



GREAT LAKES AVIATOR

SUMMER 2018

Cadets soar at flight academy



● Illinois,
Kentucky
wings
get new
leaders

GREAT LAKES AVIATOR



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Cover photo by Lt. Col. Robert Bowden

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Taking wing

Cadets earn wings at national flight academy

By Lt. Col. DOUGLAS E. JESSMER • Great Lakes Region

Since 1967, cadets have descended upon an airport in central Illinois, in a small town along Interstate 57 known as the “bagel capital of the world,” to punch holes in the sky. • The Johnson Flight Academy, a national Civil Air Patrol cadet special activity born as an Illinois Wing event, produced two sessions’ worth of flight training for cadets from across CAP. • And this year, about 40 cadets earned their solo wings.

► Continued on 31



Cadet Lauren King of Indiana Wing examines fuel during a preflight. (Photo by Lt. Col. Robert Bowden)

Wings install new leadership

Kentucky, Illinois watch change atop their headquarters

By Great Lakes Region
Public Affairs

Within the last several months, two Great Lakes Region wings have new commanders.

Col. Robert Dempsey has assumed command of Illinois Wing and Col. Darrel Williamson commands Kentucky Wing.

Dempsey joined Civil Air Patrol as a cadet. Having served both as a cadet and as an adult CAP member has given Dempsey insight to how to enhance CAP's programs and how to support the organization's various facets. He most recently served as director of cadet programs for Illinois Wing.

Col. Matthew Creed, Great Lakes Region's commander, said Dempsey will provide strong, in-



sightful, and directed leadership to lead Illinois Wing with distinction.

Williamson has held positions in both Indiana and Kentucky wings, including as a squadron and group commander, and as wing vice

commander. He holds numerous emergency services qualifications.

Dempsey commanded the Palwaukee CAP squadron, and led a Boy Scout troop 235 (Mount Prospect), encouraging them to fly. ▲

Region's new leader sets three primary goals for the ranks

Great Lakes Region is made up of more than 6,500 members organized into six wings, 31 groups and and 183 squadrons and flights. Those numbers are staggering — our region is huge and serving as the new Great Lakes Region commander will be both a challenge and an honor.

As the commander, I have three primary goals for these next few years:

Increase opportunities for flight training. I believe it's important to increase opportunities for both senior members and cadets to fly.

I am working with Ohio and Kentucky to look at opportunities to open a new powered and glider flight academy on the eastern side of the region. This will balance the flight academies we have in Wisconsin and Illinois and make flight training more accessible for more cadets.

While I want to increase opportunities to fly, the lack of certified flight instructors is limiting our growth potential. I hope to have some solutions in the next year or so to increase the number of CFIs serving in Great Lakes Region.

Use the resources of the region to support mission development. The region headquarters unit has access to experienced members, ideas and



COL. MATTHEW R. CREED

In addition to the three goals, it's critical that our members put safety first — through safety training, managing risk and timely reporting.

programs learned from across the nation, and the ability to assign and shift resources. I have asked the staff

to look at several opportunities to grow mission effectiveness.

School program expansion in large school settings, a centralized SAR competition, and growth of our partnership with the Air Force Association are all efforts on which you will see more in coming months.

Emphasize recognition for our members. More than 10 percent of all Civil Air Patrol's members serve in these six states, and I am convinced the quality of our mission accomplishment is at least as good, if not far better, than the rest of the nation.

I will be working with the wing commanders to increase our "success rate" on annual awards to gain more recognition for your work.

The high-quality mission performance we experience is due, in large part, to key leaders across the region. The region team is developing a new leadership program to help group commanders develop command experience at that crucial echelon.

In closing, remember we are well into that period called "The 101 Critical Days of Summer" where our flight operations, cadet activities, summer courses, and emergency services training get even busier than usual. During this period, it is especially critical that each of us ensure we are getting regular safety training, performing appropriate risk management, and monitoring and reporting in accordance with regulations. Safety is something that requires each of us to be *Always Vigilant!*

I am excited to be your new commander and look forward over the next four years to meeting as many of you as possible and learning about how you are living out CAP's three missions. ▲

Nine GLR cadets visit several nations in exchange program

38 CAP cadets interact with world's aviation community this summer

Headquarters Civil Air Patrol
Public Affairs

ARLINGTON, Va. — Nine Great Lakes Region cadets were among those who represented the United States on an international exchange of goodwill and a mutual love of aviation.

Since 1947, the International Air Cadet Exchange (IACE) has brought together outstanding youth leaders, ages 17-20, from multiple countries to promote global understanding, and to support the growth of aerospace knowledge around the globe. Today, IACE consists of 19 countries and exchanges more than 300 cadets every year.

Of the more than 25,000 cadets in Civil Air Patrol's 52 wings, only 38 were American ambassadors, making IACE the most competitive and sought-after of CAP's national cadet special activities.

"Only a select group of our cadets get this opportunity," said Lt. Col. Peggy Myrick, CAP's IACE activity director. "As chosen

participants, they truly are serving as America's youth ambassadors, representing the very best of CAP."

The cadets' journey began when the youths and their nine escorts flew to one of two launching hubs: one in Washington, D.C., for cadets flying to the eastern countries and Canada, the other in San Francisco for cadets flying to Australia, New Zealand, Hong Kong, Israel and the Republic of Korea.

Once in their host countries, cadets met the participants from other countries in the exchange.

The IACE experience is memorable for the cadets as well as the officers who accompany them.

"The interaction with the world's aviation community is of great value to all involved," said Myrick, who has participated in the program for the past 10 years.

"I am always amazed at how well our cadets conduct themselves in their host countries and how much they learn about other cultures in just a short time."

This year the U.S. welcomed 38 cadets from Australia, Belgium, Canada, China, Hong Kong, the Netherlands, New Zealand, the Republic of Korea and the United Kingdom.

Over their first three days stateside, the visiting cadets toured Washington, D.C., and the Steven Udvar-Hazy Aerospace Museum before flying to their host states to learn about American culture and share their passion for aviation. ▲

American aviation ambassadors

Here are the participating Great Lakes Region cadets and officers and the countries to which they traveled between July 9-Aug. 1:

Cadets

Cadet Col. Jodie Gawthrop, Westfield, Ind., to Australia

Cadet Lt. Col. Zachary Honiss, Canton, Mich., to the United Kingdom

Cadet Maj. Laivi Grossman, Chicago, Ill., to New Zealand

Cadet Maj. Alyxander Kasprzak, Harrison Township, Mich., to the United Kingdom

Cadet Capt. Daniel Anand, Akron, Ohio, to Canada

Cadet Capt. Kallie Cox, Spaulding, Ill., to the United Kingdom

Cadet Capt. Ethan O'Rourke, Stoughton, Wis., to the United Kingdom

Cadet Capt. Madeline Taylor, Farmington Hills, Mich., to the United Kingdom

Cadet Capt. Annika Walukas, Eau Claire, Wis., to Canada

Officers

Lt. Col. Paul Kloehn, HQ GLR, to the United Kingdom

Lt. Col. Robert Koehler, Appleton, Wis., to Hong Kong

Michigan cadets take second in JROTC academic bowl

Wisconsin teams also in College Options Foundation Bowl

A Michigan Wing squadron's cadet team took second prize for the Civil Air Patrol championship in a recent leadership and academic competition.

Oregon Wing's Aurora Composite Squadron cadet team captured the CAP crown in the College Options Foundation's Junior ROTC Leadership and Academic Bowl.

The Oregon cadets won five of the seven qualifying rounds and scored the most points overall, guaranteeing advancement to the finals at Catholic University in Washington, D.C.

The team then defeated the Michigan Wing's Rochester-Oak-

land Cadet Squadron team in the final round by 250-170.

A pair of teams from the Wisconsin Wing, representing the Eau Claire and Waukesha composite squadrons, also reached the national finals.

According to the competition's organizers, participants learn the values of citizenship, academic competition and college opportunity through their involvement.

The competition creates opportunities for cadets by allowing them to demonstrate leadership and academic abilities.

The trip to the finals also allows the teams to explore the nation's capital, meet their Congressional representatives, visit monuments and memorials and compete for a spot in Jeopardy's Teen Tournament of Champions. ▲

Competition cadets

Here are the participant cadets from Great Lakes Region.

Michigan Wing

Rochester-Oakland Cadet Squadron: Cadets Lamont Williams, Byron Wolf, Hun Jin Choi and John Hoang

Wisconsin Wing

Eau Claire Composite Squadron: Cadets Annika Walukas, Jacob Fisher, Jeremiah Becker and Jonathan Solberg

Waukesha Composite

Squadron: Cadets Lindsay Loohuis, Chris Schuman, Colin Loohuis and Alexander Maxwell

NESA gathers from around nation in Indiana

More than 500 Civil Air Patrol officers, airmen and cadets participated in July in the National Emergency Services Academy, a multidisciplinary program at Camp Atterbury, near Indianapolis.

"This is Civil Air Patrol's largest training event," said John Desmarais, CAP's director of operations and founder of NESA.

Now in its 23rd year, the annual program combines task-based training with practical application

that has become the CAP standard. The academy consists of three schools:

- Ground Search and Rescue School teaches skills to expertly perform ground team operations, especially search and rescue missions.
- Incident Command System School covers the skills needed at an incident command post and other critical operating locations managing operations.

- Mission Aircrew School teaches critical skills pilots and other aircrew members need to support CAP's varied airborne missions.

Courses for all of CAP's emergency specialties are offered at NESA, including courses for chaplains and chaplain support specialists as well as operation of unmanned aerial vehicles in support of disaster and search and rescue operations.

— Lt. Col. Paul Hertel, Illinois Wing

ILLINOIS

WWII member, 101, is presented with coins



Col. Charles Compton, 101, shows the challenge coins he was presented by the CAP national command section.

By 2nd Lt. DAWN ISELIN
Illinois Wing

One of the first volunteers of the Civil Air Patrol, a Congressional Gold Medal honoree, was the proud recipient of two personalized challenge coins by Civil Air Patrol's top leaders.

Col. Charles Compton, who's 101 years old, was presented the coins in January from CAP National Commander Maj. Gen. Mark E. Smith and Vice Commander Brig. Gen. Edward Phelka.

Maj. David Gillingham, commander of the Compton Composite Squadron in Evanston, Ill., which is named for the recipient, delivered the coins later that evening to a deeply honored and delighted Compton.

Military organizations have long honored members by presenting challenge coins with their insignia when members have met challenges and deserve recognition for their accomplishments within their organizations.

Compton's service record is historic and Smith commented that the colonel "is a treasure for CAP"

The Congressional Gold Medal is the nation's highest expression of national appreciation for distin-

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WISCONSIN

Squadron leads the way in Project Lifesaver training

Members train to find lost people with cognitive disabilities

By Capt. TERESE BARTA
Wisconsin Wing

To help protect people at risk for the behavior of wandering, a Wisconsin squadron can track lost persons wearing transmitters.

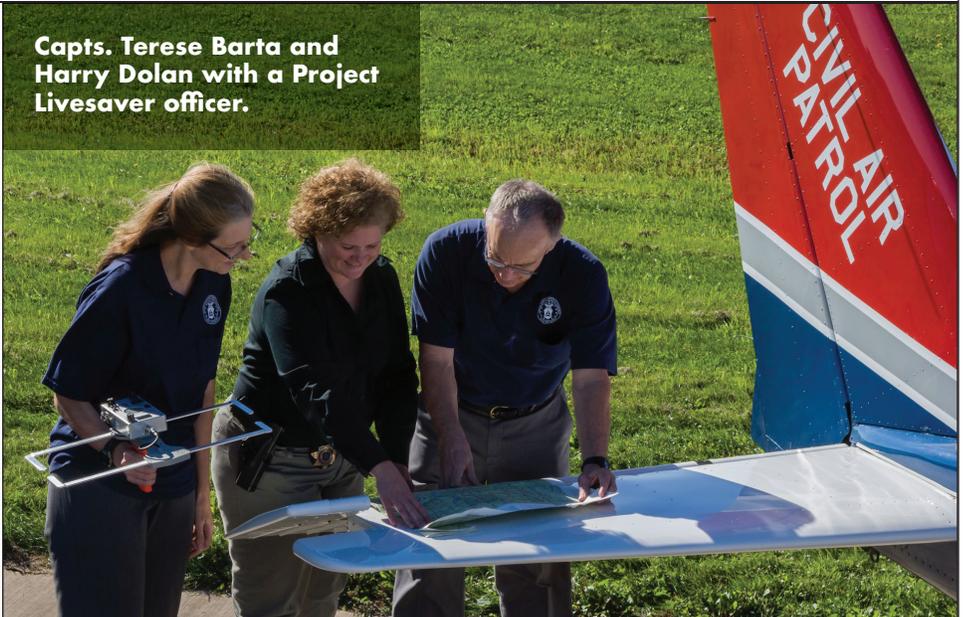
Project Lifesaver is designed to protect individuals at risk for the behavior of wandering. By wearing a transmitter with a discrete frequency, an adult or child with autism or another cognitive disability can be quickly located and returned home.

Stevens Point Composite Squadron is CAP's first unit involved in the project.

Project Lifesaver grew out of a 1999 pilot program by a Virginia search and rescue team. It is the only organization officially designated to train public safety agencies to electronically locate lost persons. According to its website, recovery times average 30 minutes, in contrast to search times of hours to days. More than 3,300 individuals have been rescued so far.

Involvement began in 2008 when Capt. Harry Dolan and 2nd Lt. Mark Page, started testing the ability to pick up the signal in an

Capt. Terese Barta and Harry Dolan with a Project Lifesaver officer.



airplane. To Dolan, it made sense that CAP could use its search techniques to find a Project Lifesaver transmitter. While many are found close to home, some individuals have the capacity to move beyond the normal range of the receivers, making airborne searching useful.

Dolan almost had given up, but three years ago tried a new type of receiver and was able to detect the signal. The signal has been detected at 4,500 feet and as far away as five miles. More flights will be conducted to determine the limits.

For Dolan, it's personal — his son is on the autism spectrum.

The squadron began participating in scenario training two years ago. In 2015, members of the squadron trained to become a recognized Project Lifesaver partner.

The squadron is the first in the nation to adapt Project Lifesaver to airborne search. Dolan said, "Project Lifesaver views us as the 'go-to' people for fixed wing aerial searches."

Project Lifesaver has shared its training materials for searching from helicopters, and Dolan is planning to develop a similar set of training materials for fixed wing aircraft.

Dolan also points out that an added benefit is that law enforcement contacts recognize CAP's value in other areas. "Police and firefighters know the value of having 'eyes in the sky' and the fact we can talk to them on their frequencies is an added bonus." ▲

More information on Project Lifesaver can be found at projectlifesaver.org.

Former cadets return and give back to CAP

Illinois Wing Group 2

It's not uncommon for Civil Air Patrol cadets to stay around after they age out of the cadet program. In honor of the cadet program's 75th anniversary, several Illinois Wing members told their stories.

First Lt. Michael Carpenter of Oak Lawn and Capt. Matt Walden of Berwyn both began with Civil Air Patrol as cadets of the then-Chicago Midway Composite Squadron, which met at the Air National Guard building at Midway Airport.

Maj. Barb Buckner of Chicago and Capt. Dan Trofimchuk of Monee were both cadets in the late 1980s and were members of the then 1st Lyons Township Composite Squadron in LaGrange, Ill. After leaving the program after high school, they returned in 2008 and met up again while a part of



First Lt. Michael Carpenter and Capt. Matt Walden are recent former cadets.

Thunder Composite Squadron in Lansing, Ill.

Carpenter joined CAP because he always had an interest in flying and one of his best friends was a cadet at the time. He steadily progressed through the program, achieving the rank of Cadet Major, and participated in numerous encampments as well as Illinois Wing's Johnson Flight Academy. During college, he also participated in the Aviation Club at Quincy University and was active in help-

ing the local Boy Scouts achieve their aviation badge.

When asked what his best cadet experience was, Carpenter said, "that's not a fair question because my whole cadet experience was a great memory. But, as ironic as it sounds, the best memory may be when I got to hang up my hat as a cadet."

"I got to look back at all the people I met, all the things I did, all the places I traveled and just smile," he said.

Walden wanted to join to learn more about emergency services after seeing what his dad, Lt. Col. Ray Walden, went out to do all the time. (His mother, Ginny, was also a former cadet.)

Unlike some of the cadets, he didn't join because he was planning to go into the military, nor did he want to fly. His favorite

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Maj. Barb Buckner and Capt. Dan Trofimchuk were cadets in the 1980s.

CADETS

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cadet experience was attending Cadet Officer School, where he met other cadets from across the country for a week of training. When he returned, he had a new drive and passion. He began teaching leadership courses aimed to help ease the cadets into their training.

The two were able to jointly influence the other cadets in the unit, with Carpenter wanting to engage them in the aviation aspect of the program while Walden helped push cadets to become more actively involved in the emergency services training. Carpenter received his pilot certificate while he was still a cadet and now gives back as both squadron commander for the unit and as an orientation pilot, taking cadets up to hopefully spark their interest in wanting to learn more.

Walden is a student at Southern Illinois University in Carbondale, studying Automotive Technology, but when he is home, he participates in emergency services training within the unit and live search activities when they arise.

Carpenter's ultimate goal is to work for United or American Airlines with the hope of flying internationally.

Many cadets leave the program after they turn 18 or go off to college because they don't see what they can contribute beyond their cadet experience. When asked why they have chosen to continue in the program, both had similar responses. Carpenter said he never had a doubt he wanted to continue in the program once his cadet days were over. Becoming an orientation pilot "has allowed me to actively change the cadet program in ways I knew as a cadet needing fixing but never could."

From the 1980s to now

Buckner joined CAP after hearing about it from a high school friend, as a stepping stone to help her enter the Air Force. She made the grade of cadet master sergeant before leaving to join Air Force ROTC at Illinois Institute of Technology.

Her most memorable experiences as a cadet were the 1986-87 Illinois Wing encampments. She recalled the "rides" to encampment in a KC-135 and C-130 aircraft from O'Hare Airport to Volk Field, Wis., as an experience all the cadets enjoyed.

In addition, they had F-4 Phantoms on the flight line during the graduation in 1986 and came home to the Air Force Thunderbirds, who were in town for the Chicago Air & Water Show, lined up on the flight line at the Air Force Reserve Station at O'Hare in 1987. "As someone whose goal it was to become an Air Force pilot, it didn't get better than that!" Buckner said.

Trofimchuk joined because he had an interest in the military, which later led to his joining the Navy and serving in Operation Desert Storm as a hospital corpsman.

As a cadet, he remembers the friendships that he made, getting to tour the Chicago Air Route Traffic Control Center (known as "Chicago Center") and going on base at the Air Force Reserve station at O'Hare. His cadet experience translated to his leading a squad during basic training. For those that are interested in the military, "Civil Air Patrol prepares you somewhat for military life," said Trofimchuk.

Buckner is now a human resources and recruiting expert with more than 20 years of experience. She initially came back to help with cadet training, but moved on to higher headquarters in professional

development and public affairs.

"I have always told my cadets' parents that part of my job is to help push them outside their comfort zone," she said, "to let them see for themselves what they can do, so it made sense that I took my own advice."

Trofimchuk works in his town's public services department and also volunteers with his county emergency management agency. He also initially worked with cadets when he rejoined, and later became a responder and instructor in emergency services specialties.

Asked why they came back to the program after all these years, both had the same response: that it was curiosity as to whether or not the program was still around.

Buckner rejoined "to help give today's cadets the same type of opportunities and experiences that I had as a cadet. Experiences that most of my friends still have never had." Trofimchuk rejoined because he "wanted to serve my country again. Experience the military life again. To have the ability to fly missions for multiple government agencies and giving back."

Carpenter advised cadets to "ask a lot of questions and never quit learning to actively make your dreams come true. You will run into former cadets in the future and, even if you don't know each other, it's easy to pick out who was a cadet."

"Civil Air Patrol provides avenues to what you want to do in life through various programs so that you can set yourself up to be a successful person," said Walden. Buckner said that to succeed, "you have to make a commitment to yourself that you will show up and take advantage of the opportunities given to you as much as you can." ▲

INDIANA

'Operation Iceberg' trains two states' air, ground searchers

Indiana and Kentucky members practice for joint response

By 1st Lt. ILSE HOUSE
Kentucky Wing

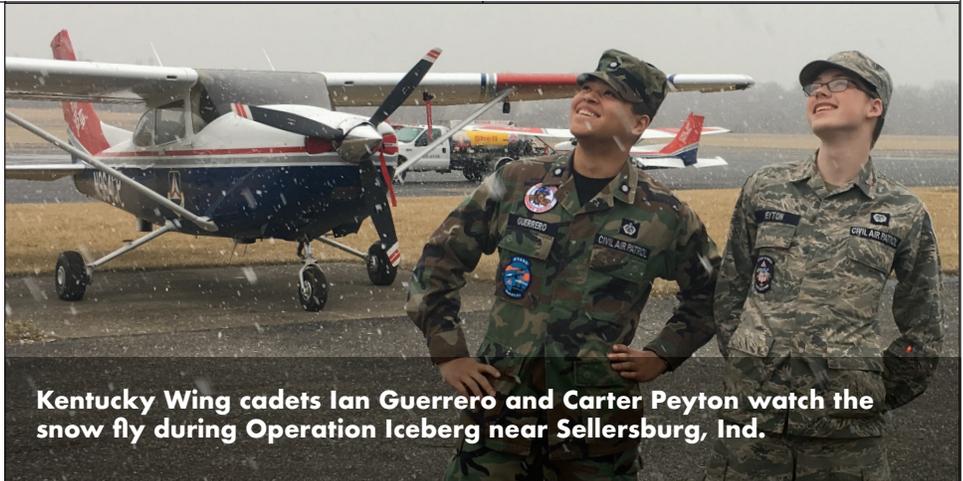
More than 150 CAP volunteer Airmen from Kentucky and Indiana wings, along with eight airplanes, descended upon an Indiana airport to train together.

The joint exercise, called "Operation Iceberg," develops relationships and works out bugs to prepare for real-world cooperation.

At sites in Sellersburg, Valparaiso and Fort Wayne, Ind., Operation Iceberg XI ensued in mid-February. The two wings created a weekend packed with training for mission base operations, ground teams and aircrew.

These joint missions are important in developing relationships and working out the bugs to prepare for when a real-world cooperation is required.

"Cross-wing training missions are vital in breaking down operational differences and deficiencies," said Kentucky Wing Commander Col. Darrel Williamson. "When real-world events employ our resources, this approach and attitude toward training and relationship development is crucial in seamless tactical and strategic operations.



Kentucky Wing cadets Ian Guerrero and Carter Peyton watch the snow fly during Operation Iceberg near Sellersburg, Ind.

Our sister wings in the Great Lakes Region stand side-by-side to assist each other in all facets of mission tasking. Kentucky Wing has developed a proud tradition of reaching out beyond our borders to help."

Indiana Wing Commander Col. Phil Argenti added that "members of Great Lakes Region have been able to seamlessly plug into operations during Hurricane Harvey, Superstorm Sandy, and Hurricane Matthew, to name a few."

Weather proved to be an interesting note to the training.

Capt. Darrell Tade of Kentucky said: "While most of our flights had to stand-down on Saturday due to low ceilings, snow and icing conditions, we were able to launch a good number of flights on Sunday. Saturday's time was well spent with good tabletop instruction."

Senior Master Sgt. Michael Felts of Kentucky said the ground teams were blended with members from

both wings and each learned unique "tricks of the trade" from one another, increasing their experience as team members.

Second Lt. Boyd Smith of Indiana Wing said, "as a newer CAP member, I found that Operation Iceberg at DeKalb County airport provided the focused attention I sorely needed to make progress towards becoming a mission pilot."

"I enjoyed the camaraderie of other CAP pilots as I checked off several mission pilot training requirements," he added.

At one evening meal, the two wing commanders prepared food for the participants.

Maj. Bill Vendramin of Indiana Wing said Operation Iceberg "was a great example of how wings can come together and work for the greater good of our collective communities. It demonstrates the spirit to serve and hearts of our members." ▲

You're on the IG's radar, but it's in a good way

By Col. GARY J. MAYO
GLR Inspector General

You are on the Inspectors General radar! That's right! YOU have attracted the attention of your wing inspector general and are squarely on his radar screen, but not for the reasons you may think.

You have not done anything wrong.

You have not violated any CAP regulation or policy.

You are not the "subject" of an investigation.

Yes, you can exhale now. *Phew!*

So, why ARE you on the IG's radar? Because of your skills and talents. Your demonstrated mastery in your professional development specialty track(s) is why the IG has an interest in you. Your wing IG needs your expertise as a member of a subordinate unit inspection (SUI) team. So, what does a SUI team member do? Why would you want to be a SUI team member? What are the requirements to be considered for a team, and how do you actually become a team member? To answer those questions, I invite you to continue reading.

Why Are SUIs Required?

CAP Regulation 20-3 states that CAP commanders must continuously evaluate organizational readiness, efficiency, and effectiveness. The cooperative agreement between the U.S. Air Force and Civil Air Patrol mandates the inspection of

CAP units, and the subordinate unit inspection is the process designed to accomplish this task within a wing.

Units below wing level are expected to be inspected every 24 months by qualified personnel from throughout the wing.

Your wing IG has an eye on you because the SUI process can always use a hand. The process is vital to CAP's relationship with the Air Force.

What Does An Inspection Team Member Do?

Inspection team members, under the leadership of a team chief, will each be assigned several sections to review to determine if a unit is in compliance with required program, mission, or operational regulations. Each section has specific questions and checklist items to be reviewed, all of which are included in a section worksheet. The review process could include the physical inspection of files and unit documentation, eyes-on-hands-on inspection of physical CAP property, and/or a brief interview with the section head to ask clarifying questions and

discuss the section's compliance. Inspectors never inspect the individual; they are there to inspect the section. The only sections subject to inspection are aerospace education, cadet programs, professional development, finance, administration, personnel, public affairs, supply, transportation, command and safety.

What Constitutes "Qualified" Personnel?

Any senior member, including members of command staff, may train to become an inspection team member, otherwise known as an "inspection augmentee" (IA). Before you can be assigned temporary duty as an IA, however, you must first complete the Introduction to Inspections and Inspection Augmentee Qualification (IAQ) courses found in the online Learning Management System (LMS) under the IG tab. Both courses will only take a few hours to complete.

Prior to being classified as "Qualified" as a temporary duty IA, a member of the wing IG staff will mentor you through the IA qualification process, ensuring you successfully complete the requirements in an effective and professional manner.

Although not a requirement, it would be ideal if an IA had a master rating in at least one specialty track and a senior or technician rating in any other enrolled specialty tracks. As an IA, you will not only be a reviewer of several evaluated sections to determine a unit's compliance, but you will also draw on your expertise to answer questions from the staff you are interviewing and provide guidance for corrective actions when needed.

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Your attitude and behavior ensure safety

By the Great Lakes Region
Safety Directorate

We started off 2018 talking about safety and your attitude toward safety. In reviewing the mishap reports for 2017, it became apparent that a lot of the mishaps were from an lack of an attitude toward safety.

We can talk about emergency services, aerospace education and cadet programs all that we want to, but safety is the tie that binds it all together. For the next few months, we will be talking about your safety attitude or lack thereof.

Perhaps, just perhaps, one of you will say, “hey, let’s rethink this whole idea and look at it from a different standpoint.” That’s why we’re going to talk about general safety and attitude and behavior.

Humans instinctively seek to avoid pain and death. And yet, we may behave in a manner that is a

threat to our well-being. There are a couple of reasons for this. The first is lack of knowledge. What you do not know can hurt you! The second reason we may act in a risky manner is attitude. Now might be a good time to do a quick self-analysis. What is your attitude toward safety?

When asked, some may say they’re all for it. Others may complain about any safety effort being made. The difference is one of attitude. Your attitude affects almost all that you do and how you do it.

Have you ever noticed that people who are successful in life, or are just happy, tend to have a positive attitude? And so it is with safety.

Look at it this way: Safety rules and procedures are written to protect you from harm. They are not written to make your work life more uncomfortable or inconvenient. After all, safety equipment and training costs your employer

additional up-front money.

If you cooperate in safety matters, not only is there a lesser likelihood of you getting hurt, you will not be doing battle with the boss who is just trying to do his job by enforcing the safety rules. In addition, you should feel more confident on the job knowing you have a better chance of making it through the day without injury. Less fear of injury and the boss no longer on your back has to brighten your day!

We are not perfect. Even the best of us can forget or make errors in judgment. To maximize our safety efforts, we must look out for one another. If someone tells you that you are not working in a safe manner, do not become angry or defensive. They are just looking out for your well-being. If you did not know you were doing something wrong, be thankful your errors were noted before someone got hurt. If you simply forgot or got a little careless, be grateful that someone cares enough to get you back on track. If you see someone doing something unsafe, speak up, but do so diplomatically. Treat others just as you would like to be treated in the same situation.

Remember, attitude affects behavior. If you have a positive attitude, odds are you will exhibit safe behavior. A negative attitude toward safety will only cause conflict, stress and, ultimately, an accident. ▲

*There are two reasons humans behave in a manner that threatens their well-being — a lack of knowledge, and the wrong attitude.
So what’s your attitude toward safety?*

INSPECTIONS

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Why Would I Want To Take My Valuable Time To Do This?

There are actually several reasons to consider becoming an inspection augmentee, but one of the best reasons is to strengthen your own technical proficiency and professional development.

As you inspect units around your wing, you will be looked upon as a subject matter expert. You will be surprised at just how much you really know, as well as how much more you can learn when you have to answer questions from less knowledgeable people.

As an IA, you will have the perfect opportunity to benchmark other units and see how things are done outside of your home unit. I have personally found the experience of observing and learning from other units invaluable in my professional development.

As an IA, you will be able to expand your overall knowledge of CAP matters which could lead you to consider new professional development opportunities.

As a member of an inspection team, you will be an asset to your commander in preparing for your unit's inspection when the time comes.

If you live close to the border of an adjacent wing, you could request consideration to be on a team in that wing when they are inspecting units that are nearby, giving you exposure to how things are done in other wings as well.

How Much Time Is Required To Be An Inspection Augmentee?

Not much time at all. Every wing follows a SUI schedule which allows approximately half of the units in

the wing to be inspected during any given year. Most wings in Great Lakes Region only have between two and four units to inspect during the average month.

If there are several IAs around the wing supporting the IG, you may be called on a few times a year to support a unit inspection. If selected for an inspection team, you can generally expect to spend an hour before

Inspection team members are assets to their own units' commanders in preparing for their own inspections.

the inspection reviewing the documents provided by the unit for your assigned sections; a few hours on-site during the actual inspection; and less than 30 minutes after the inspection, preparing your section worksheets to give to the team chief.

OK! You Have My Attention. I'm Interested In Becoming An IA. What Next?

If you are interested in becoming an inspection augmentee and participating in the inspection of units around your wing, the next step is to let your immediate commander know of your interest, and then get directedly in contact with your wing IG. He or she will guide you through the process of becoming fully "qualified" and ensure you are assigned to a team going forward.

Good luck, and I look forward to seeing more members getting involved in the SUI process. ▲

COINS

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-guished achievements and contributions by an individual, institution, or event and must have the support of the House of Representatives and the Senate.

Flying more than 500,000 hours, spotting enemy submarines which posed convoy and border risks, while saving hundreds of crash victims from 1941 to 1945, 65 of the 120,000 CAP volunteers lost their lives.

"A number of us in the Civil Air Patrol realized that there were many who gave so much more," Compton said. "We felt fortunate in our escort duty to return to a safe haven at night. But our thoughts were with the convoys that sailed off into harm's way beyond the point where we could accompany them. We honor the work that they did."

Compton flew out of the first operational CAP base in Atlantic City, N.J., and provided submarine spotting and convoy protection along the coasts of New Jersey and Delaware.

CAP, assigned to the War Department under the jurisdiction of the U.S. Army, patrolled the U.S. coasts and provided aerial escort for military convoys, oilers, and merchant ships bringing supplies to the Allies.

CAP offered surveillance, warning, and bombing of German U-boats that came within shore sight, attempting to torpedo these high-value targets.

Compton entered CAP in 1941 and went on to become the commander of the Evanston-Morton Grove CAP squadron, retiring from active CAP duty in 1970. Compton continues to serve his namesake squadron. ▲



Cadets of Milwaukee Composite Squadron 5 are presented their National Cadet Competition trophies by Brig. Gen. Edward Phelka, CAP's national vice commander.

OHIO

Wisconsin cadet team takes third in national competition

Kentucky cadets also represent region at cadet activity

A team of Wisconsin Wing cadets took third place in Civil Air Patrol's National Cadet Competition, held in July at Wright State University in Dayton, Ohio.

Two cadet teams from Florida Wing took first and second places in the 16-team, 96-cadet field.

The cadets of Milwaukee Composite Squadron 5 took third-place honors. The cadets are Austin Ast, Katelyn Budzisz, Isabel Jimenez, Collin Nuss, Michaela Snead and Alec Stys.

The two GLR six-cadet teams earned the right to attend by winning local, state and regional

competitions. The participants demonstrated skills in events that involved precision and teamwork, including indoor and outdoor color guard challenges, a written test of leadership and aerospace knowledge, a physical fitness test, team leadership problems (group problem-solving challenges) and a uniform inspection. The teams also participated in a pre-competition service project, as well as robotics, a panel quiz-style game and a test related to color guard drill.

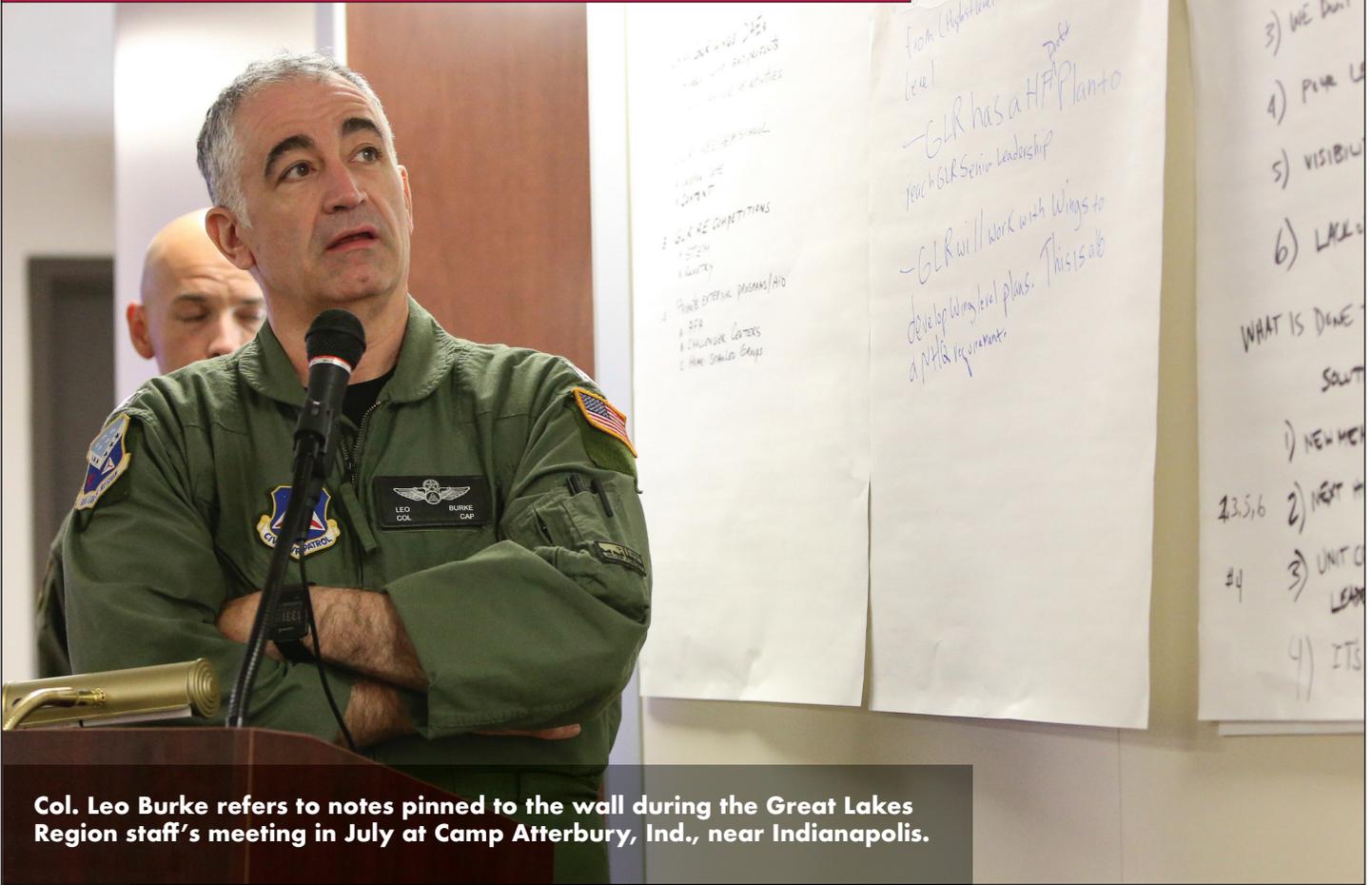
Judges included members of the Wright-Patterson Air Force Base Honor Guard and CAP officers and cadets.

"As its name implies, this is the premier CAP cadet competition of the summer," said activity director Lt. Col. Robert Shaw. "These teams

train and compete throughout the year in order to compete against the best in the nation."

NCC is one of nearly 50 national cadet special activities sponsored by CAP this summer. Each NCSA allows young men and women ages 12-20 to hone their skills in specific areas like search and rescue, flight and emergency services, science, leadership fundamentals, citizenship and military courtesies, and gives them the opportunity to explore aerospace technology, STEM and aviation careers.

In addition to the Milwaukee unit, Kentucky Wing's Kyang Composite Squadron sent a team that included cadets Isaac Dowell, Micah Ehrman, Ian Guerrero, Yonas Monks, Katharine Middleton and Dawson Pierce. ▲



Col. Leo Burke refers to notes pinned to the wall during the Great Lakes Region staff's meeting in July at Camp Atterbury, Ind., near Indianapolis.

INDIANA

Region staff meets and plans

Great Lakes Region staff discussed and formulated goals, plans and programs with each other and the command staff at a meeting on Camp Atterbury, near Indianapolis.

Col. Matthew Creed, the region commander, spoke on CAP's core values and on ethical behavior in his briefing.

He touched on member recognition, promotions, safety, and what the region headquarters should do.

"Region headquarters will help our six wings be even more effective," he said. "We will do that be-

cause we have great people serving on the region staff."

The staff will focus on mission readiness, oversight and compliance, development and sustainment, and support. The region headquarters should:

- provide good, clear counsel,
- communicate swiftly and effectively,
- create opportunities to participate and develop leaders
- be the subject matter experts, and
- translate national vision to the region's members.

Region leaders discussed the CAP partnership with the Air

Force Association, expansion of region flight encampments and school programs, web-based administration, and a region school for certified flight instructors.

The region's activities calendar for fiscal year 2019 was shown in draft format; the calendar was intended to be distributed to wings by July.

Monthly calls between region leaders and wing commanders are slated, and a fall staff meeting is planned for October in Pontiac, Mich.

The spring 2019 meeting is tentatively slated for Indianapolis. ▲

Up close and personal to exploration

Kentucky member in NASA social group takes in special launch event

One of Kentucky Wing's members in a NASA social networking group got to visit the place where manned space flight takes off.

Lt. Col. Greg Bell, along with the group, visited Kennedy Space Center, Fla., in April along with the rest of the networking group. The group visited to watch the launch of TESS, the Transiting Exoplanet Survey Satellite.

Bell is deputy commander and public affairs officer for the Bowman Field Senior Squadron.

TESS is intended to send back photos and data to help scientists discover exoplanets which may be able to sustain life in some form. Exoplanets are planets that orbit a star outside of our solar system.

The visit was supposed to last two days, but due to a technical problems, the launch was delayed a couple of days.

On the first day, April 15, there was a meet and greet at the NASA

News Center Auditorium. Following group introductions with the NASA staff and TESS scientists, a live show was conducted on NASA TV with a briefing by various scientists and TESS members on the project.

"It was very interesting," Bell said. "Members in the audience and online were allowed to pose questions to the experts." After the day's scheduled activities, the group was given free passes to go to the Kennedy Space Center Visitors Center.

"There were a number of interesting things to see there, especially the Space Shuttle Atlantis, which was on display indoors," Bell said. "There was also various displays of rockets, engines and other space related machines outdoors, the highlight of which was the Saturn V rocket. This is the rocket that powered all the Apollo missions to the moon."

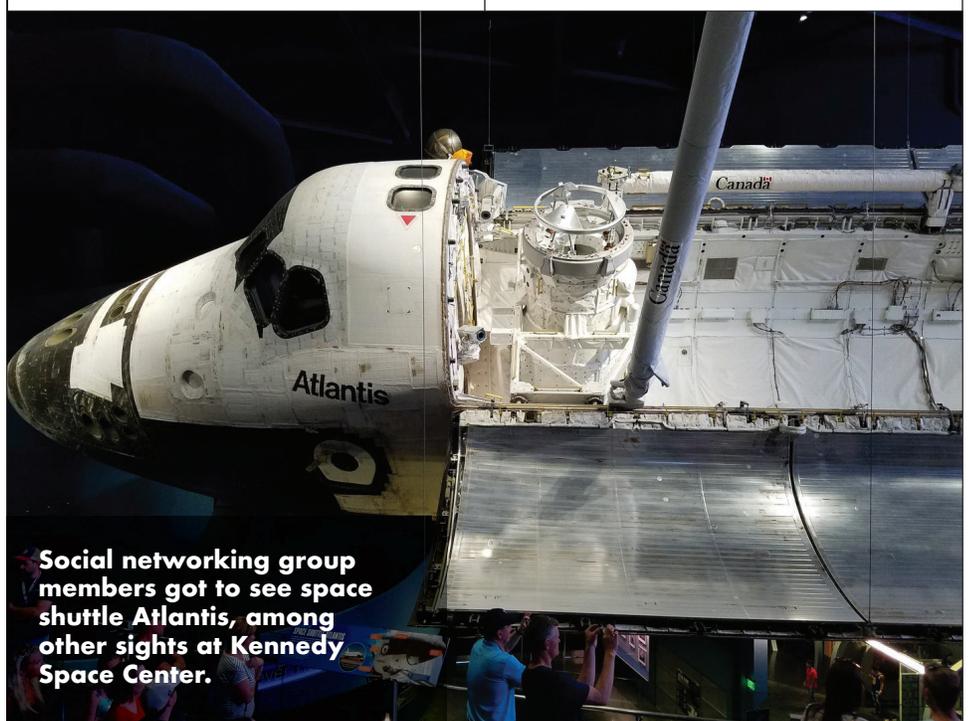
The next day was the original day TESS was scheduled to launch.

"We had a very busy itinerary this day," Bell said. "We visited the Swamp Works in the morning. This is an area at KSC where new technologies are tested and satellites, and other equipment are put together and dreamed up."

The group visited the launch complex and got to take photographs really close to TESS and the Falcon 9 rocket it was atop.

"We also got to tour the famous Launch Pad 39B," he said. "This is the launch pad used by all the Apollo and space shuttle missions."

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Social networking group members got to see space shuttle Atlantis, among other sights at Kennedy Space Center.



Visiting Kennedy Space Center is inspiring for those interested in STEM.



Lt. Col. Greg Bell of Kentucky Wing stands in front of the Falcon 9 rocket carrying a deep-space exploring satellite in an April launch.
TOP RIGHT: Looking up inside the Vehicle Assembly Building.

LAUNCH

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“We then went to a ‘pop-up’ briefing at the NASA Press Site Annex, he said. “There were several very interesting speakers who also did a Q&A with the group.”

After that, the group then visited the Vehicle Assembly Building

(VAB), “which was very interesting and *big!*”

While later touring the Launch Control Center, the group learned the TESS launch was scrubbed for the day, for technical reasons.

On launch day, April 17, only 28 of the 40 group members invited to the launch actually saw the rocket shot — because of the delay, some members left the Florida center. “Fortunately, on the second attempt, the weather was fine and the rocket and TESS were all systems go,” Bell said, “We checked in at the press accreditation building and then drove to the NASA Causeway to set up for the launch. The launch took place at 6:51 p.m. and was flawless. And was it a sight to see and hear!”

Now TESS go find some exoplanets!!! #NASASocial @NASA_TESS

During the trip, NASA and SpaceX personnel emphasized that young people should seriously consider a career in the space industry, since it is booming.

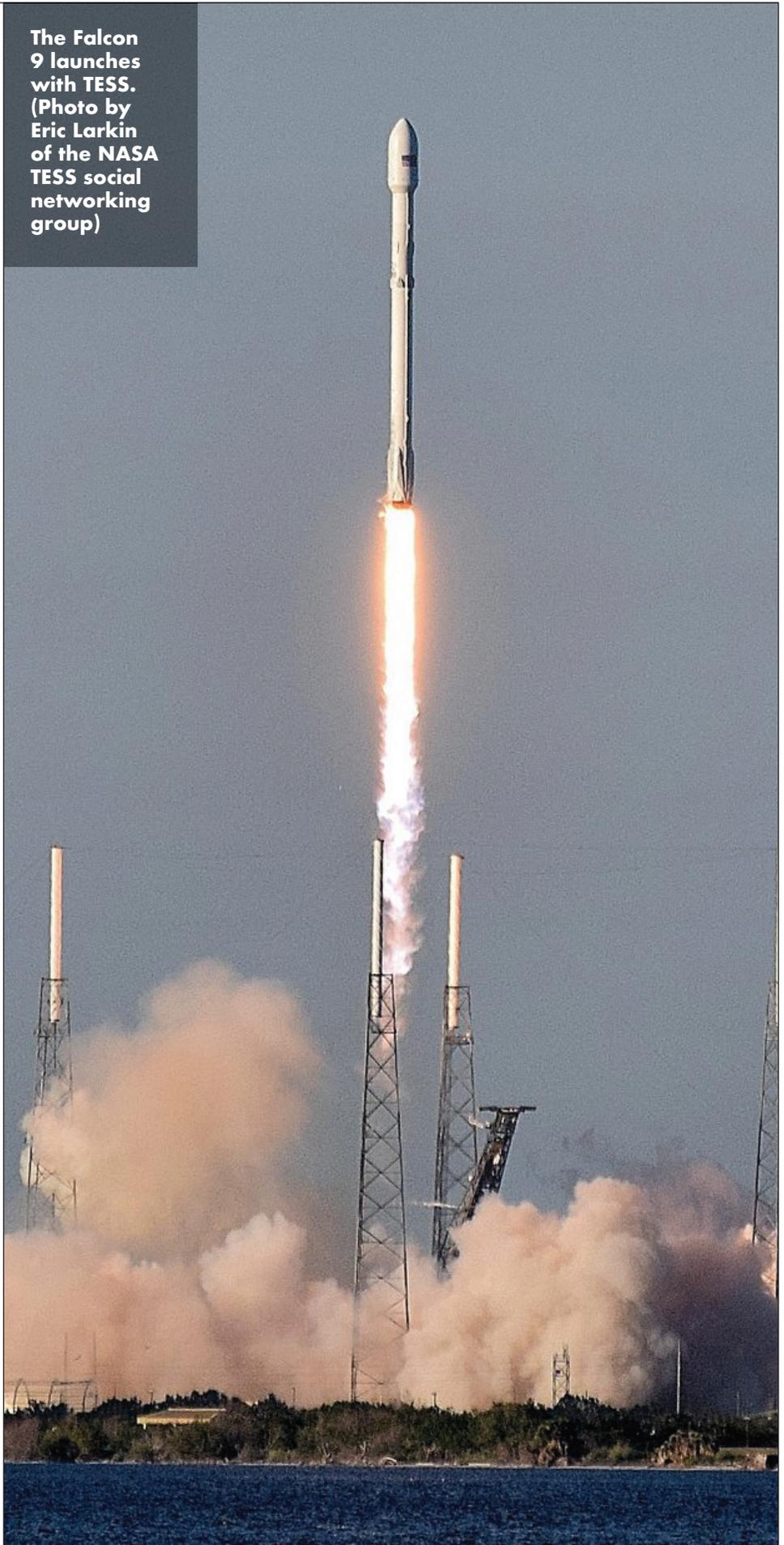
“So cadets that are interested in STEM, check out the space industry for opportunities to intern and ultimately work towards the future of space travel,” Bell said. “NASA and SpaceX both offer opportunities to intern with their companies. For those of you social networkers out there, take advantage of the opportunities NASA offers to attend rocket launches and more, through their NASA Social program.” ▲

Learn more about the social group: www.nasa.gov/connect/social/index.html

See more photos of the TESS launch: www.flickr.com/photos/100734482@N08/albums

See videos of the TESS: www.youtube.com/user/CAPcessnadrivervideos

The Falcon 9 launches with TESS. (Photo by Eric Larkin of the NASA TESS social networking group)





Cadet Veronica Cassani of Livonia, Mich., is doused after she soloed in a hot air balloon. (Photo by Lt. Col. Ted Lohr)

FLIGHT

Continued from page 3

This Illinois Wing activity has been CAP's premier cadet aviation academy since its inception. The academy at Coles County Memorial Airport is named after its founder and longtime commander, Lt. Col. Raymond Johnson, who is still active in Arizona Wing.

Academy participants stay in dormitories at Eastern Illinois University in nearby Charleston. Along with daily flight instruction,

cadets receive ground instruction in their respective programs. There's three — powered, glider and hot-air balloon. Cadets as young as 14 could apply for a slot in the school, and scholarships were available.

The academy's director, Lt. Col. Robert Bowden, said the academy "draws cadets from across the country. It is a unique activity because it brings together cadets all with a love of flying. Only (here) can you receive hands-on flight training in powered aircraft, gliders or hot air balloons. Many cadets

attend for three years to attend all three programs."

The first session had openings for 18 in powered flight training and two for Garmin G1000 "glass-cockpit" familiarization. The second session had openings for 8 power, 20 glider and 8 balloon students. ▲

Cadets 15 or older and who have earned the Wright Brothers Award are encouraged to apply for scholarships to help pay for this activity.

Check out gocivilairpatrol.com/scholarships for flying scholarship opportunities.



Cadets take wing in Illinois skies

TOP: Cadet Capt. Heather MacKeen of Illinois Wing receives last minute instructions from her flight instructor, Lt. Col. David McEntire of Indiana Wing. MacKeen is now an airman in the Illinois Air National Guard and soloed just before leaving for basic training.

LEFT: Cadet Capt. Kori Howard hugs Command Chief Master Sgt. Robert Dandridge after soloing a Cessna 172.
(Photos by Lt. Col. Robert Bowden)

