

SQUADRON PATCHES
OF THE
IOWA WING,
CIVIL AIR PATROL

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//Signed//
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Iowa Wing (IA-001)



Unit Charter Date: 01 December 1941

Designer: Unknown

Date Approved: 27 June 1949

Approved by: CAP National Headquarters / USAF

Description:

The Iowa Wing emblem contains three elements. The first element is a solid white hawk positioned in the nombril point of the disc. The hawk is positioned with its wings in a “V” shape with its tips at the dexter chief and sinister chief locations. The hawk is facing sinister. The second element, located at the middle base position and within the hawk’s talons, is a green and yellow ear of corn. The third element is the word “IOWA” written in red and located at the chief position. Surrounding the three elements is a thin white circle. The background is Air Force blue.

Significance:

The white hawk represents the state’s nickname: The Hawkeye State. This nickname was chosen as a tribute to the Native American leader, Chief Black Hawk. The hawk is reversed as the patch was designed to be worn on the right shoulder (1949). When the CAP emblem was removed from the uniform’s left shoulder and wing patches moved to the left shoulder, the hawk was never reversed. The shape of the hawk’s wings (a V-shape) is to represent “Victory” in World War II. The ear of corn represents the state as the “The Corn State”.

Previous patches: No other patches exist for this unit

Units:

IA001	Wing Headquarters	Chartered 1941
IA002	Des Moines Composite Squadron	Chartered 1942
IA003	Red Oak Optimist Composite Squadron	Chartered 1942 Deactivated 1991
IA003	Southwest Iowa Composite Squadron	Chartered 2010
IA004	Black Hawk Composite Squadron (previously Waterloo Composite Sqdn)	Chartered 1942 Deactivated 2005
IA005	Burlington Composite Squadron	Chartered 1942
IA007	Northwest Iowa Composite Squadron	Chartered 2004
IA029	Ottumwa Composite Squadron	Chartered: 1942 Deactivated: 1982
IA032	Group II Headquarters	
IA033	Group III Headquarters	
IA033	Sheldon Composite Squadron	Chartered 2008 Deactivated 2010
IA035	Group IV Headquarters	Deactivated: 1970
IA041	Davenport Composite Squadron	Chartered 1942
IA043	Dubuque Composite Squadron	Chartered 1942
IA044	Sioux City Composite Squadron	Chartered: 1942 Deactivated: 1971
IA048	Maquoketa Composite Squadron	Deactivated: 1971
IA049	Des Moines Senior Squadron	Deactivated: 1970
IA051	Cedar Rapids Senior Squadron	Chartered: 1976 Deactivated 2012
IA052	Ames Composite Squadron	Chartered: 1942 Deactivated: 1973
IA053	Iowa City Composite Squadron	Chartered: 1973 (from IA074) Deactivated: 1980
IA057	Council Bluffs Cadet Squadron	Chartered: 1953 Deactivated: 1973
IA058	Burke Composite Squadron (previously Atlantic Composite Squadron)	
IA062	Ankeny Composite Squadron	Deactivated: 1970
IA063	Carter Lake Composite Squadron	Deactivated: 1970
IA064	Delaware County Composite Squadron	
IA065	Ames-Boone Composite Squadron (previously Boone Composite Sqdn)	Chartered: 1969 Deactivated: 1984
IA066	Morning Sun Composite Squadron	Chartered: 1970 Deactivated: 1975
IA067	Estherville Composite Squadron (previous Iowa Lakes Composite Sqdn)	Chartered: 1971 Deactivated: 1997

	(previous Estherville Composite Squadron)	
IA068	Muscatine Composite Squadron	Chartered: 1971 Deactivated: ????
IA069	Council Bluffs Composite Squadron	Chartered: 1971 Deactivated: ????
IA070	Fairfield Composite Squadron	Chartered: 1971 Deactivated: ????
IA071	Webster City Composite Squadron	Chartered: 1972 Deactivated: ????
IA072	Group IV Headquarters	Chartered: 1972 Deactivated: ????
IA072	Des Moines Metro Cadet Squadron	Chartered: 2006 Deactivated: 2014
IA073	West Iowa Senior Squadron (also known as Audubon Composite Sqdn)	
IA074	Iowa City Senior Squadron	Chartered: 1972 Deactivated: 1973
IA074	Motor Rescue Squadron	Chartered: 1975 Deactivated: 1979
IA075	Indianola Composite Squadron	Chartered: 1976 Deactivated: 1980
IA076	Sioux City Composite Squadron	Chartered: 1976 Deactivated: 1977
IA077	Nishna Valley Composite Squadron	Chartered: 1975 Deactivation: ????
IA078	East Iowa Cadet Squadron (previous Cedar Rapids Cadet Squadron)	Chartered: 1976 Deactivated: 2012
IA079	North Iowa Composite Squadron	Chartered: 1976 Deactivated: 1994
IA080	Fort Madison Composite Squadron	Chartered: 1976 Deactivation: ????
IA081	Burlington Cadet Squadron (Briefly Hawkeye Cadet Squadron)	Chartered: 1977 Deactivated: 1982
IA082	Darrell Lerch Composite Squadron Anamosa Repair Squadron	Chartered: 1979 Deactivated: 1993
IA083	Des Moines Senior Squadron	Chartered: 1984 Deactivation: 1998
IA084	Northwest Iowa Composite Squadron	Chartered: 1984 Deactivated: 1986
IA084	Northwest Iowa Composite Flight	Chartered: 2001 Deactivated: 2003
IA085	Waverly Composite Squadron	Chartered: 1984 Deactivated: 1993
IA086	Atlantic Trojan Cadet Squadron	Chartered: 1985 Deactivation: ????

IA087	Southeast Iowa Composite Squadron	Chartered: 1986 Deactivated: 2003
IA088	Siouxland Composite Squadron	Chartered: 1988 Deactivated: 1990
IA088	Buffalo Ridge Composite Flight (Previous Sac County Composite Sqdn)	Chartered: 1993 Deactivated: 2001
IA089	Pocahontas Composite Squadron	Chartered: 1993 Deactivated: 1998
IA090	South Central Iowa Composite Flight (Previous Decatur County Composite)	Chartered: 1998 Deactivated: 2002
IA091	Central Iowa Composite Squadron (Previous Central Iowa Composite Flight)	Chartered: 1999 Deactivated: 2008
IA092	Washington-Brinton Cadet Squadron	Chartered: 2001 Deactivated: 2006
IA103	Hawkeye Composite Squadron	Chartered: 2003 Deactivated: 2006
IA129	Cedar Rapids Composite Squadron	Chartered: 2012
IAR01	Iowa State University ROTC Squadron	Deactivated: 2003
IAR02	University of Iowa ROTC Squadron	Deactivated: 2003
IA999	Iowa Legislative Squadron	
The following Squadrons were created prior to the use of Charter Numbers in 1958:		
	Algona	Chartered: 1943
723-X	Ames	Chartered: 1942
	Battle Creek	Chartered: 1952
723-14	Boone	Chartered: 194?
	Burlington	Chartered: 1942
	Carroll	Chartered: 1943
724-8	Cedar Falls	Chartered: 1943
722-1	Cedar Rapids	Chartered: 1942
	Chariton	Chartered: 1945
721-3	Council Bluffs	Chartered: 1942
	Clarinda	Chartered: 1949
	Clarion	Chartered: 1951
	Clermont (Flight)	Activated: 1942
	Clinton	Chartered: 1943
	Columbus Junction (Flight: Washington)	Activated: 1942
725-1	Davenport	Chartered: 1942
725-3	Davenport (All-girls squadron)	Chartered: 1945
721-1	Des Moines	Chartered: 1942
	Decorah (Flight)	Chartered: 1943
724-2	Dubuque	Chartered: 1942

	Dyersville (Flight)	Chartered: 1943
	Estherville (Flight)	Activated: 1942
723-3	Fort Dodge	Chartered: 1942
	Guthrie Center	Chartered: 1954
	Galena, IL	Chartered: 1943
	Harlan	Chartered: 1951
724-X	Independence	Chartered: 1943
	Iowa City	Chartered: 1943
	Iowa Falls	Chartered: 1945
725-6	Jefferson	Chartered: 1942
	Le Mars	Chartered: 1943
	Manchester (Flight)	Chartered: 1951
724-3	Marion	Chartered: 1942 Deactivated: 1942
724-4	Marshalltown	Chartered: 1942
723-2	Mason City	Chartered: 1942
	Morning Sun (Flight under Washington)	Activated: 1943
725-2	Muscatine	Chartered: 1942
	Oakland	Chartered: 1949
724-6	Oelwein	Chartered: 1943
	Orange City (flight under Sheldon)	Activated: 1943
722-2	Oxford	Chartered: 1942
721-4	Ottumwa	Chartered: 1942
	Pella	Chartered: 1942
	Red Oak	Chartered: 1943
723-8	Rock Rapids (flight)	Chartered: 1946
	Sac City	Chartered: 1943
	Sheldon	Chartered: 1943
	Spencer	Chartered: 1943
723-X	Sioux City	Chartered: 1942
	Storm Lake	Chartered: 1951
	Traer	Chartered: 1946
724-1	Waterloo	Chartered: 1942
	Wesley (Flight under Waterloo)	Activated: 1942
722-6	Washington	Chartered: 1942

*Prior to 1955, units used numbers based on region, wing, group, and squadron. For example, Iowa was the 2nd wing under the 7th region. Group was the third number and squadron was after the hyphen. Therefore, squadron numbers easily changed throughout history as squadrons moved groups and other squadrons were added. In addition, numerous squadrons had detached flights located in other cities. Therefore, it is possible a city, not listed here, had a CAP flight attached to a CAP unit located in another city. It is not entirely clear when a lot of these units were inactivated.

Des Moines Composite Squadron (IA-002)



Unit Charter Date: 1942

Designer: Major Michael Sarcone, Civil Air Patrol

Date Approved: 1995

Description:

The Des Moines Composite Squadron emblem is a shield design composed of three elements. When the emblem was created, the Civil Air Patrol never officially adopted USAF heraldry rules and thus squadrons could use shield or disc designs. In the scroll is the unit name “DES MOINES COMPOSITE SQ” written in blue with a yellow background. The emblem border is black. The first element is the Civil Air Patrol emblem in the sinister chief position superimposed on a USAF blue background. This emblem contains the red tri-prop design and white triangle created during the 1940s. The second element is a downward facing yellow lightning bolt arranged from the dexter chief position to the sinister base position. The third element is a red and white-checkered background.

Significance:

The red tri-prop and white triangle represent the Civil Air Patrol emblem designed during the 1940s from the Office of Civilian Defense emblem. The USAF blue represents the connection with the US Air Force and the sky. The lightning bolt represents the use of technology for search and rescue operations. The red and white checkering was a play on a local incident that became a squadron tradition in the early 1990s. The story is that a CAP member had bought a red and white scarf to wear with the flight suit. During this time, the Des Moines Air National Guard unit wore a red and gold scarf. Since this incident, the red and white checkering became a symbol of the unit. The remaining designs of the emblem hold no symbolic reference according to the designer. They shape and design was chosen based on esthetic design.

The Squadron was renamed in 1983 from the Des Moines Composite Squadron to the Des Moines Cadet Squadron. In 1998, the name changed from Des Moines Cadet Squadron to Des Moines Composite Squadron. In 2006, the name changed from Des Moines Composite Squadron to Des Moines Senior Squadron. In 2013, the name changed from Des Moines Senior Squadron to Des Moines Composite Squadron after the merging of IA-002 and IA-072.

Previous Patches: None known

Southwest Iowa Composite Squadron (IA-003)



Unit Charter Date: 02 December 2010. However, there was a Red Oak squadron prior to the 2010. The IA-003 charter belonged to the old unit, which was formed in the mid-1940s. The original squadron was deactivated on 01 April 1991.

Deactivation: Not applicable

Designer: 1st Lt Jessa Erickson, Civil Air Patrol

Date Approved: December 2010

Description:

The Southwest Iowa Composite Squadron emblem is a shield design composed of three elements. When the emblem was created, the Civil Air Patrol never officially adopted USAF heraldry rules and thus squadrons could use shield or disc designs. The border of the emblem is white. Within the scroll is the unit's name, "SOUTHWEST IOWA COMP. SQUADRON", written in white letters with a maroon background. The background within the shield is USAF blue. The first element, located in the honor point, is a white rising phoenix with a "trinity" knot on its chest. The phoenix is facing sinister. The second element, located at the dexter base, is the unit's motto written in white letters, "ORTUS SUPREMUS". The third element, located in the sinister position, is a white outline of the State of Iowa. Inside the outline are the numbers "003" written in white.

Significance:

The dark blue background represents the connection between the Civil Air Patrol and the US Air Force and the sky. The white border is to represent purity of the mind and body. The red banner is a reminder of the sacrifices for maintaining freedom. The Rising Phoenix represents ability to rise up after falling as the squadron was dechartered in 1991. The trinity knot in the middle represents the three Civil Air Patrol missions (Cadet Programs, Emergency Services, and Aerospace Education). The circle within the knot

represents strength through unity, education, and purpose. The Iowa State outline represents the wing. The motto “Ortus Supremus” means “Rising Above” in Latin. It serves as a reminder to those who wear the patch that the squadron’s mission is not to meet expectations, but to exceed them.

Previous Patches:



No information is available regarding these patches. The circular, orange patch was found in a photo dated from the 1980s. However, the second patch is a copy of the Flying Tigers Patch.

Black Hawk Composite Squadron (IA-004)



Unit Charter date: 1942

Deactivation date: 2005

Designer: Cadet Jason Dolf, Civil Air Patrol

Date Approved: Between 1992 and 1996

Description:

The Black Hawk Composite Squadron emblem is a “modified” shield design composed of three elements. When the emblem was created, the Civil Air Patrol never officially adopted USAF heraldry rules and thus squadrons could use shield or disc designs. The emblem border is USAF blue. The scroll contains a white background with the unit’s name “BLACK HAWK” in black letters. The background of the shield is yellow. The first element is the Civil Air Patrol emblem located at the fess point. This emblem contains a white triangle with a red-tri prop. A blue disc circumscribes the white triangle. The CAP emblem is superimposed onto the second element, a white hawk feather with black veins. The feather’s shaft starts at the dexter base with the rachis ending in the sinister chief position. The third element, “SQUADRON 4”, is written in black letters at the chief position.

Significance:

The blue border represents the connection to the USAF and the sky. The name “Black Hawk” represents the Iowa County that the squadron resided in. This was a memorial to Chief Black Hawk whose tribal land was in eastern Iowa and died in what is now Iowa. The white and black feather, which is supposed to be a hawk feather, is also to represent Chief Black Hawk. The yellow in the background was chosen for its brightness and holds no heraldic significance. The blue disc, white triangle, and red propeller represent the historical CAP emblem. Squadron 4 is due to the charter number 13004.

On 01 October 1978, the name was changed from Waterloo Composite Squadron to Black Hawk Composite Squadron.

Previous patches: None

Burlington Composite Squadron (IA-005)



Unit Charter Date: 1942

Deactivation Date: Not applicable

Designer: Capt William Johnson, Civil Air Patrol

Date Approved: 2009

Description:

The Burlington Composite Squadron emblem is a “modified” disc design composed of four elements. When the emblem was created, the Civil Air Patrol never officially adopted USAF heraldry rules and thus squadrons could use shield or disc designs of any shape. The disc contains a black outer circle. Starting from the dexter position, through the chief position, and ending at the sinister position are the words “BURLINGTON COMPOSITE SQUADRON” written in yellow. The first element, located at the fess point, is an eagle’s head facing the dexter position. The second element is the Great River Bridge located at the middle base position. The third element is a small yellow scroll located at the base position. Within the scroll, written in black letters, is the unit’s designation “NCR-IA-005”. The fourth element is the American flag background located within the black outer disc.

Significance:

The eagle stands for the strength and courage of the squadron’s members. In addition, it represents the freedom for which the Civil Air Patrol defended since its inception in 1941. The US flag is there as a symbol of patriotism and loyalty to the country. The Great River Bridge, a major landmark in the city, represents the dedication to the City of Burlington. The letters are in gold to represent honor, wisdom, and high achievement.

Previous patches: None

Northwest Iowa Composite Squadron (IA-007)

Unit Charter Date: 21 May 2004

Deactivation Date: Not applicable



Designer: Cadet Aisha Grieme, Captain Gary Colvin, and Captain Ann Colvin (original design from the shield designed emblem)

Date Approved: April 2007

Description:

The Northwest Iowa Composite Squadron emblem is a disc design with two 90-degree scrolls composed of five elements. The disc's background is USAF blue with a grey border and lettering. The chief scroll contains the squadron's name "NORTHWEST IOWA". The base scroll contains the organization identification "NCR-IA-007". The first element is the bald eagle located at the fess point. The eagle is forward facing with its wing tips at the dexter chief and sinister chief positions. The bald eagle holds the second element, a grey scepter with a white tip, in its talons. The grey scepter is located at the nombril point and is facing sinister. Both the eagle and the scepter are superimposed on the third element, a red tri propeller located at the fess point. The blades are oriented in the middle chief, dexter base, and sinister base positions. On the middle chief blade rests the fourth element, a gold crown with a diamond in the middle. The fifth element is the white lettering "Noble Eagle" located at the middle base position.

Significance:

The blue background symbolizes the sky and the Civil Air Patrol's connections with the US Air Force. The red propeller symbolizes that Northwest Iowa is an integral part of the CAP Program. The blades represent the three missions of the Civil Air Patrol. The eagle symbolizes both the "Noble Eagle" and the US. The crown and scepter symbolize the nobility that Northwest Iowa upholds. The white tip of the scepter symbolizes the purity of the members of this unit. The small, single diamond on the crown symbolizes that though small and currently geographically isolated, the unit is a valuable element to the Iowa Wing.

The squadron was officially chartered in 2004. However, the unit was a flight under the Central Iowa Composite Squadron from 2002. The founding members were inspired by the horrific acts on 11 September 2001 and wanted to serve their community. The name Noble Eagle was chosen from the 14 September 2001 Operation Noble Eagle, which was a military homeland security mission. Originally chartered as Northwest Iowa Composite Flight, the name was officially changed on 09 Jan 2006.

Previous patches:



Designer: Cadet Aisha Grieme, Captain Gary Colvin, and Captain Ann Colvin

Date Approved: 2004

Description:

The Northwest Iowa Composite Squadron emblem is a shield design composed of five elements. When the emblem was created, the Civil Air Patrol never officially adopted USAF heraldry rules and thus squadrons could use shield or disc designs. The scroll contains a grey background with black lettering “NORTHWEST IOWA COMPOSITE”. The border of the emblem is black. The background of the shield is USAF blue. The first element is the bald eagle located at the fess point. The eagle is forward facing with its wing tips at the dexter chief and sinister chief positions. The bald eagle holds the second element, a grey scepter with a white tip, in its talons. The grey scepter is located at the nombril point and is facing sinister. Both the eagle and the scepter are superimposed on the third element, a red tri propeller located at the fess point. The blades are oriented in the middle chief, dexter base, and sinister base positions. On the middle chief blade rests the fourth element, a gold crown with a diamond in the middle. The fifth element is the white lettering “Noble Eagle” located at the middle base position.

Significance:

The blue background symbolizes the sky and the Civil Air Patrol's connections with the US Air Force. The red propeller symbolizes that Northwest Iowa is an integral part of the CAP Program. The blades represent the three missions of the Civil Air Patrol. The eagle symbolizes both the "Noble Eagle" and the US. The crown and scepter symbolize the nobility that Northwest Iowa upholds. The white tip of the scepter symbolizes the purity of the members of this unit. The small, single diamond on the crown symbolizes that though small and currently geographically isolated, the unit is a valuable element to the Iowa Wing.

Davenport Composite Squadron (IA-041)



Unit Charter Date: 1959

Deactivation Date: Not applicable

Designer: The Seniors and Cadets of Davenport Composite Squadron. The death of Captain Jeffrey Smith (for details, see the patch heraldry section and the LA Times article) was felt deeply by the entire squadron. Therefore, the entire squadron decided to commemorate the native Iowan in the design of the patch. Of particular note, the VMA-214 Commander and the Inspector General approved the patch design.

Date Approved: 1992

Description:

The Davenport Composite Squadron emblem is a “modified” disc design composed of three elements. When the emblem was created, the Civil Air Patrol never officially adopted USAF heraldry rules and thus squadrons could use shield or disc designs. The disc design contains a white background with a black border. Starting at the dexter chief position and ending at the sinister chief position through the chief position are the words “DAVENPORT COMPOSITE SQUADRON” written in sky blue. The first element is located at the fess point. This element is an exact copy of the Black Sheep Squadron (VMA-214) emblem. Within this emblem is an F4U Corsair located at the chief position. There is a black band moving from the dexter base position to the sinister chief position. At the fess point (relative to the Black Sheep emblem) is a circle of 12 light blue five-pointed stars. At the dexter chief position is a black ram facing the sinister position. The second element starts at the dexter position and ends at the sinister position passing through the base position. This includes the words “IN MEMORY OF CAPTAIN JEFFREY SMITH” written in red. The third element contains three words written in sky

blue. These are “USAF” located at the dexter position, “13041” at the chief middle chief position, and “CAP” at the sinister position.

Significance:

The patch prominently displays the infamous WWII Black Sheep Squadron emblem (VMA-214). The plane is an F4U Corsair, which was the second type of aircraft flown by the squadron (1943-1945). The original aircraft was the F4F Wildcat (1942). The name was adopted supposedly due to the fact that the Marine Corps did not originally support the squadron. Captain Jeffrey Smith, USMC, was an AV-8B Harrier pilot assigned to VMA-214. He volunteered to fly his aircraft to the Quad Cities Airshow since he was from Coggon, Iowa and had studied Engineering at Iowa State University. During the airshow, CAPT Smith interacted extensively with the Davenport Composite Squadron and was especially kind to the squadron’s cadets. On his departure following the Airshow, the Harrier aircraft experienced engine failure. He crashed at Davenport, Iowa on 29 June 1992 and eventually died a few days later. CAPT Smith was buried on 04 July 1992 in Coggon, Iowa. The LA Times article from 17 December 2002 is attached at the end of this.

Previous Patches:



Description:

This patch is unknown as to when it was worn and who designed it. The previous Davenport Composite Squadron emblem is a shield design composed of four elements. When the emblem was created, the Civil Air Patrol never officially adopted USAF heraldry rules and thus squadrons could use shield or disc designs. The border of the shield is USAF yellow. The scroll has a white background and “13041 AIR RESCUE & RECOVERY” written in red letters. The shield is divided into quarters going from chief to base and sinister to dexter. The dexter chief quarter contains a yellow background with a white “angel” wing. The sinister chief quarter contains a white background with a yellow radio antenna with four yellow electrical bolts originating from the top. The dexter base contains a red background and a white “Star of Life”. The sinister base has a yellow background with a white State of Iowa. There is a red five-pointed star representing the location of the Iowa Wing.

Significance:

The significance of the yellow or red are unknown. The white wing represents the critical air component of the Civil Air Patrol. The antenna with electrical bolts represents the communications ability during a disaster. The “Star of Life” represents the rescue abilities of the Civil Air Patrol during a search and rescue operation. The outline of Iowa represents the Iowa Wing with a red star demonstrating the basic location of the squadron.

At Least We Got to Kiss Him Goodbye

By Kevin Sack, L.A. Times Staff Writer

Directly copied from the LA Times website (www.latimes.com)

COGGON, Iowa — Through the viewfinder of his mother's video camera, Jeffrey Smith looked the picture of Marine Corps confidence in the moments before takeoff on June 29, 1992.

Fit and trim in his olive flight suit and aviator shades, the 29-year-old pilot flashed a Tom Cruise smile as he made his final preflight checks. He walked around the wings of his AV-8B Harrier, inspected the flaps and climbed nearly all the way into the huge conical intakes, surveying the fan blades for any hint of damage.

"No gremlins in there," he reported.

Then he pulled on his helmet and clambered into the cockpit. He fired up the Harrier's engine, which responded with its trademark screaming whistle, and gave a final thumbs-up and a waved farewell to his mother and father. Smith taxied the plane to the end of the runway, and paused like a bull getting ready to charge.

As they watched from the tarmac, Ronnie and Donna Smith could not have been prouder of their son.

After an eight-month deployment in Japan, he was thrilled to be back on American soil, reunited with his wife, Dee, and discovering the heart-tug of fatherhood with the 6-month-old daughter who had been born in his absence.

With 619 flight hours under his belt, he had recently been promoted to captain and clearly felt in command of his plane. While overseas, he had worked himself into top physical shape. His parents could feel the muscles when they hugged him goodbye.

"He just seemed invincible," Donna Smith said.

It is a word used often to describe the 45 Marines who have died in noncombat accidents involving the Harrier. They always appeared that way before they climbed into their planes, so utterly self-assured, like the all-American heroes of some old black-and-white movie.

It was part of the culture. They were among the best aviators in the country: bright, brave, ambitious, dedicated to the Marines and to the Harrier's mission of protecting troops on the ground, like airborne big brothers.



Many gravitated to the single-seat Harrier precisely because of its daredevil appeal. The pioneering aircraft can ascend like a helicopter and then speed off like a jet, and its uniqueness has made it both the most captivating and the most dangerous plane in the U.S. military.

During his training, Jeff Smith had called his father any number of times with news of Harrier crashes. With 143 major accidents in its 31 years of service, the Harrier's accident rate is significantly higher than those of comparable combat planes.

Jeff always had an explanation -- the pilot or some mechanic had fouled up -- and he promised to spend extra time in the simulator, practicing emergency procedures.

"I'm ahead of it, Dad," he'd say.

But as they watched that day, under a sky the color of faded denim, Ronnie and Donna Smith came to understand that even the most conscientious pilot can only do so much to stay ahead of the Harrier.

The Smiths, with their thick hands and sun-weathered faces, are about as Iowa as you can get. Jeff was the second of five children, all of whom pitched in on the 1,700 acres the family farmed in the "Field of Dreams" lushness of eastern Iowa.

Until they got caught short in the credit crunch of the 1980s and sold off much of their land, the Smiths planted corn and soybeans and alfalfa and raised beef cattle and hogs.

Jeff weeded beans by hand and cared for 30 or so of the hogs, including his prize pets, Pork Chop and Sauerkraut, so named because Donna had once threatened to make that meal of them if they kept rooting around in her garden.

Always mechanically inclined, Jeff loved tearing down the tractors and was captivated by the new technology of farming, like using computers to set the depth and width of the rows.

He wrestled in high school, as Iowa boys are expected to do, and narrowly missed making the state tournament.

But from his earliest days, Jeff Smith's real passion was speed.

As a youngster, he raced down country roads in his father's red Cockshutt tractor. His driver's education teacher warned his parents that their son had "the heaviest damn foot" he'd ever seen.

When Jeff got his driver's license, Donna Smith predicted that her little hellion would take no more than 30 days to smash his first car. He made it to 29, when he drag-raced his 1964 Mustang into a telephone pole and nearly sliced off his scalp.

Later in life, he would take his red Corvette into the repair shop, complaining that "it shakes a little at 130."

Cars were fast. But airplanes were really fast.

While Jeff was studying engineering at Iowa State, Ronnie Smith bought a used Cessna 170 and learned how to fly.

His father's four-seater captured Jeff's imagination, particularly when Ronnie took the kids "cloud-chasing" by pulling the nose into a steep climb and giddily slamming through puffy cumulus formations.

Jeff Smith already sensed that farming was not going to be demanding enough for him. Flying, he thought, just might be his escape.

He started going to air shows around the Midwest. As soon as he graduated from college, he joined the Marines and trained as an aviator in Pensacola, Fla. He finished high in his class and was assigned to fly the Harrier. He liked that it was a single-seat airplane that forced the pilot to rely on his own instincts and skills.

He had himself photographed in the cockpit of a Harrier and sent the picture back home with an inscription: "Eat your heart out, Chuck Yeager."

When his wife once remarked that he could have made more money as an engineer, Smith responded, "Yes, I could have, but not one of them will ever pull four Gs in his life."

On that June weekend in 1992, it was Smith who was featured at the air show. After returning from Asia, he had wrangled a trip home by offering to fly a Harrier to the Quad City Air Show in Davenport.

His parents flew the Cessna in from Coggon (population 745 -- "Some Bigger, None Better") and they spent the weekend catching up in a shared motel room and attending the wedding reception of a close friend.

Jeff kept the groom up so late in the hotel bar, regaling him with tales of Marine Corps adventures, that the bride finally surrendered and retired to bed alone.

Smith was as happy as he had ever been. Everyone could see it.

After all his world travels, he seemed nostalgic for Iowa, and remarked on how green the fields were.

"Of all the people in the world," he told his parents, "Iowa people are the best."

His friends noticed a new maturity about him, an interest in family and future that seemed almost ill-fitting.

"I really feel lucky," he told Doug LeClere, a high school wrestling buddy. "I feel like I've got

the world by the tail."

On Sunday night, after the air show had closed, Smith told his mother he couldn't believe how happy he was.

"Oh, Jeff, don't say that," she responded. "That's just what Jay said to me."

Three years earlier, Jeff's 17-year-old brother, Jay, had been driving a car that was T-boned by a pickup truck. One of his sisters watched the crash from another car. Donna Smith, who was following only minutes behind, came upon the wreckage in time to see the paramedics loading her youngest child into an ambulance.

Jay didn't make it. That left just the three girls and Jeff.

On the Monday morning after the Quad City Air Show, Ronnie Smith, by then a part-time home-builder, had hoped to fly home early. He had work to do. But his wife persuaded him to stay long enough to see Jeff soar away toward his base in Yuma, Ariz. After all, they had never seen him fly the Harrier.

The Smiths walked down the runway with their son as he picked up rocks and other debris and tossed them to the side, like a golfer preparing the green for a long, clean putt.

Looking at the farmland around him, Jeff joked to his parents: "Well, one thing about it, if I have to abort, at least I'll be in an Iowa cornfield."

His mother chided him for even thinking that way.

"Well, Mom," she recalled him telling her, "that's what they teach us. You have to think about the possibilities. If you have to abort, where can you go, because the main thing is public safety. They don't want you to hit buildings or anyplace people will be."

Donna Smith didn't want to think about that. "This is ingrained in his head from his training," she told herself. "Why would anything go wrong?"

As Smith began his race down the runway, everything seemed normal. But as the plane reached 134 mph, the engine's roar seemed to roll back, as if someone had pulled the plug on a vacuum cleaner.

"He's lost power," Ronnie Smith said.

By the time Jeff started to brake, he had sped halfway down the 4,800-foot runway. With his left hand, he pulled the throttle to idle, then yanked back the nozzle control lever so the Harrier's four thrusters rotated as far forward as possible, blasting exhaust out ahead of the plane. Then he throttled back up while pressing the rudder pedals fully forward to activate the antiskid brakes on the main landing gear. His right hand gripped the stick, controlling the steering.

Donna kept filming as a whirl of white smoke enveloped the plane.

"Abort, abort, abort!" Smith yelled into his radio. "I'm aborting!"

But the pilot quickly ran out of runway, and his Harrier veered left across a field and then dipped into a shallow drainage ditch abutting Slopertown Road, shearing off the nose and the main landing gear.

"He's off the runway!" Ronnie Smith screamed. He began chanting beneath his breath, "Eject, eject, eject!"

Though his parents could no longer see him, Smith did eject just as his plane, loaded with 11,000 pounds of fuel, crossed the two-lane blacktop. Seconds after his ejection seat shot him 106 feet high and 151 feet forward, the Harrier jumped another drainage ditch and exploded in a farmer's field, sending up a massive ball of orange flame and billowing black smoke.

"Oh, God, no!" Donna Smith cried as she dropped her camcorder and ran toward the smoke.

As Jeff descended, he made one full swing under an open parachute. But then the wind blew him toward the flames, which melted the orange-and-white parachute panels and cut the pilot loose for a drop of more than 30 feet.

He landed head-first, possibly hitting a fence post, and was found unconscious, his breathing labored, his heart and kidneys bleeding, a leg broken.

When Ronnie Smith got near enough to see his son's helmet, all dented and smashed, he knew the prospects were grim. At Mercy Hospital in Davenport, the doctor told the distraught parents that Jeff's brain "was just scrambled."

Before sunrise the next morning, Jeff's wife, Dee, and infant daughter, Skylar, flew in from Yuma. The couple had married three years earlier after a courtship that began when Smith visited Dee's hometown of Pensacola on spring break.

The baby was born in Yuma while Smith was in Japan, but Dee scented her crib sheets with his cologne and played audiotapes of him reciting nursery rhymes. When he returned, only a month before his accident, he fell quickly in love with his "princess," even when she was smearing mashed carrots across his chest.

Once the family had gathered at the hospital, the doctor informed them there had been no sign of brain activity. They paid Jeff a final visit, with Dee holding his blistered hand and kissing his swollen forehead.

Then they ordered him removed from life support.

They buried him on the Fourth of July at Mount Clark Cemetery, near his hometown of Coggon.

His slate-gray tombstone bears etchings of his portrait on one side and a Harrier on the other.

A Marine Corps investigation concluded that even though Smith was an attentive and knowledgeable pilot, he probably stayed with the plane too long in trying to minimize damage and protect bystanders. Had he ejected sooner, the investigators wrote, he might have survived.

Other pilots speculated that an initial second or two of indecision in his 25-second abort may have cost Smith his life. But Ronald V. Deloney, his commander in Yuma, said there "was no indication of any pilot error."

In the months before the fatal crash, mechanics had noted a number of minor problems with the plane that had not been fixed -- fluid leaking from a nose strut, worn rudder mounts, a light that needed replacing.

But only after a detailed engineering analysis did investigators identify the most likely cause of the engine's deceleration: a tiny L-shaped piece of plastic debris, 7/100ths of an inch long and 2/100ths of an inch wide, that had choked the flow of fuel.

The Marines never determined exactly how the shard of plastic found its way into the engine. But the Smiths are, in Ronnie's words, "disgusted" that it was not discovered.

"If it's something that broke loose, it's one thing," he said. "But if they just didn't clean it or get the piece out, that'd be pretty hard to take."

Donna Smith remains bewildered.

"The Marines are so meticulous about everything," she said. "I couldn't believe something like this could get by."

The Smiths' friends wondered how much heartbreak the family could bear. For the second time in three years, they had witnessed the death of a son.

But in some odd way, Donna Smith was glad she was there. While Jeff was overseas, she had always feared getting one of those solemn calls from a faceless colonel or chaplain.

"This way," she said, "at least we got to kiss him goodbye."

A decade later, Dee has remarried, had another child and divorced. She lives in Cedar Rapids, not far from the Smiths. Five years ago, she was a bridesmaid in a wedding in which both the bride and the maid of honor were also Harrier widows.

Skylar, now 11, is increasingly curious about the father she never knew. Her teacher recently assigned her to write a paper about an American hero. She didn't have to look far for her subject.

Donna and Ronnie deal with Jeff's loss in different ways. Ronnie likes to watch the video, over

and over, to see his handsome young son flash him that confident thumbs-up. Donna, by contrast, has never brought herself to view it.

Ronnie likes to fly the Cessna to the airfield in Davenport, where a stone monument erected by family and friends now stands as "an eternal salute from a pilot to his colleagues" in Yuma's famed Black Sheep Squadron.

Donna sobs at every telling of the story, as if she is seeing it all again, and dissolves on Memorial Day when the bugler blows taps.

Even as they wonder whether greater vigilance by the Marines might have saved their son, the Smiths have tried to move on. They comfort themselves with the embrace of friends and the regularity of work. They still have three daughters to cherish.

But it hasn't been easy.

"After Jay was killed, I didn't think I was ever, ever going to get over that," Donna said. "And after Jeff was killed, I couldn't believe that God was doing it to us again. A lot of people fall back on their faith. We didn't. We abandoned it."

Once devout Catholics, the Smiths stopped going to church. It's not that they don't believe in God. But they do think he sometimes turns away.

And so even on the days when she feels God's presence in the tallness of the corn or the pink sunset over the fields, Donna Smith cannot help but ask why she lost both of her boys.

Dubuque Composite Squadron (IA-043)



Unit Charter Date: 04 July 1993. Unit was chartered prior to 1993, but was deactivated on 06 August 1983. From 1983 until 1993, the unit remained deactivated.

Deactivation Date: Not Applicable

Designer: Lt Col Mausser created the concept, while 1st Lt Griffin Hamilton created the design.

Date Approved: 2005

Description:

The Dubuque Composite Squadron emblem is a shield design composed of two elements. When the emblem was created, the Civil Air Patrol never officially adopted USAF heraldry rules and thus squadrons could use shield or disc designs. The scroll has a white background with black letters that read "DUBUQUE COMPOSITE SQUADRON". The emblem has a black border. The first element is the bald eagle located at the nombril point. The eagle is facing the Dexter position with its head at the Dexter position. The eagle's wings are located above the eagle with the wing tips at the dexter chief and sinister chief positions. The eagle's talons are stretched out in front. The second element is the background, which is divided into three equal portions from a dexter chief to sinister base orientation. The dexter base area is red, while the center is white, and the sinister chief area is blue.

Significance:

The red, white, and blue represent the colors of the United States. The eagle represents a major hallmark for the City of Dubuque: the bald eagle population along the Mississippi River.

Previous patches: None known

Cedar Rapids Senior Squadron (IA-051)



Unit Charter Date: 1979. Cedar Rapids Composite Squadron (chartered in 1941) was split into the Cedar Rapids Senior Squadron and the East Iowa Cadet Squadron in 1979.

Deactivation Date: November 2012. The unit merged with the East Iowa Cadet Squadron (IA-078), which was also deactivated. The new combined unit was designated as Cedar Rapids Composite Squadron (IA-129).

Designer: 1st Lt Robert Cummings, Civil Air Patrol

Date Approved: Between 1994 and 1997

Description:

The Cedar Rapids Senior Squadron emblem is a shield design composed of three elements. When the emblem was created, the Civil Air Patrol never officially adopted USAF heraldry rules and thus squadrons could use shield or disc designs. The emblem contains a red scroll and the words "SENIOR SQUADRON" in white letters. The border of the emblem is red. The background of the shield is USAF blue. The first element is an eagle located at the honor point. The eagle is facing sinister with its head at the dexter sinister position. Within the eagle's talons is a red scroll with the words "SEMPER VIGILANS". The second element is a green State of Iowa with a red star. The third element is the words "IOWA WING" located at the chief position and "CEDAR RAPIDS" located at the base position.

Significance:

The blue background, red trim, and white lettering is to represent the US colors. The State of Iowa outline represents the Iowa Wing. The red star represents the location of the unit within the state: Cedar Rapids, Iowa. The eagle is derived from the former Air Defense Command patch, which the designer served under while in the US Air Force. It represents the eagle displayed on the Iowa flag. The eagle is carrying a banner in its

talons, which reads “Semper Vigilans” (CAP motto). This is Latin for “Always Vigilant”. The original design had major Iowa rivers drawn, but were eliminated due to production requirements.

Previous patches: None

Des Moines Metro Cadet Squadron (IA-072)



Unit Charter Date: 13 July 2006

Deactivation Date: February 2014

Designer: Capt Betty Kelly and C/Capt Amanda Veen

Date Approved: 2006

Description:

The Des Moines Metro Cadet Squadron emblem is a “modified” shield design composed of four elements. When the emblem was created, the Civil Air Patrol never officially adopted USAF heraldry rules and thus squadrons could use shield or disc designs. The base scroll has a read background and the unit’s name “Des Moines Metro Cadet Sqdn” written in black letters. The emblem’s border is black. The scroll at the chief position contains a red background and the words “SEMPER VALIOUS, SEMPER PROMPTUS” written in black. The first element is the black City of Des Moines skyline with the black glider. The skyline is located at the nombril point, while the glider is positioned at the honor point. The second element is the yellow and orange sunrise. The third element is the number “72nd” written in white at the middle base position.

Significance:

The squadron patch depicts a CAP glider in flight above the Des Moines skyline, which represents the unit’s location. The motto, “Semper Valious, Semper Promptus” is Latin for “Always Strong, Always Ready”. The “72nd” represents the unit’s charter number 13072. The sunrise is to represent the unit’s rising in the Iowa Wing.

Previous Patches: None

East Iowa Cadet Squadron (IA-078)



Unit Charter Date: 1976. Squadron was activated on 16 February 1976 as the Cedar Rapids Cadet Squadron.

Deactivation: November 2012

Designer: CMSgt Robert Chiafos, USAF (ret.), Civil Air Patrol

Date Approved: 2005

Description:

The East Iowa Cadet Squadron emblem is a disc design with two 90-degree scrolls composed of three elements. The disc's background is USAF blue with a yellow border and lettering. The chief scroll contains the squadron's motto "GET IT DONE". The base scroll contains the organization identification "78TH CADET SQUADRON". The disc contains three elements. The disk is split by the first element, from sinister base to dexter chief, a red arrow, with shaft spreading out from point to base. The second element placed sinister chief is a constellation of three white stars in-circle. The third element, placed dexter base, is a white oil lamp with red flame. Its handle is in the shape of a question mark.

Significance:

The disk and scrolls are outlined, and lettered, in Air Force yellow, symbolizing the sun. The disk and scroll backgrounds are Air Force blue, symbolizing the sky. The arrow represents an ascending aircraft with a contrail, symbolizing mission accomplishment. The constellation of three white stars represents the Civil Air Patrol's three missions: Aerospace Education, Cadet Programs, and Emergency Services. The white oil lamp with a red flame and handle in the shape of a question mark emphasizes the search for

enlightenment in Aerospace Education and Cadet Programs and the search for things that are lost in Emergency Services.

Previous Patches:



Designer: The East Iowa Cadet Squadron senior member staff designed it.

Date of Use: 1998 until 2005.

Description:

The East Iowa Cadet Squadron emblem is a shield design composed of three elements. When the emblem was created, the Civil Air Patrol never officially adopted USAF heraldry rules and thus squadrons could use shield or disc designs. The scroll has a white background the words “EAST IOWA CADET SQUADRON” written in USAF blue. The border of the emblem is yellow. The shield contains a grey background. The first element is located at the nombril point. This is the Iowa state flag. The second element, located at middle chief, is the Civil Air Patrol pilot wings. The wings are outlined in black with a blue disc, red tri propeller, and white triangle in the center. The third element is located at the chief position and base position. These are the red words “CIVIL AIR PATROL” and “13078”, respectively.

Significance:

The reason for choosing a grey background is unknown. The USAF yellow represents the sun. The Iowa state flag is to represent the Iowa Wing and the “East Iowa” squadron. The Civil Air Patrol pilot wings represent the air component to the organization. The numbers “13078” denote the squadron’s charter number.

Waverly Composite Squadron (IA-085)



Unit Charter Date: 1984

Deactivation: December 1993

Designer: Cadet Darren Thurm, Civil Air Patrol

Date Approved: 1988

Description:

The Waverly Composite Squadron emblem is a shield design composed of three elements. When the emblem was created, the Civil Air Patrol never officially adopted USAF heraldry rules and thus squadrons could use shield or disc designs. The emblem contains a grey scroll with the words "THUNDERBOLT SQUADRON 13085" written in black. There are five red "tear drop" shaped elements located between Thunderbolt and Squadron. The emblem's border is red around the shield and black around the scroll. The first element, located at the fess point, is a black and red "bullseye" that is divided into quarters (chief to base and dexter to sinister). The second element, the Civil Air Patrol red tri propeller and white triangle, is located at the base position. The third element is a red lightning bolt with its tip ending at the center of the bullseye. It is at a diagonal position from running from sinister chief to fess point.

Significance:

The squadron was officially named the Waverly Composite Squadron. However, the unit used the name Thunderbolt Squadron as a nickname. Based on interviews with former members, the exact reason why Thunderbolt was chosen is no longer known. The patch was heavily influenced by the USAF Weapons School patch and the Red Flag patch according to Lt Col Darren Thurm, USAF and Lt Col Steve Palmquist, CAP. Why this was chosen is unknown. The tri propeller and white triangle represent the Civil Air Patrol emblem. The red "tear drop" shaped items in the scroll are unknown as to significance. The red lightning bolt is unknown as to significance.

Previous Patches: None

91st All Iowa Squadron (IA-091)



Unit Charter Date:

East Iowa Cadet Squadron Central Flight: Spring 1997

Central Iowa Composite Flight: June 2000

Central Iowa Composite Squadron: February 2001

91st All Iowa Squadron: 2006

Deactivation Date: September 2008

Designer: Captain Trevor Henderson, Civil Air Patrol

Date Approved: 2006

Description:

The 91st All Iowa Squadron emblem is a disc design with two 90-degree scrolls composed of three elements. The disc's background is black with a yellow border and lettering. The chief scroll contains the squadron's motto "PRO NOSTRUM VICINUS". The base scroll contains the organization identification "91st ALL IOWA SQUADRON". The first element, located at the fess point, is a straight facing Rising Phoenix with its wings curved and connected above its head. Within the wings is a black "spade". The first element is superimposed over the second element, the State of Iowa outline. The state is also located at the fess point. Iowa is divided into thirds with the dexter being USAF blue, middle being white, and sinister being red. The third element, "NCR-IA-091" written in yellow, is located at middle base.

Significance:

The patch was designed using the phoenix from the previous squadron emblem. The phoenix represented the raising up from the ashes for the squadron as the previous Ames-Boone squadron was dechartered in 1984. The spade is to symbolize the "Ace of Spades". The blue, white, and red within the State of Iowa represent the Iowa flag.

NCR-IA-091 is the charter number of the unit. The motto “Pro Nostrum Vicinus” means “For Our Neighbor”.

Previous Patches:



Designer: Captain John Halbrook and Jim Curry

Date Approved: February 2001

Description:

The Central Iowa Composite Squadron emblem is a shield design composed of four elements. When the emblem was created, the Civil Air Patrol never officially adopted USAF heraldry rules and thus squadrons could use shield or disc designs. The scroll contains a grey background and “CENTRAL IOWA COMPOSITE SQ” written in black letters. The border of the emblem is black. The first element, located at the honor point, is a straight facing Rising Phoenix with its wings curved and connected above its head. Within the wings is a blue “spade”. The second element is a sword moving diagonally across the emblem. Its handle is at the dexter base position with its tip at the sinister chief position. The third element is a torch with an orange flame also moving diagonally across the emblem. The flame is located at the dexter chief position and the base at the sinister base position. The fourth element is the background, which is divided using the sword. The dexter chief color is USAF blue and the sinister base color is red.

Heraldry:

The phoenix represents the rising from the ashes as the previous Ames-Boone unit was dechartered in 1984. The inside shape of the phoenix resembles an “Ace of Spades”. The flame represents knowledge and the sword represents the strength. The blue and red colors represent the State of Iowa.

Washington-Brinton Cadet Squadron (IA-092)



Unit Charter Date: 2001

Deactivation Date: 2006

Designer: Lt Col Douglass Tindal, Civil Air Patrol

Date Approved: 2001

Description:

The Washington-Brinton Cadet Squadron emblem is a “modified” disc design composed of three elements. When the emblem was created, the Civil Air Patrol never officially adopted USAF heraldry rules and thus squadrons could use shield or disc designs. The disc border is USAF blue with a white inner circular border. The inside background is a dark blue color. The first element, located at the middle chief position, is a bust portrait of “President George Washington”. The second element is a Civil Air Patrol emblem located at the middle base. The second element is superimposed over the third element. This element contains a white five-pointed star with white wings stretching out. The wing tips end at the dexter chief and sinister chief positions.

Significance:

The background was dark blue to represent the connection with the U.S. Air Force and the sky. The patch contained an image of George Washington, which the City of Washington was named after. The wings represent the Civil Air Patrol flying heritage. The red propeller represents the Civil Air Patrol and its three missions (Aerospace Education, Cadet Programs, and Emergency Services).

Previous Patches: None

Hawkeye Composite Squadron (IA-103)



Unit Charter date: 20 October 2003

Deactivation Date: 20 July 2006

Designer: C/Lt Col Casey L. C. Schroeder, Civil Air Patrol

Date Approved: 20 October 2003.

Description:

The Hawkeye Composite Squadron emblem is a shield design composed of two elements. When the emblem was created, the Civil Air Patrol never officially adopted USAF heraldry rules and thus squadrons could use shield or disc designs. The emblem is bordered in gold with a black background. In the scroll is the unit's name "HAWKEYE™ COMPOSITE" written in gold. The first element is the gold tigerhawk located at the fess point. The tigerhawk is facing sinister as per University of Iowa design. The second element is the crossed swords. The handles are located in the dexter chief and sinister chief position with the tips located at the sinister base and dexter base, respectively. The swords contain grey handles and white and grey blades.

Significance:

The shape of the patch is derived from the AFROTC patch. The color of the patch (black and gold) comes from the Army ROTC patch. The black stands for dignity and determination. The gold stands for loyalty, excellence, and honor. The gold outlines the black because all of the members' dignity and determination are outlined, surrounded, and are apart of their loyalty, excellence, and their honor to the program. The shape and the color were chosen since they are the two military cadet programs in Iowa City.

The Hawkeye logo represents the higher education of the members. Furthermore, it represents that of which both of the military cadet programs are attached to: The University of Iowa. Last but not least, the Hawkeye logo represents the item that has had

the most influence on the city of Iowa City: the University. As per University of Iowa usage rules, the ® logo is located just under the tigerhawk. In addition, the “TM” is located just after Hawkeye as per usage rules.

One sword represents cadets while the other sword represents seniors. The swords represent the strength, courage, and determination of the members that created the unit and which carry it on. The crossing of the swords represents the crossroads that all leaders come upon when faced with a decision. Furthermore, it means that the Cadet Program and Senior Program are not separated from each other in the squadron.

The swords are white and gray to represent the purity of the unit when it was created. The white represents purity of the unit with gray covering parts of the white to represent the different influences that other units had upon unit members. Basically the squadron is pure in its creation but the members are bringing in previous unit experiences.

Previous patches: None

Cedar Rapids Composite Squadron (IA-129)



Unit Charter date: 07 November 2012

Deactivation Date: Not applicable

Designer: Paul Pate

Date Approved: April 2014

Description:

The Cedar Rapids Composite Squadron emblem is a shield design with 120-degree scrolls composed of three elements. The disc's background is USAF blue with a yellow border and lettering. The chief scroll contains the squadron's name "CEDAR RAPIDS". The base scroll contains the organization identification "COMPOSITE SQUADRON NCR-IA-129". The disc contains three elements. The disk is split by the first element, from sinister base to dexter chief, a red arrow, with shaft spreading out from point to base. The second element placed sinister chief is a white eagle facing dexter. The third element, placed dexter base, is a white Iowa outline with a blue five-pointed star.

Significance:

A disk with scrolls appended at top and bottom as used by the East Iowa Cadet Squadron. The disk and scrolls are outlined, and lettered, in Air Force yellow, symbolizing the sun. The disk and scroll backgrounds are Air Force blue, symbolizing the sky. The patch drew elements from both the East Iowa Cadet Squadron and the Cedar Rapids Senior Squadron emblems. The red arrow was drawn from the East Iowa Cadet Squadron emblem. It represents an ascending aircraft with contrail, symbolizing mission accomplishment. The eagle and the State of Iowa were drawn from the Cedar Rapids Senior Squadron emblem. The eagle represents the Senior Squadron. The State of Iowa represents the wing with the blue star representing the location of the unit: Cedar Rapids. Thus, the patch symbolizes the merger between the Cedar Rapids Senior Squadron and

the East Iowa Cadet Squadron. The charter number, IA-129, was requested from National Headquarters, as it is the sum of IA-078 and IA-051.

Previous patches: None

Other Patches:

No known information:



IA-088 Sac County Composite Squadron



Winter Rangers

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