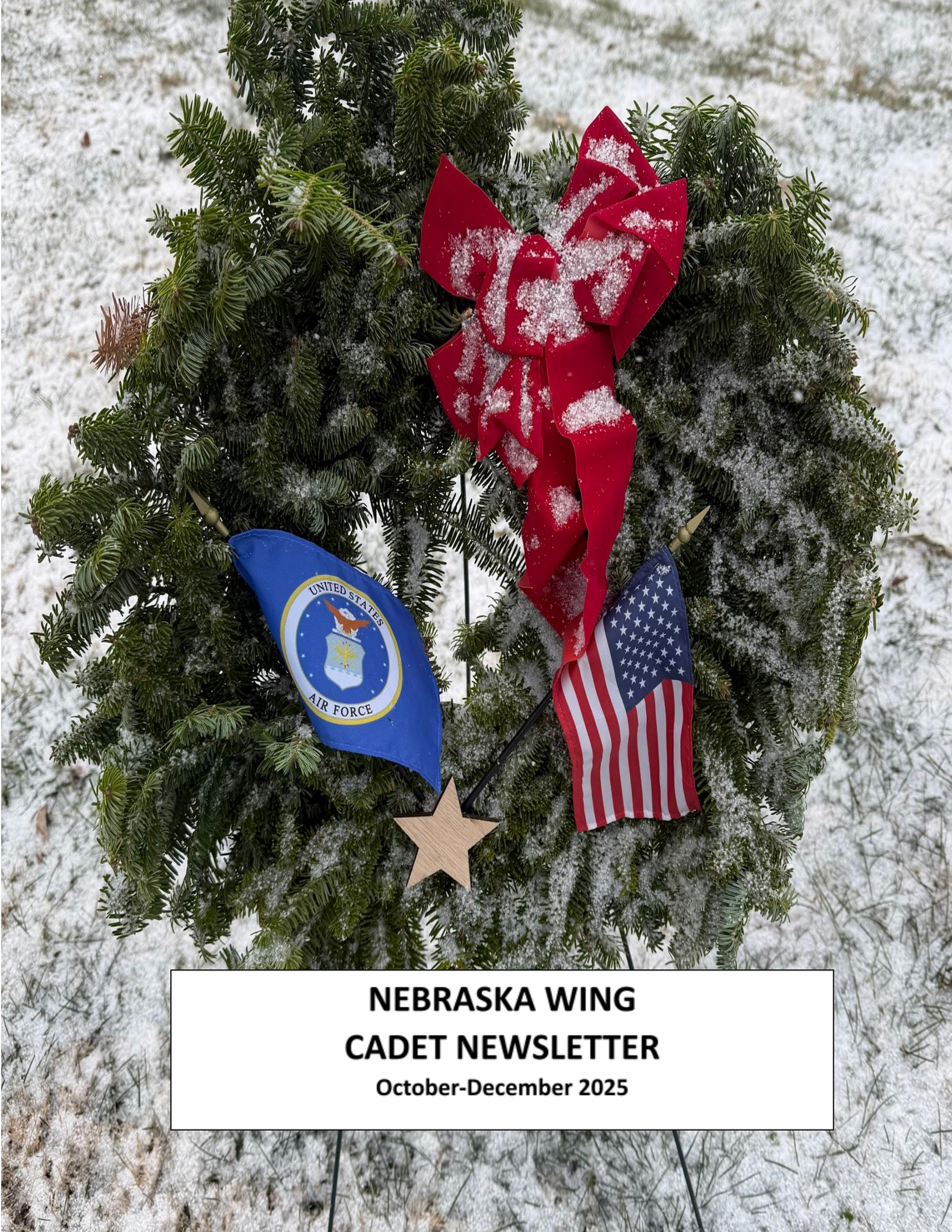


NEBRASKA WING
CADET NEWSLETTER

October-December 2025

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Cover Image: *United States Air Force Wreath (Courtesy of C/1st Lt Hineman)*

A WORD FROM OUR TEAM

Greetings all,

Happy New Year! Welcome to the first edition in 2026 of the NEWG Cadet Newsletter. This quarter has been amazingly fun with all the activities that went on such as, Wreaths Across America, STEM Day, and Cadet Great Start, as well as many more squadron activities. I would like to thank those who put a lot of hard work into making this newsletter possible, so thank you, C/SrA Arul, C/SMSgt Pageler, C/MSgt Haroun, C/SMSgt Clements, and C/Capt Seamann.

I would also like to thank our contributors who took time out of their days to write the featured articles C/1st Lt Nimneh and C/Capt Seamann. Thank you all!

As we look into the start of 2026, we are looking forward to highlighting all of the activities your squadrons are doing, as well as celebrating your milestones with you. The best way to do that is to participate in all of the opportunities CAP has to offer both in the Nebraska Wing and the North Central Region.

If you have any questions, please let us know in the feedback form at the back of this newsletter or by contacting your squadron's representative.

Semper Vigilans,

C/1st Lt EHineman

C/1st Lt Hineman

Editor-In-Chief

Cadet Advisory Council Update

CAC Business:

In November, CAC was able to hold its first in-person meeting at Camp Ashland. It was a great opportunity to get to know one another and to start forming planning teams for activities and opportunities we want to offer NEWG cadets. We have big plans for this upcoming year and are excited for you to join us!

Project Updates:

- **Renaming Achievement 5 -** Currently at National Cadet Advisory Council
- **Wing Conference Planning Committee-** Planning out activities
- **Wing Newsletter -** Continuing to happen
- **Recruitment and Growth -** Continuing to happen
- **Flugtag -** Awaiting a new team
- **Wing Cadet Competition -** No major updates at this time

A Word from The Chairman

As we close out 2025 and look ahead to 2026, I would like to extend my sincere thanks to everyone who has contributed to the Cadet Advisory Council, this newsletter, and the Nebraska Wing as a whole. Your dedication and support continue to make a meaningful impact.

The Cadet Advisory Council has an exciting year ahead, including leading the cadet planning efforts for the upcoming Wing Conference and, later in the year, assisting with the planning of the Wing Cadet Competition. These opportunities reflect the hard work, commitment, and momentum that has been built throughout the past year.

There is much to celebrate and even more to look forward to. Thank you to all who have contributed their time and effort to the Nebraska Wing and the Cadet Advisory Council. I wish everyone continued success and the very best as we move into 2026. There is much more to come.

C/1st Lt Nimneh

Chairman CAC

Renaming Achievement 5 Update

C/Capt Seamann

Before you continue: Achievement 5 is still currently named "Achievement 5." This team is attempting to rename the Achievement. I will try to add information to the Newsletters on this project every edition.

On Sunday 07 November 2025, the memorandum to rename Achievement 5 was presented to the North Central Region Cadet Advisory Council (NCR CAC), which after some discussion, our proposal was approved and was escalated to the National Cadet Advisory Council (NCAC). A motion to adopt this proposal was given by Missouri Wing and seconded by Nebraska Wing with almost all the Wings voting in favor of the proposal. A few days after the motion was adopted, we were notified by the NCR CAC Chairman that the memorandum would be elevated to NCAC.

The NCAC was set to discuss the proposal at their December meeting and, as of the writing of this article, the proposal is still at the NCAC for discussion and approval before being sent to the National Commander's desk. If approved, the Achievement will be renamed "The General Michael E. Ryan Achievement"

Do you have any questions on this proposal? If so, please feel free to reach out to the Nebraska Wing NCR CAC Representatives at rcac_ne1@ncr.cap.gov (C/Capt Seamann) and rcac_ne2@ncr.cap.gov (C/1t Lt Nimneh).

Upcoming Events

NCR Cadet Competition Announced

C/1st Lt Hineman

Attention Squadrons, North Central Region has announced the Cadet Competition details for 2026. The Cadet Competition will take place August 14-16 at Camp Dodge, Iowa (located just outside of Des Moines). Start preparing your Color Guard, working on your squadron volunteer activity, and brushing up on your STEM knowledge. To attend the NCR Cadet Competition, your squadron must first compete in the NEWG Cadet Competition. Details will be released at a later date. From a cadet that attended both competitions last year, these are events that you don't want to miss.

Nebraska Wing Conference

C/1st Lt Hineman

Mark your calendars, the Nebraska Wing Conference is quickly approaching! Wing Conference will be held March 7, 2026 at the Beardmore Events Center in Bellevue, Nebraska. The CAC Wing Conference team is working hard to make sure there is something for everyone to enjoy. Come listen to some inspirational speakers, test your knowledge during a challenging quiz bowl, get aviation related advice from our pilot panel, get a jump start on your Emergency Services training, or test your flying ability with our flight simulators.

NEWG Cadet Newsletter Needs You

C/1st Lt Hineman

Has your squadron done a fun activity? Have you attended a CAP event that you enjoyed? Get those creative juices flowing and write up a short article and submit it using the form at the end of the newsletter. Only have pictures? Submit them and see them in the Photo Album. Finally obtained that Milestone you've been studying for? There's a form for that too. We want everyone in the Wing to be able to congratulate you on your success.

Past Events

Wreaths Across America

C/1st Lt Nimneh



On December 13, the Omaha Composite Squadron proudly participated in Wreaths Across America at Bohemian National Cemetery in Omaha, Nebraska. The event began with a formal ceremony featuring the presentation of the colors by the color guard and the playing of the National Anthem, followed by brief remarks from the cemetery director honoring those who served our nation and thanking the volunteers.

Following the ceremony, cadets, senior members, and community volunteers worked together to place wreaths on the graves of fallen service members. Despite snowy conditions and 10-mph winds, volunteers remained dedicated to the mission. In total, 241 wreaths were respectfully placed on veterans' graves, a task completed in approximately an hour and a half through teamwork and commitment. The challenging weather did not deter participants, who ensured that every wreath was placed with care and gratitude.



Wreaths Across America is a national nonprofit organization whose mission is to Remember the fallen, honor those who serve, and teach the next generation the value of freedom. Each December, volunteers across the United States gather at military cemeteries and memorials to place wreaths on veterans' graves, ensuring their sacrifices are never forgotten. The Omaha Composite was honored to take part in this nationwide tribute alongside squadrons and organizations across the country.

A Great Start at the Great Start Saturday

C/Capt Seamann



On 22 November 2025, about 15 cadets and 5 senior members from Nebraska Wing gathered at Camp Ashland in Ashland, Nebraska to enjoy a full day of training directed for new cadets between the ranks of Cadet Airman Basic and Cadet Airman First Class. This event was a success with a crew of six cadets to staff this activity and a number of prepared lessons on the docket.

Great Start Saturday (GSS) started at 0800 and ran all day until 1700. The day was full of classes ranging from Drill Labs to Customs and Courtesies and Navigating Absorb to TLPs. The day started out with a TLP taught by C/CMSgt Laughbaum followed by Drill Lab I taught by C/CMSgt Olson and C/TSgt Dusek, we then had a morning break before continuing on with Customs and Courtesies which was then followed by the next classes listed in order of happenings; Attitude & Discipline, Core Values & Honor Code, Navigating Absorb, Drill Lab II, Inspections, TLP II, and Drill Lab III. The day was very successful and the students overall gave good feedback. The few issues we had during the event were ironed out quickly and were not large issues. The students enjoyed the day full of team building and some are hopefully going to help staff at the NEWG Cadet Basic School. “I think the cadets learned a little and I think I improved my leadership skills” commented C/CMSgt Olson after the activity.



Thanks goes to those who made this activity possible. Thank you, Lt Col Gross, Doc Weaver, 1st Lt Burchess, 1st Lt Smith, C/Capt Gonzalez, C/CMSgt Laughbaum, C/CMSgt Olson, C/CMSgt Pulford, C/TSgt Dusek and all the cadets who attended.

Cardiopulmonary Resuscitation/AED First Aid Training

C/Capt Seamann



On 25 October 2025, nine students, both cadets and seniors alike, gathered at Camp Ashland for a full day of CPR/AED training. CPR stands for **C**ardio**p**ulmonary **R**esuscitation and AED stands for **A**utomated **E**xternal **D**efibrillator.

The day was full of hands-on activities which included performing CPR on CPR manakins. We learned how to perform CPR on both adults and infants as well as learning how to use an AED and provide First Aid. Everyone took plenty of notes and passed the final test which was to do a full cycle of CPR followed by applying an AED to a manikin. The simple things to remember for CPR are, 30 compressions (each going down about 2 inches) and at a rate of 100-120 beats per minute followed by two breaths and then repeated until someone gets an AED or until medical personnel take over the scene. To help stay on beat during compressions, here are a few songs: “Eye of the Tiger” (109 BPM), “Final Countdown” (118 BPM), “Stayin’ Alive” (104 BPM) and finally “Another One Bite the Dust” (110 BPM).



The instructors for this activity were Lt Col Kirwan and 1st Lt Gerlach with help from Lt Col Weaver. The cadets and seniors enjoyed the activity and will probably do it again in 2 years when their CPR certification expires.

A few reminders: never perform CPR on a breathing person, always check for breaths before performing CPR and never be afraid to help someone who needs it, you might just save their life.

North Central Region Cadet Leadership School

C/1st Lt Hineman



On October 15 - 20, the North Central Region hosted a Region Cadet Leadership School (RCLS) at Camp Ripley, in Little Falls, Minnesota. Roughly 30 cadets from across the United States were in attendance.

At RCLS the instructors taught in depth about leadership styles, learning styles, roles and responsibilities, and how to be an effective leader and communicator. We were also tasked with writing different types of briefings, resumes and memorandums.

When we first arrived, we had a briefing on safety and expectations. The next day, we started our daily schedule of briefings, classroom time, and work time to complete all of our required work.

On day 3, we were taught how to manage a project. This was to prepare us for our homework of creating defense and attack plans for the next day's MOUTOP, which is a glorified version of capture the flag. On the day of the MOUTOP, we had the blue and red teams go against each other in 5 rounds. At the end of the MOUTOP's five rounds, we found out that the blue team (my team) had won 3 of the 5 rounds. That night we were assigned to write an After Action Review.

On the 20th of October, the North Central Region Cadet Leadership School came to an end and everyone graduated. This class was difficult and there was a lot of prework, homework, and reading that was required of us. It was a challenge that we can all be proud to say we overcame.

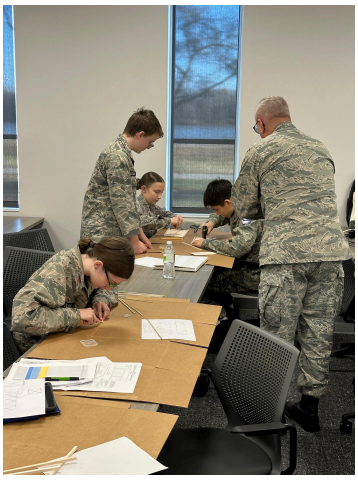
If any of you are thinking of going for the Eaker Award you will be required to attend a Cadet Leadership School. I highly recommend the NCR Cadet Leadership School.





Nebraska Wing Stem Day

By C/1st Lt Hineman



On November 22, 2025 NEWG held a STEM Day at Camp Ashland. From across the Nebraska wing, ten cadets were in attendance as well as Lt Col Gross, Capt Boudreault, C/2nd Lt Morrison, and myself.

First, cadets learned the history behind the STEM Badge and the requirements it takes to earn it. The cadets spent the next few hours building bridges. The objective was to build a bridge strong enough to hold more weight than the other team.

About half way through building the bridges, we took a lunch break and met up with the cadets at Great Start. Once that was completed, we finished our bridges. Each bridge was able to successfully hold 62.5 pounds.



We then moved on to coding robots called Sphero RVR. The cadets each took turns coding the Spheros. Some cadets found a way to teach the robots how to do drill commands which everyone seemed to enjoy doing.

Everyone also participated in a lunar lander activity where you had to make sure that the marshmallows did not fall out of the cup without anything covering the top of the cup. The picture on the left is of C/MSgt Martinson and her team's winning lunar lander.





The last activity the cadets participated in was learning how to build basic circuitry. The cadets learned how circuits are used to turn lights on and how to split power between two different lines.

Thank you to all who attended and a special thank you to Lt Col Gross and Capt Boudreault.

A Flight Sergeant's Perspective of Great Start

C/TSgt Dusek



We started the day with a TLP. The TLP was the human knot taught by our First Sergeant, C/SMSgt Laughbaum. After this, we did Drill Lab, which was just in-place movements, taught by me, C/TSgt Dusek, and C/CMSgt Olson; we were the flight staff of the Great Start Day. We then had a break, followed by a Customs and Courtesies class taught by C/CMSgt Pulford. Then we had a class about attitude and discipline for success in the Cadet Program, also taught by C/CMSgt Pulford. We also had a Core Values Class and Cadet Honor Code Class taught by me, C/TSgt Dusek, and C/CMSgt Olson. After this, we had a class about how to navigate Absorb/eServices taught by C/SMSgt Laughbaum. We finally had our lunch break before we had our Drill Lab 2, focusing still mostly on in-place movements and a little bit on flanks, also taught by C/TSgt Dusek, C/CMSgt Olson, and I. We then had an inspection class and walk-through by C/Capt Gonzalez, C/CMSgt Olson, and me. Then we had an afternoon break. Then C/SMSgt Laughbaum taught our 2nd TLP, which was navigating our blind folded teammates through a "mine field". After that, we had our Drill Lab 3, which focused on flanks, to the rear, and in-place movements, and a review of what we had learned throughout the day, taught by C/CMSgt Olson and me. Then we had to clean up, and got dismissed. We were able to get all of this done in the matter of just one day. We would never have been able to accomplish this without our C/CC, C/Capt Rowan Seaman, and I am very happy that C/Capt Seaman was our C/CC because he was very good at what he did. I am very thankful, I got the opportunity to do this. I learned a lot, as did C/CMSgt Olson, and I'm guessing that so did everyone else who was there that day, and I hope that the cadets were able to learn a lot.

Aircraft of the Month: An-22

By C/SMSgt Clements



The An-22 is a military cargo airplane that was developed and used in the Soviet Union. A total of 66 An-22s were produced, of which all came from the Tashkent Aviation Plant in modern-day Uzbekistan; production lasted from 1965 to 1976. It had its first test flight on February 27, 1965, where the An-22 was operated by a crew of seven, with Yurii Kurlin being the pilot in command. Later, the An-22 made an appearance at the International Paris Airshow in 1965, where its impressive size and performance were seen by the world for the first time.

Having a wingspan of 64 meters (m) (211 feet /ft/) and a length of 58 m (190 ft), the An-22 was easily one of the biggest cargo airplanes of its time, with it falling just short of the C-5's wingspan of 67 m (222 ft) and length of 75 m (274 ft). It was also one of the most capable, with the airplane setting 41 world records in speed and carrying capacity. One of those records, which was set on October 17, 1967, involved the An-22 carrying a payload weighing 100,444 kilograms (kg) (221,441 pounds) to an altitude of 7,848 m (25,748 ft). That weight, which was 20,000 kg over its maximum carrying capacity, is the equivalent of the weight of more than 20 elephants! Moreover, the An-22 had an operational range of 5,225 kilometers (3,246 miles) and the ability to land on unpaved areas, which made it useful for delivering large cargoes to remote areas in the Soviet Union.



From the 1980s to the early 2000s, the An-22 served a particularly interesting purpose, which was transporting oversized airplane parts. The An-22 flew over 100 flights where it carried wings and wing components of Russian airplanes, including those for the An-124, An-225 Mriya, and An-148.

As it has become outdated in recent years, use of the An-22 has been dwindling, with less than four being active in the Russian Aerospace Forces. Other An-22s have either been stored, scrapped, or destroyed, with one being on display at the Technik Museum in Speyer, Germany. The Russian Commander of Military Transport Aviation, General Vladimir Venediktov, has

even stated in 2024 that the An-22 was on its way to being retired; one recent event, however, seems to contradict what he has said. On December 9, 2025, an An-22 going on a test flight broke apart midair and crashed in the Ivanovo region in Russia, reportedly killing the whole crew of seven inside. This incident is most likely the result of the war between Russia and Ukraine, as heavy losses in Russian transport aircraft and wartime sanctions have forced the Russian Air Force to look to older airplanes in its fleet to meet its transportation needs. To conclude, although the An-22 was one of the most capable military cargo aircraft in the late 20th century, it is currently obsolete and aged compared to other cargo airplanes, and will probably be rarely, if ever, used again.

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1. Antonov Company. "AN-22." *Antonov.com*, 2026, www.antonov.com/en/history/an-22. 2. Bailey, Joanna. "Russian Antonov An-22 crashes into a reservoir: all 7 crew feared dead." *Aerospace Global News*, 9 Dec. 2025, aerospaceglobalnews.com/news/russia-antonov-an-22-crash/. 3. "C-5 A/B/c Galaxy and C-5M Super Galaxy." *Air Force*, www.af.mil/About-Us/Fact-Sheets/Display/Article/1529718/c-5-abc-galaxy-and-c-5m-super-galaxy/. 4. Lambert, Mark, et al. *Jane's All the World's Aircraft. 1991-92*. Coulsdon, Surrey, Jane's Information Group, 1991.

5. Technik Museum Speyer. "Antonov AN-22 | Technik Museum Speyer | Germany." *Technik-Museum.de*, 21 Dec. 2024, speyer.technik-museum.de/en/antonov-an-22.

Blues Clues

By C/SMSgt Clements

Try to find what is wrong with this Blue Service Uniform! There are at least five things to look out for. Answers on page 25.



History

The Origins of the Modern Civil Air Patrol, Part II: The Civil Air Patrol Experiment

1st Lt Alexander K. Smith, NEWG Asst. Historian

Only days after the founding of the Civil Air Patrol on 01 December 1941, the United States was drawn into World War II following the Japanese attack on Pearl Harbor. With American coastlines suddenly vulnerable and military aviation resources stretched thin, Major General John F. Curry was granted just thirty days to determine whether civilian aviators could contribute to homeland defense. Many senior military leaders were openly skeptical of the concept, questioning whether civilian pilots could maintain discipline, follow orders, and operate safely in a wartime environment. Additional concerns focused on the use of privately owned aircraft, uneven pilot qualifications, limited communications equipment, and the lack of standardized training or command procedures. This short trial period was deliberately designed as a test, and failure would have resulted in the immediate dissolution of the Civil Air Patrol.

On the 23rd of February 1942, the Civil Air Patrol was authorized to conduct a 30-day experiment to test its functionality and capabilities as a means of coastal defense; on the 5th of March, the first Civil Air Patrol coastal patrol flight took off from the airfield at Rehoboth, Delaware. Five days later, a CAP coastal patrol aircraft operating out of Atlantic City located the foundering steam tanker, Gulftrade, that a torpedo from U-588 had recently struck. The Civil Air Patrol air crew observed both bodies and survivors in the water. The air crew remained in the area for almost 5 hours, assisting naval vessels in rescue efforts. On the same day, two patrol aircraft operating out of Cape May, New Jersey, spotted a German U-boat attempting to attack two American tankers; both aircraft dove at the vessel, at which point it crash-dived and disappeared out to sea. The organization proved itself during the 30-day experiment and received support from the Army and the Navy to continue operations.

Significant challenges and growing pains marked the experiment's early days. CAP units faced shortages of radios, navigation aids, standardized aircraft markings, and clear operational guidance, while coordination with Army and Navy authorities was often improvised. Missions were flown without established doctrine, and procedures evolved in real time as civilian aircrews adapted to military expectations. Despite these obstacles, CAP pilots began flying reconnaissance, courier, and coastal observation missions almost immediately. Through consistent mission completion and demonstrated professionalism, civilian aviators gradually eased military concerns and demonstrated they could operate effectively under military supervision.

By the end of the thirty-day experiment, the Civil Air Patrol had proven that civilian aviation could be disciplined, reliable, and operationally valuable during wartime. Rather than being disbanded, CAP was retained and placed on a path toward expanded responsibilities and closer integration with the Army Air Forces. What began as a closely watched test soon became

the foundation for CAP's broader World War II service. In our next issue, we will explore how this initial success led to expanded missions throughout the remainder of the war and permanently shaped the future of the Civil Air Patrol and its cadet program.

The information included within this article comes from the following sources:

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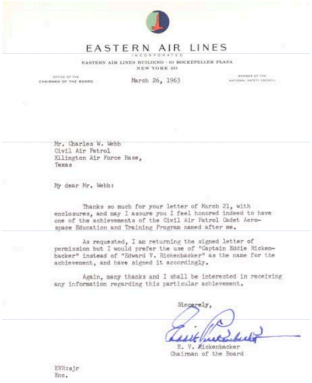
About The Rank: Achievement 4 & Achievement 5

C/Capt Seamann

Welcome to the third edition of the About The Rank series in the NEWG Cadet Newsletter. In this edition we will be covering Achievement 4 & Achievement 5. I hope you enjoy!

Achievement 4: Cadet Technical Sergeant





EASTERN AIR LINES

March 26, 1963

Mr. Charles W. Webb
Civil Air Patrol
Ellington Air Force Base,
Texas

My dear Mr. Webb:

Thanks so much for your letter of March 21, with enclosures, and say I assure you I feel honored indeed to have one of the achievements of the Civil Air Patrol Cadet Aerospace Education and Training Program named after me.

As requested, I am returning the signed letter of permission but I would prefer the use of "Captain Eddie Rickenbacker" instead of "Edward V. Rickenbacker" as the name for the achievement, and have signed it accordingly.

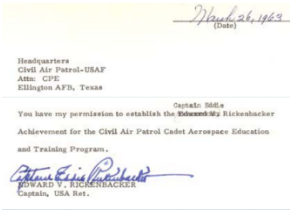
Again, many thanks and I shall be interested in receiving any information regarding this particular achievement.

Sincerely,

E. V. Rickenbacker
Chairman of the Board

EVRir:lr
Enc.

Now that we have covered all the ranks in Phase 1 of the Cadet Program, we can start on Phase 2. The first official rank in Phase 2 is Cadet Technical Sergeant or C/TSgt, this rank was named after America's "Ace of Aces" from World War I: *Captain Eddie Rickenbacker*. Captain Rickenbacker grew up in a poor family in the early 1900s, after his father passed away, Rickenbacker got a job at a glass factory making $3.50 a week! In 1917, Rickenbacker joined the U.S. Army as an enlisted member but later transferred over to the officer side so he could fly in the war. The next year, 1918, Rickenbacker was given command of the 94th Aero Squadron also known as the "Hat-in-the-Ring Squadron" It was here that he earned his fame as a pilot for downing the highest number of enemy aircraft as an American, 26 airplanes! A record which would last until World War II when another American pilot scored 27 kills. For his accomplishments during WWI, Rickenbacker was awarded the Medal of Honor.



March 26, 1963
(Date)

Headquarters
Civil Air Patrol-USAF
Attn: CPE
Ellington AFB, Texas

Captain Eddie
You have my permission to establish the Edward V. Rickenbacker
Achievement for the Civil Air Patrol Cadet Aerospace Education
and Training Program.

EDWARD V. RICKENBACKER
Captain, USA Ret.

In March of 1963, when Mr. Charels Webb of Civil Air Patrol asked permission to name Achievement 4 as the "Edward V. Rickenbacker Achievement" Rickenbacker said yes on one condition, it be named the

“Captain Eddie Rickenbacker Achievement” instead. And so, since 1963, Achievement 4 has been named after Captain Eddie Rickenbacker, America’s “Ace of Aces” from WWI.

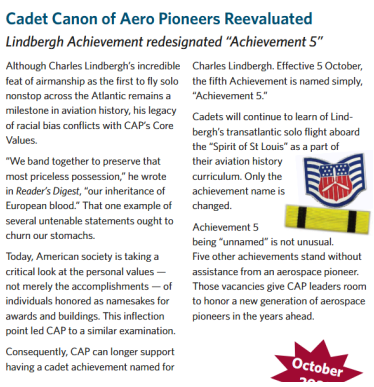
Achievement 5: Cadet Master Sergeant



Achievement 5 is more difficult to cover than Achievement 4 for various reasons, the main one being that it is currently unnamed. However, instead of skipping this rank I would like to dive into why it is unnamed and who it was named after before its name was reevaluated.

Prior to 2021, Achievement 5 was named after *The Lone Eagle*: Charles Lindbergh. If you don’t know who he is, I would suggest learning about him as he was the first man to fly solo across the Atlantic Ocean, an amazing feat in 1927. In 2021, everything changed, CAP decided to look into the personal values of Mr. Lindbergh and decided it would not be a good idea to continue to have an Achievement named after him. Here is one of the things he wrote that helped get this Achievement unnamed “We band together to preserve that most priceless possession” he continued in the *Reader’s Digest*, “our inheritance of European blood.” That statement ought to churn our stomachs.

So, as of 05 October 2021 Achievement 5 has simply been named “Achievement 5.” There are efforts already to rename Achievement 5. For more on the efforts please read the *Renaming Achievement 5 Update* in this edition of the NEWG Cadet Newsletter.



Cadet Canon of Aero Pioneers Reevaluated

Lindbergh Achievement redesignated “Achievement 5”

Although Charles Lindbergh’s incredible feat of airmanship as the first to fly solo nonstop across the Atlantic remains a milestone in aviation history, his legacy of racial bias conflicts with CAP’s Core Values.

“We band together to preserve that most priceless possession,” he wrote in *Reader’s Digest*, “our inheritance of European blood.” That one example of several untenable statements ought to churn our stomachs.

Today, American society is taking a critical look at the personal values — not merely the accomplishments — of individuals honored as namesakes for awards and buildings. This inflection point led CAP to a similar examination.

Consequently, CAP can longer support having a cadet achievement named for Charles Lindbergh. Effective 5 October, the fifth Achievement is named simply, “Achievement 5.”

Cadets will continue to learn of Lindbergh’s transatlantic solo flight aboard the “Spirit of St Louis” as a part of their aviation history curriculum. Only the achievement name is changed.

Achievement 5 being “unnamed” is not unusual. Five other achievements stand without assistance from an aerospace pioneer. Those vacancies give CAP leaders room to honor a new generation of aerospace pioneers in the years ahead.

October

Squadron Updates

● 99th Squadron

○ Three cadets passed Wright Brothers
○ One cadet still studying
○ No new cadets gained
○ New Aerospace Education activity planned for winter

● 155th Squadron

○ Multiple new cadet currently progressing through the Cadet Program
○ Two promotions to C/SSgt
○ Cadets participating in multiple Wing activities

● Burke Squadron

○ No change in membership
○ GES certificates and ICUT completed
○ Aerospace Education and Cadet Programs unchanged

● Omaha Squadron

○ One cadet promoted to C/SSgt
○ Two new cadets added to the roster
○ Cadets participating in Cyber Patriot
○ Several cadets attended Wing activities

● Offutt Squadron

○ No new cadets gained
○ Multiple promotions to C/Amn
○ Working on color guard and squadron dine-out

● Lee Bird Squadron

○ No new cadets gained
○ Held a recruitment event with several prospective cadets
○ Three cadets confirmed at Winter Encampments and several considering
○ Several cadets achieved milestones

****No updates from Fremont or North Platte at the time of publication**

ENCAMPMENTS:

Wing	Dates	Location
Colorado	2 June 2026 - 11 June 2026	USAFA, Colorado Springs, CO
Illinois Summer	11 July 2026 - 18 July 2026	Marseilles Training Center, Marseilles, IL
Iowa	26 June 2026 - 4 July 2026	Camp Dodge, Johnston, IA
Minnesota	5 July 2026 - 12 July 2026	Camp Ripley, Little Falls, MN
Joint Dakota	18 July 2026 - 25 July 2026	Camp Grafton, Devils Lake, ND
Missouri	11 July 2026 - 18 July 2026	Camp Crowder, Neosho, MO

Whether you're a C/Amn or C/CMSgt encampment offers you an opportunity to practice leadership, build lifelong friendships, work hard, have fun and so much more! If you would like to attend an encampment as a student please click on the state in which the encampment is being held. If clicking the links does not work then type gocivilairpatrol.com/programs/cadets/activities/encampment into your browser and access all of the 2026 Summer Encampments.

Cadet Staff applications for the Iowa Encampment are open. Joint Dakota Executive Staff applications are open and will close 23 January 2026. Cadet Staff applications for Colorado, Illinois, Minnesota and Missouri are not yet open.

Please note student applications are only open for the Iowa Wing Encampment.

SCHEDULE

January - March 2026

Month	Date (s)	Topic	Length	Register Via	Location	Name
Feb	25-28	CP	5 Days	Selection	Washington DC	National Legislative Day
March	7	CP ES AE CS	1 Day	TBD	Beardmore Event Center, Bellevue, NE	Wing Conference
March	27-29	CP	Wknd	R-Zone	Camp Ashland	Tentative NCO School

Key:

CP–Cadet Programs

CS– Command Staff

ES–Emergancy Services

AE–Aerospace Education

Wknd–Weekend long

R-Zone–Registation Zone

TBD–To Be Determined

PROMOTIONS

Cadets:

Wright Brothers

C/SSgt Elizabeth White (NE-058) C/SSgt Mark White (NE-058)

C/SSgt Rhett Pulford (NE-058)

Mitchell

C/2d Lt Molly Fudge (NE-019) C/2d Lt Westley Morrison (NE-058)

Earhart

Spaatz

Seniors:

Vanguard Discount Codes:

January: IGJAN2026, XJAN2026 & FBJAN2026

February: IGFEB2026, XFEB2026 & FBFEB2026

March: IGMAR2026, XMAR2026 & FBMAR2026

Always: CAPMAG

PHOTO ALBUM













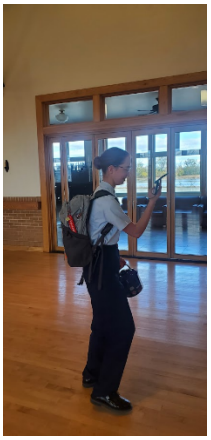




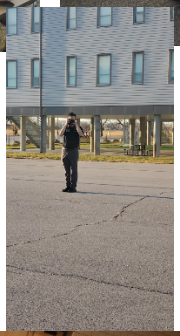
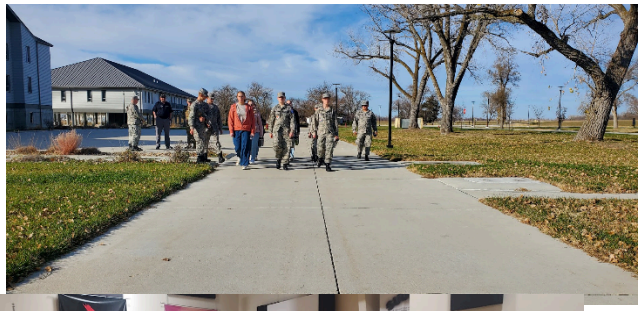









GREATER
READY

CONTACTS

Wing Commander: Col David Plum

Deputy Wing Commander: Lt Col Roxan Richards

PUBLIC AFFAIRS OFFICERS

Wing Primary: TBD

Wing Assistant: TBD

CADET ADVISORY COUNCIL REPRESENTATIVES

Chairman: C/1st Lt Nimneh Vice Chairman: C/Capt Seamann Recorder: C/2d Lt Morrison

99th Pursuit Squadron Primary C/SSgt Giddens, Assistant C/Tsgt Haroun & C/Amn Groven

155th Composite Squadron Primary C/SMSgt Pageler, Assistant C/CMSgt Pulford

Burke Cadet Squadron Primary C/SrA Arul, Assistant C/SSgt Cortez

Columbus Composite Squadron Primary C/SSgt Dohman, Assistant TBD

Fremont Composite Squadron Primary TBD, Assistant TBD

Lee Bird Composite Squadron Primary C/SSgt Fanning, Assistant C/A1C Cox

Offutt Composite Squadron Primary C/SMSgt Clements, Assistant C/CMSgt Laughbaum

Omaha Composite Squadron Primary C/1st Lt Hineman, Assistant C/2d Lt Fudge

Tri-Cities Composite Squadron Primary TBD, Assistant TBD

Blues Clues Answers:

Nameplate is over the shirt pocket edge; positions of Mary Feik and John. F. Curry
achievement ribbons are swapped; undershirt is not white; gig line is not straight;
space between belt buckle and belt tip

*On my **HONOR** as a Civil Air Patrol Cadet of Nebraska Wing,*
*I will not **LIE**, **CHEAT** or **STEAL***
*or commit any act of **INTENTIONAL** dishonesty*
*or **TOLERATE** those who do.*



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Submit your milestone when you receive it. https://forms.gle/36B1otfmsyVyHJheA

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