



The Fly-By

A Quarterly Publication of the
Southwest Region
July, 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

There have been many outstanding Civil Air Patrol activities going on in the Southwest Region over the past few months. There wasn't time to attend them all, but I could attend the Southwest Region Chaplain's Staff College graduation in Arizona and the Southwest Region Powered and Glider Flight Academy graduations in Oklahoma. I heard outstanding feedback about how successful those activities had been.

I attended the Arkansas, Oklahoma and Arizona Wings conferences, and met an amazing number of outstanding volunteers at each of those events. I also attended the Southeast Region Conference and the National IG College in Georgia, and a Commander's Senior Advisory Group meeting in Tennessee. There are many significant issues being worked at the national level and we should see results soon. If you can attend the National Conference in Anaheim, Cal., 23-25 August, you'll hear first-hand about those exciting initiatives and participate in many other value-added activities and training opportunities.

I flew some cadet orientation rides for the Wichita Falls and Denton Composite Squadrons, gave a couple of check rides, and traveled to Norman, Okla., to give some AFROTC orientation rides. I just got back from the Southwest Region Aircrew and Ground Team Competition and would like to congratulate the winning Louisiana team and the other competitors. This was a great event to demonstrate the important of aircrew professionalism, and I learned a lot about 406 MHz beacon location from some very enthusiastic and focused ground team members.

I could not attend the Joint Oklahoma/Arkansas Wing Encampment as I did last year, but I heard great

things from the National Director of Cadet Programs and our own Region Deputy Chief of Staff for Cadet Programs about how successful that event, and the Region Cadet Leadership School held in conjunction with the encampment, had been.

The consistent impression and message I took away from each of these activities is the important contributions our volunteers are making to all our missions and the positive impact they are having on the present and future of our organization and our Country. I am exceptionally proud to be a part of this organization and blessed to be able to work with such outstanding volunteers doing important things. Thank you for what you do each and every day for Civil Air Patrol, our communities and our Nation. 🇺🇸

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: Maj. Gen. Mark Smith, CAP, and Cadet Amaris Tracy prepare for her first orientation flight. Cadet Tracy is wearing a GoPro camera to provide footage for a story that aired on Arizona PBS. (Photos: Capt. Margot Myers, CAP, Arizona Wing)

Cadets of Arizona Wing's Newest Squadron Take First Flights

by Capt. Margot Myers, CAP, Arizona Wing

PAGE, Ariz. – On April 7, 2018, eight cadets from the Shonto, Ariz.-based Code Talker Bahe Ketchum Composite Squadron 211 took their first orientation flights in Page, Ariz. CAP planes and pilots from across the Arizona Wing were on hand to take the cadets up for what for most of them was the first flight ever.

The planes from Arizona Wing were joined by a CAP Cessna 172 that arrived from Albuquerque, N.M., with a distinguished pilot – CAP National Commander and CEO Maj. Gen. Mark E. Smith.

Gen. Smith said that he looked forward to taking cadets on orientation flights. “We want to encourage these young cadets to not only push themselves physically but to strive to surpass the barriers that they set for themselves,” said Smith.



Above: Capt. Russ Miller, CAP, walks the cadets through the pre-flight process as they prepare for their orientation flights.

The cadets were able to see from the air some scenic parts of Arizona including Navajo Mountain, a location of cultural significance to the Navajo people, as well as the iconic Horseshoe Bend, an oxbow in the Colorado River, just five miles from the eastern edge of Grand Canyon National Park.

Cadet Amaris Tracy flew with Gen. Smith for her orientation flight in the Cessna 172. "I'm really excited to get to fly the plane for the first time," Tracy said. "At the same time, it's 5,000 feet up in the air and I don't really know what I'm doing. I'm really nervous. What if something goes wrong?" Of course, nothing went wrong.

The squadron, located on the Navajo Reservation, has 26 cadets and six senior members. Chartered in October 2017, the squadron is based at Shonto Preparatory School, where the cadets are students and most senior members are teachers or school staff members.



Above: Cadets and senior members from Code Talker Bahe Ketchum Composite Squadron 211 pose for a group photo before Maj. Gen. Mark Smith presented the squadron charter.

CAP 2nd Lt. Fred Fout, who at the time was the principal of Shonto Prep and the squadron commander, said, “A lot of the kids based on the Navajo Reservation are from very remote areas. They don’t have access to these kinds of opportunities. This represents a historic moment for most of these kids and the community.”

And a community event it was, with parents and siblings joining their CAP cadets on a school bus for the trip from Shonto to Page, where the orientation flights took place. The superintendent and members of the school board arrived mid-morning to see what the cadets were doing and talk with parents and CAP senior members.

Military service runs deep among members of the Navajo Nation. Cadet Tymicus Yazzie wants to join the Air Force after he graduates. “I want to serve like those before me,” he said. “One day, it will be my turn.”

Cadet Dakota Ross has several military veterans in her family and expressed similar sentiments. “My dad is a veteran, and he served very bravely,” Ross said. “So did my brother. I just want to make them proud.”

The squadron is named after Navajo Code Talker Bahe Ketchum, who was a member of the special Marine unit that used the Navajo language as a code during World War II. Hard as they tried, the Japanese could never break the code.

“The Code Talkers are individuals of great honor for our tribe,” said Ferleighshea Yazzie, Cadet Yazzie’s mother. “To have my son be a part of that legacy – wow, it makes my heart want to burst with happiness.” 🇺🇸



Top: Exercise Director Lt. Ron Schulmeister of the Las Cruces Fire Department gives the initial briefing. (Photos: Lt. Col. Jay T. Tourtel, CAP)

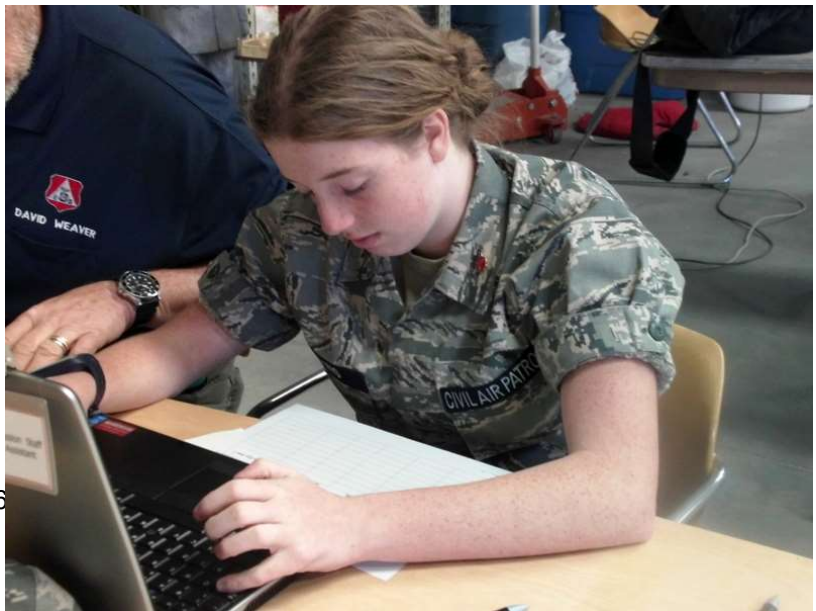
Below: Cadet Airman Savannah Deming of El Paso Composite Squadron provides mission support.

New Mexico Wing Participates in Multi-Agency Exercise

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

LAS CRUCES, N.M. – On April 14, 2018, Civil Air Patrol's New Mexico Wing participated in a multi-agency search and rescue exercise (SAREX) at the Las Cruces Municipal Airport. Other agencies that participated included Doña Ana County Search and Rescue, Las Cruces Fire Department, U.S. Customs and Border Protection, U.S. Border Patrol, and the Department of Homeland Security (DHS).

The exercise, known as Operation Chaos, was developed by DHS as a Homeland Security Exercise and Evaluation Program, set up under the Unified Command of the Incident Command System (ICS), with area command under the jurisdiction of the New Mexico State Police (NMSP). Lt. Col. Shirley Kay served as incident commander for Civil Air Patrol.





Left: Lt. Col. Mike Legendre of Las Cruces Composite Squadron, flight line supervisor for the exercise, marshals a Cessna 182 on the flight line at Las Cruces Municipal Airport. (Photos: Lt. Col. Jay T. Tourtel, CAP)

Below: Maj. Kent Berwick of Albuquerque Senior Squadron II conducts a pre-flight inspection of the Cessna 206 prior to departure for Las Cruces.

The exercise formally began at 8:45 a.m., with a press briefing by the exercise director, Lt. Ron Schulmeister of the Las Cruces Fire Department. According to Schulmeister, a drug smuggler's vehicle had been discovered along a border highway in southern Luna County, which required the services of the U.S. Border Patrol, U.S. Customs and Border Protection, and Civil Air Patrol, as well as local search and rescue teams. Additionally, local long-term care facilities exercised their emergency plans to find Alzheimer's patients who had wandered away from their facilities.

Schulmeister stressed that, since this was an evaluated exercise, team members should verbalize their thought processes to give evaluators a better idea of the reasoning behind what they were doing.

Mission objectives were divided among the various agencies, with Civil Air Patrol providing aerial reconnaissance, search and rescue, and drug interdiction.

Schulmeister noted that a real-world crisis would supersede the training. The decision to suspend all or part of the exercise would be at the discretion of the exercise director.

Civil Air Patrol was directly evaluated by members of HQ CAP-USAF, which acts as the liaison between Civil Air Patrol and the United States Air Force.

Lt. Col. Kay was impressed with the effort put forth by cadets and senior members. "The CAP members had good training, and their interaction with other agencies was good for everybody involved," she said.

Altogether, 162 individuals participated in the exercise: 74 CAP members and 88 non-CAP members. Cadets and senior members from all over New Mexico came to Las Cruces, from as far away as Roswell and Albuquerque, and even one cadet came from El Paso, Texas. Other members participated remotely, from staging areas in Albuquerque, Santa Fe, Edgewood and Clovis.

Air Operations Branch Director Lt. Col. Alan Fisher said, "CAP staff and community agencies got valuable training and exercised their control, communications and staffing command procedures. This should be an annual event for the Las Cruces community, as CAP proved to be vital in responding to emergency services, disaster relief and other community needs."

New Mexico Wing Commander Col. Mike Lee, who provided support at the Incident Command Post, was also impressed with how well the agencies worked together.

"This is the first time we have had a SAREX of this size, with these many agencies, and this is a tremendous benefit to both CAP and these agencies," Lee said. 🇺🇸

Note: Lt. Col. Alan Fisher contributed parts of this article.





Top: Civil Air Patrol members from Lubbock, San Angelo and Three Rivers Composite Squadrons, and TLCA Cadet Squadron, Texas Wing, pose with 433rd Airlift Wing Commander Col. Thomas K. Smith, Jr. (far left), and the Reserve Citizen Airmen aircrew of the C-5M Super Galaxy aircraft after having flown an incentive flight from Joint Base San Antonio-Lackland, on June 8, 2018. (Photo: 433rd Airlift Wing Public Affairs staff photographer)

Texas Wing Members and AF Academy Cadets Fly on a C-5M Super Galaxy

by Lt. Col. Johanna O. Augustine, CAP, Texas Wing

SAN ANTONIO – On June 8, 2018, members of Texas Wing's Group 1 had the rare opportunity to fly on a C-5M Super Galaxy at Joint Base San Antonio-Lackland, Texas,

Twenty-two cadets and senior members from the Lubbock and San Angelo Composite Squadrons, Three Rivers Composite Squadron of Grape Creek, and TLCA Cadet Squadron of San Angelo got an incentive flight courtesy of the US Air Force 433rd Airlift Wing.

CAP members arrived early at Lackland and were treated to an additional surprise: U.S. Air Force Academy cadets had been added to the flight manifest 24-hours before the actual flight.

The Three Rivers Composite Squadron had started planning the flight 18 months prior to the event, and on the morning of the flight they learned that U.S. Air Force Academy cadets were at Lackland for summer training, and the 433rd had asked them if they wanted to go on the flight. This was a unique opportunity for the CAP cadets, who would be able to ask them questions about academy life and the application process.



Above: Before the incentive flight on the C-5M Super Galaxy, 433rd Airlift Wing Commander Col. Thomas K. Smith, Jr. briefs members of Texas Wing's Group 1 and U.S. Air Force Academy cadets about the reserve unit's mission. (Photos: Lt. Col. Johanna O. Augustine, CAP, unless otherwise shown)

Both groups received a preflight briefing from Col. Thomas K. "TK" Smith, Jr., commander of the Air Force Reserve Command's 433rd Airlift Wing. He spoke about the history of the Alamo Wing and its past and present missions, and the mission capabilities of the C-5M Super Galaxy which is used to provide airlift support for peacetime, contingency and humanitarian operations.

After the briefing, everyone took a bus to the C-5M that waited on the tarmac. The Super Galaxy is an imposing behemoth with a wingspan of 222 ft., 9 inches, it is 247 ft, 10 inches long, and 65 ft. 1 inch high.

Below: Two of the many 433rd Airlift Wing's C-5M Super Galaxy aircraft located at Joint Base San Antonio-Lackland.





Left: Civil Air Patrol members from Texas Wing's Group 1 board the C-5M Super Galaxy for a three-hour incentive flight over Texas and Louisiana.

Below - Civil Air Patrol cadets from Texas Wing's Group 1 head to the front flight deck of the C-5M Super Galaxy.

All passengers climbed a ladder to enter the aircraft's extremely large cargo area. Once inside, the passengers either climbed another ladder to the front flight deck or walked the length of the cargo hold to the rear of the aircraft to

climb the ladder that led to the rear flight deck.

When all passengers were seated, they got a commercial airline-type safety briefing from one of the three loadmasters (seat belts must be fastened at all times while seated, and location of the exits), then the roar of the engines could be heard outside, as they came to life, one at a time.

With the seats facing backward, and no windows next to the seats of the back upper deck, it was difficult to know which direction the aircraft was traveling as the C-5M taxied along the tarmac. A few minutes later, on the take-of run, the C-5 slowly but steadily lifted into the air.

With 51,250 pounds of thrust per engine, it didn't take long to get airborne and everyone was off on a scenic three-hour nonstop flight over Texas and Louisiana.

The pilot gently guided the aircraft toward Houston and out over the Gulf of Mexico, letting those luckily enough to be allowed in the cockpit to see the beaches along the Texas coast. Then the aircraft headed inland over the wetlands of Louisiana to the airport at Lafayette.

As the aircraft began to approach the runway at Lafayette, the pilot and co-pilot executed a landing abort, then headed the plane sharply skyward.



Right: (L-R) Cadets Airman Seth S. Anderson and Airman First Class Saqlain Shah from the Three Rivers Composite Squadron watch the pilots and take in the scenery from the cockpit of the C-5M Super Galaxy.

Below: The C-5M Super Galaxy on final approach at Joint Base San Antonio-Lackland during the incentive flight offered to Texas Wing's Group 1 members. (Photo: Lt. Col. David L. Augustine, CAP).



Throughout the flight, the loadmasters

allowed 10 passengers at a time to visit and sit in the cockpit and aircrew seating area so all CAP members and USAFA cadets could experience what it would be like to fly the C-5M and, for some, even witness an airborne refueling.





Above: Cadets Airman First Class Levi T. Murphy Jr. and Airman Joseph R. Holm of TLCA Cadet Squadron look out the window of the cockpit of the C-5M Super Galaxy during an incentive flight for members of Texas Wing's Group 1.

Five persons at a time were allowed to share the cockpit with the pilot, co-pilot and two flight engineers, and the other five were directed by the loadmaster to the aircrew seats down a hall from the cockpit.

After the pilot headed skywards from Louisiana for the return trip to San Antonio, a few lucky ones got the opportunity to stay in the cockpit for the landing at Joint Base San Antonio – Lackland.

“I don’t know who was more excited, CAP cadets or USAFA cadets,” said Lt. Col. David Augustine. “This was a first for many of them.”

One of those firsts belongs to Cadet Airman First Class Saqlain Shah who, when asked about the flight said, “This is the first time I’ve flown on a plane. Any plane!” Cadet Shah hopes to attend the Air Force Academy; if accepted, he would be a member of the class of 2026.

After the flight, Capt. Michael G. Medrano, chief current operations and C-5M instructor pilot, learned that this had been the first combined CAP/USAFA incentive flight under his tenure at the 433AW. With some pre-planning for next year, this could become an annual tradition.

The 433rd Airlift Wing, also known as the Alamo Wing, is the home of the Formal Training Unit for all C-5M Super Galaxy aircrew training. It also provides massive strategic airlift for deployment and supply of combat and support forces worldwide. 🇺🇸



Top: Sky Harbor Composite Squadron 301 Color Guard members supported Memorial Day activities in Phoenix. (L-R) Cadet 2nd Lt. Adam Marquez, Cadet Sr. Airman Leticia Galindo, Cadet Airman Patrick Geraghty and Cadet Chief Master Sgt. Sabrina Humphrey. (Photo: Staff Sgt. John Horne, CAP)

Two Arizona Wing Squadrons Join in Memorial Day Observance

by Staff Sgt. John Horne and Capt. Margot Myers, CAP, Arizona Wing

PHOENIX – On May 28, 2018, Sky Harbor Composite Squadron 301 celebrated its 10th consecutive year of participation in the annual Memorial Day Ceremonies held at the National Memorial Cemetery of Arizona in Phoenix. Cadets from Sky Harbor squadron and Deer Valley Composite Squadron 302 marched in the Parade of Colors as two separate Color Guard units. Cadet Airman Patrick Geraghty from Sky Harbor and Cadet Tech. Sgt. Lucas Lundstrom from Deer Valley assisted with the releasing of doves that concluded the ceremony.



Above: Governor Ducey of Arizona shakes Cadet Humphrey's hand. *(Photo courtesy of Gov. Ducey's staff)*

Below: Governor Ducey of Arizona (center) took time to shake hands and talk with cadets from two Phoenix-area squadrons after he spoke at a Memorial Day event. *(Photo: 2nd Lt. Amber O'Donnell, CAP)*

"The cadets marched along with all the veterans' group color guards in the Parade of Colors," said 2nd Lt. Amber O'Donnell, CAP, Deer Valley Composite Squadron. "All CAP members helped by handing out programs and water bottles, setting up wreaths, and doing anything else the event coordinator requested."

The featured speaker at the Memorial Day ceremonies was Arizona Governor Doug Ducey. After the event, Ducey took the time to speak with cadets from both CAP squadrons. Later, in the banner of his Twitter feed, he included a photo of himself shaking hands with Sky Harbor Squadron Cadet Chief Master Sgt. Sabrina Humphrey. 🇺🇸





Top: Arizona Wing's Falcon Composite Squadron cadets take to new heights over rough terrain just below the Mogollon Rim, (Photos: Maj. Dave Roden, CAP, Arizona Wing)

Arizona Wing Cadets Take on Springtime FTX in the Mountains

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

MESA, Ariz. – On May 18, 2018, cadets of Arizona Wing's *Squadron of the Year Award* winner Falcon Composite Squadron 305 traveled to range into the mountains of Arizona. For Springtime Field Training Exercise (FTX) 2018, 20 squadron cadets and five senior members packed up their kits and spent two days and nights up in the high altitudes near Payson, Ariz., training in both survival and mountaineering skills.



Above: Falcon Cadets participate in High-Altitude Craw-Dad hunting along the banks of Christopher Creek.

Below: “Fred,” the temporary craw-dad mascot for the FTX, waves.

On that Friday afternoon, a group of personal and CAP vehicles convoyed from Falcon Field in Mesa, Ariz. toward the R-C Scout Ranch, located off Arizona Highway 260 near Payson, Ariz. Twenty miles east of Payson, and nestled below the Mogollon Rim at 5,343 feet elevation, along the banks of Christopher Creek, the R-C Scout Ranch (also known as Camp Theodore Roosevelt) was chosen as the perfect place for squadron “Falconers” to roost and train.

The group arrived in the dark and got to practice night-time setup operations. Some of the cadets used three-sided shelters with metal-frame bunks, others used tents, while some slept under the stars. After lights-out by 10 p.m., temperatures dropped into the low 40s.

Saturday reveille at 6 a.m. and an hour of PT for warming up led to breakfast and morning cleanup by the cadets. Then it was off to practice mountaineering skills. The cadets worked on shelter construction and fire building, although no fires were started because of a fire ban across the region. Afterwards they conducted an overland expedition, crossing over rocky terrain and along a mountain stream. This was followed by lunch and a return hike across the rough terrain.

Later in the day, the cadets participated in a highly-successful HACD (High Altitude Craw Dad) hunting expedition.

To show their appreciation for the successful training, the five senior members prepared a spaghetti dinner for the very hungry cadets. That evening, there were skits and storytelling around the “fire ring” of two propane lanterns that simulated a camp fire.



At lights-out, again at 10 p.m., a fire/safety and security watch was stood up, with the cadets taking turns in performing nighttime wingman duties for their peers. Although the second night was colder than the previous one, no one complained. Sunday breakfast was followed by a safety briefing and packing-up. Because of the low temperature, PT was cancelled, and instead conducted after arrival back at the squadron at about 10:30 a.m.

This was the squadron’s second FTX in seven months, and it will continue to be a twice-yearly training opportunity for the unit’s cadets. 🍷



Top: Oklahoma Wing's Lt. Col. James Emory instructs his students, Cadets Danielson (Oklahoma) and Atwell (Missouri) during preflight. (Photo: 1st Lt. Kathy Sexton, CAP)

Southwest Region's Powered Flight Academy Marks 13 Years

by 1st Lt. Kathy Sexton, CAP, Oklahoma Wing

SHAWNEE, Okla. – For eleven of the past 13 years, Oklahoma Wing has hosted a Southwest Region (SWR) Powered Flight Academy in Shawnee. During June 15-24, 2018, cadets from several states participated in one of the premier flight academies in the country.

“We had 20 cadets participate this year,” said Activity Director Maj. Robin Rowden, “18 completed their solo flights.”

Powered flight academies are taught by Civil Air Patrol pilots who volunteer their time for the ten-day academy. Students fly in the morning and evening and attend ground school in the afternoon. Cadets are at the Shawnee Airport by 7:30 every morning, and the first three hours are spent on flight training in the CAP airplanes. After lunch, to avoid the Oklahoma heat, cadets participate in ground school for three hours, and more flight time is instructed in the evenings. Before they can solo, cadets must pass a ground school written exam.

Oklahoma Wing's Pilot Instructor Capt. Charlie Ewers has been teaching ground school at SWR Powered Flight Academy for several years. “I am amazed at these teenagers that show up with very little aviation knowledge and, six to seven days later, they are flying an airplane by themselves. It gives me hope for the future of aviation,” he said.



Left: (L-R) Oklahoma Wing Cadet Nathan Haynes receives pre-flight instruction from Capt. Charles Ewers at SWR Powered Flight Academy. (Photos this page: Capt. Chris Anders, CAP)

Below: (L-R) Oklahoma Wing Cadet 2nd Lt. Gregory Hoffman with Flight Instructor Lt. Col. Gregory Gempler, after Hoffman's solo flight.

This year, 194 cadets applied for SWR Flight Academy in Shawnee, but only 20 were selected. Shawnee is the second most sought-after of all flight academies available through Civil Air Patrol. The 2018 class had cadet students from New York, New Jersey, Colorado, Washington D.C. Missouri, and Florida Wings, as well as Oklahoma Wing.

they chose Oklahoma's Powered Flight Academy because of the different weather conditions they can experience in Oklahoma, ranging from extreme heat to high winds and humidity.

Cadet 2nd Lt. Greg Hoffman was the second cadet to solo at the 2018 Shawnee Flight Academy.

"I have always wanted to fly," said Cadet Hoffman. "I staffed Powered Flight Academy in 2016 and knew I would apply to be a student when I turned 16. My Dad and I would fly in Colorado when I was younger, and I have been hooked ever since."

Arkansas Wing's Lt. Col. Greg Gempler was Cadet Hoffman's instructor at Powered Flight Academy. "I learned so much from Col. Gempler," said Hoffman.

Cadet Hoffman is Cadet Commander at Oklahoma Wing's Wichita Mountains Composite Squadron. His favorite areas of Civil Air Patrol are Communications, Search and Rescue and meeting new people.

Participants in powered flight academies receive at least ten hours of hands-on flight time to learn the basics of flying a powered aircraft (Cessna 172). The students then switch to the back seat to fly as observers when their student partner is receiving the same instruction. Once an instructor approves a cadet for solo flight, the cadet must go through a phase check with another instructor pilot. Only with the additional instructor pilot's approval will the cadet be cleared for the first solo flight.

"Sponsoring a flight academy is a lot of hard work from a lot of volunteers," said Activity Director Rowden. "It is worth it to know that you are contributing to the next generation of pilots."

Flight academy ends with an awards banquet, where cadets who earned their solo wings are recognized. 🏆





Top: (L-R) Cadet Chief Master Sgt. Kenneth Burkhardt, Cadet 2nd Lt. Tristan Obregon, Cadet Airman 1st Class Elaines Franklin, Cadet Master Sgt. Antonio Santos, and Cadet Chief Master Sgt. Tyler Erickson deliver a safety briefing to the fourth-grade students. (Photos: Maj. Robert Kaye, CAP, Arizona Wing)

Right: Cadet 2nd Lt. Tristan Obregon helps a student set up the rocket.

Arizona Wing Cadets Assist Elementary School Students' Rocket Launch

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

YUMA, Ariz. – On May 17-18, 2018, members of Yuma Composite Squadron 508 assisted with an aerospace education activity at Alice Byrne Elementary School. Both days had cloudless skies and light but variable westerly winds.





Above: Cadet Chief Master Sgt. Hans Schmidt helps a student place the rocket on the launch tower.

Bearing brightly painted rockets ready for launch, the fourth-grade students arrived by bus at Contreras Field, a radio-controlled-airplane facility operated by Yuma Aeromodelers. Cadets from Yuma Composite Squadron 508 had prepared the field for rocket launch activities by setting up launch towers, launch controllers, safety equipment, and tables. Cadet Master Sgt. Burkhart delivered the safety briefing as students listened attentively.



Above: (L-R) Cadet 2nd Lt. Tristan Obregon brings back a successful rocket return, while Cadet Chief Master Sgt. Hans Schmidt catches a returning rocket in mid-air.

To launch their rockets, the fourth graders filed onto the field in pairs. Their first task was to slip the rocket securely onto the launch tower. Next, they completed the delicate step of clamping the two alligator clips over thin igniter wires.

Once this was done, the CAP cadets provided detailed instructions about the operation of the launch controllers, and inserted safety keys after the launch range was safely cleared.

For the launches, students on the sidelines yelled the countdown to liftoff in traditional fashion. With a puff of smoke and a streak of flame, each rocket shot skyward. When all went well, parachutes deployed and rockets drifted gently back to earth, to be recovered by CAP cadets who raced to the landing site. There were a few exceptions in which rockets and parachutes separated in midair, falling and wafting separately back to the ground.

Over the two days, more than 60 rockets were safely launched, with no injuries. Families that attended were quick to capture images of their budding rocket scientists at work. 📷



Top: Students at the Glider Academy get ready to “wing-walk” the glider into position. (Photos: 1st. Lt. Kathy Sexton, CAP)
Below: Cadet Chief Master Sgt. Ashley Sutherland is ready for her flight.

Oklahoma Wing Cadets Participate in the Wing’s First Glider Academy

by 1st Lt. Kathy Sexton, CAP, Oklahoma Wing

SEMINOLE, Okla. – During June 15-23, 2018, two Oklahoma Wing cadets were students at Oklahoma Wing’s first Glider Flight Academy, a Southwest Region and National Cadet Special Activity. Cadet 1st Lt. Riley Hodge of Oklahoma City Composite Squadron and Cadet Chief Master Sgt. Ashley Sutherland of Starbase Composite Squadron were among ten cadets enrolled for glider flight training.

Cadets rose early every day. They were dressed, had eaten breakfast, and were at the airport by 7:00 a.m. each day. As soon as they arrived at the airport, they were expected to go to the flight line, ready the gliders, and push them to the runway for flight.



Right: Cadet 1st Lt. Riley Hodge at the Oklahoma Wing Glider Academy.

“We broke for lunch at noon,” Sutherland said. “We did more flights in the afternoon. After our dinner break we went to ground school for a few hours to learn more about the gliders. We had some free time in the evenings to study or hang out and swim.”

Hodge said. “I wasn’t old enough to apply for the Southwest Region Powered Flight Academy this year, since I missed turning 16 by two weeks. I will definitely apply next year.”

Hodge has staffed Southwest Region’s Powered Flight Academy for three years. This is a National Cadet Special Activity run and administered by Oklahoma Wing, open to all qualified cadets in Civil Air Patrol.

“I enjoy anything and everything to do with airplanes and flight,” he said. “I can’t wait for next summer, when I hope to be selected as a student at Powered Flight Academy.” He added, “I want to be a charter pilot. Someday I hope to own my own charter business.”

Hodge also enjoyed honing his pilot skills with the Glider Academy. “I definitely think the glider flying will improve my flying skills,” he said. “We all worked well as a group at the glider academy. We learned early in the week to work together to get things accomplished.”

Sutherland plans to earn her private pilot license for gliders. “Glider Academy helped me tune my flying skills to become a better pilot,” she said. “I loved the whole experience. I met so many new friends.”

One of Sutherland’s favorite things was what her instructor described as, “Flying in a glider is the closest thing you can get to flying with the birds.”



The Fly-By, Southwest Region, July, 2018

Sutherland, who is currently her squadron's Bravo Flight Commander, staffed SWR Powered Flight Academy in Shawnee, Okla. in 2017. She enjoys flying the gliders and was excited to apply as a student for the glider academy.

"It is so calm and peaceful flying in a glider," she said. Although she liked staffing at Powered Flight Academy, and will apply to staff for the 2019 session, she isn't interested in enrolling at the powered flight academy.

"We worked together as a team every day to get the glider operations up and running," said Sutherland. "My flight instructor was amazing and made me realize I want to further my glider flying."

Sutherland has been on staff at Oklahoma Wing encampments for two years. She is a member of Youth on Guard, that re-enacts the Changing of the Guard of the Tomb of the Unknown at Floral Haven Cemetery in Tulsa. She is a level-two ground team search and rescue team member and has qualified for and attended National Cadet Competition.

She is on the Superintendent's honor roll at her high school and plans to study veterinary medicine. She hopes to earn her Spaatz achievement before she graduates from high school.

"I intend to apply for Glider Academy next year to solo, or to staff if I solo before next year," she said.

Hodge, who is his squadron's cadet commander, has staffed the SWR Powered Flight Academy for three years. Like Sutherland, Hodge joined Civil Air Patrol when he turned 12.

Hodge, who will shortly promote to Cadet Captain, is excited to learn as much as he can about flight. He thinks the time in the glider program will make him a better pilot.

Leadership comes easy for Hodge. Besides being cadet commander, he is a level-two ground team search and rescue member, has served as Cadet Advisory Council delegate and Oklahoma Wing Cadet Advisory Council Chairman, and currently is a delegate representing Oklahoma Wing at the SWR Cadet Advisory Council.

Former SWR Chair of the SWR Cadet Advisory Council Cadet Lt. Col. Kurt LeVan said, "When my term ended at Region, Cadet Hodge was my first choice as my replacement, he has leadership skills and a can-do attitude. I can trust him to get things accomplished." 🇺🇸

Below: Cadet Chief Master Sgt. Ashley Sutherland helps wing-walk her glider.





Top: While CAP Capt. Frants Madsen gets Pendergast Elementary School District Superintendent Dr. Lily Matos DeBlieux settled in the back seat, Arizona State Senator Martin Quezada awaits his turn to board for a Teacher Orientation Program flight in the Cessna 182 assigned to the 388th Glendale Composite Squadron. (Photos: Col. Gil Day, CAP, SWR)

Below: Arizona Wing Director of Aerospace Education Capt. Angelo Rossetti, CAP, (center) describes the opportunities available to Aerospace Education Members including STEM Kits and related curricula. Looking on (L-R) are President and CEO of the Glendale Chamber of Commerce Robert W. Heidt, Jr., Dr. DeBlieux, Senator Martin Quezada, and Arizona Wing Vice Commander Lt. Col. Paul Rehman, CAP.

Arizona Wing Sends Skyward More Than 30 Educators

by Capt. Angelo Rossetti, CAP, Arizona Wing

GLENDALE, Ariz. – On April 14, 2018, the Arizona Wing Aerospace Education (AE) Team orchestrated a Super Flight Day for new Aerospace Education members (AEM) from the Pendergast Elementary School District (PESD) in Phoenix.

Working with Arizona Wing Director of Operations Lt. Col. Attila Szokol, and Maj. Bob Enoch, operations officer for the 388th



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Composite Squadron in Glendale, five CAP aircraft were assembled at the Glendale Airport. With the first flight beginning at 6 a.m., teachers, administrators, and Board of Education members were given their Teacher Orientation Program (TOP) flights. First up were Superintendent Dr. Lily Matos DeBlieux, PESD Board President and Arizona State Senator Martin Quezada, and Board Vice President Susan Serin.

After the flight, DeBlieux said that the experience had been “priceless,” and Senator Quezada added, “This flight expanded our appreciation of the Aerospace Mission of CAP.” As the day progressed, 28 additional teachers and administrators participated in their TOP flights.

More than 175 teachers and parents participated in the kickoff event. In attendance were several members of the Pendergast Student Council, who were on hand to act as ambassadors for the District and to cheer on their teachers. Several of these students were very interested in CAP’s Cadet Program and spoke to Squadron Commander Maj. Ken Mann about joining CAP.

Neighboring school districts were invited to attend the TOP Flight Day, and several are now working with the AE Team to source funding for their purchase of a block of AEM memberships. Dr. Kimberly Rimbey, director of curriculum and assessment; Errika Celsy, classroom technology integration specialist; and Lon Sage, media relations representative, were at the event to represent the Buckeye Elementary School District and to see firsthand the potential benefits of CAP’s AE Program for their school district. Dr. Rimbey was excited to set up a meeting with the Arizona Wing AE Team to discuss ways of bringing the program to her district.

The Pendergast District attributes its partnership with CAP as a major reason why its application for the Federal Math Science Partnership Grant was selected. The district received close to \$500,000 to implement a STEM program that includes CAP STEM kits and other materials. This grant benefited 110 teachers who became CAP AEMs and countless students in the district as they prepare for the future in STEM-related careers.

Dr. DeBlieux shared her enthusiasm for the grant, “This is a dream come true for the Pendergast District and we deeply appreciate everything that the Aerospace Education Team from CAP has done to further STEM education,” she said. “Teachers are excited to learn more about CAP and STEM that will directly benefit their students.” 🍷

Below: Dr. Lily Matos DeBlieux speaks to the group of teachers, staff and parents who gathered for a mass Teacher Orientation Program flight day at the Glendale, Ariz., Municipal Airport. Bert the Bee, the district’s mascot, was on hand to keep spirits high while teachers waited for their chance to fly.





Top: A Challenge Air volunteer pilot, after giving his participant her wings, both comment on the experience.

Below: Lt. Col James Wroblewski of Council Oaks Senior Squadron, his daughter Valerie Wroblewski-Sudbury, and his grandson Bryce Wroblewski stand at the hangars' edge. (All photos: TFO Sylvia Blanco, CAP)

Oklahoma Wing Lends a Hand During Challenge Air Fly Day

by Tech. Flight Officer Sylvia Blanco, Oklahoma Wing

TULSA, Okla. – On March 31, 2018, celebrating 25 years of changing lives, Challenge Air staged its first-ever Tulsa Fly Day. Founded in 1993 by Rick Amber, who became a quadriplegic in 1971 as a result of a landing accident on a U.S. Navy aircraft carrier, Challenge Air serves children with special needs. “The human spirit prevails over any physical or mental obstacle,” he said. “After a day with Challenge Air, no height seems unreachable...all it takes is desire and, truly, the sky is the limit.”

With clear skies and a mild day, Challenge Air came to Tulsa; very well received by the community, they are already making plans to return in 2019. Assisting in many ways were



Oklahoma Wing members from Starbase Composite Squadron, Broken Arrow Composite Squadron, Muskogee Composite Squadron, Flying Castle Composite Squadron, and Council Oak Senior Squadron.

Council Oak Composite Squadron Commander Capt. David McBlair served as "air boss" for the event. "It was my honor to serve as the Air Boss of the Challenge Air Fly Day. Throughout the day, many volunteers got to witness special needs children being transformed by the experience of flight. This event served as a reminder of why we volunteer our time and talents to serve a cause that is greater than our own needs. We can make a positive impact on other peoples' lives and the community at large," he said.

Right: Capt. David Horn, from Council Oak Senior Squadron, works as lead loader for a flight.

Children were given best times to show up, and throughout the day about fifty children with special needs were able to take to the skies. For most of them, this was their first flight. Capt. Matthew Gregory, from the Flying Castle Composite Squadron, and Senior Member Sylvia Blanco flew in a CAP airplane for the event. It was parked in the hangar at center stage for all children to gather around before their ground school orientation.



Throughout the day, Capt. Gregory stood by the aircraft, allowing children to sit in the cockpit and learn how the airplane works. Families also had their picture taken in front of the airplane. Gregory said, "Today, I was honored to share some of what gives me joy in my life: aviation. I can remember as a child spending time at the airport and seeing the airplanes, but I will never forget the time I got to sit in the front seat and pull back on the yoke, jumping into the sky." He added, "The Challenge Air program gave the young people a taste of the aviation experience, allowing them to fly in a small plane. This is a special day for these youngsters. But it is so much more than just giving a special child the opportunity to pull back on the yoke of a plane. It is the entire experience. Aviation is so much more than flying. The realization that we can move in a third dimension and we are not stuck looking at life in just right-and-left, forward-and-back, but now up-and-down are at our fingertips too. You no longer need to go around life's problems or tackle or run away from them; you can fly over or dive beneath them."

Capt. Dave Horn, of the Council Oaks Senior Squadron, and his wife Trisha, served as primary loaders. It was their job to make sure the volunteer pilots were taken care of, as well as help the children and their families get to and from the airplanes safely. "Part of what I love about CAP is helping children get interested in aviation. Most of those who went up today had never been in an airplane, and this will be something they will never forget. It also gave CAP cadets the opportunity to see other children experience the joys of flying and feeling of accomplishment as they took the controls for the first time. Pilots went well above and beyond in donating their aircraft, time, and sense of enthusiasm to the children that flew with them," Horn said.

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Lt. Col. Jim Wrobleski, also a member of the Council Oaks Senior Squadron, brought his grandson Bryce to fly. He said “He never gets to do anything just for him. It was awesome, although he was scared, and this was something for him that he could do with his grandpa. Having autism, it is hard for him to form social connections. Challenge Air gave something for him to connect with his Poppa.”

Zack Pomerantz, a young participant, said, “It was cool and awesome to fly the airplane, I really want to do it again.” His mother, Ruth Pomerantz, added, “It definitely was a new experience for him. It was exciting, and freaked him out a little bit, he couldn’t quite grasp it all, but he loved it.”

First Lt. Victor Jones, from the Council Oaks Senior Squadron, who was also at the hangar volunteering all day, said “The volunteers had a full day, having had at least as much fun as the children. It was a fantastic and blessed day.”

Council Oaks Senior Squadron’s Capt. Brenda Romero also came out to volunteer. She came in with a Cheetah III and flew children throughout the day. When asked, she said, “It was a true pleasure to fly with the children and, together, see the world from a different point of view. It is truly priceless to see their awe as they touched the controls and said, ‘I’m flying!’—When they realize how small everything seems from up there... In the end, I think both the children and I fell in love with flying. I am honored to have participated in Challenge Air and look forward to many more to come!”

Challenge Air staff, the volunteers, and the children, all agreed that the fly day had been a great success, and they look forward to returning next year for another special day. 🍷

Below: (L-R) In the hangar, 1st Lt. Victor Jones and Lt. Col. James Wrobleski, of the Council Oaks Senior Squadron, discuss the events of the day.



Left: Then-Cadet Maj. Jacob Whited at the 2017 Arizona Wing Summer Encampment. (Photo CAP Public Affairs)

Arizona Wing Cadet Heads to U.S. Air Force Academy

by Cadet Tech. Sgt. Samantha Armstrong, CAP, Arizona Wing

PHOENIX – Cadet Lt. Col. Jacob Whited, a member of Arizona Wing’s Deer Valley Composite Squadron 302, will join the U.S. Air Force Academy class of 2022. A recent graduate of Cactus Shadows High School in Scottsdale, Ariz., Whited reported on June 28, 2018 to start basic cadet training, and will attend classes in Colorado Springs for the next four years. Whited, who is majoring in aerospace engineering, plans to become an Air Force officer and a pilot.

“When I was seven years old, I told my parents that I wanted to be a soldier,” Whited recalls. “When I was 12, I looked into Junior ROTC and Civil Air Patrol, and decided to join CAP.”

He said, “I took a rigorous schedule of classes in high school. I wanted to be sure to maintain a grade point average between 3.5 and 4.0.” To prepare for the physical requirements of an Air Force Academy cadet, he

also participated in cross-country, track, and swim throughout high school.

Whited is the former cadet commander of Deer Valley Composite Squadron 302. “CAP has probably prepared me better than most of my Academy classmates,” he said. He feels that his involvement in both CAP and Boy Scouts will help him with leadership at the Academy.

Over the past year, Whited worked towards an Academy nomination, which involved much paperwork and interviews with the Arizona senators’ and congressman’s staff and another with the Air Force liaison officer, all of which was completed by mid-December 2017.

“At the same time, I was applying to Embry Riddle Aeronautical University, Texas A&M, and five other universities where I could study aerospace engineering,” Whited said. He also attended a summer seminar for high school students at the U.S. Naval Academy in Annapolis, Md.

In mid-April 2018, Whited learned that Congressman David Schweikert had nominated him to attend the Academy, which led to physical fitness testing, more paperwork, immunizations, and a security clearance.

How does one get accepted by the Air Force Academy? “Don’t try to do everything,” he advised. “The Academy looks for well-rounded applicants, but it’s better to do a few things really well, rather than spread yourself too thin.”



Top: (L-R) Cadet Airman David Appelo-Hunt, Cadet Ben Jones, Cadet Gabriel Jones and Cadet 2nd Lt. Adam Marquez transport Cadet Staff Sgt. Kennedy Duong in a Stokes basket litter. (Photos: Staff Sgt. John Horne, CAP)

Arizona Wing Squadron Holds Inter-Squadron First Aid Competition

by Staff Sgt. John Horne, CAP, Arizona Wing

PHOENIX – On April 14, 2018, Arizona Wing's Sky Harbor Composite Squadron 301 sponsored an inter-squadron First Aid Skills Competition. Sky Harbor Squadron competed

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against cadets from the 388th Composite Squadron in Glendale, Willie Composite Squadron 304 in Chandler, and Deer Valley Composite Squadron 302 in Phoenix.

In the competition, squadron teams had to demonstrate proficiency in splinting a broken arm, splinting a broken ankle, and carrying an injured person securely in a Stokes basket litter. Cadet teams also demonstrated skills in locating objects by following radio instructions using a grid map. The event was held at the Goldwater Air National Guard Base located at Sky Harbor International Airport in Phoenix.

Cadets from the 388th Composite Squadron were awarded first place in the First Aid Skills area. Cadets from Willie Squadron 304 and Deer Valley Squadron 302 were awarded special *Esprit de Corps* certificates for their enthusiasm and teamwork during the competition. Judging was done by senior members from squadrons 301, 304 and 388. 🇺🇸

Below: Cadets from four Phoenix-area CAP squadrons participated in a First Aid Skills competition, sponsored by Arizona Wing's Sky Harbor Composite Squadron 301.



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Left: To beat the heat, cadets drilled in PT gear. (Photos: Cadet Capt. Cynthia Wagoner, CAP)

Below: The 2018 Encampment Cobra (NCO) Flight, with parade rifles for an honor guard demonstration.

New Mexico Wing Cadets Brave the Heat for 2018 Encampment

*by Cadet Capt. Cynthia Wagoner, CAP,
New Mexico Wing*

SANTA FE, N.M. –The 2018 New Mexico Summer Encampment ran during June 20-29, 2018, at the Oñate National Guard Military Complex in Santa Fe, under the

command of Lt. Col. Maria-Lisa M. Dilda. This year's encampment lasted 10 days, which allowed the cadets to receive more training,

Both students and staff members agreed that the encampment had been a great experience, because it brought together cadets and senior members for a week full of the best that the cadet program has to offer.

At this year's encampment, the New Mexico Wing cadets were joined by cadets and senior members from Texas, Colorado and Florida Wings. The encampment cadet commander, Cadet 2nd Lt. Cameron L. Cases of Socorro High School Cadet Squadron, along with her cadet staff, were tasked with providing the cadet students with an unforgettable experience. The cadets also went on several aerospace education trips as part of the total encampment experience.

Again this year, the Cobra Non-Commissioned Officer (NCO) flight was included, to allow additional leadership opportunities and experience for more experienced cadets. The NCO flight drilled with facsimile parade rifles, providing an honor guard presentation at the conclusion of encampment.

Because of high temperatures in the 90s, minimal laundry facilities, and the need to keep cool, cadets did most of their training in physical training gear, but at the end of course were required to dress in their blue uniforms for the graduation parade which, according to cadets and senior members, went very well. 🇺🇸





Top: A row of Quonset huts provided the barracks for cadets and senior members at the encampment. (Photos: 2nd Lt. Michael R. Saul, CAP)

New Mexico Wing Provides Critical Support for Encampment Cadets

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

SANTA FE, N.M. – During June 20-29, 2018, the New Mexico Wing 2018 Summer Encampment was held at the Oñate Military Complex, a U.S. Army facility in Santa Fe. Cadets and senior members were housed in the Forward Operating Base, in military barracks consisting of Quonset huts, which the Army calls “Little Baghdad,” since they resemble the barracks in which troops were housed during Desert Shield, Desert Storm and the Gulf War. The Santa Fe barracks are powered by an on-base solar farm.

Summer encampments, part of CAP’s Cadet Program, are generally held annually during the summer to provide younger cadets (called students) the opportunity to learn and practice the basic skills of being a CAP cadet. Those who have graduated from a previous encampment practice their leadership skills as members of the Cadet Staff, or Cadre. Adult senior members (ages 18 and over) provide the resources needed to keep the program running smoothly: meals, safety, counseling, and First Aid services. For the second year in a row, the encampment had a therapy dog, *Major Princess*, to help special needs cadets cope with the stress of encampment.

Flight Officer Jonathan Preidis transitioned to senior member status in April 2018 (and as such wears his own unique grade insignia until reaching age 21, when he’ll become a full senior

member). In 2017, as a cadet from Texas, he had served as a cadet staff member in New Mexico Wing's Summer Encampment. Since he plans on being an Emergency Medical Technician, he served in the Encampment Medic Team. He saw his 2018 participation as an opportunity to not only practice his career of choice, but also compare leadership strategies between the two wings.

"My goal for Encampment this year was to actively help have the entire program achieve excellence for both senior members and cadets," he said. "I believe the staff, as a whole, met that goal, and this year it has been extraordinary."

Capt. Jason Clark, commander of the Carlos F. Vigil Middle School Cadet Squadron in Española, considers that leadership is a skill that comes from many sources. He explained, "Leadership is more than management. It involves communication, understanding the chain of command, learning various management tactics and, most important, putting all those items together to become the leader that one needs to become."

Clark's role as the encampment's deputy commander for cadets required him to advise and guide the cadet staff, as they practiced their own leadership and management skills, which reflected each cadet's individual personality.

Senior Member Jon Colón, also from Texas Wing, served as the encampment's information

technology and logistics officer. As a first-time staff member, he received a bird's-eye view of the entire encampment, learning how all staff members worked together. "The cadets seemed to have a good time, and the senior members worked diligently to keep the activity stable," he said. He also designed and prepared this year's Encampment Graduation Certificates for presentation on the last day.

Squadrons providing support for this year's encampment included the Carlos F. Vigil Middle School Cadet Squadron, Farmington Composite Squadron, Socorro High School Cadet Squadron, and Albuquerque Heights Composite Squadron, with additional support from Texas Wing's Lubbock Composite Squadron. Members collaborated to successfully complete the encampment, under the command of Lt. Col. Maria-Lisa M. Dilda of Santa Fe Composite Squadron. 🇺🇸



Left: Major Princess, the encampment's therapy dog, helped special needs cadets cope with the stress of encampment.



Top: Cadets and senior members from Deer Valley Composite Squadron 302 gathered for a group photo in front of one of the World War II-era planes on display aboard the USS Midway Museum. (Photos: 2nd Lt. Amber O'Donnell, CAP, Arizona Wing)

Right: Cadet Airman Rachael Ferguson (lower bunk) and Cadet 1st Lt. Kyra Martinez show off the spacious accommodations aboard the USS Midway.

Arizona Wing Cadets Live and Learn on USS Midway

by Maj. Mark Schadt, CAP, Arizona Wing

SAN DIEGO – On May 4-6, 2018, the Deer Valley Composite Squadron 302 embarked on an adventure to San Diego to learn naval history and gain a greater appreciation for those who have served the United States at sea. The eight senior members and 39 cadets spent the weekend touring and living aboard the USS Midway museum located in downtown San Diego.

Named for the Battle of Midway, the aircraft carrier USS Midway was commissioned on Sept. 10, 1945, and served her country for 47 years. More than 200,000 American veterans worked aboard her, having seen service off the coast of Vietnam, in the Persian Gulf, and in a number of other conflicts and crises. It was decommissioned in April 1992, and remained in storage in Bremerton, Wash., until 2003, when it was donated to the San Diego Aircraft Carrier Museum organization. It opened as the USS Midway Museum in June 2004.

The CAP members participated in the Live It and Learn It Overnight Adventure aboard the USS Midway. During this event, the cadets and senior members had special behind-the-scenes tours of the ship, led by



highly knowledgeable guides. The cadets were able to tour and learn about how the ship operates in areas such as the Main Machinery Room, Catapult and Arresting Gear Rooms, Combat Direction Center, the Navigation Bridge, and Primary Flight. With unlimited access to the flight deck and hangar bay, they could get up close to more than 30 restored aircraft as well as the nearly 10 acres of exhibits and displays. They also “flew” flight simulators that depicted flying around San Diego and actually try to “land” a Cessna on the USS Midway. Overnight accommodations included authentic Enlisted Berthing spaces used by Midway sailors, and squadron members enjoyed eating dinner and breakfast in the original ship’s Galley.

“The USS Midway staff and volunteers were tremendous hosts and provided a very memorable and enjoyable weekend,” said 1st Lt. Don Fry, CAP, a Vietnam veteran who was stationed aboard an aircraft carrier during his Navy service. He added, “Their attention to detail and thorough knowledge of the ship, naval aviation, and the U.S. Navy gave the cadets and senior members a good appreciation of the importance of the naval service as well as the sacrifices and dedication of those sailors and officers who served aboard Midway.”

Right: (L-R) Cadet 2nd Lts. Ian Worley and Ian O’Donnell, Deer Valley Composite Squadron 302, board the USS Midway at the start of their “Live It and Learn It” weekend.





Left: Lt. Col. Collins addresses an audience at a wreath-laying ceremony at Port Hudson National Cemetery, North of Baton Rouge, La. (Photo: CAP Maj. Ken Brummett)

Below: Lt. Col. Collins (right) is shown here with his son, Maj. Collins (left) and his granddaughter, then 2nd Lt. Sarah Collins, at his granddaughter's graduation from pilot training at Columbus Air Force Base, Miss. (Photo: Louisiana Wing Public Affairs)

FAA 50-Year Aviator Award Presented to Louisiana Wing Member

by Capt. Ken Best, CAP, Louisiana Wing

BATON ROUGE, La. – On April 24, 2018, retired Air Force Lt. Col. Phillip B. Collins was presented with the FAA Wright Brothers “Master Pilot” Award. This award recognized his more than fifty years of service as a pilot, both in the

U.S. Air Force and as a volunteer in the Civil Air Patrol. Collins amassed over 9,000 hours of pilot flight time. The award citation reads as follows:

The Wright Brothers “Master Pilot” Award is presented to Phillip Bolton Collins in appreciation for your dedicated service, technical expertise, professionalism, and many outstanding contributions to further the cause of aviation safety.

In failing health for some time, Collins passed away on April 28, 2018, just four days after receiving the Master Pilot award.

In addition to his service as a pilot, Collins worked tirelessly to support the “Wreaths Across America” program. That program sponsors a wreath laying ceremony on the second Saturday of December each year at almost all veterans’ cemeteries in the United States. Collins’ efforts were responsible for the laying of wreaths at both the Port Hudson National Cemetery and the Louisiana National Cemetery located south of the Port Hudson facility.

Lt. Col. Collins’ active duty service consisted of over 8,000 flight hours in the C-130 “Hercules” multi-engine aircraft. That aircraft has been in active service since the mid-20th century.

Collins is survived by his son, Maj. Phillip Collins, Jr., USAF (Retired), and his granddaughter, 1st Lt. Sarah Collins, USAF. Both graduated from the U.S. Air Force Academy and became active duty Air Force pilots. First Lt. Collins, who currently flies an updated variant of the same aircraft her grandfather had flown, will shortly deploy to Bagram Air Force Base in Afghanistan. 🇺🇸





Top: Former Paradise Valley Cadet Squadron 310 member, now 2nd Lt. Grant Zaro, USMC, receives his U.S. Naval Academy diploma and Marine Corps commission document from President Donald J. Trump. To the left is Under Secretary of the Navy Thomas Modly; to the right is Admiral Walter "Ted" Carter, Superintendent of the Academy.

Below: Second Lt. Grant Zaro, USMC, following his graduation from the U.S. Naval Academy. (Photos: Maj. Gary Zaro, CAP)

Former Arizona Wing Cadet Graduates from the U.S. Naval Academy

by Capt. Steve Hoza, CAP, Arizona Wing

ANNAPOLIS, Md. – On May 25, 2018, Second Lt. Grant Zaro, USMC, a former member of Arizona Wing's Paradise Valley Cadet Squadron 310 in Scottsdale, Ariz., graduated from the U.S. Naval Academy. He received a Bachelor of Science degree in Computer Science and a commission as a U.S. Marine Corps second lieutenant.

President Donald J. Trump gave the commencement address and handed out the diplomas and commissioning documents to the top 100 graduates. Zaro graduated 17th in his class of 1,062 at the Academy.

In his first year at the Academy, Zaro ranked first out of 1,173 first-year midshipmen in the Academy's Order of Merit standings. He earned a 4.0 grade point average and achieved top scores for physical performance and military conduct and aptitude.

In May 2014, Zaro graduated Summa Cum Laude from Notre Dame Preparatory Catholic High School in Scottsdale. He was a National Merit semi-finalist and placed in the top 10 participants in the Arizona Math Competition in his junior and senior years. He also served as president of the National Honor Society and lettered in four varsity sports.

Zaro was a member of the Civil Air Patrol from 2009 to 2014, achieving the rank of Cadet Lt. Col. He was Squadron 310's Cadet Commander for over a year, won the Outstanding Leadership Award at PJOC in 2013, and was the 2014 Arizona Wing Summer Encampment Cadet Commander.

Zaro is the son of Squadron 310's Commander Maj. Gary Zaro. 🇺🇸





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Three New Mexico Wing Cadets Selected for 50th Cadet Officer School

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

ALBUQUERQUE, N.M. – On June 22, 2018, Civil Air Patrol's National Headquarters announced that three cadets from New Mexico Wing had been selected to attend CAP's Cadet Officer School (COS) at Maxwell Air Force Base, Ala., which will run from June 29 to July 6, 2018.

Representing New Mexico Wing will be Cadet Maj. Dakota Cisneros of Santa Fe Composite Squadron, Cadet Capt. Heidi Darsey of Eagle Cadet Squadron in Albuquerque, and Cadet 1st Lt. Christina Matthews of Thunderbird Composite Squadron, also in Albuquerque.

Notably, COS will mark its 50th anniversary this year. It first started in 1968 as the Cadet Leadership School at Reno-Stead AFB, Nev., with three two-week sessions, beginning in mid-June and ending in early August. A total of 242 cadets graduated from the inaugural CLS. In 1970, the activity was renamed Cadet Officer School, and moved to its present location at Maxwell AFB.

Currently, COS is open to cadets who have earned Civil Air Patrol's Mitchell Award (that carries with it promotion to cadet second lieutenant) and covers a 10-day period of leadership training and development.

COS's location at Maxwell AFB – also the home of Air University and professional military education for the U.S. Air Force – makes it the ideal venue for developing cadet officers' leadership skills.

For the 2018 COS, 108 cadets from 35 wings, representing the top 15% of CAP cadets, are scheduled to attend the event.

Civil Air Patrol National Commander Maj. Gen. Mark Smith, an Air Force Academy graduate, former Southwest Region commander and, before that, New Mexico Wing commander, is a huge supporter of the school, which itself is patterned after the Air Force's Squadron Officer School.

"This is one of the top professional development opportunities available to America's youth," said Smith, who plans to visit the activity some time while the school is in session.

Cadet Maj. Cisneros has been a member of Santa Fe Composite Squadron since November 2010. He currently serves as the unit's cadet public affairs officer. He has also earned CAP's Amelia Earhart Award, which represents completion of Phase III of Civil Air Patrol's four-phase cadet program and entitles him to attend CAP's International Air Cadet Exchange (IACE), where cadets spend three weeks visiting other countries, touring their aerospace facilities, learning about the host country and culture, and staying at the homes of families of cadets in similar programs.

Cadet Capt. Darsey has been a member of CAP and Eagle Cadet Squadron since January 2013 and has also earned the Earhart Award.

Cadet 1st Lt. Matthews has been a member of CAP and Thunderbird Composite Squadron since March 2014. She has earned the Mitchell Award, which represents completion of Phase II of the Cadet Program, and entitles the recipient to compete for academic and flight scholarships offered by CAP, as well as advanced placement in the grade of airman first class upon graduation from Air Force Basic Training.

"I am pleased that these outstanding cadets will represent New Mexico Wing at Cadet Officer School," said New Mexico Wing Commander Col. Mike Lee.

He added, "Their diligence and desire to improve themselves will mold them into productive and outstanding citizens." 🇺🇸



Top: Cadet Staff Sgt. Matt McCaskill of the Falcon Composite Squadron 305 pauses for a moment of reflection as he places one of hundreds of flags on veterans' grave sites during Memorial Day Weekend 2018. (Photos: Lt. Col. Robert Ditch, CAP, Arizona Wing)

Below: (L-R) Falcon Squadron Members Cadet Airman Adelina Rodriguez-Espiricueta and Cadet Airman Elizabeth Gonzalez helped line with American flags the streets of Mountain View Memorial Gardens Cemetery.

Arizona Wing Members Honor Fallen Veterans

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

MESA, Ariz. – On May 26, 2018, well before the barbecues and baseball pitchers began warming up, and an abundance of holiday traffic jams had started to rise tempers along Arizona highways, members of Falcon Composite Squadron 305 sustained their three-times-a-year tradition of honoring our nation's fallen veterans during the Memorial Day Weekend.

While the sun was barely creasing the ridges of the Superstition Mountains, on that early Saturday morning, the Falcon Squadron members formed up at the Mountain View Memorial Gardens Cemetery to place hundreds of full-size and miniature American Flags alongside the roads and next to veterans' gravestones. The cadets, senior members, and their relatives from the Falcon Squadron extended family, were in good company, participating with a dozen or more veterans' groups, scouts, and other caring citizens. Squadron members perform this duty of respect every Memorial Day weekend, for Veterans' Day, as well as during the December "Wreaths across America" tribute to fallen veterans.

There is a phrase often cited on Memorial Day weekends: "All gave some, while some gave all." This saying is widely attributed to the Korean War veteran and Purple Heart recipient Sergeant Howard William Osterkamp from Dent, Ohio. Again this year, the Falcon Squadron members honored Sergeant Osterkamp and all other veterans, the nation they served, and themselves through this selfless tribute. 🇺🇸





Top: A Beechcraft D-17 Staggerwing biplane similar to the one found in Santa Fe. (Photo: Public domain)

New Mexico Wing Aircrews Find Missing Aircraft

by Capt. C. John Graham, CAP, New Mexico Wing

SANTA FE, N.M. – On May 26, 2018, Civil Air Patrol's New Mexico Wing flight crews from Taos Composite Squadron and Santa Fe Composite Squadron responded to search for a missing aircraft last recorded 30 miles east of Santa Fe. Air Traffic Control had lost contact with the Beechcraft D-17 Staggerwing biplane, as it was en route to Albuquerque.

The Taos crew, with pilot Maj. Craig Stapleton and crew members Lt. Col. Mike Olsen and 2nd Lt. David Weaver, were dispatched in the early evening. They conducted a visual search of the area until darkness set in. Using a Becker direction finder, the crew picked up an emergency locator transmitter (ELT) beacon signal to determine approximate coordinates for the missing aircraft.

The crew from Santa Fe, consisting of mission pilot Capt. John Graham, mission observer Maj. Angie Slingluff and mission scanner Lt. Col. Brad Jones, was sent to confirm the ELT location, which was done with precision. It was later determined that the average of ELT coordinates radioed from Maj. Slingluff was only 551 feet from the actual crash site. The Santa Fe crew remained on scene until an Air Force rescue helicopter from Kirtland Air Force Base arrived at approximately midnight and discovered the Staggerwing in a low-level search.

Maj. Slingluff, the commander of Santa Fe Composite Squadron, said, "I was surprised and pleased that we pulled together a crew so quickly, and had a pilot who was night current."

On May 27, the Santa Fe crew, this time with mission observer Capt. Ken Stewart, returned to photograph the crash site. Though the missing aircraft was difficult to spot visually, and turbulence made photography a challenge, Lt. Col. Jones successfully obtained images of the crash that were provided to the New Mexico State Police.

The pilot of the Staggerwing, a well-known figure in California aviation, did not survive. The Aircraft Owners and Pilots Association (AOPA) paid tribute to him in a May 29, 2018, online article. The CAP crews were rewarded by knowing that their training and expertise had helped bring closure to those who had known him. 🇺🇸



Top: (L-R) Cadets Ben Jones and Gabriel Jones talk with a WWII veteran who was a B-17 aircrew member. (Photos: Staff Sgt. John Horne, CAP)

Arizona Wing Cadets Visit Pima Air and Space Museum

by Staff Sgt. John Horne, CAP, Arizona Wing

TUCSON, Ariz. – On May 26, 2018, cadets, senior members, and several guests of Arizona Wing's Sky Harbor Composite Squadron 301 visited the Pima Air and Space Museum in Tucson,

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Ariz. This museum has a huge collection of aircraft spanning the eras of powered flight. The cadets had a unique experience when they were able to talk one-on-one with a World War II B-17 Bomber aircrew member. Cadets were told of the harsh conditions endured by aircrew members flying in unheated aircraft at high altitudes and the fearful experience of being in actual combat.

Ken Smith, a docent with the 340th Bomb Group (B-17) World War II exhibit gave the visiting cadets and senior members a special tour of the museum, guiding them through the large facility and pointing out the various exhibits.

Squadron members who participated in the museum tour included: Cadet Gabriel Jones, Cadet Benjamin Jones, Cadet Airman Vincent Grubar and his father, Maj. Jeremy Cochran, Staff Sgt. John Horne, and 1st Lt. Lisa Pham. They were joined by three Chinese students who are currently going through flight training at AeroGard.

During the tour, the cadets learned much about the history of flight, and considerably expanded their aerospace knowledge. 🇺🇸

Below: (L-R) Three unidentified Chinese flight students from AeroGard, Maj. Jeremy Cochran, 1st Lt. Lisa Pham, Cadet Gabriel Jones, Cadet Ben Jones, Cadet Airman Vincent Grubar, Cadet Grubar's father, and Staff Sgt. John Horne.





Top: (L-R) Cadet Sr. Airman Leticia Galindo, Cadet Master Sgt. Sabrina Humphrey, Cadet Staff Sgt. Lucas Heinze, Cadet Sr. Airman Kennedy Duong, and Cadet Airman 1st Class Dylan Conrad examine the site where a fighter jet had crashed northwest of Phoenix in 1958. (Photo: Maj. Jeremy Cochran, CAP, Arizona Wing)

Arizona Wing's Squadron Checks 1950's Era Accident Site

by Staff Sgt. John Horne, CAP, Arizona Wing

PHOENIX – On Jan. 14, 1958, an F84E Thunderstreak fighter jet went down in the wilderness area of the Estrella Mountains, northwest of Phoenix. The pilot was able to eject from the plane successfully. On Feb. 14-15, 2018, members of Sky Harbor Composite Squadron 301 in Phoenix hiked to the crash site to verify that large pieces of wreckage were still marked with bright paint, so that potential searchers of downed planes in the area would not mistake this one for a more recent crash site.

A total of six cadets, five senior members, and several parents of cadets spent the night camping in a desert environment before setting out in a wilderness area to locate the old site. Prior to setting out on the search, cadets learned desert hiking and survival techniques, as well as the basics of an Emergency Locator Transmitter location.

Upon arrival, they saw numerous large and small pieces of the wreckage, including a seemingly intact engine, landing gear, and wings. Cadets checked the paint markings on large pieces of wreckage.

Participating in the event were Cadet Master Sgt. Sabrina Humphrey, Cadet Staff Sgt. Lucas Heinze, Cadet Sr. Airman Leticia Galindo, Cadet Sr. Airman Kennedy Duong, Cadet Airman 1st Class Dylan Conrad, and Cadet Airman Yasmine Taylor. The senior members were Lt. Col. Mike Hoza (RCAF), Maj. Jeremy Cochran, Maj. William Moseley, Staff Sgt. John Horne and Senior Member Katherine Andrieu. 🇺🇸



Top: Col. Lee swears in the newly-promoted Lt. Col. Dennis Hunter. (Photos: S.M. William Anderson, CAP)

Below: Lt. Col. Dennis Hunter (center) receives his new epaulets from New Mexico Wing Commander Col. Mike Lee, and Socorro Composite Squadron Deputy Commander for Seniors Lt. Col. David G. Finley.

New Mexico Wing's Squadron Commander Promoted to Lieutenant Colonel

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

SOCORRO, N.M – On May 17, 2018, Dennis Hunter, commander of the Socorro Composite Squadron, was promoted to the grade of lieutenant colonel. Civil Air Patrol's New Mexico Wing Commander Col. Mike Lee traveled to Socorro to preside the ceremony.

Hunter has been squadron commander since 2015. He joined CAP in 2008 and served in numerous staff positions and as the squadron deputy commander prior to assuming command. He also has participated in a variety of activities at the statewide level, including serving as Safety Officer for operations in which the New Mexico Wing was formally graded by U.S. Air Force evaluation teams. He received high marks from the evaluators in those operations.

Squadron staff members were unanimous in their praise for Hunter, saying that he exemplifies CAP's core value of volunteer service by taking on any job that was needed, and that his promotion was well-deserved.

Col. Mike Lee agreed with the squadron's assessment of Hunter. "Dennis Hunter stands out. I know if I need something, I can count on him to get the job done," he said. 🇺🇸





Top: Falcon Composite Squadron 305 cadets listen attentively to the safety and wash instructions from Lt. Col. Wayne Lorgus, CAP. (Photos: Lt. Col. Robert Ditch, CAP)

Below: Cadets get their photo taken before taking care of their first customer.

The ‘Elephant Walk’ Comes to Arizona Wing’s Falcon Field

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

MESA, Ariz. – On June 2, 2018, senior and cadet members of the Falcon Composite Squadron 305 gathered at the Falcon Field wash rack in Mesa to participate in Arizona Wing’s first Elephant Walk – Plane Wash fundraiser. The morning started off with all-inclusive “flight line safety” and “how to safely wash an airplane” briefings by CAP Lt. Col. Wayne Lorgus, the squadron’s chief pilot and deputy commander for seniors. After that, the cadets put their newly-acquired knowledge to work by washing the squadron’s own Cessna 172, under the watchful eye of Lt. Col. Lorgus and eight other senior members. Once that was accomplished, they prepared for the Elephant Walk, which would be the final fundraiser for the year’s summer encampment.





Above: Racking and stacking the Elephant Walk participants.

Below: A well-maintained Sirius aircraft was one of the planes that showed up to get washed.

Not too long after the training, the planes started taxiing up to the wash rack. One after another they came, along with privately owned vehicles. When the cadets were not washing planes, trucks and cars, they kept busy washing the squadron's two vehicles. While they were at it, some senior members trolled the hangar rows for other interested customers. Four hours later, after all the washing and polishing, the Falcon squadron members had collected \$500 in payments, tips, and donations.

Future plans call for the squadron to host another Elephant Walk in the fall, as well as taking the capability on the road to other airports that have no CAP presence. All proceeds from the Elephant Walk support aerospace education, cadet programs, recruiting, marketing, and fundraising activities for squadron members. The cadets said it had been a fun day outside, on an active airport flight line, working around many types of aircraft.

In addition to the plane washing, some cadets took the opportunity to market CAP to customer pilots, many of whom had children who could be interested in joining. All customers got squadron business cards, inviting them to attend the next combined Senior/Cadet Commander's call. 🇺🇸



Right: (L-R) Santa Fe Composite Squadron Commander Maj. Angie Slingluff recognizes Cadet Maj. Dakota Cisneros for his outstanding community service and his many accomplishments in Civil Air Patrol. (Photos: Capt. C. John Graham, CAP)

New Mexico Wing Squadron Recognizes Cadets for their Outstanding Performance

by Maj. Angie Slingluff, CAP, New Mexico Wing

SANTA FE, N.M. – On May 1, 2018, New Mexico Wing's Santa Fe Composite Squadron thanked its leaders of tomorrow for their service (both in and out of CAP) by presenting Certificates of Appreciation to Cadet Maj. Dakota Cisneros, Cadet Chief Master Sgt. Forest Nelson, Cadet Senior Master Sgt. Benjamin Rollins, Cadet Staff Sgt. Cassie Gravel, Cadet Airman 1st Class Carley Gravel and Cadet Airmen Gabriel Apodaca and Gabriel Gutierrez.

All were recognized for outstanding activity in the squadron and rapid advancement in their education and training

Apodaca and Gutierrez, the youngest two cadets in the unit, demonstrated outstanding service and performance of duty since joining the squadron.

Both Cadet Airman 1st Class Gravel and Cadet Staff Sgt. Gravel were recognized for their work as members of the squadron's Color Guard.

Cadet Senior Master Sgt. Rollins, one of two aerospace cadet noncommissioned officers for the squadron, was recognized for his wind tunnel project and his continued work in the United Launch Association drone competition.

Cadet Chief Master Sgt. Nelson has been an active member of the community, and in addition to CAP, volunteers his time with the New Mexico Game and Fish Department and the Santa Fe Humane Society. He also attended Civil Air Patrol's Pararescue Orientation Course (PJOC), which includes training in land navigation, survival techniques, rock climbing, rappelling, and other skills used in rescue operations. With over 60 hours of community service, Nelson also earned CAP's Community Service Ribbon.

In addition to their certificates, all cadets received an Air Force Association challenge coin in recognition of their service.



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Cisneros was recognized for his dedication and commitment to Civil Air Patrol. He has been a CAP member since 2010, and has steadily and consistently pursued his professional development, thus far receiving 14 promotions and completing all 16 achievements of CAP's Cadet Program. He participated in two summer encampments and serves as cadet executive officer and cadet administrative officer for the squadron.

Cisneros was selected for CAP's Cadet Officer School (COS) at CAP's National Headquarters at Maxwell Air Force Base, Ala. Completion of COS makes him eligible to earn Civil Air Patrol's Ira C. Eaker Award, which signifies completion of Phase IV of CAP's four-phase Cadet Program and carries with it promotion to the grade of cadet lieutenant colonel.

In addition, should Cisneros decide to transition into the adult Senior Program upon reaching age 21, he would also become eligible for promotion to first lieutenant and receive credit for Level II of CAP's five-level Senior Member Professional Development program.

Cisneros was also recognized for providing community service outside of the squadron, including 333 hours of service to his church as a safety and security servant. In recognition of his service, Cisneros was given a U.S. Air Force F-22 challenge coin, commemorating the U.S. Air Force F-22 fighter jet, which can reach speeds of Mach 2 with an estimated altitude ceiling of 50,000 feet.

The squadron commander and staff believe that this spirit of servant leadership, among all the cadets recognized, best embodies Civil Air Patrol's Core Values of Integrity, Volunteer Service, Excellence and Respect. 🇺🇸

Below: Maj. Slingluff recognizes Cadet Chief Master Sgt. Forest Nelson for his many hours of community service.





Top: Col. Gil Day provided an overview of CAP Operations and Communications

Arizona Wing Squadron Holds Open House for Communicators

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

MESA, Ariz. – On May 17, 2018, 15 members from the Superstition Amateur Radio Club in Mesa visited Falcon Composite Squadron 305 to be briefed on the squadron and Civil Air Patrol, primarily to support their interest in CAP communications. The purpose of the visit was to orient the local HAM radio club members into how they could extend their volunteer spirit and communications skills by becoming contributing members in Civil Air Patrol.

Southwest Region Director of Communications Col. Gil Day gave an overview of CAP operations and communications, while Falcon squadron Recruiting & Retention Officer Lt. Col. Bob Ditch briefed them on the squadron. Afterwards, the guests received a tour of the squadron facility, emphasizing its Command, Control & Communications (C3) capabilities.

The radio room at the Falcon Incident Command Post drew much interest and sparked some visitors to consider returning for future squadron meetings. Many said that they would be interested in becoming CAP Mission Radio Operators, a specialty field of dedicated personnel that is in short in supply across Arizona Wing. 🇺🇸

Right: Cadet Airman 1st Class Carley Gravel participates in the wreath-laying ceremony at the Santa Fe National Cemetery. (Photo: Capt. C. John Graham, CAP)

Santa Fe Color Guard Recognized for its Service

by Maj. Angie Slingluff, CAP,
New Mexico Wing

SANTA FE, N.M. – On May 28, 2018, Santa Fe Composite Squadron, in conjunction with Navy JROTC cadets from Santa Fe High School, presented the colors and served as escorts for Blue Star Mothers (who have sons and daughters currently serving in the military), and other veterans for the laying of wreaths at the Santa Fe National Cemetery.

Participants in the wreath-laying ceremony included Cadet Maj. Dakota Cisneros, Cadet Airmen 1st Class Gabriel Apodaca and Carley Gravel, and Cadet Airmen Milo Bryan and Gabriel Gutierrez. The squadron was also asked to participate at another wreath-laying ceremony in Angel Fire but was unable to accept that request.

The Santa Fe Composite Squadron's Color Guard has been practicing drill for many months, and their efforts are being noticed in the community. Since April 2018, the Santa Fe Color Guard has posted the colors in many venues, from the gymnasium at Santa Fe Community College to Santa Fe National Cemetery.

Thanks to the training provided by the Color Guard's cadet leaders (Cadet Maj. Dakota Cisneros and Cadet Senior Master Sgt. Forest Nelson) all cadets are learning drill and ceremonies. Cadet Senior Master Sgt. Ben Rollins is learning how to follow in their footsteps as drill master.

The Color Guard presented the colors twice for the Gerald Clay Memorial Basketball Tournament at Santa Fe Community College. On the evening of April 6, 2018, the cadets presenting the colors included Nelson, Rollins, Cadet Tech. Sgt. Cassie Gravel and Cadet Airman 1st Class Carley Gravel. On the morning of April 7, 2018, cadets presenting the colors included Cisneros, Nelson, Apodaca and Gabriel Gutierrez

In May, at the invitation of eighth-grade graduating student Apodaca, the Santa Fe Composite Squadron presented the colors at the Monte del Sol Charter School graduation, which gave them a chance to also speak about CAP to the many family members and friends who packed the auditorium. Presenting the colors were Cadets Cisneros, Nelson, Apodaca and Cadet Senior Airman Priya Hasham.

The squadron considers it a privilege to serve the community in the best traditions of Civil Air Patrol. 🇺🇸





Top: (L-R) USAFR Lt. Col. Todd Canale, Lt. Col. Carol Schaub Schlager, 1st Lt. Ernest Renaud, S.M. Dianne Luttrell, S.M. Rebecca Luttrell, Cadet Daemen Laporte, and three unidentified Native Air Ambulance employees. (Photo: Lt. Col. Carol Schaub Schlager, CAP, Arizona Wing)

Arizona Wing's Show Low Flight Welcomes Native Air Rescue

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

SHOW LOW, Ariz. – On May 19, 2018, as part of their monthly Aerospace Education training, members of Arizona Wing's Show Low Flight of Falcon Composite Squadron 305 received a briefing and tour of the regional air ambulance and rescue capabilities provided by Native Air Ambulance. Native Air, a division of Omniflight Helicopters, makes available air medical services throughout Arizona.

The company provides services to hospital and pre-hospital agencies. With over 15 bases in Arizona, Native Air has been operating for more than 10 years. Its helicopter and airplane bases in Arizona are also sites for many Civil Air Patrol units, including those in Mesa, Chandler, Lake Havasu City, Prescott, Show Low, Payson, and Deer Valley (Phoenix).

The Show Low-based air rescue team gave members of the Show Low flight an opportunity to learn more about their regional operations, as well as tour and check out much of their Advanced Life Support/Lifesaving equipment. 🇺🇸

New Mexico Wing Squadron Has New Unit Patch

by Cadet Chief Master Sgt. Forest Nelson, CAP, New Mexico Wing

SANTA FE, N.M. – On May 1, 2018, the Santa Fe Composite Squadron unveiled its new squadron patch, which was developed by the squadron over several months.

A unit patch is more than just a way to identify the wearer's unit. It is a representation of a legacy and a symbol of pride for those who wear it on their uniform; a legacy of honor, dedication and service that all members of that unit must strive to live up to.



The design of the Santa Fe Composite Squadron patch replaces an older and outdated patch that was used many years ago, and while it does use some of the design elements of the original patch, it also incorporates new details and features.

The patch bears the logo of the 1st American Volunteer Group (AVG), known as the Flying Tigers, after which the CAP squadron is named.

The triangle CAP logo sits in the main disc above the Flying Tiger to signify Civil Air Patrol as a whole.

Below the Flying Tiger is the phrase "A Legacy of Honor," which calls all who wear the patch to honor not just the squadron's legacy, but also that of the 1st AVG, whose members fought in Asia during World War II.

In the upper scroll, the name "Flying Tigers" shows not just the squadron's name, but also that of a historically important unit. In the lower scroll is the squadron's charter number – SWR-NM-018 – which cannot be taken away from the squadron, for as long as it is active.

The squadron patch is designed for wear on the ABU (Airman Battle Uniform) for both senior members and cadets; however, it may later be adopted for wear on T-shirts and other items for squadron members. T-shirts with the squadron patch design could eventually be worn with ABUs or PT uniforms. 🍌

Editor's Note: The AVG was created in early 1941 by retired U.S. Army Air Corps Capt. Claire L. Chenault, at the behest of the Chinese government, in order to fight against the Japanese forces that were invading the Chinese mainland.

The AVG flew the Curtiss-Wright P-40 Warhawk, an all-metal, single-engine, air and ground-attack fighter that was used by Allied forces throughout World War II. First produced in 1939, the P-40 had an advanced design that made it a good match against Japanese and German fighters.

After the Japanese attack on Pearl Harbor on Dec. 7, 1941, most of the AVG's American pilots, who had started to arrive in China in mid-1941, returned to serve in the U.S., bringing along their combat experience that qualified them to train new pilots and fight successfully in World War II.

The CAP squadron's new patch is based on the original AVG design, that Walt Disney created for the AVG. Disney also created five other patches, one for each of the AVG's flights.

Guest Editorial

My Dawn Flight to Roswell

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

ALBUQUERQUE, N.M. – When I volunteered to be the public information officer for the April 14, 2018, Search and Rescue Exercise (SAREX) in Las Cruces, I had no idea that the assignment would turn into a 15-hour duty day. On April 12, I got an email from the pilot in command, Maj. Kent Berwick of Albuquerque Senior Squadron II, asking me to meet him at Kirtland Air Force Base's Truman Gate at 4:00 a.m. on the day of the event.



We would get an early start because, rather than flying directly to Las Cruces, we would be stopping off in Roswell to pick up Wing Commander Col. Mike Lee and Wing Director of Emergency Services Lt. Col. Jon Hitchcock before flying to our final destination. I have fond memories of Roswell, where I spent two years as a cadet at New Mexico Military Institute, graduating in 1977 with an Associate's degree in liberal arts. I drove through there in 1981 to visit my father, who was living in Houston at the time, and drove through it with my friends on our way to Carlsbad Caverns in 2010. I have eaten at their McDonald's on Main Street (the one designed like a UFO) and went camping there for the first time last year at Bottomless Lakes.

I met Kent at the Truman Gate and rode with him to the Squadron II hangar, where he began his pre-flight inspection on the Cessna 206, the aircraft assigned to carry the four of us. "Why can't we fly in the GA-8?" I said, gesturing toward the 206's next-door neighbor, which seemed much bigger and roomier. "It would be just as cramped," he said. "There's much more equipment in that plane, so it's not as roomy as it looks. Besides, it's being used for another mission."

The pre-flight finished, we pushed the plane past the hangar door at 4:45 a.m. After the pre-takeoff checklist and engine start, we rose in flight at 5:25 a.m. It was still dark, and my night vision is not very good, but I could make out some shapes. Since the Sandia Mountains were on our left, we were flying due south, but I did not know where we were in relation to Roswell.

"We're over Mountainair," said Kent, as if chiming in on my thoughts. "There's the wind farm," he said, gesturing toward the aircraft's left side. My depth perception is not very good either, and sometimes I don't see things until I'm practically on top of them, which is one of the reasons I never pursued a mission observer rating. About a minute later, I saw a series of pulsating red lights: the only indication that a wind farm was down there. I checked my watch periodically and, about 6:00 a.m., dawn was beginning to brighten the hazy horizon.

"There's Roswell," said Kent, gesturing to the lights ahead of us. The sight of the city against the breaking dawn was breathtaking. We landed at 6:15, spent a half-hour freshening up and loading our gear, and took off from Roswell at 6:45, touching down at Las Cruces at 8:00 a.m. on April 14. I could have driven to Las Cruces just as quickly but would have missed a great show.

The mission stood down at 2:00 p.m. The four of us were airborne at 2:15, and we touched down at Roswell at 4:00 p.m. We took off for Albuquerque at 4:15 and touched down at Kirtland at 6:00. After refueling and putting the aircraft in the hangar, Kent drove me back to the Truman Gate at 7:00 p.m. I had spent 15 hours on the SAREX. I was tired, but at the same time happy that I had made that early-morning sacrifice. 🍷

On Language and Customs

Why a Laurel Wreath?

AUSTIN, Texas – In today's Olympic Games, athletes are awarded a gold, silver or bronze medal for having achieved the top three places in an athletic competition. It hasn't always been that way. The ancient Greek Olympic Games, celebrated at the city of Olympia, started in the 8th century B.C. in honor of the Greek god Zeus, their supreme deity. Since Greeks were practical people, they took the event's name from where the games were conducted, at the foot of Mount Olympus – at whose apex the Greeks believed that their gods dwelt.



Competition was open to young men, and the victor was awarded a laurel wreath as a symbol of excellence and the favor of the gods. The laurel was a plant sacred to the god Phoebus (whom the Romans called Apollo), a youthful god of light and the sun, prophecy, medicine, music, poetry and the arts. As the son of Zeus and Leda, Phoebus was a major Greek deity.

The laurel wreath's monetary value was a trifling sum as an aromatic and cooking herb; for this purpose, it was useful either green or dried. But formed into a wreath and worn around the head, its symbolic and psychological value was immense. Not only did it represent the favor of the god Phoebus, but it also served to remind the winner that his victory, though praiseworthy, would be ephemeral, as the right to wear the wreath would last only until the next time the games were held, and if he wished to continue wearing it, he would have to win again.

Basically, the laurel wreath constituted the approval of the community and the people's recognition of the winner's prowess in competition at a specific event and for that time only. Being "the best" had no monetary gain attached to it; only honor. However, inevitably, honor also led to prestige, fame, and the esteem of one's peers. These benefits were partially temporary, as they could change at the following Olympic Games, thus encouraging the winner to keep trying in order to retain his status.

Although they were called games, Olympic Games were created for a good and serious reason, as the tests of mastery, strength and endurance involved martial arts skills needed for survival on the battlefields of the day. In other words, competitors tested themselves against each other on their ability to triumph and stay alive while engaged in battle. All participants and male spectators were familiar with the competition's requirements, since the events involved essential military training, and Greek males were subject to being called to fight in battle up to the age of 60.

In 338 B.C., by conquest, the fortunes of the Greek people passed into the hands of Philip II of Macedonia and, two years later, those of his son, Alexander the Great, who was 20 years old when he took the crown. At the latter's death in 323 B.C., the vast empire he had built in 17 years broke into separate kingdoms, discord followed, and in three centuries Rome had taken over as undisputed master of all lands bordering on the Mediterranean Sea. In fact, the Romans arrogantly called the Mediterranean *Mare nostrum* (literally: our sea). But the conqueror, in turn, was intellectually and existentially vanquished in a very subtle way, because Rome assimilated Greek culture into its own, including many Greek values.

Much of the Greek customs that had started as social marks of distinction and prestige were gradually eroded by the dominant Roman culture, retaining the original's form but not the spirit. Eventually, Roman emperors began to confer upon themselves golden crowns crafted in the shape of laurel wreaths, presumably because by that time they had hit upon declaring themselves deities (in imitation of Egypt's pharaohs) and liked to wear the trappings of godly favors. This practice was abandoned by the time Constantine I "The Great" became Roman emperor in 306 A.D. He is best known for having been the first Christian Roman emperor, as during his rule Christianity became an accepted Imperial religion (though not the only religion), a favored status that put an end to the Roman Empire's persecution of Christians.

Almost a century later, in 393 A.D., the Roman emperor Theodosius I suppressed Olympic Games as part of a campaign to impose Christianity as the state religion. He was the last Roman emperor to rule over both halves of the Roman Empire, Eastern and Western. At his death, his two sons inherited each a half of the Roman Empire, and these were never to be re-united.

In Europe, Olympic Games were revived in 1894 with the creation of the International Olympic Committee. This is when the awarding of medals to the winners was decided, as tokens of their demonstrated excellence (and the gold and silver are merely plated). By then, most of the world had forgotten the old gods, Olympic Games had lost their relevance to war, laurel wreaths were no longer associated with the god Phoebus (Rome's Apollo) who by then was, at best, an ancient curiosity, and Western civilization had devised other ways to honor persons of distinction.

The awarding of more durable honors started in the military. In the Middle Ages, European kingdoms created military orders, often associated with a knighthood and the right to wear a unique and elaborate necklace made of precious metals and stones, denoting some significant achievement in service to the crown. But an additional distinction shared by all members was that each military order wore its own, distinctive uniform.

Later, military awards and medals (the more prestigious crafted in precious metals and encrusted with gems) were created to reward valor in the battlefield, and these were worn on the service's prescribed full-dress uniform. With the creation of less-conspicuous attire for combat in the field, these medals came to be represented on the field uniform by a snippet of the ribbon to which each medal was attached. The reality of modern combat's dangers and lethality fostered this progression towards simplicity, a trend that still continues.

When the United States of America emerged as a new nation, and Congress created a fledgling Army to fight the War of Independence, no military awards yet existed, as the new nation strove to distance itself from the trappings and symbols of servitude to a monarch. However, the American War of Independence was costly in terms of lives and injuries, so Gen. George Washington created America's first military award: the Purple Heart. Not Purple Heart Medal, just Purple Heart. Following that example, as the years went by, the United States has created many more military awards, all of them sharing a common intent – a way to show a grateful nation's esteem and recognition by bestowing these tokens upon deserving service members.

Recognizing that the military has members in many vital roles (not all of them involving direct exposure to combat), some are service awards (that normally rank lower than combat awards). But not all service awards are medals: some are just ribbons. The Army and Navy have similar but not identical awards, with the exception of the Congressional Medal of Honor (the nation's highest military award) that has the same ribbon, though the medal itself differs slightly in design for each service. The Marine Corps (from the beginning an integral part of the Navy) has some awards of its own but shares many with the Navy.

When the United States Air Force was created on Sept. 18, 1947 – when the National Security Act of 1947 was signed – by building the new service with air assets taken from the Army, the new service also inherited all Army awards existing at that time. This is why, in the case of older awards, both the Army and Air Force use the same color ribbons. When other awards were created, each service used its own distinctive ribbon. And, after the Department of War became the Department of Defense, this organization created some additional awards to account for military actions in which all services had been involved.

Civil Air Patrol, the civilian auxiliary of the Air Force and a member of the Air Force's Total Force, following the traditions handed down from the U.S. Air Force, also has created awards to reward its volunteer members.

These awards are today's laurel wreaths. 

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

The Safety Corner

Feel the Heat

by William Dubois, Advanced Instrument Instructor and Aviation Writer

Hot, high and humid gives horrendous performance

You're at Lake County Airport in Leadville, Colo. Its unseasonably warm at 82 F as you preflight your fully-loaded 1965 Cessna 172 Skyhawk. At 9,927 feet above sea level (ASL), the field is the highest in North America. You know that heat and altitude will affect the Skyhawk's takeoff roll, but how much more runway do you think you'll need (in percentage terms) in relation to what you'd use at sea level on a normal day?

Whatever number you chose, you'll be wrong.

But don't feel badly (it is a trick question). On our 82 F summer day, if we assume standard pressure and a humidity of, say 40%, we get a density altitude of 13,767 feet. In fact, on any warm day at Lake County, you can expect a density altitude of more than 13,000 feet. But if you look at the Skyhawk's pilot's operating handbook (POH), there's no data for a nearly 14,000-foot pressure altitude in the takeoff distance chart. Why? Because this Skyhawk's service ceiling is only 13,000 feet. No amount of runway will guarantee that you can get off the ground.

This might be an overly dramatic example of the effects of density altitude, but it is instructive. "Hot and high" conditions can have a significant effect on your aircraft's performance, even in more realistic scenarios. The Skyhawk's ground roll more than doubles between sea level and a pressure altitude of 8,000 feet. And a hot day at 1,000 feet ASL can trick your airplane into thinking it is at 4,000 feet, which can easily add 25% to your takeoff roll. The effect of air temperature on aircraft performance is not subtle, and not limited to high-altitude mountain airports.

THE SCIENCE BEHIND DENSITY ALTITUDE

The higher you go in the atmosphere, the less dense the air becomes. Plus, the hotter the air is, the more it expands. Or, in the vernacular, air gets "thinner" at high altitude and hot air. The thinner the air is, the less effective your various airfoils are. That means less lift from your wings and less thrust from your propeller, which is just a sideways wing. Why?

Imagine lying on one of those expensive memory foam mattresses. It conforms to your back and holds you firmly but comfortably above the box springs. Now move to a feather bed. You sink to your pancreas. Air under the wing is the same: a dense mattress of air lifts and supports better than a soft, thin layer of air. So, on a hot day, as air expands and thins, it is as if you were flying from a higher altitude than you really are. Your airplane will perform as if it were higher, taking longer to get off the ground and climbing more slowly. Density altitude is just a way of expressing this effect of temperature on performance by "translating" the actual field elevation and temperature to a standard-day altitude. In short, density altitude speaks the language of performance, and that tells you how your airplane will act. You can determine in advance how badly the cards are stacked against you, and what that means to the airplane you are flying.

HOW IS DENSITY ALTITUDE CALCULATED?

There are a number of formulas you can use to calculate density altitude, some of which are mind-bogglingly complex, that include such factors as the gas constant, gravity, static air temperature in degrees Kelvin, and the molar mass of dry air.

Luckily for you, there is an app for that. Electronic flight bag apps, such as ForeFlight Mobile and Garmin Pilot, have built-in density altitude features, and other, dedicated apps also will calculate density altitude for a given location.

Or, if you are a Luddite like some of us, vintage metal E6B flight computers let you easily calculate density altitude without even needing a charge. And, because ATIS and AWOS stations at higher altitude fields often include density altitude, there's no excuse for not knowing what the

density altitude is. If you're a perfectionist, the "simple" formula to calculate it manually is: Density altitude = Pressure altitude + 120 x (Outside temp in degrees C – Standard temp at altitude).

Pressure altitude: 6,000 feet
30 degrees



This Cessna 172 has a takeoff ground roll of 830 feet in standard conditions at sea level. At a pressure altitude of 6,000 feet and a temperature of 30 degrees Celsius, however, the airplane "feels" as if it is higher than 9,000 feet. With less dense air, it uses up almost twice the runway.

Pressure altitude: Sea level
15 degrees



CHARLES FLOYD

Sharp eyes might have noticed that humidity is not in this formula. That's because atmospheric humidity's role in density altitude is small enough to be left out of simple formulas altogether. But don't count out humidity entirely. High humidity can add 10% to the takeoff run and make climbs yet more sluggish.

The best place to learn how density altitude will affect your aircraft's performance is in the aircraft's POH, which includes performance charts showing the effect of density altitude on that particular airplane make and model. For vintage airplanes lacking those charts, a Koch chart can be used to ballpark the increase in takeoff roll and the reduction in climb rate that are the price to pay for playing in the heat.

IT IS MORE THAN JUST RUNWAY LENGTH

In thin air, in technical terms, your aerodynamics stink. You'll need more room and more time to get to cruise. Takeoff rolls increase and climb rates shrink. At the other end of the flight, high density altitude increases true airspeed while the indicated airspeed stays the same. Landing hot leads to landing hot: you'll touch down moving faster than your airspeed indicator indicates, and that means you'll eat up more runway in slowing down the beast.

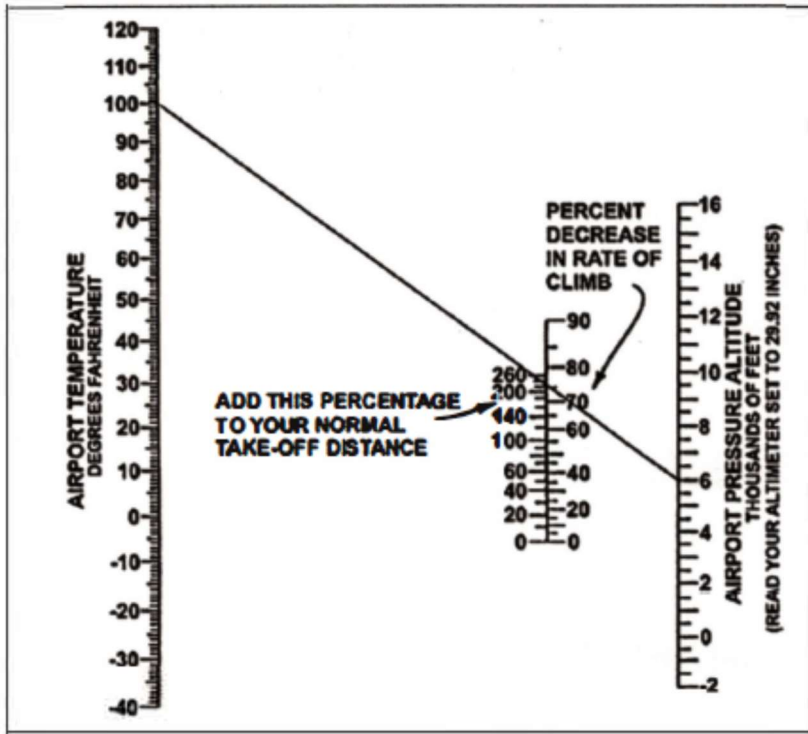
And there is more going on than just your airfoils. Thinner air also has a negative impact on the normally aspirated engines common in the general aviation fleet, causing them to generate less power, in addition to the loss of thrust that comes from the thin air. And if the humidity is high, these same engines' performance will be even worse.

FEELING THE HEAT WITHOUT BREAKING A SWEAT

So, it is hot, high, and humid. You have run the numbers, and things just don't look too good for the home team. Now what?

You have options.





Temperature is shown on the left side of a Koch chart, and pressure altitude is on the right side. (You can get pressure altitude in your cockpit by setting the altimeter's Kollsman window to 29.92.) To use the chart, draw a line between the temperature and the pressure altitude. In the middle of the chart is a scale that shows the approximate percentage to add to your takeoff distance and the approximate reduction in your climb rate caused by the density altitude.

The simplest thing, of course, is to wait for a cooler part of the day. Normally, the lowest temperature of the day is the first hour after sunrise. Late afternoon is your next best bet, and don't rule out taking a night flight to get out of a hot, high area.

Left: Maximize your engine's performance by leaning properly, and review your maximum takeoff performance checklist.

When it comes time for takeoff at any density altitude above 5,000 feet (unless your engine is turbo- or supercharged), maximize your engine's performance by leaning properly; and review your maximum takeoff performance checklist. Some airplanes climb better with one notch of flaps, but others pay a high drag penalty and do worse high and hot with flaps. Consult your POH.

your other performance enemy is weight. Can you lighten the load? Reduce your ramp weight with less fuel, less baggage, or leave a passenger behind. Aerodynamics experts recommend keeping the airplane below 90% of gross weight when operating in high density altitude.

But what if, despite your best efforts, something goes wrong? What if you punched the wrong button on the iPad, read the E6B incorrectly, or underestimated the weight of the suitcases in the back? How do you tell the difference between density altitude performance that's merely white-knuckle sluggish from the makings of an NTSB accident report?

The rule of thumb is if you reach the midway mark of the runway and don't have 70% of your takeoff speed, ABORT.

COOL AS A CUCUMBER

Density altitude is not a one-way street. If the temperature is above standard, aircraft perform as if they were flying out of a higher altitude airport; but on the flip side, temperatures below standard create lower density altitudes than field elevation, actually improving aircraft performance. If it is colder than standard temperature, it is as if your airport had been relocated to a lower altitude.

If it is freezing cold at a 4,000-foot-elevation airport, your airplane will perform as if it were flying from 1,000 feet lower. Airplanes don't know how to read their altimeters; they just feel the wind in their wings – be it thick or be it thin.

Your airplane exists in a world of air molecules. The thinner the air, the "worse" your airplane will work; the thicker the air, the "better" your airplane will work. But it is no mystery: Density altitude lets you know how much slower or faster your craft will leave the earth, the climb performance you can expect once off the ground, and how many feet of runway you need to return to it again. 🍷

Editor's Note: This article, first published in AOPA's Training & Technique magazine, was submitted to The Fly-By by Lt. Col. Jim R. Emory, CAP, Oklahoma Wing.

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. 📖