The Fly-By

A Quarterly Publication of the

Southwest Region

April, 2018

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The Fly-By is published quarterly on the first month of each quarter. Deadline for submissions are:

1Q – 20 December
2Q – 20 March
3Q – 20 June
4Q – 20 September

Text may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a .txt or Word .doc/docx, or, if written in another word processor, saved as an .RTF).

Images in JPG format, un-retouched, un-cropped, and at least 1200 x 900 pixels, sent as attachments, never embedded in the document.

Credits: In all cases, please give full grade, name and unit of assignment of

- The article's author(s),
- Photographer, and
- Anyone in the article or appearing in photos.

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Send submissions to the Editor at:

awoodgate@austin.rr.com

Message size limit: 20 MB

SWR Commander's Corner

Listed below are the recipients of the Civil Air Patrol, Southwest Region annual awards for performance in 2017. I sincerely appreciate and congratulate the outstanding volunteers being recognized for their very significant contributions to our organization, communities and nation.

Maj. Gen. Jeanne M. Holm Aerospace Officer of the Year: Maj. Garrick R. St. Pierre, SWR-AR-001

Aerospace Education Teacher of the Year: Capt. Lee J. Guidry, Jr., SWR-TX-810

Frank G. Brewer Memorial Aerospace Awards Cat I, Cadet: Cadet Capt. Michael I. DeGray, SWR-TX-098

Frank G. Brewer Memorial Aerospace Awards CAT II, CAP Senior Member: Lt. Col. Kathleen E. Beauford, SWR-LA-093

Frank G. Brewer Memorial Aerospace Awards CAT III, Ind. /Org. (non-CAP): Ft Worth Air Museum, Texas.

Frank G. Brewer Memorial Aerospace Awards CAT IV, Lifetime Achievement: Lt. Col. Floyd G. Whitehouse III, SWR-TX-441

Cadet of the Year: Cadet Capt. Hannah G. Cheatham, SWR-AR-042

Cadet NCO of the Year: Cadet Chief Master Sgt. Deon K. Bryant, SWR-AZ-064

John V. Jack Sorenson Cadet Programs Officer of the Year: Lt. Col. Victor A. Santana, SWR-LA-001

Character Development Instructor of the Year: Maj. Douglas W. Plummer, SWR-LA-067

Squadron Chaplain of the Year: Chaplain (Maj.) Alan C. Kinsey, SWR-TX-129

Senior Chaplain of the Year: Chaplain (Lt. Col.) Ronny D. Whitt, SWR-001

Communicator of the Year: Maj. Glenn A. Mauger, SWR-NM-084

Norm Edwards Counter Drug Officer of the Year: Maj. Linda S. Merryman, SWR-TX-268

Drug Demand Reduction Member of the Year: Lt. Col. Beverly A. Vito, SWR-NM-083

Director of Finance of the Year: Lt. Col. Laurie A. Lancaster, SWR-TX-001

Colonel Dion E. DeCamp Ground Team of the Year: Group VI Ground Team, SWR-TX-060

Inspector General of the Year: Lt. Col. Todd G. Scioneaux, SWR-LA-001
Col. Edwin W. Lewis, Jr. Incident Staff Member of the Year: Lt. Col. C. Rick Woolfolk Jr., SWR-LA-966
George Texido Legislative Officer of the Year: Lt. Col. Robert A. Beeley, SWR-TX-001
Col. Robert (Bud) V. Payton PAO of the Year: Lt. Col. David G. Finley, SWR-NM-084
Professional Development Officer of the Year: Lt. Col. Carol A. Schaubschlager, SWR-AZ-064
Property Management Officer of the Year: Lt. Col. Philip A. Berchtold, SWR-OK-115
Safety Officer of the Year: Capt. Aloysius Clarence Rebello, SWR-AZ-064
Senior Member of the Year: Lt. Col. Robert Mitchell Allison III, SWR-AR-042
Squadron of Distinction: SWR-AR-083, Fort Smith Composite Squadron
Paul Turner Safety Award: Arizona Wing.

Col. Joe R. Smith, CAP
Southwest Region Commander

Safety is Priority One

Please read the latest issue of The Safety Beacon for timely, seasonal advice at http://members.gocivilairpatrol.com/safety/

Have you taken the ***Operational Risk Management*** Basic, Intermediate and Advanced online courses? Please visit: http://www.capmembers.com/safety/safety_education/

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don't miss the Safety Specialty Track training posted at http://www.capmembers.com/safety/safety-newsletters-2248/
- ***Safety is our Number One Priority.***

How to Submit News Items for this Newsletter

- ***Which Articles Are Best?***

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

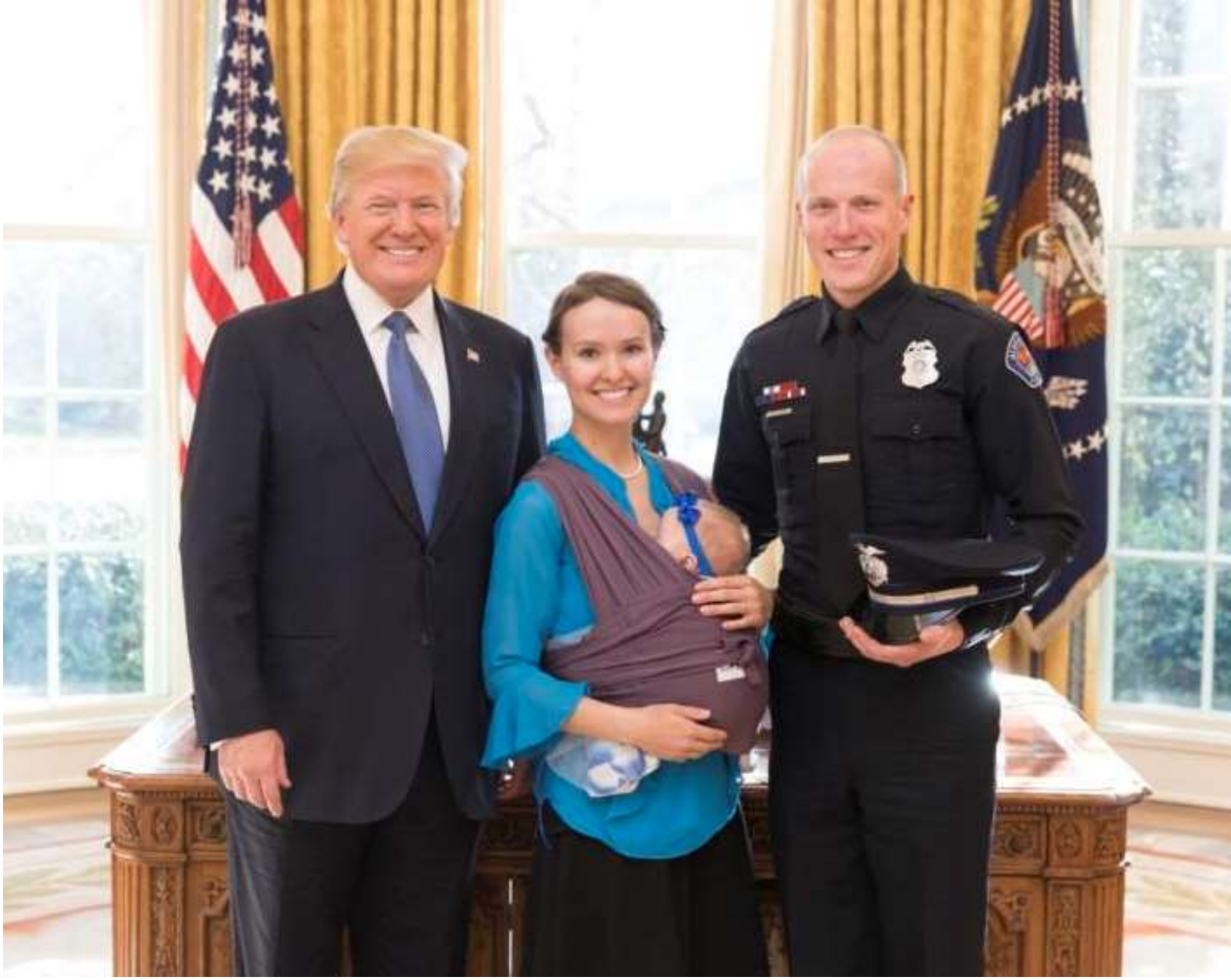
Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

- ***Do I Submit Photos?***

Articles with no photos may not be selected for publication. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments.

- ***If You Have Article Ideas or Suggestions***

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to comment on the material published here, please feel free to contact the editor: awoodgate@austin.rr.com.



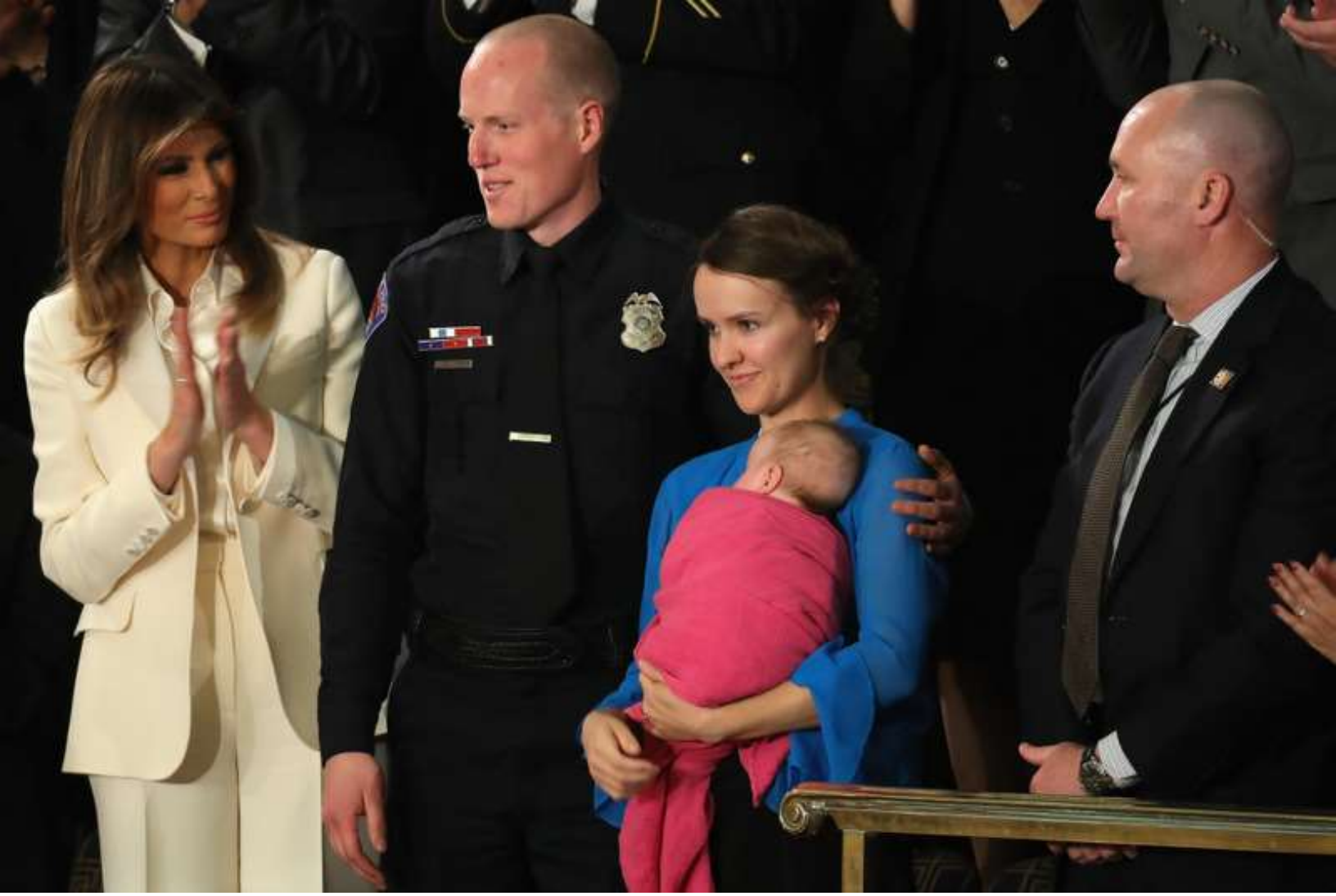
Top: (L-R) President of the United States Donald J. Trump, Rebecca Holets holding daughter Hope, and Albuquerque Police Officer (and former Thunderbird Composite Squadron cadet) Ryan Holets, in the Oval Office of the White House, prior to Trump's State of the Union Address. *(Photo: Courtesy of the Albuquerque Journal)*

President Trump Recognizes Police Officer, a Former New Mexico Wing Cadet

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

WASHINGTON – On Jan. 30, 2018, Albuquerque Police Officer Ryan Holets, an honored guest at President Donald Trump's State of the Union Address, was recognized by Trump for adopting a heroin addict's baby. Civil Air Patrol's New Mexico Wing members also recognized the officer as a former cadet from Albuquerque's Thunderbird Composite Squadron.

Lt. Col. Charles W. Matthews Jr., New Mexico Wing transportation officer and a member of Thunderbird Composite Squadron at that time, confirmed that Holets had been in the squadron at the same time as his son, Capt. Charles W. Matthews III, who was a cadet in the squadron from 2002 to 2008.



Above: First Lady Melania Trump with the Holets family during President Trump's State of the Union Address. *(Photo: Courtesy of Time.com)*

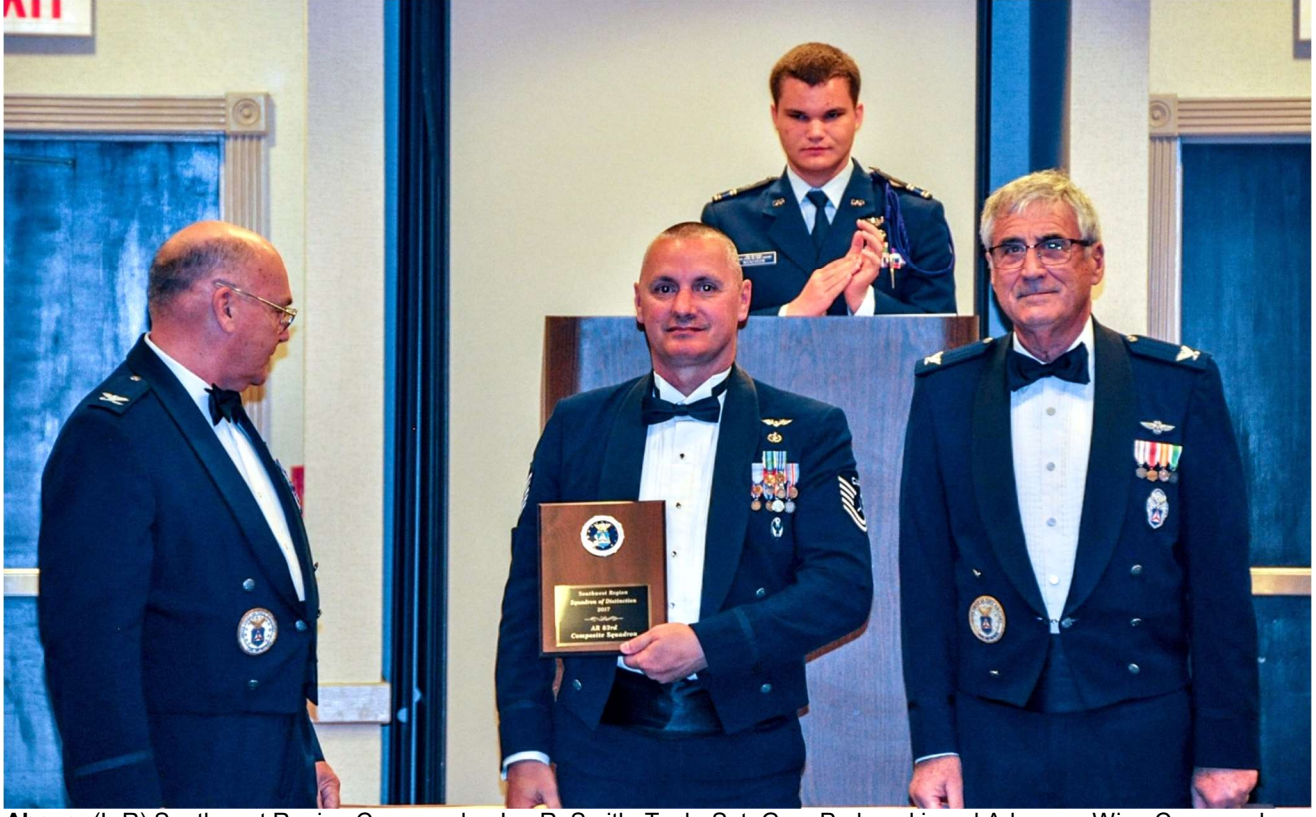
Although the younger Matthews, who now lives in Arizona, could not be reached for comment, Lt. Col. William R. Fitzpatrick, commander of Albuquerque's LBJ Middle School Composite Squadron, was also a member of Thunderbird at the time and knows Holets personally. "I still speak with him," Fitzpatrick said.

Holets was on the news on Sept. 23, 2017, when, as part of a routine patrol of the streets of Albuquerque, he spotted a young couple preparing to inject themselves with heroin. The woman, Crystal Champ, was eight months pregnant. Holets asked her if she knew what the heroin would do to her unborn baby. Champ responded that she knew, but that the drug had absolute control of her life. It was then that Holets – who, with his wife, Rebecca, was raising four children of his own – wanted to adopt Champ's baby.

After consulting with his wife, Holets approached Champ and the baby's father, Tom Key, with the idea, and they agreed to let the Holets adopt their baby. The Holets' adopted daughter, Hope, was born on Oct. 12, 2017. Her birth parents are currently undergoing drug rehabilitation in Florida.

At the State of the Union Address, President Trump praised the Holets' decision, for which they received a standing ovation.

Trump said, "As we have seen tonight, the most difficult challenges bring out the best Americans. Ryan and Rebecca, you embody the goodness of our nation. Thank you."



Above: (L-R) Southwest Region Commander Joe R. Smith, Tech. Sgt. Gary Podgurski, and Arkansas Wing Commander Col. Arthur Formanek. At the podium, Cadet Lt. Col. Coy Nickerson. *(Photo: 2nd Lt. Jonathan McIntyre, CAP)*

Arkansas Wing Squadron Earns Southwest Region Squadron of Distinction

by Maj. M. Scott James, CAP, Arkansas Wing

LITTLE ROCK, Ark. – On April 24, 2018, at the banquet of the Civil Air Patrol's Arkansas Wing Annual Conference, the Fort Smith Composite Squadron was presented an award recognizing it as the Southwest Region Squadron of Distinction for 2018.

The ceremony, led by Arkansas Wing Commander Col. Arthur Formanek, was attended by Southwest Region Commander Col. Joe R. Smith. Representing the Fort Smith Composite Squadron, Squadron NCO Tech Sgt. Gary Podgurski accepted the award, that included an honors streamer that was attached to the squadron's guidon.

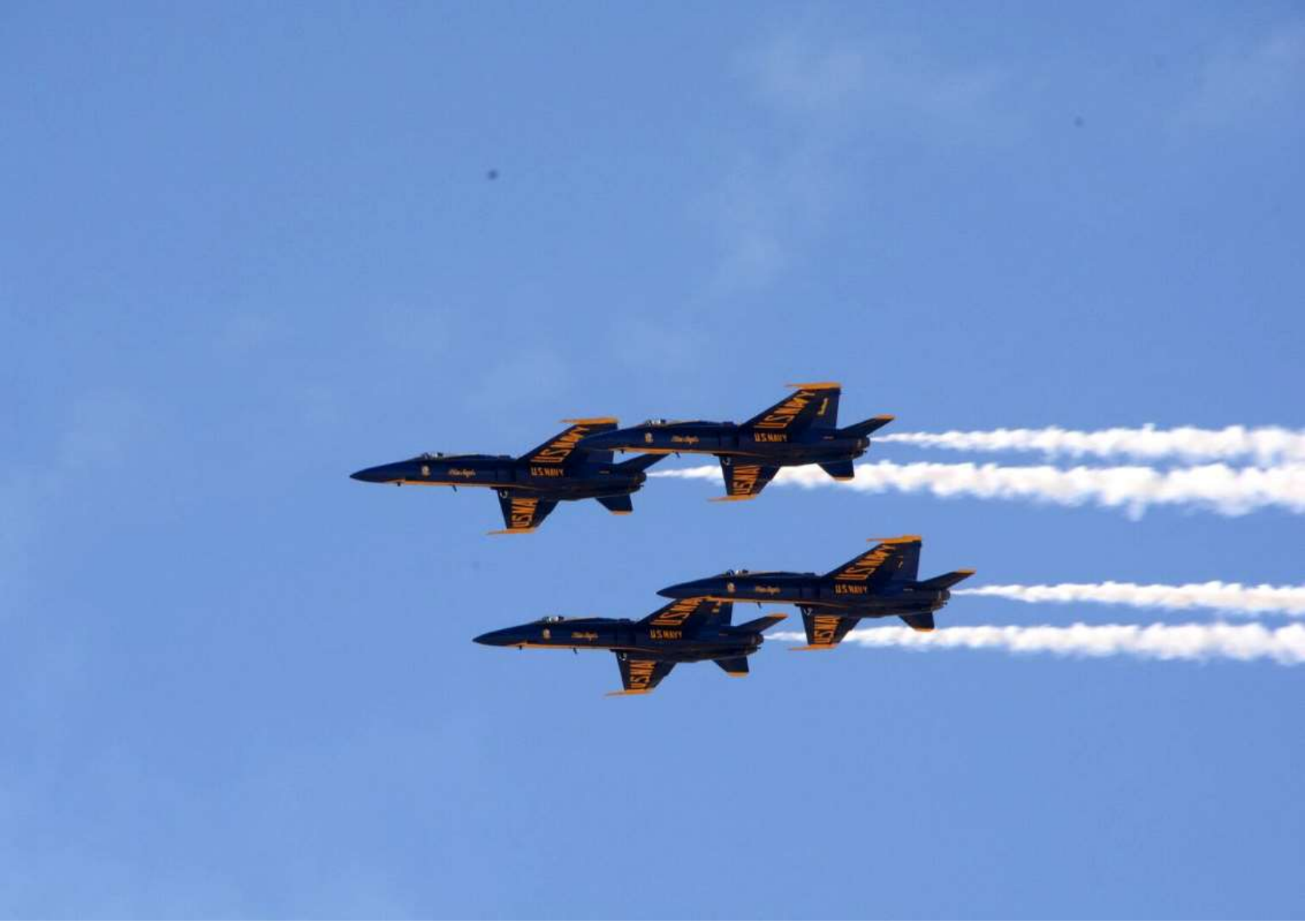
This award denotes meritorious cadet programs performance throughout the previous year. Podgurski said, "It's a privilege to come here and accept this award, on behalf of the 83rd. Only one squadron in the six-state region (Ariz., Ark., La, N.M., Okla. and Texas) can earn this award each year, and the squadron receiving it is the one that has shown the most progress over the previous year. Performance is measured by the number of cadets gained, and the individual advancement of cadets, proportionately, among all other squadrons in the Region,"

Fort Smith Composite Squadron will now compete for the National Title against the other seven regional winners.

Currently, the Fort Smith Composite Squadron has 62 members. During 2017, squadron cadets and senior members participated in CAP activities such as Joint Arkansas-Oklahoma Wings Encampment, Color Guard Academy, Powered Flight Academy, search and rescue exercises and missions, and powered orientation flights. They made recruiting visits to local middle schools and marched in the local Veteran's Day Parade. Fort Smith Composite Squadron has also built a durable relationship with both Ebbing Air National Guard Base and Fort Chaffee.

Podgurski added, "This year we are looking to do even more. We have another Joint Arkansas-Oklahoma Wings Encampment scheduled for June at Camp Gruber, just outside Muskogee, a joint Sebastian County Search and rescue, a mass casualty exercise this summer, and support of the Little Rock Airshow in the fall."

The Arkansas Wing of Civil Air Patrol has approximately 500 members in 10 Squadrons.



Top: At the Luke Days Airshow, the Blue Angels delighted viewers with their aerobatic maneuvers. *(Photos: 1st Lt. Aaron Feller, CAP, Arizona Wing)*

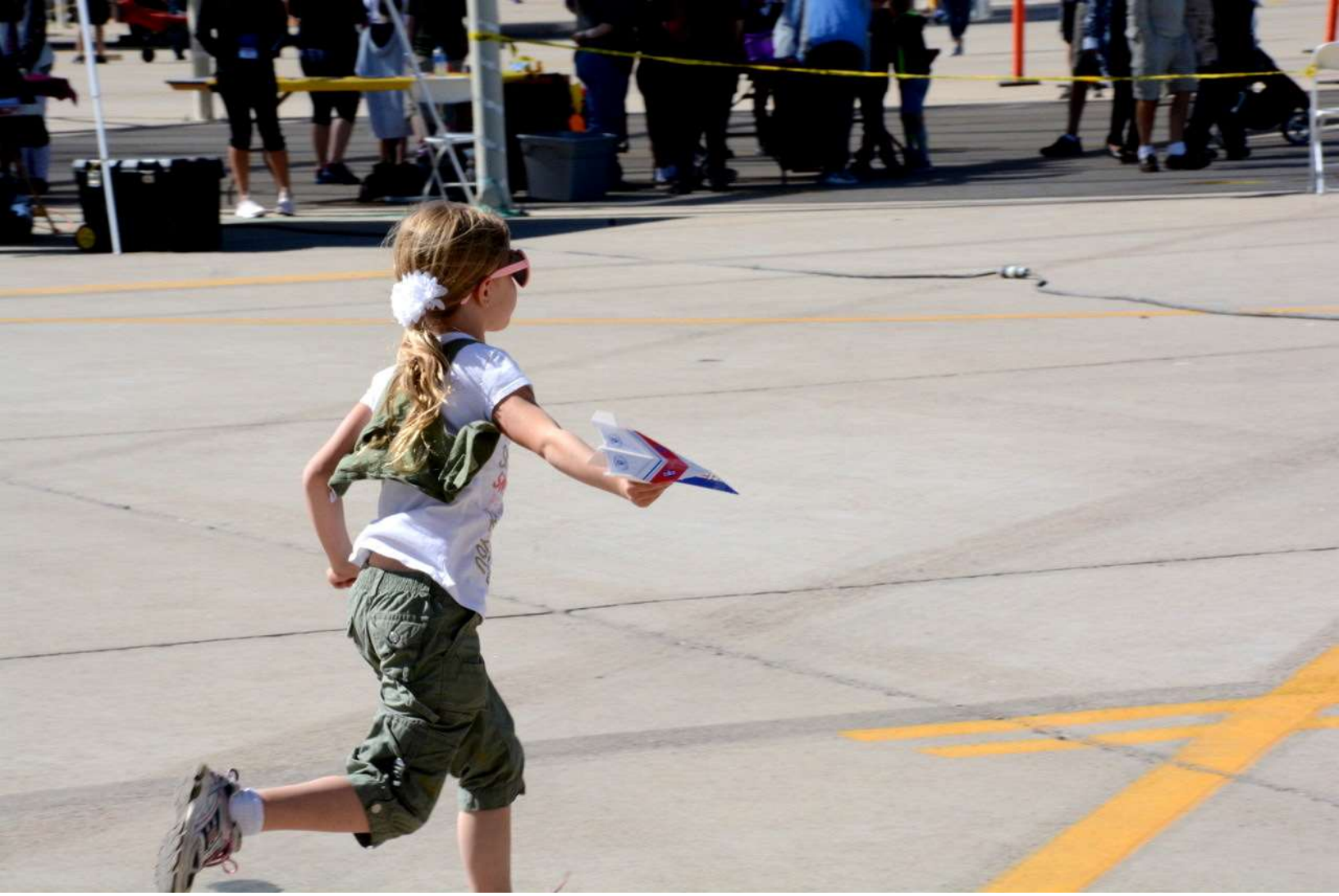
STEAM City was Civil Air Patrol's Focus During Luke Days 2018

by Capt. Angelo Rossetti, CAP, Arizona Wing

PHOENIX – Every two years, Luke Air Force Base hosts an airshow and open house for the public. This time, Luke Days was held in Glendale, Ariz., on March 17-18, 2018, giving civilians an opportunity to witness the "Future of Air Power."

With this theme in mind, Base Commander Brig. Gen. Brook Leonard, USAF, requested that a new feature called STEAM City be incorporated into the display area. STEAM City was placed in one of the show's most prominent areas and incorporated a footprint of more than 15,000 square feet. Gen. Leonard directed that this area highlight Science, Technology, Engineering, Art, and Mathematics – the future skills needed by young people preparing to enter the Air Force. Gen. Leonard also wanted STEAM City at Luke Days to be the model for future Air Force air shows throughout the Nation.

The Arizona Wing was invited to participate in the first STEAM City planning meeting in July 2017. The Wing's Aerospace Education (AE) team has significant experience in the development of STEM programs and STEAM Academies at elementary and high school districts in addition to supporting Civil Air Patrol's External AE mission. At this initial meeting, the concept of what STEAM City could look like and what it could incorporate was explored. At the same meeting, Arizona Wing's AE team secured its place as a major component of STEAM City.



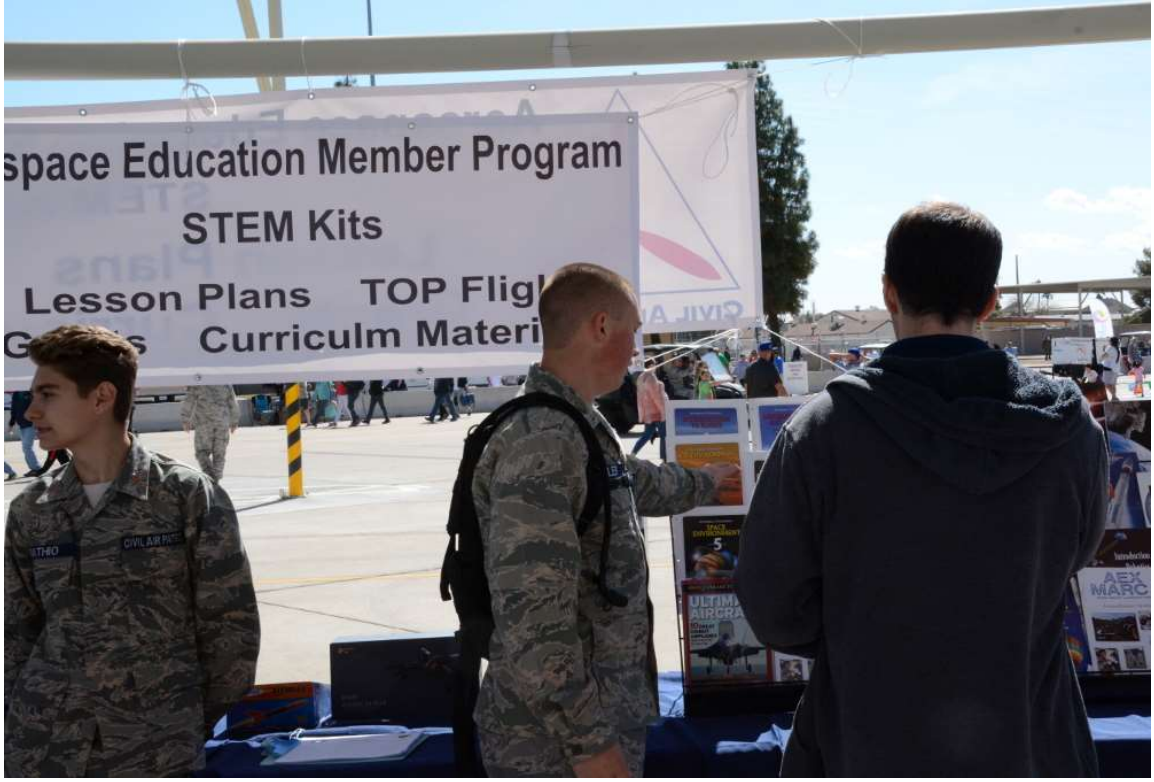
Above: Another dream takes flight as a young girl “flies” her CAP paper airplane during Luke Days.

By attending all following Luke Days monthly planning meetings, the Arizona Wing AE team was able to expand CAP’s area to more than 3,000 square feet in STEAM City. Having an area this large allowed CAP to integrate all three missions of CAP into a single footprint under a series of shade structures normally used to protect USAF aircraft during base operations. The display included two CAP planes (Cessna 182 and Cessna 206), a search and rescue vehicle, demonstration and recruitment tables, and AE activities.

The focus of CAP’s display was Aerospace Education. The Wing AE team prepared 12 different hands-on AE/STEM activities to engage airshow attendees. These activities were designed for ages three and up, with a focus on making the public aware of STEAM and its place in schools. Activities included: building and flying a CAP paper airplane; constructing both a plane and multiple rocket designs using drinking straws; a spaghetti-tower challenge; assembling a Styrofoam glider, a Goddard rocket, and a Popsicle-stick catapult.

Dr. Lily Matos DeBlieux, Superintendent of the Pendergast School District, loaned CAP participants more than 40 tables for use in the STEAM City area. This allowed the AE Team to set up the hands-on activity stations that were facilitated by cadets from local CAP squadrons and CSOs from local schools.

Several tables were dedicated to highlighting the AE Member (AEM) Program by displaying all curriculum materials and STEM Kits available to educators and youth leaders. Potential AEMs were engaged and questions were answered. Several new members were recruited, and follow-up appointments were made with school administrators and key youth leaders to visit with CAP staff at their sites. This was a continuation of the Arizona Wing AE team’s focus on promoting the AEM program at different events throughout the State.



Above: Cadet Airman Dillon Pathio, Paradise Valley Cadet Squadron 310, and Cadet Master Sgt. Brenden Miller, Deer Valley Composite Squadron 302, staffed the AE STEM Kit tables at the Luke Days Airshow.

In partnership with Packages from Home, the AE Team could add the art component in STEAM. Emily Henderson, Operations and Fundraising Coordinator for Packages from Home, facilitated three tables of activities that included decorating a mailing carton and writing a letter to accompany special treats sent to deployed members of U.S. armed services.

Air Force Association (AFA) Luke Chapter President Lt. Col. Ed Logan (USAF retired) worked closely with the AE team to plan and execute the STEAM City display. The AFA CyberPatriot Program was highlighted as it pertains to the CAP AE mission as well as supporting AEMs.

More than 60 CAP cadets and 30 senior members attended over the course of the two days, interacting with the estimated 400,000 attendees. Cadet Tech Sgt. Samantha Armstrong of Deer Valley Composite Squadron 302, said, “Cadets got the chance to work with people of all ages, as well as working side-by-side with – and getting to know – cadets from other squadrons.”

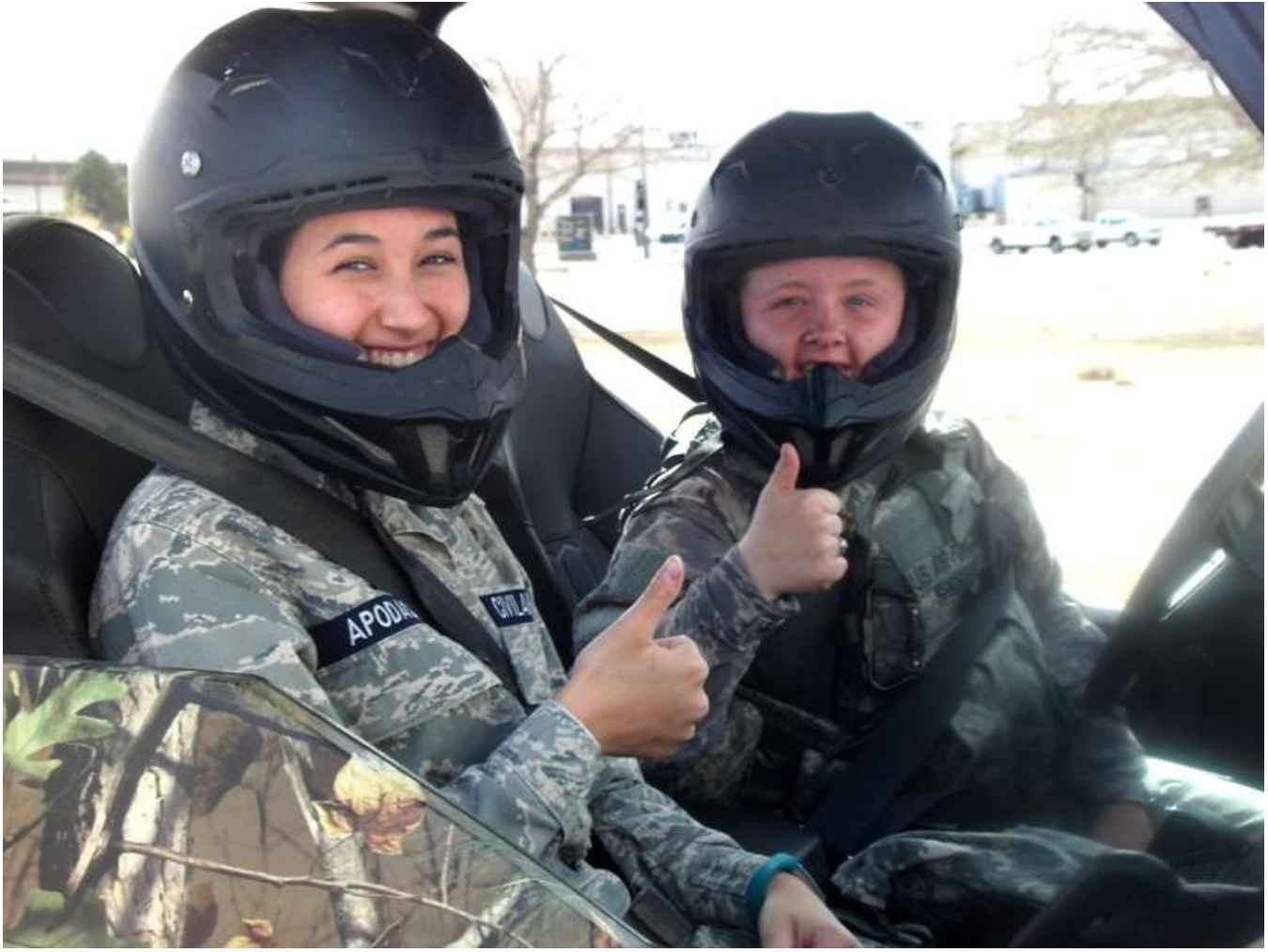
Cadet Master Sgt. Brenden Miller, also from the Deer Valley Composite Squadron, said, “I thought that Luke Days was a fun experience, and I loved all of the displays and performances by the various planes.”

Luke Days attendees were treated to the excitement of numerous private and military aerial performers, including some of the most elite aviators in the world. Given the base’s reputation as the “Home of the Fighter Pilot,” and Luke being a primary training site for the F-35 program, aerial demonstrations during the show included the Air Force F-35 Lightning II Joint Strike Fighter. For the first time in 26 years, each day ended with a demonstration by the U.S. Navy Blue Angels precision flying team.

Luke AFB is located 20 miles west of Phoenix in Glendale, Ariz., on approximately 4,200 acres. The base is named after World War I flying ace 2nd Lt. Frank Luke, Jr., (posthumously promoted to 1st Lt.) the first aviator to be awarded the Medal of Honor for his service during WWI. Luke, who was born and raised in Phoenix, was killed in combat on Sept. 29, 1918, at age 21.

The base has a population that includes 7,500 military members and 15,000 family members. There are approximately 80,000 retired military members living in the greater Phoenix metropolitan area, allowing the base to offer services to a population of more than 100,000 people.

NOTE: Cadet Tech Sgt. Samantha Armstrong, of the Deer Valley Composite Squadron 302, also contributed to this article.



Top: (L-R) Cadet Master Sgt. Sofia Apodaca and AF Airman 1st Class Erin Sherrold prepare for a ride in the squadron's ATV. *(Photos: Lt. Col. Jay T. Tourtel, CAP)*

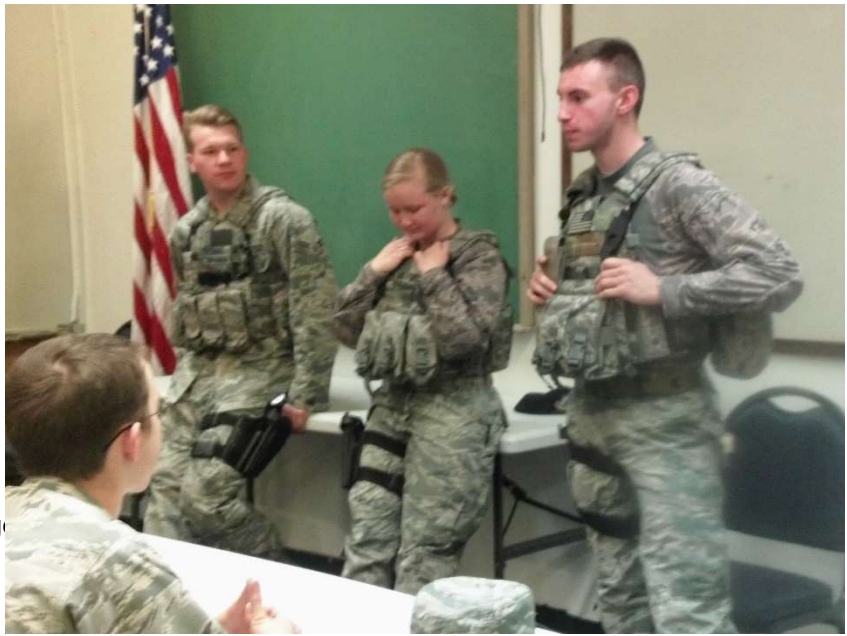
Below: (L-R) U.S. Air Force Airmen 1st Class Zach Thomas, Erin Sherrold and Conley Drake brief cadets and guests on the activities during the Open House.

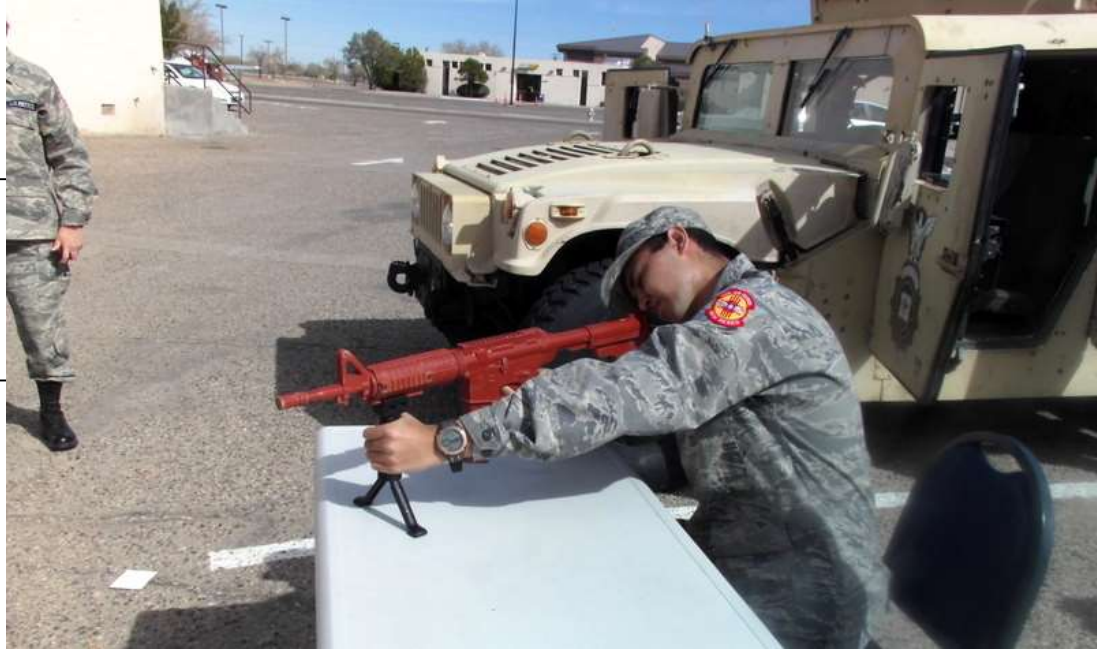
New Mexico Wing Attends Security Forces Squadron Open House

by Lt. Col. Jay T. Tourtel,, CAP, New Mexico Wing

KIRTLAND AFB, N.M – On March 31, 2018, members of Kirtland Air Force Base's 377th Weapons System Security Squadron (WSSS) – known informally as *The W* – hosted an Open House at Kirtland Air Force Base, with static displays of their squad cars, Humvees and ATVs (All Terrain Vehicles).

The Open House was the idea of USAF Airman 1st Class Conley Drake, a former CAP cadet from Georgia Wing, who was a cadet in Georgia for seven years. He has been in the Air Force for eight months and, as a former Mitchell cadet, entered active duty at the grade of E-3. He found out about New Mexico Wing from the Wing's Facebook page, and immediately contacted several of the Albuquerque squadrons – Eagle Cadet Squadron, Thunderbird Composite Squadron and Albuquerque Heights "Spirit" Composite Squadron – to speak to the cadets, tell them about the benefits of both Civil Air Patrol and the Air Force, and for a way to give back what he has learned.





Right: Cadet Tech. Sgt. Tyler J. Tourtel takes aim with a mock M-4 carbine.

Below: Cadets, senior members, guests and staff gather in front of the AF squadron's vehicles.

"This is a great way for me to give back to CAP, which has given so much to me," Drake said.

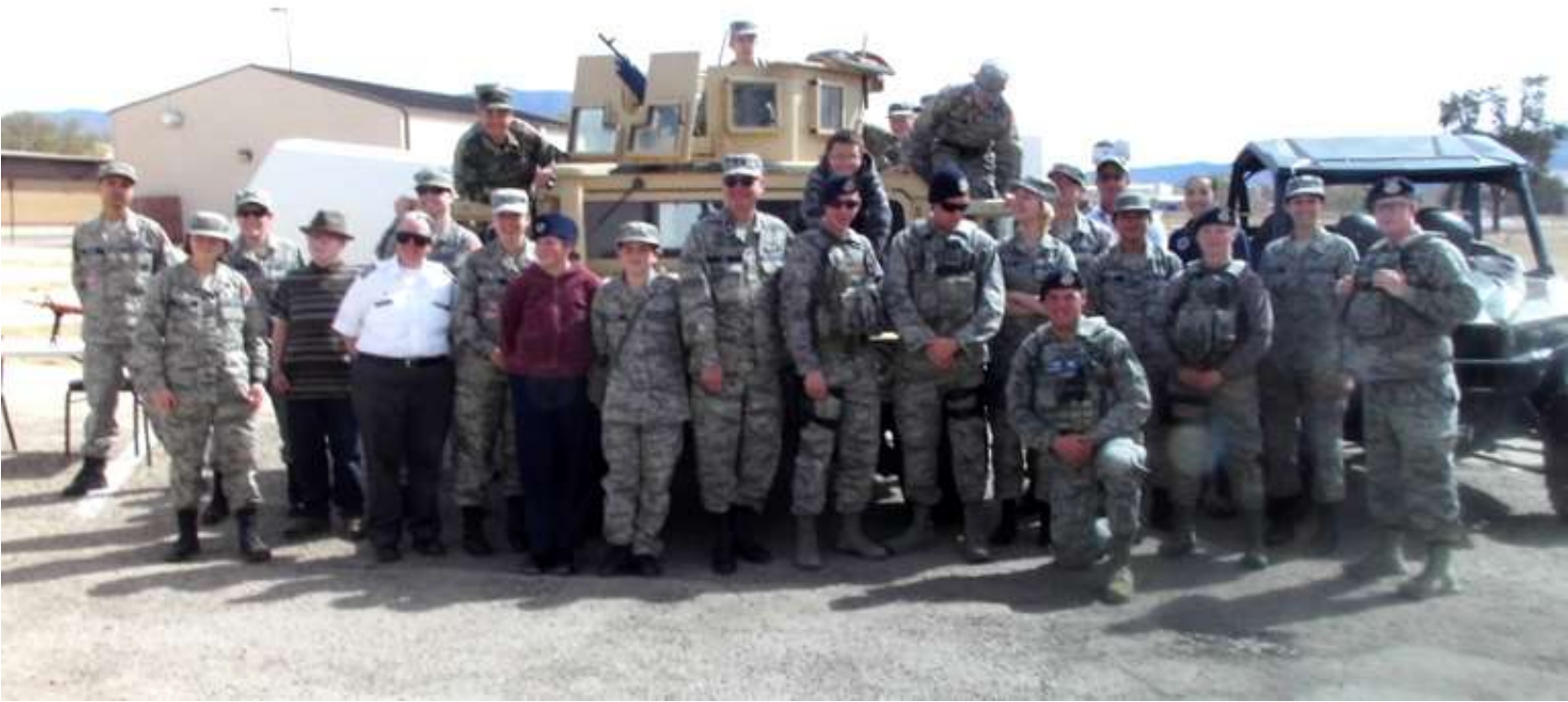
Assisting Drake was Airman 1st Class Zach Thomas, a former Air Force JROTC cadet for three years, who had risen to the position of Cadet Group Commander and the grade of Cadet Major.

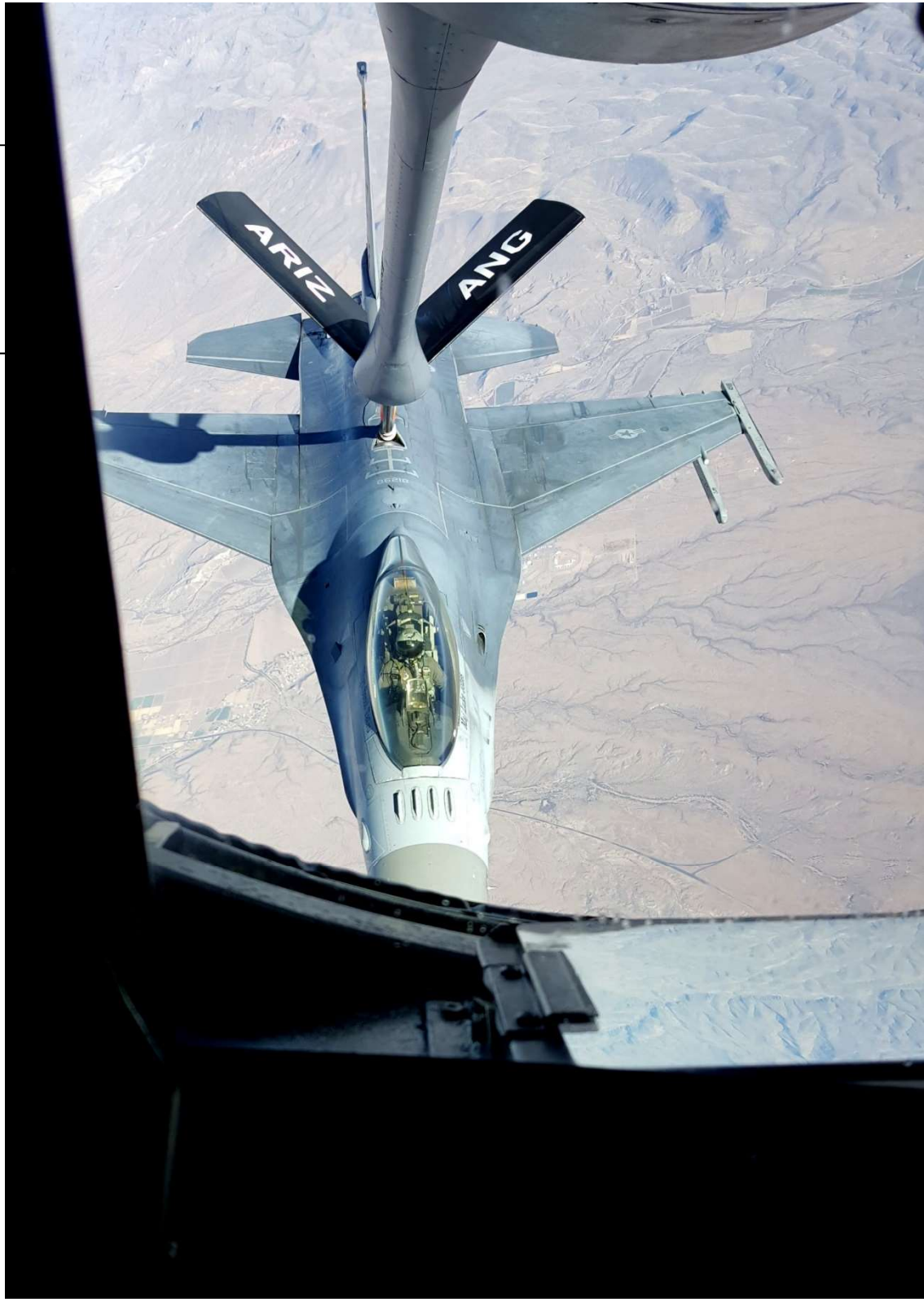
The Open House began in the main briefing room of New Mexico Wing Headquarters, with an Operational Risk Safety Briefing (ORSB) by Cadet Maj. Dakota Cisneros of Santa Fe Composite Squadron. The cadets then moved outside to the parking lot, where they had hands-on experience with the static displays, which included two Humvees (High Mobility Multipurpose Wheeled Vehicle), with facsimile M-294 automatic rifles mounted in the turret; a squad car with working lights and siren; and an ATV, for off-road patrolling. Airman 1st Class Erin Sherrold, also a member of the Security Forces, gave cadets a ride in the squadron's ATV.

Cadets also got to handle facsimile copies of the weapons used by security personnel. "We're glad to come here and show cadets the stuff that we use on a regular basis," said Airman Anthony Anderson of the 377th Security Forces Squadron.

After a lunch provided by New Mexico Wing Director of Cadet Programs Lt. Col. Andrew Selph, afternoon activities consisted of traffic stops, challenging a vehicle and person searches.

Airman Drake has already received positive feedback from both Civil Air Patrol and the Air Force, and says that another Open House is being planned for the near future.





Right: The boom operator maneuvers the boom to connect with the F-16 flying behind and slightly below the KC-135. Once a firm connection is established, refueling begins. *(Photos: Maj. Chris Shehi, CAP)*

Arizona Wing Cadets Take a KC-135 Orientation Flight

by Maj. Chris Shehi, CAP, Arizona Wing

PHOENIX – on Jan. 18, 2018, seven Arizona Wing cadets were selected to take an orientation flight on an Arizona Air National Guard KC-135 refueling tanker. Additional passengers on the flight included AFJROTC cadets from Basha High School in Chandler, Ariz. and AFROTC cadets from the detachment at Arizona State University in Tempe, Ariz.

The CAP cadets represented active participants and top achievers among Arizona Wing cadets, with experience as leaders of the Cadet Advisory Council and having served in the executive cadre for Arizona Wing encampments, among other accomplishments. The group included: Mohave Valley Composite Squadron Cadet Capt. Abigail Brown, Falcon Composite Squadron Cadet Chief Master Sgt. Deon Bryant, Mohave Valley Composite Squadron Cadet Lt. Col. Katie Hamiel, Prescott Composite Squadron Cadet Capt. Daniel Harmon, Deer Valley Composite Squadron Cadet Maj. Jacob Little, Deer Valley Composite Squadron Cadet 1st Lt. Kyra Martinez, and Lake Havasu Composite Squadron Cadet Capt. Mackenzie Mollohan.

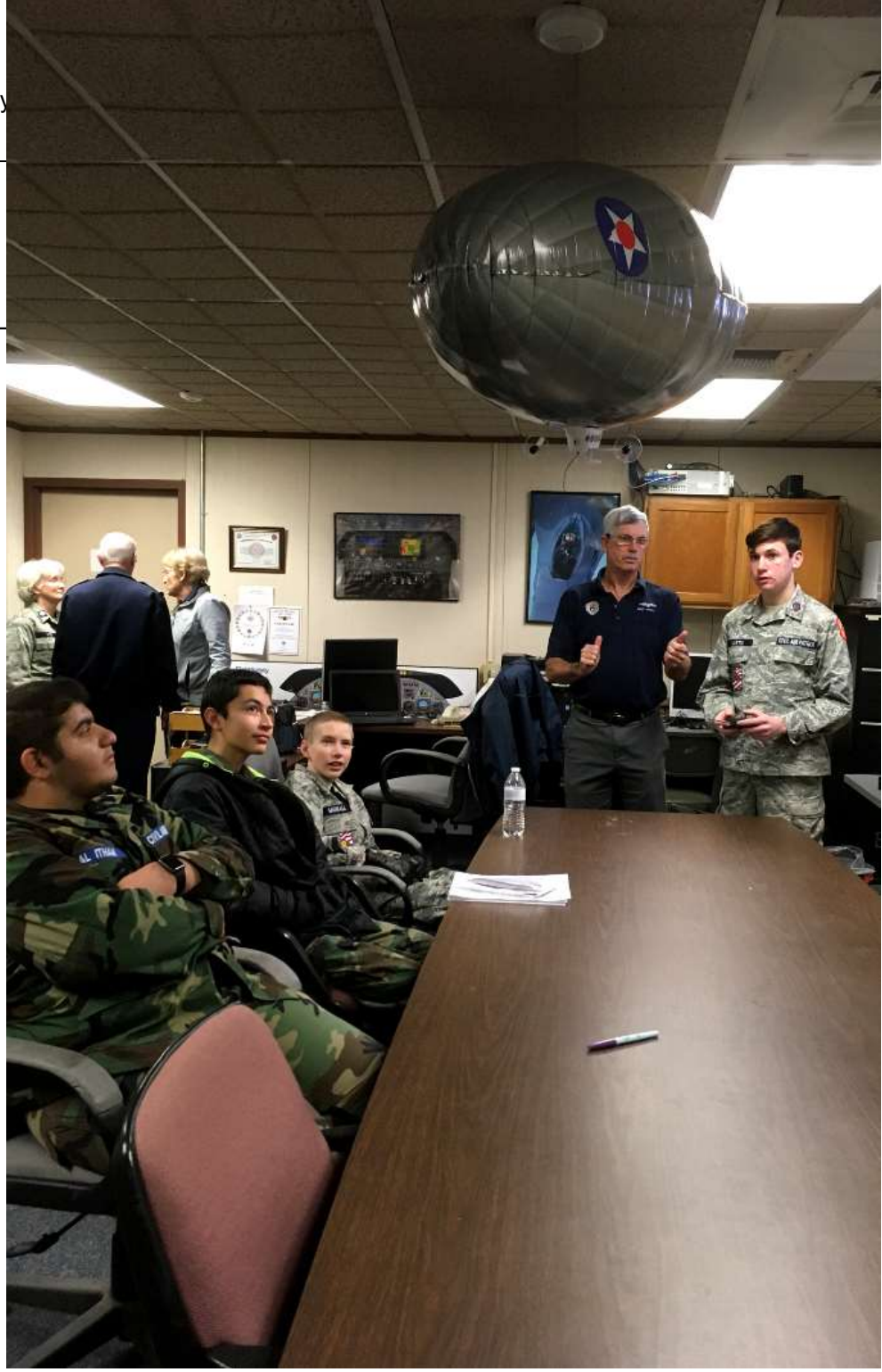
Above: Cadet Maj. Jacob Little (right) observes as the boom operator refuels an F-16 in mid-air while flying over southeastern Arizona.

Below: CAP cadets from Arizona Wing took an orientation flight on a KC-135 refueling tanker, including (L-R) Cadet Capt. Mackenzie Mollohan, Cadet 1st Lt. Kyra Martinez, Cadet Capt. Daniel Harmon, Cadet Chief Master Bryant, Cadet Lt. Col. Katie Hamiel, Cadet Capt. Abigail Brown, and Cadet Maj. Jacob Little.

The group arrived at the Air Guard base at Phoenix Sky Harbor International Airport early in the morning. A pre-flight briefing included emergency evacuation procedures and a video about the KC-135 and its mission.

Once the aircraft was in flight, there was a rapid rotation of cadets through the two observation seats in the cockpit and the two observation spots next to the boom operator near the tail section of the airplane, in an effort to make sure that everyone had a chance to see both locations. The boom operator lies on his stomach and uses a joystick to “fly” the boom and connect it with the jet that needs to be refueled. The observers also lie prone to watch the refueling.

The KC-135 flew to southeastern Arizona and refueled two waves of F-16 fighter jets. When not refueling, the F-16s flew in formation with the KC-135, waiting their turn to be refueled.



Right: Capt. Rene Larricq (center background) explains the principles of lighter-than-air craft, as Cadet Senior Master Sgt. Thomas Martin handles the controls of a remote-controlled blimp. *(All Photos: Capt. Mary A. Fox, CAP)*

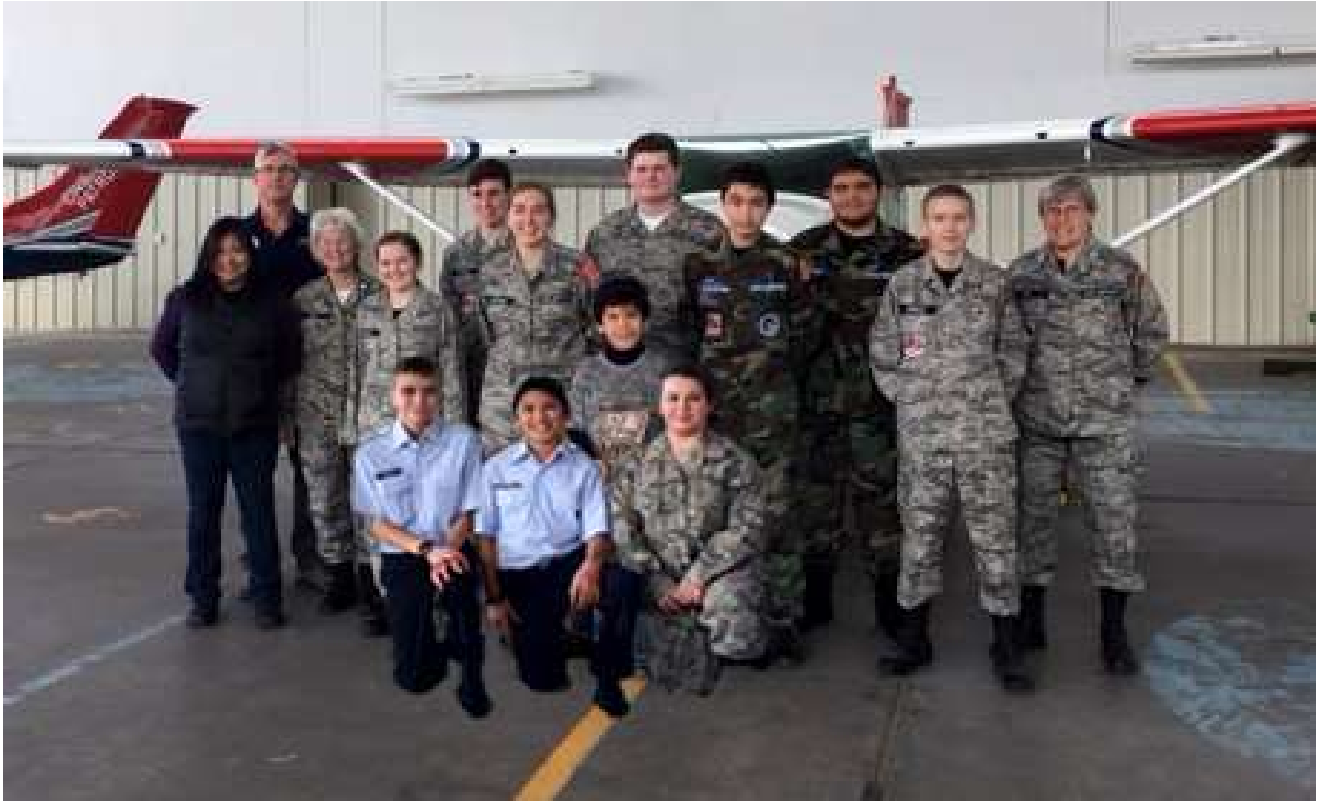
New Mexico Wing Squadron Kicks off 2018 with AE/ES Extravaganza

by 2nd Lt. Michael R. Saul, CAP, New Mexico Wing

ALBUQUERQUE, N.M. –On Jan. 6, 2018, at the New Mexico Wing Headquarters hangar at Kirtland Air Force Base, Albuquerque Heights “Spirit” Composite Squadron successfully conducted its first Aerospace Education/ Emergency Services Extravaganza, with the promise of many more to come. A total of ten cadets, five senior members and two guests were in attendance. As part of the success, four new cadets completed their first orientation flight while two additional cadets flew backseat – experiencing a flight without application of a lesson. Capt. Rene Larricq, the squadron’s aerospace education officer, led the remaining participants in aerospace activities while waiting for the cadets to return from their flights.

Larricq’s first activity was to explain, demonstrate, and then allow the cadets to practice with a helium-filled, remote-controlled blimp, as a way to introduce the structure of the helium molecule and to discuss the impact of airships on the world at large. His second aerospace activity challenged cadets to fill a balloon with helium and, with the use of staples and washers, have the balloon hover in front of them face-high without sinking or rising. Larricq’s final aerospace adventure was to provide quad-copter flight practice for all attendees.

Since the event was to be a combination of Aerospace Education and Emergency Services, Deputy Commander for Seniors Lt. Col Michael Eckert worked with Cadet Senior Airman Olivia Spafford to create the Meals Ready to Eat (MRE) challenge, where cadets who had never eaten an MRE got their chance to taste one. The event allowed for much excitement as the participants on the ground worked through an MRE and added that experience to their bucket of life.

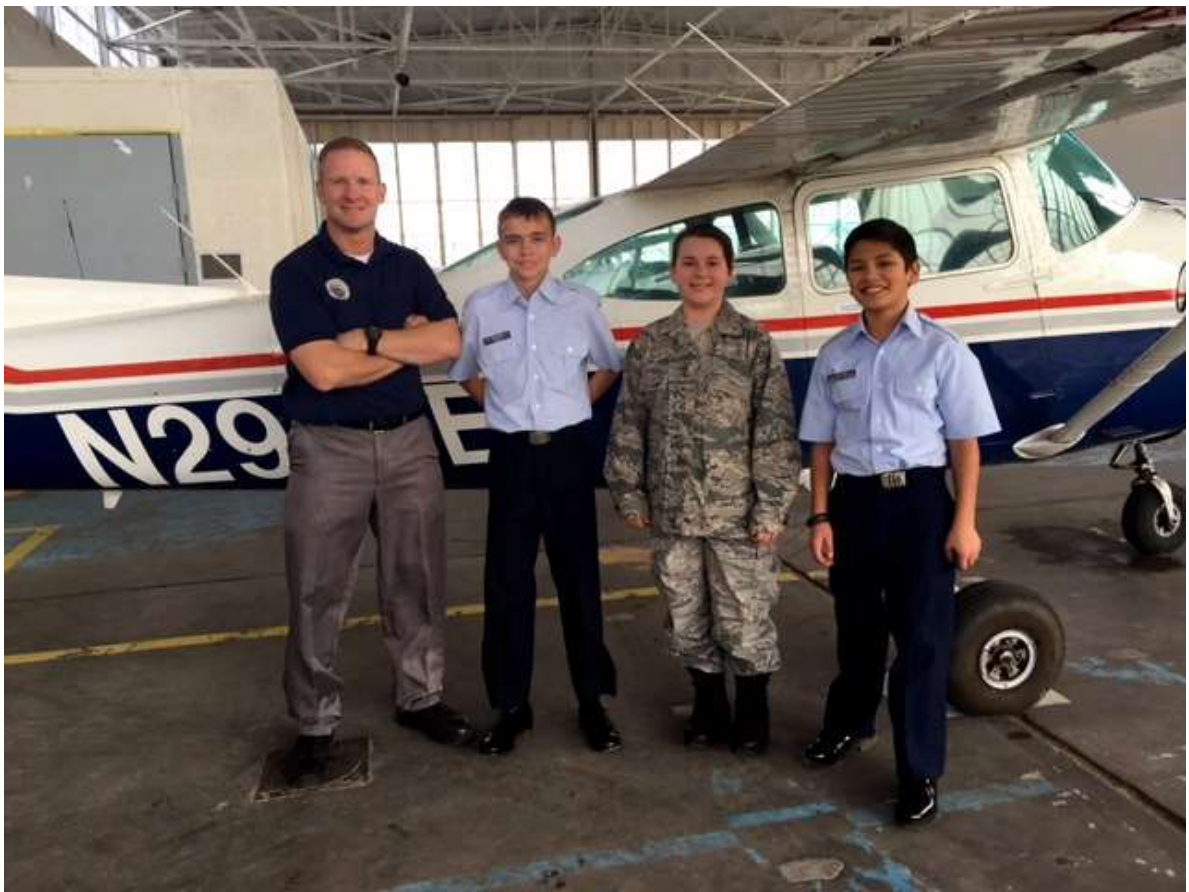


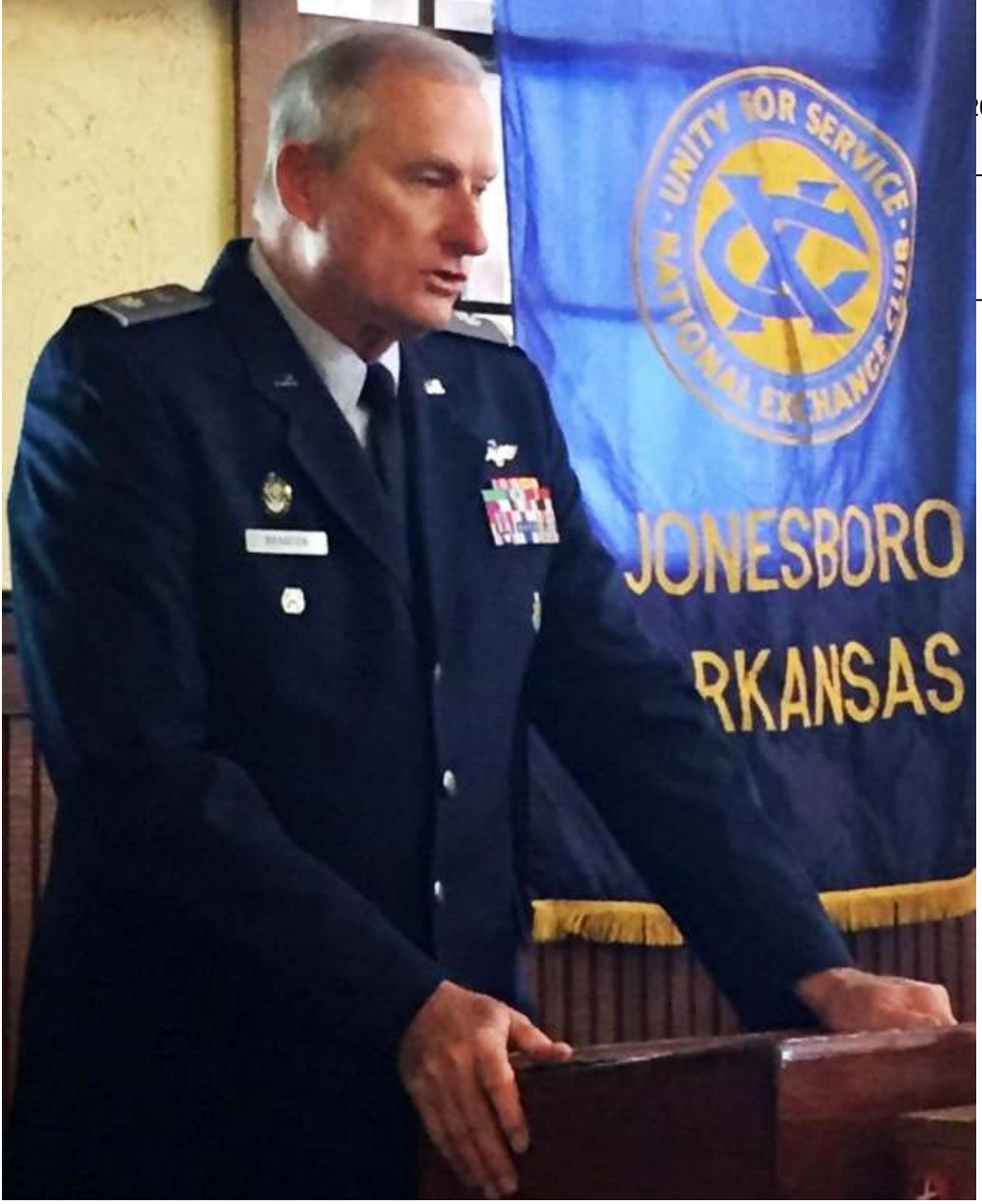
Above: The cadets and senior members of Albuquerque Heights Composite Squadron, in front of the Wing Headquarters Hangar.

Below: Albuquerque Senior Squadron II Capt. Thomas Billistrand prepares to take Cadet Airman Basics Morgan Raney, Jessamine Wignall and James Funston Treadway on their first orientation flight.

Also assisting in the Extravaganza were New Mexico Wing Director of Aerospace Education Lt. Col. Rowland Dewing, Albuquerque Senior Squadron II pilots Lt. Col. Jason Wollard and Capt. Thomas Billistrand. and New Mexico Wing Orientation Flights Coordinator SM Josiah Lopez.

The squadron plans to continue its popular, fun-filled Extravaganzas throughout the year. Although there is no promise that orientation flights will be funded enough to include as part of all such events, it has been proven already that the Extravaganzas have been successful, even without orientation flights.





Left: CAP Lt. Col. John D. Brandon making his presentation. *(Photo courtesy of Mr. Fred Hargett, Jonesboro Exchange Club)*

Arkansas Wing Inspector General Speaks at Luncheon

by 2nd Lt. Robert Lightfoot, CAP, Arkansas Wing

JONESBORO, Ark. – On March 25, 2018, CAP Lt. Col. John D. Brandon, the Arkansas Wing Inspector General, gave a 30-minute presentation to the Jonesboro Exchange Club. Brandon, a former FBI agent, covered the history of Civil Air Patrol, CAP missions, and a general description of what CAP is all about. He explained the duties of his function, and how his office supports CAP.

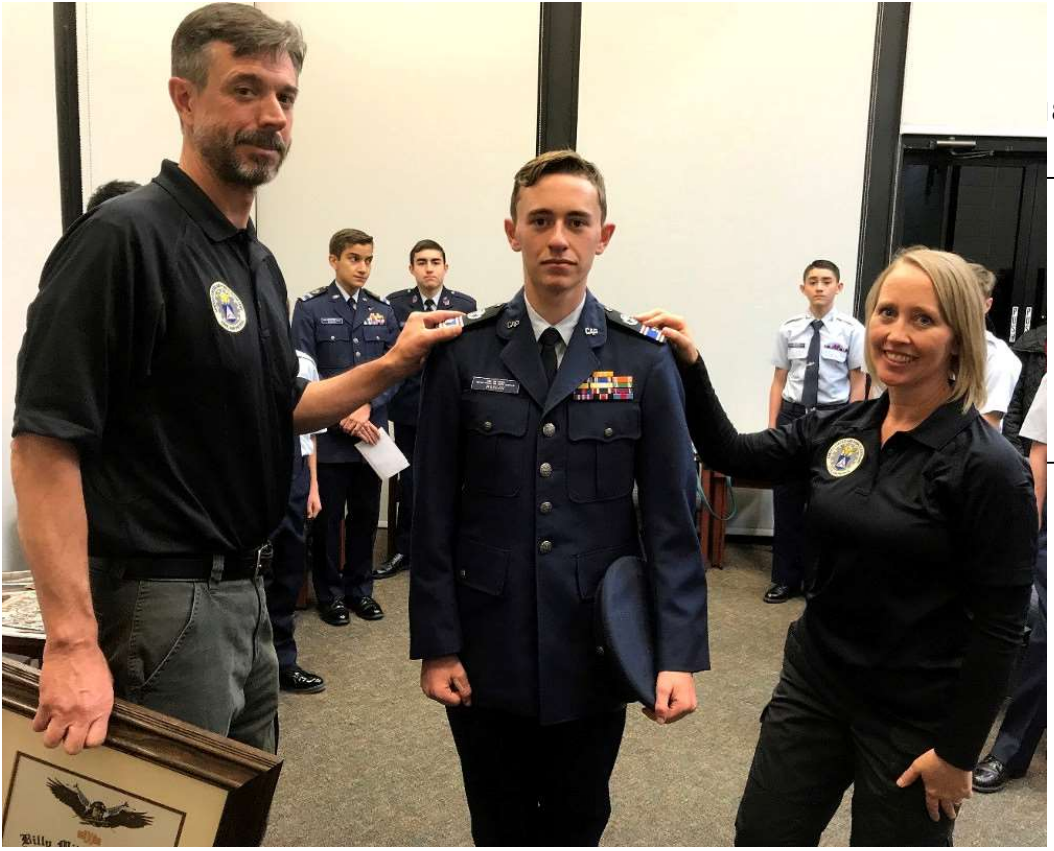
The meeting was attended by approximately 25 club members and guests. Brandon explained the origins of Civil Air Patrol and its World War II activities patrolling the east coast and gulf waters, chasing submarines, mentioning that CAP is credited with sinking two submarines.

He went over CAP's three primary mission: Aerospace Education, Cadet Programs, and Emergency Services. He explained that CAP has 52 wings, one located in each state plus one in Puerto Rico and another in the Nation's Capital.

He mentioned some of the important missions that CAP has flown for the Federal Emergency Management Association, including disaster relief missions after hurricanes Katrina, Rita, and Harvey, and provided photographs that he had taken while flying missions in that effort, which were passed around the room. He also showed attendees photographs of modern-day glass cockpits, that are becoming increasingly common in CAP aircraft, and gave an overview of Civil Air Patrol as an organization.

Brandon stressed the importance of Cadet Programs, mentioning how young persons can benefit from the experience through the many educational opportunities offered to cadets, including a better chance at service academy appointments, as well as other advantages, should the young CAP member decide to join the military.

He answered many questions, described emergency services missions, and stressed that CAP volunteers need to be dedicated and committed to doing the job right. He added that CAP is always looking for members who share the same goals. The group's many questions reflected their interest.



Left: Cadet 2nd Lt. Silas Morgan with his parents, after receiving the Mitchell Award. *(Photos: Maj. Dan Gabel, CAP)*

Below: Los Alamos Composite Squadron Deputy Commander for Cadets F.O. Hannah Morgan, assisted by Jenny Ramsey, pins grade insignia on newly-promoted Cadet Senior Airman Gavin Robles.

New Mexico Wing Cadet Earns the Gen. Billy Mitchell Award

by Maj. Dan Gabel, CAP, New Mexico Wing

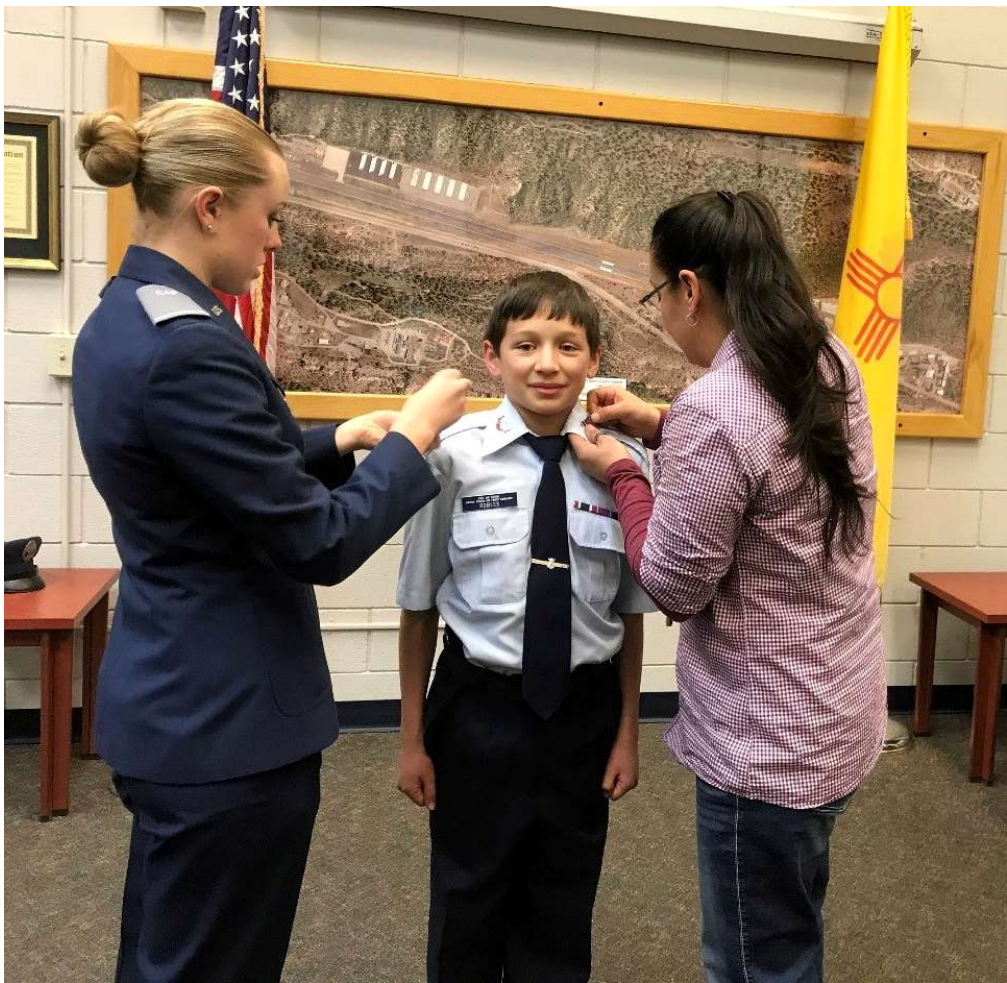
LOS ALAMOS, N.M. – On, Feb. 5, 2018, CAP Cadet Silas Morgan achieved a milestone by earning the General Billy Mitchell Award that carries promotion to cadet second lieutenant. Since 2010, the Los Alamos Composite Squadron has added nine cadet recipients of the Billy Mitchell Award. Typically, only 15% of all CAP cadets reach this achievement.

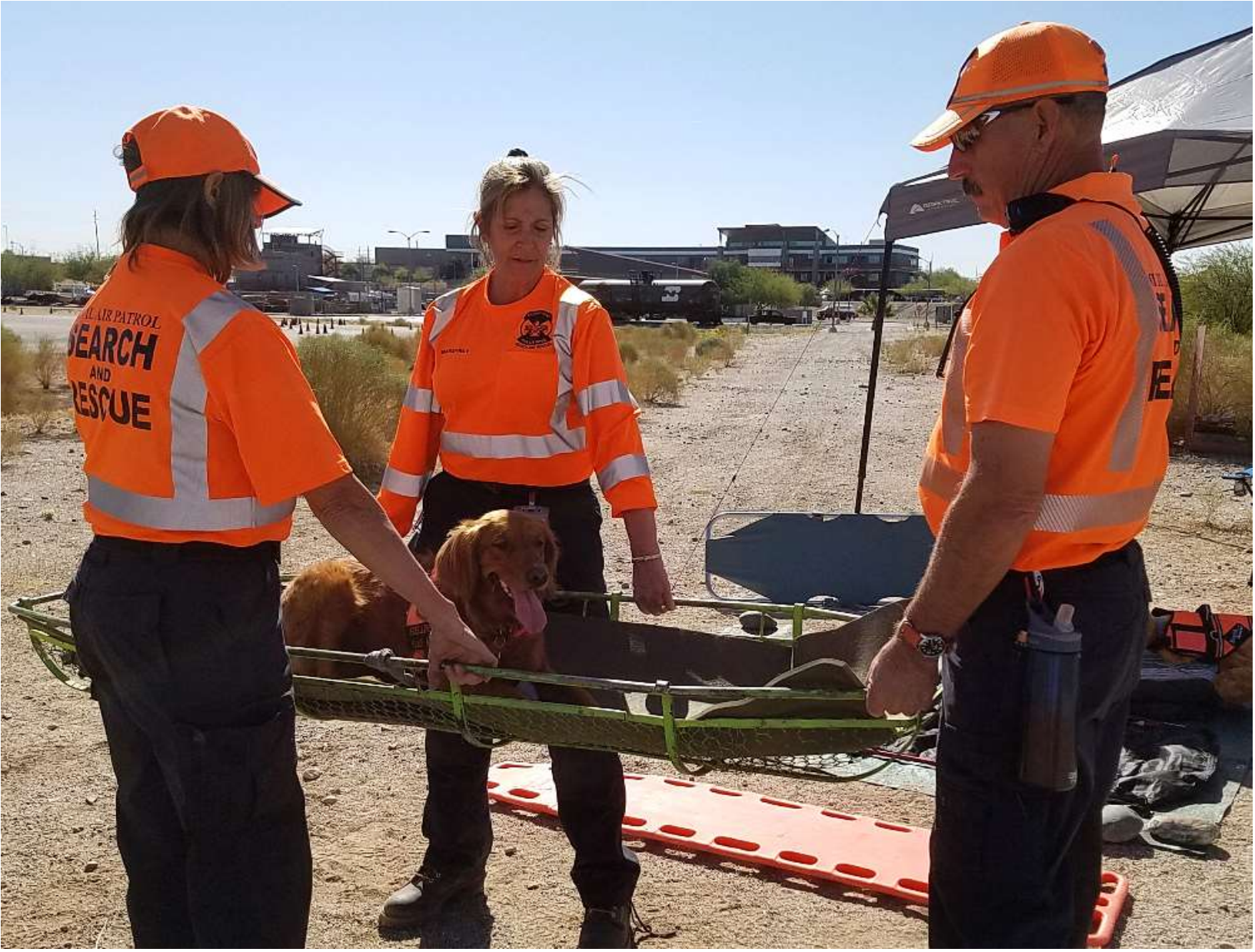
The Mitchell Award marks the completion of Phase II of CAP's four-phase cadet program. Morgan is now eligible for CAP academic and flight scholarships and grants, as well as advanced placement in the pay grade of E-3 (airman first class), should he choose to enlist in the Air Force.

Morgan also participates in the CAP Cyber Patriot program. Morgan said, "I'm hoping to get into the computer programming and math part of cyber security." This is his second year participating on a CAP Cyber Patriot team, and his team did very well in the state competition.

Morgan's family is active in CAP. His parents, Keith and Roena Morgan, are senior members in the squadron, and his older sister, Flight Officer Hannah Morgan, is the Los Alamos Composite Squadron's Deputy Commander for Cadets.

Also promoted at the ceremony was Gavin Robles, to the grade of cadet senior airman. Robles, who hopes to become a pilot, said, "I like being in the cadet program. The CAP program has helped me a lot."





Top: Ariz. Wing Ground Team members (L-R) Neotoma Composite Squadron 106 2nd Lt. Debee Henschen and SM Margaret Johnson, and Paradise Valley Cadet Squadron 314 Maj. Walter Prokopow, demonstrate how to carry a wounded dog out of a field search area. Henschen is the handler for Loki, an Arizona Wing SAR K-9. *(Photos: Capt. Margot Myers, CAP)*

Arizona Wing Ground Team Conducts K-9 Emergency Medical Services Training

by Capt. Margot Myers, CAP, Arizona Wing

GLENDALE, Ariz. – During Feb. 10-11, 2018, the Civil Air Patrol's Arizona Wing Ground Team hosted an emergency medical services training event for Search and Rescue (SAR) K-9 handlers. In attendance were more than 34 students from nine SAR agencies throughout Arizona and Southern California, along with 23 K-9s.

One of the training objectives for the Arizona Wing Ground Team K-9 Unit is to make it easier to provide quality specialized training opportunities for its fellow SAR Teams in Arizona. The Arizona Wing Team currently consists of eight nationally-certified handlers and dogs. The K-9 teams are tested and certified by the National Association for Search and Rescue. Additional dogs are in training, working toward obtaining the same credentials.

The course was taught by Dr. Wayne Svoboda, a veterinarian who specializes in working with public safety K-9 teams. He is the team doctor for approximately 20 agencies in Arizona, including law enforcement agencies, FEMA urban SAR teams, SWAT teams, and service dogs.

Arizona Wing Ground Team Director Maj. Dallas Lane said, “In preparation for instructing this course, Dr. Svoboda attended several Arizona Wing K-9 Unit training events to get a handle on how SAR dogs work and how SAR dogs differ from law-enforcement K-9s. Until this event, there had been no specific classes that were this comprehensive, aiming to train Search and Rescue K-9 handlers in how to provide emergency care for their dogs.”

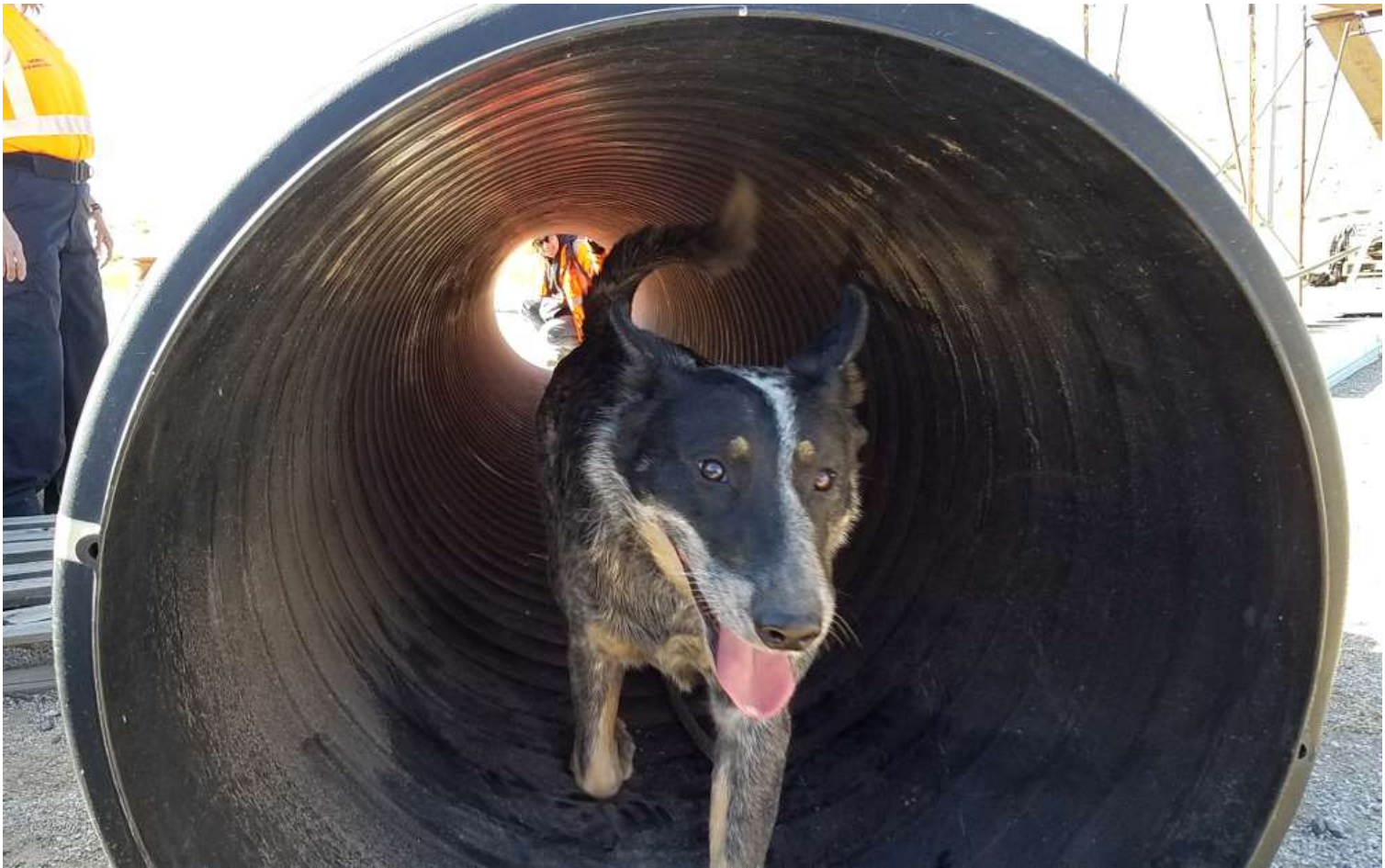
The two-day emergency medical services training was designed to teach K-9 handlers the necessary skills to provide first aid for their dogs while working in the field. The first day was classroom training, with Dr. Svoboda covering how to treat injuries from broken bones to heat exhaustion.

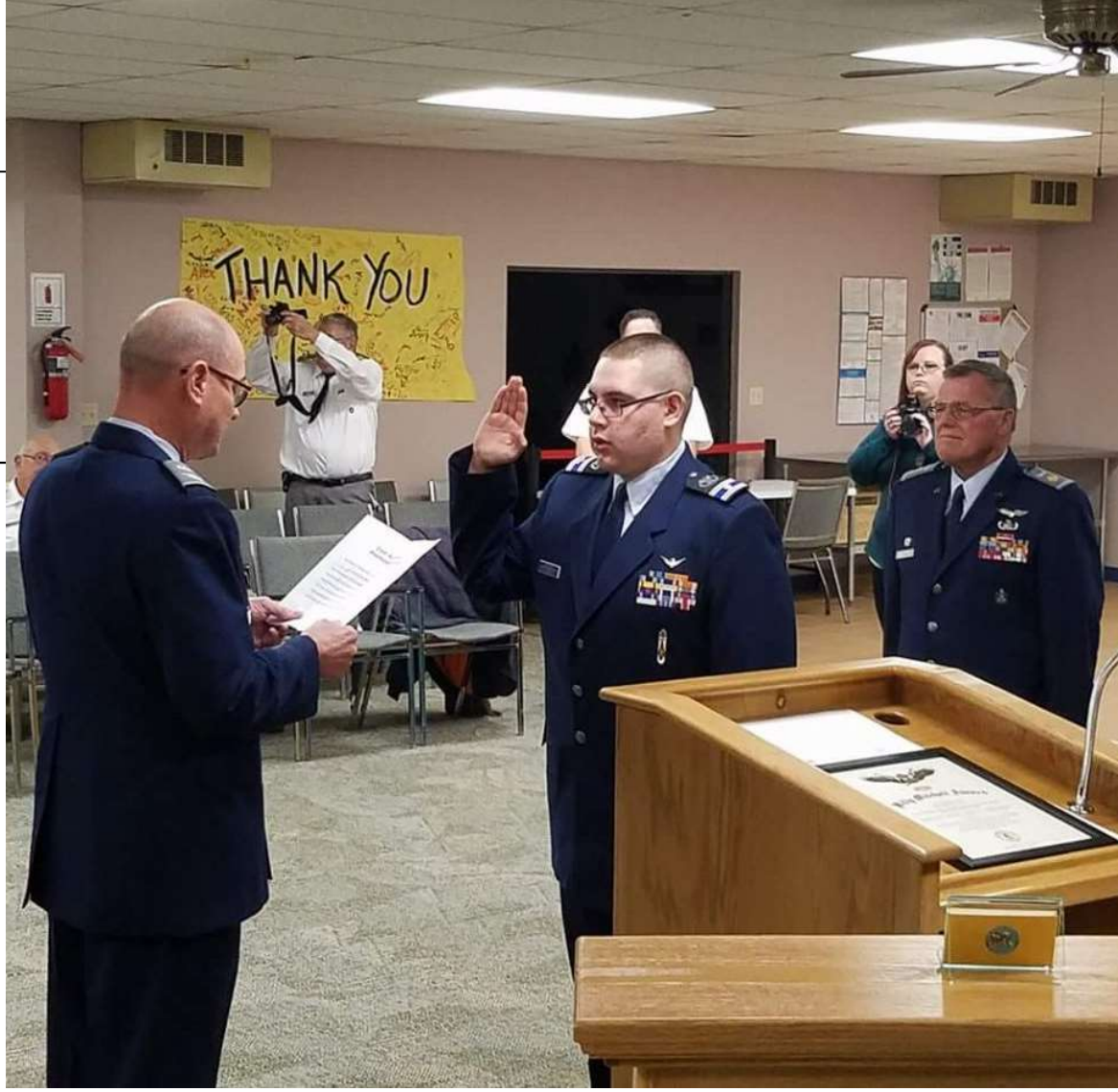
The second day involved field exercises at the Glendale Regional Public Safety Training Center. This training facility is the regional law enforcement and fire service training academy for agencies in the West Phoenix metro area. It includes numerous rescue and disaster training props. Lane said that the Arizona Wing Ground Team greatly appreciated the Training Center having made the facility available for this two-day event.

The Ground Team set up 12 stations on the training ground, manned by Arizona Wing K-9 Unit members. Six of the stations were K-9 search training scenarios, including searching in a pile of rubble, going through an agility course, working a fire scene, searching in tunnels, trailing and tracking, and searching for a missing child. The other six stations were medical scenarios. For example, the handler was told, “While your dog was searching in the rubble pile, he broke his right front leg.” Supplies were there for the handlers to practice proper treatment after patient assessment and diagnosis, supported by Arizona Wing Ground Team members.

“By the end of the second day,” Lane said, “everyone should know how to put the classroom learning to work in the field.” In addition to the benefits to the dogs and their handlers, “There is a real opportunity for us to take the lead and brand ourselves as a SAR leader in the State,” he said.

Below: K-9 SAR dog Turbo comes through a "tunnel" on the agility course. during the K-9 SAR emergency medical services training developed by the Arizona Wing Ground Team and K-9 Unit. Turbo is a member of the Yavapai County Sheriff’s Search and Rescue Team; its handler. Ms. Helaine Kurt, is standing at left.





Right: (L-R) New Mexico Wing Commander Col. Mike Lee administers the Cadet Oath to new Cadet 2nd Lt. Alexander Torres, as Socorro Composite Squadron Commander Maj. Dennis Hunter looks on. *(Photo: 1st Lt. Heather Kathrein, CAP)*

New Mexico Wing Cadet Earns Mitchell Award

by Lt. Col. David Finley, CAP, New Mexico Wing

SOCORRO, N.M. – In a ceremony on Jan. 11, 2018, Socorro Composite Squadron Cadet Alexander Torres was presented the General Billy Mitchell Award, that carries with it promotion to cadet second lieutenant. New Mexico Wing Commander Col. Mike Lee, and former New Mexico Air National Guard Adjutant General Brig. Gen. Andrew Salas, USAF, presented the award.

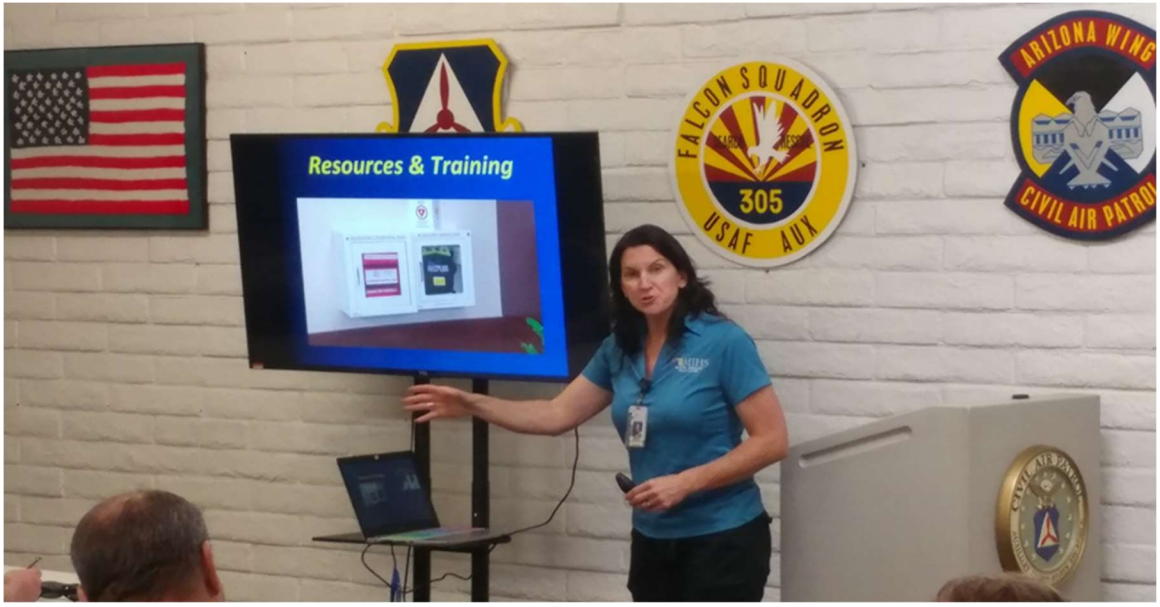
The General Billy Mitchell Award is a milestone achievement in the CAP cadet program. To earn the Billy Mitchell Award and promotion to cadet second lieutenant, a cadet must pass comprehensive exams covering leadership theory and aerospace topics, complete the Cadet Physical Fitness Test, attend a CAP Encampment, and meet a set of leadership expectations.

"We are proud of Cadet Torres, and congratulate him on this achievement," said Socorro Composite Squadron Commander Maj. Dennis Hunter.

Torres joined CAP on Sept. 18, 2014. While a Cadet Chief Master Sergeant, he was honored as the Cadet Noncommissioned Officer (NCO) of the Year for 2016 by both the New Mexico Wing and the six-state Southwest Region. During 2016, he earned CAP's Cadet Pre-Solo Pilot Award and a CAP Achievement Award. He attended CAP summer encampments in 2015 and 2016, and a CAP cybersecurity academy in 2017. He has earned ratings as a flightline marshaller, mission radio operator, and mission staff assistant, and also served as the squadron's Cadet Safety NCO and Cadet First Sergeant.

Cadets who earn the Mitchell Award join the cadet officer ranks. Within CAP, they are eligible for scholarships as well as to attend Cadet Officer School and Civic Leadership Academy. Mitchell Award recipients also are eligible for advanced placement to the grade of E-3 (Airman First Class) should they choose to enter the U.S. Air Force.

Only 15 percent of CAP cadets earn the General Billy Mitchell Award.



Top: Nurse Tracy Brooks, a Trauma Outreach Coordinator from Maricopa County Integrated Health System, was one of the instructors for the *Stop-the-Bleed* course. *(Photo: Lt. Col. Bob Ditch, CAP)*

Arizona Wing Squadron Hosts Multiple Training Classes

by Lt. Col. Bob Ditch, CAP, Arizona Wing

MESA, Ariz. – The Falcon Composite Squadron 305 in Mesa, Ariz., is hosting a variety of training classes that are open to all Arizona Wing members. Three of the courses were presented recently at the squadron.

On March 29, 2018, over 20 members of Arizona Wing Headquarters and four squadrons from the Phoenix and Tucson areas attended the U.S. Department of Homeland Security's (DHS) *Stop-the-Bleed* course. The course was hosted by the Falcon Composite Squadron with instructors led by Maj. Ed Segura of the Sky Harbor Composite Squadron. Segura and a trauma instructional team from the Maricopa County Medical Center in Phoenix and the Mesa Fire Department presented the class.

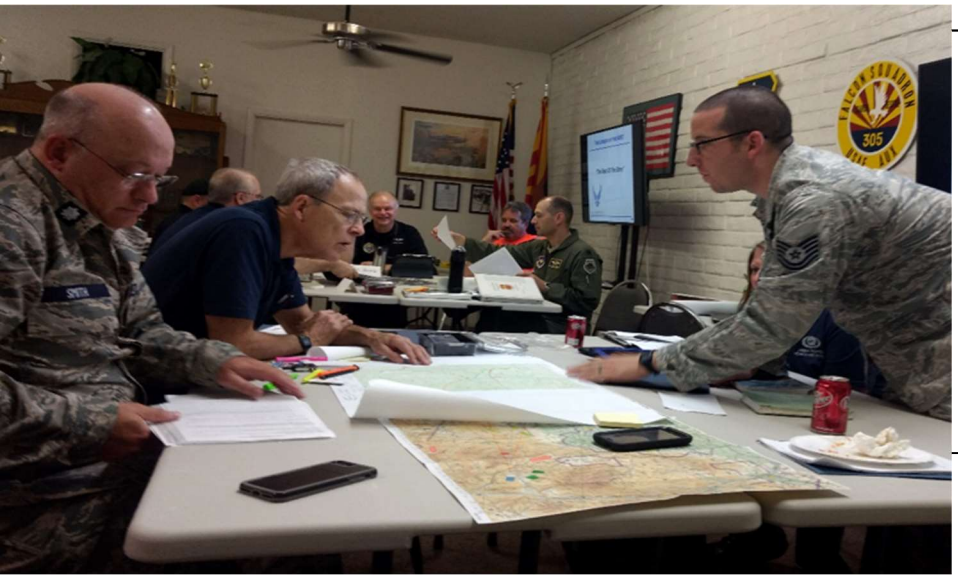
Since initiated by the White House in October 2015, DHS has sponsored the instruction of more than 70,000 attendees from across the nation. The *Stop-the-Bleed* course is part of a nationwide initiative designed to prevent bleeding deaths after everyday emergencies, as well as mass shootings and other mass-casualty events. Segura, who is involved in the national *Stop-the-Bleed* initiative, said, "A trained bystander is the best person to provide immediate aid. The campaign's concept is to teach citizens to use tourniquets and apply direct pressure to wounds in an emergency, to stop people from bleeding to death."

The Falcon Composite Squadron plans to support a team able to train both CAP and local community in *Stop-the-Bleed* techniques during the year at its building and at activities around the suburbs east of Phoenix. Members from the Tucson-based William Rogers Memorial Squadron were also in attendance and plan to do the same in the Tucson area. The goal is for other squadrons in Arizona Wing to pick up this opportunity and both train CAP members and develop training teams in their area.

On March 30, 2018, members of Arizona Wing Headquarters and four squadrons from across the state attended the Falcon Composite Squadron-hosted Advanced Incident Command System (ICS) 400 course. Both this course and the ICS 300 course had been presented last February.

These courses were conducted as part of a national Civil Air Patrol Emergency Services Training Reach-Out Delivery Program, which received permission from the Federal Emergency Management Agency's (FEMA) Emergency Management Institute for delivery of a full set of hand-off courses. As a result, over the last year, these courses have been delivered in Alabama, Kentucky, Maryland, South Carolina, Texas, and Virginia, at no cost to Civil Air Patrol, its members, or the states. Each course presented saves about $3,000 in delivery costs. Many of these courses would also not be delivered by the states or other agencies because they are

provided on weekends (to meet volunteer availability) and typically have lower-than-normal enrollments (that would be cost-prohibitive in the case of funded deliveries).



Left: Tech. Sgt. Shawn Finnegan, USAF, 56th Fighter Wing, Luke AFB (right) discusses SAR tactics with Falcon Composite Squadron 305 Maj. Dave Roden. At left, 388th Composite Squadron Lt. Col. Patrick Smith, Glendale, Ariz., confirms planning factors for the simulated mission during the BISC SAR tabletop exercise. *(Photo: 1st Lt. John Bryant, CAP)*

Below: Students attending the Advanced Incident Command System 400 course at Falcon Composite Squadron in Mesa, Ariz., view a film on Multi-Agency Coordination Systems during the class. *(Photo: Lt. Col. Bob Ditch, CAP)*

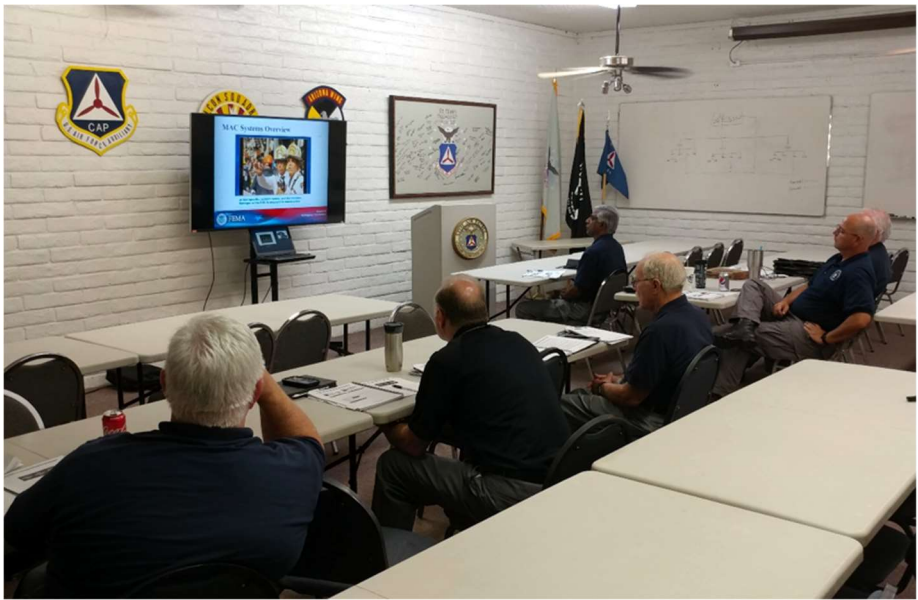
Program instructors have received FEMA “Train-the-Trainer Instructor” training. The lead trainers, who are U.S. Air Force- or state-certified. Instructors for the program offered in Mesa, included Lt. Cols. Bob Ditch, Linda Yaeger, and Paul Rehman from the Arizona Wing; Gil Damiani, retired chief officer from Mesa Fire Department; and Maj. Todd Canale, CAP-USAF liaison officer and fire chief for the Davis-Monthan Air Force Base Fire Department.

Arizona Wing will be offering more of the *Stop-the-Bleed* courses over the year, at the request of squadrons in the Phoenix and Tucson areas, with plans to expand to other parts of the state in the future.

On April 7-8, 2018, 26 students attended the Air Force Rescue Coordination Center’s (AFRCC) Basic Inland Search & Rescue Course (BISC) at Falcon Squadron. The participants were from six Arizona Wing squadrons, CAP-USAF, U.S. Northern Command, Headquarters 1st Air Force/AFNORTH, Headquarters Army South/ARSOUTH, the 56th Fighter Wing at Luke Air Force Base, and PHI Air Ambulance Inc. Two AFRCC instructors traveled from their headquarters at Tyndall Air Force Base, Fla. to conduct the two-day course.

The BISC was developed to bring "SAR from a federal perspective" to the men and women of CAP and others from local, state, and federal agencies within the United States. The course consists of lessons on various Search & Rescue (SAR) planning documents, concepts, techniques, equipment, and legal issues. Each two-day course ends with a tabletop exercise of a SAR scenario. Specific areas covered included: SAR Network Overview, AFRCC, Resources and Mission Types, Radar and Cell Phone Forensics, Beacons, FAA, and Mission Operations to include search theory, family and media.

According to AFRCC Assistant Director of Operations Maj. Brett Cove, “The focus of the course is to provide an environment that will allow the attendees to discuss their past experiences, concerns for SAR, and do that all-important networking that is needed to provide a cooperative SAR network.” A companion course to the AFRCC BISC is the five-day National SAR School’s Inland SAR Course, scheduled to be held in the fall at Falcon Field (dates TBA).



New Mexico Wing Looks Forward (And Back) To 70 Years as USAF Auxiliary

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – On March 1, 2018, at Civil Air Patrol's Legislative Day and Winter Command Council Meeting in Washington, the organization kicked off its 70th anniversary as the official civilian auxiliary of the United States Air Force.

This milestone celebration is the third in three years for CAP. In 2016, the organization celebrated the 75th anniversary of Civil Air Patrol's founding on Dec. 1, 1941. The following year, CAP celebrated 75 years of the Cadet Program – which provides aerospace education and leadership training to young men and women ages 12 through 20 – which began on Oct. 1, 1942.

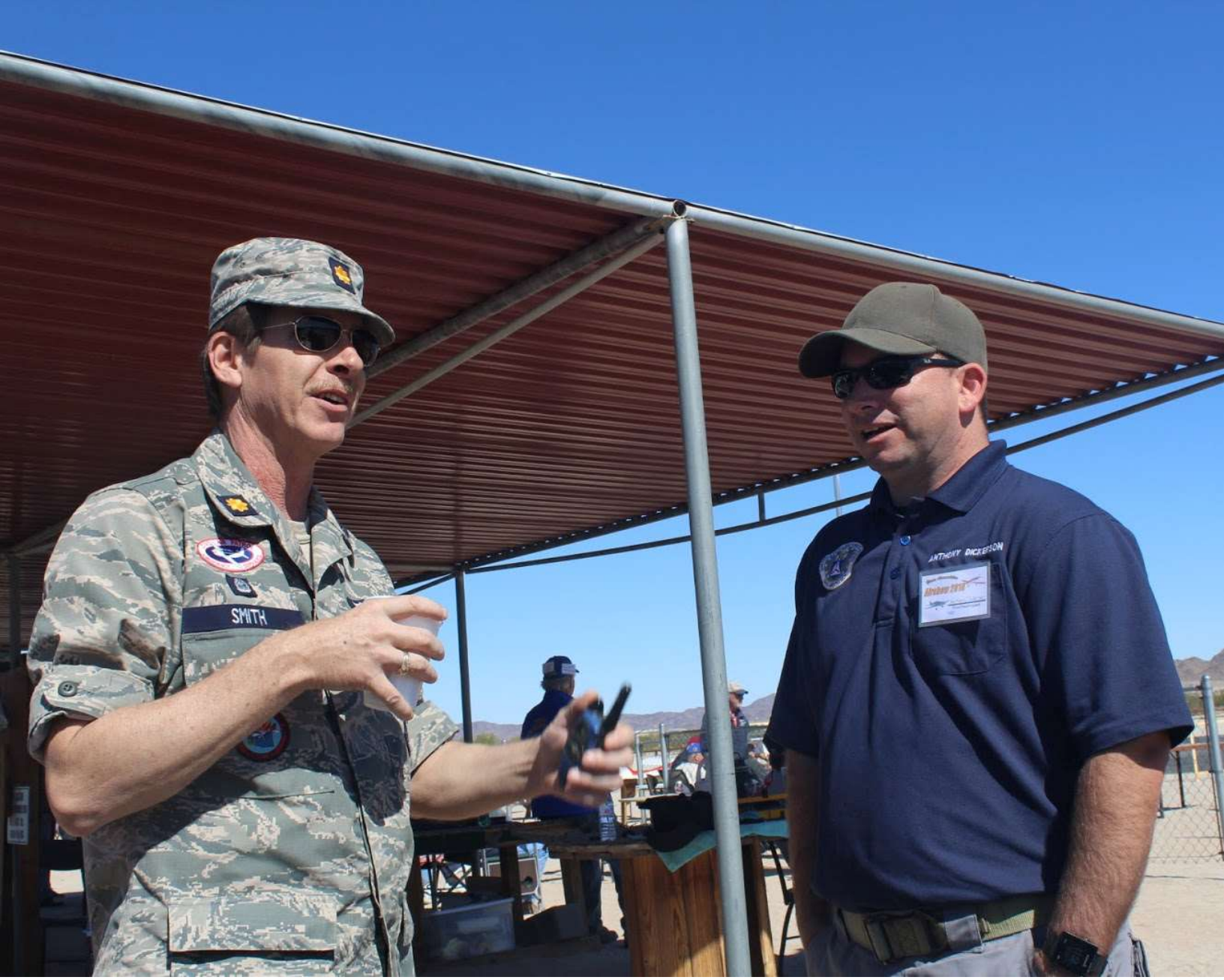
Six days after CAP's founding, the United States entered World War II after the Japanese attack on Pearl Harbor. CAP's most famous wartime activity was its Coastal Patrol where, over an 18-month period, CAP's volunteer pilots dropped depth charges on Nazi U-Boats that prowled the Atlantic and Gulf Coasts of the United States. Although there is no proof that Civil Air Patrol sank any German submarines, CAP's constant harassment of the U-Boat fleet was a contributing factor in the German subs' withdrawal from American waters.

On July 1, 1946, President Harry S. Truman signed into law Public Law 79-476, which stated that Civil Air Patrol was to be of a solely benevolent character, and that meant that CAP could no longer engage in combat operations of any kind. CAP officially became the civilian auxiliary of the United States Air Force on May 26, 1948, through Public Law 80-557, also signed into law by President Truman, eight months after the United State Air Force had become a separate service on Sept. 17, 1947. Since 1948, CAP has been tasked with three main missions: Emergency Services, Aerospace Education and the Cadet Program.

New Mexico Wing's sense of history has been documented in the book *Enchanted Wings,* co-authored by Lt. Col. Ted Spitzmiller and Maj. Gwen Sawyer, both longtime CAP members. Spitzmiller, who serves as New Mexico Wing's external aerospace education officer, has been a CAP member since January 1958. Sawyer, the administrative officer for Group 800 – which oversees all the middle school and high school squadrons in the wing – has been a CAP member since March 1959, and holds the distinction of being the first female cadet in the nation to have earned Civil Air Patrol's Gen. Carl A Spaatz Award – the highest cadet program award that a cadet can earn.

Spitzmiller, who was hard-pressed to offer a single statement regarding New Mexico Wing's history, offered the following observation from his book: "The mission of CAP has changed little over the years, but the supporting activities of those missions have. CAP does not do as much search and rescue as it did in the early years," citing the advent of radar and ELTs (Emergency Locator Transmitters) that reduced the need for the traditional search for a lost plane. "But," he continued, "the expanded role of CAP in disaster relief such as occurred during Hurricane Katrina and the Homeland Defense effort are strong indications that CAP's basic mission is a critical asset to America."

New Mexico Wing Commander Col. Mike Lee, in offering his look-ahead to the future of CAP and New Mexico Wing, said, "After just recently being recognized as part of the Air Force's Total Force, Civil Air Patrol continues its 70-year mission to serve Community, State and Nation in Emergency Service, Cadet Programs and Aerospace Education as the Air Force Auxiliary,"



Top: Yuma Composite Squadron Commander Maj. Stu Smith (left) confers with MSgt. Anthony Dickerson as they oversee cadets working at the Yuma Aeromodelers Airshow. *(Photos: Maj. Robert Kaye, MD, CAP)*

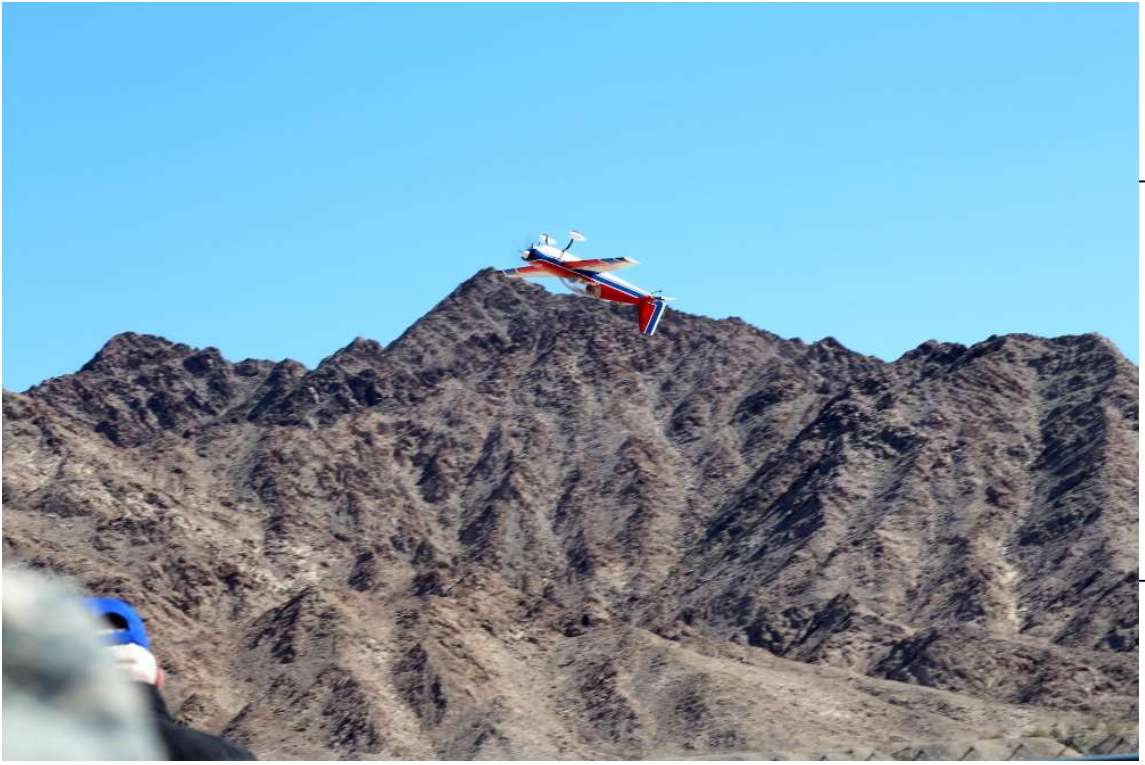
Arizona Wing's Yuma Composite Squadron Active in Community Events

by Maj. Robert Kaye, MD, CAP, Arizona Wing

YUMA, Ariz. – Yuma Composite Squadron 508 senior and cadet volunteers supported two local aviation events as part of the squadron's community outreach initiative. By participating in these activities, they provide is greater exposure for the Civil Air Patrol and its missions.

The Yuma Aeromodelers Airshow annual event took place on Feb. 10, 2018. Just a few weeks earlier, the Yuma Aeromodelers group had made its airfield, Contreras Field, available for the CAP squadron's model rocket launch.

The CAP volunteers decided to thank the Aeromodelers for their generosity by helping out at their airshow. They arrived about an hour before the event was scheduled to start, setting up tables and chairs for their base of operations. Many of the CAP members helped direct traffic and automobile parking for the event, with more than 900 vehicles counted passing through the admission area.



Left: A radio-controlled model airplane performs an aerobatic maneuver during the Yuma Aeromodelers Airshow at Contreras Field in Yuma, Ariz.

Below: The Yuma Composite Squadron welcomed to its hangar community members wishing to take introductory flights offered by the local EAA chapter through its Young Eagles program.

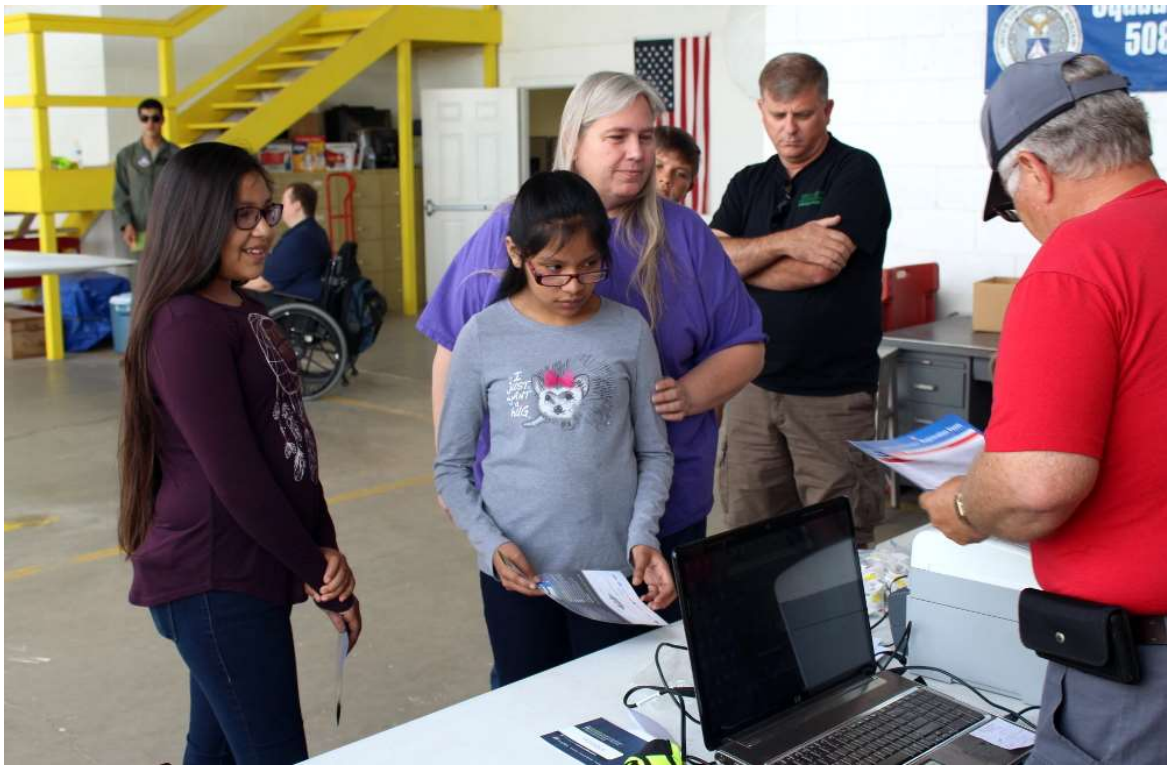
CAP members had sufficient time to watch some of the airshow. “Pilots showed their mastery of the model airplane world with a variety of demonstrations,” said Yuma Composite Squadron Commander Maj. Stuart Smith. “The parachute drop was particularly successful this year. Model aerobatic displays were also impressive.”

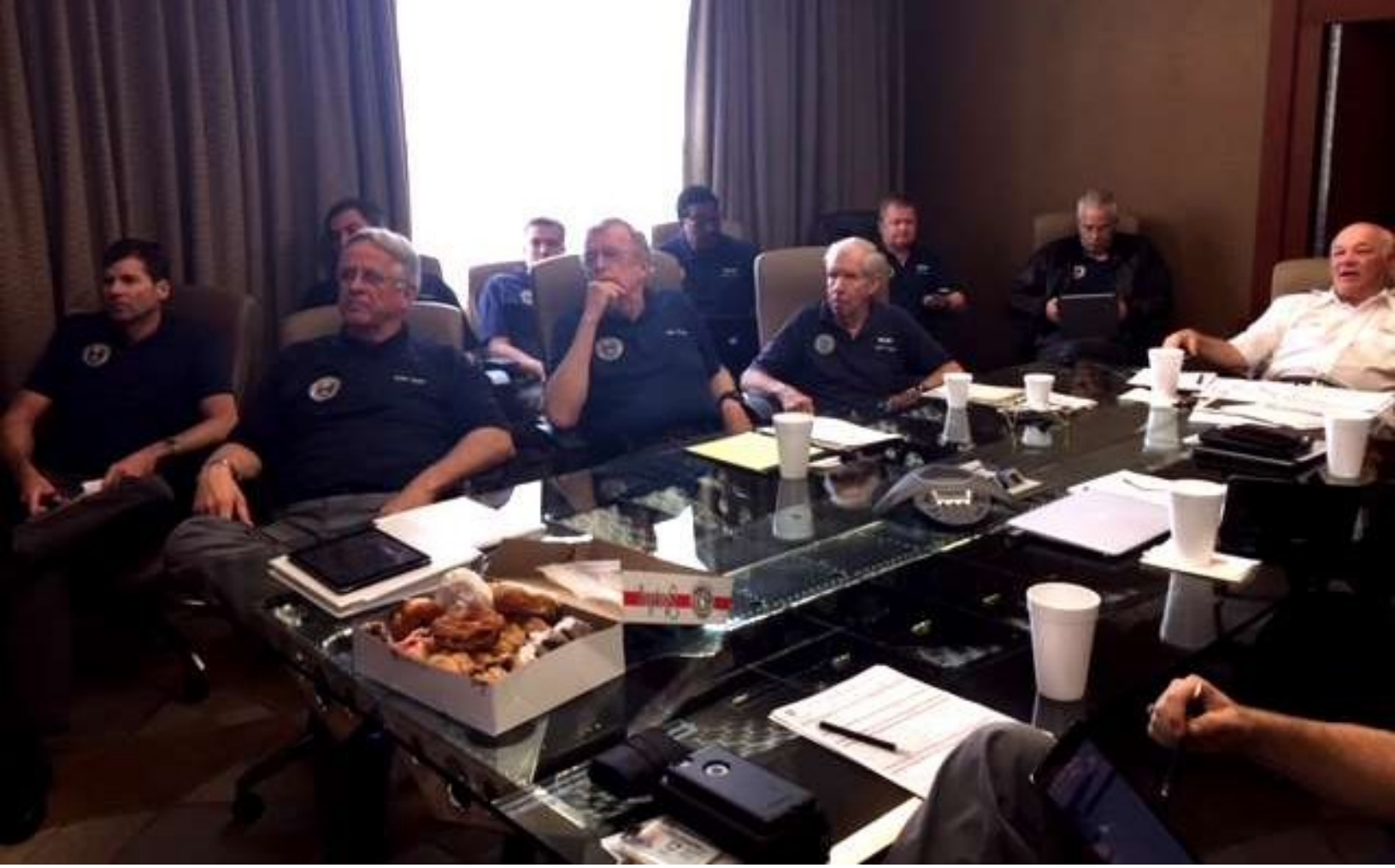
Smith oversaw the CAP volunteers’ activities during the airshow. “Cadets and senior members enjoyed the beautiful, if breezy, day,” Smith said. “I think we firmed up our relationship with Yuma Aeromodelers by our excellent volunteer work, keeping parking chaos to a minimum.”

“We look forward to working with this local group in the near future,” he said. “Their field is a good site to hone our skills with the quadcopter, and it should provide a nice area for stargazing as we ramp up our astronomy program.”

On March 31, 2018, the Yuma Composite Squadron’s hangar was the base of operations for the local Experimental Aircraft Association (EAA) chapter as it offered introductory flights through its Young Eagles program. To set up for the event, CAP members arrived at the hangar before 6:30 a.m. The lineup of attendees and their parents started forming before 7 a.m. and continued to grow throughout the day.

Parents registered their children and signed permission slips for the introductory flight in one of six EAA airplanes. In all, 53 Young Eagles took flight during the event. CAP pilots also flew six Squadron 508 cadets on orientation flights. The purpose of the squadron’s outreach initiative was supported by introducing the Young Eagles to the CAP Yuma Composite Squadron and its members.





Texas Wing Conducts a Mission Pilot Ground School

by Lt. Col. Mike Turoff, CAP, Texas Wing

HOUSTON – On March 24, 2018, at the Million Air facility at the William P. Hobby Airport, the Hobby Senior Squadron (TX-451) and the Baytown Senior Squadron (TX-268) hosted a Mission Pilot (MP) Ground School for 12 aspiring MP students.

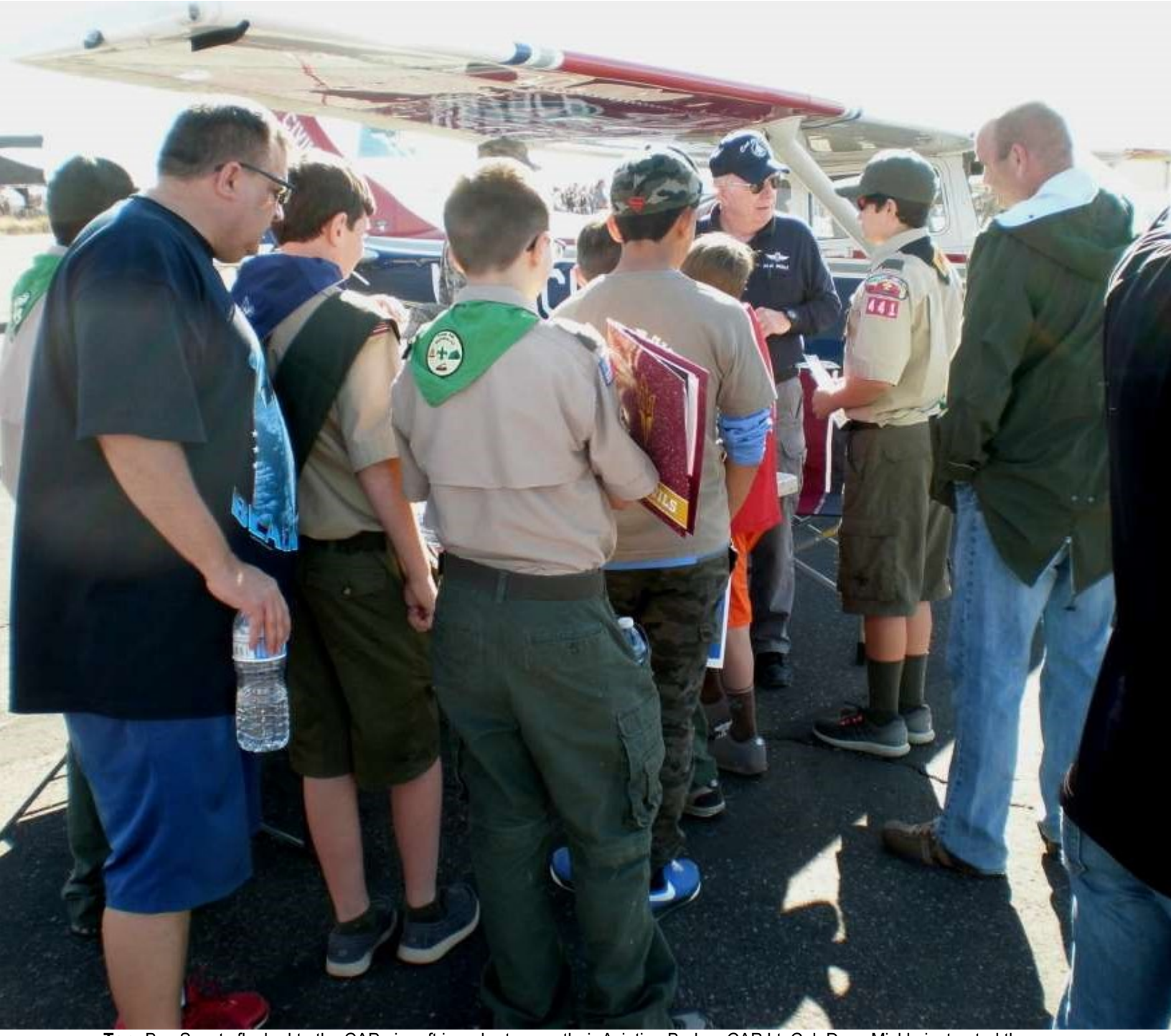
Instructors were: Lt. Col. Don Fisher, Lt. Col. Michael Turoff, and Maj. Greg Prewitt.

The course covered all elements of the National Emergency Services Academy (NESA) Power Point presentation, dated June 2017, and students received endorsements on their Specialty Qualification Training Records for advance training tasks that are required to achieve the Mission Pilot rating.

The following CAP members attended as students: Col. Eric Boe, Lt. Cols. Richard Clark and Robert Dean, Capt. William Foster, 1st Lts. John Melcher, Jonathan Voss, and Jonathan Whistler, 2nd Lts. Laurence Gross, Frederick Luce, Mathew Kosmoski and Mark Zeller, and S.M. Christopher Marz.

During the presentation, it was noted that the NESA slide presentation (dated June 2017) is already in need of serious revision because CAPR 60-1 is now CAPR 70-1, thus making several of the slides out of date with current regulations. It was recommended that this be addressed in the near future, since the presentation will also need to be used at the Lone Star Emergency Services Academy (LESA) this June, to be conducted at the Texas Wing Headquarters in Nacogdoches.

These instructors are a primary core of the Mission Aircrew School at LESA and, with the help of other instructors who are Certified Flight Instructors, the course will meet all current requirements.



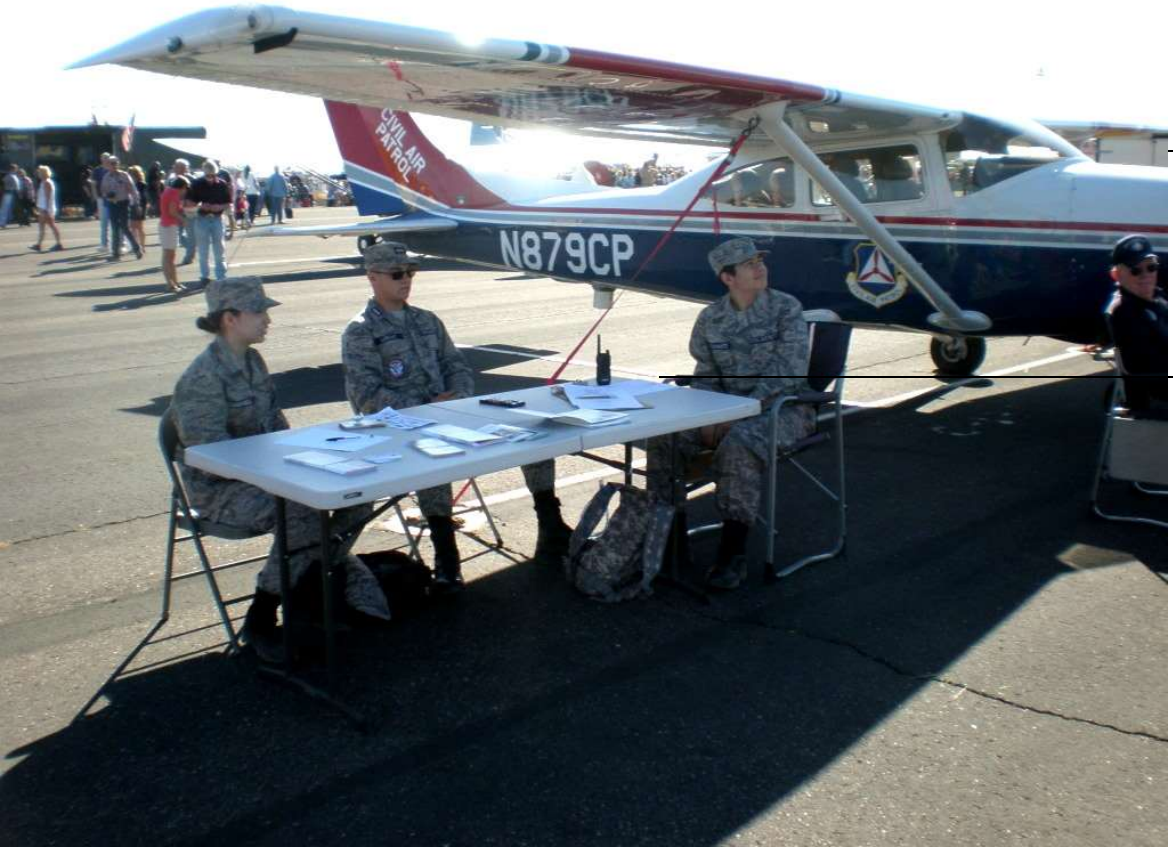
Top: Boy Scouts flocked to the CAP aircraft in order to earn their Aviation Badge. CAP Lt. Col. Dave Mickle instructed them on the principles of flight. *(All photos: Lt. Col. Peter Feltz, CAP)*

Arizona Wing Participates in the Buckeye Air Fair

by Lt. Col. Peter Feltz, CAP, Arizona Wing

BUCKEYE, Ariz. – On Feb. 3, 2018, the Arizona Wing Aerospace Education team, headed by Arizona Wing Director of Aerospace Education Capt. Angelo Rossetti, participated in this major annual event. With an estimated 11,000 participants, this was a full-blown Air Fair and aviation event.

There were many booths with food and aviation-related merchandise. Arizona Wing's set-up was part of the Arizona SCI-TECH Festival in their isle on the north end of the field. There were 25 different organizations set up in this area.



Left: (L-R) Cadets Chappell, Larkham and Bustamante at the visitor information table.

Below: A display of some of the STEM kits available to AEMs.

Arizona Wing's Capt. Rossetti has been on the Buckeye Air Fair committee for the last several years, and this has assured Arizona Wing's being assigned to a prime location in the SCI-TECH area. For this event, the Glendale Composite Squadron aircraft was on static display, attended by Lt Col. David Gregor, Maj. Morris, and 1st Lt. Frank Yaeger.

Capt. Rossetti provided the supplies and materials needed for an interactive activity to construct an air-powered rocket, FPG-9 Glider, and paper airplanes. Arizona Wing also had their usual AEM display and recruiting table.

Seven members of the Glendale Composite Squadron (Master Sgt. Risinger; Cadet Capt. Brandon Larkham; Cadet Tech Sgt. Tristan Thompson, Cadet Sr. Airman Elijah Bustamante, Cadet Airmen Sierra Chappell, Bo Hershell, and Austin Lindgren) helped set up the display area and interacted with the public, especially young visitors interested in joining CAP.

Arizona Wing's External Aerospace Education Officer Fred "Fritz" Seifritz was also present to help with the display. Arizona Wing's friends, the Luke AFB Chapter Air Force Association, were set up next to the CAP area.

Since this was a free family event, many people joined in the fun. Boy Scout Troop 515 set up next to the Arizona Wing booth, and 40 scouts took advantage of the opportunity to get their aviation badge sign-off at the CAP aircraft.

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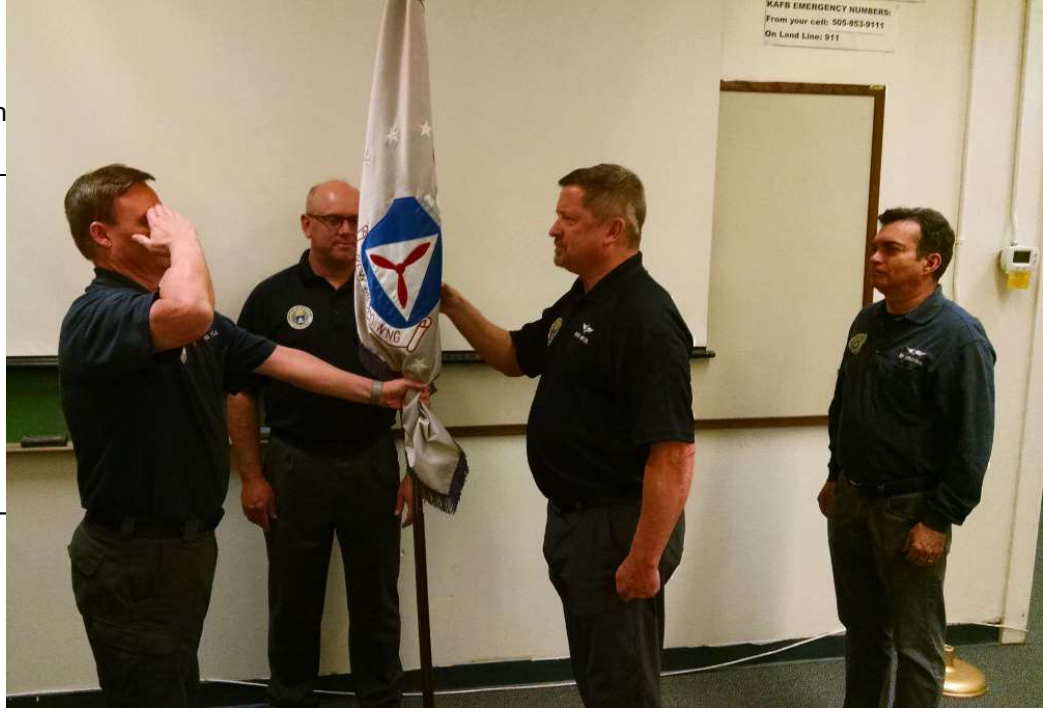


Right: (L-R) New Mexico Wing Vice Commander for Southern New Mexico Lt. Col. James W. Steele passes Albuquerque Senior Squadron's organizational flag to incoming Commander Lt. Col. Douglas Weitzel, as outgoing Commander Maj. Edward Longoria looks on. Squadron II Operations Officer Capt. Thomas Billstrand is also pictured, second from left. *(Photo: Capt. Ryan Stark, CAP)*

Change of Command at New Mexico Wing Albuquerque Senior Squadron II

by Capt. Ryan Stark, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – On March 12, 2018, Lt. Col. Douglas P. Weitzel took command of Albuquerque Senior Squadron II, at the squadron's headquarters in Kirtland Air Force Base. In a ceremony led by New Mexico Wing Vice Commander for Southern New Mexico Lt. Col. James W. Steele, Weitzel accepted command of the 56-member squadron, replacing Maj. Edward Longoria, who had commanded it since June 2015.

Weitzel, a CAP member assigned to Squadron II since 2012, is a retired U.S. Air Force command pilot and currently works as a contract simulator instructor for the Air Force's MC/HC-130J aircraft.

"It is a true honor to lead this squadron, that serves as the tip of the spear for CAP air operations in New Mexico," Weitzel said upon taking command. "I know that I join with all our members in making sure that whenever there is a need to put planes in the air, we will be ready."

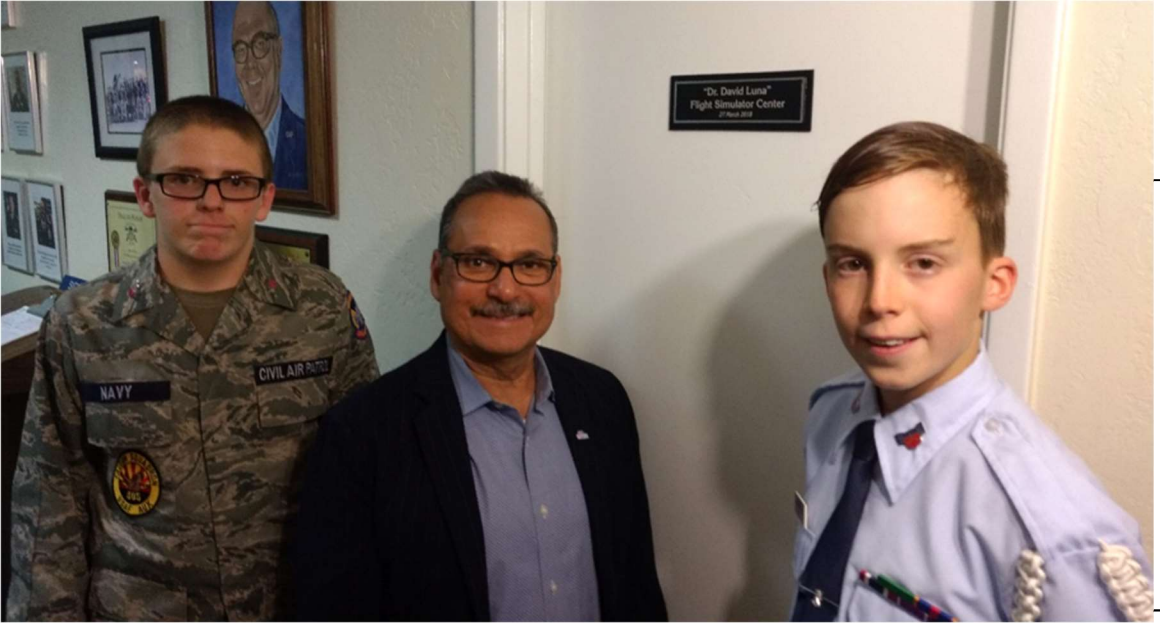
"There is a long tradition of integrity, excellence, service and respect in this squadron's history," Weitzel added, alluding to CAP's four core values. "It is my goal to continue that long tradition and make our State proud."

Weitzel, who had previously served as the squadron's safety officer and operations officer, holds a CAP senior pilot rating and has completed Level III of CAP's professional development program. He also serves as the squadron's assistant operations officer, as well as director of safety for New Mexico Wing.

Squadron II was formed just after CAP's creation in 1941. Since its inception, the squadron's primary focus has been air operations, namely search-and-rescue and disaster response. Many of the squadron's members are pilots. About one-third of the aircraft assigned to CAP's New Mexico Wing – Cessna 172s, 182s and 210s, as well as a Gippsland Aero GA-8 – are under the care of and operated by Squadron II at any given time.

Squadron members have participated in numerous important missions, including recovery efforts after Hurricane Katrina in 2005 and Hurricane Harvey in 2017, blood transport missions following the Sept. 11, 2001 attacks, and countless search-and-rescue missions across the southwest.

Besides emergency services, Squadron II members support other aspects of CAP's mission. Although, as a senior squadron, Squadron II does not have any cadet members, pilots in the squadron provide orientation flights for New Mexico Wing cadets, giving many their first taste of flight. They also provide tow flights for CAP gliders, taking the gliders into the air and then releasing them to soar on their own. Squadron members also serve in numerous roles in the area of aerospace education, sharing the history and science behind air and space power.



Left: Dr. David Luna poses in front of the door to the new Dr. David Luna Flight Simulation Center with Cadet Airman 1st Class Austin Navy (left) and Cadet Staff Sgt. Matt McCaskill (right). *(Photos: 1st Lt. John Bryant, CAP)*

Below: Dr. David Luna is coached into flight by Cadet Staff Sgt. Matt McCaskill (left) and Cadet Airman 1st Class Austin Navy.

Arizona Wing Squadron Opens its Flight Simulation Center

by Lt Col Bob Ditch, CAP, Arizona Wing

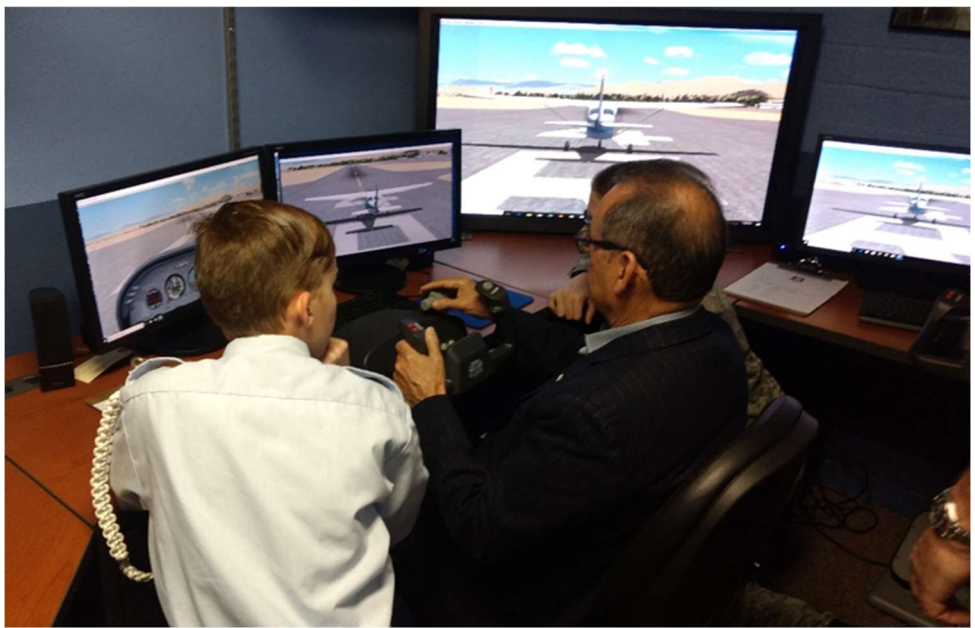
MESA, Ariz. – On March 27, 2018, Falcon Composite Squadron 305 in Mesa, Ariz. dedicated its brand-new, three-console (aircraft) Dr. David Luna Flight Simulation Center, named after the Deputy Mayor and City Council Member for the City of Mesa. At Dr. Luna's signal, two cadets "pulled the chocks" to officially open the center.

Prior to his current positions, Dr. Luna spent over three decades focusing his energies on the use of technology in youth education. He also has been a strong advocate of aviation, and Falcon Field, the airport where the Falcon Composite Squadron is located, falls under his jurisdiction. As a result, Dr. Luna is a strong advocate and supporter of the needs of youth, aviation, and technology.

The components of the Flight Simulation Center include three brand-new computers acquired with state-allocated grant funds, six new, large computer flat screens, a "jumbo" flat screen acquired through donations, three flight simulator instrument/control consoles, and software from CAP National Headquarters. The room's walls and ceiling, cleaned from top to bottom, are painted blue and white. The overall estimated value of the simulation center is $5,000, but all the components were provided at no cost to the squadron or the wing.

The simulators can provide three independent flight simulations, including one for radio-controlled (RC) aircraft training. This helps with training to fly the CAP Cessna Replica RC aircraft, which unit cadets constructed last year. The squadron members show off their CAP Cessna replica by flying it during many RC aircraft fly-ins.

To make full use of the simulators, the squadron typically provides special evenings during the week for cadet flight training. It also uses the Flight Simulation Center for both Junior ROTC and Air Force ROTC cadets, as well as CAP Cadet Orientation Flight (COF) preparation. While others are flying, staged COF cadets can practice in the Flight Simulation Center before they go up in an actual aircraft.



The Dr. David Luna Flight Simulation Center, that is open for use by any wing member, may be scheduled by other squadrons for cadets who want to visit and enjoy the experience of controlled flight.

New Mexico Wing Safety Officer Praised for her Leadership Skills

by 2nd Lt. Michael R. Saul, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – In Civil Air Patrol, safety is number one. On Jan. 11, 2018, Albuquerque Heights "Spirit" Composite Squadron Safety Officer Capt. Karen M. Barela presented an operational risk management (ORM) briefing that taught squadron cadets and senior members the need to assess risk in all activities. For example, during Physical Training (PT), ORM includes the dangers of exercise. One danger is dehydration, so part of ORM suggests that prior to exercise participants ought to drink water in order to avoid dehydration.

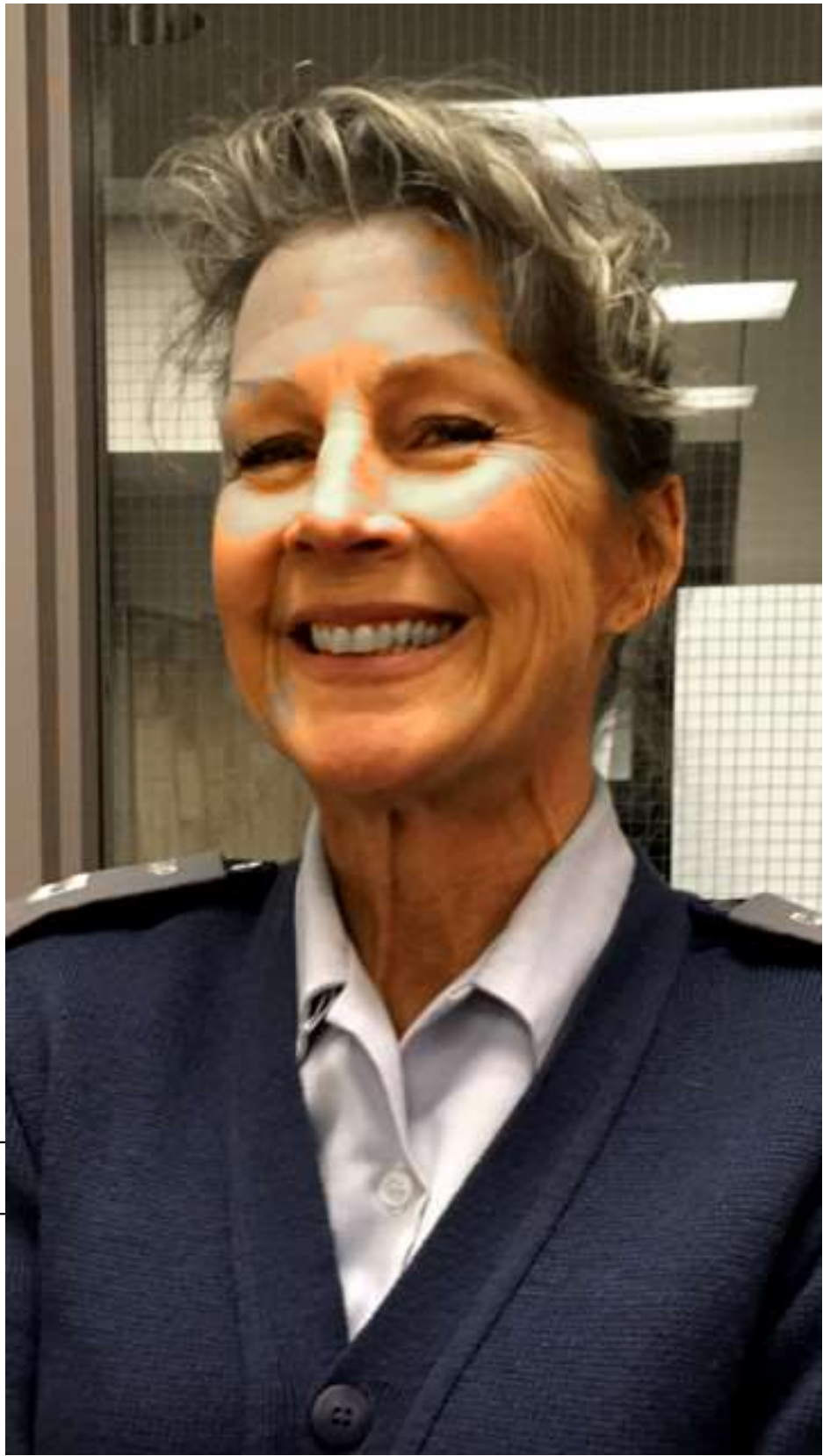
Not only did Barela commit to teaching this ORM lesson but, by doing so, she helped the squadron fulfill regulatory expectations, since for all squadrons ORM training is due by March 31 yearly.

Squadron Deputy Commander for Seniors Lt. Col. Michael E. Eckert praised Barela for her leadership skills. When asked how he would describe the role of the safety officer, he said, "You can never go overboard on safety. I would rather cancel an event than get anyone hurt or equipment damaged."

According to Eckert, "Capt. Barela is the epitome of the safety officer." She reviews every event for risk management, and she automatically thinks safety in everything she does.

In addition to monthly safety briefings, Barela also commits to monthly PT training for cadets, consistently creating ways to engage the cadets in their own health and overall physical well-being. Her dedication has earned her multiple safety awards, including New Mexico Wing Safety Officer of the Year for 2017.

The squadron's senior staff considers that Capt. Barela represents leadership at its best.



Right: Capt. Karen M. Barela. *(Photo: Capt. Mary A. Fox, CAP)*

Left: The CAP booth received many interested visitors. *(Photos: Ms. Erica Shumaker, West-MEC)*

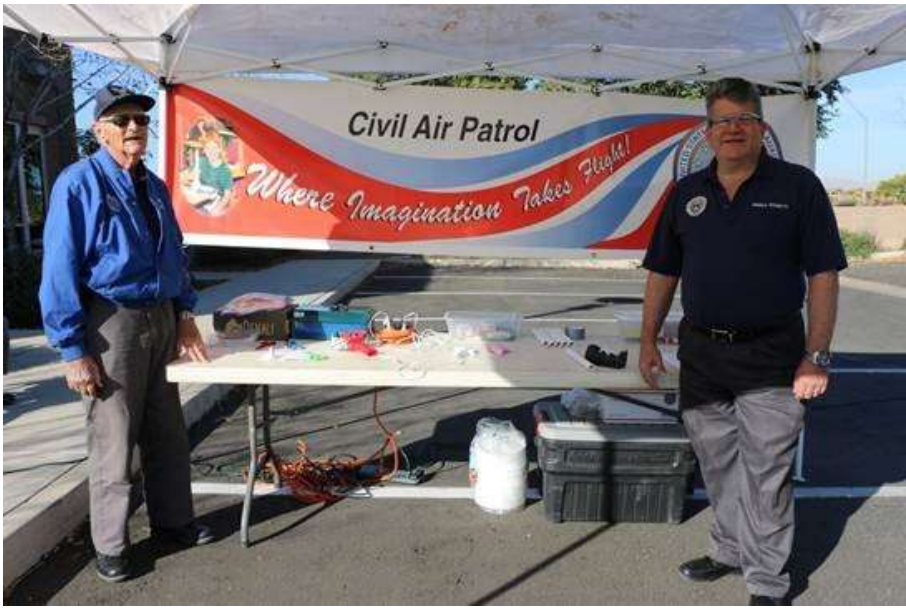
Below Center: (L-R) CAP Lt. Col. Peter Feltz and CAP Capt. Angelo Rosetti, Arizona Wing.

Bottom: Lt. Col. Peter Feltz at the STEM/AEM booth.

Arizona Wing Takes Part in the West-MEC "Start the Spark" STEM Event

by Lt. Col. Peter Feltz, CAP, Arizona Wing

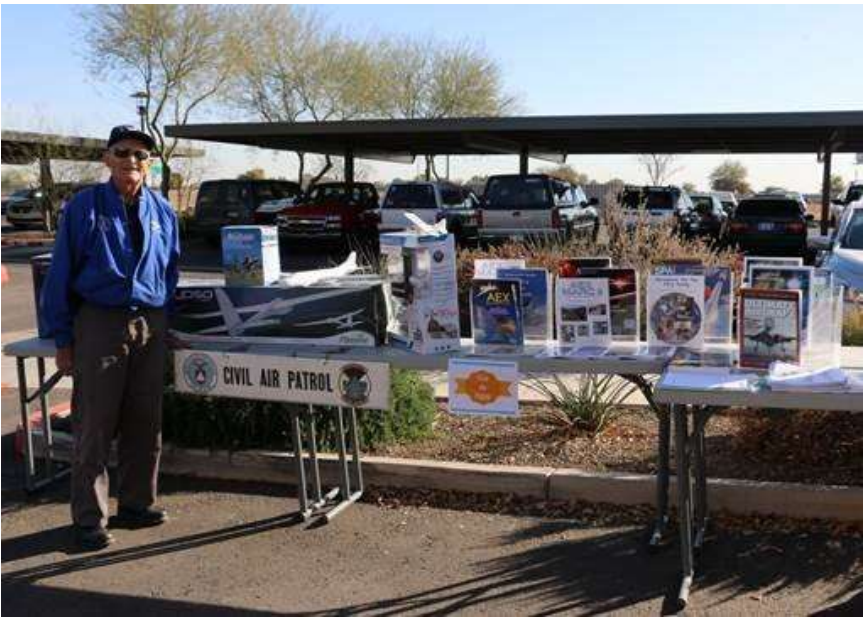
PHOENIX – On Feb. 10, 2018, the Western Maricopa Education Center (West-MEC) staged its "Start the Spark" Science, Technology, Engineering and Mathematics (STEM) event. In support of this initiative, the Arizona Wing Aerospace Education Staff set up its STEM and Aerospace Education Member (AEM) displays and provided a hands-on project where visitors to the CAP booth built and flew "Air Rockets." This was very successful and drew many participants.



West-MEC is an independent Career and Technical Education (CTE) public school district located in Arizona. As a districted system, seven elected members represent a specific land and population area. The United States Department of Justice approved these districts, that receive the same scrutiny as all electorate districted systems.

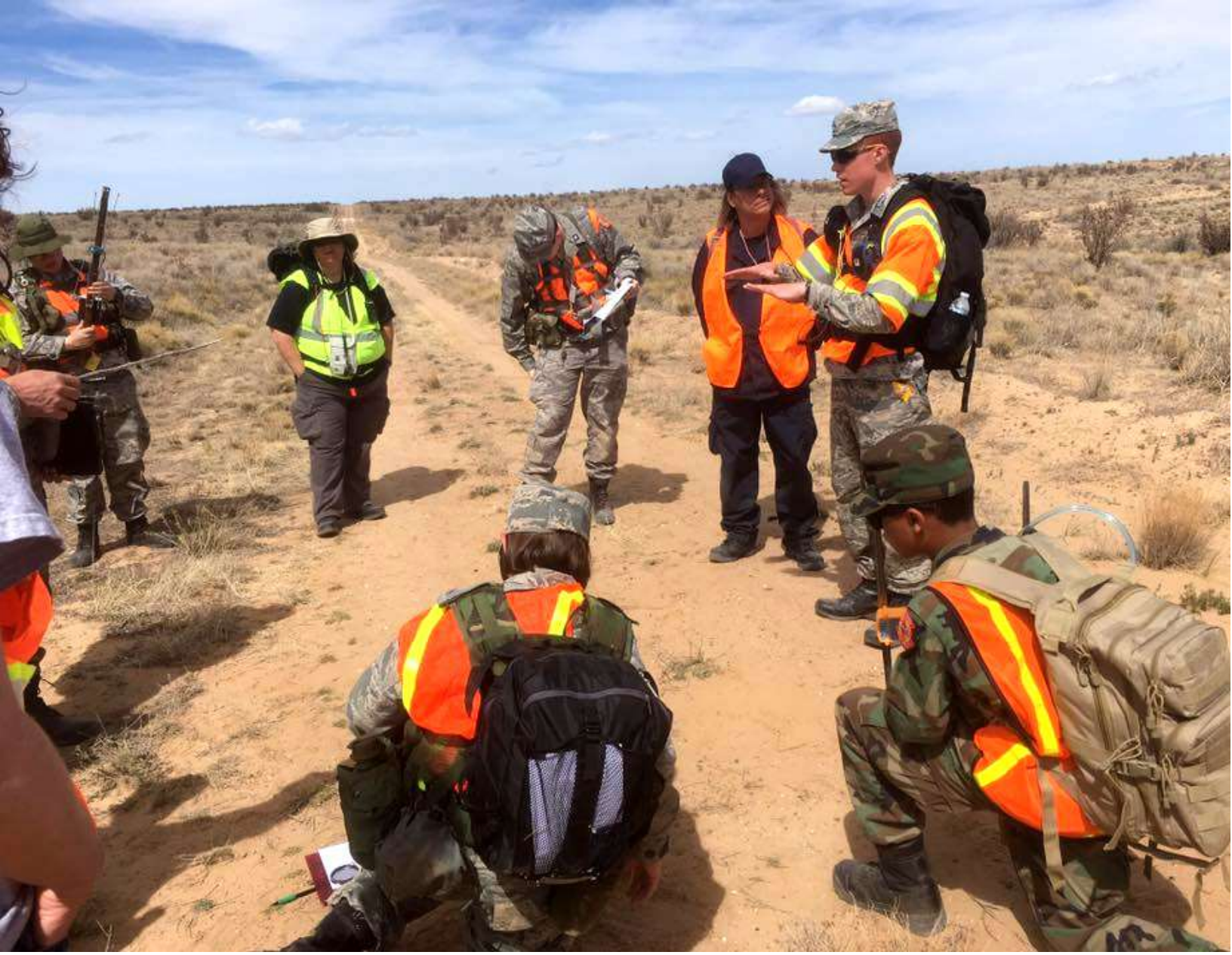
West-MEC's boundaries span 3,600 square miles in the northern and western cities of the Phoenix Metropolitan area, serving over 30,000 public school students at 46 high schools. Unlike traditional school districts, West-MEC focuses solely on innovative CTE programs that prepare students to enter the workforce and pursue continuing education. Every student who completes a program is allowed to test for licensure or certification.

Accepted students take academic courses at their home high school, then travel to one of five West-MEC campuses for part of their day. Over 25 programs in six industries are offered to juniors and seniors in high school. West-MEC financially supports member school districts to increase the availability of quality CTE programs for all students. As an education center, West-MEC also offers professional development, community classes, as well as adult education.



West-MEC is accredited by AdvancEd.

The Arizona Wing display was designed to introduce visitors to the many opportunities in the aerospace industry that are open to students.



Top: Everyone attended the safety briefing before going out with the ground team. *(Photos: Capt. Mary A. Fox, CAP)*

Cadet Guest Editorial

How I Spent My Spring Break: Ground Team Academy

by Cadet Airman Jessamine Wignall, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – For the week of March 23-25. 2018 – which was Spring Break for most Albuquerque Public Schools students – New Mexico Wing hosted its annual Ground Team Academy, where cadets can learn the skills they need to work on a ground team.

As soon as I heard about the academy, I started to assemble my 24-hour pack right away – everything I would need to survive in the field for 24 hours. Then I got excited and put together a 72-hour pack instead. When I arrived at the class, I signed in and sat down at a table near the front. I looked around the room to see a dozen cadets from different squadrons, with small camouflage backpacks, staring at my brother (Cadet Airman Max Wignall) and me, with our gigantic 72-hour packs that were half our size. The academy's leader, Lt. Col. Michael E. Eckert, talked about our packs and how we shouldn't put too much weight in them, because this is what we would be wearing all weekend.

On the second day, I took some extra stuff out of my pack and it was much lighter. We got to class and, on the table by the sign-in sheet, there were three boxes full of donuts. I grabbed two

and sat down at my table to eat them. The first thing we talked about was how to treat hot and cold injuries. It was interesting to learn symptoms and treatments for things like heat exhaustion, hypothermia and frostbite.

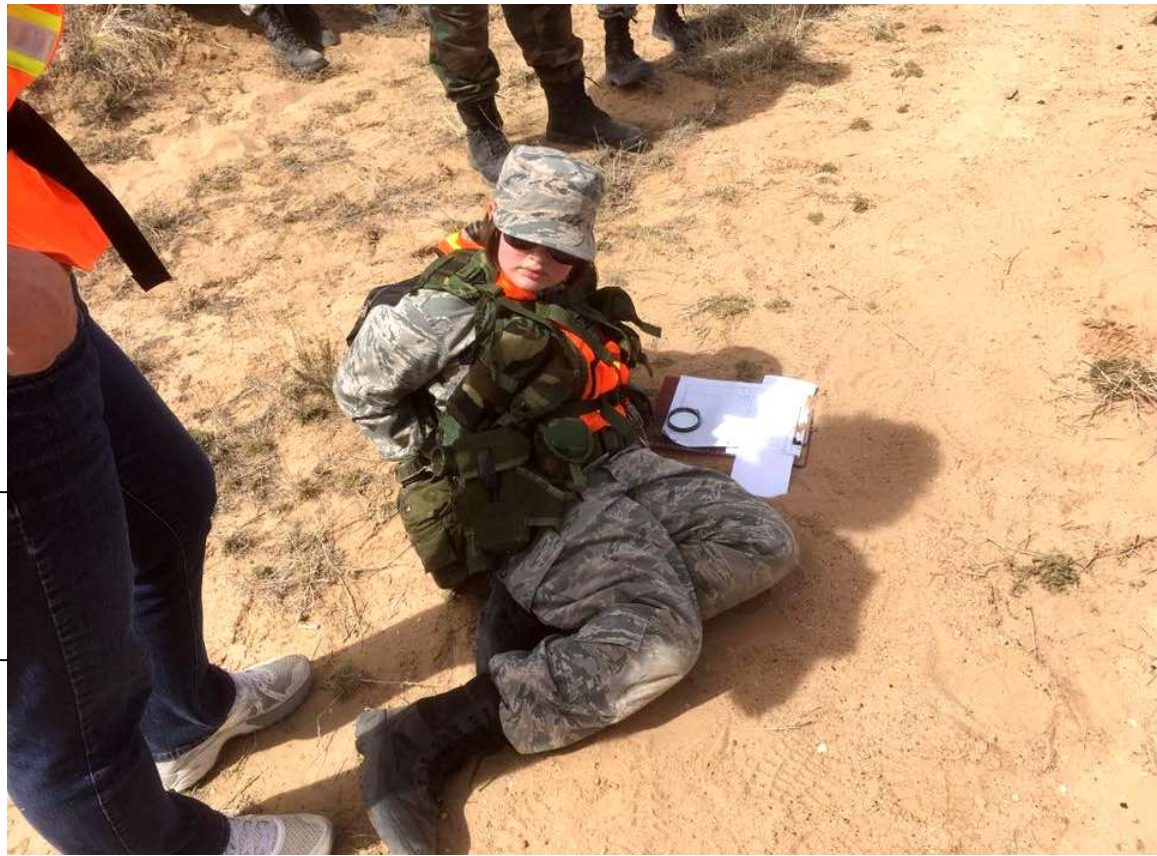
Then we did exercises on boxing a compass: we went outside and used our compasses to find the bearing of an object or a place on a map. After about 30 minutes in the sun, we went inside to eat lunch. I had a sandwich with pickles and bacon. After lunch, a student suggested that we run a lap around the building. Unfortunately, Lt. Col. Eckert took the student seriously and we ran four! My feet started to hurt, and I quit during the fourth lap. It turned out that my boots were too small. A cadet from Eagle Cadet Squadron went with me inside to help me get new ones. I came back outside and there on the ground was a litter. They showed us how to pick it up should an injured person be in it: lift to the knees, lift, lift to the hips, lift. Then a student got in and we carried him around the building. We also used an ELT (Emergency Locator Transmitter) to track a PLB (Personal Locator Beacon).

On the last day, when we arrived at the classroom we checked over our packs. We needed to have a compass, signal mirror, two quarts of water, a whistle, a Meal Ready to Eat (MRE), and a ground-team member handbook. After all the packs were checked we were assigned to jobs. I was asked to be a log keeper for van #21, another cadet was a log keeper for van #18, and another was assigned to be the medic. We drove out to the field and began the first exercise, which was a line search (you form a line and walk until you find what you are looking for). We did this again but rotated slowly instead of walking forward.

Soon we got a call about a missing hiker named Tanya Jones. She wore a blue cap, jeans, a gray T-shirt and tennis shoes. We found someone who matched the description perfectly except her name wasn't Tanya Jones and she was not the subject. We did a line search and soon found a paper hidden in a bottle which said that she was OK and ran away with a guy called Todd. We ate our MRE lunch and got another call that said a PLB signal was going off and a plane had crashed in the area.

We started another line search when Cadet 1st Lt. Connor Neal of Eagle Cadet Squadron pointed out a tarp structure in the distance. He and I ran over and found a "plane" made with two tarps, a wagon and a piece of plastic. There was also a PLB under the wing. Nearby was a man with a horrible head injury who claimed to be dead. We laid him into the litter and carried him back to the van. When we got back to base the "dead guy" said that he really enjoyed the litter ride and that it was very smooth and went well.

My favorite part was when I kept the log. It was fun and I didn't have to help carry the ELTs or litter too much, because I was carrying a clipboard the whole time. Overall, I loved the experience and will definitely go again.



Right: Cadet Airman Jessamine Wignall works with map and compass during the New Mexico Wing Ground Team Academy.

On Language

Getting to Know the English Language

AUSTIN, Texas – Since we use it daily with relative confidence, most of us consider the English language to be an entity unto itself, European in origin, and assume it to be a direct descendant of the Germanic languages spoken by the Angles and Saxons. These Germanic tribes invaded the British Isles soon after the Roman occupiers had abandoned *Londinium* (today's London) to return to Rome in the year 409, because all Roman legions were recalled to defend the Capital of the World against the barbarians ransacking Europe in irresistible waves as they emerged from Eastern Europe and Asia. The Roman legions' might, however, failed to save Rome that eventually fell, though it took some four centuries more for the Roman Empire's civil service to limp along, wind down, and finally dissolve. But that is another story.

Indeed, the Anglo-Saxons gave their language to England, and it served it well until 1066, when William the Conqueror took over and imposed his *Langue d'oc* (descended from Vulgar Latin through Gallic, and a precursor of Provençal) for court and government use, though the common people and farmers continued to use Anglo-Saxon, and Latin, of course, was the language of the church, medicine and law. Today we call William's language Anglo-Norman, though it was not related to Anglo-Saxon at all, and the new, largely-Romance language began to modify and even replace in some measure the older language of mostly Germanic origin.

Thus, Anglo-Norman both displaced and influenced Anglo-Saxon, that was enriched by the newer tongue's underlying Vulgar Latin. Then, between 1455 and 1485, England fought the War of the Roses, pitting the reigning House of York with the rival House of Lancaster (weakening both branches of the original House of Plantagenet that had arrived from Anjou in 1135). Shortly afterwards, the winning House of York united with the House of Tudor, when Henry VII married Elizabeth of York, at which time Henry VII was crowned King of England in 1486: the first Tudor.

The Tudors, an English/Welsh house, favored Anglo-Saxon as their language. However, the original Anglo-Saxon they spoke was no longer viable, since the nearly-400 years of Anglo-Norman influence had changed it considerably, in some parts of England more than others. The most easily understood by all was that spoken in East Anglia, and Henry VII declared this one to be the new language of the land, which today we know as Early Middle English.

The House of Tudor was to expand and gain power under Henry VIII, reaching greatness with Queen Elizabeth I, whose reign saw the development of the English language's Golden Age that gave us, among others, William Shakespeare.

Essentially, a language is the sum total of the knowledge of the people who created it and continued to use it. Therefore, its words represent all the things that people care about and need in order to speak, listen and hopefully write coherently for effective communications. In short, if something is not part of the people's culture, civilization or daily life, probably there won't be a word for it. Also, words come and go, as the objects or actions they apply to become obsolete or disappear. For example, are you in need of a good *jerkin*? Does your *ruff* need replacing? These were items of wear in the 16th century, but today *jerkin* is dead, and the dictionaries list *ruff* (the collar) as a second meaning, giving instead the small bird's definition as its first meaning. Yet other words were re-purposed, with the original meaning discarded and now largely forgotten.

Upon encountering something new in one's travels, inventing a word for it is not as easy as using the existing word taken from the local language. This happened often during the age of exploration (increasingly so starting in the mid-1400s). One example is the English word *hurricane*. Since the accent falls on the first syllable, the casual observer might think it comes from something fast or hurried, but *canes* aren't normally found *hurrying* about. Is it a nonsense word, then? Not at all, the reason it sounds this way is quite another. Europe has never had hurricanes, as these need broad and warm waters to be born, while the northeast Atlantic is quite cool and the Mediterranean is not large enough to support them.

Imagine the Spanish explorers' surprise when they first encountered a hurricane in the Caribbean in the 1500s. Those caught in one at sea probably didn't survive it, so they never had a chance to tell about it. But someone on a ship at anchor in a protected bay lived to ask what this horrendous wind might be, and the word *furacán* entered the Spanish language from the Arawakan (now a nearly-lost West Indian language that survives in modified form in Surinam). At that time, there was some confusion in Spain about words starting with F and their counterparts starting with H, as Spanish worked its way through its own sound-shifting growing pains. Thus, we have *Fernando* and *Hernando* coexisting and even applied to the same person, giving rise to the realization that at that time the starting Spanish H was aspirated and not silent as it is today. This is how *furacán* became *huracán* by the time it reached Spain, and a lowly Arakawan word had managed to enter Europe through Spanish, becoming *hurricane* in English (notice that the original and its Spanish equivalent are both accentuated on the last syllable, but the English adaptation's accent falls on the first syllable, common among English words of foreign origin).

In 1494, Spain and Portugal had signed the Treaty of Tordesillas dividing for themselves the world outside Europe, whereby the Spanish became "entitled" to the hemisphere that included the American continent (minus some of Brazil's coastline) all the way west to the Pacific islands, while Portugal got the remaining half that included all lands from Eastern Brazil to Africa and the Far East. Since charts for the New World were non-existent, the Spanish had to create them. On the other hand, the coasts of Africa, Arabia, India, and the Far East had been well charted by native traders, and Portuguese explorers were quick to hire Arab pilots to guide them in these waters.

If you ever wondered why there are no hurricanes in the Far East or the Indian Ocean, that's because the Arawakans didn't live there. Instead, the Arabs did, and to describe these same sea storms they used the Arab expression *al-tufán*. Since Classical Greek has the word *typhon* to describe a whirlwind, some earlier scholars accepted that the English *typhoon* came from the Greek. However, it is more likely that the Greeks got it from the Arabs when Alexander the Great conquered the then-known world, since *tufán* appears in Arabic, Persian and Hindi, meaning "big cyclonic storm." Furthermore, this same word appears several times in the Quran, applied to big storms and even Noah's flood, strongly suggesting an ancient Semitic origin.

Thus, when the Portuguese navigator Vasco da Gama returned from his travels, he brought back the newly-coined Portuguese word *tufão* (pronounced approximately *tufón*) to describe the violent sea storms he had encountered there. To add to the linguist's confusion, it hasn't helped that in Cantonese Chinese the expression *tai fung* means "great wind." Today it is believed that the Cantonese term, rather than reflecting the word's origin, may be a coincidence.

Based on Vasco da Gama's navigational charts, the Portuguese master chart-makers sold updated versions that were purchased by Dutch and English explorers. Thus the Portuguese *tufão* entered the English language as *typhoon,* Dutch as *tyfoon* and Spanish as *tifón*. Basically, the same wind storm as a hurricane, but with a different name in a different place.

In Western Europe, the influence of Latin in all languages is profound. Romans made a clear distinction between the verbs *esse* (to be) and *stare* (to lie, be, or stand). This confuses greatly most English-speakers who have been short-changed, since Spanish retains its direct descendant verbs *ser* and *estar* for this purpose, but English makes do with its single *to be*. The two different concepts of being (all the time) and being (as a temporary or accidental event) are lost to the English language, seriously damaging the English-speaker's ability to communicate. Who is to blame for this shortcoming? Let's blame the East Anglians, shall we?

Finally, although English is generally considered a Germanic language, it shares much vocabulary with Romance languages thanks to the influence of Latin (brought along by the Normans in 1066, who spoke what today we call Anglo Norman), as well as the requirement of early universities that all students should speak Latin, since in the Middle Ages Latin became the scholarly and diplomatic *lingua franca* of Europe, and the language of choice for universities.

Lt. Col. Arthur E. Woodgate, CAP
SWR Director of Public Affairs

The Safety Corner

NOT All Injuries Can Be Prevented

by Larry Wilson, Electrolab Training Systems

The statement, “All injuries can be prevented” has been bandied around for decades. Some people even have added, “All injuries can and should be prevented.” In theory, these statements may be partially true. But, in reality, millions of injuries happen daily, world-wide. But the *everywhere* and *forever* parts are missing from much of the current theory regarding industrial accidents and injuries.

Moreover, if you consider all the cuts, bruises, bumps, and scrapes young children suffer, you’re looking at billions of injuries a day. The problem with “All injuries can be prevented” is that to accomplish this, people would need to pay close and constant attention whenever they move. Because once they move, they only have their eyes and mind to help them, except for planes and ships that also have radar and sonar.

But most of us cannot use radar or sonar when we walk or work. We do use our eyes and mind, though not all the time. Bottom line, if we needed to prove it, people could not recall what they’ve done in the entire course of their life. (And everyone has been hurt thousands of times, counting all the bumps, bruises, cuts, and scrapes.)

To Err is Human

“Anyone can make a mistake.” True, we all have. Perhaps some people make fewer mistakes than others, but everyone makes them. And everyone has made injury-causing mistakes such as eyes or mind not on task. We have accidentally moved into something that hurt us. How badly we get hurt is usually a function of luck, the amount of hazardous energy involved, and whether or not we got a chance to benefit from a reflex action. You could argue that all injuries, for people in the line of fire, are preventable.

Realistically, it is not feasible to keep all forms of hazardous energy away from people. We do have the technology, but it is ludicrous to argue that we could remove all hard or sharp surfaces in this world so that people cannot move into them if (or when) they’re not paying attention. Furthermore, it is just as unlikely that no one will ever lose his balance, traction, or grip and fall onto something hard or sharp.

So, for as long as people have been around, they have been making injury-causing errors and getting hurt. Therefore, to prevent all injuries, everybody would have to stop making injury-causing errors at all times. All of us would have to be watching what we’re doing and thinking about what we’re doing every time we moved, took a step, set down our hand, turned a corner, climbed some stairs, stepped out of the car, opened a door, grabbed a tool, pushed a button, hit the brakes, or turned the steering wheel. Every time.

Therefore, “All injuries can be prevented” is unlikely to turn into “All injuries have been prevented” any time soon. So, let’s not get rid of the ambulances and fire trucks yet.

Safety Devices and Technology

Therefore, inevitably, people will get hurt. And some of those injuries will be a direct result of people making injury-causing errors such as eyes not on task, mind not on task, moving into the line-of-fire, or people losing their balance, traction, or grip.

Even though there is not some kind of daily quota for making mistakes, we know it will happen. It makes sense to look at the efficiencies that safety technology offers. An eight-year-old boy was asked, “How much less do you think we’ve reduced the chances for Erin (a two-year-old) not getting a fatal head injury by putting this rubber mat down over the patio stones at the bottom of the porch stairs?” “About 75 percent,” he replied. The response surprised his father because he didn’t think the boy understood percentages, much less safety/risk efficiencies. But the story does illustrate how easy it is for almost anyone to see the efficiency of certain safety controls and devices. Seat belts reduce the risk of fatal injury by 50 percent—that’s efficient.

However, as efficient as some of these devices are, they are not perfect: You can die in a car crash with your seat belt on. And, in some cases, it just isn't practical; you can't put a rubber mat down on every hard surface in the world. There isn't enough rubber for this, not to mention what the neighbors might think if they see all the rubber rooms in your home.

We can't efficiently re-engineer the whole world to keep people from being hurt or making an injury-causing error. And we will keep on making mistakes because we're human.

Reducing Human Error – Efficiently

While human error might be inevitable, that does not mean that there are no efficiencies we could be taking advantage of. In other words, we may not be able to keep people from making "no mistakes at all," but that does not mean we couldn't help them make significantly fewer mistakes (many of them injury-causing) simply by attacking human error "head on" and using the Pareto Principle (20% of invested input produces 80% of the results obtained).

What causes people to make mistakes? The answer is easy: lots of things, such as rushing, frustration, fatigue, complacency, panic, ignorance, extreme joy, extreme sorrow, and so on. Which one causes the most mistakes? (Or, which states do most people find themselves in?) More than 10 years of formal, informal, and innovative study concluded what you probably knew already: It's not Christmas every day, you're not going to a funeral every day, and, with any luck at all, you're not running out of a burning building every day. But rushing, frustration, fatigue, and complacency are conditions we experience almost daily. It is actually normal to be in each of the four states at least once a day.

What about ignorance? How often is it a factor in acute injury causation? Not very often, surprisingly enough. *Note:* If you're skeptical about this, think about the thousands of times you have been hurt. Ask yourself how many of those occurred because you didn't know something. Now, think about how many times you've been hurt because you were in a rush, tired, frustrated, or complacent.

We simply need to help people recognize when they're in one of the four states, and then they'll be less likely to make mistakes, including injury-causing mistakes. Granted, there is more to implementing this type of training than mentioned here. But from a company's point of view, there is much efficiency in doing everything possible to minimize rushing, frustration, fatigue, and complacency from an administration/systems perspective and in teaching these critical error-reduction techniques to employees. They'll get hurt less and will make fewer quality errors.

For instance, a plant for a major auto parts manufacturer in Mexico won its company's gold (highest) award for both safety and quality last year. Management attributed a large part of their success to having implemented these concepts. This is impressive when you consider that most of this company's manufacturing operations are in Canada and the United States.

In countries that lack public health care, there is even more efficiency (or cost effectiveness) in teaching these concepts to employees, because they can take these concepts home to their families. One way or another, the company pays for all off-the-job injuries to employees and their family members. Any trip to the physician or hospital that is prevented saves the company the cost of the visit/treatment.

One large manufacturing site in Iowa saved $7.1 million in off-the-job injuries in a five-year period just by introducing these concepts to its approximately 2,700 employees.

Can all injuries really be prevented? The answer is no. Even if you could prevent all forms of hazardous energy from hitting people, you cannot stop people from moving into hard or sharp things. However, you can significantly reduce the number of injury-causing errors that people make, both on- and off-the-job, efficiently and cost-effectively. And you can do it without making everybody live in a rubber room.

Note: This article first appeared in the April, 2005 issue of Occupational Health & Safety. *(Lt. Col. John Kruger, SWR Director of Safety)*

How the Southwest Region Public Affairs Awards Program Works

Starting with the October, 2017 issue of The Fly-By, Southwest Region Commander Col. Joe R. Smith decided to continue the January, 2013 directive of then Southwest Region Commander Col. Frank A. Buethe in that region will recognize contributions to The Fly-By as follows:

1. A SWR **CAP Achievement Award** for article publication on three different issues of The Fly-By. Multiple articles in the same issue will count as one.

2. A SWR **Commander's Commendation Award** for article publication on an additional six different issues. Multiple articles in the same issue will count as one.

Region will issue the certificate and send it to the winner's unit at the first available opportunity. The award certificate will be presented at the first available opportunity.

How to Make Submissions Suitable for Publication

Since The Fly-By is posted on the SWR website, it is an external communication. Therefore, as required by CAPR 190-1, Sec. 7.b.(7), articles must be written in Associated Press Style. If a submission that is not in AP Style is selected for publication, it will be edited to this standard. (NHQ/PA has been using AP Style for all external communications since 2005.)

AP Style is defined in the Associated Press Stylebook (available at www.ap.org). For a brief summary, please see "Associated Press Style in a Nutshell," overleaf.

"Article" is defined as a narrative that:

- Is written in AP Style;
- Answers the questions Who, What, When, Where, and Why, and preferably also How;
- Has one or more quotes from participants, with attribution;
- Has two or more digital photos attached (not embedded in the text), with appropriate cutlines (photo captions). An article submitted without digital photos that is selected for publication will count as a half-credit. For full credit, it must have accompanying photos.

General advice on writing a good article

- **Get all the facts right,** stick to the facts, and do not use hearsay or express opinion.
- **Take good digital photos.**
  - Do not use digital zoom, or else your photos will lack good focus and definition;
  - Take "action shots" of people doing something interesting that is material to the article; for each photo, identify the people on it by grade, name, and unit.
  - Make sure everyone is in the correct uniform and you identify all, as per above.
  - ***Note:*** Good photos are essential to add immediacy and flavor to the story.
- **Get good quotes.**
  - Ask participants for their opinion;
  - Get full grade, name, position title and unit of assignment for each quote.
  - Get the individual's consent to publish the quote as recorded (read it back).
  - ***Note:*** Getting quotes is how you get to express opinion, and get your readers to share the experience that you are writing about.
- **Write in good, idiomatic, unadorned English**.
  - Do not "pad" your sentences, such as saying "due to the fact that" when "because" will do;
  - Avoid trite expressions, such as "it goes without saying" – if it does, don't say it;
  - Avoid colloquial expressions;
  - Do not write in acronyms – always define the first instance, such as "Federal Aviation Administration" before you use FAA;
  - No nicknames – unless famous, such as "Ike" for Pres. Dwight E. Eisenhower.

Associated Press Style in a Nutshell

Below are the most important rules to keep in mind when writing in AP Style

- Write the title in normal English-language capitalization. Never all in caps.
- Add your byline below the article title
- Do not format the text in the article (only exceptions are: bullet comments and numbered paragraphs in a section that details a process or sequence).
- Do not indent the first line of a paragraph.
- Use AP Style rules for punctuation.
- Single space the article. At the end of each paragraph, execute two end-of lines (Enter key).
- Do not introduce artificial paragraphing by hitting the Enter key at the end of each line in your article. Instead, let the text wrap naturally and tap two Enter keys at the end of the paragraph.
- Use only a single space after a period.
- Insert a dateline at the beginning of the article, following AP Style rules.
- Answer the 5Ws: Who, What, Where, When, Why + the honorary W: How. In writing a CAP article, you will always know the 5Ws.
- Write all dates in AP style.
- Do not use postal codes instead of state abbreviations (not OK but Okla., not NM but N.M.) but some states have no abbreviation, such as Texas.
- Write all military grades in AP Style.
- Write the article in the third person singular.
- Express no opinion.
- To express opinion, use one or more quotes of qualified sources – always get the quoted person's permission to include the quote, unless it is a matter of record (printed article or recorded audio-visual). Get the quoted person's grade, name, job title and organization.
- Never self-quote.
- Identify all persons by grade or title, name, job title if material, and organization.
- Never refer to a young person as "kid."
- When a young person is a CAP cadet, never use "kid," "boy," "girl" or "child" but identify each one by grade, full name (or last name only – never first name only), and unit of assignment.
- Never use "their" for the possessive of a singular subject, such as, "the cadet took their meal."
- Avoid the abbreviations i.e. and e.g. You may know what each one means, and the Latin words they represent, but most people confuse the two. Be clear. Write in English and leave Latin and non-English to scholars.
- Refer to CAP members by grade, name, duty position and unit of assignment. Never by first name.
- On second or subsequent references, use only the last name, except when there are two persons with the same last name, in which case the use of both first and last name is preferred (never just the first names).
- In the case of CAP or military commanders or higher ranking senior members, on second reference use the grade and last name.
- Do not use Lt. as a grade. Lt. is a mode of address. The correct grade may be 2nd Lt. or 1st Lt., but never Lt. The Navy is the only service that has the grade of Lt.
- Do not use exclamation marks, as doing so expresses opinion.
- Use simple declarative sentences.
- Avoid the passive voice.
- Remember the good rules of English grammar and syntax, and follow them.
- ***For best results***, buy the latest copy of the Associated Press Stylebook, available at a modest cost at www.ap.org – read it, study it, know it, and use it.