

NEBRASKA WING
CADET NEWSLETTER

April - July 2026

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Cover Image: C/CMSgt Mandrakas in front of his assigned plane at the North Central Region Flight Academy
Photo by C/Capt Hineman

A WORD FROM OUR TEAM

Greetings all,

Happy Summer! Welcome to the third edition of the 2026 NEWG Cadet Newsletter. We hope you enjoy reading our 6th publication of the NEWG Newsletter!

This quarter was quite a bit less busy than the last one, but it still was filled with fun activities such as The North Central Region Flight Academy, other NCSAs, and Encampments. 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/CMSgt Pageler, C/MSgt Haroun, C/SMSgt Clements, and C/Maj Seamann.

I would also like to thank our contributors who took time out of their day to write the featured articles: C/1st Lt Nimneh, C/Maj Seamann, Lt. Col Gross, Lt. Col Hineman, & 1st Lt. Smith. Thank you all!

With the fall season coming we know everyone's schedule gets busy with sports, holidays, and the start of school. We would like to encourage everyone to stay active in Civil Air Patrol and in their local communities. You can do this by participating actively at your local squadron events, Nebraska Wing Events (such as Model Rocketry Day), or at North Central Region Events. We hope to see you at some of the upcoming events.

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/Capt Hineman

C/Capt Hineman

Editor-In-Chief

Cadet Advisory Council Update:

CAC Business:

In July, CAC was able to meet over Zoom. Much was discussed over new PT Regulations and adding Ribbons to two achievements. We have big plans for the rest of the year and are excited for you to join us!

Project Updates:

- **Renaming Achievement 5 -** Currently at National Chief Operating Officer's Desk
- **Wing Newsletter -** Continuing to be published quarterly
- **Recruitment and Growth -** Continuing to happen

A Word from The Chairman

As we wrap up another exciting summer, I want to recognize the dedication shown by Nebraska Wing cadets and senior members. This summer, numerous cadets attended National Cadet Special Activities, Encampments, leadership schools, and other Civil Air Patrol events across the country. These opportunities allowed members to develop their leadership abilities, expand their knowledge, and build relationships with fellow members from across the nation. More importantly, they are returning home with new experiences and valuable skills that will continue to strengthen our units and the Nebraska Wing.

This summer also brought exciting news with the approval of the new Nebraska Wing patch. This milestone represents the continued growth, pride, and progress of our wing and is a bright sign for the future.

As we transition into a busy fall season, I encourage every cadet to remain active at both the unit and wing levels. Whether attending meetings, participating in activities, serving on staff, or taking advantage of leadership opportunities, every experience helps you grow while strengthening our wing as a whole.

I am excited to see what the remainder of 2026 has in store for the Nebraska Wing. We have an outstanding group of cadets and senior members, and I look forward to joining all of you as we continue this journey together.

C/1st Lt Nimneh

Chairman CAC

Upcoming Events:

- 8/13 & 8/15 - Model Rocketry Event at Burke High School
- 8/14-8/16 - NCR Cadet Competition (No Nebraska teams competing)
- 8/28-8/30 - National Conference in Kansas City, MO

Past Events:

The Room Where it Happens: Nebraska Wing attends National Legislative Day!

C/Capt Fudge

Many have wondered from the foundation of the American Nation, what happens on Capitol Hill each and every day. No one else was in the room where the decisions were made, aside from those whom US citizens have elected and trust with their rights. Our lives are in their hands, yet oftentimes, we are unsure of what exactly they are actually doing. But on National Legislative Day, February 26, 2026, hundreds of Civil Air Patrol cadets received the opportunity to make the trip to Washington DC and discover how our nation's government functions, which one Nebraska cadet later reflected on:

"Being able to see how the United States government operates and the function of being able to talk to the Representatives, who make the decisions that affect people the most, was eye-opening."
-C/1st Lt. Nimneh

Four cadets from Nebraska Wing, C/1st Lt. Nimneh, C/2d Lt. Fudge, C/CMSgt Pageler, and C/CMSgt Mandrakas, attended alongside the Wing staff, Col. Machalski, Col. Richards, and at times Wing Commander Col. Plum. It was funded by the wing, including plane tickets, food, and the hotel stay. They were given the opportunity to meet with their state congressmen and senators to discuss the Civil Air Patrol and their program experiences.

The official "National Legislative Day" took place on February 26, 2026, but many wings arrived earlier in the week to enjoy the city. The event is also known as "The Day on the Hill" on which each Wing (State) seeks to meet with as many of their respective state representatives as possible. The goal of the day is to request support for the Civil Air Patrol's budget for the next

fiscal year. As such, it is an annual event, attended by different numbers of cadets per year. However, the trip is not just about lobbying for the budget, but also about stretching cadets in their leadership and speaking capabilities.

The trip was a success, with Nebraska Wing cadets being able to meet with 3 of the representatives themselves or their staff. Yet, it was a success not only in terms of advocating for the program, but also in stretching the cadets, as seen in the following testimonies from the cadets who attended:

“My experience with public speaking on the trip was great. I became more confident in my public speaking skills by being able to meet new people and sharing about the program’s experience, which really helped build up my public speaking and impromptu speaking abilities.” - C/1st Nimneh

“Definitely nervous during the first meeting, but I learned a lot and have gotten a lot more comfortable with public speaking.” - C/CMSgt Pageler



(From left to right: SM Machalski, C/CMSgt Pageler, C/2d Lt. Fudge, C/MSgt Mandrakas, C/1st Lt. Nimneh, NEWG CC Col. Plum, NEWG Deputy CC Lt Col. Richards.)

Civil Air Patrol Members Answer the Call After Severe Storms Strike Auburn

C/1stLt White

After powerful storms swept through southeast Nebraska Tuesday night with winds exceeding 95 miles per hour, members of the Civil Air Patrol 155th Composite Squadron stepped into action to help the community recover.

On Thursday, May 21, four cadets and five senior members traveled to Auburn to assist with cleanup efforts at two local cemeteries that had been heavily impacted by the storm. Branches, sticks, and debris covered the grounds after the intense winds tore through the area.

Armed with gloves, teamwork, and determination, the team spent the day clearing debris and restoring the cemeteries to a safer and more respectful condition for families and visitors. The mission challenged cadets to work together in real-world conditions while applying leadership, communication, and problem-solving skills learned through Civil Air Patrol training.

The timing of the mission made the work especially meaningful. With Memorial Day approaching, many families will soon be visiting the cemeteries to honor loved ones and
veterans. By helping clean the grounds before the holiday weekend, squadron members were able to help ensure the cemeteries looked cared for, welcoming, and respectful for the community.

For the cadets, the mission was more than community service — it was an opportunity to experience firsthand what it means to serve others when communities need help most.

"We were a great help to the community of Auburn who had experienced the effects of this storm. With Memorial Day just around the corner, we were able to clear a large section of the graveyard which had been covered in broken trees" said Lt Gerlach, the Ground Team Leader.

The cleanup effort reflected the core values of Civil Air Patrol: integrity, volunteer service, excellence, and respect. Through missions like this, members continue to strengthen communities across Nebraska while gaining valuable leadership and emergency services experience.

CAP Members Support Aircraft Preservation at SAC Museum

Anonymous Contributor

ASHLAND, **Neb.** - Cadets and senior members from the Gen. Curtis E. LeMay Offutt Composite Squadron and the 155th Composite Squadron partnered with the Strategic Air Command & Aerospace Museum on April 25 to help preserve aviation history through a volunteer aircraft cleaning project.

More than 18 cadets and six senior members participated in the event, spending the day dusting, cleaning and polishing several Cold War-era aircraft displayed at the museum. Among the aircraft serviced were the B-29 Superfortress, C-47A Skytrain, C-54D Skymaster, RF-4C Phantom II, B-57E Canberra, RB-45 Tornado, F-117 Nighthawk and other historic aircraft.

The volunteer effort provided members with a unique opportunity to contribute to the preservation of military aviation history while gaining a greater appreciation for the aircraft and aircrews that shaped America's airpower legacy.

The Strategic Air Command & Aerospace Museum, located near Ashland, Nebraska, is one of the nation's premier aviation and space museums. As a Smithsonian Affiliate, the museum preserves and displays more than 40 military aircraft, missiles and spacecraft, highlighting the history of strategic airpower, aerospace innovation and space exploration.

Following the cleaning project, participants enjoyed lunch at the museum before receiving a special behind-the-scenes tour of a KC-97G Stratofreighter. The aircraft, one of the U.S. Air Force's earliest aerial refueling platforms, provided cadets and senior members with an up-close look at a critical piece of Cold War aviation history.
The activity supported Civil Air Patrol's aerospace education mission by providing hands-on exposure to historic aircraft and aviation heritage while fostering teamwork and community service. Through partnerships with organizations such as the Strategic Air Command & Aerospace Museum, CAP members continue to develop their understanding of aerospace history and inspire future generations of aviation enthusiasts and professionals.

First Real Mission Since 2019 Sends Cadets and Seniors To Small Nebraskan Town

C/Maj Seamann

List of Acronyms: GTM: Ground Team Member, **GTL:** Ground Team Leader **POV:** Personal Operators Vehicle **ANG:** Air National Guard



It all began on a Saturday, the 16th of May 2026. The weather had been quickly deteriorating and a large stormfront was sweeping across the Midwest bringing with it large hail, strong winds, large amounts of rain and a few tornados. Over the next few days, it stormed off and on and several tornados were spotted, specifically on the 17th in Northern and Western Nebraska. Finally, with Memorial Day just around the corner we got the call. It was around 1800 on Wednesday; May 20th and we would need to be "deployed" in just under 24hrs if the mission was a "GO." We quickly started assembling a team and in under 30 minutes we had five members who would be able to attend in this Disaster Relief mission. We did not know a lot about what this mission would all entail but we knew it had something to do with cleaning up a cemetery. As the hours rolled by and Wednesday turned into Thursday, we found out more and more about what we would be doing. We also worked on figuring out how we would get transported down to Auburn, Nebraska, which was the location of this mission.



We left the Lincoln ANG base enroute to Auburn at around 1850 on Thursday. In the CAP van that we were using were: 1stLt Seamann (Driver and GTM), 1stLt Gerlach (GTL) C/Capt Seamann (Radio Operator and GTM), C/1stLt White (GTM) and C/CMSgt Pageler (GTM). In a separate POV were four other members of the team: 2ndLt A. Morrison (GTM), 2ndLt G. Morrison (GTM), C/2ndLt Morrison (GTM) and C/CMSgt Morrison (GTM). We arrived in Auburn around 2000 and started our work after a safety briefing and explanation of what we were doing. Focusing primarily on the New Cemetery we picked up broken branches and brush that covered some parts of the cemetery. All of the brush would need to be moved to the edge of the cemetery near the wrap-around road so that it could be picked up and moved to another location. We worked for about an hour before moving over to the Old Cemetery which had been hit much harder and had a lot more branches scattered all over. Our first focus at the Old Cemetery was the front section of it which we determined to be about a 50x250' plot.



In the end we were able to clean up almost all of the New Cemetery and our assigned section of the Old Cemetery. As the sun sank down towards the horizon the sky started to fill with clouds and it started to drizzle. Figuring that it would be dark soon we decided it would be best to head home so we all packed up into the van, drove back to the New Cemetery to drop off those in

POVs and then headed back to the Lincoln ANG base. We ran into some rain on the way back to base but made it safely and by 2300 we were all safely back at our individual houses.



Thus, the mission concluded and we replaced and repaired our gear before getting some much appreciated rest. I would like to end by thanking everyone who made this mission possible including the Incident Command team, Ground Team, and the multiple other agencies we worked with in Auburn to coordinate this mission. I would also like to thank the citizens of Auburn for letting us help them clean their cemeteries.

Civil Air Patrol Officer Provides Free Pilot Ground School to Members at Offutt

Anonymous Contributor

OFFUTT AIR FORCE BASE, Neb. - A Civil Air Patrol officer from the Offutt Composite Squadron has strengthened the unit's aerospace education program by providing free private pilot ground school instruction to cadets and senior members over the past six months.

Capt. Charles "Kip" Levinsky, a certified flight instructor with more than 1,000 flight hours, volunteered his time from January 2025 through December 2026 to conduct a structured private pilot ground school at Offutt Air Force Base. The course was offered at no cost to participants and was open to both cadets and senior members.

The training focused on the foundational aeronautical knowledge required for private pilot certification, including regulations, weather, aerodynamics, navigation and flight planning. Cadets received exposure to real-world aviation concepts from a credentialed instructor, while senior members expanded their aerospace knowledge and explored potential flight training opportunities.

Levinsky said his decision to volunteer stemmed from a lifelong passion for aviation.

"I have always been fascinated by aerospace and always wanted to fly," Levinsky said. "When I retired in 2022, I completed my certified flight instructor certificate and quickly found myself instructing full time due to demand. After moving to Nebraska, I decided to focus on volunteering because my real passion is sharing my love of aviation."

Levinsky said he hopes to help cadets discover their capabilities and develop a lasting interest in aviation careers, while also assisting senior members who may be considering flight training later

in life.

"This allows me to continue doing what I love while helping others get started," he said.

Aerospace education is one of the three congressionally mandated missions of **Civil Air Patrol**, alongside emergency services and the cadet program. Through initiatives like this ground school, CAP promotes science, technology, engineering and mathematics education related to aviation, space and cyber technology.

The Offutt Composite Squadron's ground school program increases aerospace awareness, develops future aviation professionals and reinforces CAP's role in supporting national air superiority through education and training. Levinsky plans to resume limited flight instruction this spring for CAP cadets and senior members. He also intends to complete his Form 5 certification to conduct CAP orientation flights and participate in the annual flight academy. Now, the course is open to the entire wing! So if this sounds interesting, please look into it.

A Day at the North Central Region Flight Academy

C/Capt Hineman



Have you ever wondered what a day at North Central Region Flight Academy looked like? Well now's your chance to find out! A normal day at the NCR Flight Academy looks like this. The first thing when you get to the airport is you get the hanger ready for the day. You then study for tests or play games like football or cards while you wait for your turn to get your 1 hour instructional flight to prepare you to solo. At 12pm, you eat lunch at the airport, which might be pulled pork, walking tacos, or salad. Around 2-3pm, you head back to the dorms for one final lesson and then prepare for supper and lights out.

During my time visiting the NCR Flight Academy, I was able to interview one of the Nebraska Wing Cadets attending which was C/1st Lt Nimneh. When I asked him the question "So far within your journey at the National Flight Academy, what has been the most fun thing you've done?", he answered "My first go around since it was a really windy day".



Then I asked my final question of what the most unexpected part was, he answered with " I feel I would have to say how fast I made connections with people".

I was also able to interview C/1st Lt Weinstein, a member from Massachusetts Wing. I asked him the same questions as C/1st Lt Nimneh. C/1st Lt Weinstein answered with "Frankly just flying". I thought his answer of "the weather" for my question about the part he found most unexpected to be very fitting for Nebraska.



I was able to talk to Lt Col Rocky Richards, the NCR Flight Academy Activity Director, and NEWG Commander Col Dave Plum. When I asked them what they hope the cadets are able to learn at the Flight Academy besides flying their answers were similar. Col. Plum answered,



"Responsibility and understanding that there's a trust factor that goes into letting you fly an airplane". Lt Col Richards answered with "So even if they don't solo, they still know the basics, and from that, they should be able to determine if it's something they want to continue". Both Col Plum and Lt Col Richards emphasized the trust and responsibility they are placing in the cadets and how they want the cadets to take that pride and confidence back home with them. Both Col Plum and Lt Col Richards have been a part of the NCR Flight Academy for several years, so I wanted to know after all these years what was their favorite part and what keeps them coming back to staff. Col. Plum said "Just the people you know, all the senior members I've gotten to know over the years and all the cadets that have come through". Col. Richards answered with "The cadet's excitement .Their excitement of learning and then through their solo, then they can get to the soul of their excitement".



So, if you are thinking about ever trying to solo an aircraft, the North Central Region Flight Academy might be for you!

Seniors And Cadet Gather For Special Drone Training

C/Maj Seamann



The skies are clear and sunny with scattered clouds the quiet droning of the engines continues. It is May 23rd 2026 and the clock has just reached 1145 AM. We all watch as the WingTra drone slowly lifts off the ground for its first flight of the day. All the sudden we lose control of the nearly $30,000 drone, a drone that CAP only owns 16 of.



It all began earlier that morning when we gathered around Lt Col Ferguson's car at Burke High School in Omaha Nebraska for a flight brief and training introduction. This training would be fairly short with the purpose of qualifying and requalifying Unmanned Aerial Service Technicians (UAST). In the modern age of Civil Air Patrol, we use drones a lot. In fact, Civil Air Patrol owns over 3,200 small unmanned aerial systems (sUAS). These sUAS capabilities enable us to be able to function in a higher capacity and enhance our quick response times. As you may (or may not) know, it takes a lot time to prepare an airplane for flight. An airplane also needs a large open space for takeoff and landing as well as a fully qualified flight crew. Although drones share several similarities with airplanes and still require a crew (generally 2-3 people) they do not require a large open space for takeoff. In fact, most drones can be flown from any flat surface and from a much smaller clearing. Most CAP drones come with multiple sets of batteries to ensure a quick turnaround time on landing. Drones can also be deployed much closer to the search area and compacted easily to fit in a vehicle (and sometimes an airplane for transport).



Anyway, let's get back to the story. After a safety briefing, we reviewed the prepared flight plan and, using some creativity with wiring, hooked it up to the WingTra control tablet. We then prepared it for flight and carried it to an open clearing near the edge of the parking lot. This area would act as the Landing Zone (or LZ) for the drone, which using it's onboard GPS would be able to land very close to the LZ. This particular area put the drone about 15 feet away from any obstructions. Once we were ready for flight Lt Col Ferguson pushed a



button on the tablet and drone started up. The first thing it did was wiggle the control surfaces to make sure they worked after that it started up the engines and took off. Within a minute something went wrong and we lost control of the drone. Thankfully, it had a safety feature built in to keep it from crashing. This safety feature is called Return To Home (or RTB). Essentially the RTB pairs with the drones GPS to return it to it's LZ. After the drone landed back on the ground, we did some quick troubleshooting and decided that the drone had lost connection when it flew over the school but was still safe to fly, so after about five more minutes we took back off and flew the actual planned flight path which took the drone about ten minutes to do. Which is really fast considering that the flight path was several miles in total length (the farthest point from the LZ was about a half mile) all on one charge with plenty of battery to spare.

Finally, after about four hours, the training came to an end and we packed the drone into its case and then loaded up into our separate vehicles and drove home. The training had been a success and several stories had been shared, including a story on how the drone we were flying that day helped assess damage in the aftermath of an Iowa tornado several years back and the importance of capable drone crews to fly said drones. If you are interested in joining a drone crew, please tell the Emergency Services Officer at your squadron and see if you are able to start training.

Informative:

Nebraska Wing Pre Solo Flight Scholarship Window is OPEN!

Lt Col Eric Hineman

The time has finally arrived for you to apply for the **FIRST EVER** Nebraska Wing Cadet Pre-Solo flight scholarship! As a quick reminder here are the basic requirements to apply:

1. You must be the minimum FAA required age to solo an aircraft or glider.
2. Meet GPA requirements (2.75 on a 4.0 scale).
3. Be a Nebraska Wing member and have earned at least the Wright Brothers Award.
4. Completed a total of 3 Orientation Flights.
5. Have an FAA Medical if required.
6. Have picked out a CAP or non-CAP instructor and aircraft for flight training.

Once you have met those minimum requirements, you can apply for the Nebraska Wing Cadet Scholarship. You will need to look specifically at the Nebraska Wing Civil Air Patrol Flight Scholarship Guide and supplement for all the specifics of what is required. One of the things you need to start working on now is getting your FAA Student Pilot Certificate as well as your FAA Medical. To get your FAA Student Pilot Certificate please go to the following website and "Register" https://iacra.faa.gov/IACRA/Default.aspx Please note that you will need an FAA CFI or FAA FSDO member to validate and approve your Student Pilot Certificate application (I

recommend using your CFI that has said they will help you with your flight training). You also will need to get an FAA 3rd Class Medical from an FAA approved doctor. To locate an approved doctor go to https://designee.faa.gov/designeeLocator and select “AME” from the top drop-down menu next to “Designee Types”, then select "Location Search” and enter your address information. You will then receive a list of doctors that can give you an FAA 3rd class medical certificate. For this visit you will pay approximately $100-$150 for this exam and it is NOT covered by medical insurance.

With those steps completed, you will need to reference the Supplement to the Nebraska Wing Scholarship Guide and complete the remaining application steps. The application window is now open and all applications must be received by 1 October 2026. All applications must be sent to Lt Col Eric Hineman (ehineman@cap.gov) or through the attached JotForm link or QR Code by this date for scholarship consideration. Please note that the Scholarship guide will be distributed to your Commanders on or around 3 August 2026.

Link to the application is https://form.jotform.com/262114036486050

If you have any questions, please contact Lt Col Hineman at the email address above.

The Importance of Promoting

C/Maj Seamann



Why should cadets promote? What do cadets gain by promoting? And what is the importance of promoting? These are three questions that I will try to answer in this article about promotions. This is an informative essay and is written from a more personal perspective, sources will be listed when used at the end of this article.

The first question we will be answering is *why should cadets promote?* Cadets should promote so that they can (1) learn more about the cadet program, (2) participate in more activities, and (3) earn more leadership experience. Civil Air Patrol's mission statement, *Volunteers Serving America's Communities, Saving Lives, and Shaping Futures*[1], shows that we want to create future leaders and one way to do that is by promoting and going to more activities where you can lead. CAP's oath also mentions that cadet should promote in the line that says *"advance my education and training rapidly*[2]*."* I personally have gained so much experience from promoting because of the different positions I have been able to hold including basic roles like Flight Sergeant and more complex roles like Cadet Commander.

Secondly, *what do cadets gain by promoting?* In simple terms, cadets gain more experience and education by promoting. You see, as you progress in CAP you read more about leadership and aerospace which expands both your vocabulary and knowledge. I can not even count the new things I have learned by promoting.

Finally, *what is the importance of promoting?* The importance is being able to ush yourself to new levels, both physically and mentally. As you progress you will be able to deal with stress and lead others better. You will also gain more respect from your pears as well as get more opportunities. As an airman you can participate in Encampments and wing activities, as an NCO you can lead at encampments and go to more wing events such as Non-Commissioned Officer School, and finally, as an officer you can be in charge of other leaders at encampments, go to almost any CAP activity and serve in executive roles at your squadron.

In Conclusion we have discussed how promoting is important to your furthering of knowledge, experience, education and physical/mental capabilities. It is time that we stop being stagnant in promotions and push forwards towards greater success.

"*Success is peace of mind that is a direct result of self-satisfaction in knowing you made the effort to become the best that you are capable of becoming."* - John Wooden[3]

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History:

About The Rank: Achievement 8 & Billy Mitchell Award

C/Maj Seamann

Welcome to the fifth edition of the *About The Rank* series in the NEWG Cadet Newsletter. In this edition we will be covering Achievement 8 and the prestigious Billy Mitchell Award.

Achievement 8: Cadet Chief Master Sergeant



Now that we have completed all the other Achievements it is time that we discuss the final NCO rank, Achievement 8, named after Test Pilot, Fighter Pilot, and Astronaut, Neil Armstrong. Neil Armstrong. Neil Armstrong was born in 1930, and when he was 25, he graduated from Purdue University with a Bachelor of Science Degree in Aeronautical Engineering. Prior to graduating, Armstrong joined the US Navy and flew 78 missions in the Grumman F9F Panther during the Korean War. In 1955, after graduating, Armstrong joined the National Advisory Committee for Aeronautics (NACA), which was the forerunner to NASA. While with NACA, he became a research pilot, engineer, and astronaut; this was until 1958, when NACA was disbanded and NASA was founded. He officially gained Astronaut status in 1962 and flew his first space mission in 1966 aboard Gemini 8. In 1969 Armstrong launched aboard another spacecraft as its commander; this time the mission was much bigger—he was to land on the Moon. And so, on July 20th, Neil Armstrong and Buzz Aldrin landed the Eagle (Apollo 11 landing module) on the moon's surface. Armstrong then disembarked and said these now-famous words: "*That's one small step for a man, one giant leap for mankind.*" In 1971 Armstrong left NASA and became a professor of engineering at a university.



And so, since 1998, Achievement 8 has been named after Neil Armstrong. You might notice that on the certificate it lacks a signature; this is believed to be because Armstong did not want it to be sold off at auction by a dishonest person.

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The Billy Mitchell Award: Cadet Second Lieutenant



After completing all prior ranks, it is time that we discuss the first Cadet Officer Rank, which only 15% of cadets make it to. Named after the "Father of the Independent Air Force" and Medal of Honor recipient, Brigadier General William "Billy" Mitchell. He was born in 1879 and enlisted in the Army in 1899 to fight in the Spanish-American War, although because of his father's status he was quickly commissioned and never got to fight. In 1913 Mitchell joined the Army Signal



Corps and became familiar with early aviators. Finally, at the age of 38 Mitchell earned his private pilot's license; this would turn out to be a pivotal moment in his career as it introduced him to the greater aviation.

As 1918 approached, he was promoted to Brigadier General and put in charge of all of the American aerial combat units in France during World War I. After the war, he ran several airplane versus battleship experiments in which he proved that airplanes could sink battleships. Some of these tests were conducted on the German battleship *Ostfriesland*. In 1925 Mitchell reverted his rank to Colonel and was assigned to a post in San Antonio, Texas. The next year he resigned to avoid being suspended from active duty for five years; the reason he would have been suspended was because of a Naval accident that killed 14 people. Because of this accident Mitchell accused the Navy and Army of incompetence. At the same time, Mitchell campaigned for an independent Air Force. In the end he was court-martialed in 1926 and passed away in 1936. Thankfully this is not where the story ends. In 1946 Congress awarded Mitchell the Medal of Honor for his "*outstanding pioneer service and foresight,*" and in 2005 he was promoted to Major General.

And so, since 1964, the first Cadet Officer Award has been named after the man who planted the seeds for an independent Air Force, Major General Billy Mitchell.

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The Origins of the Modern CAP, Part IV: From Wartime Service to Peacetime Purpose

Written By: 1st Lt Alexander K. Smith, Assistant Historian, HQ NEWG

The conclusion of World War II marked a turning point for the Civil Air Patrol. Like many wartime organizations, CAP faced an uncertain future as the nation rapidly demobilized and military requirements diminished. Having proven its value through coastal patrol, search and rescue, courier operations, target towing, and numerous other wartime missions, CAP could easily have been dissolved alongside many temporary agencies. Instead, its record of dedicated volunteer service convinced national leaders that the organization still had an important role to play in peacetime.

Congress formally recognized that value on July 1, 1946, by granting Civil Air Patrol its original Congressional charter through Public Law 79-476. The charter established CAP as a federally chartered nonprofit corporation to encourage aviation, provide education and training, foster civil aviation, and maintain an organization capable of assisting the nation in times of emergency. Rather than defining CAP solely by its wartime accomplishments, the charter provided a vision for a permanent organization dedicated to public service and aviation education.

Prior to its Congressional charter, CAP would prove its use outside of wartime by assisting the Army Air Corps with search and rescue operations. In January 1974, the Federal Aviation Administration would require the inclusion of emergency locator transponders (ELT) in all civilian aircraft. By June 6, 1975, there would be approximately 450 reports of ELT activations each month, though many were inadvertent due to hard landings and similar circumstances. By this time, standard practice from inland search and rescue, located at Scott AFB, was to engage CAP to perform the actual search. This practice would help establish many of the Emergency Services practices and missions that exist today.

The creation of the United States Air Force as a separate military branch on September 18, 1947, further shaped CAP's future. Recognizing the organization's proven capabilities and nationwide volunteer network, Congress passed Public Law 80-557 on May 26, 1948, designating Civil Air Patrol as the official civilian auxiliary of the U.S. Air Force. This relationship strengthened CAP's ties to military aviation while preserving its identity as a volunteer organization. It also established a partnership that continues to define CAP's mission and culture today.

During the 1950s, Civil Air Patrol transitioned from a wartime support organization into one focused on community service, emergency response, and aerospace education. Search and rescue became one of its primary responsibilities, with CAP aircrews assisting federal, state, and local authorities in locating missing aircraft and supporting disaster response efforts. Improvements in aircraft, communications, and standardized training enabled CAP to respond more effectively to emergencies, reinforcing its reputation as a dependable national resource.

The cadet program also matured significantly during this period. While wartime cadets had been introduced to aviation and military customs in preparation for national service, the postwar program increasingly emphasized leadership development, character, citizenship, physical fitness, and aerospace education. Structured achievements and promotions gave cadets clear goals while preparing them for leadership roles both within CAP and in their communities. Many graduates continued into military service, aviation careers, and public service, extending CAP's influence well beyond its membership.

By 1960, Civil Air Patrol had successfully transformed itself from a wartime necessity into a permanent institution serving the nation in peace as well as war. Its Congressional charter, designation as the official auxiliary of the U.S. Air Force, and expanding missions in emergency services, aerospace education, and cadet development established the framework that still guides the organization today. The years immediately following World War II ensured that CAP's legacy would not rest solely on its wartime achievements, but on its enduring commitment to volunteer service, leadership, and the advancement of American aviation.

References

Blazich Jr., Frank A. 2020. *"An Honorable Place in American Air Power" Civil Air Patrol Coastal Patrol Operations, 1942-1943.* Maxwell AFB, AL: Air University Press.

Miller, B.P. 1976. *A Review of the Economic Implications of the National Academy of Engineering 1794 Study of the Potential Application of Space Systems.* Washington, DC: National Aeronautics and Space Administration.

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Squadron Updates:

- **155th Composite Squadron**
  - 30 Cadets on Roster
  - Completed Great Start Program
  - Did an Open House
  - Prepared for Summer Activities
- **Omaha Composite Squadron**
  - 46 Cadets on Roster
  - Had a Bowling event
  - One Cadet achieved Wright Brothers Award
  - 2 Prospective Cadets
- **Lee Bird Composite Squadron**
  - 22 Cadets on Roster
  - Participation in outside of Wing Activities
- **Offutt Composite Squadron**
  - Participated in SAC Museum Cleanup
  - 8-10 Cadets completed Orientation Flights
  - Emergency Services Training

****No updates from 99th, Burke, Fremont, or Tri-Cities squadrons at the time of publication.**

SCHEDULE:

July - August 2026

Month	Date (s)	Topic	Length	Register Via	Location	Name
August	8-9	AE/CP	Wknd	R-Zone	Offutt AFB	Defenders of Freedom Air Show
August	28-30	AE/CP /CS/ES	Wknd	R-Zone	Kansas City, MO	National Conference
August	13&15	AE	Wknd	Email	Burke Highschool	Model Rocketry Day
August	22	CP	Day	R-Zone	SAC Museum	TLC Basic Course In Person Training (Seniors Only)
August	26	CP	Day	Email	None	Deadline for Wing CAC Staff

Key

:CP–Cadet Program CS– Command Staff ES–Emergancy Services AE–Aerospace Education Wknd–Weekend long R-Zone–Registation Zone
TBD–To Be Determined

PROMOTIONS:

Cadets:

Wright Brothers

Adam Cunningham (NE-019)

Rizvai Wick (NE-019)

Caleb Pearce(NE-093)

Delaney Moeller (NE-098)

Samuel Godfrey (NE-010)

Evangeline Godfrey (NE-010)

Mitchell

Alex Duff (NE-019)

Alexander Laporte (NE-002)

Bryce Daniel (NE-093)

Jackson Hooper (NE-094)

Earhart

Molly Fudge (NE-019)

Vanguard Discount Codes:

July: IGJUL2026, XJUL2026 & FBJUL2026

August: IGAUG2026, XAUG2026 & FBAUG2026

September: IGSEP2026, XSEP2026 & FBSEP2026

Always: CAPMAG

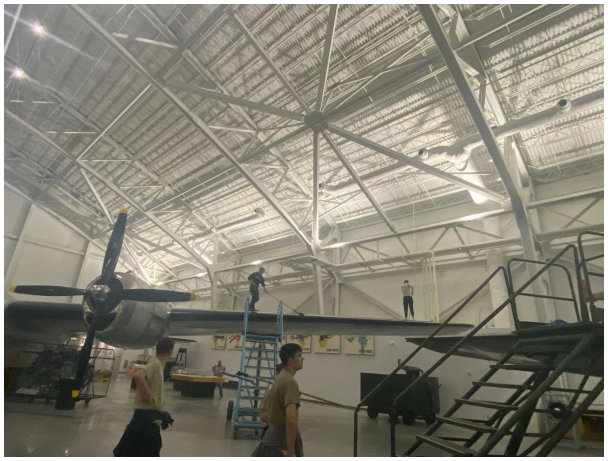
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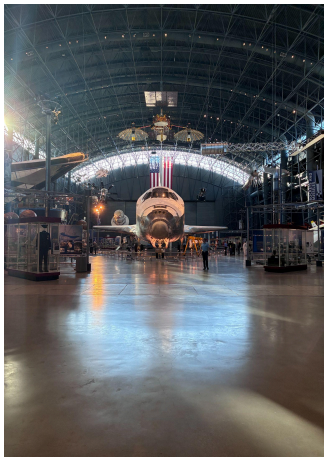

M2


97947










N920CP
N682CP
CIVIL AIR
PATRO
UNITED STATES AIR FORCE AUXIL



CONTACTS:

Wing Commander: Col David Plum

Deputy Wing Commander: Lt Col Roxann Richards

PUBLIC AFFAIRS OFFICERS

Wing Primary: Flight Officer Elijah Daffer

Wing Assistant: TBD

CADET ADVISORY COUNCIL REPRESENTATIVES

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

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

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

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

Columbus Composite Squadron Primary C/TSgt Dohman, Assistant TBD

Fremont Composite Squadron Primary C/CMSgt Mandrakas, Assistant C/SMSgt Martinson

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

Offutt Composite Squadron Primary C/SMSgt Clements, Assistant C/2d Lt Laughbaum

Omaha Composite Squadron Primary C/Capt Hineman, Assistant C/Capt Fudge

Tri-Cities Composite Squadron Primary C/SrA Moeller, Assistant TBD

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

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