

THE OFFICIAL
NEWSLETTER OF
MINNESOTA WING,
CIVIL AIR PATROL

SPECIAL
POINTS OF
INTEREST:

- A Short Story-
How We Made
Our First Experi-
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- Awards and
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WingTips

AUGUST 2008

Crow Wing Composite Squadron Dedicates Hanger

Lt. Col. Bob Johnson



Capt. Dale Armstrong, Crow Wing Squadron Commander, presents the Stanich family with the dedication plaque for the hanger.

The Crow Wing Composite Squadron of Civil Air Patrol dedicated their hanger at the Brainerd Airport in memory of Lt. Col. Eugene Stanich on Saturday, July 5th. The keynote speaker was Gen. Bruce Carlson, USAF.

Gen. Carlson also presented the Earhart Award to C/Maj. Josh Woodard of Crow Wing Squadron. This award recognizes Cadet Woodard's accomplishments in Civil Air Patrol and is a high honor achieved by only a few cadets.

The Cuyuna Community Band played music for the event, which drew a crowd of two hundred people. Mayor James Wallin presented a plaque to the squadron honoring Lt. Col. Stanich's accomplishments and dedicating the hanger in his memory. Also speaking were State Senator Paul Koering, Rep. John Ward and the Minnesota Wing Commander, Col. Tom Theis .

Hanger story continued on page 3

New Wings for Anoka Squadron Arrives

2nd Lt. George Supan

1st Lt. Shelly Supan, Deputy Commander of the Anoka Composite Squadron, transported the CAP Cessna 172 airplane from Minnesota Wing headquarters. "It's the first airplane for the squadron", said Capt. Andy Bosshart, Commander.

July 1, 2008 was a special night at the Anoka Squadron meeting. Squadron activities, pictures to be taken with the CAP airplane and then, let it fly.

Capt. Bill Menkevich, Squadron Operations Officer and pilot, had scheduled an "O" flight for C/TSgt. Hanna Olsen. It was a beautiful evening and great for flying.

CTN Studio's Reporter Steve Antus of the Coon Rapids, Minnesota area captured the Squadron's celebration on many hours of video.

Reporter Antus interviewed Capt. Andy Bosshart, 1st Lt. Shelly Supan, and Capt. Bill Menkevich. Capt Bosshart said, "It is great to have an airplane to complete the Squadron". Lt. Supan said "It was over a year in the making and this was a great celebration for the squadron". "A lot of people in the squadron and others have put in a great number of volunteer hours for this night to be a reality" said Lt. Supan.

After the Squadron pictures, Capt Menkevich and C/TSgt. Hanna Olsen were looking forward to having a nice "O" flight. Reporter Antus had a perfect spot next to the runway to video their departure.

Reporter Antus had his camera rolling to capture the evening. The activities included drill, formations, cadet training under the direction of C/TSgt. Emily Tholen in the squadron training area. The training included the identification of the items required in their emergency services 24-hour pack along with CAP history.

Showcased in the training area are the many plaques and awards received by the Anoka Composite Squadron over the past years. They include this year Minnesota Wing Color Guard first place and North Central Regional second place trophies and plaques that were captured on video by Reporter Antus.

U.S. Air Force Lt. Col. Tim Swanson, CAP Reserve Assistance Officer, was all smiles seeing the activity and the celebration at the squadron.

As the sun was setting Capt. Menkevich and C/TSgt. Olsen returned from the "O" flight. Reporter Antus, with the camera rolling, asked C/TSgt. Olsen "How was the flight?" The smile on her face got even wider as she said, "It was great, can't wait to fly again".

CTN News aired the edited footage as part of the evening news on the Coon Rapids channel and on the School District 11 channel during the following week.



Crow Wing Squadron Hanger Dedication (Continued from front page)

Capt. Joe Stanich, a current member of Crow Wing Squadron accepted the plaques and spoke on behalf of the Stanich family.

Lt. Col. Stanich was a founding member of the Crow Wing Squadron. A native of the Brainerd area, Lt. Col. Stanich served with distinction in the US Army Air Force during World War II. After his service in the USAAF he and his wife returned to Ironton. Pursuing his love of aviation he was instrumental in starting the Crow Wing Squadron, based at the Brainerd Airport. In his 55 year CAP career he touched many lives.



Top photo: C/Maj. Josh Woodard receives his Amelia Earhart Award from Gen. Bruce Carlson.

Bottom left: Gen. Carlson with (from right to left) Capt. Dale Armstrong, Mr. Bill Willis and Col. Tom Theis.

Bottom right: Cuyuna Community Band plays music at the hanger dedication.



The Vice Report

Maj. Jerry Rosendahl

Congratulations to Capt. Bryce Duncan and Capt. David Yost on becoming new squadron commanders! Within the past 2 weeks Bryce assumed command of Red Wing Squadron and David assumed command of St. Croix Squadron. Both are excited about the challenges of command and have a great team in place to support them.

Thank you to Major Jeff Bartelt and Lt. Col. Bill Rutten for their years of service as Red Wing and St. Croix Squadron Commanders. They each received Commander's Commendation awards for their performance and commitment to CAP. Both intend to remain active in MN Wing.

During my comments at the change of command ceremonies, I've been

encouraging squadrons to set goals for each of the 3 missions of CAP. If you don't have any goals, I guess anywhere you get to is OK. I encourage all of you to establish "SMART" goals – Specific, Measurable, Achievable, Relevant, and Time-bound. Maybe we should have a "how to set goals" session at the Commanders' Workshop?

Various Wing Staff directors have provided directions and updates on their areas of responsibility during the past month or so. I hope that you are reading and sharing that information with your members. The following are a few that I've noted – if you don't recall them, you might want to follow up to make sure you have the correct and current information. If I don't

explain any of these correctly, I'm sure Wing staff will correct me:

- a. Stan/Eval: Pilot qualifications – the expiration date of any of the requirements of the rating makes the entire qualification invalid until renewed.
- b. Stan/Eval: Pilot Continuation Training for 2008 has changed from classroom to on-line using the Wings program. One hour of funded flight training is still available (prior to 9/15/08).
- c. Finance: Please pay attention to the mission # format on reimbursement requests.
- d. ES & Stan/Eval - Ops Quals: You need to know the difference between a validation and an

How We Made Our First Experimental Flight

A short story by a member who remains anonymous

I grew up in a small town in Northern Minnesota where the only places to go in town were the gas station, grocery store, war surplus/sporting goods store and a bar. We thought our town was big time when the county constructed a tourism kiosk with a picnic bench under a roof. That little area adjacent from the one intersection in town made the rest of the place look like a dump! Not much has changed in about 40 years either.

My family lived on a farm where my father raised mostly cattle but we also had some pigs and chickens. The best time of the year of course was summer and my friends and I would go on any adventure we could dream up after finishing morning chores. Winter was a fun time of year for us too but there was this thing called "school" that kind of got in the way of the big adventures.

It was one of those summer days after the morning tasks were finished that my best friend "Fracture Freddy" Erikson and I were strolling into town to buy some bait to go fishing. We decided first to stop into the war surplus store and see if there were any neat treasures to buy for one of our adventures. We already had the standard fare for equipment. WW2 issue trench shovels, mess kits, canteens, compasses and more. However, some of it looked to be older, possibly WW1 or even Spanish-American War era. It still served its purpose for us. Now we wanted the bigger stuff. We were pretty young so Jeeps and Sherman tanks were still a little out of the question.

We continued to look around until we saw it on a table in a dark corner, a real what looked to be war used relic. We asked the proprietor of the establishment "How much?" He barked back, "Too much for you two young fellas, don't you have some place to be?" As you can tell, he was a bit crabby.

We left the surplus shop with our new adventure in mind. Forget fishing! We were going to make our own parachute! We sat on the curb in front of the surplus shop thinking about what to use. Our mothers would kill us for sure if we used a good bed sheet. Then it came to Freddy. "Hey, we could use a garbage bag. We'll get the big ones at the grocery store!" We ran in, spent our bait money on a small box of 100 gallon garbage bags that were super heavy duty and had draw string handles for a good grip.

We got to the farm and found a good place to jump from that would give plenty of time for the bag to fill with air and keep us aloft.

Freddy looked at me. "You can jump first since it is your dad's barn. I will watch from down here. We should probably do this from the side of the barn not facing the house. You run up to the roof and I will pile up some hay if you come down too fast." I was surprised Freddy would give me first honors since this was to be a milestone event! "Okay" I said and off to the roof I was.

It looked like a thousand feet down from where I was. Freddy looked like an ant next to the hay pile. He cheered me on. I felt my stomach turn and it felt like I almost swallowed my Adam's Apple. I had to do it though. Can't wimp out now. I held tight to the handles, said a quick prayer and jumped!

I gained speed, then the bag filled with air and I slowed down. I gently floated for a brief moment and experienced a feeling of pride as the Wright Brothers must have felt at Kitty Hawk.

Then disaster struck. The bag caught the tip of a tree branch. My weight pulled the handles of the bag and the draw strings worked perfectly, closing the bag tight above me. I hung from the bag that hung from the tree for a second before gravity was declared the winner. I came down from the tree like a ton of bricks. Whomp! Into the hay pile I went. Would have been nice of Freddy to have used more hay but I guess one small bale was enough.

I awoke to my mother screaming and crying. Freddy was no where to be seen. He saw no reason to stick around since the experiment did not work. I thought I was paralyzed, I could not move. I was relieved to find it was only the drawstring handles and remnants of the bag that were wrapped around my four appendages.

When my mother realized I was alright she grounded me for a week and told me I could have no friends over. In the height of summer that is like a life sentence. While I was in solitary confinement, Freddy was hatching the plan for our next stab in experimental flight.

Editor's note: Stay tuned and don't try any of this at home.

History of the Minnesota Wing Patch

Maj. Andrew "Ace" Browning

This is going to be a four part series that will be featured in the WingTips newsletter. Maj. Andrew "Ace" Browning contributed the information that you are about to read.

Part 2 of 4

In a major show of patriotism, Walt Disney Productions had been creating hundreds of emblems for the American military during World War II. Shortly after Civil Air Patrol came under control and direction of the Army Air Forces, Minnesota Wing submitted a request to Disney for permission to use one of their Gremlins in an emblem. Major Horace E Read, Minnesota's Wing Commander, announced in March 1943 that the folks at the Disney studios had agreed to get behind Minnesota Wing's request and design an emblem featuring a Gremlin.

Walt Disney himself assigned the job of creating military insignia to Hank Porter, staff artist of the Disney Publicity Art Department. In return, he was responsible for creating many of Civil Air Patrol's WWII-era emblems. When Hank Porter became overcome with insignia design requests, he called on fellow artists George Goepper, Van Kauffman, Ed Parks, Roy Williams, and Bill Justice to assist him. Although not confirmed, it is probable that Bill Justice designed Minnesota Wing's shoulder patch.

Also during this time, the Women Airforce Service Pilots asked permission to use another image from the project as their official mascot. Disney granted the WASPs the rights to a female Gremlin, named Fifinella.

As soon as 1944, members in the wing had already started making their own unofficial Gremlin patches and wearing them on the right shoulder of their flight suits, the national patch still being worn on the left. Some hand-painted leather or canvas flight jacket patches were also very likely to have been made. National Headquarters did not authorize wear of any state patch until Pennsylvania Wing's design on May 18, 1948. After years of somewhat secretive use, Minnesota Wing's Gremlin patch was finally approved by National Headquarters for wear on April 4, 1950.

The national shoulder patch was finally phased out on December 31, 1954 and replaced by distinctive wing

patches on the left sleeve which all wings had now been mandated to incorporate. However it wasn't until September 1961 that Civil Air Patrol Manual 39-1 required the wear of a wing or region patch by all members on coats (except raincoats), jackets, shirts worn as outer garments, and flying suits. On December 1, 1978, the third version of the national patch was reinstated to be worn by overseas cadet squadrons on U.S. military installations. The white "Cadet" tab, however, was never worn again.



Fifinella, as used by the WASP's or, Women Airforce Service Pilots.



The Minnesota Wing Gremlin that was most likely designed by Bill Justice. The Gremlin was a character from Roald Dahl's book "The Gremlins".

Viking Squadron Members Search for Downed Pilot

2nd Lt. Erik Lindquist

Viking Squadron of Eden Prairie, Minnesota was enjoying a beautiful summer evening playing volleyball at Staring Lake Park in Eden Prairie when Officer Schmidt of the Eden Prairie Police Department interrupted the game. The Eden Prairie Police Department had been looking for a downed pilot in the area of the park, and they asked for further assistance from the local Civil Air Patrol group to search for this downed pilot.

Although this was only a mock drill established by Emergency Services Officers of Viking Squadron in cooperation with the EPPD, the realism helped to emphasize that an emergency crisis usually happens when you least expect them. Efficiently transitioning from normal daily routines to an emergency crisis, when time is critical, can mean the difference between life and death.

For this reason, the speed of activating the squadron in an effective group search falls back on the many hours of preparation and training. In less than a few minutes the group, of cadets and officers, was informed of the situation. The squadron members reviewed a map of the park, split into smaller search teams, and were assigned areas of the park to search.

A hasty search was begun in the park to find the downed pilot. The smaller team groups covered a lot of ground in a short time. Areas of woods, tall grass, and park paths were searched with informational updates being communicated over squadron radios. In less than twenty minutes the downed pilot was found in some

tall grass by one of the search team groups, and was transported back to the rally point.

The exercise was a great success. It presented the squadron with a stressful exercise that demanded a timely response, and the squadron rose to the challenge. After the exercise, the squadron joined together in a de-briefing exercise, and areas of improvement were highlighted. Also, actions that were successful were praised and noted.

Viking Squadron would like to thank the Eden Prairie Police Department for playing a key role in this exercise. The good working relationship between groups, which is established in training exercises, is beneficial in succeeding when true emergencies present themselves and challenge these professionals to ensure a safer community.



Officer Schmidt of the Eden Prairie Police Department debriefs members of Viking Squadron during an ES exercise.



Viking Squadron members debrief after the training exercise for the downed pilot.



Viking Squadron partakes in a game of Volleyball.

The Vice Report (Continued from page 3)

Maj. Jerry Rosendahl

approval in Ops Quals.

e. Comm: Barely 50% participation in the communications nets.

f. Reports: Many areas of reporting are very poor.

g. CAP Photo: Please be aware of the requirements for uploading a photo for your CAP ID card. Col. Theis would prefer a CAP uniform be worn for this picture.

h. SDIS: Satellite digital imaging has not been very successful due to poor satellite coverage – but you need to be familiar with how to use the system as the satellite coverage is improving.

i. AE: Aerospace Education reports are missing and late from many squadrons.

j. Personnel Forms: All units were requested to update/copy Personnel on several squadron

information forms.

Finance: Vans and planes must be fully fueled at the start and end of funded missions in order to properly account for costs.

Wreaths Across America will again be held in December (13th). I was very pleased to be able to participate in that ceremony last year and invite you to consider getting involved also.

Incident Commanders and Section Chiefs are required to complete Incident Command System courses beyond what is required for other positions. ICS 300 and ICS 400 are in-classroom courses, not available on-line like 100, 200, 700 and 800. The CAP deadline for ICS 300 is 12/31/08 and 9/30/09 for ICS 400. These qualifications are now showing up in Ops Quals so check with ES if you need more information. Between 300 and 400 it can be a

32 or 40 hour commitment – and I recognize how difficult that is to meet. ES has posted a class in October on a weekend to make it as easy to complete as possible.

Safety reporting has changed from the “old days”. The following definition is taken from CAPR 62-2: a. “Mishap” means any unplanned or unsought safety event, or series of events, that result in death, injury, or damage to equipment or property. All mishaps must be reported. Everyone, but for sure Safety Officers and Commanders need to be sure they know the regulation and Wing supplement – which has probably changed since you last read it.

Stay safe and watch for more updates from the Vice Report.

Awards and Promotions

Officer Promotions

Second Lieutenant

Colleen Van Brunt, 130th

First Lieutenant

Jay Spreitzer, Anoka

Major

Paul Pieper, Saint Paul

Cadet Awards

Wright Brothers

Rebekah Schrader, Northland

Gen. Billy Mitchell

Stefan Hall, Viking
Blake Zafft, North Hennepin

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Calendar

Schedule of Events

- 11 November 2008-Veteran's Memorial Dedication in Woodbury. Contact: 2nd Lt. Scott Richardson
- 21-23 November 2008-Commander's Workshop in Plymouth. Contact: Lt. Col. John Quilling

NOVEMBER 2008

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