



# The Fly-By

A Quarterly Publication of the  
**Southwest Region**  
October 2023



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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),
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Send submissions to the Editor at:

[awoodgate735@gmail.com](mailto:awoodgate735@gmail.com)

Message size limit: 20 MB. If too big, please use multiple emails.



## **SWR Commander's Corner**

*Greetings for the First  
Few Days of Fall.*

I just returned from the Southwest Region Safety Symposium in Denton, Texas. More than 50 CAP members from all over the Region were in attendance. Many topics were covered, ranging from: Involving Cadets in Safety, to Stand Eval in Safety, and Command in

Safety. All important contributors to an accident-free, safe, and enjoyable mission and working environment.

For those who were there, thank you for taking time from your busy lives to attend this event on such an important subject. It was great to see so many people from all over the region. I am grateful for Lt. Col. John Kruger and Lt. Col. Rick Woolfolk for organizing the event. We also had the pleasure of Michael Nunemaker from National Headquarters who brought his expertise to the weekend.

Safety should be part of everyday life, to the point where you do not really think about it because you have incorporated it into your daily routine as part of your normal life. When it becomes second nature to you, you will be prepared.

Thinking of myself, I find it useful to consistently think about outcomes. How would I explain this action later? "Well, I thought the plane would fit through there..."

It is best to “waste” a few minutes being cautious rather than rushing into a potentially expensive or even life-threatening event.

We at Southwest Region have top-notch safety teams that have been recognized by National Headquarters many times for being the best. Therefore, please take advantage of all their talents.

I wish you an enjoyable fall. Personally, I am looking forward to the change of seasons.

Regards. 🇺🇸

**Col. Martha C. Morris**  
Southwest Region Commander

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### **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.**

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### **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](mailto:awoodgate735@gmail.com).

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



**Top:** An F-16 flies alongside a CAP airplane that is serving as a “target of interest” during a Felix Keynote intercept practice mission. (Photo: 2nd Lt. James Riley)

## ***An ‘Elegant Solution’: Pilot Fulfills Two Roles to Get the Job Done***

*by Maj. Margot Myers, Arizona Wing*

TUCSON, Ariz. – On September 26, 2023, U.S. Air Force Lt. Col. Tim Mitchell, in his role as operations supervisor for the 357th Fighter Squadron at Davis-Monthan Air Force Base, was handed a problem to solve. An A-10C “Warthog” Thunderbolt II from the base diverted to Fort Huachuca, an Army base southeast of Tucson, because of a mechanical issue. His job was to figure out how to get the subsonic attack aircraft back to its home base after it was repaired.

Mitchell first looked for an available pilot and someone to drive the pilot to Fort Huachuca, but they were short of pilots. Then the lightbulb went off. The next day, in his role as a mission pilot for Civil Air Patrol, Lt. Col. Tim Mitchell was scheduled to fly a Felix Keynote mission.

Felix Keynote missions are part of Operation Noble Eagle, a homeland security mission that began the day after the 9/11 terrorist attacks. Intercept training with Civil Air Patrol aircraft acting as targets of interest is an important readiness exercise that occurs nationwide.

In this case, on September 27, Mitchell was scheduled to fly a CAP plane to be intercepted by an F-16 Fighting Falcon from the 162nd Fighter Wing at Morris Air National Guard Base in Tucson.

“I was searching for a pilot to retrieve the A-10C and I realized I was going to be in the area the next day anyway so I helped to provide the elegant solution,” Mitchell said.

He finished the Felix Keynote mission, which he described as “pretty routine.” It was the first intercept mission for the F-16 pilot and the third for Mitchell. Everything went according to plan.

After the mission, Mitchell landed at Libby Army Airfield at Fort Huachuca. The A-10C had been repaired overnight at Fort Huachuca by members of the 357th Fighter Generation Squadron out of Davis-Monthan Air Force Base. It was ready to return to its home base, the 357th Fighter Squadron, where Mitchell also is the Reserve component flight commander.



**Above:** Lt. Col. Tim Mitchell in the cockpit of the A-10C, donning his CAP shoulder patch briefly for the photo, before replacing it with his Air Force patch and flying the plane to Davis-Monthan Air Force Base. (Photo: Staff Sgt. Jonathan Fallati, U.S. Air Force)

Before making his way to the repaired A-10C, Mitchell handed off the CAP airplane to another CAP pilot, 1st Lt. James Riley, to fly back to Tucson. Riley had served as the mission observer for the Felix Keynote mission.

“I carried my helmet, harness, and Air Force flight suit with me,” Mitchell said, “so after a quick change, I was ready to get in the A-10C and fly home.”

Mitchell is a full time Air Force reservist and an A-10C instructor pilot in the 47th Fighter Squadron at Davis-Monthan Air Force Base. He served on active duty in the Air Force beginning in 2002 and shifted to the reserves in 2014 as an instructor. In 2021, he joined Civil Air Patrol’s Davis-Monthan Composite Squadron, where he contributes as a mission pilot, orientation pilot, and serves as assistant operations officer.

“Tim Mitchell’s dual service reminds us of the caliber of professionals we have in CAP,” said Capt. Brett Russo, who was the incident commander for the Felix Keynote mission. “You meet amazing people who are truly dedicated to service. When that serves both CAP and our Total Force partner, the U.S. Air Force, it’s a win for everyone.” 🇺🇸



**Top:** Cadet Cap. Thomas Watkins serves at the Yellow Ribbon Honor Flight ceremony as a part of the EAA AirVenture's annual salute to veterans. (Photos: 1st Lt. Anne Calvert)

## ***Louisiana Wing Cadets Experience National Blue Beret Training***

*by Capt. Ken Best, Louisiana Wing*

BATON ROUGE, La. – In August 2023, three Louisiana Wing cadets returned home after spending a little over two weeks at the Civil Air Patrol (CAP) National Blue Beret (NBB) National Cadet Special Activity in Oshkosh, Wisconsin. Capital City Composite

Squadron cadets Cadet Maj. Giselle El Bechir and Cadet Capt. Thomas Watkins were there for their first year at NBB. Cadet 2nd Lt. Aimee Calvert of the St. Tammany Composite Squadron was returning for her second year as a flight leader for this year's event. She was responsible for training the 9 cadets in her flight.



**Left:** A Navy F4U Corsair comes in for a landing at the 2023 EAA AirVenture airshow.



**Left:** An F/A-18 E/F Super Hornet and two Navy F4U Corsairs fly in a U.S. Navy Heritage demonstration at the 2023 EAA AirVenture airshow.

Cadets and adult members must go through a competitive national selection process to attend as CAP volunteers at the largest airshow of its kind in the world, the Experimental Aviation Association (EAA) *AirVenture*. In 2023, there were a record-setting 677,000 people in attendance, with over

10,000 aircraft arriving at nearby airports in east-central Wisconsin. Cadets help conduct the event operations including flightline marshaling, crowd control, and emergency services. CAP cadets from across the United States, from Hawaii to Puerto Rico were included in this year's NBB activity.

During their first week of NBB, cadets experience Training Week, which includes an introduction to the flightline and runway environment as well as all the necessary training required for cadets to fulfill their duties during the following week. The training includes flightline marshaling and mission radio operator qualifications, plus extensive training on techniques for locating Emergency Locator Transmitter (ELT) signals from aircraft in emergency situations.



**Left Top:** Cadet Major Giselle El Bechir on the final day of 2023 Nation Blue Beret.

**Right:** Cadet 1st Lt. Aimee Calvert on completing her 2nd year at National Blue Beret.

**Left Below:** Cadet Capt. Thomas Watkins on the final day of National Blue Beret



In addition to the aviation related training, cadets learn how to maintain the NBB compound. Operations take place at the NBB compound at Wittman Regional Airport in Oshkosh, Wisconsin which provides a field for opening and closing formations, a hangar to sleep in, a communications shack, and a dining facility. All tasks needed for general maintenance and daily operations are shared by CAP cadets and adult members. This includes cleaning, general maintenance, kitchen work, manning a round-the-clock staffed post at the entrance and exit gates, keeping logs, doing laundry, and any other needed tasks.



The second week – known as Operations Week – is when cadets put their training to the test. Their duties include helping the vintage military aircraft security crews keep the flightline safe during airshows, patrolling to verify that there are no distressed aircraft, logging the tail numbers of aircraft as they arrive, maintaining a constant guard at the gate, and marshaling aircraft on runway 27. NBB Cadets maintain posts along the taxiways and are responsible for directing pilots to their destination.

Cadets also work with EAA personnel to handle crowd control. Access to many of the valuable 380 historic warbirds is limited, and only viewing is permitted. NBB Cadets maintain a perimeter watch to keep the crowd from approaching the aircraft.

“National Blue Beret was an experience like no other,” said Cadet Maj. El Bechir. “I got to do things I never knew I’d be able to do. NBB is something I recommend to all CAP members; it is a life changing experience.”

The EAA AirVenture airshow has much to offer cadets, especially demonstrations by the U.S. Air Force Training Command and NASA, historic aircraft restorations, and exposure to new flying technologies. At least once during the week, cadets are allowed some free time to enjoy the airshows, food, music, and countless aviation demonstrations and exhibits. Recruiters from major universities and military academies are nearby for cadets to talk to concerning a future career in aviation.

“Blue Beret was one of the best things I did over the summer,” said Cadet Capt. Thomas Watkins. “Over the course of the two weeks, I was shown the Blue Beret Creed and how to live it to its fullest extent. When I left, I knew exactly what the crest represented, and was proud to wear it.”

NBB’s primary mission is the training and personal development of attending cadets. From the start, NBB staff emphasized this one goal. The event’s most famous tradition is for cadets and adult members to receive a blue beret, but the most important symbol of achievement to cadets who have earned their beret is not the beret itself. Although the beret is the most widely recognized NBB symbol, it is considered less important than the emblem pinned on it, which is a crest that must be earned by living the Blue Beret creed.

The crest is shaped as a shield, representing the Blue Beret mission to protect human life and remain strong in adversity, and points to the organization’s military heritage. The design is a gold St. Alban’s Cross that gradually turns to silver, on a dark blue background.

“Teaching a new generation of Blue Berets was an amazing experience. Witnessing my flight receive their crests was just incredible,” said Cadet 2nd Lt. Aimee Calvert. “Every blue beret is expected to perform with a high degree of professionalism. This year, our cadets continued that tradition and completed their mission.”



The National Blue Beret is a leadership school. Cadets learn a great deal from their flight staff and adult members. Everything that cadets learn, including aviation, ground operations, and themselves, makes Blue Beret one of the most highly esteemed CAP activities. This year’s event is over, but the cadets who were there will remember their experience and carry those values and skills into a future filled with promise. 🇺🇸

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**Left:** National Blue Beret Cadets gather one last time for the 2023 NBB.

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**Top:** Cadet Lt. Col. Asmera McNeace (center left, with his parents at left) and Cadet Lt. Col. Simon Gregersen (center right, with his parents at right) received their Eaker award certificates on September 26, 2023. In the background are (center) Willie Squadron Deputy Commander Capt. Brett Russo and (right) Arizona Wing Commander Robert Pinckard. (Photo: Cadet Staff Sgt. Daphne Gerdes)

## ***Two Willie Composite Squadron Cadets Earn the Prestigious Gen. Ira C. Eaker Award***

*by Maj. Frank Gibson, Arizona Wing*

MESA, Ariz. – On September 28, 2023, Willie Composite Squadron members witnessed the presentation of the prestigious Gen. Ira C. Eaker Award to two of their cadet leaders. Arizona Wing Commander Col. Robert C. Pinckard presented the awards to Cadet Lt. Cols. Simon Gregersen and Asmera McNeace.

The Gen. Ira C. Eaker Award is the second most prestigious award in the Civil Air Patrol cadet program. The award is named after a very successful military aviator and a significant figure in the history of the United States Air Force. The Eaker Award is typically earned by cadets who have shown outstanding work in all four of CAP's core areas: leadership, aerospace, fitness, and character. The award recognizes a cadet's hard work and accomplishments throughout CAP membership. The Eaker Award carries automatic promotion to the grade of cadet lieutenant colonel, and recipients are expected to demonstrate continued achievement by leading junior cadets in their squadron.



Cadet Lt. Col. McNeace was presented the Eaker Award because he has shown exceptional skills in leadership and excellence in all aspects of the cadet core values. Since joining Civil Air Patrol in November 2017, he has displayed significant determination and commitment and has spent countless hours serving his squadron and community.

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**Right:** (Top to bottom) US Army Air Forces Gen. Ira C. Eaker, the Gen. Ira C. Eaker Award Ribbon, and the corresponding grade insignia.

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“Reaching cadet lieutenant colonel means a lot to me,” McNeace said. “I have been in this program for just under six years now, and every single year comes with new opportunities. Achieving my cadet lieutenant colonel rank will give me a new level of responsibility and a new standard to uphold, especially as I am the cadet commander of over 100 cadets that look up to me for guidance and instruction. That is something I take very seriously. With all this in mind, I look forward to what the next chapter has to bring.” McNeace plans to enlist in the United States Navy next spring.

Cadet Lt. Col. Gregersen has fulfilled all the leadership expectations and has earned his Eaker Award as well. Since joining Civil Air Patrol in June 2019, he has promoted steadily through the ranks to become a leader in his squadron. The award he has earned represents his many achievements in his CAP career such as his noteworthy contributions in aerospace education and his unwavering dedication and constant help in the squadron.

“Earning my Eaker has been a great accomplishment for me,” Gregersen said. “As I look back on all the years that I have been a CAP member, I can see the tremendous impact it has had on me. It has taught me that with commitment and determination nothing is impossible. Earning this award has also taught me that leaders never stop learning or pursuing greater accomplishments. With that in mind I am committed to setting new challenges and goals ahead of me. Spatz, here I come!” Gregersen plans to enlist in the United States Air Force next Spring.

“Cadet Lt. Cols. McNeace and Gregersen completed Cadet Officer School at Maxwell Air Force Base, Alabama, in July 2023, and both have been an inspiration to other cadets in the squadron and in the Arizona Wing,” said Capt. Andrew Varnes, deputy commander for cadets at Willie Composite Squadron. “They have worked incredibly hard to achieve this level of excellence in the program and I am very proud of them. Currently, there are only five cadet lieutenant colonels in the Arizona Wing, with Gregersen and McNeace being the newest to earn the prestigious Eaker Award.”



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**Right:** Col. Andrew Selph after the swearing-in ceremony (Photo: Capt. Ryan Stark)

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## ***New Mexico Wing Swears in New Commander***

*by Capt. Ryan Stark, New Mexico Wing*

KIRTLAND AFB, ALBUQUERQUE, N.M. – Col. Andrew Selph (pronounced “self”) has succeeded Col. Annette Peters as commander of the over 650 CAP volunteers across New Mexico Wing. He was sworn in at a hangar ceremony at Kirtland Air Force Base on July 22, 2023, beginning his three-year term as wing commander.

Selph, originally of Alamogordo, has been a CAP member since his teen years, when he joined the organization as a cadet in 1978. Since then, he has served the New Mexico Wing in varying capacities as well as at five different CAP squadrons across the state.

He has the distinction of having earned the two highest CAP achievements: the Carl A. Spaatz Award earned as a cadet and the Gill Rob Wilson Award earned as an adult member.

“The honor of leading our volunteers across the state is mine, and I’m grateful for their volunteer service,” said Selph. “This organization has been part of my life for over 40 years and I’m humbled by the opportunity to serve in this position.”

Outside of CAP, Selph is a retired federal probation officer. He holds bachelor’s and master’s degrees in criminal justice from New Mexico State University.

Peters, of Los Alamos, served as wing commander since June 2019. Her tenure was notable for both the reorganization of the state’s CAP squadrons into three new, regional groups as well as the wing’s efforts during the COVID-19 pandemic, with missions that included flying COVID-19 tests and vaccine around the state.

One of Selph’s priorities will be to increase membership in squadrons across the wing. 🇺🇸





**Top:** In this 2012 photo, Lt. Col. Tim Timmons, while still serving in the Army at Fort Huachuca, was a member of the Cochise Composite Squadron in Sierra Vista, Arizona, and qualified as a CAP mission pilot. (Photographer unknown; photo courtesy Lt. Col. Tim Timmons)

## ***Rescuing the Rescuer: Arizona Wing Responds to Plane Crash***

*by Maj. Margot Myers*

An article in the Spring 2023 issue of CAP's "Volunteer" magazine prompted a letter to the editor from Lt. Col. Timothy Timmons of Arizona Wing. "As I read the article, I realized the crash being described was mine," he wrote. The letter went on to provide additional information, including the fact that Timmons is a CAP member. He also expressed how important it was for him to see a CAP plane circling overhead while he awaited rescue.

Timmons joined CAP in February 2010, while stationed at the Fort Huachuca Army installation in southeastern Arizona. He was active until he retired from the Army in 2013 and relocated to Phoenix.

"Never in a million years did I ever think that I would be on the other side of a search and rescue effort, but November 11, 2022, changed all that," he wrote.

That day, he was flying his Cessna 150 as part of the annual Navajo Airlift, a special holiday delivery of donated toys, clothes, food, and other items to members of the Navajo Nation. His 21-year-old son, Carson, was flying in formation with him in their Bellanca Citabria, en route to Gallup, New Mexico.

"Neither of our planes can carry a lot of cargo, so with both planes, we could carry twice as much," Timmons said.



**Abpve:** The left wing of Timmons' Cessna 150 clipped the trees, spinning it around one full revolution before it dropped to the ground amidst the tall Ponderosa pine trees. *(Photo: Carson Timmons)*

His son was about a half-mile ahead as they approached the Mogollon Rim, with ground elevation rising from about 5,000 to near 7,500 feet. "He could climb a lot faster than I could. I

crossed the Rim at about 8,500 feet but continued to climb because I wanted to put more distance between myself and the ground," Timmons said.

"As I was climbing, I pulled the heat on because it was about 40 degrees, and at that exact moment, the engine stumbled," Timmons said. As the tachometer slowly rolled back, Timmons went through standard emergency procedures, but nothing worked. He radioed his son and told him he'd lost the engine, was going down, and was searching for a place to land. Carson described a possible spot for an emergency landing in the forest and vectored Tim to it.

When he finally saw the clearing, he realized he was so high and fast, there was no way to get on the ground without running into the trees at the opposite end.

"I said to myself, I've got to do the worst possible thing you can do and that's make a 360-degree turn. It's a classic stall spin setup. It was either that or run full speed into the trees.

"As I started the turn, the (stall warning) horn started to chirp. I got turned around and straightened out and I'm heading to the clearing. Fifty feet before I clear the trees, it's like a hand just came up and grabbed the plane and yanked it down. It was the most violent five seconds of my life."

Later, Carson described what happened in those final seconds. The left wing of the Cessna 150 clipped the trees, spinning it around one full revolution before it dropped to the ground amidst the tall Ponderosa pine trees. That made the crash site hard to see from the air.

"The fact that I hit the trees probably saved my life," Timmons said, because "it dissipated a ton of energy. I was just holding onto the yoke and bracing myself until it came to an end."

The plane came to rest upside-down. It all happened so quickly that Timmons didn't do some of the things that, in hindsight, he realizes he should have done, like popping open the doors and shutting off the master electrical switch. Now he had to figure out how to get out of the crumpled wreckage.

There was a small opening between the missing windshield and the door support. He was able to get his feet through that opening and "shimmy out of the plane," as he put it.

He stood up and made a quick assessment of his situation. "Wow, it feels like I pulled a muscle in my back, but other than that, I'm in good shape. My face was busted up, probably from the shoulder harness, but that kept me from hitting the dash."

Timmons walked about 20 feet into the clearing so he could wave to his son circling overhead. He didn't have a radio and his cellphone was missing so he had no way to communicate.

"That's a lesson learned," he said. "If you want something after a crash, you'd better have it on your body."

Meanwhile, overhead, Carson was still circling at low altitude, but between the loud Emergency Locator Transmitter alert and line of sight, he was having a hard time communicating with Albuquerque Center. Air Traffic Control contacted a Honeywell Pilatus PC-12 that was on a routine test flight nearby and asked them to fly to the crash site. They found Carson circling overhead in the Citabria and communicated with him, retransmitting messages to Albuquerque Center, and helping to guide rescuers to the site.

Carson was running low on fuel and had to leave, but the Honeywell plane "came down low and made some passes to let me know they were there," Timmons said. A Blackhawk helicopter made a couple of passes and decided it wasn't safe to land in the clearing. That's when Timmons first saw a CAP aircraft overhead.

"I could make out the red, white and blue paint scheme on the Cessna 182 despite being high above me," Timmons wrote in his letter. "I cannot express to you enough how powerful the sight of those aircraft was to my mental well-being and my desire to hang on. Being alone and broken, I needed that human connection. I knew they were trying to convey to me, 'hey you are not alone, we are here with you and help is on the way.' I just concentrated on the planes above me until the distinctive sound of helicopter blades signaled that I would soon be rescued. Even after the

medevac helicopter had landed and medical personnel were working to stabilize me, the Honeywell and CAP aircraft remained above me.”

In that CAP plane overhead were Lt. Col. Scott Curtis and Maj. Rick Yang from the Scottsdale Composite Squadron. They were returning from dropping off a planeload of donations in Gallup when they heard the radio traffic about the crash. The incident commander for the airlift mission asked Curtis to fly to the crash site to report back to mission base about the situation.

Curtis had no idea the person who had crashed below was a CAP member. “When I read the letter he wrote, it was pretty powerful,” Curtis said. “Maj. Rick Yang was the mission observer and he had eyes on the ground. I was busy flying the plane, doing right-hand turns so Rick could see the crash site, then later, the rescue chopper, and the ambulance. At that point, we went up higher to get out of everybody’s way and relay comms traffic as needed to Albuquerque Center. We communicated back to mission base that rescuers had arrived and then returned to Deer Valley Airport in Phoenix.”

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**Right:** Despite his injuries, Timmons managed to “shimmy” out of the plane feet-first through the opening between the missing windscreen and the door support. *(Photo: Carson Timmons)*

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The National Transportation Safety Board later determined that the exhaust valve stem in the number one cylinder fractured, allowing the loose valve face to destroy the piston. The 1967 model G Cessna 150 that Timmons bought in 2014 had reached the end of its service life.

Despite his earlier assessment that he had survived with just a pulled muscle, it turned out that Timmons had 11 broken ribs on his left side, fractures to his spine in three places, and internal bleeding. Incredibly, he was cleared to return to his medevac flying job in mid-January, just two months after the accident. He recently accepted a part-time job as the chief flight instructor for Cochise College.

“I was already physically recovered, but mentally, the best thing for me was to get back to work,” Timmons said.

The experience will be shared with Timmons’ flight students going forward. “Flying is awesome, and I love it but there is some risk that we have to accept every time we go up,” he said.

“All those missions I did with CAP, I was always the one in the plane, never thinking that would happen to me. It meant something to see them up there and know that somebody cares about you and they are going out of their way to make sure you have a positive outcome,” Timmons said. 🇺🇸





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**Left:** (L-R) Capitol City Composite Squadron Commanding Officer 1st Lt. Barry Huggins, Capitol City Composite Squadron Deputy Commander for Cadets Capt. Zach Ogburn. *(Photo; Capt. Ken Best)*

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**Louisiana Wing  
Member Recognized  
by Local Squadron**

*by Capt. Ken Best, Louisiana Wing*

BATON ROUGE,  
La. – On July 24,  
2023, Capt. Zachary

(Zach) Ogburn was honored for his service to the Civil Air Patrol (CAP) Capitol City Composite Squadron, headquartered at the Baton Rouge Metropolitan Airport. The squadron held a ceremony to celebrate his dedication and leadership as deputy commander for cadets and his many activities and achievements in the organization. Ogburn will be transferring out of the squadron as he moves to a new job in another state.

Since Capt. Ogburn joined the squadron in July 2020, he has worked to ensure the success of the Capitol City Composite Squadron. As deputy commander of cadets, he has played a major role on the cadet program, as well as the continued advancements and achievements of local cadets.

When Ogburn was a cadet, he achieved the General Carl A. Spaatz Award, Civil Air Patrol's highest cadet honor that, upon aging out of cadet ranks and switching to senior member status, carries the automatic grade of Captain. As a former Spaatz Cadet, he has a thorough understanding of the cadet program, having completed all 16 achievements in the CAP cadet program. This prestigious award requires an average of five years to progress through sixteen achievements in the CAP Cadet Program. A very small percentage of CAP cadets achieve this distinction.

The CAP Cadet Program helps CAP cadets develop self-discipline, a sense of personal responsibility, leadership abilities, and lays the foundations necessary for a successful career in aviation and aerospace technology. During his time with the squadron, Ogburn brought many cadets up to high levels of achievement in the cadet program.

When the Capitol City Composite Squadron's chaplain position became vacant, Capt. Ogburn took on the duty position of character development officer, in addition to his supporting CAP emergency services missions by becoming a mission observer.

"Capt. Ogburn has dedicated many hours to the cadet program. As a former Spaatz cadet, he has great knowledge of what the program needs to be successful and drives the cadets to accomplish their individual as well as team goals." said Capitol City Composite Squadron Commander 1st Lt. Barry Huggins.

During Ogburn's departing ceremony the squadron commander presented a plaque to Capt. Ogburn, commemorating his service to the cadets and the squadron. In addressing squadron members, Huggins spoke at great lengths about Capt. Ogburn's performance and achievements. He said, "As deputy commander for cadets, Capt. Zachary Ogburn has distinguished himself, the Capitol City Composite Squadron, and the Louisiana Wing." 🇺🇸



**Top:** Hundreds of boaters flock to Lake Havasu during summer holiday weekends. *(Photo: Cadet Capt. Justin Obregon)*

**Below:** Cadet Senior Master Sgt. Nica Johnson, Deer Valley Composite Squadron, assisted with preflight before her first mission scanner training flight. *(Photo: Maj. Aaron Feller)*

## ***Arizona Wing Cadet Pursues Pilot Training, Helps Ensure Safety of Holiday Boaters***

*by Capt. John Bryant and Maj. Margot Myers, Arizona Wing*

LAKE HAVASU CITY, Ariz. – During September 2-3, 2023, airplanes from the Arizona Wing of Civil Air Patrol flew overhead as boaters on Lake Havasu enjoyed the Labor Day holiday. Working in support of the Lake Havasu Police Department and Mohave County Sheriff's Department, CAP patrolled the lake and along the Colorado River to watch for emergencies on the water.



Arizona Wing has conducted this precautionary search and rescue (PSAR) mission for more than 14 years to support local law enforcement and holiday visitors to the lake during the Memorial Day, Fourth of July, and Labor Day holidays.

The aircrew for one of those Labor Day flights included Cadet Senior Master Sgt. Nica Johnson, Deer Valley Composite Squadron, who had her first training flight as a mission scanner.

Johnson, who is a student pilot, soloed after eight hours of flight training with a CAP instructor at the North Central Region Flight Academy in Fremont, Nebraska, in June. She was accepted into the Cadet Wings program in September and hopes to pass her private pilot checkride by the end of the year.



## The Fly-By, Southwest Region, April 2023

Johnson pursued a mission scanner rating at the suggestion of her squadron commander, Maj. Nic Fuqua, "Because, while I wouldn't be flying the plane, I would still get to be a part of an aircrew, get a feel for the plane, and even learn some things from watching the pilot.

"I saw this as an amazing opportunity to get involved in CAP as a new cadet, so I took a comprehensive mission scanner training course," Johnson said. "The Labor Day PSAR flight was one of my training flights and I personally thought it was very exciting. I got to help the pilot and observer spot traffic, make radio calls to our mission base, and take lots of photos."

"Johnson jumped in to help with preflight," said Maj. Aaron Feller, the wing's director of operations and mission pilot for her flight.

"After flying the mission, I have a much deeper respect and appreciation for all the senior members, both on the ground and in the air, who organize, coordinate, and work through every last detail so that these sorties are successful and efficient," Johnson said.

For this mission, using its fleet of single-engine aircraft, CAP patrols 60 miles of coastline along the Colorado River and Lake Havasu from Interstate 40 to Parker Dam. Any emergencies observed are communicated to the CAP incident management team and then reported to local law enforcement to respond with the proper resources.

"While helping to ensure the safety of holiday visitors to the area, we're also giving our flight crews an opportunity to maintain proficiency," said Arizona Wing Commander Col. Rob Pinckard.

Six CAP airplanes from across Arizona flew into the Lake Havasu area to support this mission, while the incident management team coordinated activities from a virtual command post. Fifty-five CAP volunteers from across the state supported the efforts over the weekend. 🇺🇸

**Below:** Boats are packed in side-by-side in the channel leading to Lake Havasu. *(Photo: 2nd Lt. Sunil Gupta)*





**Top:** Members of New Mexico Wing's Falcon Composite Squadron pose for a photo following a meeting in which many members received promotions and awards. New Mexico Wing Commander Col. Andrew Selph and Director of Cadet Programs Maj. Mary Fox are pictured at the far right. (Photo: 1st Lt. Clifton Russell)

## ***New Mexico Squadron Meeting Recognizes Promotions, Awards***

*by Capt. Ryan Stark, New Mexico Wing*

RIO RANCHO, N.M. – In Civil Air Patrol, it is not unusual to have promotions and awards recognized at squadron meetings, though a recent meeting in New Mexico took the practice to the next level.

At their August 31, 2023, meeting, the Falcon Composite Squadron, based in Rio Rancho, saw an above-average number of promotions and awards recognized.

This relatively small squadron recognized six senior members and eight cadets with earned promotions. At the same meeting, the squadron recognized the awarding of six community service ribbons, and the achievement of three Yeager Awards.

Given the unusual circumstances, the squadron welcomed the presence of New Mexico Wing Commander Col. Andrew Selph and Director of Cadet Programs Maj. Mary Fox to the meeting, who witnessed the proceedings.

“People in Rio Rancho would be proud of our members and how they represent our community,” said Squadron Commander Maj. Ash Lindquist, who was also promoted as part of the proceedings. “In our role as civilian auxiliary members assisting the United States Air Force, we are proud to represent Rio Rancho, and tonight's recognition is a reflection of that pride.” 🇺🇸



**Top:** The ceremony began with an opening formation outdoors where the cadet color guard raised the flag. (Photos: 2nd Lt. Jeff Buehrle)

## ***Falcon Composite Squadron Holds Change of Command Ceremony***

*by Lt. Col. Carol Schaub Schlager, Arizona Wing*

MESA, Ariz. – On September 5, 2023, members of Falcon Composite Squadron attended a change of command ceremony during which Capt. John Bryant assumed command of the squadron. The evening began with an opening ceremony outdoors for the presentation of the colors. Also in attendance were guests, former members, families, and Arizona Wing leadership.

The ceremony was emceed by Lt. Col. Brandon Masangcay, who serves as the squadron's personnel, administration, and education and training officer. Arizona Wing Commander Col. Rob Pinckard officiated the ceremonial exchange of the squadron guidon assisted by the squadron non-commissioned officer, Tech. Sgt. Eugene Alegria.

The change of command is a ceremony to recognize the end of a term of command as the flag is passed from the outgoing commander to the wing commander with the words, "Sir, I relinquish command." The wing commander then passes the flag to the incoming commander who says, "Sir, I accept command." This very brief ceremony is steeped in centuries of military tradition.

After Bryant accepted command, outgoing commander Capt. Dustin Leo was recognized for his four years of service to the squadron and its membership.

Pinckard presented Bryant with a command pin and words of encouragement. Leo received a commander's commendation for his exceptional service and several leaders expressed their appreciation. In particular, Pinckard noted the extreme challenge of guiding the squadron through the COVID-19 pandemic.

Leo acknowledged that challenge as he expressed his heartfelt gratitude for his members. "It was a hard four years especially with COVID-19 to move through, but with the support of all of you, we made it all work," Leo said. "From the bottom of my heart, thank you for allowing me the opportunity to serve. I got to watch my two boys, and three boys before that, go through the CAP cadet program and I'm a true believer in the cadet program. I've watched many adult members come in and flourish as well. Just keep doing the great work you always do."



**Above:** (L to R) Col. Rob Pinckard presents the squadron guidon to Capt. John Bryant as he assumes command of Falcon Composite Squadron. Also pictured, Lt. Col. Brian Masangcay (left), Tech. Sgt. Eugene Alegria (center back), and Capt. Dustin Leo (right).

Bryant presented his wife Jondra Bryant with a bouquet of flowers with thanks for supporting his CAP endeavors. He acknowledged several special guests, including Lt. Col. Tim Brown, CAP-USA and Lt. Col. Linda Yaeger, wing vice commander. “I’m pleased to see new members and old members. There are former cadets here. It’s awesome to see you all with us,” Bryant said.

“The members of the wing who are here are my mentors. They’ve been my mentors, even when I wasn’t aspiring to be a commander. I can honestly say that I have been learning from the best,” he said.

“I challenge everybody to seek out those mentors. You own your future and if you’re not stepping up to do that, we’re going to leave you behind,” Bryant said. “Arizona Wing is noted for being innovative, forward-thinking, and ahead of the curve. My philosophy with this squadron is going to be, ‘don’t be afraid to fail.’ We are going to move forward and if we make mistakes along the way, we’ll correct them. We have the right team to start this process.”

Bryant noted that while attending the squadron commander’s course, one of the assignments was to develop a statement of commander’s intent. He then shared this document to provide insight into his philosophy of leadership and the path he intends to take to achieve success.

“One of the things I’m expected to do as a commander is tell you what I expect of you and what you should expect of me,” he said. “This squadron has a legacy in Arizona Wing and I see this team will continue to build on that history. This will be achieved by a team of leaders who demonstrate the core values of Civil Air Patrol.”

Bryant noted the squadron’s newly developed team motto, which is incorporated in the squadron’s new patch: Humble, Hungry, Smart.

“Humble, in volunteering our services to the community.

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“Hungry, by being ‘always vigilant’ and striving toward success.

“Smart, in maintaining both integrity and respect when working with others.”

To live up to the motto, Bryant described what he called “keys to unlock our potential.”

**A unified team environment:** Every member, whether new or seasoned, has a role to play and must be part of achieving that vision for success.

**Proactive leadership:** The expectation that every member has a positive influence on the team and actively serves the mission of Civil Air Patrol and the squadron.

**Mentor/mentee relationship:** All members have an active part in mentoring others while striving to improve themselves.

**Transparency of leadership:** The squadron will emphasize clear and concise communications to ensure that everyone can take advantage of all that Civil Air Patrol can offer, while understanding that feedback is a gift.

**Active mission support:** This squadron will strive to actively support the missions of national headquarters, Southwest Region, and Arizona Wing by providing a well-trained, mission-capable team that will answer the call when needed.

**Pursuing excellence:** This squadron will have an increased opportunity to innovate and seek a positive culture change for Civil Air Patrol, and a focus on excellence without the distraction of unhealthy competition to be the best.

“My challenge is to live up to your expectations as a leader and your feedback is a gift,” Bryant said. “Your challenge is to see the vision that I have for Falcon Composite Squadron and join me on this journey.”

Bryant said his statement of commander’s intent will be posted in the squadron and given to all new members in their welcome packet so they will know where the squadron is headed.

Immediately following the ceremony, Bryant got to work, presenting promotions for cadets and adult members and several recognition awards. A safety brief was provided with the admonition, “don’t eat too much cake.” Leo and Bryant teamed up to serve two decorated chocolate cakes with assistance from newly promoted Capt. Justin Somerset. 🍰

**Below:** (L to R) Capts. Dustin Leo, Justin Somerset, and John Bryant took charge of serving cake at the reception following the change of command ceremony.





**Top:** (L-R) Lt. Col. William Hunton, Cadet Sr. Airman Alena Rosalie Gutierrez, Cadet Staff Sgt. Benjamin Felton Joseph, and Cadet Airman 1st Class Jade Marie Nicholas.

## ***Louisiana Wing Cadets Honor Heroes at National World War II Museum***

*by Maj. Daniel Stoute, Louisiana Wing*

NEW ORLEANS – On September 15, 2023, in the hallowed halls of The National WWII Museum, where history echoes in every artifact, an exceptional event unfolded. The Pontchartrain Cadet Squadron of the Civil Air Patrol (CAP) took center stage to perform the POW/MIA table ceremony on National POW/MIA Day.

This event served as a testament to the Pontchartrain Cadet Squadron's commitment to honor the memory of those who were Prisoners of War (POW) or remain Missing in Action (MIA), a duty they fulfill with reverence and respect.

### ***The Meaning of the POW/MIA Table Ceremony***

This is a solemn tradition that pays tribute to servicemen and women who have suffered the harrowing ordeal of being captured as POWs or who are still unaccounted for in action. The table, set with symbolic items, carries profound meanings:

- *The Table Itself:* A small, round table is used to symbolize the frailty of a lone prisoner against his or her captors. Its size also represents the vulnerability of POWs and MIAs.
- *White Tablecloth:* Symbolizes the purity of purpose and the willingness to respond to the nation's call to arms. It also represents the hope that their sacrifices will not have been in vain.
- *Empty Chair:* Signifies the absence of those who cannot be with their family, a stark reminder of the missing and fallen. It is meant as a remembrance of their sacrifice and the chair is left vacant by their absence.

- *Red Rose in a Vase with a Yellow Ribbon*: The red rose represents the families and loved ones who keep the faith, awaiting the return of their missing or imprisoned service members. The yellow ribbon around the vase is a symbol of the family's continued uncertainty, hope for their return and determination to account for them, and bring them home.
- *Lemon Slice on the Bread Plate*: Represents the bitter fate of the missing and their families. It signifies the tears shed by loved ones awaiting their return.
- *Salt on the Bread Plate*: Symbolizes the tears of the families as they continue to wait for their loved ones to return.
- *Bread Slice*: Placed on the plate, it is a symbol of the nourishment that sustains the prisoners while they are away from their loved ones and homeland.
- *Inverted Glass*: Symbolizes the fact that the missing and fallen cannot partake in the toast with family and friends.

### ***Pontchartrain Cadet Squadron's Tribute***

The Pontchartrain Cadet Squadron, known for its commitment to aerospace education and community service, embraced this opportunity to demonstrate their respect for those who have endured the hardships of war. The squadron's participation was a testament to the Civil Air Patrol's dedication to community and country.

The ceremony, held in the heart of The National WWII Museum in New Orleans, drew an audience that included veterans, museum visitors, and fellow cadets. They stood in respectful silence as the Pontchartrain Cadet Squadron members slowly and deliberately carried out each element of the ceremony. Their professionalism and commitment to honoring the memory of these heroes emphasized the solemnity of the occasion.

### ***The Impact of Remembering***

National POW/MIA Day serves as a reminder of the sacrifices made by the men and women who have served in America's armed forces. The Pontchartrain Cadet Squadron's participation in this event not only paid tribute to these heroes but also emphasized the importance of remembrance, ensuring that their actions, valor, and sacrifice are never forgotten.

### ***A Testament to CAP's Values***

The Civil Air Patrol instills values of integrity, respect, and excellence in its members; the Pontchartrain Cadet Squadron's involvement in the POW/MIA Table Ceremony exemplified these values. Their dedication to community service, education, and honoring our nation's heroes is an example of the positive impact CAP has on its cadets and the community at large.

### ***A Call to Remember***

As those in attendance reflect on the tribute presented by the Pontchartrain Cadet Squadron at The National WWII Museum on POW/MIA Day, all are reminded of the importance of preserving the memory of America's servicemen and women. Their sacrifices have shaped America's history, and squadron members consider it their duty to ensure that their stories are told, and their bravery celebrated.

The Pontchartrain Cadet Squadron, through their enactment of the POW/MIA table ceremony, inspires all to remember, honor, and never forget. Their commitment to service and their dedication to honoring our nation's heroes stand as a testament to the enduring spirit of remembrance and respect.

This ceremony featured three cadets and their unit's former commander. Cadet Staff Sgt. Benjamin Felton Joseph, Cadet Airman 1st Class Jade Marie Nicholas, and Cadet Senior Airman Alena Rosalie Gutierrez performed the ceremony, with narration by Lt. Col. William Hunton, Pontchartrain squadron commander during 2013-2021 and currently the Louisiana Wing inspector general. 🇺🇸



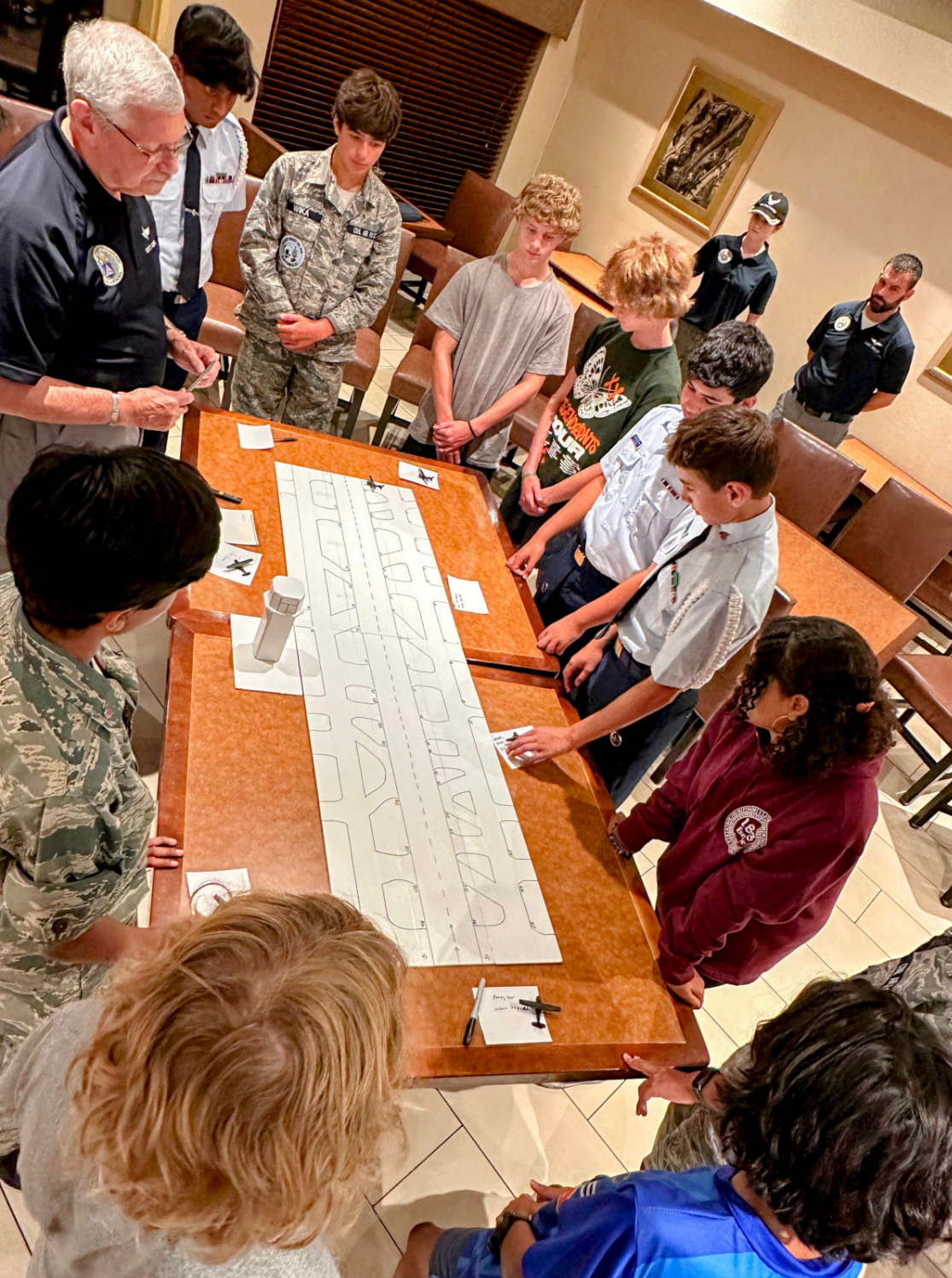
**Top:** Cadet Airman 1st Class Edmund True (right) explains the airport layout he built for his squadron's air traffic demonstration exercise. (Photos: Adult Member Jens Brown)

### ***Navigating the Skies: Cadets Soar to New Heights in Air Traffic Exercise***

*by Adult Member Jens Brown, Arizona Wing*

SCOTTSDALE, Ariz. – On September 24, 2023, Scottsdale Composite Squadron cadets and adult members delved into the world of air traffic, guided by the expertise of Lt. Col. Scott Curtis. The focus of the event was to provide hands-on experience in air traffic communication, ground operations, and taxiway navigation, all while using 3D-printed models and a detailed scale replica of an airport meticulously crafted by Cadet Airman 1st Class Edmund True.





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**Left:** Scottsdale Composite Squadron cadets used an accurately scaled airport runway layout and 3D-printed model planes during an air traffic exercise.

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True's attention to detail was evident as he created an FAA airport diagram, accurately depicting size, scale, and markings. Notably, he designed and printed intricate 3D models of Cessna 172 aircraft, which became invaluable tools during the exercise. Curtis commended True's work, calling it "remarkable."

During the exercise, each cadet had the opportunity to pilot an aircraft virtually. They were guided through exercises that involved communication with ground control and the control tower, allowing them to taxi from the parking ramp to the runway and take off upon clearance.

The "control tower" was staffed

by two experienced pilots who provided simulated, realistic air traffic control radio calls for the cadet pilots, who had to respond accordingly. Claire Traynor, a CAP adult member, and Curtis played pivotal roles in facilitating the exercise, serving as the mock air traffic controllers in the tower for communication purposes.

The exercise provided valuable lessons for both cadets and adult members in attendance, emphasizing the importance of air traffic communication and ground operations at the airport. This event also yielded both newfound skills and a collection of 3D-printed airplane models and a meticulously crafted airport scale model.

Cadets said they found the challenge invigorating as they embraced the intricacies of air traffic communication and airport ground maneuvers. Their determination and eagerness to learn were evident, making this exercise a memorable and positive experience for all involved. 🇺🇸



**Top:** After a very busy day, members of CAP's New Mexico gathered for a team photo at the Land of Enchantment Fly-in. The Sept. 23 event happens each year with New Mexico Wing assisting the organizers, EAA Chapter 179. (Photo: New Mexico Wing Public Affairs)

## ***New Mexico Wing Assists With Large Fly-In***

*by Capt. Ryan Stark, New Mexico Wing*

ALBUQUERQUE, N.M. – On September 23, 2023, over 30 members of New Mexico Wing played a significant role in assisting one of the state's biggest public aviation events.

The Experimental Aircraft Association (EAA) Chapter 179, a local chapter in Albuquerque, staged the annual Land of Enchantment Fly-in at Albuquerque's Double Eagle II Airport.

CAP volunteers at the event performed a wide array of tasks, including flightline marshaling, set-up, and take-down. In addition, one CAP aircraft and aircrew flew in for the event, which allowed the public to be hands-on with a CAP Cessna.

"This is one of the best opportunities we have to show off who we are," said wing commander Col. Andrew Selph, himself an all-day participant. "Anyone who comes to a fly-in is obviously already interested in flying, so to have CAP here is a no-brainer in terms of both public service and public visibility."

The wing also used the event for recruiting volunteer members, using a large display and having cadet and senior members explain CAP's mission, describing the cadet program as a means to participate in aerospace activities and achieve personal growth, the many specialties open to senior members, and handing out information.

"I hope that there will be a boost in potential members visiting local squadrons after the fly-in," said Selph. "With recruiting as our big priority right now, anyone who attended the fly-in has already seen who we are and how hard our members work as a team," he added. 🇺🇸



**Top:** (L-R) Maj. Paul Cassano and 2nd Lt. Cody Cassano introduce the Arizona Wing search and rescue team program to Sky Harbor Squadron cadets. (Photos: Tech. Sgt. John Horne)

## ***Sky Harbor Squadron Cadets Are Introduced to Arizona Wing Search and Rescue Operations***

*by Tech. Sgt. John Horne, Arizona Wing*

PHOENIX – On August 14, 2023, Sky Harbor Composite Squadron cadets examined the array of equipment and supplies that Arizona Wing search and rescue team members include in the packs they carry with them on missions.

Maj. Paul Cassano and 2nd Lt. Cody Cassano (father and son) are both active in emergency services. They introduced cadets to the mission and operational possibilities of the Arizona Wing search and rescue team.

For many years, Arizona Wing operated a single wing-wide search and rescue team, rather than teams based in individual squadrons. However, since participation in that wing-level team has declined in recent years, Maj. Cassano promoted the new search and rescue team program and encouraged cadets to enroll in the training to earn their operations qualifications.

He also introduced a new dimension of search and rescue operations, which will include the use of small unmanned aerial systems (sUAS) – commonly called “drones” – to assist in the missions. The revitalized search and rescue program in Arizona Wing is expected to engage in a

variety of missions including searches for missing people, location of downed aircraft, and identification of active emergency locator transmitters (ELTs).

**Right:** Second Lt. Cody Cassano shows Sky Harbor Squadron cadets the equipment carried by search and rescue team members on missions.



“We will have teams at multiple squadrons so we can quickly get someone to check their own

airport if we get an ELT mission,” Maj. Cassano said. “If we can coordinate this well, we can reduce the search time from hours to minutes, because many members live near their squadrons.”

The wing has funded the purchase of 24-hour packs for search and rescue teams. Once a squadron has at least three members qualified for search and rescue, they will be able to apply for up to three of the 20 packs the wing plans to purchase. Squadrons are required to maintain the equipment in the packs monthly.

“The idea is that more cadets will be able to get involved, because the wing is buying the packs,” Maj. Cassano said. “It can be an expensive proposition if someone has to buy all the necessary components as a personal expense.”

Maj. Cassano said that a person with Ground Team Member 3 (GT3) qualification can do a line search or an evidence search as required by a sheriff’s office. Drone pilots and technicians (positions that cadets may qualify for with the necessary training) will also be needed on the reinvigorated team. “I think we’ll also be able to use drones in searches where I wouldn’t want to put our members at risk going into a potentially dangerous area,” he said. First Lt. Brett Seidell, the wing’s director of sUAS operations, also will direct sUAS operation for the search and rescue team.

Lt. Cassano will be the lead urban direction-finding trainer using the Hammerhead radio direction finding equipment that the wing recently acquired. He plans to train two squadrons per month.

“I think this will enhance a lot of cadets’ lives if they have the opportunity to participate in search and rescue,” Maj. Cassano said. “My son was a cadet and he has a friend from CAP who is now a pararescue jumper, doing search and rescue and saving lives – all because the spark was ignited from being a cadet.” 🇺🇸



**Top:** Grouped on the launchpad where the first 2 Mercury manned Spaceflights launched at Cape Canaveral are (L-R) Louisiana Wing members Capt. Holly Ward, 1st Lt. Matt Ward, AEM Mona Wexler, Capt. Ralph Friebert, AEM Kimberly Dickson, Senior Master Sgt. James LaChute, Lt. Col. Kathy Beauford, Lt. Col. Jerry Wall, Capt. Jo Lynn Ergle, Capt. Andy Condrey, Capt. Jud Ergle and, kneeling, 1st Lt. Carla Guichard. (Photo: Bob Roberts)

### ***Louisiana Wing Aerospace Education Team Goes to Cape Canaveral***

*by Capt. Jud Ergle, Louisiana Wing*

PATRICK SPACE FORCE BASE, Fla. – Civil Air Patrol Aerospace Education officers from Louisiana Wing attended the National Aerospace Officer School held at Patrick Space Force Base during June 11-17, 2023. The school is a hands-on event where Aerospace Education officers (AEOs) and Aerospace Education Members (AEMs) learn about CAP Aerospace educational programs, do Science, Technology,

and tour Cape Canaveral and the Kennedy Space Center. AEO's come together and spend time learning and collaborating with other AEO's from around the nation. The program offers grant and college credit opportunities for adult and teacher members and provides aerospace support for educational conferences and workshops nationwide.



**Left:** At the National Aerospace Officer School held at Patrick Space Force Base, Aerospace Education Officers and Aerospace Education Members work together as a team doing a hands-on STEM activity. (Photos: Capt. Jud Ergle)

With 12 members present at the event, Louisiana Wing was represented by more attendees than any other wing. Louisiana Wing Aerospace Education officers who traveled to the event included Capt. Holly Ward and 1st Lt. Matt Ward of Barksdale Composite Squadron, AEM Mona Wexler, Capt. Ralph Friebert of Billy Mitchell Senior Squadron, AEM Kimberly Dickson, Senior Master Sergeant James LaChute of the Louisiana Wing staff, Lt. Col. Kathy Beauford of Pontchartrain Cadet Squadron, Lt. Col. Jerry Wall of the General Claire L. Chennault Composite Squadron, 1st Lt. Carla Guichard, Capt. Jo Lynn Ergle, and Capt. Jud Ergle of the Alvin Callender Composite Squadron, and Capt. Andy Condrey of the Billy Mitchell Senior Squadron.

The CAP Aerospace Education programs provide squadrons and schools with first class Aerospace Education products that can change the future of the children. The CAP Aerospace Education products are so comprehensive and generate great interest in STEM. If CAP can get a few cadets or students to realize their full potential and find a great career in STEM, then it is very much worth the effort.

Civil Air Patrol's aerospace education program promotes aviation and STEM-related careers with a standards-based hands-on curriculum and activities. The program includes youth both in and outside of CAP's cadet program.



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“We learned so much on a wide variety of subjects. The special tours were outstanding!” said Senior Master Sgt. Jim LaChute, who recently became the Deputy Commander for Cadets at the recently formed Slidell Composite Squadron in Slidell, Louisiana. Local schools formed the squadron for their students as they saw how much the CAP Aerospace Education program had to offer for their students.

“It was simply an incredible experience to be there, to see the spacecraft and launchsites that took us to the moon and that will continue to take us to space in the future.” Said Lt. Col. Kathy Beauford, who has presented the CAP Aerospace Education in Louisiana to thousands of teachers and educational organizations in Louisiana. “The curriculum and the STEM kits are just out of this world!”

AEOs implement this program which develops and distributes national academic standards-based STEM aerospace education curricula for kindergarten through college classrooms, affecting some 500,000 K-12 students nationwide.

CAP Aerospace programs bring our nation’s youth activities that generate interest in STEM careers through aviation-, space-, and technology-focused activities and CAP “STEM Kits” associated with astronomy, flight simulators, model and remote-control aircraft, robotics, rocketry, weather, hydraulic engineering, and computer programming. 🇺🇸

**Below:** Aerospace education officers from across the country tour Kennedy Space Center here shown on Launchpad 39b at Kennedy Space Center, where most space shuttles and Artimas One launched.





**Top:** The cadets from Sky Harbor Composite Squadron who visited the Phoenix airport tower and Terminal Radar Approach Control facility included (L-R): Cadet Master Sgt. Aaric Hrabce, Cadet Chief Master Sgt. Javier Ceballos, Cadet Staff Sgt. Elias Carlblom, Cadet Lt. Col. Cynthia Liu, Cadet Airman Dean Adams, Cadet Airman 1st Class Kaleb Melville, Cadet Tucker Wolfersteig-Olson, Cadet Senior Master Sgt. Keenan Tucker, Cadet Senior Airman Kinley Tucker, and Cadet Senior Master Sgt. Samuel Philips. (Photos: 2nd Lt. Lisa Ceballos, Arizona Wing)

### ***Sky Harbor Composite Squadron Cadets Visit the Phoenix Airport Tower***

*by 1st Lt. Mitra Pratt, Arizona Wing*

PHOENIX – On September 28, 2023, cadets from Sky Harbor Composite Squadron toured Phoenix Sky Harbor airport’s air traffic control tower after a briefing by representatives from both the tower and Terminal Radar Approach Control staff.

These Federal Aviation Administration employees play a critical role in safety at both the airport and in the skies over Arizona. The Sky Harbor air traffic control staff handles airport



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operations while the TRACON staff handles climbing and descending aircraft, as well as aircraft transiting between Air Route Traffic Control Centers, such as the one in Albuquerque that oversees air traffic over most of Arizona.

Photos were not allowed in the TRACON area, but the sheer number of computers and radar screens impressed the cadets. They were then allowed to go up into the air traffic control area where photos were allowed on the viewing deck. The view of incoming and outgoing planes was impressive, as was the view of the Phoenix metropolitan area, but cadets really enjoyed using the provided binoculars to get a look at the Ferris wheel at the Arizona State Fair.

The briefing included impressive statistics regarding the number of flights that are handled by both teams. Phoenix Sky Harbor serves more than 120,000 passengers daily, with more than 1,200 flights per day.

The staff also discussed career choices in depth, as many cadets expressed interest in learning to fly but were not aware of alternative career options in aviation. Internship opportunities were also mentioned as a possibility. One of the presenters, currently a member of Civil Air Patrol, was passionate about his career as well as fielding endless questions about planes. 🇺🇸

**Below:** Cadet Chief Master Sgt. Javier Ceballos enjoyed the view from the deck of the air traffic control tower at Phoenix Sky Harbor Airport.





**Top:** Cadet Sr. Airman Jaden Derks, Cadet Chief Master Sgt. Edward Braithwaite, and USCG Lt. Andrew Campbell return after performing a hoist operation. (Photos: 1st Lt. Anne Calvert, unless otherwise noted.)

**Below:** Cadet Sr. Airman Jaden Derks, Cadet Chief Master Sgt. Edward Braithwaite, and USCG Lt. Andrew Campbell perform a hoist operation.

## ***Civil Air Patrol Cadets Fly with U.S. Coast Guard***

*by 1st Lt. Anne Calvert*

NEW ORLEANS – On the morning of September 30, 2023, Civil Air Patrol (CAP) cadets from the Louisiana Wing traveled to the U.S. Coast Guard (USCG) Air Station in Belle Chasse to experience real-life helicopter rescue training exercises.

The St. Tammany Composite Squadron, Hammond Composite Squadron, Tangipahoa Cadet Squadron, Capitol City Composite Squadron, Ascension Composite Squadron, and Alvin Callendar Composite Squadron each loaded their vans with as many as eight cadets for the early morning drive. Ten of the more senior cadets were selected for the two Coast Guard Sikorsky MH-60 Jayhawk helicopter orientation rides, to experience what it is like to fly as an aircrew and perform a hoist operation.

During the tour, cadets were inspired by stories of important missions, people rescued, drugs intercepted, and lives saved. Many became aware of educational opportunities, such as the United States Coast Guard Academy, and the many sponsored graduate school programs in aeronautical engineering, aviation safety systems, and aviation technology.





**Above:** (L-R) Cadet 2nd Lt. Madisyn Mickelborough, Cadet Staff Sgt. Gabrielle Griffith, Cadet SSgt. Jezden Bowen, and Cadet Chief MSgt. Josiah Pyles cross the flight ramp after their Sikorsky MH-60 Jayhawk helicopter orientation flight.

**Below:** Cadet 2nd Lt. Madisyn Mickelborough prepares for her orientation flight.

Many possible U.S. Coast Guard careers were discussed, such as repairing aircraft mechanical systems, aircrew, or helicopter flight mechanic. Some jobs, including specialized rescue swimmers, are required to have survival training, thus keeping themselves and others alive at sea or on land.



"It was fun and exciting!" Cadet Chief Master Sgt. Edward Braithwaite said. "It was a great opportunity to see what the Coast Guard does."

The partnership between CAP's Louisiana Wing and U. S. Coast Guard's Sector New Orleans began five years ago. A meeting was held to explore ways the two organizations might support each other's missions.

Subsequent discussions, held over the following years, have led to the current close relationship between the CAP Louisiana Wing and Coast Guard's Air Station New Orleans. Through the intercession of the USCG Liaison Officer, Lt. Andrew Campbell, efforts are being made to document and formalize that relationship.



**Above:** (L to R) Cadet Chief Master Sgt. Nathan Begley, Cadet 2nd Lt. Charles Fountain, and Cadet 2nd Lt Mason Martin prepare for takeoff in a a USCG Sikorsky MH-60 Jayhawk helicopter.

The two parties have discussed several ways to help each other. Principal among them is Louisiana Wing support for Coast Guard missions such as search and rescue, aerial photography, waterway and port reconnaissance, pollution response, and coastal security.

Louisiana Wing Emergency Services Training Officer, Col. Mike DuBois, expressed his enthusiasm for the new partnership. "We've been working hard to get us all on the same team. Working together we can make a big difference following any crisis that may arise in the future."

The USCG Air Station has offered CAP members familiarization tours of its base facility and equipment, an Apprentice-Volunteer program, and a speaker program for Louisiana cadet and composite squadrons. This project has already provided helicopter orientation flights for several Louisiana Wing cadets.

"It was an amazing experience," said Cadet Master Sgt. Charity Pyles. "The Coast Guard Academy is now an option I am seriously looking into."



**Above:** Cadet Sr. Airman Hailey Paysse prepares for takeoff in a USCG Sikorsky MH-60 Jayhawk helicopter.

**Below:** Cadet 2nd Lt. Danin Boutwell sits in the pilot's seat of a USCG Sikorsky MH-60 Jayhawk helicopter. (Photo: Cadet 1st Lt. Aimee Calvert)

“This event was a welcome opportunity for CAP cadets to learn about what the Coast Guard does,” said Capt. Jennifer Begley, deputy cadet commander for the Capital City Composite Squadron. “The cadets loved learning about all the cool jobs that are available and seeing the helicopters up so close.”

Civil Air Patrol Cadet Program produces the leadership skills and strong moral character necessary to launch an aviation related career in a military organization.

As the tour came to an end, several cadets were considering a future career with the Coast Guard to defend America’s our coastlines, protect environmental resources, and respond to crises at sea. 🇺🇸





**Top:** An F-105 from the 355th Tactical Fighter Wing, Korat Air Base, Thailand, that flew more than 100 missions over North Vietnam. (All photos: Lt. Col. Bob Ditch)

### ***On the Road with ‘Dr. Bob’ in Farmingdale, New York***

*by Lt. Col. Bob Ditch, Wyoming Wing*

FARMINGDALE, N.Y. – While on the road you might find that your calendar has rapidly caught up with you, suddenly waking up one morning and realizing that it is your birthday. Such was the case for me this year when I woke up at my family’s house in Babylon, New York. What do you do? Go to the beach? (Not at 71 – it would scare the fish.) However, what a treat you can offer yourself, with a visit to one of our nation’s aviation treasure houses, the American Airpower Museum at Republic Airport on Long Island in Farmingdale, New York.



**Above:** The decorated nose of an England-based, World War II B-26 Marauder. The yellow bombs on the side denote the number of bombing missions.

Nestled between the southern-facing Atlantic Ocean coves of Long Island, is the historic Republic Airport, once home to the sprawling legendary aviation giant Republic Aircraft. This historic aviation industry pioneer drew a great deal of attention for decades as the manufacturer of many legendary military aircraft like the P-47 Thunderbolt, of World War II fame; the F-84 during the Korean War; the F-105 Thunderchief, throughout the Vietnam War; and, finally, the tank predator from Operation Desert Storm, the Fairchild A-10 Thunderbolt II, AKA “the Warthog.”

This latter warrior has flown during all the Middle East campaigns as well as in the Balkans and is still on active duty today in the Middle East, Korea, and across the U.S. The legacy of that company’s decades of contributions to the nation’s defense and airpower history still resides in one of its historic hangars where the American Airpower Museum is located.



**Left and above:** This C-47 SkyTrain shown on the ground and in the air, is from the Normandy Invasion, bearing the highly visible "Invasion Stripes."

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And what a treat it is. From the moment you walk into the hangar, you are greeted by hundreds of photos, painstakingly well-crafted historical dioramas, ship models, aircraft, flight simulators, engines, and cockpit displays. Many of the aircraft present are still operational and offer short rides at a reasonable fee to keep the aircraft in mint and safe flying condition.



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Noteworthy is their DC-3/C-47, a legend in its own way. In World War II, it was known as the Sky-Train, Gooney Bird, and Dakota. By the time the Vietnam War came around, it had become well known as the legendary Spooky, Dragon Ship, and Puff-the-Magic-Dragon night-prowling gunship and airpower doctrine changer. It also became an icon for such major airborne invasion missions as Husky (Sicily), Overlord (France), Market-Garden (Netherlands), the Halyard rescue mission (Yugoslavia), the Berlin Airlift, Chosin Reservoir (Korea) aeromedical evacuation, and, during the Vietnam War, special operations missions.

This author also flew United Nations' missions in this same aircraft during the 1993 Somalia humanitarian relief operations in Africa. In fact, the actual aircraft at the museum (which is still flying), participated in the Normandy invasion airdrops of parachutists from the 101st Airborne Division, Screaming Eagles, which was featured in the TV series "Band of Brothers."

What a great way to celebrate a visit to this museum, dressed up as an airborne paratrooper (yes, they dress you up), flying in an actual World War II hero, Normandy Invasion participant, and aviation legend.

If you find yourself on the east coast, near New York City on Long Island, take a few hours out of your personal mission to visit this treasure trove of history ... while on the road.

For more information about the American Airpower Museum visit [American Airpower Museum](#)

**Below:** The P-51 Mustang is a long-range, single-seat fighter used during World War II and the Korean War. This airplane is painted with the "Invasion Stripes" on wings and fuselage used from D-Day onwards to help allied gunners distinguish friendly aircraft from those of the enemy. The German flags painted on the fuselage denote the number of kills credited to this plane's pilot.





**Top:** The presentations made good use of the Denton Embassy Suites Conference Center. (Photos: Lt. Col. Corey Stohquist)

**Below:** Southwest Region Commander Col. Martha Morris delivers the event's opening remarks.

### ***The Safety Corner***



### ***Southwest Region Sponsors Second Safety Symposium***

DENTON, Texas – On September 16, 2023, the Second Annual Southwest Region (SWR) Safety Symposium was held in Denton, Texas at the Embassy Suites Conference Center. A previous Safety Symposium had been held June 7-9, 2019, but had been on hiatus since then because of COVID-19 restrictions.

Organized by Southwest Region Director of Safety Lt. Col. John Kruger, the Safety Symposium hosted 42 Southwest Region members. Intended participants for this symposium were: NHQ Chief of Safety, CAP-USAF, SWR Commander, SWR Health Services Officer, SWR Cadet Program Officers, SWR Cadet Advisory Council Chair, Wing Commanders, Wing Safety Directors of Safety, and selected SWR Cadet Programs Directors, SWR Standards Evaluation Officers, SWR Aviation Maintenance Officers and other personnel who support the achievement of safety goals in their respective directorates. Also attending were several squadron Safety Officers from Texas Wing.



**Above:** Mr. Michael Nunemaker CAP chief of safety, talks to the symposium on *The Role of the SSO Review Officer*.

Lt. Col. Rick Woolford provided essential assistance with logistics as well as local and airport transportation. Col. Robert Castle, Maj. Israel Perez, Lt. Col. Jim Emory, and Mr. Michael Nunemaker assisted in completing information binders.

Presenters included:

- Southwest Region Commander Col. Martha Morris.
- Southwest Region Safety Director Lt. Col. John Kruger.
- Southwest Region Chaplain/Activity Chaplain Lt. Col. Nancy Smalley.
- Southwest Region Chief of Staff Lt. Col. Jerad Hoff.
- Texas Wing Deputy\_Director of Safety Lt. Col. Phil Crawford.
- Southwest Region Health Service Officer Lt. Col. Gerald Creager.
- CAP-USAF/SWR Commander Lt. Col. Jason Redlin.
- Southwest Region Standards Evaluation Officer Maj. Israel Perez.
- National HQ Chief of Safety Mr. Michael Nunemaker.
- Southwest Region CAC Chair Cadet Col. Noah Compton

The topics discussed included:

1. Demonstrate the ability to properly report a Significant Safety Occurrence (SSO) into the CAP Safety Information System (CAPSIS) in accordance with current NHQ Safety Guidance and the expectations of the SWR commander, and the ability to teach proper mishap reporting to others in accordance with these standards.

2. Given a reported SSO, demonstrate the ability to properly conduct and review a Significant Safety Occurrence in accordance with current NHQ Safety Guidance and the expectations of the SWR commander, and the ability to teach how to carefully review a significant safety occurrence and reporting in accordance with these standards to others.

3. Describe the elements required for an effective relationship between a unit commander and a unit safety officer or director. This relationship should include development of an initiative-taking command safety culture, development of effective command policies to support a safe operational environment, and development and ongoing implementation of an effective mishap reporting, analysis, and mitigation program.

4. Given relevant current and historic data, describe effective programs and actions to mitigate safety-related problems in operational and cadet program activities.

5. Given relevant current and historic data, develop a cooperative plan with the appropriate wing or region standards evaluation leadership to use check-ride trend analysis to mitigate potential flight safety risks.

### ***Symposium topics and Presenters***

Welcome/Introductions: SWR Director of Safety Lt. Col. John Kruger

Opening Prayer: SWR Chaplain Lt. Col. Smalley

Safety Briefing: Texas Wing Safety Director Lt. Col. Phil Crawford

0815-0830 Opening Remarks: SWR Commander Col Martha Morris.

SWR Health Services Officer Lt. Col. Gerald Creager,

CAP-USAF/SWR Commander Lt. Col. Jason Redlin

0830-0900 Relationship Building – SWR Commander Col. Martha Morris: “Your Commander”

0900-1100 SSO Reviews (Role of Review Officer) – NHQ Chief of Safety Michael Nunemaker.

1000-1015 Refreshment break.

1015-1115 SSO Reviews (Role of Review Officer) – NHQ Chief of Safety Michael Nunemaker.

1115-1215 Aviation Safety Challenges – Standards Evaluation Officer Maj Israel Perez

1215-1315 LUNCH

1315-1415 CAPSIS Capstone Exercise/Discussions – NHQ Chief of Safety Michael Nunemaker,

1415-1430 Break

1430-1530 Cadet Protection Discussion – Lt. Col. Jerad Hoff.

1500-1600 Update on Collaborative efforts – SWR Health Services Officer Lt. Col. Gerald Creager: Cadet Programs, Health Services, Chaplains

1600-1630 Cadet Feedback Presentation – SWR CAC Chair Cadet Col. Noah Compton: Engaging Cadets, Reducing Risk.

1630-1730 Round Table Discussions with all – Micheal Nunemaker, Col. Morris, Lt. Col. Kruger, and Wing Directorates

1730-1800 Wrap Up/Closing Remarks – SWR Commander Col. Morris

Closing Prayer – SWR Chaplain Lt. Col Smalley.

***Lt. Col. Corey Stohlquist***  
***SWR Assistant Director of Safety***

## On Writing

### ***Musings on Prepositions and Conjunctions***

AUSTIN, Texas – This column has covered the most common grammatical mistake made by those who don't pay attention to prepositions. This is not the province of the beginning writer, or even a case of inattention, but (sadly) seems to be a national trend.

One would imagine that Microsoft hires competent people, good at what they do, and for the most part that is the case. However, there is a fly in that ointment. Those of us who use Windows 10 or 11 and prefer the Microsoft platform, are familiar with the very large collection of world-class photos made available for display when the program is locked (cleverly called *Lock screen*). One can select a single image to be displayed all the time or have the program cycle through a collection of images that one has saved from other sources. However, the richest and at times surprising treat is to pick *Windows spotlight* for this function.

This morning, my computer displayed a wonderful image of towering rock formations in the sea, taken at Drangarnir, Faroe Islands. Shot against the sun (most likely the camera was under an overhead canopy or umbrella to protect it from the sun's direct light), it was admirably well framed, the visual masses balanced between light and dark, and with the usual teaser captions saying something about the photo.

In this case, centered on the screen, the following was displayed, "That trio of cliff-top explorers are gazing out at rock formations sculpted over time by waves and weather." At that point, for the first time, I noticed three tiny human figures on the left, standing on a plateau that overlooked three very large rock formations that seemingly emerged from the sea, with the sea all around them and separating them from the land. The figures gave scale to the gigantic panorama.

Yes, that came first, then a niggling bell rang in my editorial mind and I read the sentence more carefully. "That trio of cliff-top explorers are..." this time, the bell pealed loudly. It was a deep and majestic sound, from an imaginary bell at least the size of the Liberty Bell. My attention in full swing, I quickly parsed that "subject."

Technically, in a declarative sentence, what precedes the verb is the subject. Therefore, the subject in this case was, "That trio of cliff-top explorers." There are two nouns in this sentence fragment: "trio" and "explorers." The person who wrote the photo caption, perhaps out of habit, used "explorers" for the subject, and therefore the verb was stated in the plural, *are*. Wrong.

The preposition "of" in the middle of that sentence fragment separates the first part, "That trio," from the rest, "cliff-top explorers." The first part starts with "that," a conjunction that modifies the noun "trio," that is in the nominative case, making it a natural subject. Then, the "of" in the second part is a preposition that denotes a dependence of "cliff-top explorers" in relation to "that trio." Bottom line, "of cliff-top explorers" cannot be the subject, because the preposition makes it a dependent clause of "that trio."

In every case, when there is a preposition, this harks back to Latin and demands either the accusative or the dative case (direct object or indirect object, respectively), and neither of these cases can be the subject. Only a nominative can be the subject. The problem with prepositions is that they are so numerous in the English language that one cannot remember them all, especially since they can be one-word, two-word, or even three-word (Spanish, on the other hand, has only 19 prepositions, all one-word). The most common one-word English prepositions are: about, as, before, behind, down, except, for, in, like, minus, near, of, off, out, over, past, than, though, toward, under, until, and with. (For a complete list, please visit <https://www.english-grammar-revolution.com/list-of-prepositions.html> )

Therefore, the sentence should have read "That trio of cliff-top explorers is gazing out at rock formations sculpted over time by waves and weather" (because the trio is doing the gazing). 🇺🇸

**Lt. Col. Arthur E. Woodgate**  
SWR Editor-in-Chief

## ***How the Southwest Region Public Affairs Awards Program Works***

Starting with the January, 2013 issue of The Fly-By, Southwest Region Commander Col. Frank A. Buehe directed that the region will recognize contributions to The Fly-By (a directive approve by all succeeding commanders) 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](http://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](http://www.ap.org) – read it, study it, know it, and use it. 🇺🇸