

Spring 2021

Bear Facts

The Official Magazine of California Wing Civil Air Patrol



CAWG TRAINS FOR A TSUNAMI

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Col. Ross E. Veta
California Wing Commander

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Commander's Corner

By Col. Ross E. Veta, CAP
Commander, California Wing



Dear Fellow California Wing Members,

This past year and a half have been quite a challenge to all of us as individuals and as an organization. Through it all, together we have persevered and prevailed by not only supporting our fellow members and our communities but by becoming a stronger, better, faster organization than we were before the pandemic struck. Through this time we have seen our membership take exceptional measures at all levels to remain innovative in our day-to-day activities and in our ability to respond to global crises. We have been steadfast in our



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Editor's Note

Bear Facts is published three times per year. You may have noticed, however, that the publication date for the last issue was delayed. This is due to the difficulty faced by the publisher in placing ads during the COVID-19 economy. These ads that appear on most pages finance the magazine's publication. Indeed, *Bear Facts* is an income generator for CAWG as the wing earns a percentage of advertising revenue.

A digital copy of each *Bear Facts* issue is archived on the California Wing website under the "About Us" pulldown menu.

ON THE COVER: Tsunami hazard zone in Alaska. Creative commons photo usage courtesy of Justin Morgan and Flickr.

Recruiting & Retention Strategies in the Age of COVID-19

Capt. Adam Staley, Recruiting and Retention Officer, Group 6

2020 has been a very tough year for everyone in California Wing. Quarantining and social distancing due to the COVID-19 pandemic has put a halt on most activities, such as encampment and orientation flights. Because of the limitations of a virtual environment, California Wing has experienced a 33 percent drop in cadet retention. How can we as Civil Air Patrol members recruit during COVID-19? How can we retain cadets when most activities are either virtual or cancelled? This article presents three areas of opportunity that CAP members can target in their recruiting and retention efforts.

One area of opportunity for recruiting new cadets is through schools. Many schools are straining to adapt to teaching in a virtual environment, and CAP can help ease that burden in several ways. One way is to have CAP members virtually speak in their physical science or STEM class about aerospace. Many teachers would welcome the chance to have a short break so that they can catch up on their other responsibilities. Speaking to local schools is a great way to get prospective cadets into your squadron and interested in the CAP program. Another way is to reach out to teachers and promote CAP's Aerospace Education Member Program. Offer to partner with your local schools to give them CAP's vast Aerospace Education curriculums and STEM kits.

Another cadet recruiting opportunity for CAP members is through innovative community outreach. CAP's community outreach efforts need to change with the times, and this will mean thinking outside the proverbial box. Post fliers in your community. Make an ad to go on Facebook or Instagram. Get others to help like cadet sponsors or parents of your cadets. Help with packing/delivering food. Volunteer to donate blood to your local Red Cross. Talk with the leaders of other youth organizations and ask for help in promoting your program and offer to do the same for them. We all need to be helping each other in our communities.


The third and most important cadet recruitment and retention opportunity for CAP members is using their own internal cadet program. Many of us have heard that if we want cadets to stay in CAP, we need to



Cadet Lt. Col. Collin Rodriguez organizing food at one of the LA points of distribution during CAWG's Los Angeles Unified School District food distribution mission. Photo credit: mission stock photos

get them to go to encampment and have their first orientation flight within their first year. But COVID has cancelled encampment and orientation flights for the foreseeable future. Now what? Now is the time to work on your own squadron's internal program. Utilize your squadron's unique skill set. Use the squadron you have, not the squadron you wish you had. What makes your squadron unique or special? Why do people come to virtual meetings week after week? If you take away all activities outside of squadron meetings from CAP, what would be attractive about your squadron that would make attending meetings virtually something valuable to cadets? The answer to these questions will be different for all squadrons and the purpose is to see the areas where your squadron is weak or strong. Here are some general ideas that might help your squadron's internal program.

- Take advantage of the virtual environment. There are many disadvantages of being in a virtual environment, but there are also many advantages too. Access to training is easier. There is less of a commute. This is a perfect opportunity for senior members to be working on their specialty tracks and professional development. It is also easy to get various guest speakers from all over the country and even the world to come and speak to your squadron virtually. Do not let virtual meetings become redundant. Take advantage and get some guest speakers to come and speak!
- Be honest with your cadets and let them work on solutions with you. Teaching drill in a virtual environment is a challenge, for example. Bring up the challenges you have and let cadets work out solutions. Put cadets in charge of figuring out how your squadron will conduct PT or drill practice while being virtual.
- Combine virtual senior and cadet meetings. Composite squadrons would normally have the cadets training separately from the senior members, and the two sides rarely mingle for long periods of time. Consider changing that. Have all the senior members sit in on the cadet's side of the meeting. It will help make virtual operations feel less separated. If the senior members need to talk separately, have a short 30-minute meeting either after the cadets leave the meeting or sometime during the week. It helps the cadets to see they are not alone and that senior members are tired and frustrated just like them. It also helps the senior members by getting them closer to cadets to see their morale and the overall health of the squadron. Especially during COVID, we as squadrons need to be coming closer together.
- Consider shortening your meetings. Normal squadron meetings were between 2 and 2.5 hours long before COVID-19. Consider shortening virtual meetings. Many cadets must stare at a screen for large parts of the day during school.
- Conduct virtual PT challenges. Make a competition for your cadets so that they will be doing physical training throughout the week. You can keep track of their progress by making a spreadsheet that tracks their exercises for each day during the week and give rewards for the winners. Get innovative in how your cadets do PT in a virtual environment!

Even though 2020 has forced us to change the way we do things in CAP, that does not mean we can stop our recruiting and retention efforts. COVID-19 does not appear like it is going away soon. We have an even greater need to recruit and to try to retain cadets. There are still specific areas of opportunity that CAP can try to recruit from and retain members. Every CAP member is a recruiter and retainer and now is the time for us to live up to CAP's motto by staying always vigilant! 

CAWG Cadets ‘Launch’ Communications Satellite

Maj. Mark Fridell, CAWG Deputy Director of Aerospace Education

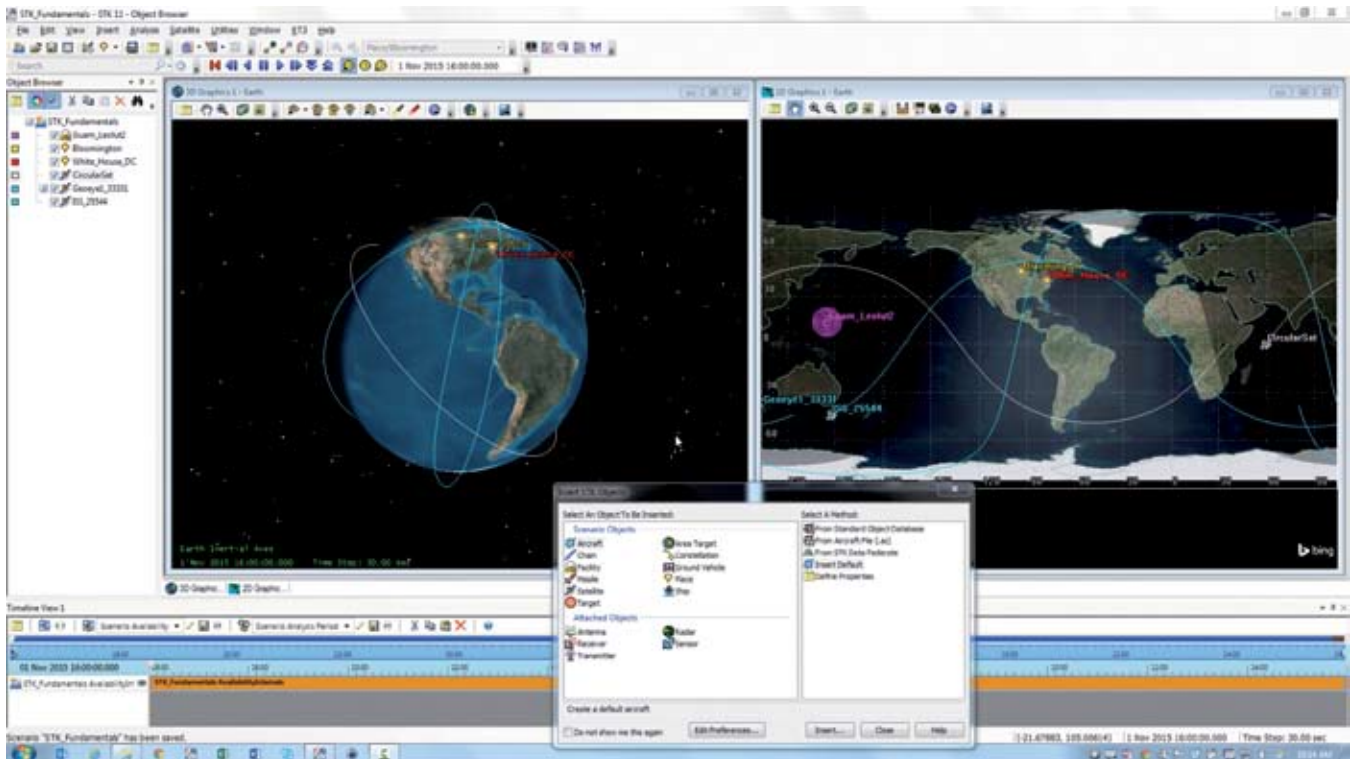
Two teams of California Wing (CAWG) cadets were tasked to place a communications satellite into orbit. The purpose of the project was to support the National Broadcasting Company’s (NBC’s) need to transmit data between its Rockefeller Center headquarters in New York City and its major offices at Universal Studios in Los Angeles. Due to the saturation of traditional transmission networks and the bandwidth consumed by high-resolution video, NBC decided to experiment with a low-cost relay satellite as a backup to their traditional long-haul systems. The challenge in this proof-of-concept experiment was to determine the best orbit placing the satellite simultaneously in direct line-of-sight with both locations. The more time that the satellite could “see” both locations, the more data could be transmitted between New York and LA. Using the Systems Tool Kit (STK®) program, the cadets found the best orbit into which the satellite could be launched.



The above fictional scenario is just one of the practice scenarios developed by StellarXplorers, the national competition sponsored by the Air Force Association. This exciting and challenging program is open to high school age students and members of organizations such as Scouts BSA (formerly known as the Boy Scouts) and Civil Air Patrol (CAP). Teams of two to six members learn how to use the STK program, a satellite design and implementation program used by government, industry and the military to put satellites into orbit. Teams compete in three competition rounds that lead to a semi-final competition, and the top ten teams from the semi-finals receive an all-expenses paid trip to the national finals.

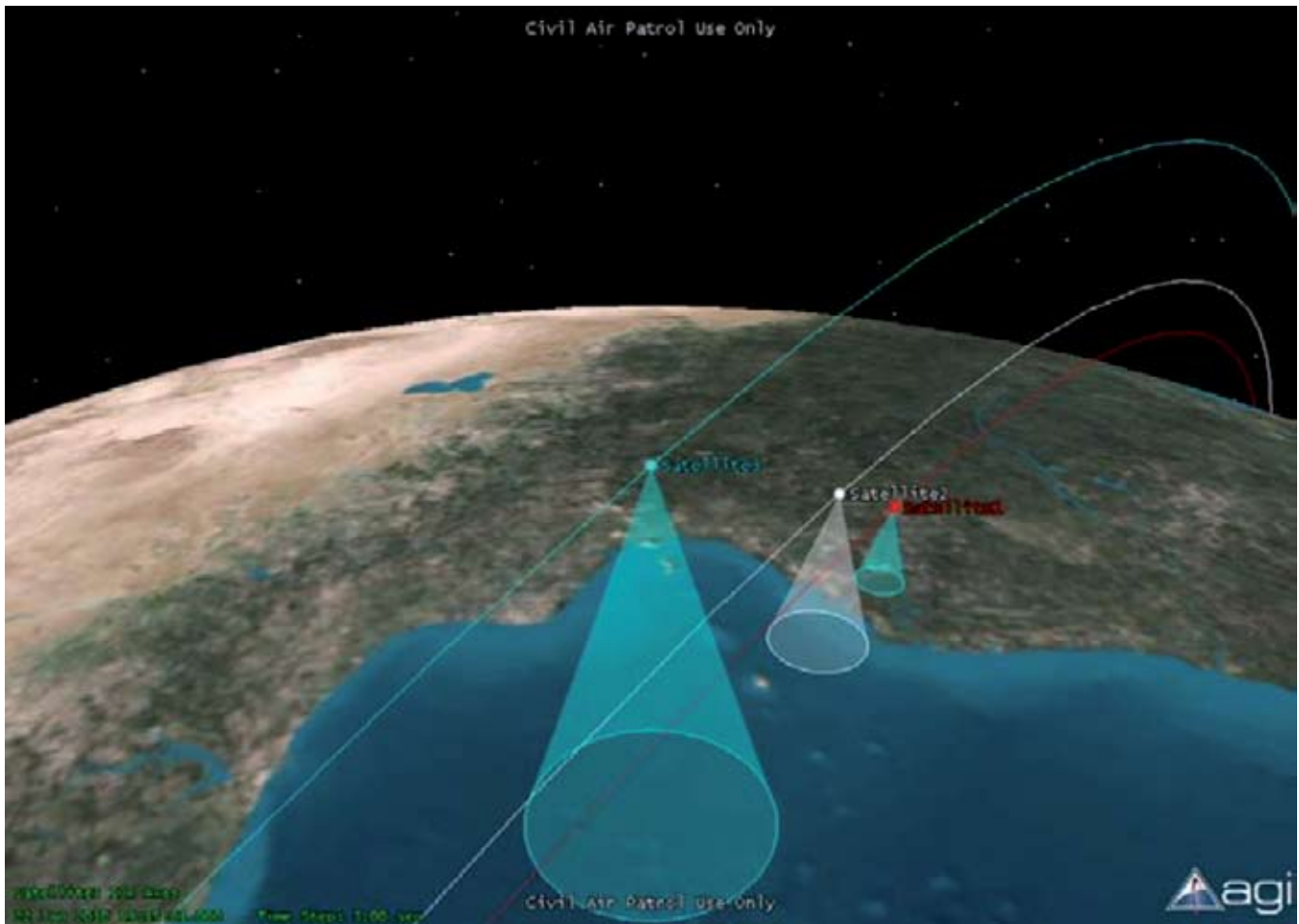
Two years ago, the finals were held in Colorado; in 2020 they were planned to be held in Houston before the pandemic forced the competition to be held virtually. In October 2020, we had two teams of CAWG cadets participate for the first time in a wing-wide effort to form teams for the competition. At the end of February 2021—in this, our first year—both CAWG teams made it to the semifinal round!

CAP is working closely with StellarXplorers staff at the Air Force Association to tailor a short, introductory course for cadets and seniors to learn the basics of the STK program. The goal is to inspire more CAP members to become involved in the StellarXplorers competition. Through Civil Air Patrol, all members can download a free, licensed version of the STK program. Although the version does not contain the full functionality of this powerful program, it does offer all the tools needed to designate a satellite orbit and to select satellite instruments.



The STK program interface. Image source: Analytical Graphics, Inc.

Analytical Graphics, Inc. (AGI), the company that developed the STK program, initially focused exclusively on satellites. STK stood for “Satellite Tool Kit,” but since they added additional capabilities such as aircraft, ship, and missile navigation, plus military applications such as electronic warfare jamming and detection avoidance, STK now stands for “System Tool Kit.” AGI has developed an excellent STK training program with simple step-by-step videos that take a student from the very basics of opening the program and manipulating the graphical interface, to a second short video covering the selection of objects and their placement into specific orbits. The user may then assign ground stations to provide communication links with the satellite. This program, while having a simple and user-friendly interface, is NOT a video game but a powerful tool used by the government, military, and many civilian companies. Learning how to use STK could even be a steppingstone into an exciting space-related career down the road.

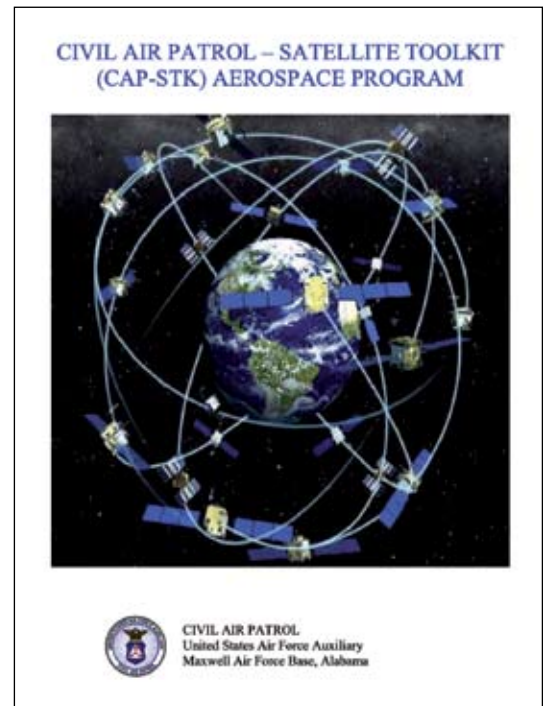


STK depiction of satellites in orbit. Image source: Analytical Graphics, Inc.

Within the StellarXplorers program, these AGI training tutorials are augmented by CAP’s own training syllabus that begins by explaining orbital mechanics—first revealed by the likes of Johannes Kepler and Sir Isaac Newton. The syllabus continues by offering twenty scenarios of increasing complexity on which to build the cadets’ confidence and STK skills to best resolve fictional, but very real, scenarios. This includes learning how to match the appropriate launch vehicle to the satellite, select a useable launch location, and determine a proper launch window. Using STK, the cadet can also track satellites that are currently in orbit. Want to locate the current position of the International Space Station? With STK, you can track its orbit.

So, are you ready for a new, fun, and exciting challenge? Check out the YouTube® video “StellarXplorers: National High School Space Competition.” As one of the finalists in the competition said, “Knowing that people over at NASA are using the exact same program that we’re using to launch

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The CAP curriculum. Image source: Civil Air Patrol

Satellite *Continued from page 11*

these satellites into space is the most insane thing that I've ever heard of." Another competitor succinctly said, "It's ridiculously fun".

If you are ready for your next challenge and want to get more information on STK and the StellarXplorer's competition then check out these resources:

StellarXplorers.org – Read all the details about this AFA sponsored competition.

GoCivilAirPatrol.com>Programs>Aerospace Education>AE Programs>Systems Tool Kit & StellarXplorers – View information on how to download your free, licensed, STK program (PC only)-- and a link to download a copy of the CAP STK curriculum.

AGI video tutorials for STK: <https://help.agi.com/stk/>.

Finally, if you have questions, or need help to join or form a team to compete in StellarXplorers, contact Maj. Mark Fridell (mark.fridell@cawgcap.org) or Capt. Neil Malone (neil.malone@cawgcap.org)



Commander's Corner *Continued from page 1*

dedication and capabilities to provide search and rescue services to those in need. We have progressed our cadet programs and emergency services program to new and exciting levels that are even more valuable to our cadets than ever before. We have helped feed our communities in time of need. Most of all we have supported each other when times were dark, making it possible for those who needed help to move forward. Through it all we maintained the flame of stewardship not only for our physical assets but for the core values that we hold so true.

Now we see the light at the end of the tunnel. Throughout the wing, groups and units are opening up with in person meetings, trainings, and activities. We are seeing an entirely new level of enthusiasm and energy that will translate into even greater progress and achievement for us all.

Through adversity comes growth and resilience. We are now emerging from the pandemic with a core membership that possesses the strength, enthusiasm, and resilience at an historic level. Let's take this time to be grateful to those who have helped us through the difficult periods and embrace the new energy of this organization as we move forward into the future, together through innovation.

To all of the members of California Wing I thank you for what you have done for what you do and for what you will do in your dedicated service to this great organization. Keep doing what you're doing.

Very respectfully,
Col. Ross E. Veta, CAP
Commander, California Wing



Civil Air Patrol Trains for a Tsunami

CAWG Takes to the Skies to Exercise their Airborne Public Address System

Lt. Col. Noel P. Luneau, Commander, San Francisco Bay Group 2

Along the rugged Northern California coast, beachgoers arrive at a beach, blissfully unaware that an earthquake has struck 400 miles off the coast causing a tsunami that will be inbound within hours. Meanwhile hikers in a remote coastal area are also unaware of the danger of the approaching tsunami. The National Weather Service has initiated the Emergency Alert System to warn residents, but some beachgoers, hikers, and residents along the shore will miss those alerts.

Fortunately, this is just a hypothetical scenario, and our beachgoers and hikers were not in any real danger today. However, the need to alert coastal residents and non-residents during an actual tsunami is real. This is when the Civil Air Patrol's (CAP's) Airborne Public Address System (APAS) becomes a vital resource for the National Weather Service to alert members of the public that are unable to receive the Emergency Alert System warnings.

The APAS is composed of two powerful speakers and a battery that sit in the baggage compartment of a CAP plane, and a control box and an MP3 digital audio player that sit in the rear seat. A custom baggage door with cutouts for the speakers completes the system. The range of the loudspeakers is at least one mile. It takes the aircrew about 30 minutes to install the APAS, and shortly thereafter they launch the aircraft and head towards the coast.



Lt. Col. Joseph Fernandes demonstrates the APAS system during training for the Tsunami Warning Exercise. Photo credit: 1st Lt. Ronald Sicat



Maj. Karin Hollerbach and Capt. George Zioulas preflight the Highbird-tasked aircraft. Photo credit: Cadet 2nd Lt. Apolinar Acevedo

According to Mr. Ryan Aylward of the National Weather Service, “A tsunami could occur along the California coast caused by a large earthquake anywhere in the Pacific Ocean. A tsunami originating from Japan would give approximately 11 hours of advance warning or four hours from Alaska. For distant source events like these, the Civil Air Patrol can be an excellent asset to warn the public. However, an earthquake just off the California coast would provide only minutes of warning before the first wave arrives.”

In order to test the Emergency Alert System, including CAP’s APAS, the National Weather Service conducts a yearly Tsunami Preparedness Week to educate residents and visitors along the coast to one of the many ways they may receive warning of an impending tsunami. The Emergency Alert System utilizes telephone notification systems and a network of coastal sirens, law-enforcement officers, and other emergency services personnel to notify residents to get away from the coast towards higher ground.

At 11:00 AM on Wednesday, March 24, 2021 National Weather Service Eureka activated the Tsunami Warning Communications Test and asked CAP to utilize their APAS as part of the test. California Wing (CAWG) launched three aircraft, and our distinctive Red, White, and Blue aircraft provided the broadcasted message along the Northern California coast of, *“This is a test of the Civil Air Patrol public address system”*.

Two aircraft and aircrews from Concord and Santa Rosa were tasked to fly the Del Norte, Humboldt, and Mendocino county coastlines with the aerial messaging system. These aircraft flew along the coast at 1,000 feet and 90-95 knots while blasting the test message to all within range of the powerful loudspeaker system. The aircrews consisted of a Mission Pilot and a Mission Observer/APAS Operator. One aircraft flew from Smith River, at the Oregon border, south to Ferndale, while the second aircraft flew from Shelter Cove to Gualala.

APAS: equipped aircraft fly low over very remote coastlines that are often too far from our radio repeater sites – this causes communications challenges. In order to ensure that the aircraft can maintain radio contact with the virtual mission base, a third aircraft was launched from Livermore to act as a radio relay platform between the two APAS aircraft and the virtual mission base.


Capitalizing on expertise gained during the COVID-19 pandemic, CAWG’s Group 2 created and



Capt. Luis Rivas preflight's the APAS speakers. Photo credit: Lt. Col. Noel Luneau

utilized a Microsoft Teams® instance to conduct a virtual mission base for the exercise. In years past, the physical mission base was located at Squadron 157's (Group 5) offices at Santa Rosa Airport. The pandemic forced CAP to embrace video conferencing technology, but Microsoft Teams offers much more than video conferencing. For the exercise, it allowed our mission staff and aircrews to conduct video and audio calls for mission briefings, chat in real-time, assign and track important tasks, share Incident Action Plans, and edit and share other important files.

In order to ensure proficiency and conduct system tests of the APAS, aircrews from NorCal Group 5 and San Francisco Bay Group 2 diligently trained on the APAS for two weekends prior to the exercise on March 24. Three training sessions were held at Concord and Santa Rosa airports, and members were instructed on the ground and in the air on how to setup the APAS and conduct a sortie.

CAP Maj. Jeffrey Ironfield, the incident commander trainee stated that "It is important to exercise this system regularly so both the crews and the public react quickly and appropriately when the emergency occurs." 

CAP Reaches New Heights: 10,000+ Volunteer Days of Support During Pandemic

Civil Air Patrol's nationwide response during the COVID-19 pandemic has been record-setting, totaling more than 10,000 volunteer days of support over the first 70 days of operations.

"As much of the nation settled in two months ago to withstand the unprecedented circumstances imposed by the novel coronavirus, our citizen volunteers rose up to serve," said Maj. Gen. Mark E. Smith, CAP's national commander and CEO. "They have banded together in recent weeks to perform a myriad of humanitarian missions as members of the auxiliary of the U.S. Air Force."

Civil Air Patrol's involvement in Operation Deepwater Horizon set the organization's bar for emergency services in 2010 after the offshore drilling rig exploded in the Gulf of Mexico, resulting in the worst oil spill in American history. During the response, CAP aircrews and ground teams conducted more than 1,250 sorties, accumulating nearly 2,400 flight hours and more than 20,000 volunteer hours over 118 days of operation.

"We haven't reached the 118-day record yet, but we have far surpassed the number of volunteer hours contributed," said John Desmarais, CAP's director of operations.

Statistics from the Deepwater Horizon response show 150 CAP members were involved. "That was over the course of the entire event, and we've more than surpassed that just today," Desmarais said.

And how. Statistics kept during the COVID pandemic show 295 CAP members working on May 13 alone, with 55 ongoing missions—many of them assigned by the Air Force—being conducted in 29 states. Collectively, members have



already contributed over 10,000 volunteer days (not hours, but days).

Assuming eight hours per volunteer day and using the average nationwide volunteer rate of \$25.43 per hour from IndependentSector.org, 10,000 volunteer days (approximately 80,000 hours) translate into \$2,034,400 in donated CAP services.

This latest CAP milestone was reached May 13, less than 48 hours after an aircrew in New Mexico began the ninth week of the response by transporting 67 test kits to the state Department of Health lab in Albuquerque while


ground teams in southern California prepared 400 meal kits for the day in support of the Salvation Army.

Col. Ross Veta, California Wing commander, visited the Salvation Army distribution site in El Cajon to personally thank the CAP volunteers. “Because of the work you are doing here, people won’t go hungry,” he told them. “It isn’t often you get to directly impact someone’s life in this way ... you will remember serving your community during this crisis for the rest of your life.”

A few highlights from operations during the COVID-19 pandemic include:

- Served more than 3 million meals.
- Loaded hundreds of thousands of pounds of food at distribution centers.
- Staffed emergency operation centers and call centers.
- Delivered hundreds of thousands of personal protective equipment to urban and remote locations, by air and ground.
- Delivered COVID-19 test kits to hospitals and samples to labs for testing, also by air and ground.
- Established Red Cross blood donation and collection sites.
- Transported personnel by air and ground.
- Repositioned emergency operations center and incident command trailers.
- Sanitized emergency response vehicles for first responders at the end of each day.
- Took aerial photography of distribution points and test locations.
- Supported local, state and federal agencies and organizations like the Federal Emergency Management Agency, Red Cross, Salvation Army and many others.

As a Total Force partner, Civil Air Patrol, acting as the Air Force auxiliary, is aligned with First Air Force to rapidly respond to non-military threats domestically. When executing Air Force assigned missions, members work as a component of the U.S. Air Force in a Defense Support of Civil Authorities capacity to save lives, relieve suffering and provide humanitarian assistance.

“Civil Air Patrol volunteers have a rich history of service to country,” Smith said. “Their record-breaking performance during this time of crisis has heightened CAP’s emergency services profile, confirming our commitment to our communities. I am so proud to be their national commander. 

Cap.news



CAWG Aircrews Compete for Excellence

Squadrons Across California Fly Complex Sorties to Test Team Skills

1st Lt. Paul Rivera, Group 1 Public Affairs Officer

Emergency Services is one of Civil Air Patrol's primary missions. Members of our air and ground crews and support teams must train relentlessly to maintain and improve skills. Like athletes competing for wins, our teams compete for top performance as their skills will have a direct result on our ability to save life. California Wing (CAWG) hosted its first Emergency Services (ES) competition in recent times on the weekend of April 17, 2021 at Gillespie Field (KSEE) in San Diego, and again on April 24 at Reid-Hillview (KRHV) Airport in San Jose. A total of seven aircrews competed.

According to the Incident Commander (IC), Lt. Col. David Wallace, "Organizing this event required a talented group of CAP folks. Critical issues such as planning the sorties, creating the vital timing sequence of aircraft launches, and communications among all the team members were thought out well in advance. Our ground team support for our aircrews was vital for their success.



Representing Los Angeles Squadron 35 (L to R) Maj. Michael Lauer (MP), 1st Lt. Amanda Rohlke (AP), and Capt. Frank Bagheri (MO). Photo credit: 1st Lt. Paul Rivera

The results are in from this historic ES competition. For the NorCal competition, congratulations to Group 2 flying 445CP with Maj. Georgios Michelogiannakis (MP), 2nd Lt. Vincenzo Puppo (MO), and Capt. John Heldt (MP). For the SoCal competition, the winner was Group 8 flying 437CP with Maj. Tom Charpentier (MP), Capt. Charlie Zigelman (MO), and 2nd Lt. Stephanie Milliard (MP).

Lt. Col. Wallace commented on the results. "During their debrief, the crews stated the course was challenging, which was intended. Some of the crews stated they enjoyed working on multiple competen-

cies during the competition, instead of just one during a typical search or photography exercise. The competition course was styled after night SAR exercises. Using lessons learned from those exercises, the staff created the spacing to have multiple aircraft on the course simultaneously whilst maintaining safety through time and distance”.

Lt. Col. Wallace further explains that, “For our sorties from Gillespie Field, Los Angeles Group 1 and San Diego Group 8 each entered two aircrew teams for this competition. Each aircrew consisted of a Mission Pilot (MP), a Mission Observer (MO), and an Airborne Photographer (AP). CAP Cessna 206 and Cessna 182 aircraft were flown for these sorties.”

1st Lt. Daniel Goldman, participating as MP from Hawker Senior Squadron 128 (Group 1), described the process as follows: “Each aircrew was given the same instructions, which involved a number of tasks and targets on the same pre-determined course. Included were:

1. Navigating to and holding at specific points for timing,
2. Finding an Emergency Locator Transmitter,
3. Flying a simulated imaging parallel track pattern,
4. Finding a specific object within a search grid,
5. Finding and photographing two different targets using two different airborne photography methods, then returning to base.



From Los Angeles Squadron 128 (L to R) 2nd Lt. James Logan (AP), Capt. Steve Hart MO), and 1st Lt. Goldman (MP). Photo credit: 1st Lt. Paul Rivera

There was also a last minute additional ‘secret’ task which involved maneuvers and a flight calculation problem that was only revealed at a specific point on the course.”

2nd Lt. Stephanie Millard, AP, San Diego Senior Squadron 57 (Group 8), found the competition to be “an excellent opportunity to challenge my skills and to practice team coordination, as well as work on matters that could evolve in flight. Some objectives were not known until the flight was underway, so this provided a good opportunity to problem-solve in flight.”

Our aircrew teams develop a synergy that comes from working together over many missions. Capt. Frank Bagheri, MO, San Fernando Senior Squadron 35 (Group 1) points out that “Most training sorties are limited to one or two activities, such as locating a missing aircraft or a lost hiker. In this event, multiple and disparate activities as well as a sudden in-flight request excited us, and our individual skills—each of which we have been training for over the years—gave us the desire to even extend the mission, if required. Our teamwork shone as we worked together to accomplish every part of the mission.”

Maj. Thomas Charpentier, MP, San Diego Senior Squadron 57, Group 8, commented on his aircrew teamwork, “It felt good to be together in a complex Search and Rescue Exercise. The flight evolution was intense but not overwhelming. It provided an opportunity to hone my personal skills as well as my aircrew coordination.”




From San Diego Squadron 57 (L to R) 2nd Lt. Stephanie Millard (AP), Maj. Thomas Charpentier (MP), and Capt. Charles Zigelman (MO), the winning SoCal aircrew. Photo credit: 1st Lt. Paul Rivera

Successful outcomes to our missions helps to breed a spirit of accomplishment and team pride, as noted by Maj. Michael Lauer, MP, San Fernando Senior Squadron 35 (Group 1). “This was a unique experience for me, being the first event of its kind in California. It proved to be quite challenging. It was an honor to compete with such a fabulous crew from my squadron.”

Scoring for this competition was complex, and required highly detailed analysis of each sortie. IC Wallace adds, “It was great to see such professionalism in the aircrews. The constant training resulted in excellence, as demonstrated by their scores based on timing and accuracy. This event displayed our airborne Emergency Services skills for our communities and our nation.”

1st Lt. Timothy Sjobring, AP judge, says, “Airborne Photographer skills were judged on a variety of parameters that are critical in successfully photographing targets and visual findings. Skilled AP aircrew members are vital to a variety of missions we are tasked to perform.”

Lt. Col. Wallace concludes, “Crews reported they enjoyed the competition and look forward to the next, and hope it becomes an annual event. My deepest thanks to all base staff members that supported this great event.” 

The 12,772 Mile Cadet Squadron

2nd Lt. Jacob F. Anderly, CAP

Try to remember what you were doing in February 2020. Did you have any summer plans? What was your biggest worry? Unless you have been living in a cave for the last year, you will know that your plans, worries, and in fact the entire world has changed—possibly forever.

On February 27, 2020, Eugene L. Carnahan Cadet Squadron 85 (Placerville, CA) of the California Wing of Civil Air Patrol (CAP), just like every Thursday night, held its weekly meeting. There had recently been news regarding something called “Coronavirus” which had been making people ill in China, Italy, Spain, and many other countries. As the squadron’s cadets and senior members met at the El Dorado County Veteran’s Building for their monthly Character Development discussion, they were completely unaware that it would be their last typical squadron meeting.

On March 2nd, there had been a total of 16 reported cases of COVID-19 in the United States. There were yet to be any government restrictions. Imagine: no required social distancing, masks, or lockdowns. Squadron 85 met again on March 5th, but with added safety measures such as temperature checks, hand sanitizer, and chairs spaced apart a little more. This would continue as the “new normal” for one more week, except for increased social distancing.

The 14th of March would have a huge impact on Squadron 85 and Civil Air Patrol. CAP’s National Commander, Maj. Gen. Mark Smith, received word from the Department of Defense that it would be halting all military personnel movement; effective immediately. Gen. Smith then made the difficult decision to do the same for all CAP personnel, which required the suspension of all meetings and activities for an undetermined amount of time. Rumors began to swirl among the members that squadron meetings would only be suspended for two weeks and everything would return to normal in time for its Leadership meeting on April 2nd. The rumors had been wrong, but Squadron 85 would not be discouraged. They began meeting virtually, as did other squadrons, through Microsoft Teams.

Squadron 85 was founded in 1980, and for 40 years it has been an excellent resource for the best and brightest young adults in the Sierra Nevada foothills, allowing them to better themselves in Leadership, Aerospace Education, and Emergency Services. Many of its cadets have gone to have amazing lives with careers within the government, military, and private sectors. Accepting command of the squadron only a few months “before COVID,” Capt. Steve Anderly, a CAP member for nearly 10 years, was determined to grow the squadron with the help of his dedicated senior and cadet staffs. To help him accomplish his goals, he recruited three recent former cadets, 2nd Lt. Jacob Anderly, 2nd Lt. Samantha Moat, and 1st Lt. Clair Gregory. Their experience, as well as their extensive knowledge of the cadet program and aerospace, would prove to be crucial to the squadron’s success.


Among the active senior officers is Lt. Col. Christopher Ross, the squadron’s Deputy Commander of Seniors. He is currently on assignment in Sydney, New South Wales, Australia, mainly due to his being trapped in the country by COVID-19 travel restrictions. Additionally, 2nd Lt. Jacob Anderly, a United States Navy veteran, is currently on travel, studying Politics in Portsmouth, England. By utilizing current technology, this single squadron has the ability to have active members on three separate continents, spanning a distance of 12,772 miles, who work together to promote CAP missions. This would have been impossible under different circumstances.

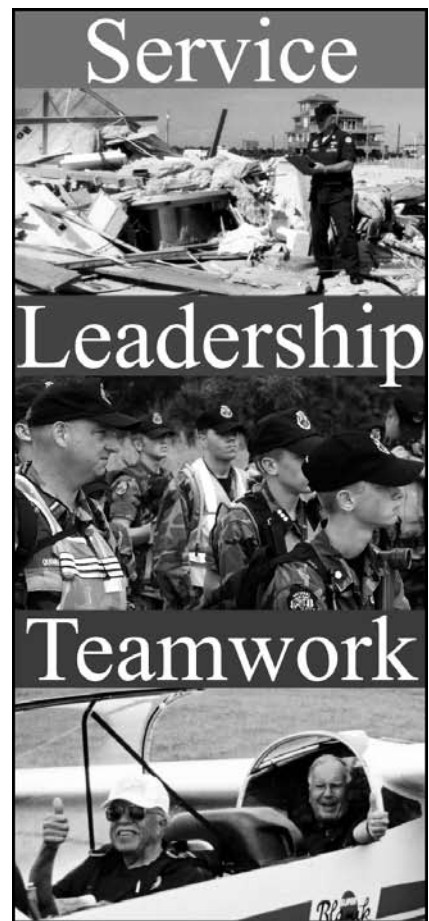


This unique situation has presented a few challenges to the squadron. One is the time difference. The squadron's weekly meetings begin at 7:00 pm PST every Thursday night. For Lt. Col. Ross, this means it is 1:00 pm AEDT on Friday afternoon; and for 2nd Lt. Anderly, it is 3:00 am GMT on Friday morning. This has made things difficult for communication as there is often a slight delay for responses to come in from around the world. Another issue that has been faced given the geographic distances is the potential for internet connection issues over the various national frameworks. These have not been insurmountable issues, but they have made things a bit more challenging to navigate.

Even with these unusual conditions, the squadron has been doing an extraordinary job keeping the meetings as familiar and as engaging as possible. Squadron meetings begin and end with cadet formations performed verbally. The Pledge of Allegiance and Cadet Oath are recited, and the regular weekly schedule has been maintained. The squadron has had many guest speakers, including aerospace leaders, military personnel, and former cadets from around the globe, who have kept the meetings interesting and informative. In fact, Squadron 85 has been able to recruit two new cadets during the time they have been in their imposed lockdown from in-person meetings.

While it has been difficult on some occasions to maintain the enthusiasm that was once present at in-person meetings, cadets have not been deterred. They have gone through so much-- not only as cadets, but as young adults. Most of the cadets attend public school and so not only have they attended weekly squadron meetings online, but their entire school life has had to migrate online as well. They have shown an incredible resolve to maintain their excitement for the weekly meetings as well as their individual cadet duties, such as maintaining the cadet leadership structure and helping each other advance in the Cadet Program.

The Eugene L. Carnahan Cadet Squadron 85 will not be going away anytime soon, and it will maintain its status as the leading organization for the advancement of young adults in the region. The resolve shown by its members prove that dedication in the face of this pandemic is not only possible, but leads to greater success. The members of this squadron and CAP as a whole, continue the three missions of Cadet Programs, Aerospace Education, and Emergency Services with the same intensity and vigor that they have since December of 1941 and will continue to do so in perpetuity. Last December, as CAP celebrated its 79th anniversary, Squadron 85 celebrated its 40th with a virtual awards banquet. It looks forward to another 40 years of training cadets and proclaiming its motto, "Always on parade." 



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A Day in the Life of a Logistics Officer (One of the Many Important Jobs of Encampment)

Maj. Jan Johnson, CAP

Editor's note: This "Day in the Life" snapshot of the Logistics Officer role is another in a series intended to highlight some of the avocational opportunities available to CAP members. The article is reprinted from the Fall/Winter 2019 issue of Wyoming Wings, with permission from the Wyoming Wing.

What is Logistics? It is the art of getting the right things to the right place at the right time. Logistics is the process of wrangling the materials needed to perform the mission so that those doing the mission have what they need. Logistics in Civil Air Patrol includes supplies and equipment (including buildings and billeting), communications and transportation. Planning is a very important part of the job. This involves contacting the commanding officers or their designees to find out what they will need, when and where. Then whatever is needed must be located and arrangements made to get it where it needs to be. An important part of planning is anticipating what might be required that perhaps has not been requisitioned. Another part of the job is keeping track of where things are and how many of each type of item there are. Inventory is done periodically to ensure that things are where they are supposed to be. It is a very satisfying feeling to be able to meet the needs of Civil Air Patrol members and support our important missions. I have been the Logistics Director for the Wyoming Wing for two and a half years and just went to NESAC (CAP National Emergency Services Academy) to gain my ES Logistics Section Chief rating. I really enjoy my job and look forward to continuing to contribute to the success of CAP members in Wyoming and nationally.



Wyoming Wing logistics personnel at work.

Courtesy of Wyoming Wings, Fall/Winter 2019

How do the Tuskegee Airmen Still Influence the Air Force Today?

Cadet Senior Airman Chancey Hall, CAP

The Tuskegee Airmen were the first African Americans to join the Army Air Corps. Before they could join, they had a very tough life. They were told that because of their skin color they couldn't fly. They faced discrimination on a daily basis. But President Franklin D. Roosevelt let these brave men join the Army. They were sent to Alabama to the Tuskegee Airfield to train. In 1941 the First Lady, Eleanor Roosevelt, was the first to fly with the Tuskegee Airmen.

Some of the Tuskegee Airmen were members of the Three-Minute club. These were

pilots who had only 3 minutes of fuel left when they landed. This took incredible courage and skill to land their plane with so little fuel. The Tuskegee Airmen also earned 96 Distinguished Flying Crosses. These are awarded for heroism or extraordinary achievement while in the air. The Tuskegee Airmen flew thousands of air sorties in Europe and North Africa. Of the 992 pilots that trained at Tuskegee, 84 lost their lives.

One of the men who served with the Tuskegee Airmen was Lee A. Archer Jr. He was one of the many Tuskegee Airmen who earned the Distinguished Flying

Cross. Archer became one of the few to have four aerial victories. He earned citations from three of our U.S. Presidents. Archer taught many other pilots how to fly and had many other roles in the military.

Another Tuskegee Airman that we continue to honor today is Benjamin O. Davis. He was the first African American general in the Air Force. Level II of the CAP senior development program is named after General Davis.

The Tuskegee Airmen are a wonderful role model for the United States Air Force by proving that anyone can serve their



Some of the members of the famed Tuskegee Airmen.

country. These pilots displayed all the Core Values that the Air Force holds dear. They lived these values long before they were officially adopted by the Air Force.

The Tuskegee Airmen showed integrity by continuing to serve, even though they faced discrimination inside and out of the Army. They did not forget who they were and what they were fighting for.

Service before self is a trait that these brave airmen demonstrated on a daily basis. Not only did they risk their lives for our country, but they also faced danger from those who were prejudiced against African Americans. The Tuskegee Airmen were threatened on all sides, but they put their service to their country above their personal well-being.

They also displayed excellence in all that they did as evidenced by their combat record. During their bomber escort missions, on average they only lost about half the bombers that other squadrons lost. They were some of the best pilots in the U.S. military.

In conclusion, the Tuskegee Airmen influenced our military in the past by helping eliminate discrimination. They continue to influence the Air Force today by being the example we all should strive to achieve.



Distinctive unit patches of the 332nd Fighter Group, the Tuskegee Airmen Red Tails. Top left: 301st Fighter Squadron, Top right: 100th Fighter Squadron, Bottom left: 99th Fighter Squadron, Bottom right: 302nd Fighter squadron.

[Editor's Note: This article is reprinted from the Spring 2019 issue of the South Dakota Wing Roundup. The Wing Roundup editor added the following note:

The Tuskegee Airmen is the popular name of a group of African-American military pilots who fought in World War II. They were the first African-American military aviators in the United States Armed Forces. During World War II, black Americans in many U.S. states were still subject to the Jim Crow laws and the American military was racially segregated. The Tuskegee Airmen were subject to discrimination, both within and outside the Army. They formed the 332nd Fighter Group, the first black flying group, which originally included the 100th, 301st, and 302nd Fighter Squadrons. It deployed to Italy in early 1944. In June 1944, the 332nd Fighter Group began flying heavy bomber escort missions. In July 1944, with the addition of the 99th Fighter Squadron, it had four fighter squadrons. When the pilots of the 332nd Fighter Group painted the tails of their P-47s red, the nickname "Red Tails" was coined. The red markings that distinguished the Tuskegee Airmen also included red propeller spinners, yellow wing bands and all-red tail surfaces on their P-51 Mustangs.]