On February 1, it was announced that Lt. Col. John Quilling will become the next Wing Commander of Minnesota Wing, Civil Air Patrol.

This is the announcement from Col. Sean Fagan, North Central Region Commander:

I am pleased to announce that Lt. Col. John Quilling has been selected as the next Wing Commander for the Minnesota Wing. It was a difficult decision deciding between Lt. Col. Quilling and Lt. Col. Thomas Thies, as both were more than qualified. Please congratulate Lt. Col. Quilling. He will assume command at the Minnesota Wing Conference in April of this year.

Colonel Sean Fagan
Commander
North Central Region

Lt. Col. Quilling will accept command at Wing Conference during the Change of Command ceremony that takes place at the banquet on Saturday evening.

Lt. Col. Quilling joined Civil Air Patrol as a Cadet in 1968 shortly after his 12th birthday. He has held many posts in the organization that include squadron Cadet Commander, Squadron Commander, Director of Logistics, Director of Operations, Chief of Staff for Mission Operations and most currently the Chief of Staff of Training and Support as well as North Central Region Director of Operations.

Congratulations Lt. Col. Quilling and “Let’s Have a Great 2008!”

If you have not yet heard, Wing Conference will be held at Arrowwood Resort in Alexandria, Minnesota from April 11-13. If you would like to see more about the resort, go to www.arrowwoodresort.com.

Watch announcements in the coming days for information on Wing Conference registration.

St. Cloud Cadet Earns Amelia Earhart Award
Capt. Richard Sprouse

C/Capt. Parker gets his new grade presented by Maj. Ryan Broyold (St. Cloud Commander) and Capt. Pat Cruze.

C/1st Lt. Steven Parker, of the St. Cloud Composite Squadron, was recently awarded the Civil Air Patrol’s Amelia Earhart Award and promoted to the rank of Cadet Captain.

C/Capt. Parker, 20, joined Civil Air Patrol in November 1999 while residing in Oregon. When the family moved to Clearwater, Minnesota, Cadet Parker joined the St. Cloud Composite Squad-
Minnesota 4th District Congresswoman Betty McCollum recently honored 12 members of the Minnesota Wing of the U.S. Civil Air Patrol (CAP) with the Flag of the United States of America and the CAP Disaster Relief Ribbon with “V” device for their valor and service during the flooding in southeastern Minnesota.

Civil Air Patrol members from Anoka and North Hennepin composite squadrons were presented with the honors during a ceremony held December 17 at Congresswoman McCollum’s office in St. Paul, MN.

Congresswoman McCollum called from Washington, DC to say “Thank You” for the service rendered by each honoree during the flood. McCollum’s staff in Minnesota presented the group with a flag that was flown over the U.S. Capitol in honor of their efforts during the flooding.

Maj. Don Sorenson, former Anoka Composite Squadron Commander, assisted McCollum’s staff with the presentation of the Civil Air Patrol Disaster Relief Ribbon with the “V” device.

Civil Air Patrol awards are designed to recognize heroism, service and program achievements. The coveted Civil Air Patrol Disaster Relief Ribbon with “V” device may be awarded to any member who participates in a Presidential declared disaster.

The missions in the flood area included search and rescue, cleanup, traffic control, city street patrol, and most importantly, helping people who lost their business or homes.

The Civil Air Patrol members receiving the honors were Maj. Don Sorenson, former Anoka Composite Squadron Commander, Andover; Capt. Andy Bosshart, Anoka Composite Squadron Commander, Elk River; 2nd Lt. Shelly Supan, Anoka Composite Squadron Deputy Commander, Maplewood; 2nd Lt. Tim Frame of Ramsey; 2nd Lt. Terry Pittman of Scandia; 2nd Lt. Jay Spreitzer of Andover; 2nd Lt. George Supan of White Bear Lake, C/T Sgt. Peter Mayhew of Stacy; C/SSgt. Matt Frame of Ramsey; C/SrA Emily Tholen of Arden Hills; C/A1C Hanna Olsen of Elk River; and C/CMSgt. Ben Hartley, North Hennepin Composite Squadron, of Maple Grove.

Congresswoman Honors Members for Flood Relief
2nd Lt. George Supan

Cadet Hanna Olsen receives a flag that was flown over the U.S. Capitol from Mr. John Straka, a staff member of Congresswoman Betty McCollum.

Anoka Squadron flag recipients and staff members of Congresswoman Betty McCollum.
St. Cloud Cadet Earns Earhart Award (continued from front page)

Ron where he’s served in a variety of leadership positions. A certified EMT, Cadet Parker has also completed CAP Ground Team, Radiological, and Mission Observer training.

The Amelia Earhart Award honors the late Amelia Earhart, aviation hero, advocate, and pioneer, who was lost while attempting to be the first woman to circumnavigate the globe.

Only three percent of the 27,000 CAP cadets nationwide earn the Earhart Award.

Cadet Parker graduated from Annandale High School in 2006, and is attending St. Cloud Technical College. He’s the son of Jonathan and Nancy Parker of Clearwater.

The St. Cloud Composite Squadron meets Monday evenings. Prospective cadets, ages 12-17, and their parents are always welcome. Adults wishing to serve their community are welcome as well.

More information can be found at:

www.mncap.org/stcloud

Members Become Graduates of CLC in New Format

Maj. Conrad Peterson

On January 18-19, fourteen members of the Minnesota Wing braved the cold as another of the many Arctic cold fronts hit the area with near zero temperatures. These members became the graduates of the first Corporate Learning Course (CLC) held in Minnesota Wing that was taught in the new format.

The CLC was held at the terminal building of the South Saint Paul Municipal Airport (Fleming Field).

Under the old format the students of the CLC would listen as wing staff members would come in and talk about what they do and how it affects the wing.

The recently refitted CLC now introduces the students to a mix of team-work/leadership based classes and is more student involved. There are classes that introduce the students to what support Civil Air Patrol gets from the US Air Force, how our equipment supports our missions and day to day operations and what various roles that National Headquarters plays.

At the end of the CLC course students were asked to fill out a survey on their experience and how beneficial it was to them. Review of the surveys concluded that the new format was a hit and the students greatly enjoyed their experience and appreciated the work of the instructors.

The graduates of the CLC are as follows: Captains David Coates, Matt Heffron, William Menkevich, Aaron Peterson, Doug Ployhar, Russ Portele, Randall Terpstra, Daniel Warneke and Shawn Warneke; 1st Lieutenant Susan Blessman; 2nd Lieutenants Tom Hiebert, Marcel Kobberdahl and Russell Olson; and SM Sidney Newman.

After completion of the course on Saturday, the students were presented their certificates in a graduation ceremony.

I would also like to take a moment to thank the instructors who took the time to teach a class at the CLC as well. The instructors were: Mr. Bill Willis, Lt. Col. John Quilling, Lt. Col. Tom Kettell, Lt. Col. Paul Adams, Chap. (Maj.) Bob McLawhorn, Maj. Chet Wilberg, Capt. Tom Lucey and Capt. Al Pabon.
Members of the St. Cloud Composite Squadron of the Minnesota Wing, Civil Air Patrol (CAP) played the ultimate video game recently when they took the controls of a Blackhawk Flight Simulator at Camp Ripley, Minnesota’s large National Guard training facility.

“We have the most expensive video game in Minnesota,” said Dennis Dzieweczynski, Blackhawk Flight Simulator site manager. “It 100% represents the functions of a Blackhawk helicopter, and provides the cadets with the same, challenging scenarios experienced by the actual Army National Guard pilots that train on it.”

“It just ‘wowed us,’ it’s certainly not your average ride at the Mall of America,” said C/MSgt. Christian Schuller, one of 21 cadets to pilot the Blackhawk. “It was just an amazing experience because we’re used to fixed-wing aircraft so to actually fly the Blackhawk was really, really neat.”

The $15 million helicopter simulator, in operation since last May, sits on a platform of hydraulic lifts that can duplicate the thrust, yoke, roll and other movements of an aircraft. Anything from a thunderstorm to tanks to a medevac to running low on fuel during a mission can be programmed into the simulator.

The CAP cadets are not the only ones flying the simulator. National Guard pilots from Iowa, Michigan, Minnesota, North Dakota, and South Dakota regularly visit the post to train there.

“It’s a terrific tool that brings realism to virtual training,” said Dzieweczynski. “We were glad to share it with the cadets.”

The pilots see the cockpit display screens and other flight instruments of the Blackhawk. They have to perform each step in the simulator much as they would in an actual aircraft --- maneuvering the aircraft, dealing with in-flight emergencies, keeping station with other aircraft, using radios, aiming and firing weapons.

Using the simulator also saves time and money. Chief Warrant Officer Three (CW3) James Figliuzzi, Blackhawk simulator operator/instructor, estimates a 15-1 savings ratio when comparing the simulator to actual flight costs.

“The virtual Blackhawk simulation is so realistic it is as close to actually flying a helicopter as you can get,” Mr. Figliuzzi said. “By simulating a Blackhawk flight, we are saving the National Guard and taxpayers the costs of fuel and engine maintenance, and if you ‘crash’ you can do it all over again since there’s no risk to the helicopter or crew.”

Mr. Figliuzzi and Chief Warrant Officer Two (CW2) Steve Schiffli spent considerable time ensuring each of the cadets had a positive experience, as well as plenty of time on the simulator. It was the first time either man had been around CAP cadets.

“You have a great group of young people, respectful, curious. We look forward to flying with CAP again!”

Top photo: Blackhawk helicopter flight simulator. Bottom photo: C/Amn Joshua Morey prepares to test his skills inside the simulator.
First Time Event a Success for Minnesota Wing
Capt. Richard Sprouse

The Minnesota Wing successfully passed its first ever winter search and rescue evaluation conducted by the US Air Force. The event was held Saturday, January 26, at the Lake Elmo Airport, located about 12 miles east of downtown St. Paul.

Maj. Jeff Peterson, North Central Liaison Region (NCLR) Director of Operations, led the Air Force evaluation team and praised the 77 senior officers and 42 cadets who participated in the event.

“You're all volunteers giving up your weekend, despite the cold, to serve your country. I applaud you,” Maj. Peterson said.

Every two years the Air Force evaluates the skills of CAP Wings across the country. The last one in Minnesota was held in the summer of 2006. This year’s evaluation had special challenges since it was the first time Minnesota has been evaluated during the winter; a time of the year when cold tests the limits of both man and machine.

“The effect cold has on equipment and people made this a unique and challenging experience, but we train year round since the call for our services can come at any time,” said Capt. Tony Rossini, CAP Incident Commander.

The low cloud ceiling and possibility of aircraft icing prevented any flights, but 25 ground team missions ranging for search and rescue to photo reconnaissance were conducted in temperatures around zero and windchills of -20 F.

Although the scenarios were not real, Capt. Rossini said the Minnesota Wing takes these evaluations seriously.

"Whether it’s flying or ground team operations, experience is everything, and safety is everything. Right now the benefit of this evaluation is that the Air Force and the Minnesota Wing has a better idea of what we are doing right, what we are doing wrong and what changes in training are necessary to better serve our communities, state and nation," said Capt. Rossini.

Maj. Peterson summed it up best, “Minnesota has a very competent wing.”

Letter from the Editor
Maj. Conrad Peterson

Normally this time of the year I would say that things are going to start picking up and we will be busy in the Wing since spring is coming. That is the way it used to be! Now we have activities that go year round to keep everyone busy and reduce the risk of “Cabin Fever.”

The Winter Survival Weekend was another successful event and this year had 6-8 inches of snow versus brown grass. There was the first ever USAF SAREX eval. Encampment began it’s coming months of planning and activities with the Staff Selection Exercise.

To look forward to the next issue:
- Encampment Staff Named
- Starry Night for cadets at SCSU
- Missing aircraft in Southern, MN
- And much more!

Thank you for reading, see you at Wing Conference and don’t forget to look for the Gremlin in this issue!

I am going to change hats here for a moment and as the Director of Aerospace Education I would like to congratulate Capt. Kim Ketterhagen on receiving the Gen. Chuck Yeager Aerospace Award. Capt. Ketterhagen is the MN Wing Homeland Security Officer.

Capt. Kim Ketterhagen receives his Yeager Award from Maj. Peterson at the January staff meeting.
Early Days of the Space Program

Submitted by Lt. Col. Richard Vosika

Joe Kittinger is not a household aviation name like Neil Armstrong or Chuck Yeager. But what he did for the U.S. space program is comparable.

On Aug. 16, 1960, as research for the then-fledgling U.S. space program, Air Force Capt. Joseph Kittinger rode a helium balloon to the edge of space, 102,800 feet above the earth, a feat in itself. Then, wearing just a thin pressure suit and breathing supplemental oxygen, he leaned over the cramped confines of his gondola and jumped--into the 110-degree-below-zero, near-vacuum of space. Within seconds his body accelerated to 714mph in the thin air, breaking the sound barrier. After free-falling for more than four and a half minutes, slowed finally by friction from the heavier air below, he felt his parachute open at 14,000 feet, and he coasted gently down to the New Mexico desert floor.

Kittinger's feat showed scientists that astronauts could survive the harshness of space with just a pressure suit and that man could eject from aircraft at extreme altitudes and survive. Upon Kittinger's return to base, a congratulatory telegram was waiting from the Mercury Seven astronauts--including Alan Shepard and John Glenn.

More than four decades later Kittinger's two world records--the highest parachute jump, and the only man to break the sound barrier without a craft and live--still stand. We decided to visit the retired Colonel and Aviation Hall of Famer, now 75, at his home in Altamonte Springs, Florida, to recall his historic jump.

Joe Kittinger: "We got up at 2 a.m. to start filling the helium balloon. At sea level, it was 35 to 40 feet wide and 200 feet high; at altitude, due to the low air pressure, it expanded to 25 stories in width, and still was 20 stories high! At 4 a.m. I began breathing pure oxygen for two hours. That's how long it takes to remove all the nitrogen from your blood so you don't get the bends going so high so fast. Then it was a lengthy dress procedure layering warm clothing under my pressure suit. They kept me in air-conditioning until it was time to launch because we were in the desert and I wasn't supposed to sweat. If I did, my clothes would freeze on the way up."

How was your ascent?

"It took an hour and a half to get to altitude. It was cold. At 40,000 feet, the glove on my right hand hadn't inflated. I knew that if I radioed my doctor, he would abort the flight. If that happened, I knew I might never get another chance because there were lots of people who didn't want this test to happen. I took a calculated risk, that I might lose use of my right hand. It quickly swelled up, and I did lose use for the duration of the flight. But the rest of the pressure suit worked. When I reached 102,800 feet, maximum altitude, I wasn't quite over the target. So I drifted for 11 minutes. The winds were out of the east."

What's it look like from so high up?

"You can see about 400 miles in every direction. The formula is 1.25 x the sq. root of the altitude in thousands of feet. (The square root of 102,000 ft is 319 X 1.25 = 399 miles) The most fascinating thing is that it's just black overhead--the transition from normal blue to black is very stark. You can't see stars because there's a lot of glare from the sun, so your pupils are too small. I was struck with the beauty of it. But I was also struck by how hostile it is: more than 100 degrees below zero, no air. If my protection suit failed, I would be dead in a few seconds. Blood actually boils above 62,000 feet."

"I went through my 46-step checklist, disconnected from the balloon's power supply and lost all communication with the ground. I was totally under power from the kit on my back. When everything was done, I stood up, turned around to the door, took one final look out and said a silent prayer: "Lord, take care of me now." Then I just jumped over the side."

What were you thinking as you took that step?

"It's the beginning of a test. I had gone through simulations many times--more than 100. I rolled over and looked up, and there was the balloon just roaring into space. I realized that the balloon wasn't roaring into space; I was going down at a fantastic rate! At about 90,000 feet, I reached 714mph. The altimeter on my wrist was unwinding very rapidly. But there was no sense of speed."

Story continued on page 7
“Where you determine speed is visual—if you see something go flashing by. But nothing flashes by 20 miles up—there are no signposts there, and you are way above any clouds. When the chute opened, the rest of the jump was anticlimactic because everything had worked perfectly. I landed 12 or 13 minutes later, and there was my crew waiting. We were elated.”

How about your right hand?

“It hurt—there was quite a bit of swelling and the blood pressure in my arm was high. But that went away in a few days, and I regained full use of my hand.”

What about attempts to break your record?

“We did it for air crews and astronauts—for the learning, not to set a record. They will be going up as skydivers. Somebody will beat it someday. Records are made to be busted. And I’ll be elated. But I’ll also be concerned that they’re properly trained. If they’re not, they’re taking a heck of a risk.”

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Early Days of the Space Program
(Continued from page 6)
Calendar

Schedule of Events

- February 23, 2008: Volunteer Appreciation Dinner at Mankato Airport. Contact: Capt. Nash Pherson

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