



The Fly-By

A Quarterly Publication of the
Southwest Region
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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:

awoodgate735@gmail.com

Message size limit: 20 MB. If too big, please send it in two emails.



SWR Commander's Corner

Fellow CAPers: Holiday season is behind us, and it is time to think about the upcoming OPEX and Wing Conferences. This summer, the National Conference is on 17-19 August in Bellevue, Washington.

The big news is that the National conference will be coming to SWR in 2024! Now is the time to get into the training swing of things and down to the business of CAP. Encampment season is coming. It is time to prepare and be ready.

In the spirit of times... Be kind to one another and patient, we are a family. Respectfully: 🇺🇸

Col. Martha C. Morris
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: [CAPSafety | Civil Air Patrol National Headquarters \(gocivilairpatrol.com\)](https://www.gocivilairpatrol.com/CAPSafety)

- 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 [Safety Beacon | Civil Air Patrol National Headquarters \(gocivilairpatrol.com\)](https://www.gocivilairpatrol.com/SafetyBeacon)
- [Safety Beacon | Civil Air Patrol National Headquarters \(gocivilairpatrol.com\)](https://www.gocivilairpatrol.com/SafetyBeacon)
- **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 with 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: awoodgate735@gmail.com.

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



Top: A Customs and Border Protection UH-60 Black Hawk helicopter intercepted a CAP airplane during a Felix Hawk training exercise. (Photo: Capt. Lisa Nolan)

Felix Hawk, Black Hawk, and Red-Shouldered Hawk – All Featured in a Single Day in Arizona Wing

by Maj. Margot Myers, Arizona Wing

PHOENIX – On November 15, 2022, the Arizona Wing participated with the Western Air Defense Sector in the third round of the Felix Hawk training exercise. This mission takes place each year in preparation for the Super Bowl with the host wing providing airplanes to serve as targets to be intercepted by fighter jets. Super Bowl LVII is scheduled for February 12, 2023, at State Farm Stadium in Glendale, Arizona.

Right: Injured Hawk: An injured, red-shouldered hawk was transported from Yuma, Arizona, to Phoenix for emergency surgery. (Photo: Capt. Albert Ustaszewski)

The activities of six aircrews – three primary and three backup – were coordinated from an incident command post at Falcon Composite Squadron in Mesa, Arizona. Two of the primary airplanes simulated single-engine aircraft popping up in airspace subject to a Temporary Flight Restriction related to the Super Bowl. In each of those cases, the planes were intercepted by an Arizona Air National Guard F-16 fighter jet.

The third primary aircrew was simulating a drug-smuggling plane that had departed from a small airfield in Mexico, crossed the U.S. border into Arizona, and was heading into the TFR. The plane was not in communication with air traffic control. In this scenario, the CAP plane was shadowed and intercepted by a U.S. Customs and Border Protection UH-60 Black Hawk helicopter, then handed off to an F-16 until it exited the restricted airspace.

“This type of exercise reinforces the importance of training and diligence,” said Capt. Brett Russo, who served as incident commander for this third Felix Hawk exercise. “It reminds me and my staff of the trust placed in us as Total Force partners. The opportunity to assist outside agencies in the defense of our nation’s airspace is very rewarding.”

While this well-orchestrated Felix Hawk exercise with Air Force fighter jets, CAP single-engine planes, and the CPB Black Hawk was underway, there was another kind of hawk about to come into play.

VIDA Wildlife Rehabilitation and Education Center asked if CAP could transport an injured, red-shouldered hawk from Yuma, Arizona, to Deer Valley Airport in Phoenix. The raptor needed surgery to repair a wing that was fractured in multiple places and dislocated.

Maj. Stuart Smith, east group commander and CAP pilot, volunteered to help. He flew the injured hawk to Phoenix where he was met by staff from Liberty Wildlife, a local nonprofit that offers rehabilitation services for injured wildlife. They transported the injured hawk to their facility for immediate surgery. 🇺🇸





Top: (L-R) Flight instructor Karl Ludolph, Cadet Senior Master Sergeant Aimee Calvert, Cadet Airman 1st Class Michael Bethea, Cadet Chief Master Sergeant Lillian Pittman, Cadet Airman 1st Class Lenox Hodge, Cadet Airman Autumn Burkhalter, Retired pilot and former Air Force pilot Karl Ludolph begins ground school with St. Tammany Composite Squadron cadets.

Right: Cadets arrive at the National Museum of the United States Air Force. (Photos: 1st Lt. Anne Calvert)

Louisiana Wing Cadets Attend USAF National Museum Ground School

by 1st Lt. Anne Calvert, Louisiana Wing

DAYTON, Ohio – In the early morning hours of November 18, 2022, St. Tammany Composite Squadron cadets boarded the CAP van for an adventure in snowy Dayton, Ohio, at the National Museum of the United States Air Force.

Cadets were on their way to the National Museum of the Air Force Ground School class held during November 19-20, 2022. Cadet Chief Master Sergeant Lillian Pittman, Cadet Senior Master Sergeant Aimee Calvert, Cadet Airman 1st Class Lenox Hodge, Cadet Airman 1st Class Michael Bethea, and Cadet Airman Autumn Burkhalter spent two days visiting the museum and attending a two-day ground school offered to Civil Air Patrol





cadets. They were accompanied by Lt. Col. Bill Guarino, Cpt. Dan Oppenheim, and 1st Lt. Anne Calvert.

Left: Cadet Senior Master Sergeant Aimee Calvert, Cadet Airman 1st Class Michael Bethea, Cadet Chief Master Sergeant Lillian Pittman, Cadet Airman 1st Class Lenox Hodge, Cadet Airman Autumn Burkhalter, stand under a CAP piper J-3 NC42050.

Below Right: Cadet Airman 1st Class Michael Bethea works on a classroom flight simulator at the National Museum of the United States Air Force.

Below Left: The National Museum of the United States Air Force Ground School classroom flight simulators.

When the cadets were not attending Ground School classes,

they were free to visit the museum. Lt. Col. Guarino and Cpt. Oppenheim often accompanied the cadets and provided guided tours with stories of airplanes in the museum.

Lt. Col. Guarino showed the cadets models and types of airplanes that he had flown during his Air Force career. The AT-38B Talon on display at the museum was an aircraft that Guarino had flown himself as an Air Force pilot.



The trip and classes were organized by Capt. Oppenheim. Lt. Col. Bill Guarino and Capt. Oppenheim drove for the 12-hour journey to Dayton, and then drove back on November 21, 2022, when Cadets were delivered safely to their parents. 🇺🇸





Top: Orientation pilots, cadets, radio operators, incident command team members, and others gathered for a Fly Day group shot. (Photos: Senior Member Jacob McDonald)

Below: Planes from across central and southern Arizona gathered in Tucson to take 24 cadets on orientation flights.

24 Arizona Wing Cadets Take Flight in Tucson Fly Day Event

by Senior Member Jacob McDonald, Arizona Wing

TUCSON, Ariz. – At 8:15 a.m. on November 19, 2022, the aircrews of six CAP airplanes synchronized their timepieces under the watchful eye of Lt. Col. Mark Malan. Then the deputy commander for seniors at Davis-Monthan Composite Squadron in Tucson (now the squadron commander), Malan immediately rolled into a briefing regarding weather conditions in the area, flight plans and destinations for each of the fliers, and risk management considerations. He hammered home the importance of mission safety for the pilots and their passengers: 24 cadets from four squadrons across central and southern Arizona.





Above: Orientation pilot Lt. Col. Tim Mitchell shows his two passengers, Cadet Chief Master Sgt. Violet Haigh (right) and Cadet Amaya Islas, how he checks the fuel for impurities during preflight.

“Davis-Monthan Composite Squadron was assigned a CAP airplane in July 2021,” Malan said, “however, with over 50 cadets assigned to the unit, our squadron leadership still struggles to get all the cadets their first orientation flights and ultimately complete the syllabus.”

A “Fly Day” dedicated to cadet orientation flights goes a long way to help close this gap, but more important, the event at Davis-Monthan AFB also helps connect the dots between the other aspects of flying operations by integrating tours of the air traffic control tower and radar approach control facility during the launch and return of the orientation flights.

The robust schedule allows the cadets to see the activities and hear the communications that occur during flight operations from a perspective that they normally do not get to experience. These activities help round out the day’s event by exposing cadets and senior members to the other elements that are required for safe flying and the people responsible for those elements.

“While orientation flights are going on, we also schedule tours of the other facilities on Davis-Monthan AFB such as static displays of the A-10 and HH-60, the TF-34 engine back shop, or the aircraft weapons shop,” Malan said. “Everyone could see the aircraft and their components up close and ask questions ranging from the technical aspects of each weapons system to everyone’s experience of qualifying, training, and executing the mission.

“Finally, we also try to provide some cadets and senior members with an opportunity to practice and train in emergency services qualifications such as mission radio operator, flight line marshalling, and urban direction finding,” Malan said.



Above: Lt. Col. Mark Malan led the early morning briefing, detailing the day's plans and emphasizing the importance of mission safety.

It is a chance to conduct training on skills that can be used at future exercises. "It is a day full of activities that leaves everyone exhausted by the end of the event," Malan said.

With the 24 cadets being flown that day hailing from places distant from the Davis-Monthan squadron, there was an opportunity to exercise the ability to dove-tail different units with different priorities into one cohesive group working toward one goal.

"One of the more rewarding aspects of the Fly Day is the opportunity it provides cadets and senior members from other units across the wing to meet, socialize, and work with each other," Malan said. "I believe that it is important to cultivate the relationships and friendships formed during other wing wide activities such as encampment and the wing conference. It reinforces the idea of teamwork and camaraderie that extends beyond the normal weekly squadron meeting."

The program isn't all about flying. Several senior members stood up and ran an incident command post for the day's activities. Their primary responsibility was communicating and coordinating the launch and return of the assigned aircraft.

Maj. Greg Roberts and Maj. Robert Weber from William Rogers Memorial Senior Squadron in Tucson staffed the communications center. "Our job is mostly documentation, recording radio communication, time stamps, and making sure all the data is available for the incident command team, and anyone who's watching the incident and has access to our systems," Roberts said.



Above: A tour of an HH-60 helicopter was one of the activities available to cadets before or after their orientation flights.

Lt. Col. Fred Workley, working on his incident commander qualification under the tutelage of Lt. Col. Tony McFarland, managed the real-time tracking of the assigned airplanes, their pilots, and cadets. While no incident – real or simulated – occurred, the team got experience with some critical skills, mostly the communications and coordination between the incident command team and pilots.

At the end of the day, after 12 out-and-back flights taking 24 cadets to Marana, Ryan, Benson, Sierra Vista, and Nogales airports, the cadets came away with a better understanding of the principles and intricacies of powered flight. They could observe the pilots in action and take the controls under supervision of their assigned orientation flight pilot.

As the day wrapped up, Malan presented the pilots and incident command team with signed photos of the day's formation and a memento from the Davis-Monthan host unit.

"The pilots and senior members that make the event a success have a very long day with aircraft taking off before sunrise and some of the aircraft not being secured (at their home bases) until after sunset," Malan said. "It is a long day with every senior member actively contributing by driving cadets between venues, preparing for breakfast and lunch, tracking aircraft, teaching and mentoring cadets, and ultimately cleaning up to restore the operations center to its original state.

"At the end of the day, everyone deserves acknowledgement for a job well done because the event's objectives can't be met without them. I stand on the shoulders of these giants who take a complex plan and execute it safely and flawlessly," Malan said. 🇺🇸



Top: (L-R) Gov. Asa Hutchinson greets CAP Cadet Lt. Col. Thompson on Oct. 7, 2022 at the Capitol Building. (Photos: courtesy of Gov. Asa Hutchinson's staff, unless otherwise noted)

Arkansas Governor Congratulates CAP Cadet on High Award

by 1st Lt. Jonathan McIntyre, Arkansas Wing

LITTLE ROCK, Ark.- On October 7, 2022, 17-year-old Civil Air Patrol Cadet Madeline Thompson met with Arkansas Gov. Asa Hutchinson at the Capitol. The visit came about in recognition of Thompson's recent achievement.

Hutchinson congratulated Thompson for having completed all requirements to earn the Eaker Award, the second highest achievement award a CAP cadet can attain. Earning this award carries with it automatic promotion from Cadet Maj. to Cadet Lt. Col.

Thompson said that the hardest part to earning the Eaker Award was motivation. "To reach Cadet Lt. Col. requires an investment of time, devotion to the program, gumption to do the work, and the desire to 'want it' enough to drive you," she said.

Right: (L-R) On Oct. 7, 2022, CAP Cadet Lt. Col. Madeline Thompson poses with Gov. Asa Hutchinson, who congratulated her for having earned the Gen. Ira C. Eaker Award.

Below: (L-R) CAP's Arkansas Wing Commander Col. Robert Allison presents the Gen. Ira C. Eaker Award Certificate to Cadet Lt. Col. Madeline Thompson at the Twin Lakes Composite Squadron in Mountain Home, Arkansas. (Photo: 2nd Lt. Michelle Webb)



During the meeting, Hutchinson asked Thompson about her aspirations and future career path. Topics of conversation ranged from Thompson's piloting and flying endeavors to Arkansas' contributions to the Ukrainian defense effort. Cadet Thompson presented Hutchinson with an Arkansas Wing challenge coin, thanking him for all he has done for the State of Arkansas.

Cadet Thompson described her meeting with the governor as, "A once-in-a-lifetime event that I am honored to have experienced. Gov. Hutchinson is a warm and friendly person, whom I am thankful to have met and spoken with."

Thompson said that since she joined CAP in 2018, she has wanted to achieve the Spaatz Award, CAP's highest cadet achievement award, "I set a goal to embody and exemplify the ideals of what a Spaatz is supposed to be." She continued, "That is my motivator, my drive, to prove to myself that I can be what thirteen-year-old Cadet Airman Thompson saw herself as. I want to be a beacon of motivation to those who have a vision for themselves in the CAP cadet program."

"Success is a choice," she said. "Success can't be taken away from you. Awards and titles come and go, but personal accomplishments will follow you through life."

Thompson lives in Marshall, Arkansas, and has been homeschooled all her life. She expects to complete her high school studies by December of 2023. She is working toward obtaining her FAA Private Pilot Certificate and hopes to be accepted in CAP's Cadet Wings program which helps pay for cadets to get this certification.

She plans to attend Ozarka College in Melbourne, Arkansas, where she will enroll in their Professional Piloting program.

In May 2022, Civil Air Patrol's Arkansas Wing Commander Col. Robert Allison presented the Gen Ira Eaker Award Certificate to Cadet Thompson. When Cadet Thompson earned the Eaker Award, less than 4,000 cadets had attained this distinction since its inception in 1998. 🇺🇸





Top: Capt. Jason Ebersole (center) conducted a first aid training class that included instruction on how to transport an injured person (played by Cadet Capt. Jonathan DeLuca). Carrying the back board were (left to right) Cadet Staff Sgt. Eden Arbon, Senior Member Justin Lee, Cadet Airman 1st Class Jocelyn Moreno, and Cadet Airman Jocelynn Robb (hidden right). (Photos: 1st Lt. Wendy DeLuca)

Arizona Wing Squadron Conducts Orientation Flights and Emergency Services Training

by Maj. Doug Baillie, Arizona Wing

PRESCOTT, Ariz. – November 5, 2022, was a big day for Prescott Composite Squadron as cadets assembled for emergency services training and orientation flights. With support from Cochise Composite Squadron (Sierra Vista), Scottsdale Composite Squadron, and Willie Composite Squadron (Mesa), 16 cadets received orientation flights, 11 of which were first-time flights.

“It was a long day,” said Capt. Jason Ebersole, who arrived at 6:30 a.m. to prep the gear for his planned first aid training. He closed the squadron building around 9 p.m. when the last plane was safely returned to its hangar.

Briefings began at 7:30 a.m., with first flights about an hour later. Excitement and anxiety were among the emotions visible as cadets were escorted onto the tarmac at Prescott Regional Airport. Each pair of cadets walked around the aircraft with the pilots for preflight checks, answering and asking questions along the way. Flights averaged 45 minutes per cadet, flying just south of Sedona and landing at Cottonwood Municipal Airport so cadets could trade places between the front and back seats of the plane.

Pilots Capt. Dodd Martin (Prescott), Capt. John Huls (Scottsdale), 1st Lt. Francisco Flores and Senior Member Stuart Thompson (Cochise), and Capt. Gary Stark and 1st Lt. Gary DeHoff (Willie) conducted the orientation flights. All cadets had “yoke time” to experience how the control surfaces operate and affect the aircraft in flight, thus solidifying what the cadets learn in their Aerospace Dimensions study modules.



Above: Senior Member Justin Lee (right) quizzes Cadet Senior Airman Seth Baillie during Introductory Communications User Training.

Cadet Airman Josephine Hunt, on her first orientation flight, commented on the feeling of maneuvering the aircraft in flight. “You don’t need a lot of force, just a small amount of movement on the controls causes the plane to turn,” she said.

Other excited comments from cadets returning from flight ranged from, “I saw my home!” and other familiar buildings from the air to, “I’m glad my sister didn’t kill us!” The latter comment came from Cadet Airman Elijah Larsen, talking about his sister, Cadet Airman Evelyn Larsen.

When asked if they would like to fly again, all cadets enthusiastically said, “Yes!”



Above: Cadet Staff Sgt. Eden Marie Arbon (copilot seat) and Cadet Senior Master Sgt. Emma Votava (back seat) embark on the final orientation flight of the day with Capt. Dodd Martin.

Cadets waiting for flights and those in nonflight status huddled in the squadron hut at computer stations completing General Emergency Services courses 116 and 117, and Introductory Communications User Training online in the morning. Cadets enjoyed BBQ burgers and hot dogs for lunch, followed by first aid training given by Ebersole in the afternoon. This included hands-on training, which cadets thoroughly enjoyed as they practiced on each other.

Ebersole gave the technical terms for the equipment used which included Hare traction for mid-shaft femur fracture, a Kendrick Extraction Device (KED) board for seated spinal immobilization, and a long back board for supine spinal immobilization. The latter was a favorite as cadets secured Cadet Capt. Jonathan DeLuca to the back board and transported him through the squadron building. Cadet Airman Jocelynn Robb said that experience was, "The best!"

By the end of the day, 13 cadets had completed GES 116, 14 cadets completed GES 117 part one, 12 cadets completed GES 117 parts two and three, and three cadets completed ICUT online with two completing the ICUT practical exam, preparing them for the next operational exercise.

"Getting together with everyone, great training, and flying made for a great CAP day," said Cadet Senior Airman Mark Hill. 🇺🇸



Top: (L-R) Cadet Staff Sgt. Cameron Laws, Cadet Senior Master Sgt. Alexis Jones, Cadet Senior Master Sgt. Aimee Calvert, Cadet Chief Master Sgt. Lillian Pittman, and Cadet Airman 1st Class Remington Hoffpauir. (Photos: 1st Lt. Anne Calvert)

Below: (L-R) 1st Lt. Mike Smith, Cadet Airman 1st Class Remington Hoffpauir, and Cadet Chief Master Sgt. Lillian Pittman.

Louisiana Wing Cadets Participate in CyberPatriot Competition

by 1st Lt. Anne Calvert, Louisiana Wing

ABITA SPRINGS, La. – On December 11, 2022, cadets from the St. Tammany Composite Squadron participated in the CyberPatriot XV Competition.

CyberPatriot is the world's largest competition for cybersecurity in two categories: middle school and high school students. The competition, which is part of the Air Force Association's National Youth Cyber Education Program, is designed to inspire K-12 students to consider careers in cybersecurity and other disciplines that are critical to our nation's safe future.





Above: (L-R) Cadet Chief Master Sgt. Aimee Calvert, Cadet Senior Airman Andrea Jones, Cadet Senior Master Sgt. Alexis Jones. The high school team is preparing to compete in the CyberPatriot Louisiana State Round.

Below: (L-R) Cadet Airman 1st Class Remington Hoffpauir and Cadet Chief Master Sgt. Lillian Pittman competing for the middle school team.

In September 2022, the St. Tammany Composite Squadron organized its two competing teams.

The middle school team included Cadet Chief Master Sgt. Lillian Pittman and Cadet Airman 1st Class Remington Hoffpauir.

In the high school team were Cadet Chief Master Sgt. Aimee Calvert and Cadet Senior Master Sgts. Cameron Laws and Alexis Jones.





Above: (L-R) Clinton Walker, Lauren Pace, Cadet Airman 1st Class Remington Hoffpaur, Cadet Senior Airman Andrea Jones, Cadet Senior Master Sgt. Alexis Jones, Cadet Chief Master Sgt. Aimee Calvert, Cadet Chief Master Sgt. Lillian Pittman. LSU cyber security Ph.D. students presented information on IT and cyber security programs at Louisiana State University.

The teams held meetings at the neighboring Veterans of Foreign Wars (VFW) Homer Williams Post 8720 in Abita Springs, which provided space and Internet connectivity, going to great lengths to accommodate the squadron teams' needs.

At one of the teams' meetings, the cadets heard from Louisiana State University Ph.D. candidates Clinton Walker and Lauren Pace, who specialize in cybersecurity. They spoke with cadets about the future of cybersecurity and opportunities for young people who want to specialize in related fields.

Adult members who volunteered their time and skills to make this activity possible include Lt. Cols. Richard Pauly, Chris Sturm, and Rick Lauterbach; 1st Lts. Mike Smith and Anne Calvert; and Senior Member Melissa Pittman.

The teams' cybersecurity mentors were U.S. Marine Corps Lance Corporal Micah Calvert, Louisiana Wing Director of Information Technology Lt. Col. Rick Lauterbach, and 1st Lt. Mike Smith, who helped locate and set up the computers.

On December 11, 2022, after having studied and practiced for three months, the St. Tammany Composite Squadron High School Team took the 3rd Place Silver Tier Award in the Louisiana State Round All Service Division.

The St. Tammany Composite Squadron looks forward to competing again in the 2023 competition. 🇺🇸



Top: Deer Valley Composite Squadron members marched in the Phoenix Veterans Day Parade on Nov. 11. (Photo: Amber O'Donnell, parent of a former cadet)

Arizona Wing's Deer Valley Color Guard on High-Profile Assignments

by Maj. Margot Myers, Arizona Wing

PHOENIX – On November 10 and 13, 2022, a color guard from Deer Valley Composite Squadron in Phoenix presented the colors before performances by the Airmen of Note, the U.S. Air Force Band's premier jazz ensemble. Created in 1950 to continue the tradition of Major Glenn Miller's Army Air Forces dance band, the current band consists of 18 active-duty musicians.



Above: Cadets from Deer Valley Composite Squadron presented the colors before concerts by the U.S. Air Force Band's Airmen of Note on Nov. 10 and 13. (Photo: Maj. Margot Myers)

The request for a color guard to open the concerts came on November 1. The color guard that normally travels with the band was not available for six dates in Arizona beginning on Nov. 9. Master Sgt. Mike Cemprola, USAF, one of the band members, asked if Arizona Wing could support the band. Col. Don Schofield, USAF, commander and conductor of the Air Force Band wrote, "Having colors to open our concerts makes a lasting impact with communities we visit as well as the band members themselves. While our request was last-minute, you came through with a big effort to help us give three audiences a heightened experience."

At that late date and with many units already committed to Veterans Day events, the wing was able to provide a color guard for three of the six concerts. Deer Valley Composite Squadron handled performances in Scottsdale on Nov. 10 and Phoenix on Nov. 13, while Yuma Composite Squadron provided a color guard for the concert there on Nov. 14.

During the concert in Phoenix, noting that the band usually travels with an Air Force Honor Guard from Joint Base Andrews in Washington, D.C., Chief Master Sgt. Kevin Burns, USAF, complimented the cadets saying, "You're just as good as they are."

Color guard cadets for the Scottsdale and Phoenix concerts were: Cadet 2nd Lt. Dominic Agostini, Cadet 2nd Lt. Liam Arnold, Cadet Chief Master Sgt. Gianna Kordylas, and Cadet Chief Master Sgt. Moses Lopez. The alternates were Cadet Capt. Brenden Miller and Cadet Technical Sgt. James Sliney. The color guard is coached by 1st Lts. Jacob Little and Henry Meyers.

After hearing about the color guard's positive impression, Col. Rob Pinckard, Arizona Wing commander said, "Once again, the Deer Valley Composite Squadron has made Arizona Wing shine!"

Arizona House of Representatives



Above: It has become a tradition for Civil Air Patrol cadets to present the colors at the opening session of Arizona's House of Representatives each January. (Photo: Maj. Margot Myers)

It was a busy few days for the cadets as they also marched in the Phoenix Veterans' Day parade on Nov. 11. The color guard led the formation that included cadets and the squadron's van.

The Deer Valley color guard had another chance to make Arizona Wing proud on January 9, 2023, when cadets presented the colors at the opening session of the Arizona House of Representatives. The request for a CAP color guard has become a tradition for the state legislature. Team members included: Cadet 2nd Lt. Dominic Agostini, Cadet 2nd Lt. Liam Arnold, Cadet Chief Master Sgt. Gianna Kordylas, and Cadet Technical Sgt. James Sliney. The alternate was Cadet Chief Master Sgt. Colin Mason.

The Deer Valley color guard team also represented Arizona Wing and Southwest Region at the National Cadet Competition in Ohio in July 2022. The team took fifth place overall and placed first in the written test and first in Physical Training.

"Their consistently professional demeanor, perseverance, and determination paid off," said 1st Lt. Kara Saliba, who accompanied the team to the national competition. "This team makes our squadron proud!" 🇺🇸



Arkansas Wing Cadet Picked for Texas A&M Spend the Night with Corps

by Lt. Col. Lawrence Webster, Arkansas Wing

WEST MEMPHIS, Ark. – On December 20, 2022, Cadet Sr. Airman Madeline Duncan, a member of the 99th Composite Squadron in West Memphis, Arkansas, was selected to attend the annual Texas A&M Spend the Night with the Corps (SNWC). The popular SNWC program offers academically qualified high school juniors and seniors and transfer students a unique, first-hand experience of Corps and student life at Texas A&M.

During the program, Duncan met with current college cadets and learned about their experiences in the Corps, heard from key staff about the Corps experience, and became aware of advantages to joining the Corps. One of them was having the chance to visit with the Aggie Band director to talk about the world-famous Fightin' Texas Aggie Band.

There were presentations from different ROTC cadets talking about what they did and requirements to be accepted. After the presentations, there was a drill training session. Everyone participated in a midnight "yell" in preparation for the morning when they attended a football game.

Duncan has been a member of the Arkansas Wing unit since May 2022. She has earned the Major General John F. Curry Award, General of the Air Force Hap Arnold Award, Colonel Mary Feik Award, and the Crisis Service Award. 🇺🇸



Top: An Aeronca L-16, painted in Civil Air Patrol livery from the 1950s, is on display at the Commemorative Air Force Museum in Mesa, Arizona. (Photos: Roxanne Schorbach.)

Putting the CAP in CAF

by Maj. Margot Myers, Arizona Wing

MESA, Ariz. – As a docent for the Commemorative Air Force (CAF) Museum, Lt. Col. Ron Marks often took tour groups to see the museum’s Aeronca L-16, painted in Civil Air Patrol livery from the 1950s. That airplane sparked Marks’ vision for an exhibit that would share Civil Air Patrol history with the 70,000 people who annually visit what CAF calls Airbase Arizona.

Marks was a familiar presence at Airbase Arizona – he joined CAF in 1986 after earning his private pilot certificate. “I used to go out to the hangar on the weekends and help clean and polish the B-17 ‘Sentimental Journey,’” he said. “It was great to hang around with all of those World War II vets and hear the stories.”

The Commemorative Air Force, which bills itself as the world’s largest flying museum, has six aircraft in CAP livery that have been restored to flying condition. One of them is the Aeronca L-16 at Airbase Arizona.

“The Arizona Wing helped sponsor the restoration of the Aeronca back in the 1990s and provided the funding for the paint and insignia,” Marks said. Since then, while guiding visitors through the museum, Marks used the CAP Aeronca as the backdrop to pause and talk about CAP. But he always thought an expanded exhibit might help tell the CAP story in greater detail.

In 1988, Marks joined CAP with his sights set on becoming a mission pilot. Soon thereafter, a move took him to Australia where he found time to volunteer as a docent for the Royal Australian Air Force Museum in Perth.



Above: Marks with visitors: Volunteering as a docent with the Commemorative Air Force, Lt. Col. Ron Marks (right) talked with visitors about the museum's CAP exhibit, a project which he spearheaded.

"I enjoyed talking with people and sharing the knowledge I had accumulated over the years," Marks said. "When in 2015 I moved back to the U.S., I decided to return to being a docent at the CAF museum."

At the same time, Marks became the Arizona Wing's director of aerospace education and assumed responsibility for the wing's traveling aerospace education exhibit trailer. Thus, the pieces of the CAP and CAF puzzle started to fall into place.

"I believed we could create a permanent display using the CAP artifacts and free up the trailer," Marks said.

At the CAF museum, he wanted to use some of the CAP artifacts alongside the Aeronca to enrich the story of CAP's history. When he approached museum management about his idea for an expanded exhibit, he said, they were on board from the beginning.

"In my initial conversations, they were mostly interested in the World War II coastal patrol story," Marks said. "Since CAF is predominantly a World War II historical museum, that's what sold them on the exhibit."



Left: A father and daughter visiting the CAF museum took a break to watch some of the historical videos included in the CAP exhibit.

As a professional pilot, Marks had the chance to visit dozens of aviation museums around the U.S. and overseas and gain inspiration from similar exhibits. Since the primary focus of the display is coastal patrols, Marks wanted to showcase CAP activities during the organization's formative years, including radio communications.

Lt. Col. Gordon Helm of the Arizona

Wing had the idea for a “radio shack” exhibit. Col. Frank Blazich, director of the Col. Louisa S. Morse Center for Civil Air Patrol History in Washington, D.C., provided photographs from the period showing an actual radio room for inspiration and guidance.

“Blazich’s book, *An Honorable Place in American Airpower*, and numerous conversations were instrumental in making sure this display was authentic,” Marks said.

Once the radio shack idea was in place, Marks sought items and artifacts from CAP members. Maj. Ruben Kaufenbaum of the Deer Valley Composite Squadron in Phoenix provided a 1940s radio set.

“CAP never had any ‘standard-issue’ (military) equipment and relied on surplus and outdated gear. However, this radio set was the same as was pictured in Col. Blazich’s radio shack photos,” Marks said.

Helm donated a working 1940s-era AM/shortwave radio to add authenticity to the radio shack concept. Blazich provided audio recordings of World War II-era radio programs and music, which now play through a wireless speaker hidden inside the radio.

Marks also took the advice of many museum directors he met during the research phase and decided it was important to show CAP’s membership diversity. Since CAP race and gender diversity dates to the organization’s earliest days, showing CAP membership diversity in the exhibit “was easy because the period photographs and video segments that we included already showed how diverse CAP was as an organization,” he said.

“Many visitors on tours I lead say they’re surprised to see such racial and gender diversity during the pre-Civil Rights era in American history, when the armed forces were still segregated,” he said.

The finished exhibit features four pedestals with one larger unit. The pedestals are on casters so the exhibit can be repositioned as needed. On display are vintage CAP uniforms, a flightline bicycle, and a model of the type of bomb some CAP members strapped to their planes during

coastal patrols. CAP 80th-anniversary history posters serve as backdrops on some of the pedestals, bringing visitors from the organization's founding to today.

Right: One part of the CAP exhibit honors Lt. Cols. Peter Feltz and Frederick "Fritz" Seifritz for their dedicated service to Arizona Wing's aerospace education program.



A flat-screen monitor plays a selection of CAP videos. Maj. Michael Griffith of the Davis-Monthan Composite

Squadron in Tucson edited historical videos provided by Blazich. Griffith also repurposed a Raspberry Pi STEM Kit donated by National Headquarters to create an interface visitors can use to select videos from a menu.

In addition to sharing the CAP story, Marks also wanted to preserve the historical artifacts assembled by two long-time members of the Arizona Wing aerospace education team, Lt. Cols. Peter Feltz and Fred "Fritz" Seifritz.

"Both Pete and Fritz did so much for AE in the wing. It made sense to honor them for their dedication and work," Marks said. One of the pedestals includes their photos and biographies.

While the exhibit provides a broad introduction to Civil Air Patrol, Marks hopes to add to it over time with more specific stories about the Arizona Wing. For other wings that may be considering an exhibit in a local aviation museum, Marks suggested that the first decision is to determine the scope of the project, choosing the stories they want to tell, and then scale it to fit the size of the venue.

"In my research, I viewed other CAP exhibits, which were fairly small and focused on local wing activity," he said. "If the wing wants to promote its local activity and membership, the cost and space required would be a fraction of what we invested."

Marks said that when the exhibit is installed, the work is not over. His advice is to find ways to get people to engage and use the exhibit to tell CAP's stories. Arizona Wing Aerospace Education staffs a monthly event called Family Day at Airbase Arizona, with the exhibit as a backdrop. "We bring fun and simple aviation and aerospace activities for children K-6 and have cadets lead the activities. We provide the supplies, and the visitors get to take home a souvenir. Adult members staffing the event talk with visitors and help recruit them."

Finally, he said that even if a wing isn't fortunate to have the kind of funding and support that he received, there are other ways to get something done on a much smaller budget. "We considered fundraising, volunteer builds, and talking with local hardware stores to get supplies," he said. "I believe the effort is worth the result."

One thing to keep in mind for any unit that can find a place to create a CAP exhibit in a local history or aviation museum, school, or airport terminal is that Civil Air Patrol's historians offer a wealth of knowledge, resources, and support to help make the CAP story come to life – as it has been accomplished at Airbase Arizona. 🇺🇸



Top: (L-R) Cadet Master Sgt. Grace Noguerras, 1st. Lt. Mike Smith, Cadet Chief Master Sgt. Lillian Pittman, Cadet Chief Master Sgt. Edward Braithwaite, Ms. Anessa Daniels-McCaw, Cadet 1st Lt. Justin Townsend, Cadet Airman 1st Class Landon Mondello, and Cadet 1st Lt. Caleb Dudoussat. (Photo: 1st Lt. Anne Calvert)

Louisiana Wing Squadron Holds Class Aimed at Reducing Drug Use

by 1st Lt. Anne Calvert, Louisiana Wing

COVINGTON, La. – On November 7, 2022, the St. Tammany Composite Squadron cadets were briefed on the dangers of illegal drugs.

Anessa Daniels-McCaw, Acting Office Head of the Drug Enforcement Administration (DEA) in the Baton Rouge District Office, gave a presentation on how to recognize and avoid illegal drugs such as fentanyl, heroin, cocaine, and other dangerous and illicit drugs.

Daniels-McCaw explained the fentanyl crisis that is killing so many Americans, and how the DEA is fighting to protect Americans. In 2022, the DEA seized a record number of fentanyl pills and powder, which represent more than 379 million deadly doses. Fentanyl and fake pills are creating a drug crisis unlike any other ever experienced by our nation.

She explained how fentanyl is now being disguised to look like candy, and brightly colored rainbow fentanyl is becoming more common.

Cadets heard stories of young people, parents, and many others who suffered or died from a deadly dose of fentanyl. The United States is suffering tens of thousands of opioid-related deaths every year. *One pill can kill* was the central message that cadets took away from the meeting.

Daniels-McCaw talked to cadets about how she became a DEA agent because she wanted to help and protect people in the community. Cadets interested in working with the DEA should pursue education in the fields of law enforcement, cyber, aviation, and foreign language fluency.

The DEA is involved in education and prevention as well as community outreach programs designed to prevent deaths and help those who are fighting addiction. 🇺🇸



Top: Prescott Composite Squadron cadets held a line of American flags during the ceremony preceding the laying of wreaths at Prescott national cemetery. (Photos: 1st Lt. Wendy DeLuca)

Cadets Honor Veterans at Rest in Prescott National Cemetery

by Maj. Doug Baillie, Arizona Wing

PRESCOTT, Ariz. – On December 17, 2022, members of the Prescott Composite Squadron joined in the annual Wreaths Across America event to mark the graves of veterans buried in national cemeteries across the U.S. This event honors the lives and sacrifices made for America by these veterans. Wreaths Across America ceremonies honor the “veterans [who] raised their hands and gave their solemn oath, signing a blank check for an amount up to their very lives.”



Left: Cadets salute after placing wreaths on the grave markers of three veterans at Prescott national cemetery.

The Prescott squadron presented the flags of all branches of service and held a line of American flags during the ceremony at Prescott National Cemetery. Over 200 citizens and veterans attended, including a POW from the Vietnam War.

Cadets joined attendees after the ceremony to lay over 2,500 wreaths on grave markers.

Snow and ice had covered the grave markers and cadets had to scrape and clear the markers to read the names and render honors, which made the task even more memorable and emotional. As one cadet's father reported, "it really made a huge impact on our daughter. ... she was in tears as she talked about the experience to her brothers and sisters later that day."

Upon the snow-draped slope of Prescott National

Cemetery, cadets moved back and forth carrying wreaths, rendering salutes, and restraining tears as they honored the men and women who served their nation.

For some cadets, the experience was personal as they rendered honors to family members. Cadet Airman Gabriel Yarbrough had the privilege of laying a wreath on the grave of his great grandfather, a WWI veteran who, upon returning home, succumbed to health complications due to mustard gas exposure.

"It felt strange knowing that I was alive because of his sacrifice," Yarbrough said. "I was honored to do it because he gave an oath to give his life, if necessary, for our freedom."

Cadet Capt. Jonathan DeLuca has participated in Wreaths Across America for several years, and each year looks forward to the opportunity to render honors to his grandfather, a Vietnam veteran interred in the wall at the cemetery. This year, Cadet 2nd Lt. Austin Ebersole and Capt. Jason Ebersole joined him in rendering honors at the wall.

The Prescott National Cemetery is situated on a gently sloping hill with veterans' graves in long rows under stately evergreen trees. Old Glory stands watch atop the hill overlooking the graves. 🇺🇸



Top: (L-R) Capt Heather Metzler, Lt. Col. Sharon Gempler, Lt. Col. Gregory Gempler and his son Keith Gempler, after Metzler presented the award to Gregory Gempler. (Photos: 2nd Lt. Vickie Grotts)

Arkansas Wing Member Earns Wright Brothers Master Pilot Award

by 1st Lt Vickie Grotts, Arkansas Wing

ROGERS, Ark. – On October 18, 2022, Lt. Col. Gregory Gempler joined the Wright Brothers Master Pilot Award Roll of Honor, a distinction conferred by the Federal Aviation Administration (FAA), recognizing individuals who have exhibited exemplary aviation expertise, distinguished professionalism, and steadfast commitment for at least 50 years of piloting experience or 50 or more years combined experience in both piloting and aircraft operations.

FAA Safety Team Program Manager Heather Metzler, a captain in CAP's 42nd Composite Squadron in Little Rock, Arkansas, presented the award during a ceremony hosted by Civil Air Patrol's 115th Composite Squadron – Northwest Arkansas, Rogers, Arkansas. Gempler achieved this honor through his exemplary aviation performance. Capt. Metzler's remarks included:

Gregory James Gempler, retired Delta Airlines captain, started his career in professional aviation by attending the United States Air Force Academy, where he first soloed a Cessna T-41 (converted civilian Cessna 172) on July 5, 1972. He graduated the Academy with a Bachelor of Science and was appointed a second lieutenant in the summer of 1973. After earning an MBA from UCLA, he entered pilot training at Vance Air Force Base in Enid, Oklahoma. He was the top graduate in pilot training, also earning the top stick and top academic awards. He was chosen to return as an instructor pilot, serving as an instructor and evaluator pilot in the T-37. He was honorably discharged in 1980. After the Air Force, Greg continued instructing as a civilian CFI back at the Air Force Academy aero club, instructing military personnel, veterans, and their dependents. He then trained for and became an air traffic controller, working the control tower at

Pueblo, Colorado, municipal airport. From there, he was hired by Colorado Interstate Gas Company to fly a Cessna 182 doing pipeline patrol, and as an executive pilot flying company North American Sabreliners. He finally landed at his destination career with Delta Airlines in September 1985, where he spent the next 31 years. While at Delta he flew almost every aircraft in the company's operations specifications, starting as a flight engineer in the Boeing 727, and retiring as a Boeing 777 captain, safely carrying thousands of passengers the world over.

He also flew consistently outside of his profession. He and his wife, Sharon, have owned several airplanes through the years, including a Grumman American AA-1 Yankee, several Cessna 172s (one of which was used to teach Sharon and their son Keith to fly), two Cessna 210s, and currently a Mooney. They used those airplanes to fly non-emergency medical patients in the western U.S., donating their time and aircraft operating costs through Angel Flight. They also flew time-sensitive life-saving containers of blood donations from dispersed rural collection centers. They were some of the few pilots able to fly in and out of high-altitude rural Colorado airports day or night, and in instrument flight conditions. For many years, they were the top pilots in the Angel Flight organization, serving the most people every year. They also joined Civil Air Patrol, where they both became mission pilots, and he served as a pilot, instructor, and evaluator. Yearly, he travels to Pawnee, Oklahoma, to instruct 16–18-year-old cadets in CAP aircraft. Cadets are provided 10 hours of free flight instruction in a two-week period, where most of them solo the aircraft by the end of the two weeks. Finally, they have flown many rescued dogs from shelters to final homes for several nonprofit rescue organizations. Occasionally, they get a chance to use their personal aircraft to take personal flights, where they enjoy visiting the nation's national parks, exploring new airports, and visiting family members.

His contributions to aviation are immeasurable. From the thousands of passengers flown safely around the world, to the hundreds of patients flown safely to appointments. From the hundreds of flights he provided safe air traffic control services, to the hundreds of students he's taught to fly. From the dogs rescued from tragedy and delivered to new homes, to all the teenagers he's inspired to pursue aviation. This award is the smallest reflection of the gratitude he's earned from the entire community of pilots, controllers, passengers, and crew members over 50 years of safe aviating.

The Wright Brothers Master Pilot Award is named in honor of Orville and Wilbur Wright, who were two American aviation pioneers credited with inventing, building, and flying the world's first successful motor-operated airplane. The Wright Brothers made the first controlled, sustained flight of a powered, heavier-than-air aircraft with the Wright Flyer on December 17, 1903, at Kitty Hawk, North Carolina. The brothers were also the first to invent aircraft controls that made fixed-wing, powered flight possible. 🇺🇸



Right: Lt. Col. Gempler received the FAA's Wright Brothers award for 50 years of aviation performance.



Top: Crash Site: The plane crashed in a remote wooded area, requiring a helicopter to rescue the pilot and transport him back to his home airport. (Photos: 2nd Lt. Bill Lis, unless otherwise noted)

All in a Day's Work: CAP Members Assist Two Downed Pilots while Supporting Navajo Christmas Airlift

by Maj. Dave Roden, Arizona Wing

GALLUP, N.M. – For 38 years, a group of pilots in the Southwest has supported a special holiday delivery to members of the Navajo Nation. The annual Navajo Christmas Airlift flies donated items to be distributed during the holidays.

This year, there were 71 flights by more than 55 pilots on November 10-12, 2022. They delivered an estimated 18,000 pounds of food, dry goods, blankets, toys, coats, and clothing to Gallup, New Mexico, for distribution on the Navajo Nation. Aircraft departed from 18 different airports (up 50% from 2021) including:

- Arizona: Chandler, Deer Valley, Falcon Field (Mesa), Glendale, Goodyear, Show Low, Sierra Vista
- Colorado: Denver, Elbert, Pagosa Springs
- New Mexico: Albuquerque, Edgewood, Moriarty, Santa Fe, Taos (and Roswell support)
- Utah: Salt Lake City

The Navajo Christmas Airlift doubled the participating states in 2022, with all states in the Four Corners area – Arizona, Colorado, New Mexico, and Utah – participating. Gregory McColley, the airlift organizer, noted that 25% of the participating pilots and aircraft were from the Civil Air Patrol Arizona and New Mexico wings. The remainder were private pilots and aircraft owners who chose to support the annual project.



Above: *Pilot in Aircraft: A CAP plane orbited over the crash site, communicating with the pilot and sharing information with the incident commander, while awaiting the arrival of a rescue helicopter.*

McColley organizes the airlift each year in honor of his parents, Richard and Betty McColley, who started the airlift in 1984.

“The results culminating Saturday afternoon are from many weeks of donation collection in coordination with family, neighbors, schools, churches, our business colleagues, etc. and then the balancing across aircraft,” McColley said. “Upon delivery to Gallup, the donations are then briefly housed in an extreme mound at the KT Aero Hanger pending the Saturday arrival for pickup. Additional loads were delivered by truck for the Southwest Indian Foundation to pick up.”

But there is more to this story than the airlift deliveries. On November 11, 2022, two private airplanes, piloted by a father and son were enroute to Gallup from Arizona to deliver donations. While passing near the Mogollon Rim in northern Arizona, the father’s plane developed engine trouble and landed in a wooded area. The son stayed overhead and requested emergency assistance. When the son ran low on fuel, another airplane in the vicinity stayed overhead awaiting rescue personnel.

Lt. Col. Leland Scott Curtis, an Arizona Wing pilot, was returning from Gallup and was asked to fly to the area to report on the situation. By this time, rescue personnel were arriving on scene, so Curtis returned to his base at Deer Valley Airport in north Phoenix.

The downed pilot was injured but, according to McColley, credited the airlift with preventing further injuries. Because the donation bags were filled with soft materials and dislodged after the first impact, they cushioned him until the plane came to rest. The pilot was rescued and hospitalized, then released several days later to recuperate at home.

The Fly-By, Southwest Region, January 2023

At the same time, a second plane in the vicinity of the downed aircraft, but unrelated to the airlift, also made a forced landing and was able to transmit a Mayday call. Lt. Col. Art Rogers, an Arizona CAP pilot, was returning to his home base in Payson, Arizona, on a maintenance flight. Rogers heard the radio traffic and contacted the wing's virtual incident command, which had been set up to monitor CAP pilots during their travel to and from Gallup.

The Air Force Rescue Coordination Center opened a mission and Rogers, who had landed in Payson and refueled, was directed to return to the area of the second forced landing to assist. He circled overhead, relaying information between the downed pilot and 1st Lt. Mike Ricker, the Air Operations Branch Director for that day, assuring the pilot that help was on the way. The virtual command post coordinated with the Department of Emergency and Military Affairs, which dispatched a helicopter from the Maricopa County Sheriff's Office to make the rescue.

The pilot involved in the second crash wishes to remain anonymous, but in an email to Capt. Aaron Feller, Arizona wing director of emergency services, he praised CAP for coming to his rescue.

"For the 40 years of my flying life, I've been reading stories of aircraft accidents in various aviation periodicals," the rescued pilot said. "In the back of my mind, I wondered what it would be like to endure an accident. How would I react, and would the rescue system work?"

"Although I don't recommend the experience, the reality was mostly drama free. My training kicked in, the ELT worked, a passing commercial airline received my emergency call, the information was relayed to the proper authorities, and within an hour, a CAP plane was circling overhead reassuring me that help was on the way.

"I was rescued shortly thereafter by a sheriff's helicopter that conveniently took me back to my home hangar. The plane was totaled, but I was rescued and back home within three hours of the incident - amazing."

He concluded his message with, "A big thanks to you and your team for the huge role you played in my rescue. Without your service, the result could have been quite different." 🇺🇸

Below: Navajo Airlift Unloading: Volunteers offload donated items from a plane flown by Maj. Mark Peters, New Mexico Wing. (Photo: Chris Rose for AOPA Pilot, used with permission.)





Top: (L-R) Lt. Col. Philip Nuss, Maj. John McCrory, Lt. Col. Floyd Miles, 2nd Lt. Alan Blakeney, 2nd Lt. Zachary Ediger. Louisiana Wing pilots and air crew members prepare for aerial imagery flights over the destruction in Florida following Hurricane Ian. (Photo: Capt. Daniel Stoute)

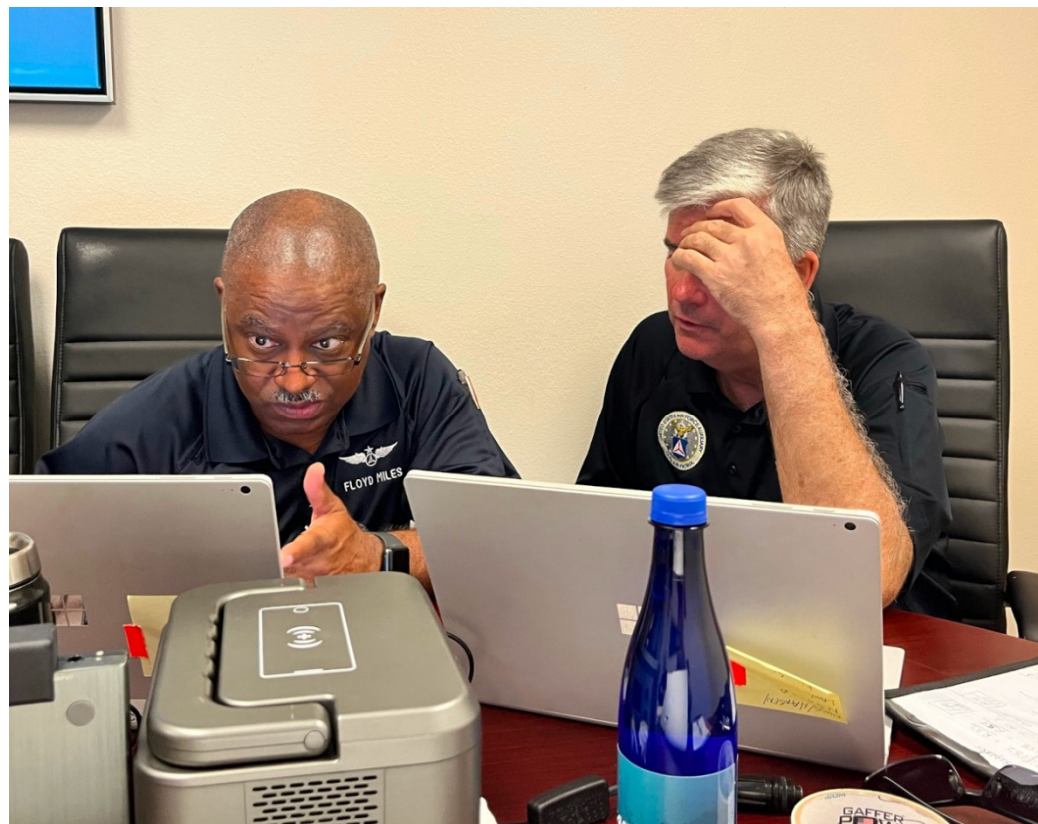
Below: (L-R) Lt. Col. Floyd Miles and Senior Member David Hansen plan their upcoming sortie. (Photo: Capt. Ronald Rowe, Florida Wing)

Louisiana Wing Pilots Assist in Hurricane Ian Recovery Effort

by 1st Lt. Anne Calvert, Louisiana Wing

BATON ROUGE, La. – On September 28, 2022, Hurricane Ian made landfall in the Fort Myers/Cape Coral area as a Category 4 hurricane (130-156 mph) with wind speeds that were almost a Category 5 classification (157 mph and up). It dissipated on October 4, 2022, leaving a wide path of destruction that, standing at ground level, was difficult to assess. The answer was to fly aerial photographic missions as soon after the wind allowed small aircraft flights as possible.

Although the event happened outside the Southwest Region of Civil Air Patrol, the Air Force called for volunteers willing to help assess the extent to which the hurricane had damaged ground installations.





Above: (L-R) Florida Wing Capt Ronald Rowe and Senior Member David Hansen. Pilots and crew members flew 51 sorties in support of Hurricane Ian's recovery effort. (Photo: Senior Member David Hansen)

Responding to the call for action, on September 30, 2022, Louisiana Wing sent planes and pilots to work together with aircrews from several states conducting aerial imagery flights with specially equipped planes in support of Florida's recovery effort.

Acting as a Total Force partner and official civilian auxiliary of the U.S. Air Force, Civil Air Patrol helps First Air Force rapidly respond to nonmilitary threats domestically in a Defense Support of Civil Authorities capacity to save lives, relieve suffering, prevent property damage, and provide humanitarian assistance.

Louisiana Wing Director of Operations Lt. Col. Patrick J. Kerr directed the Louisiana Wing efforts, while Lt. Col. Rick Lauterbach served as flight coordinator for the mission. The Louisiana Wing volunteer assets augmented the Florida Wing incident management team comprised of volunteers not only from Florida, but from other wings, region headquarters, and national headquarters.

Disaster relief efforts continued during the day and into the night, as the response team worked to maintain flight and ground tasking workflow to complete imagery assignments from the state and Federal Emergency Management Agency as rapidly as possible. The Louisiana Wing flew a total of 51 sorties and brought two specially equipped aircraft in support of the mission.

Mission pilots and aircrew were: Lt. Col. Patrick Kerr, Lt. Col. Floyd Miles, Lt. Col. Philip Nuss, Maj. John McCrory, Capt. Ken Best, Capt. Carl. B. Shockley, 2nd Lt. Alan Blakeney, 2nd Lt. Stephen Corts, 2nd Lt. Zachary Ediger, 2nd Lt. Collin A. Lockfield, and Senior Member David Hansen.

Aircrews provide both standard oblique photos and, for greater detail, orthomosaic camera imagery. Aircrews work with ground teams that deployed with high-tech camera systems from Central Florida to the southwest Florida storm-affected areas.

Louisiana Wing Commander Col. James Viney said, "We have lots of volunteers that worked together with air crews from multiple states to get the job done."

The mission was completed on October 9, 2022.

The Louisiana Wing is prepared to assist our state and surrounding areas with high resolution quality images of any disaster. 🇺🇸



Top: Capt. Ronnie Sexton instructs on the use of aircraft radios during a squadron communications training session (Photo: Capt. Todd Middleton)

Arkansas Wing Squadron Conduct Communications Training

by Capt. Todd Middleton, Arkansas Wing

RUSSELLVILLE, Ark. – On the evening of November 14, 2022, Lt. Col. Charles Hill and Capt. Ronnie Sexton led classes and conducted hands-on training with the newly issued Motorola base radio. Sexton presented a functionality review in the conference room, which was followed by a short Q&A period.

This event was in keeping with the squadron's implementation of a bimonthly training program to reinforce basic skills, cover less-discussed material, and address currencies and proficiencies designed to ensure better readiness for assigned missions.

Radio communications is a mainstay of the Civil Air Patrol. One of CAP's primary objectives is emergency services, during which maintaining stable and effective radio communications is a vital instrument in accomplishing this mission. The emphasis is on "Training is paramount," because when an emergency arises in a rapidly changing scenario, an individual or team will fall back to their highest level of training.

To ensure full coverage, when the classroom discussion was completed, the squadron split into two teams: one in the radio room and the other in the cockpit of the squadron's assigned aircraft.

While Hill covered the basics of radio usage for ground operations, he discussed in depth the importance of adherence to the mission brief and following CAP radio procedures. Along with these, he addressed channel selection and the proper way to store the radio when the mission has concluded. He also touched on security measures and the confidential nature of CAP's frequencies.

Sexton addressed the fundamentals of aircraft communications. In the cockpit, he covered the intercom radio selection process, switching channels, dimming or brightening the display lights, and related items. He also covered the need to pause a second or two during transmissions, to allow signal continuity through Arkansas' repeaters and other CAP radios.

When the first round was done, the teams switched areas and reviewed the other radio operations. Squadron members felt that the training was beneficial and acknowledged that they were better prepared. 🇺🇸



Top: Sky Harbor Squadron members offered recruiting information to children and parents at the ball toss tent during the Family Days event. (Photos: Tech. Sgt. John Horne)

Below: Cadet Master Sgt. Faith Hudson (left) monitors the horseshoe competition at the Family Days event.

Arizona Wing Squadron Supports 161st Air Refueling Wing Family Events

by Tech. Sgt. John Horne, Arizona Wing

PHOENIX – On November 5, 2022, Sky Harbor Composite Squadron cadets and senior members assisted with the Family Days celebration for the Arizona Air National Guard 161st Air Refueling Wing. Based at Sky Harbor Airport in Phoenix, the National Guard unit holds several events annually to show appreciation to the families of the base personnel for their support of the airmen stationed there. Civil Air Patrol's Sky Harbor Composite Squadron is also located at the air base and assists and supports these annual family events.





Left: Cadet Airman Estevan Alicea (left) and Cadet Airman 1st Class John Gauntlett help with preparing hot chocolate for guests at the Christmas celebration.

Below: Cadet Tech. Sgt. Evangelia Birnbaum and Cadet Airman Tony Henry assist a child with cookie decorating at the Christmas celebration.

For Family Days, squadron members operated a bottle toss booth for children where every participating child was guaranteed to win a

prize. Squadron members also supervise a horseshoe and cornhole toss competition offering a cash prize for the winners. Squadron members were responsible for setting up and tearing down of tables, chairs, tents, and trash receptacles.

The event also featured live bands, food, a dunk tank, and bouncy houses for the children.

On December 3, 2022, cadets and senior members supported the air base's Family Christmas celebration. Cadets served hot chocolate and cookies, maintained treats and toys tables for children, and assisted children to visit Santa Claus. Numerous air base personnel and their families attended the event and openly expressed their gratitude to cadets for their participation. Once again, squadron members were responsible for set up and tear down of tables, chairs, tents, and trash receptacles.

Senior Members participating in the events were: 1st Lt. Richard Birnbaum, Technical Sgt. John Horne, Capt. Roseanne Marquez, and senior members Paul and Paula Tucker.

Participating cadets included: Airman Estevan Alicea, Airman Janelle Alicea, Technical Sgt. Evangelia Birnbaum, Technical Sgt. Javier Ceballos, 2nd Lt. Dylan Conrad, Airman 1st Class John Gauntlett, Airman Tony Henry, Master Sgt. Faith Hudson, Technical Sgt. Joseph Hrabe, and Technical Sgt. Keenan Tucker.

Sky Harbor Composite Squadron has been located at the Goldwater Air Base National Guard Base for more than 15 years and has provided support for base events for the 161st Air Refueling Wing for most of those years. 🇺🇸





Louisiana Wing Cadets Learn About High-Altitude Weather Balloons

by 1st Lt. Jo Lynn Ergle, Louisiana Wing

NEW ORLEANS – On December 5, 2022, Civil Air Patrol cadets from the Alvin Callender Composite Squadron received a behind-the-scenes tour of the National Oceanic and Atmospheric Administration National Weather Service office in Slidell, Louisiana. In this tour, cadets learned what NOAA does, the basics of how weather predictions are created, and even participated in a weather balloon launch.

The squadron cadets saw firsthand how the balloons are built and how the data is collected as obtained from radiosondes, which are instruments tethered to the balloons. Twice daily, weather stations launch these balloons from the ground, which ascend through the atmosphere and transmit all observed measurements back to receivers on the ground.

Although this technology is not new, the cadets learned that it is still the best

product the NWS has for measuring weather data. As the data is collected, it is used to establish weather trends and thus predict future weather conditions.

Above: Weather forecaster Hannah Lisney shows cadets from the Alvin Callendar Composite Squadron the data center, where information is compiled and analyzed to forecast the weather.

Right: Lauren Nash demonstrates how a high-altitude weather balloon is launched twice daily at the National Weather Service in Slidell, La. (Photos: 1st Lt. Jo Lynn Ergle)

Over 500,000 high altitude weather balloons are launched across the globe each year. Most are for government meteorological or research purposes, but over 3,000 amateur and educational flights are also conducted yearly. To ensure safety for aircraft and those that may be impacted by the balloons' launch and landing, care must be taken to abide by the laws and regulations governing weather balloon operations. 🇺🇸





Top: 1st Lt. William Cleveland (right) flew one of three CAP airplanes that were intercepted by an F-16 during a practice exercise on October 19, 2022. Capt. Brett Russo (left) was the mission observer. (Photos: Capt. Aarpm Feller, unless otherwise shown)

CAP Helps Air Force F-16s Practice Protecting Super Bowl Airspace

by Lt. Col. Gordon Helm, Arizona Wing

PHOENIX – On October 19, 2022, looking into the sky near Phoenix, Arizona, you could not see the air “battle” taking place. Two F-16 fighter jets from the Western Air Defense Sector were scrambled to intercept three different aircraft attempting to enter a Temporary Flight Restriction area. All three aircraft were successfully intercepted and directed away from the simulated restricted flight zone during Felix Hawk, a joint training mission involving the U.S. Air Force and the Civil Air Patrol’s Arizona Wing. It was all in preparation for the NFL Super Bowl 2023.

“We regularly support U.S. Air Force-directed air intercept missions to assist them in training to be ready for the real thing,” said Arizona Wing Commander Col. Rob Pinckard. “This mission is part of the overall preparations by many organizations to make sure those attending the Super Bowl are protected.”



Above: An Air Force F-16 practiced intercepting and redirecting a CAP airplane that flew into simulated restricted airspace. (Photo: 2nd Lt. Kadeem Hinton)

The first round of Felix Hawk flights took place in August, followed by this exercise on Oct. 19, 2022, and a third round on November 15.

Lt. Col. Mark Schadt, Arizona Wing director of operations, led the management team and aircrews participating in the October mission. His team scheduled six wing aircraft for the mission, three primary and three backup planes. An incident command post was set up at Deer Valley Composite Squadron in Phoenix to manage the mission.

“We are expected to deliver for the Air Force,” Schadt said. “They have a lot of investment in this mission, and we want to make sure our aircraft are on time, at altitude, and at the right point for the intercept practice.”

As planned, all six CAP aircraft were crewed, pre-flighted, and ready to go at the appointed times. Two aircraft were coming from southern Arizona and four from the Phoenix area. Due to

The Fly-By, Southwest Region, January 2023

high winds, one of the southern Arizona aircraft was forced to drop out. The other aircraft assigned to that route was not affected and each completed its intercept flight successfully, as did the other two primary aircraft.

First Lt. William Cleveland and Capt. Brett Russo flew one of the Phoenix-based aircraft that was intercepted by an F-16. "As a pilot, it was incredible how quickly the jets came up," Cleveland said. "They grabbed your attention, giving directions to leave the TFR."

This was Russo's first intercept mission. "This mission reminds us of the most important aspects of CAP life, the real-world mission," Russo said. "Being a part of an historic event reminds us of what we are doing here."

Super Bowl LVII takes place on February 12, 2023, in Glendale, Arizona. 🏈

Below: An incident command post was set up at Deer Valley Composite Squadron to manage the Felix Hawk Super Bowl mission.





Top: (L-R) Squadron Commander Lt. Col. Don DuCote, Cadet Chief Master Sgt. Aimee Calvert, Cadet 1st Lt. Caleb Dudoussat, and Cadet Lt. Col. Sebastian Miskimmin. Cadet Miskimmin relinquished command of the St. Tammany Squadron cadets to Cadet Dudoussat. (Photos: 1st Lt. Anne Calvert)

Louisiana Wing Cadets Change Leadership

by 1st Lt. Anne Calvert, Louisiana Wing

ABITA SPRINGS, La. – On December 12, 2022, the St. Tammany Composite Squadron, at its 2022 annual holiday banquet, celebrated a change of cadet leadership. The ceremony took place at the VFW Homer Williams Post 8720 in Abita Springs, with Squadron Commander Lt. Col. Don DuCote, presiding. Family and friends were present,

Cadet Lt. Col. Sebastian Miskimmin relinquished leadership of the St. Tammany Squadron cadets to Cadet 1st Lt. Caleb Dudoussat as squadron members watched.

The Fly-By, Southwest Region, January 2023

As the ceremony began, Miskimmin addressed the squadron as cadet commander one last time, thanking cadets for their hard work and achievements, for their service to the squadron and community, and for their participation in state and national Civil Air Patrol activities.

Dudoussat was presented with other notable awards, including the United States Air Force Association citation and the Veterans of Foreign Wars Civil Air Patrol Officer citation and medal in special recognition of outstanding achievement and exceptional leadership ability as a cadet officer.

Miskimmin was awarded the Leo Beane St. Tammany Composite Squadron Community Service Volunteer of the Year Award and has been recently assigned to the position of Louisiana Wing cadet commander.

Another ceremony was held earlier the same evening as Cadet Master Sgt. Grace Nogueras turned over her position as Cadet First Sgt. to Cadet Senior Master Sgt. Cameron Laws.

Laws was also awarded the Air Force Sergeants Association Cadet of the Year Award, which was presented by Retired Air Force Master Sgt. James LaChute.

Nogueras was awarded the Veterans of Foreign Wars Civil Air Patrol Non-Commissioned Officer citation and medal.

The St. Tammany Composite Squadron is looking forward to what the next year will bring as our cadets continue to pursue their education and training, preparing to serve their community and nation. 🇺🇸

Below: Lt. Col. Don DuCote (left) presented Cadet Lt. Col. Sebastian Miskimmin with the Leo Beane St. Tammany Composite Squadron Volunteer of the Year Award.





Left: Arkansas Wing Commander Col. Robert Allison III transfers command of the 115th to 1st Lt. Althouse (*Photos: Lt. Col. Charles Rine*)

Below: Arkansas Wing Commander Robert Allison, outgoing 115th Commander Jerhorne Grotts, incoming commander 1st Lt. Althouse.

Arkansas Wing Squadron Holds Change of Command Ceremony

by 1st Lt Vickie Grotts, Arkansas Wing

ROGERS, Ark. – On October 18, 2022, the 115th Composite Squadron – Northwest Arkansas, held a change of command ceremony, transferring command of the squadron from Maj. Jerome Grotts to 1st Lt. Greg Althouse. Arkansas Wing Commander Colonel Bobby Allison was the

presiding officer.

Althouse served as squadron finance officer and augmented the squadron's air capabilities. He is a graduate of Temple University with a degree in Computer Information Sciences with mathematics and business concentrations. He holds a private pilot certificate with tailwheel, complex, high performance, and single engine sea ratings. He is actively pursuing instrument and commercial ratings. Althouse works for Walmart, leading the company's Apparel Acceleration Team.

After serving in the command role for four years, Grotts will continue to serve as the unit's deputy commander for seniors, as well as Arkansas Wing's director of personnel.

The change of command is a time-honored ceremony designed to mark the occasion when the responsibility of command is passed to the incoming commander. It is one of the most formal ceremonies conducted by Civil Air Patrol. The change of command signifies the end of one era and the beginning of the next. Present were previous 115th Squadron commanders Lt. Col. Charles Rine and Lt. Col. Max Gore.

At this event, Lt. Col. Gregory Gempler received the Gill Robb Wilson Award, which marks Civil Air Patrol's highest award for senior member professional development. It recognizes senior members who have dedicated themselves to leadership and personal development in CAP. He was also recognized earlier in the evening by the Federal Aviation Administration with the Wright Brothers Master Pilot Award.

This event was open to the public, and celebrations included the invocation by Chaplain Wesley Hulvey and remarks from Arkansas Wing Commander Colonel Bobby Allison. Nighthawk cadets were on hand to congratulate and celebrate with their new commander. 📷





Top: (L-R) Squadron Commander 1st Lt. Barry Hughhins, Cadet 2nd Lt. Kyle Matthew Schrepfer, Louisiana 17th District State Senator Caleb Kleinpeter. Senator Kleinpeter presented the Billy Mitchell Award to Cadet 2nd Lt. Kyle Matthew Schrepfer. (Photos: Capt. Ken Best)

Below: Cadet 1st Lt. Sgt. Cullen Chaney stands with his family and 1st Lt. Barry Hughhins after being presented with the 2022 Capitol City Composite Squadron Cadet of the Year Award. (L-R) (front row) Haley Chaney (his mother), brothers Marsden and Nevin, and his father Paul; (back row) brother Keaton, Cadet Chaney, and Squadron Commander 1st Lt. Barry Hughhins.

Louisiana Wing Squadron Holds Banquet and Awards Event

by Capt. Ken Best, Louisiana Wing

BATON ROUGE, La. – On December 12, 2022, Louisiana Wing's Capitol City Composite Squadron held its annual Christmas party. Squadron members and their families were witnesses as awards were presented to senior members and cadets for their performance and achievements during 2022.

Louisiana State Senator Caleb Kleinpeter, who represents Louisiana's 17th District and is a U.S. Marine



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Corps veteran of the conflicts in Iraq and Afghanistan, presented the Billy Mitchell Award to Cadet 2nd Lt. Kyle Matthew Schrepfer.

The Billy Mitchell Award marks the passage from cadet NCO to cadet officer, and earning this award carries automatic promotion to cadet second lieutenant. The award is the named after Brigadier General William (Billy) Mitchell, who was a United States Army officer regarded as the father of the United States Air Force. He was promoted to major general posthumously.

The 2022 Capitol City Composite Squadron Cadet of the Year Award was presented to Cadet 1st Lt. Cullen Chaney. This is the second consecutive year that Chaney has won this award, which is voted on by the squadron's cadets.

The 2022 Capitol City Composite Squadron Senior Member of the Year Award was presented to 2nd Lt. Lawrence Corts, who has been active in the squadron serving in several capacities. He has participated in carrying out Louisiana Wing missions in support of FEMA and GOHSEP related to hurricane relief. This past year he also deployed to Florida in that same capacity, as part of the response effort related to the aftermath of Hurricane Ian.

The Capitol City Composite Squadron is looking forward to another year of active service to the community, state, and nation. 🇺🇸

Below: (L-R) 2nd Lt. Lawrence Corts holds his Squadron Senior Member of the Year Award, presented by Squadron Commander 1st Lt. Barry Huggins.



The Safety Corner

What is a Phishing Scheme?

A technique for attempting to acquire sensitive data, such as bank account numbers, through a fraudulent solicitation in email or on a web site, in which the perpetrator masquerades as a legitimate business or reputable person.



How to Recognize and Avoid Phishing Scams

Scammers use email or text messages to trick you into giving them your personal and financial information. But there are several ways to protect yourself.

How To Recognize Phishing

Scammers use email or text messages to try to steal your passwords, account numbers, or Social Security numbers. If they get that information, they could get access to your email, bank, or other accounts. Or they could sell your information to other scammers. Scammers launch thousands of phishing attacks like these every day — and they're often successful. [For best results, avoid them.](#)

Scammers often update their tactics to keep up with the latest news or trends, but here are some common tactics used in phishing emails or text messages:

Phishing emails and text messages often tell a story to trick you into clicking on a link or opening an attachment. You might get an unexpected email or text message that looks like it's from a company you know or trust, like a bank or a credit card or utility company. Or maybe it's from an online payment website or app. The message could be from a scammer, who might say they've noticed some suspicious activity or log-in attempts — they haven't claimed there's a problem with your account or your payment information — there might be, say, a need for you to confirm some personal or financial information — it includes an invoice you don't recognize — it asks you to click on a link to make a payment — but the link has malware hiding behind telling you that you are eligible to register for a government refund — it's a scam offer a coupon for free stuff — it's not real. Here's a real-world example of a phishing email:

Imagine you saw this in your inbox. At first glance, this email looks real, but it's not. Scammers who send emails like this one are hoping you won't notice it's a fake.

Here are signs that this email is a scam, even though it looks like it comes from a company you know — and even uses the company's logo in the header:



The email has a generic greeting.

The email says your account is on hold because of a billing problem.

The email invites you to click on a link to update your payment details.

While real companies might communicate with you by email, legitimate companies won't email or text with a link to update your payment information. Phishing emails can often have real consequences for people who give scammers their information, including identity theft. And they might harm the reputation of the companies they're spoofing.

How To Protect Yourself from Phishing Attacks

Your [email spam filters](#) might keep many phishing emails out of your inbox. But scammers are always trying to outsmart spam filters, so extra layers of protection can help. Here are four ways to protect yourself from phishing attacks.

Four Ways To Protect Yourself From Phishing

1. Protect your computer by using security software. Set the [software to update automatically](#) so it will deal with any new security threats.
2. Protect your cell phone by setting software to update automatically. These updates could give you critical protection against security threats.
3. Protect your accounts by using multi-factor authentication. Some accounts offer extra security by requiring two or more credentials to log in to your account. This is called multi-factor authentication. The extra credentials you need to log in to your account fall into three categories:
 - something you know — like a passcode, a PIN, or the answer to a security question.
 - something you have — like a one-time verification passcode you get by text, email, or from an authenticator app; or a security key
 - something you are — like a scan of your fingerprint, your retina, or your faceMulti-factor authentication makes it harder for scammers to log in to your accounts if they do get your username and password.
4. Protect your data by backing it up. *Back up the data on your computer* to an external hard drive or in the cloud. Back up the data on your phone, too.

What To Do if You Suspect a Phishing Attack

If you get an email or a text message that asks you to click on a link or open an attachment, answer this question:

Do I have an account with the company or know the person who contacted me?

If the answer is “No,” it could be a phishing scam. Go back and review the advice in [How to recognize phishing](#) and look for signs of a phishing scam. If you see them, [report the message](#) and then delete it.

If the answer is “Yes,” contact the company using a phone number or website you know is real — not the information in the email. Attachments and links might install [harmful malware](#).

What To Do if You Responded to a Phishing Email

If you think a scammer has your information, like your Social Security, credit card, or bank account number, go to [IdentityTheft.gov](#). There you'll see the specific steps to take based on the information that you lost.

If you think you clicked on a link or opened an attachment that downloaded harmful software, [update your computer's security software](#). Then run a scan and remove anything it identifies as a problem.

How To Report Phishing

If you got a phishing email or text message, report it. The information you give helps fight scammers. If you got a phishing email, forward it to the Anti-Phishing Working Group at [reportphishing@apwg.org](#). If you got a phishing [text message](#), forward it to SPAM (7726).

Report the phishing attempt to the FTC at [ReportFraud.ftc.gov](#).

Reference: [How to Recognize and Avoid Phishing Scams | Consumer Advice \(ftc.gov\)](#)

On Language

How Are Words Created?

AUSTIN, Texas – Historical evidence shows that words evolved from very simple root kernels that, as the need arose, became longer and more complicated by the addition of prefixes and suffixes. In the case of European languages, it is theorized that these original kernels of sound were those of the Proto-Indo-European (PIE) language, that originated in the Olduvai Valley of Eastern Africa and was supplemented in the Indus Valley of South Asia, which was used in Europe by the arriving tribes of Cro-Magnon Man about 35,000 years ago. In turn, these newcomers soon replaced the previous inhabitants, who had arrived some 200,000 years ago.

These earlier Europeans, who also migrated from the Olduvai Valley to Europe and Asia, are called Neanderthal Man (because they were first identified by paleo-anthropologists from remains they found in the Neanderthaler Valley of Germany). Since Neanderthal Man either disappeared or was integrated into Cro-Magnon Man, it is assumed that their older language was replaced by PIE or partially contributed to it.

To understand how languages are built and changed, it helps to examine current words and compare them to each other. For instance, what do the English *Independence* and the German *Unabhängigkeit* have in common? They happen to be synonymous, and although they differ in both spelling and sound, they are related through their origin and the way in which they have been changed into their present form.

Independence is built on the kernel *pend* that comes from the Latin root *pendere* (meaning to hang, cause to hang) that, in turn, comes from the PIE root **(s)pen-* (meaning to draw, stretch, spin). In the 15th century, from this simple *pend*, *depend* was coined (meaning to be the cause of, be attached as a condition). Soon afterwards, the noun *dependence* was taken from the Old French *depéndice*, which in turn came from the Medieval Latin *dependentia* (meaning consequence, result, effect of a cause). The final step was to add the prefix *in-* to negate it all, so that *dependence* could become *independence*.

Unabhängigkeit comes from the Germanic root *Hang*, (meaning to hang, to pend, and as a noun the vertical face of a mountain), from which the verb *abhängen* was derived, which became *abhängen* (meaning to depend) and then the adjective *abhängig* (dependent) followed. *Unabhängig* (meaning independent) was born by the addition of the prefix *un-* (to negate it), and the noun *Unabhängigkeit* was formed by adding the noun-forming suffix *-keit*.

When William the Conqueror invaded England in 1066 and defeated the Anglo-Saxons, the local spoken Germanic Anglo-Saxon shifted to Anglo-Norman (also called Anglo-French), but in 1485 the Tudors regained the throne of England for a Welsh-origin royal family. Very soon, the Tudors resurrected a heavily modified Anglo-Saxon as the new language of the land. This is reflected in some older Christian prayers, one of which states "...on these two commandments hang all the law and the prophets." That "on ... hang" construct is clearly related to *abhängen*.

There is no argument that Latin came first, and English and German were influenced by it. Then in the fifth century the Western Roman Empire ceased to exist when Rome fell to barbarian invaders. Nevertheless, Latin lived on, and remained as a needed presence in both England and Germany to preserve culture and, in a spiritual sense, as the language of the Western Christian Church. Thus, although the Western Roman Empire had ceased to exist, Latin continued to function and develop as the language of culture for most of Western Europe.

The same influence took place in eastern Europe, where Constantinople, as the seat of the Eastern Roman Empire, lasted for another thousand years. It is no coincidence that Classical Greek was the language of the Eastern Christian Church, and today the influence of Classical Greek is obvious in the languages of Eastern Europe. 🇬🇷

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

How the Southwest Region Public Affairs Awards Program Works

Starting with the July 2015 issue of The Fly-By, Southwest Region Commander Col. Mark Smith has 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 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;
 - Make sure everyone is in the correct uniform and you identify all.
 - **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 in the dateline (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 high-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. Only the Navy and Coast Guard have the grade of Lt.
- Do not use exclamation marks in the body of your article, as doing so expresses opinion.
- Use simple declarative sentences.
- Avoid the passive voice.
- Remember the 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. 📖