



WINGTIPS



Volume 2, Issue 5

July/August 2004

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**HAVE A SAFE
AND ENJOYABLE
LABOR DAY
HOLIDAY
WEEKEND**

COMMANDER'S CORNER

Arizona Wing Commander



The Arizona Wing survived the recent SAV conducted by our CAP-USAF friends from the Southwest Liaison Region. I want to personally thank all participants including the Squadron and Group Commanders who helped get our information and reports up to date. Our Chief of Staff burned the midnight oil contacting units and filling in the holes. Now that we have a handle on the report requirements, we just have to enter the "maintain mode" for future reports. We still have a "black Hole" problem that is being worked on at the wing level. We have changed some of our report tracking and follow-up procedures to prevent future problems. We now need your help in assisting the follow-up process.

Arizona Wing will be participating in two large-scale multi-state HLS/DR/SAR exercises in the coming year. We plan to send air and ground crews to Farmington NM in May the week after our wing conference. The second exercise will be hosted in Lake Havasu in the early spring and will involve air and ground crews from 4 states. These exercises will help develop our ability

to respond to regional and national missions when tasked by 1st AF, AF National Security Emergency Preparedness agency and FEMA.

The National Board meeting held in Tampa, FL accomplished many things for CAP including the voting for, and installation of, a new National Commander and Vice Commander. Our congratulations to M/Gen Dwight Wheless and B/Gen Antonio Pineda and our thanks to M/Gen Richard Bowling for a job well done.

DRIVE AND FLY SAFELY

John J. Varljen, Col., CAP

AZWGCC

ATTENTION !!

Civil Air Patrol National Board meeting in Tampa was broadcast through the Armed Forces Network. More than 8,000 people watched the General Assembly, Awards, and banquet ceremonies on the world wide web

WOW !!! What outstanding and fantastic exposure for Civil Air Patrol. Our thanks goes to Marc Huchett, Chief of Multimedia & Video Productions of our national headquarters staff. Marc has also been discussing with the Armed Forces Network and they have agreed to air all our TV and radio spots on all their stations.

Lt. Col. Copenhaver, CAP

**FORMER ARIZONA WING
CADETS SUCCESS STORIES**

MAJ. JEFF MUELLER

Maj. Jeff Mueller joined Civil Air Patrol in the summer of 1991, and officially became a member of the Deer Valley Composite Squadron 302 in October. A school told him of the opportunities that CAP could provide, and he was hooked.

While a cadet at Squadron 302, Maj. Mueller held various staff positions including three years as administration officer. While in that position the deputy commander for cadets, Lt Trish Burger, gave him the nickname Radar after the M*A*S*H character. He progressed from flight commander to cadet deputy commander and capped his cadet career as cadet commander in 1997. Still wanting to remain involved, he took the position of executive officer and after he left for college was a cadet advisor until he became a senior member in April 2000.

Outside of the squadron Maj. Mueller has been very active in the wing. He attended numerous encampments as a staff member, culminating in the position of cadet commander in the summer of 1998. He also was a qualified ground team member with several non distress finds and many hours of practice and actual search and rescue experience. He was selected to represent CAP on the International Air Cadet Exchange to Israel in 1997.



Jeff Mueller with his Mom at Ft. Huachuca, 1998 Summer Encampment conclusion banquet.

While a cadet Maj. Mueller earned many awards. He was the Honor NCO and Academic Cadet at the 1993 Arizona wing summer encampment. He was selected Honor Officer at the 1997 encampment. He was the Arizona wing cadet of the year in 1997. Maj. Mueller culminated his cadet career by earning the General Carl A. Spaatz Award in July 1999.



C/Col Jeff Mueller (L) and C/Lt/ Col. Michael Smith (narrator) at Mueller's Spaatz presentation (Dec 00).

Maj. Mueller graduated from the University of Notre Dame with a Bachelor of

Science in aerospace engineering. He was on a partial AFROTC scholarship and was commissioned a second lieutenant in the USAF upon graduation in 2001. During his tenure in college Maj. Mueller was selected by his peers to receive the Patrick Deviny Award for excellence in the aerospace engineering program. He also served as cadet wing commander his final semester in AFROTC.

Upon graduation Maj. Mueller's first assignment was with the Notre Dame ROTC detachment while awaiting his space and missile training. During that time he took command of the South Bend Composite Squadron and saved the squadron from being shut down. In the four months he was there he recruited ten new members and trained a new commander. He also located a downed aircraft on the Indiana/Illinois border.

Maj. Mueller was then transferred to Vandenberg AFB, CA to attend training. After initial training he was slated to become a missile combat crew commander working with ICBMs. While stationed in California, Maj. Mueller worked with the local CAP squadron planning several search and rescue activities. After a very rigorous four month training session, Maj. Mueller was reassigned to the 341 Space Wing, Malmstrom AFB, Great Falls, MT. Maj. Mueller was the distinguished graduate from his ICBM operations training.

Once he received his top secret security clearance he was assigned to the 12th Missile Squadron and completed the final phase of his training, earning a highly qualified rating on his evaluation. In his first six months on crew, Maj Mueller earned the academic excellence award for nearly perfect monthly test scores. He tried out for the Guardian Challenge team, the annual space and missile competition, and was one of eight remaining. After not being selected for

the team he was asked to help with the training. In April 2004 he joined an elite group of *missilers* on the EWO Honor Roll, for having twelve straight months of 100 percent scores on the rigorous Emergency War Order tests.



Mueller at the REACT console of the Minuteman III Intercontinental Ballistic Missile (ICBM) Missile Procedures Trainer (MPT). It is a mockup of the actual missile capsule where Jeff works.

While in Montana, Maj. Mueller has held various positions in his local squadron including safety officer, leadership officer, aerospace education officer and deputy commander for cadets. He also served as the wing search and rescue officer for a year and is currently the wing director of cadet programs. He has planned numerous search and rescue activities for the cadets, and has served as an instructor and advisor for the Arizona and Montana wing summer encampments. He was selected to be the commandant of cadets this summer for Arizona's encampment.

Maj. Mueller is currently a deputy missile combat crew commander assigned to the 12th Missile Squadron. Starting in May he will become an assistant flight commander in the 12th. He holds the rank of First Lieutenant in the Air Force. Once finished with his operations tour he has been selected to cross train to the developmental engineering career field. He hopes to earn his master's degree in aerospace engineering.

Maj. Mueller credits much of his success

in the Air Force to his experiences in Civil Air Patrol. That is why he continues to be active in the program, helping the cadets as much as he can. He still has ties to the Arizona Wing and continues to help out back home. He will never forget many of the friends he made while in Arizona, and thanks them for their dedication to this great organization. He hopes people like the late Capt. Diane Comeau, CAP, will continue to positively affect the future leaders of this country.

If you are confused, as I was, about the ranks held by Lt. Mueller here is an explanation:

C/Col: When a Cadet in CAP
Maj.: Now in CAP in Montana
1st Lt. : in the USAF

OTHER FORMER CADETS

The following former cadets I do not have information on.. If anyone can help me locate them, their stories would be welcome. Also, I am not sure the information I have is current.

2Lt. Randy Heusser—Duty Station—Alamogordo, NM. Randy was involved in CAP and before he went off to the Academy, he served as Squadron Commander of Squadron 310. Randy graduated from the United States Air Force Academy in 2002. He married in April and is stationed in Alamogordo, NM, serving in the Security Forces.

2Lt. Frank Scaglione—Duty Station unknown: Frank was active in CAP and before he went off to the Academy he served as Squadron Commander of Squadron 310. Frank graduated from the United States Air Force Academy in 2003

2Lt. Brian Fash—Duty Station unknown: Brian was involved in CAP and before he went off to the Academy, he also served as Squadron Commander of Squadron 310. Brian graduated from the United States Air Force Academy in

2003. Brian always wanted to fly. Would like to hear if his dreams materialized.

2Lt. Jeanine Cordova—Duty Station unknown: Jeanine was also active in CAP and Squadron 310. She also graduated from the United States Air Force Academy in 2003.

The above former cadets from squadron 310 were under the leadership of Bill Daehler, who was considered one of the greatest mentors for these young people.

Lt. Col. Kenneth C. Rammage— will be sending information about himself as a former cadet. His wife Paula is currently the PAO for Squadron 302, and his son Mathew is also a member of 302. Lt. Col. Rammage's mother is in CAP, Lt. Col. Ruth Anne Johnson, Sq. 206, Grp II, Wing Asst. PD.

Right now Lt. Col. Rammage is a full Col. In the AZ National Guard and Director of Operations for the State of AZ., and flying for American Airlines. Hopefully we will hear much more about the Rammage CAP family.

Others I have even less on are:

Maj. John E. Varljen

Richard Burton who is Senior Vice President at Lehman Brothers Investments in New York and a World Trade Center survivor.

Lt. Col. Timothy Woods, a Flight Test Engineer at the Pentagon.



SAFETY

SUMMER FLYING IN ARIZONA

By Edward S. Daror, Lt. Col., CAP

AZ Wing Director of Safety

We all admire the flying weather in Arizona and enjoy the prevailing clear blue skies and visibilities for a "hundred" miles. But during our "Monsoon" season, especially in the afternoon hours, there may be hazardous weather lurking just past the next mountain ridge. A thunderstorm, with their severe down and up drafts, hail, turbulence and downpours materialize quickly and violently and are followed by a potent outflow, the Microburst, is severe and destructive. It is truly no weather to venture into, no matter what you are flying. These must be avoided by careful planning based on current information of the prevailing and forecast conditions along the proposed route of flight and a strong resolve to avoid any convective activity. While on some flights over Arizona mountainous terrain, I have experienced the unexpected phenomenon where little white puffy clouds that no one would suspect of being a threat, have almost instantly transformed into vicious, hail and lightning spewing active thunderstorms. Don't let these "wolves in sheepskin" surprise you, for like wolves they travel in large packs and their bite can ruin the rest of your day.

The Arizona summer that produces enormous heat pushes the moisture upwards, like a giant, most potent steam machine. Only Nature can produce so much energy in such a concentrated way. The heat expands the air and water vapor adds to this process. The properties of the

superheated air so expanded are the same, as normally found at much higher altitudes on a "Standard Temperature" day. We refer to this condition as Density Altitude. Thus, when operating the aircraft at any altitude abnormally heated and expanded, an appreciable loss of climb performance should be expected because of loss of lift as the thinner air flows over the wings, combined with diminished power output in non turbocharged piston engines and also loss of lift over the propeller blades. The result can be appreciably longer take off runs and diminished climb rates. At high altitude airports, when high temperature prevails, the resulting Density Altitude may easily be such, that the runway necessary for lift off and the climb rates needed are in excess of the aircraft's capability. Add to this an uphill sloping runway, aircraft gross weight and some downdrafts and the prescription for a disaster is obvious. We can avoid that by knowing the aircraft's capability and the nature of the prevailing conditions and use these to conservatively evaluate the expected performance. Then we judge, if a weight reduction will suffice, or we will have to make a decision to plan our take off in the cooler air of early morning. With some airplanes having normally weak performance, we may have to deem these as unsuitable to operate from or into High Density airports, until the cooler fall times arrive. Also, when taking off from High Density airports, leaning the mixture per the POH to Best power and configuring the aircraft to get best climb rates is necessary. The approach to landing at these airports should always be done at the same Indicated airspeed as is normally prescribed for low altitude airports. Even though the aircrafts stalling speed is higher with altitude, the Indicated airspeed lags behind, so actually the margin over stall is maintained. Because of the thinner air the roll out will be longer. Many of the mountainous airports have conditions that may preclude take off after a botched landing, so plan to land short on the first try.

The same heat expanded air causing High Density altitude, causes a lower partial pressure of the gasses contained in a given volume. Among these is oxygen. That means that if we fly at a high altitude which normally would not require

the use of supplemental oxygen for the pilot, the heat induced actual Density Altitude may be causing the pilot to be hypoxic, if supplemental oxygen is not utilized. The results may be insidious and not noticeable, but the condition definitely intensifies fatigue and diminishes the pilot's performance capability. It may become evident only later, when maximum capability is needed to accomplish a safe landing. Any exposure to Carbon Monoxide, before or during the flight, even in minute quantities, hidden or known health problems and physical endurance slightly diminished, because of age, can all exacerbate the pilot's hypoxia. The only prevention of hypoxia, when flying at an indicated altitude elevated to a higher Density altitude, is the use of supplemental oxygen, commensurate with that altitude.

Good judgment, pertinent and current information, utilizing all the needed procedures and well honed pilot skills are always the desired qualities. Operation at High Density Altitude airports puts an additional emphasis in order to accomplish the flight safely.

Landings— by the Numbers The Sentinel—August 2004

- Landings account for more than a third of all General Aviation (GA) accidents.
- Most landing accidents are survivable—only about 1-3% of fatal GA accidents are caused by poor landings
- Approximately 25% of landing accidents occur during flight instruction.
- Poor landings are responsible for nearly 500 bent GA aircraft per year.
- Landing accidents account for approximately 40% of fixed-gear, single engine accidents.
- 4 out of 6 CAP accidents (66%) this year were landing accidents.
- 3 out of 4 CAP landing accidents (75%) this year had Certified Flight Instructors (CFIs) on board.

**ARIZONA WING UNIT 103
CHANGES COMMAND**



Lt. Col. Michael Daly and Mrs. (1Lt.) Gail Daly

Squadron commander 1Lt. Walter Dutton has retired and Lt. Col. Mike Daly will assume command of the Senior squadron 103 in Safford.

Lt. Col. Daly's goal is to increase the membership of the squadron, as well as make the squadron a combined cadet and senior squadron.

Lt. Col. Daly is negotiating to acquire 2 1/2 acres at the Safford Airport for a CAP building site, but presently they are meeting at the National Guard Armory. The Safford City Supervisor, Drew John, Mayor Ron Green, and Ed Zappia have been very receptive to the idea of an active youth group in Safford.

Michael L. Daly, Lt. Col., CAP was born in Minnesota and became interested in flying at age 9. After watching a neighbor build an experimental airplane he was hooked, and began seeking out anyone who would give a kid an airplane ride.

Daly, first joined the Civil Air Patrol in 1962, graduated from Truman Public High in 1963, joined the Air Force the same year. He served with the Air Force

in Alaska beginning in 1973 until 2003. It was in Alaska that he met his wife Gail, who is also a CAP member and Squadron Supply and Testing Officer. They have four children and nine grandchildren.

Daly earned his pilots license in 1987, and later added an instrument and float rating to his ticket. He thanks the Civil Air Patrol and a keen interest in flying for his accumulation of over 1700 hours as PIC in a Cessna 150/152, 172, 172XP, 182, 185, 205, 206, TU206, Maule M-5, PA28, PA-12, DCH-2 Dehaviland Beaver, and approximately an hour in a bi-wing, open cockpit, single engine war bird called a Gypsy Tiger Moth in Carnes, Australia. Over 400 of these hours were spent flying cadets in the cadet orientation program, which he says were some of the finest hours he has ever spent in the air.

In 1988, Daly joined the Kenai Composite Squadron, Kenai, Alaska. There he served as Senior Programs, Deputy Commander, Commander, and Aerospace Education Officer. He was in a command position for over 9 years.

Lt. Col. Daly's move to Safford in 2003, is a definite plus for the Arizona Wing and the Safford Squadron. He envisions the Squadron's own facility on a parcel of land at the Safford Airport, and a large vibrant and active cadet program complete with a cadre of senior members dedicated to the missions of Civil Air Patrol. Additionally, a drive is on to involve as many as possible of the educators in the area in supporting the Aerospace Education mission of CAP.

They are now looking forward to presenting Civil Air Patrol at the Graham County Fair 7-9 October, and in November they plan a bottle rocket day for the youth in the community. Hoping to involve some of the local science teachers to augment the supervision of activities.

COMING EVENTS:

GROUP II

2Lt. Jean Hurley, Group II DCP

September 24th -26th Drill and Ceremonies Academy. This is the spring-board for this year's Cadet Competition. The academy is open to all cadet ranks. The academy is being held at the Camp Verde Community Building, Main Street, Camp Verde.

Please check with Lt. Hurley for details.

GROUP 1

Group 1 has scheduled an Emergency Services Field Training Exercise. The goal is to sign off all tasks for the New Urban Direction Finding qualifications effective 1 Sept. 2004. There will also be additional training in GTM.

Location: San Manuel Airport

Date: 18-19 Sept.

GRAHAM COUNTY FAIR,

SAFFARD

Safford Squadron 103 will have a booth and display at the Graham County Fair, October 7th through Saturday evening, October 9th. There will also be a glider display on the grounds. The Safford Squadron's goal is to once again become a composite squadron. Lt. Col. Daly and his wife are offering a fantastic weekend for those who attend the fair. Let's support Squadron 103.

SWR CONFERENCE

24-26 September, Dallas, Texas



Coming Events *continued*

Art Renaissance Initiative event with Civil Air Patrol color guard from Squadron 305, and a chorus with our own Helene Bergeon participating. You can go online and learn more about Art Renaissance Initiative and *An American Requiem* by visiting:

<http://www.artrenaissance.org>. This is a 9/11 memorial for 2004—presented in the Scottsdale Center for the Arts, Saturday, September 11 at 8:00 p.m., Tickets \$20, Reservations: (480) 994-2787

INTERNATIONAL SPACE STATION: THE EARTH TOUR

1 0 : 0 0 a m — 5 : 0 0 p m
 Arizona Science Center
 600 E. Washington St.
 NW corner of East Washington St. & 7th
 Phoenix, AZ 85004
 602-716-2000
 Group discounts available

The real International Space Station is under construction, with 16 countries involved in the effort. When completed, the station will house researchers and space explorers for long periods. For us ordinary folk, it's possible to experience some of the thrill of a space voyage without ever leaving the ground by taking in the Earth Tour exhibit at Arizona Space Center.

Discovery Place and NASA worked together to create this space mission experience. Earth Tour begins with a scale model of the space station, which will be the second-brightest object in the night sky after its completion in 2006. Earth Tour visitors can experience the unique sensation of working in a weightless environment by using the exhibit's micro-gravity training simulator. The 'Live from NASA' station features recordings from the ISS and demonstrates the complex radar technology ground teams use to

locate the space station. At the Space Shuttle Theater, you can buckle yourself into a model of a space shuttle docked at the station, plus learn how a space crew eats, sleeps, showers, goes to the bathroom and even drinks a Coke. The new ISS feature at the planetarium depicts satellites, including the ISS, in the night sky and actual footage of space missions.
W y n t e r H o l d e n

Arts & Culture: Exhibit, Museum
Phone Number: 602-716-2000

A minimum of 15 members is required for a group discount to apply. The group admission price is \$6.00 per person, plus \$2.00 per person to see any of the movies and/or planetarium shows. The Center DOES NOT offer tours during the evening hours as the Center is open from 1000 AM to 500 PM, seven days a week. What you will need to do is find out what day the cadets and seniors want to go to the Center. If the date is less than two weeks out, someone will have to call and give a credit card payment over the phone which is NONREFUNDABLE. If the date is beyond two weeks, the Center will send a bill. If enough personnel are interested, please either send me an email or call me with the number of personnel who wish to attend, and I will in turn contact the Center to see about getting a group discount price and a guided tour.

Captain Allan Pearlstein
 AZ WG CAP
 Group 3 Public Affairs Officer
 480 855 1796 (no calls after 9:00 PM please)
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DO YOU KNOW YOUR STATE FLAG?

By Carrie L. Sooy, Arizona Daily Star

Who designed the Arizona state flag and what is the meaning behind the design?

Although Arizona became a state in 1912, the official flag wasn't adopted by the Arizona Legislature until 1917.

The design by Col. Charles W. Harris, an adjutant general and chief administrative officer of Arizona, wasn't easily accepted. After the governor refused to sign the bill, a decision to override his action brought the flag official status.

Harris' design divides the flag into a top half and a bottom half with a copper star in the center.

The thirteen alternating red and yellow stripes on the top half represent the 13 original colonies, as well as the rays of the setting sun.

The lower half of the flag has the same "Liberty blue" as the U.S. Flag.

The star emblem reflects the importance of copper to Arizona, now the largest copper-producing state in the Union.



More than anything else, the sensation of flying is one of perfect peace mingled with an excitement that strains every nerve to the utmost ~~~~~

If you can conceive of such a combination.

Wilbur Wright (1867-1912)

**THE YOUNG THE PROUD
THE ADMIRED**



C/Col Timothy J. Humphries

C/Col. Humphries was the Cadet Wing Commander of the Arizona Wing 2004 Summer encampment held at Embry Riddle Aeronautical University in Prescott, Arizona. He is now serving as Assistant Director of Cadet Programs for the Arizona Wing., the only Cadet on the Wing Staff.



Lt. Col. Martha Morris and C/Capt Tyler Sepp

C/Capt Tyler Sepp, age 18, just finished the check ride to become an Instructor Pilot for Squadron 302. I believe that by now Tyler Sepp is a C/Maj.

Tyler graduated from South Mountain High School Aviation Magnet program. He finished high school with his commercial license and instrument rating, and half way to his certified flight in-

structor rating. He finished CFI in June, and then immediately picked up the glider CFI.

Tyler spent the summer instructing at the glider port in Peoria, otherwise known as Turf Soaring School. And to top it off, Tyler also can do aerobatic rides too.

Tyler is hoping to fly his own plane to Oshkosh, WI, if his plane purchase is accomplished in time.

C/Maj. Tyler plans to attend Cochise College, and hopes to instruct as part of the two year program in aviation.

Congratulations C/Maj Tyler.



Cadet Colonel Nathan L. Franklin, CAP Spaatz Award #1541

Cadet Commander Tucson Composite Squadron 105

C/Col. Franklin joined CAP: October 1999 followed by a CAP career of Basic Encampment: 2000 AZ Wing Summer Staff Encampments: AZ Wing Summer 2001 & 2002 (Honor Guard) AZ Wing Summer 2004 (Cadet Operations Group Commander)

National Cadet Special Activities: Cadet Officer School, Maxwell AFB - 2003, National Emergency Services Academy, Camp Atterbury, IN: Basic Ground Search Rescue School - 2003, National Emergency Services Academy, Camp Atterbury, IN: Advanced Ground Search and Rescue School - 2003, IACE: Canada - 2004, Summer 2002: Com-

mander of the first ever AZ Wing Color Guard to compete at National Cadet Competition.

C/Col. Franklin has been involved in the CAC since September of 2003. At the squadron level, he has helped plan and heavily participated in ES and Ground Team training, as well as activities to stimulate cadet progression. Franklin was appointed Cadet Commander of TCS 105 in December 2003, and currently holds that position.

The Spaatz Award has been a goal of his for a very long time in this program. Anyone aspiring to the same should know that it takes a lot of hard work and a degree of dedication not found in the average cadet. Obtaining the Spaatz Award should not be seen as just any other goal or personal objective; the effect you have on the people around you in the program, specifically your subordinate cadets, should always be the motivation for your actions. As a cadet leader, one has the ability to directly influence and change people's lives for the better. The Spaatz is a great accomplishment for C/Col Franklin personally, but it is also the marker at which I have to turn around and give back to the program, to the cadet that may someday get the next Spaatz. This is something that anyone aiming for the Spaatz Award needs to consider. Every cadet has the opportunity to serve as a role model for somebody at some point in their cadet career. Take advantage of that opportunity and make the most of it. To those that make the greatest impact, the Spaatz Award is a hard-earned side effect, and a great source of pride.

C/Col. Franklin was awarded an Air Force ROTC Scholarship to the Univ. of Arizona, where he is currently pursuing a degree in Aerospace Engineering. He plans on obtaining a commission through the ROTC and a career in the Air Force.

“Thank you to all those who have served as my role models and have helped me in achieving my goal.”

C/Col. Nathan Franklin

AWARDS AND HONORS



Pictured: Squadron 201 Commander Maj. Chares Bendixen and Lt. Dan Shearer.

At the July 2004 meeting of Squadron 201 Seniors, the following members received Chuck Yeager Awards: Maj. Michael Hare, Maj. Charles Bendixen, Lt. Donald Chaddock, Lt. Daniel Shearer, and Lt. Sally Tyrrell.



On 10 July, Capt. Fred Gibbs, Squadron 201 member and

FAA Safety Counselor presented a makeup Mandatory Safety Briefing at the Highland Fire Department south of Flagstaff.



Col. Varljen, Wing Commander presents the Commanders Commendation to 1lt. Patricia Triplett for her position in Transportation. A job well done!

AZ WING CIVIL AIR PATROL MEMBER CONTRIBUTED TO THE APOLLO 11 MOON LANDING

by Capt. Allan Pearlstein Group III PAO

One person who was part of the Apollo 11 Project, was Lt. Col. Mel Jack, an aerospace education officer with the Arizona Wing Civil Air Patrol.



Lt. Col. Jack's story is a testament to those cadets and senior members who wish to pursue careers in either the military, the aerospace industry or NASA. Lt. Col. Jack joined the Dearborn, MI Cadet squadron in 1946. Jack was awarded the Carl Spaatz Award, the highest CAP award that may be achieved by a cadet. In 1951, Lt. Col. Jack enlisted in the USAF, and in 1954, he graduated from Cadet Aviation school. As a USAF pilot and test pilot, Lt. Col. Jack flew the F-100, Convair 440, C-124, and C-133. He was released from active duty in 1958. After being released from active duty, Lt. Col. Jack attended and graduated from the University of Maryland College Park with a Bachelor of Science degree in Military Science, and attended Graduate School at Colorado State University.

Upon receiving his degree, Lt. Col. Jack began working for Virto Engineering as a technical writer, in which he wrote about special aerospace applications that were developed by NASA. While doing

his research for Vitro, Lt. Col. Jack came into contact with several government employees. One such employee was Dr. New, the director of the Test and Evaluations Division at NASA. Since Dr. New was impressed with Lt. Col. Jack's research, he offered him a position at the Goddard Space Center at NASA, as a Program Management Analyst Assistant. Lt. Col. Jack coordinated the communications between NASA and the private contracts working on the Apollo 11 project. He was a key player of the construction of Building 10, the communications network of the Apollo 11 Project. In addition, Lt. Col. Jack worked in the quality control component of the design and construction of the Saturn 5 rocket used to launch the astronauts into outer space. For his exemplary efforts and work on Apollo 11, Lt. Col. Jack received the Apollo Achievement Award.

Lt. Col. Jack also worked as a senior engineer and staff engineer for the Martin Marietta Corporation, doing testing on the Titan IV and V program, the rocket booster designed to carry the space shuttle into space. In 1992 due to company downsizing, Jack retired from Martin Marietta and moved to Arizona.

In 1999, Lt. Col. Jack received the AZ Wing Aerospace Education Officer of the Year Award. He was also invited to teach military history, mathematics, and aerospace education at the Queen Creek Junior High and High School. Throughout his CAP career, Lt. Col. Jack has received many awards, namely the Scott Crossfield and Yeager Awards. Lt. Col. Jack was a mission pilot and served as the squadron commander of the College Park Cadet Squadron in Maryland, the Arvada Cadet Squadron in Colorado.

To see the video documentary produced and directed by Lt. Col. Pete Feltz, and full article please go the AZ Wing CAP