overall, the cadets had a great learning experience.

During the day they learned about CAP, and come Saturday evening they got to see what Search and



Rescue was in a simulated “escape and evasion” mission. The mission involved Cadet Captain Blake Orth (the ALS Cadet Executive Officer) and me, playing the part of two downed pilots running away from “bad guys.” The cadet students were charged with being our rescue team.

I could tell that they didn't have a very clear idea of what was going on – even if it had been planned that way –, but they really relaxed and put their teamwork skills to use. The important thing was that the cadets learned as they were having fun. As staff, we set a goal to teach the cadets and let them enjoy being cadets. The staff's accomplishment was in leading the cadets from the Group Leadership Projects (GLP) to and through the “mission.”

Sunday morning started with PT, then classes, clean up, and graduation. We had both Wing Commander Col. Joe Smith and Group II Commander Maj. Steve Hudson present for graduation, when the cadet students and staff had a chance to show what they

had learned.

The purpose of the ALS wasn't to teach cadets how to drill and write notes, but instead focused on setting the foundation for them to build a CAP career on. Part of being a senior cadet is to pass down to the less experienced cadets what we have learned by attending activities, that's where you see the foundation being set for upcoming cadets. The ALS may not have been as extreme as Encampment or Cadet Training and Education Program, but it helped give the cadets a taste of what they could expect later on, so when they do attend those schools they won't be so shocked by their intensity.

This ALS was a great team effort that, thanks to excellent senior member guidance, the cadet staff was able to plan and execute successfully.

On the weekend of Nov. 19-21, 2010, I attended Airman Leadership School (ALS) at Bishop Field near Decatur, Texas. On Friday evening we checked in,

Continued . . .

Group II ALS...

Continued

set up our rooms and went to our classes, where we had our first assignments of the weekend given to us. Afterward, we finished our assignments, and we all got ready for the big day ahead of us.

On Saturday morning we woke up at 0515 to have PT, which consisted of various stretches and running. Then we had breakfast and headed to more classes. There, we learned many things including leadership, followership, study habits and much more.

Later in the day we practiced marching a lot. We also had a simulated Search and Rescue mission in which we had to find two downed airmen. After this, we ate and went to classes where we were assigned to give a speech on the following day. This is what most cadets worked on in their spare time. Then we finished up and headed back to our rooms. We practiced our speech one last time, and got our rooms ready to go home on the following day, Sunday.

On Sunday morning, most everyone was nervous, but we successfully delivered our speeches. Afterwards, we cleaned up as much as we could, to make everything as neat as it had been when we got there. Then we all got into our blues to be ready for graduation.

I believe that the graduation ceremony made all our hard work doing everything worth it. The pride you feel marching that last time is indescribable. I would greatly encourage every new cadet to go to ALS. It will be the best step forward in any new cadet's Civil Air Patrol career. ★

Plano Cadets Meet Vice President

Capt. Clare Phillips

On Jan. 7, 2011, at the NCAA Championship game between Delaware and East Washington held at Frisco's Pizza Hut Park, four Civil Air Patrol cadets from the Plano Mustang Composite Squadron, Texas Wing, got to talk and shake hands with Vice President Joe Biden.

Cadet Staff Sgt. John Donley, Cadet Airman 1st Class Matthew Murdoch, Cadet Airman Ryan Phillips, and Cadet Airman Basic Justin House participated with approximately 70 other Civil Air Patrol Cadets and Senior members in unfurling a 40 yard long American Flag to the sounds of the National Anthem. Afterwards, they went to their seats to watch the game.

During half-time, the cadets noticed the Vice President surrounded by a group of Secret Service Agents walking towards them. The cadets stood up out of respect for the Vice President. According to Cadet Murdoch, one of the Secret Service Agents on the Vice President's protection detail motioned to the four cadets and told them, "Follow me." The agent placed the cadets in the line where the Vice President was shaking hands.

When the Vice President saw the cadets, he pulled them closer to him so they could talk over the stadium's noise. According to the cadets, the Vice President praised The Civil Air Patrol for all their efforts connected with the BP Gulf Oil spill in 2010. The Vice President mentioned that not many people know about the variety of services performed by the Civil Air Patrol for the country. He also praised CAP's drug demand reduction program and its excellent work with Homeland Security.

Vice President Biden asked the cadets what squadron they were from. They replied, "TX-051, Plano Mustangs, Sir" and pointed at the squadron patch on the front of their BDUs. To which he replied "You've got a good program running."

Vice President Biden asked the cadets how they liked the game. Cadet House replied, "Great, Sir!"

The Vice President continued on his way, but Cadets Donley, Murdoch, Phillips, and House will never forget the day when they met the Vice-President of the United States.

(NOTE: Parts of this article were provided by Cadet Staff Sgt. John Donley, Cadet Airman 1st Class Matthew Murdoch, Cadet Airman Ryan Phillips, and Cadet Airman Basic Justin House.)

Delta Squadron Celebrates CAP's 69th Anniversary

SM Anthony Danna



At their weekly meeting on Nov. 30, 2010, in anticipation of Civil Air Patrol's 69th Anniversary on Dec. 1, Delta Composite Squadron members decided to celebrate it in a special way.

During the evening, cadet members challenged each other to a game of capture the flag, ate pizza and competed in a round of "CAP Jeopardy." At evening's end, the cadets were each given "birthday gifts" to unwrap. Five lucky cadets received flight helmets donated by members of the U.S. Customs and Border Patrol.

All in attendance agreed that the evening's festivities had been a welcome departure from the normal weekly agenda of aerospace education, drill practice and physical training. Yet, the celebration had served to remind them of the volunteer work CAP has been performing since its birth in 1941.

"I think that Civil Air Patrol is strict in many areas, such as customs and courtesies," Cadet Chief Master Sgt. Collier Watkins remarked. "This evening we were more relaxed, because it's good for cadets to have the opportunity to informally get to know each other, and it's good for teambuilding."

At the end of the meeting, the ear-to-ear grins and the sound of laughter was confirmation that the mission had been accomplished

Marauder Squadron Food Drive

Capt. Glenn Shellhouse

On Saturday, Jan. 8, 2011, Civil Air Patrol (CAP) Cadets from Marauder Composite Squadron knocked on doors throughout Kingwood and asked residents to contribute canned foods during the squadron's annual food drive. The donations, nearly 800 cans of food, were used to replenish the Society of St. Stephen's food-bank, which supplies local families throughout the year.

"We are extremely proud of the work these cadets do. They truly make a difference," noted Society of St. Stephens volunteer Jim Rutherford. "We fed 500 families on Thanksgiving, and another 500 during Christmas. Today's donations will enable us to provide food to local families until March, 2011."



The annual food drive is one of many activities the squadron uses to encourage leadership, self-discipline and community service.

"Community service is a large part of what we do, but there is so much more," observed Cadet Airman Scott Barber, an eighth-grade student at Kingwood Middle School. "We also focus on leadership training, aerospace education, and emergency services. My personal favorite is when we use hand-held GPS (Global Positioning System) devices to locate simulated crash sites."

Frisco Cadets Unfurl Giant Flag

Capt. Jacqueline King

On Jan. 7, 2011, over 13,000 college football fans gathered at Pizza Hut Park in Frisco to watch the NCAA Division I Championship game between the University of Delaware and Eastern Washington University. A notable fan in attendance was Vice President Joe Biden, a University of Delaware alumnus. The crowd was treated to a spectacular pre-game opening featuring fireworks, sky divers, the Texas Boys' Choir, and 77 members of Texas Wing, Civil Air Patrol unfurling a giant American flag.

At the suggestion of Frisco Mayor Maher Maso, the NCAA had contacted Maj. Phyllis Sutton, Commander of the Frisco Blackbirds Cadet Squadron, who agreed to organize the event. Maj. Sutton said, "It is always an honor for the Civil Air Patrol to present our nation's colors at an event such as this football championship."

Needing over 70 volunteers, Maj. Sutton sent a request for participants across Texas Wing. Cadets and senior members responded from squadrons throughout Groups II, III and IV. Some members traveled a great distance to participate. The parents of Cadet Staff Sgt. Kelsey Adams and her brother Cadet Sr. Airman Robert Adams, members of the 7-6 Air Cavalry Squadron,

drove about 230 miles in order to bring them from Conroe, Texas.

The cadets and senior members first gathered at the nearby Dr. Pink field, where they learned their role and rehearsed unfurling the flag. After the rehearsal, when their turn came, they formed a long line to carry the gathered flag into the stadium and waited for their cue to bring it onto the



field. As the skydivers were landing on the field, the CAP members walked the flag into position along the east sideline. Once the field was clear, they carried it out to the middle of the field, where they were met by an Honor Guard of four police officers. As the Texas Boys' Choir began to sing the National Anthem, the CAP members quickly separated from the centerline, revealing the entire 120 by 65 foot American flag.

When the National Anthem ended, the CAP members returned to the sidelines, gathering up the flag as they went. Simultaneously, the opposing teams ran onto the field accompanied by a burst of fireworks. It was an exciting

moment for the fans in the stands as well as the CAP members.

After securing the flag, many cadets and senior members returned to watch the game, courtesy of the organizers. They were treated to an exciting competition, first dominated by Delaware, but ultimately won by Eastern Washington in a thrilling comeback from a 19-point deficit.

During halftime, Vice President Biden asked to meet some of the CAP cadets who were present. "Having the vice president ask to meet some of our cadets, who were escorted by the Secret Service, was a nice surprise. It was an experience they will remember for a lifetime," said Maj. Sutton.

Participating squadrons were: Frisco Cadet Squadron (26 members), Nighthawk Composite Squadron (15), Phoenix Composite Squadron (11), Thunderbird Composite Flight (7), Addison Eagle Composite Squadron (6), Lakeshore Composite Squadron (5), Plano Mustangs Composite Squadron (5), and 7-6 Air Cavalry Composite Squadron (2).

The NCAA Division I Championship game is scheduled to return to Frisco's Pizza Hut Park in 2012 and 2013. Maj. Sutton anticipates that CAP will return to display the Colors again.

Cadet Soars High with Interview of Blue Angels Doc

Naval Lt. Johannah Valentine spent some time with Cadet Major Mary C. Clark of the Phoenix Composite Squadron during this year's visit to the Alliance Air Show in Fort Worth, TX, to discuss how a Blue Angel Flight Surgeon helps keep the pilots flying and in tip-top shape.

Lt. Johannah Valentine is a native of Brooklyn, New York, and has been with the Blue Angels since 2008, following a deployment in Iraq during Operation Iraqi Freedom. She says that being a Flight Surgeon not only requires providing medical treatment and support to the pilots, but also sees to it that they maintain their excellent physical condition, which is paramount to all Blue Angel pilots.

Q: Are there any long term effects on the pilots for traveling at the speeds they do over long periods of time?

A: Generally not, they are trained to do it and have to be in excellent shape to fly the Blue Angel demonstrations. The pilots all know that. They've all been flying F/A-18 Hornets throughout their careers. We stress going to the gym every single day, working out the legs and abs, eating a good diet, and that getting a good night's rest is important. Everyone on the team understands that we couldn't do the demonstration without their ability to do that. Although the only long term effects we do sometimes see are neck and back pain as a result of pulling 7 to 8 Gs (1 G is the force of gravity against the body).

Q: Do they have access to workout at all the different locations they travel to across the country?

A: Yes, it is a requirement for us to have access to a gym.

Q: Do they do certain exercises that will help their bodies not to black out?

A: You got it! That's a very good question.



Essentially the G-forces pull the blood into their legs and they have to do clenching exercises to prevent the blood from settling into the legs. The abs, rear, and legs must be in excellent condition. Their arms are not as important as the lower extremities of their bodies.

Q: So they practice those exercises on their bodies and the body actually learns not to black out?

A: It actually does, your body is pretty smart and develops a response to it. If you fly on a regular basis your body is ready to pull those Gs. They have to work in the jet, absolutely, all the time. Lucky for us they fly the same plane every day. It's crucial.

Q: Is the amount of sleep they get every night mandated?

A: It is, but we don't keep a tally on how much every one gets. You have to have a good night's rest. Usually it's 7 to 9 hours. There are some days when you are going to get a little less, but if it's less than 5 hours, then it isn't a good idea to fly. The pilots are very good about grounding themselves.

Q: Do they let you know?

A: Yes. We are all together all the time and ensure that we get to bed on time. The whole team is about flying. Every day is about how the pilots can do the best job of flying the next day. We all keep each other in check and make sure we're getting enough sleep.

Q: If they get a headache, do they still perform? Can they take something for it?

A: A regular headache is not such a big deal; they could take an ibuprofen for something like that. Certainly a migraine is something different and one could not fly a plane. Migraines are different and a lot more intense. You wouldn't want someone with a migraine flying a Blue Angel's jet. There are a few medications they could take. That is why the Flight Surgeon is on the team to help the pilots make those decisions about what medications to take and what they can't take.

Q: Is their eating strict and planned out?

A: No, it's not that regimented. They can eat whatever they want. Everyone knows what's good for you and what's not good for you. We're on the road a lot so we don't have the most flexibility all the time. When you're with a group of people who try to be as healthy as possible you're more likely to eat a good diet.

Q: You went to Yale. Did you know that you wanted to be a Flight Surgeon?

A: No. You're very smart that you have joined the Civil Air Patrol. I didn't even know anything about the military growing up. My grandfather

was in the Navy; my dad was drafted during Vietnam in the Army. I didn't really have that much exposure to the military. So I went to Yale as a complete civilian. After graduating Yale, I knew I wanted to go to Medical school. But I was looking for a way to pay for it. I knew the military would actually pay for you to go to Medical School. Interestingly enough the military has a Medical school. It's called Uniform Services University of Health Sciences (USUHS). It's Army, Navy, and Air Force, and not only do they pay for everything, but, you are on active duty. You get an active duty salary, you get to wear your uniform to class and they teach you about regular medicine that all other Medical schools teach you about, as well as military medicine, the special circumstances you'll face as a military physician. I loved it! It was the perfect fit for me. It was almost an accident that I fell in to it. There was a free application and I said, "Sure I'll try it." I loved it! I loved it! I'm so happy where I am.

Q: Does one have to be strong in mathematics and the sciences?

A: For medical school in general, yes, there are requirements: you need to take chemistry, biology, math, and English. They want to know that you know how to write, that you can connect with people, and have a good bedside manner. All those things are important. They want to see well rounded candidates.

Q: So obviously, you were really, really smart?

A: I think I was lucky. I was given a lot of opportunities. My parents pushed me pretty hard. They didn't care what I did, as long as I did a good job at it.

Q: Are there any special things that you have to do extra to be a Blue Angels Flight Surgeon?

A: Yes, with the Blue Angels one of my biggest jobs is that, during the show, I'm standing at show center and I'm on the headsets talking to the pilots in order to give them feedback on how all the maneuvers look. They actually have a grading card and I give them grades on every maneuver. They are so picky; they want every-

thing to be perfect. They want me to point out every little discrepancy. Nothing about my medical degree makes me more eligible than the next person to do this, but I think it's just another way to keep me involved on the team.

Q: Does being a female make it more difficult than if you were a male?

A: I think I'm really lucky, the generation that came before me did a great job of paving the way. I don't really think about it at all. It's like having thirteen brothers on a team. They take good care of me. I personally haven't had any difficulties being a female in the military. I really think it's because of the generation before me -- I'm very grateful to them.

Q: You were a Flight Surgeon in the Navy?

A: Yes. Part of the Blue Angels is a Marine Corp squadron. The Marine Corps does not have physicians as part of their service. They are all warriors. They use Navy physicians. I started in the Army during Medical school. I switched to the Navy when I married my husband. He went to the Naval Academy. I liked both services - it's been a good switch. I was stationed with the Marines right after that, and now I'm with the Navy.

Q: How did you get into the Blue Angels?

A: To apply with the Blue Angels as a Flight Surgeon you need to do one tour with a regular squadron, which I did. It's actually the same written application process for the Flight Surgeon as it is for the pilots. You meet the team at different show sights and learn what they do. A few people are then invited for a finalist interview. You go to Pensacola Naval Air Station, Florida, to see how the team operates and are given a very intense interview.

Q: How did you know you wanted to be the Flight Surgeon with the Blue Angels and not keep doing what you were doing?

A: I loved what I was doing; I always thought that was my dream job. But just like a lot of people, I've always been enamored by the Blue Angels. I just love what they do. I love being

able to travel the country and meet people and share the good word of the Navy. I feel like this is an opportunity to give something back. I've gotten so much from going to military Medical school and my experience of being a military physician.

Q: Is there a term being the Flight Surgeon?

A: Yes, and unfortunately, I'm almost done. It's good and bad. It's the right time. There's a reason why we turn over. We all come from the fleet and we all go back to the fleet. It's really important about what we do. I'll be done in a few weeks and there will be a new doctor.

Q: What will you do then?

A: I'll go back to San Diego (CA). Probably back to the hospital for a little more training, but I don't know for sure.

Q: Are you ready for that or do you wish you could prolong your term?

A: To be honest it's a little of both, but it's definitely time. It's best for my career, it's best for the team to have a new doctor. I will be ready. I'm enjoying every last show that I can. It's such a great job, I love it, and I'm really excited for the next doc to have this experience.

Thank you so much. I appreciate your taking the time. It was a pleasure to meet you and I wish you much success in all your future endeavors Lt. Valentine.

Phoenix Composite Squadron has supported the Alliance Air Show for many years. The opportunity for Cadet Major Mary Clark to interview a member of the Blue Angels Demonstration Team did not go unnoticed. One Phoenix member, Cadet Master Sergeant Mark Yanaros, noted that the opportunity to talk to the doctor for the Blue Angels team was tremendous. "Civil Air Patrol has opened doorways that would have never been available to me as a regular high school student. The activities and training offered are invaluable," said Yanaros.

Another squadron member, Cadet 2nd Lieutenant Matthew Bruce noted that CAP is an organization that many other young men and women should pursue. His goal was to spread the word. "Recruiting new members is among the top priorities of a Civil Air Patrol cadet," noted Bruce. ★

Black Sheep Squadron Holds Holiday Banquet

Capt. Kelly Castillo

On Dec. 14, 2010 the Black Sheep Composite Squadron held their annual Holiday Banquet at the Mesquite Lakeside Activity Center.

After Lt. Col. Jack Birchum, Squadron Character Development Instructor gave the invocation, the Black Sheep Composite Squadron Commander, Capt. Doug Hosea, promoted Cadets Sean Lindsley to Cadet Tech. Sgt. and Garrett Porter to Cadet Chief Master Sgt.

For achieving a passing score on a knowledge test on the renowned World War II Black Sheep Squadron's history, Capt. J.M. Coffman presented Black Sheep Composite Squadron patches and caps to Cadet Airman 1st Class Matthew Phoenix, Cadet Airman Basic David Hammer, and Cadet Senior Airman Blake Bulloit.

Capt. Jerry Barron presented CAP challenge coins to Cadet Senior Airman Caroline Stelting and Cadet Chief Master Sgt. Garrett Porter for their active participation in several volunteer activities throughout the year.

During the ceremony, Capt. Hosea also promoted Senior Members James Ballard and George Hetherington III to the grade of First Lieutenant. First Lt. James Ballard also received the Rookie of the Year award.

Capt. Hosea presented both Capt. Opal McKinney and Capt. Jerry Barron the Senior Member of the Year award. "These senior members have shown their willingness to help and their desire to teach and motivate," said Capt. Hosea.

Lt. Col. Mike Eberle, who was unable to attend the event, was honored with a certificate distinguishing him for having been the longest-running commander in the squadron's history (2005 – 2010).

Capt. Hosea also recognized 1st Lt. Jeff Wallick of the Addison Eagles Composite Squadron with a Certificate of Appreciation for his assistance in helping with the squadron's high-frequency radios.

Capt. Coffman spoke about the meaning of the CAP symbol. "The propeller's blades represent emergency services, cadet programs and aerospace education. Each of these missions is an equal part of the whole, but the hub in the center is you and me holding it together."

Finally, Capt. Hosea presented Lt. Col. Rich Martin, Capt. Ed Prokop, and Lt. Col. Jack Birchum their respective Unsung Hero certificates for their dedication to the squadron. Lt. Col. Martin, squadron pilot, maintains the paperwork on the squadron's plane. Capt. Prokop, the Finance Officer, takes care of the squadron finances. Lt. Col. Birchum is the squadron's Character Development Instructor who is still active in emergency service after 54 years with the Civil Air Patrol.

The squadron flew a total of 173 hours, including missions such as low-level route surveys, homeland security, ground missions and acting as target for U.S. Air Force training missions. During the year, Capt. Hosea became the squadron's new commander, and Cadet Chief Master Sgt. Garrett Porter became the new cadet commander.

Gregg County Members Attend CERT Training

1st Lt. Karl Falken

On the weekend of Dec. 4-5, 2010, the Gregg County Composite Squadron participated in Community Emergency Response Team (CERT) training at the Longview Fire Department's training center. Squadron Commander Capt. Carolyn Morton, who is also the Gregg County CERT coordinator, worked with Longview Fire Department Training Chief Curtis Shaw as they organized their first training session in Longview.



The class, sponsored by the Texas Department of Public Safety and funded by the Department of Homeland Security, was taught by members of the Best Southwest Unified Citizen's Corps.

Of the twenty-nine students participating, fourteen were CAP cadets or senior members from the Gregg County Composite Squadron. The overall program, led by Lisa Grindle (newly appointed to the position of Texas State CERT coordinator), was taught by Best Southwest Unified Citizen's Corps Director Don "Dewbie" Dewberry, Director of United Citizen's Council Gordy VanSteenberg, and Lisa Grindle.

Following SM-317 - Community Emergency Response Team Participant Manual, the students learned:

- Disaster Preparedness
- Fire Safety
- Disaster Medical Operations
- Light Search and Rescue
- CERT Organization, and
- Disaster Psychology

After approximately sixteen hours of classroom and hands-on training, the participants received their CERT equipment and put their new knowledge to the test in a simulated disaster exercise that used local volunteers as the "victims." Both the training and exercise went well, with all students passing. The instructors rated the class "their best one yet."

On both days Karen Brinkoetter and Capt. Kent Morrill of the Longview Fire Department prepared lunch for all attendees, who pronounced it, "Delicious." Classroom training materials and CERT equipment were provided at no charge through grant funds.

Capt. Morton believes that this training not only will help her squadron be better prepared and integrated into the local emergency services community, but will also provide the opportunity for other citizens and organizations to benefit. Overall, it might be quite helpful in the event of a serious emergency.

Group III Change of Command

Maj. Arthur E. Woodgate

Dec. 4, 2010 was a big day for Group III, Texas Wing. Almost four years after having taken command of Group III on Jan. 21, 2007, it was time for Lt. Col. Owen Younger to say farewell to his group and welcome a new group commander, Maj. Cheri Fischler. In conjunction with this ancient ceremony, enacted as a symbol of the institution's permanence, Group III also celebrated important cadet promotions and senior member awards.

Four cadets were scheduled to participate in a Gen. Billy Mitchell Award Ceremony, thus promoting to Cadet 2nd Lieutenants; two cadets would receive their Amelia Earhart Awards, thus promoting to Cadet Captains; and one cadet would receive his Gen. Ira C. Eaker Award, thus promoting to Cadet Lieutenant Colonel – one step away from achieving the Gen. Carl A. Spaatz Award and earning the grade of Cadet Colonel, the highest available to Civil Air Patrol cadets.

Distinguished guests for the event included Texas Wing Commander Col. Joe R. Smith, Southwest Region Director of Personnel and Administration Maj. Harriet Smith, New Jersey Wing's Lt. Col. Robert Jennings, and Group III Chaplain (Lt. Col.) Marc J. Ben-Meir. The Master of Ceremonies was Maj. Jim Rodriguez, Commander of the Kittinger Phantom Senior Squadron and newly-appointed Group III Chief of Staff.

An estimated 140 CAP members and their families attended the 1 p.m. event, where they enjoyed a pot-luck luncheon prepared by the four Group III squadrons in the southern area: Apollo Composite Squadron, Kittinger Phantom Senior Squadron, Pegasus Composite Squadron and Shoemaker Composite Squadron. In charge of the logistical details was Capt. Sue Kristoffersen, a long-time Apollo Composite Squadron member, now the Texas Wing Deputy Director of Aerospace Education (Internal).

Following the meal, it was time for cadet promotions. Cadets Forest E. Allen, David W. Hamman and Caleb Gross jointly participated in the General Billy Mitchell Ceremony, listened to the advice offered by Cadet Capt. Mark Davidson, and solemnly took the Cadet Officer Oath. Each was presented his Mitchell Certificate by retiring Group III Commander Lt. Col. Owen Younger. The General Billy Mitchell Award is



accompanied by simultaneous promotion to Cadet 2nd Lt., marking the passage of these cadets from cadet enlisted ranks to that of cadet officers, and as a consequence the assumption of greater responsibility.

Cadets Mark A. Davidson and Christian Nelson were next, as they received their Amelia Earhart Award that carries with it promotion to Cadet Captain. Wing Commander Col. Joe R. Smith presented the Amelia Earhart Award Certificates.

The last cadet to be promoted was Andrew G. Smith, who was presented his Gen. Ira C. Eaker Award by Col. Joe R. Smith. This award carries with it promotion to Cadet Lt. Col., being just one step away from the Spaatz Award. Cadet Smith has a few months in which to try for this, the highest CAP cadet achievement, before he reaches the age of 21 and automatically transitions to senior member status.

After his promotion, Cadet Lt. Col. Andrew Smith addressed all cadets assembled at the event, stressing the importance of the core values, especially volunteer service. He challenged them to strive for excellence at all times, and never give up until the mission is complete.

Lt. Col. Owen Younger then presented some awards in recognition of the sustained, good work performed by Group III members for the group. After being promoted to the grade of Captain, John A. Welsh received a Commander's Commendation Award for his work as Group III Safety Officer. 1st Lt. Roger Courtney

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Group III ACUT Course

2nd Lt. Sharon Cundiff

On Saturday, Dec. 11, 2010, Group III conducted an Advanced Communication User Training (ACUT) course at Camp Mabry in Austin, Texas. Although it addressed the educational needs of senior members, the course was also made available to cadets, as they could profit from learning CAP communications technology, terminology, procedures, policies and regulations.

The course was part of the requirements for the Technician Level in the Communications Specialty Track, and the latter entitles the graduate to the Communications Badge and Communications Patch. The course further earns the successful individual an Advanced Radio Operator Authorization (AROA), a requirement for all CAP personnel in virtually any emergency services position, as it is needed when dealing with emergencies. Credit for ACUT is also a requirement for issuing a personal CAP radio to individuals entitled to it by virtue of their duty assignment.

Thirteen members attended the course: nine senior members and four cadets, representing Groups II, III and V. Prerequisites for taking this course were the thorough study of CAP Regulations 100-1 and 100-3, as well as pertinent Texas Wing Supplements. Two members, Waco Composite Squadron Communications Officer Capt. Eric Martin, and



Abilene Composite Squadron Emergency Services Officer Capt. Jed Taylor, scored 100% on the test. This is a rarity, as frequently students fail some portion of the test on the first try.

The Project Officer and chief instructor was Maj. Steve Barclay, Group III Assistant Communications Officer (South). The other instructors were: Pegasus Composite Squadron Communications Officer Capt. John Benavides, Kittering Phantom Senior Squadron Communications Officer 1st Lt. Brandon Dunlap, and Apollo Composite Squadron Communications Officer 2nd Lt. Jeff Kellington.

Change of Command . . .

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received a Meritorious Service Award for his work as Group III Communications Officer, and Maj. Cheri Fischler received a Meritorious Service Award for her service as Group III Deputy Commander Area South.

Back at the head table, Lt. Col. Owen Younger accepted a plaque from the members of Group III, "...in recognition of his sustained exceptional dedication and leadership." This formal memento was supplemented by a "flying monkey" that was capable of vaulting across the room thanks to its rubber-band powered self-launcher. It took a CAP Command Pilot to figure out how it worked.

Col. Smith addressed the audience and spoke of responsibility, duty, and respect, reminding everyone

present that Civil Air Patrol volunteers are the movers and shakers that make it happen, and the reason why Civil Air Patrol is able to serve the community, state and nation. He then thanked all members for their service.

At the podium, Lt. Col. Owen Younger said his farewell, wishing the new Group III Commander every success. He had spent nearly four years of his life serving Group III, presenting numerous Mitchell Certificates, visiting with squadrons at their meeting place, participating in missions, and getting to know Group III members by name. "I will miss you," he said.

The new commander, Maj. Cheri Fischler, was brief. Essentially, she said, "I look forward to serving you." Then added, "Nothing has changed." She presented an image of confidence tempered with warm caring for all members. ★

Group IV Honors CAP Member on Her 90th Birthday

1st Lt. David McCollum

When Hettie Currie got her student pilot's certificate in 1942, the times, they were a-changing. Civil Air Patrol (CAP) had just been formed, the nation was still getting used to wartime rationing and, for the most part, women still stayed at home and tended to their families. Few people imagined women could – or even should – fly, but the wartime emergency took precedence over traditional male-female roles.

“My husband was a pilot, and he thought it was very important that I know what to do in case anything happened to him while we were flying in our Porterfield,” Currie said. “So, I learned how to fly. I really didn't think it was all that big of a deal. It just made sense for me to do that.”

She received her private pilot's license in September of 1945, which was challenging for anyone during wartime, not just women.

“The government wanted to use the small, civilian airplanes to train pilots because it was cheaper than training them in the larger, military aircraft,” she remembers. “So it was hard to find airplanes that we could fly.” During her training, Currie flew several types of aircraft, among them, the J-3 Cub, Shinn, Tripacer, Cadet, Luscombe and the Porterfield.

At the urgings of her husband – already a Civil Air Patrol member – Currie had brought her aviation skills to CAP, which was then an auxiliary of the Army Air Forces. She had reached the rank of second lieutenant while serving in a Las Cruces, N.M. squadron from 1943-1945. Her duties included scheduling of aircraft for search and rescue training, and cadet training. She also participated in bombing accuracy practice, dropping small bags filled with flour on a cross or circle marked on the ground.

“We would fly out into the desert and drop those flour bombs to practice, in case they called us for coastal submarine patrols,” said Currie. “We were ready, but they never called on us,” she said with a laugh. “It was fun, and we thought we were pretty



good at it.”

Belying her 90 years, Currie remains spry and full of memories, though some of the names and dates have become blurred with the passing of time. “I have forgotten so much, I didn't have any idea that I would need to have a record of what I was doing. I didn't keep any notes, but I do have a copy of being appointed a 2nd Lt. in CAP”, she said.

Recently, on her 90th birthday, CAP Maj. Robert Beeley, commander of Texas Wing's Group IV, presented Currie with a Certificate of Appreciation for her service in the '40s.

Currie's CAP service during WWII mirrors that of many others. What she and her fellow CAP members did during the war is why a bill has been introduced in the U.S. Senate. If passed, a Congressional Gold Medal would be awarded to recognize Civil Air Patrol's (CAP) World War II members who provided, as civilian volunteers using their own aircraft, extraordinary public and combat emergency services during a critical time of need for the nation.

The service that Currie and her fellow members of the Greatest Generation provided to the fledgling CAP and the country during that time truly reflects today's CAP motto, “Citizens Serving Communities, Above and Beyond.”

Ellington Squadron Thanks Air National Guard

1st Lt. David McCollum

For the past three years, the Ellington Composite Squadron, based at the Texas Air National Guard's 147th Aerial Reconnaissance Wing facility at Ellington Field, has hosted one of CAP's signature activities. The Teacher Orientation Program (formerly known as Fly-a-Teacher), held in conjunction with the National Space Educator's Conference, is an integral part of CAP's Aerospace Education mission.

In recognition and appreciation of that support, on Nov. 6, 2010, the Ellington Composite Squadron presented a Certificate of Appreciation for Superior Performance to the Guard unit.

The Teacher Orientation Program provides science educators the opportunity to experience flights in CAP aircraft. The flights follow an orientation program as part of the Space Educator's Conference, and the teachers then share their flight experiences with their students.

"Without the unwavering support of the Guard unit and its commanding officer, Col. Kenneth W. Wisian, we would have been hard-pressed to conduct a successful program," said CAP Capt. Stuart Hagedorn, commander of the Ellington Composite Squadron. "Thanks to their support and generosity, all teachers involved left with a highly favorable impression of CAP."

The Guard unit provided access to their operations facility for use as classrooms during the national Space Educator's Conference, as the visiting teachers were trained in ways to use aerospace as a means to teach mathematics and science concepts. The unit



also provided ramp and operations support for the CAP aircraft and aircrews conducting the orientation flights. During some unfavorable weather that caused numerous delays in the flight schedule, the Guard unit provided alternate activities, such as tours of the Air National Guard facility, giving valuable insight into flight operations for the teachers, as they were kept productively occupied while waiting for better flying weather.

"This activity has grown from approximately 25 teachers flown the first year to 42 the second year and approximately 80 last year," said Hagedorn. "If this trend continues, we will fly more than 100 teachers from all over the nation at this event in 2011. We couldn't do that without the support that the 147th continues to provide us."

SAREX . . . *Continued from page 13*

Since this aircraft was equipped with the Garmin 1000 flight control and data system – the latest in flight management equipment – Lt. Col. Fass took 15 minutes to explain the system before starting the engine.

An hour later, back from the sortie, General Pamerleau walked into the ICP wearing a broad grin on her face. She looked almost like a student pilot

after her first solo flight as she said, "Wow! This modern technology is really something!"

With three cadet squadrons in the San Antonio area, along with the largest senior squadron in the state, there will be many opportunities for General Pamerleau to get first-hand experience with CAP activities, all within minutes of her home. Carrying these new observations, along with her extensive management experience, she will bring powerful insights to the Board of Governors. ★

Thunderbird Squadron Dedicates Ops Center

1st Lt. David McCollum

The Thunderbird Composite Squadron dedicated its Lt. Col. John Freese Operations Center in a ceremony held Tuesday, Nov. 30, 2010. Located in the squadron's West Houston Airport facility, this emergency operations center will be used to coordinate operations during CAP missions. A notable example were those flown in the aftermath of Hurricane Ike, when CAP members volunteered more than 18,700 man-hours, used 22 aircraft and 21 vans, flew more than 350 flights, and provided more than 40,000 high-definition photographs to federal, state and local emergency management agencies.

Addressing the audience, Harris County Sheriff Adrian Garcia expressed his appreciation for the dedication and professionalism the Civil Air Patrol men, women and cadets continually demonstrate.

"Your service to our community, the state and the nation are invaluable," Garcia said. "This operations center symbolizes your commitment to the safety of our citizens. We are grateful for your service and I look forward to

the continuation of the solid and valuable working partnership between the Harris County Sheriff's Department and CAP."

The Operations Center was named in honor of long-time Thunderbird Composite Squadron member and WW II veteran Lt. Col. Jon Freese, honored at the event with a CAP Lifetime Achievement Award presented by Texas Group IV Commander Maj. Robert Beeley.

The Lt. Col. John Freese Operations Center features advanced communications and computer capabilities, large-screen video monitoring and workspace for emergency operations personnel. The facility's capabilities are comparable to or exceed those of many emergency response agencies. The building project was fully funded by Thunderbird Composite Squadron members, under the direction of its Commander Maj. Val Rose.



Lackland Cadet at IACE in Australia

Cadet Lt. Col. Gus Rojas

It's been exactly five months since I've returned home, yet it still feels unreal. For many, it would seem unbelievable that cadets from all over the United States and from the farthest reaching parts of the world were together in one place, at one time, for something many of us will never forget. It would be something that changed our lives forever – it would be known to us as IACE Australia, 2010.

March, 2010 - I received a congratulatory message stating that I, Gus Rojas, was chosen to represent the best of the United States and the Civil Air Patrol in a program called the International Air Cadet Exchange. This program, also known as IACE, is a world-wide program for cadets in their respective organizations to represent the best of their home country, as cadet ambassadors while traveling abroad to a many different countries in all parts of the world. The 2010 exchange would take me all the way down under, to Australia.

The morning of July 17th, 2010 seemed like any ordinary day - I was up early, fully packed, and ready to go. I had months of preparation, so nothing was a big surprise as I said goodbye to my family and friends, and jumped on a plane bound for San Francisco. San Francisco was the departure point for all American cadets participating in the exchange being sent to Pacific area locations. After arriving in California, I was introduced to the senior staff at Pacific departure point, which consisted of California Wing and National Staff. Later on that day we met up with the rest of our delegation. Our delegation consisted of cadets from the New York, Connecticut, Colorado, and Louisiana Wings. Just like myself, our escort was also from Texas. Once we were all together, the staff took us through many parts of the city, taking us to places we had never seen before including the Golden Gate Bridge, Fisherman's Wharf, Lombard Street – otherwise known as the curviest road in the world, and most of all, a ride on the world-famous cable cars which San Francisco is renowned for.

After an adventurous morning, we got our things together, and headed for the airport, because at 11:00 PM that evening, our adventure would officially commence as we started flying to Sydney. Fast forward



three hours later, the plane was now in the air, and IACE Australia was now in full swing.

FINALLY, fourteen hours later, we landed in Sydney and were greeted by the Australian staff and cadets who would be hosting us throughout the sixteen-day program. With each passing hour that we waited in the airport, we greeted each and every single delegation that arrived and before we knew it, all eight countries were there at last! The countries consisted of the United States, the United Kingdom, Canada, the Netherlands, France, South Korea, Hong Kong and New Zealand, not to mention our Australian officers and cadets who joined the group to accompany us along the way. Once they all arrived, we proceeded to our next location, Canberra. Canberra is Australia's capital. It was a good three hour drive south of Sydney, where it didn't take a thermometer to notice the big temperate drop between the two cities. One of the most memorable happenings during this short road trip was actually seeing kangaroos partying on the side of the road – maybe not partying, but chilling, just as you might imagine any kangaroo to do. One of the Canadian cadets was so persistent on actually seeing one that she was practically glued to the window waiting until that very moment that she saw one, which we all did. Later that night, our first real task took place as we visited a local cadet squadron. This squadron put on their best presentation for us and demonstrated their marching skills; needless to say, I was very impressed.

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IACE Australia

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During our time in Canberra, we were taken to many different locations, including Australia's World War I & II memorials, Australia's Parliament building, the Australian Defense Force Academy, different look-out points over Canberra and also the Telstra Tower. We also had an official dinner welcoming all the delegations sent to Australia, recognizing the Chief of the Australian Air Force, and many other dignitaries present from around Australia. By the end of our short stay in the Capital City, all the groups were starting to meld. Names seemed to become more familiar, friendships had started to form and even phrases in different languages were shared too. It was really where everyone started to come together. But as soon as it seemed we got there and familiar with everything, it was already time to say goodbye to Canberra, and say hello to our next stop, Brisbane. Many of the cadets were thrilled as temperatures in Canberra at times were below freezing, so getting to an area with warm weather and white, sandy beaches was a very pleasant thought. To get to Brisbane, it would be a fifteen hour drive, but for us, we were treated to a ride by the Royal Australian Air Force on their C130J.

About three hours later, we found ourselves stepping off the C130, having finally arrived in Brisbane. That night we were treated to a nighttime view of the Brisbane city. Shortly after, we were taken to our home for the next few days in the Gallipoli barracks.

Bright and early the next morning we were already off to see new places and meet plenty of new people. Our first stop in the morning was the Coolangatta Surf Lifesaving Club – which sat less than 100 feet away from the Gold Coast, one of Brisbane's nicest beaches. This club was an all volunteer unit consisting of lifesaving trained adults and youth. After a tour of the facilities and a short introduction on how the unit functioned, everyone was quick to empty the building as we finally got a chance at keeping the IACE Australia tradition going. This tradition, as explained during our introductory briefing, was that regardless of how cold the temperatures were, each cadet would jump in the ocean and go swimming. It took a while to get used to the freezing temperatures, but needless to say, our group kept the tradition going. Once everyone was shivering and for the most part, ready to get out of the water, we had a nice lunch that after-

noon right on the beach at the Surf Club. Later on in the evening, we were treated to a special rodeo-style show and dinner, called the Australian Outback Spectacular. This show took a look at Australia's history while using special effects, livestock, skilled horseback riders and singers. I showcased Australia's involvement in past wars, but also how their cavalry played an important role.

Some of the other things we were treated to in Brisbane included visiting and having Bar-B-Qs with cadet squadrons as they demonstrated the best of their squadron abilities. One interesting twist one unit threw in, was inviting all different countries to showcase their drill proficiency. I have to say, United States Air Force drill is completely different than every nation, so we did a fabulous job showcasing the best of our nearly five minutes of prep time we had before marching for the entire group and the respective squadron. We were also taken to the Australia Zoo, more famously known as the Steve Irwin Zoo. The uniqueness of this zoo which really stood out was the way they brought the animals to the interested spectator. Almost immediately upon entering the zoo, there were areas where people were able to pet baby crocodiles, koalas, and even feed elephants! Petting the koala was probably the thing I looked forward to the most. As part of the Australian culture and history, we were even taken to an Aboriginal culture display where we were taught much about their history, music and even dancing. We even learned some of their dancing moves, and had a chance to all dance for a few minutes, even though we all looked ridiculous and not as skilled as our Aboriginal hosts. Our time in Brisbane seemed to fly by so very fast. By this time, everyone was completely familiar with one another. Games were being played at night and throughout the day, music was shared, country-specific candies and contact information was being distributed, and awesome memories with lots of laughter seemed to happen every few minutes. With as much fun as we were having, IACE Australia was finally on the countdown as we had already past the halfway point of our trip. Our last stretch of the trip was now beginning, and it began in Sydney.

Once in Sydney, it seemed like there were so many

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Lackland Cadet at IACE in Canada

C/Major Colleen Rojas

This is the story of the adventures of sixteen Civil Air Patrol cadets who were selected to participate in the International Air Cadet Exchange in Canada. The story begins on July 17, 2010. It was a highly anticipated day, for some of us had been counting down since the day we were selected. This day of travel started as early as 0400, but it was without complaint for we knew that amazing adventures awaited our arrival. We came from all over the United States, from the hot Texas heat, the beaches of Puerto Rico, the rocky mountains of Colorado, and the pine covered hills of Washington.

The reality of the trip hit once the airplane landed in the Ronald Regan Washington National Airport as we were greeted by the Civil Air Patrol IACE staff.

The first few hours we began to become acquainted with each other as we toured the historic sites of the beautiful Washington D.C. After a full day of touring we attended a dinner class on proper etiquette. We were also given introductions of the staff, who make this trip possible every year.

Within the first two days everyone was becoming friends but the real start of our friendship was sealed with the ever popular card game of spoons. Bittersweet goodbyes were said as the cadets who were traveling to other countries had to leave earlier than the Canada group. Little did we know that these were only going to be the first of our sad goodbyes.

As we left Washington D.C., the flight to Ottawa, Canada was quick for we wondered what adventures awaited us for the next sixteen days. Arriving in Ottawa we were greeted with big smiles from Canadian Escort Officers. We then traveled to Carleton University, where we first began to meet up with fellow cadets from all over the world. In the free time we had, friendships started quickly by playing Ultimate Frisbee, cards games and exploring the campus.



The first full day started with introductions from each country and every participant, though we were all already pretty acquainted with each other. After introductions, the group was taken on a tour of Parliament Hill. Timing was perfect as we stepped off the bus, we were able to observe the changing of the guard in the front lawn of Parliament. We then were taken inside for a guided tour of the historical building. Leaving Parliament Hill we grasped a better understanding of Canada's history and their government. We then were given a guided bus tour of the beautiful city and learned some more of Canada's history. Ending the day the group was taken to an Aboriginal Experience, where we learned of the history of the Aboriginals of that area.

The start of the next day was early, as we departed for a fun filled day of white water rafting. As the eighty person group piled into numerous rafts, excitement could be felt in the air. Rafting down the Ottawa River; it was beautiful to see the scenery of Canada. As we came closer to the rapids our excitement grew and luckily only three people fell out of our raft during this rough adventure. Lunch was a good break as we stopped on the side of the scenic river to eat a hardy meal. We then continued our rafting journey

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IACE Canada

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through more rapids and stopping to jump off a small cliff into the water. Dinner was more than appreciated for our hard day of rowing had tired us out.

The next day was only the beginning of our long days. We first attended a Canadian Air Cadet Parade. It was interesting to see the many differences in their uniforms, marching, and other minor details. After the parade, we visited a Canadian Warplane Heritage Museum, where we were able to observe different historical planes. After our tour of the museum anticipation filled the air, for we were about to meet our host families who we would be staying with for the weekend. The host families welcomed us with smiles as we loaded into their vehicles and headed towards our temporary homes.

The next night we were all reunited for a dinner and dance. We all had numerous stories to share of the different experience we had with our host families. After dinner all the cadets danced the night away, returning to their host families for the night.

The following morning we were reunited once again for a trip to Niagara Falls. Driving from a distance we knew we were close when the mist from the falls could be seen from a distance. We then loaded on the Maid of the Mist boat cruise for a closer view of the falls. It was a breath taking view being so close to the falls as we watched enormous amount of water fall over the edges of this monumental sight. After the boat cruise we were allotted time for exploration and shopping. We then all met up and loaded on the buses for our next stop at Russell Aviation Group for a BBQ. After this full day, we then headed back to stay the last night with our host families.

That morning we said our thanks and good-byes to our host families and headed off to Canada's Wonderland theme park in Toronto. The day was filled with fun as we rode numerous roller coasters and water rides. At the end of the day everyone was exhausted and ready for a much needed night of sleep.

The next few days were filled with different tours and presentations of museums and military wings and the Canadian Space Agency. After these tours the two buses said their goodbyes and parted ways for the next five days. My bus then headed towards Quebec City for the next few days of touring.

In the morning we woke with excitement for a long

day of activities. We first went on a guided tour of the beautiful Old Quebec City and learned of its history. We then headed for lunch to the famous Canadian Sugar Shack, where we learned how they make maple syrup and we tasted maple syrup candy served on ice. After lunch we headed to the Arbres en Arbres activity also known as a high ropes course. Climbing higher and higher, from obstacle to obstacle, the beauty of Canada's nature life could be seen from the top of these enormously tall trees.

The next day's activities started with a helicopter flight, which was a first for almost everyone. We then departed to Montreal for our weekend stay with our next host family.

The weekend with my host family was anything but simple. That evening we were taken to see Lake Saint-Louis skipping rocks as we saw the sunset over this beautiful scene. The first morning started with a trip to the green countryside to pick fresh blueberries. Tasting more than we picked, we filled our containers full. Later we made the blueberries we picked into a delicious dessert. We then attend a BBQ where we met up with our fellow cadet friends. After the BBQ, my host family took us to see a fireworks display in the city of Montreal.

The second morning started with a road trip to Mont Tremblant Resort. Once we arrived at this beautiful sight, we bought tickets for an activity called Skyline Luge. We then rode a ski lift up the mountain. After we got off we mounted a small cart that we raced speedily down the mountain. After doing the Luge once more, we had a picnic lunch at a local park. It was getting late once we got home but the day's activities were not over yet. We then headed to a local diner where we had the famous Canadian poutine, French fries topped with cheese curd and gravy. This delicious dish was gobbled up with smiles. Arriving home once more, gift exchanges were made and the realization that we would be leaving the next day hit. In the morning goodbyes and thanks were said for a truly amazing weekend.

Once reunited with our group, we headed to a lookout view from Mont Royal overlooking the beautiful city of Montreal. We then headed to the International Civil Aviation Organization for lunch

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IACE Canada

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and a tour where we also met up with the rest of group. After the tour we prepared for a Farewell Dinner and Dance. At the Farewell Dinner we began to realize that our trip was coming to an end soon. Thanks were said to everyone who helped make the Canadian IACE tour possible. After dinner, the dance was enjoyed by all for it was the last dance that we would all be together.

The last full day we toured an Aerospace University in Montreal. Then we headed out to a shopping center but to our dismay it was raining so most everyone crammed into the popular Tim Horton's for a snack. After waiting out the rain, we walked around and finally met up with everyone for our last dinner together. We then headed to the hotel, where exchanges were made, countless pictures were taken, and autographs and messages were written.

Being the first group to leave was painful. We said goodbye to everyone once more. Countless hugs were given, tears were shed, and promises to stay in touch and invitations to come and visit were made. As we loaded on to the bus and drove off into the distance, we were left with countless memories held close to our heart that will last a lifetime. In the short period of time we had spent together, we all managed to become close friends that are spread across the world divided by miles of land and sea. ★



IACE Australia

Continued from page 47 . . .

things to do with so little time. Our program allocated us some roaming time, so many of us walked around shopping areas in downtown Sydney. The Sydney Harbor was also close by, so we took up the opportunity and saw as much as we could. Our Australian hosts had organized a harbor cruise for us our first day in Sydney, so seeing the city from aboard a ship was a pleasant surprise. From this cruise we got an amazing view of the Opera house and even the Harbor Bridge. Over the next few days we were taken to many different parts of the city and surrounding areas. Some of these places included scenic tours of the Three Sisters, Blue Mountains, and Scenic World Park. We were taken to a local RAAF base, where tours of the facilities were provided. These tours included their newest reconnaissance planes, the fire station for the base, and other areas of aviation significance.

It was finally that day. It was the day that no one looked forward to, because we knew, that this was going to be our final day together and it was now here. The last day for us was a free day, and due to weather conditions, our original plans were not able to be carried out, but the majority of us made the most of what we could, and toured the city for the better part of the day. Some went to the Harbor area while others went to the Sydney Tower, the world-famous Sydney Aquarium, or shopping. My group was lucky enough to find a bowling alley right on the harbor. By the end of this day, most had seen all they could, and it was time to head back to our barracks to prep for our departure dinner. We were informed that night that our final dinner was also to have a dance, which many cadets looked forward to. But before that, each country presented awards to our host, and fellow delegates, thanking them for the amazing time in Australia. Group after group, presentation after presentation, really did make everyone stop and think of all the fun times we had.

Shortly after the presentations, the dance began and was officially, the last activity for our exchange. For some, it was a time to get pictures with friends made throughout the exchange, for others, it was time to just dance and have a great time. For me, it was time to take everything in, and realize that this was no dream and I wouldn't change anything at all. It was the best anyone could have ever asked for. ★

