



Group III, Texas Wing - SWR-TX-030



Civil Air Patrol



U.S. Air Force Auxiliary



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Newsletter - November, 2007

Of Silver and Souls

Hidden within the language lie many nearly forgotten similes, analogies, experiences and observations. These are the sum total of how we viewed our need to share knowledge, and how we solved it. In a simpler world of severely restricted technology, where survival needs were truly close to the land, the individual resorted to "the known" in order to describe "the unknown." Thus, today we think nothing of calling compensation for work performed a "salary," yet forget (or never knew) that the ancient Romans paid their soldiers with a few coins and a ration of salt (the Latin root here is "sal") and called it a "salarium." Why salt? Because if a person who doesn't consume enough salt is required to exert great physical activity, soon wastes away. It shouldn't surprise us that the Roman Empire paid its soldiers out of perfectly reasonable self-interest. Today, of course, we just go to the store and buy another package of salt. What do we care about soldiers 2,000 years ago having to walk hundreds of miles so they could fight a hand-to-hand battle?

The physical world, on the other hand, pales by comparison with the highly complex inner, invisible, ever-present world of the mind. Just think of it. The workings of the mind are generally accepted as being representative of the humanity in us, that in itself is taken as evidence of the existence and essence of the soul. "Soul," in turn, is a word of uncertain origin, perhaps derived from the Old Friesian "Sele" and Middle Dutch "Siele" which in turn is thought to be a transformation of the Middle Dutch "See" or "sea" – since the ancients believed that all souls came from the sea and, upon the body's death, returned to the sea.

Now let's take this soul, grow a bit bolder, and enter the uncharted territory of "humor" and "temperament" and "balance" – now, wait a minute! "Temperament" comes from "temper" and that's what blacksmiths did to metal to make it stronger. And "balance" is something one needs in order to remain upright while walking on a tight rope. What's happening here? As we take a harder look at the past, we notice that primitive wealth, once past the necessities of life, was exemplified by the ownership of precious metals and gems. Of the precious metals, gold was largely ornamental, while silver could also be quite useful. The silversmith knew that if he took the native silver, as just it came from a vein in the mine, and started beating on it with a hammer, it would extend and strengthen (hence, "beaten silver" or "hammered silver"), except that if the hammering went on for too long, the silver turned brittle, lost its strength, and shattered easily. (Have you ever known any "brittle" people?) The fix (for silver, of course) is to melt it and start all over again – but that doesn't work too well for people.

Curiously enough, if something simple and easy can be made complex and difficult, human beings know how to do that. There are those who don't believe in souls at all, and insist that we just react to external stimuli and that whatever we do is all a matter of "conditioning." I once asked a rabidly behaviorist psychology professor of mine to explain "creativity" in behaviorist terms. True to his bent, he replied, "Define the term creativity." So I said, "The phenomenon of hitting upon an idea or creating an object that had not existed before." His expression clouded over, after nearly-audible thinking whirrs (I think he might clicked his tongue a time or two), he finally offered, lamely, "It's some sort of higher-order conditioning." For an instant I entertained the thought of asking him why "psychology" itself was derived from the Latin word "psyche" (in turn from the Greek "psykhe") meaning "the soul, mind, spirit, breath, life, the invisible animating principle or entity which occupies and directs the physical body" – but thought about my course grade and chose to let it go. I believe the professor thought I had accepted his answer, so both of us were satisfied. He didn't teach me much, but I got an A.

Anyway, there's a great problem inherent to the practice of psychology. The greatest source of income for mental health practitioners is "third party payment" (insurance company payment, that is), and these demand that the diagnosis be accompanied by "a reasonable target date" for return to normalcy. In short, for profit reasons, the treatment had better be quick. Thus, in the interest of receiving compensation and being able to afford the Lamborghini, behaviorists have found a niche – they concentrate on teaching a perfect nut a different way of expressing that nuttiness, so that the neighbors won't complain about it. Therefore, once the behavior has changed, the behaviorist pronounces that poor wretch "cured." But here comes the kicker. Just because the "outside" goes through the right motions, how do we know that the "inside" is any different now than it was then?

Go figure. Frankly, if I were you, I'd get all the silver I can, until I have a great big pile of it, then trade as little of it as possible for a wonderful place I can enjoy for the rest of my life – keeping the rest of the silver for expenses. I would call that aim "balanced."

Wouldn't you?

Capt Arthur E. Woodgate, Editor

Group Staff Messages

Group Commander



A Great Month and Some Thoughts

October has been such an exceptional month for me, that I thought I'd share some of it with you. Only part of it relates to CAP, but I think you'll appreciate the non-CAP part too.

The Alpine Mountain Flying event was fantastic as always, and Lt Col Groggel and her team did a stellar job (as they invariably do) managing the mission and getting everyone's training done. Noteworthy at this year's Alpine was a pretty good contingent of students from Oklahoma, who came down to take our training program for mountain qualification. It's nice to see other wings reaching out to us, to receive the high-caliber training we offer through this outstanding Texas Wing Program. Some of you might be astonished to know that upper levels of CAP command had some serious concerns about Alpine, and had evidently suspected that it was some kind of boondoggle, but the professionalism of the training, including the Incident Command Staff, the instructors, the Safety Pilots, and the Safety Program, all spoke eloquently for themselves and put those concerns to rest. I had the privilege of flying with – and evaluating – Col Smith on his second qualification flight. After the flight, he told me that he recognized the quality of training and the high level of professionalism in our program, and that he would

be communicating that back to the Region Commander. I was glad to hear that. I'm glad to see our wing get the credit it deserves for all of the right things that we do.

Then I changed gears. My departure from Alpine was a little bit different than it normally is, because this time I was driving. Yes, driving. Some of you may already know that back in March I took a vacation out to Big Bend National Park. I had a great time while I was out there, and as I was making plans for the October Alpine, I decided to head back down to Big Bend after the exercise was over. You just can't have too much of a good thing. So I packed my telescope and mountain bike, drove out to Midland to pick up George Villalobos (the Air Force Reservist for Alpine), and we headed to Alpine. Then, after the training was over, George and I went on to Big Bend.

If you've never been to Big Bend, you need to go. It's the most remote national park in all of the National Park Service System, and you can really feel that. On our last day in the park, George and I mountain-biked all of Ore Road, starting at Dagger Flats and going all the way down to the Rio Grande. On that 29-mile trek we didn't see another human being. We spent about three and a half hours pedaling, and another two hours when we stopped for lunch, enjoying the sights, hiking out to the Ernst Tinaja, and changing flat tires (George got three flats on that ride). Try to imagine spending five or six hours biking through the desert mountains of West Texas, and not seeing another soul. That ride was so remote that we took a GPS and satellite telephone with us, just in case we had some kind of emergency! Let me tell you, it was really something. And the views – Wow – Just spectacular! I'll tell you again. If you have never been to Big Bend, go. I'm hooked on it. If you go, you will be too.

Now that Alpine is over, we're staring at the end of our calendar year. I'm really looking forward to Thanksgiving, the holiday season, and the new year. Actually, I have a hard time believing that it's November already. We've got some reports to do and some awards to consider, so please be thinking about that in the coming weeks.

In case I don't talk to you before then, "Have a great and safe Thanksgiving."

Lt Col Owen Younger, Commander
Tertia semper primoris

New Staff Appointment



Group III Deputy Group Commander - South

This is both a "Thank you" and a "Welcome," as this position is smoothly transitioned into new hands.

I would like to thank Maj Doug Wallace for looking after Group III squadrons in the southern sector. In this capacity, he took some of the burden of command from me, and helped with details, obligations, and conflict resolution. He kept me informed of what was going on and helped me maintain an important part of Group III on track. His contribution to Group III has been significant, and helped maintain the high standard this command is known for.

Now I welcome Maj Dan Williams, commander of the Joe Kittinger Phantom Senior Squadron, as the new person in charge for this sector. He is uniquely qualified for the job in that he possesses considerable command experience at the squadron level, is a competent mission pilot, has shown true talent as a manager of assets and personnel, and is proactive in seeking and achieving the best solution to any problem. In his quiet and respectful way, he always gets the job done with a minimum of fuss. More important still, he has always commanded the confidence, admiration and respect of his subordinates, peers, and superiors alike.

Group III is lucky to have such individuals who, when asked, are willing to shoulder the burden and responsibility of yet "another hat."

Lt Col Owen Younger, Commander
Tertia semper primoris

Aerospace Education



Making the AE Program Work for CAP

Recently, I had the opportunity to attend the National Staff College. This was a great learning experience and I highly recommend it. One of our assignments was to work on the CAP retention challenge. Currently, CAP as a whole is only retaining about 30 percent of our new cadets. Exit interviews indicate that the lack of meaningful activities is one of the major reasons for cadets leaving the program. This suggests to me that many squadrons across the nation are not really using the AE program as effectively as they could.

As a minimum, squadrons should be taking advantage of the following AE activities.

1. Each squadron should participate in the **AEX** program. This provides six AE activities and an AE event such as a field trip or an O'Flight day.
2. The **Model Rocketry** program should be offered as well. Of course, the AEX program and the Rocketry program really go hand in hand.
3. Each cadet should have the opportunity for **O'Flights**. Please remember that this may be the main reasons cadets are attracted to CAP.

Since money is often an issue, we should pursue outside funding. One source available to each squadron is the Air Force Association (AFA). To support CAP's aerospace education programs, the AFA provides aerospace education grants to squadrons up to \$250. All the information and forms may be found on the National AE web page: http://www.cap.gov/visitors/members/aerospace_education/ This year, the AFA Dallas Chapter funded our Group III Rocketry Day. Of course, there are numerous local business that offer grants. AEO's should develop a good plan and then pursue whatever finances are needed for the implementation of that plan.

In summary, Aerospace Education is an important part of our mission. As the Groups III squadrons continue to provide strong AE programs, I know that our retention rate for cadets will continue to be much higher than the national average.

<p>Cadet Programs</p> 	<p style="text-align: right;">Ch (Maj) Ron Whitt, AEO</p> <p>Wreaths Across America</p> <p>Now is the time to put this event on your squadron's calendar. Wreaths Across America will be held on Saturday, December 15 this year. With ceremonies all around Texas there should be one near you. For more information on this program and to find a list of cemeteries in Texas go to http://www.wreaths-across-america.org/</p> <p>Veteran's Day Events</p>  <p>With barely over a week before Veteran's Day, I would like to encourage each of you to plan on participating in a ceremony in your area. Many areas will be having parades or ceremonies on Saturday Nov 10 this year. Let's take this opportunity to show our support for our Veterans past and present. (The poster will print as an 11x14, and is 2.7MB in size.)</p> <p>Group III CP Staffing Needs</p> <p>Group III Cadet Programs needs a few good people with managerial skill to be project officers for group-wide events over the next year. Applicants need not be cadet programs officers to apply. If you or anyone you know would like to help make Group III Cadet Programs the best in Texas, please e-mail me.</p> <p style="text-align: right;">1st Lt Opal McKinney, CPO</p> <div style="border: 1px solid black; padding: 5px;"> <p>Letter on Cadet Participation in Emergency Services Missions, 7 July</p> <p>Please read an important policy letter from the National Commander.</p> <p style="text-align: right;">Col Joe R. Smith, TXWG CC</p> </div>
<p>Chaplain</p> 	<p>A Change of Duty</p> <p>Our beloved Chaplain (Maj) Ron Whitt has accepted the position of Texas Wing Chaplain, which had been briefly vacant as a result of Chaplain (Lt Col) Nancy Smalley's acceptance of her new post at Southwest Region. Rather than abandoning Group III, Ch. Whitt has now embraced all of Texas Wing. A larger flock is his.</p> <p>So for this month, since a replacement for Ch. Whitt has not been found, I've selected a message written by U.S. Air Force Chaplain (Lt Col.) Jeffrey L. Neuberger, 92nd Air Refueling Wing chaplain, on the subject of "Glorifying God, Honoring Airmen, Serving All"</p> <p style="text-align: right;">Capt Arthur E. Woodgate, Editor</p> <div style="border: 1px solid black; padding: 5px;"> <p>Churches Ministering to the Military Family</p> <p>I will be sharing a one-hour conference on Churches Ministering to the Military Family at the Copperas Cove Public Library on Sat, Nov 10th at 11a.m. This is a dual approach to both the deployed member and the family remaining behind.</p> <p>The conference is designed especially for pastors, spouses, and children or parents. The registration fee is \$5.00 per person to defray room cost and handout. Please send registration to – Ch. (Lt Col) George S. Kelly, 135 CR 4709, Kempner, TX 76539</p> <p style="text-align: right;">Chaplain (Lt Col) George S. Kelly</p> </div>
<p>Chief of Staff</p> 	<p>Open Group III Staff Positions</p> <p>Chief of Staff and Emergency Services Officer. For details, please contact the Group Commander</p> <p style="text-align: right;">Lt Col Owen Younger, Commander</p>
<p>Finance</p> 	<p>Group III Patch Available</p> <p>Are you on Group III Staff? Wear the Group III Staff patch proudly. At \$5.00 each, they are a bargain and show your commitment to Group III and the CAP program. (Click on the image for a larger view.)</p>  <hr/> <p>Group III Coins Available</p>  <p>Our mint has delivered a batch of new Group III Commemorative Coins, and you may own as many as you wish, for \$10.00 each. They make wonderful gifts for your loved ones ... or even yourself. (Click on the images for larger views of the obverse and reverse.)</p> <p>To purchase either Group III Patches or Group III Coins, please contact Maj Laurie Lancaster - laurielancaster@yahoo.com</p> <p style="text-align: right;">Maj Laurie Lancaster, FO</p>
<p>Honor Guard</p>	<p>Forney Homecoming Parade, 29 September</p>  <p>FORNEY, TX – As the Group III Honor Guard marched briskly down Main Street in Forney, Texas a spectator felt compelled to yell out “Yeah for America!” It was a proud moment for the cadets in the</p>



Homecoming Parade for Forney High School.

The cadets marched sharply in front of the high school band. It was a bit challenging at times, keeping the proper cadence even though it was not in time with the band music. Representing Group III were Honor Guard Commander C/Capt Rebecca McKinney, C/SMSgt Johanna Cohen, C/MSgt Matthew Garcia and C/SSgt James Gulliksen.

Reunion of the 402nd Fighter Group, 13 October

ADDISON, TX – Tucked neatly between the vintage aircraft, at a chevron of tables, the airmen of the 402nd Fighter Group stood at attention as the Group III Honor Guard presented the colors. The WW II veterans were truly grateful and impressed with the cadets as they performed their ceremony last 13 October at the Cavanaugh Flight Museum in Addison.

The 402nd Group is getting older and smaller, but its members still retain vivid memories of their fighter days. One was a mechanic, another one a pilot, still keeping in touch with each other and getting together annually for a dinner and remembrance. Many of their wives took the time to come and thank us for honoring them.

To add an extra challenge to the evening, the final table arrangement was not settled until five minutes before the ceremonies began. The cadets did an exemplary job of winding through the aircraft and presenting the colors in a disciplined, military fashion. Representing Group III at this event were Acting Commander C/MSgt Scott Gulliksen, C/2Lt John Michael Leroy, C/SMSgt Daniel Stolzer and C/SSgt James Gulliksen.

Waxahachie Practice, 21 October

WAXAHACHIE, TX – After a busy couple of days at an Emergency Services Bivouac in Waxahachie, a dozen cadets chose to stay an additional three hours to practice for the upcoming Veteran’s Day Parade in Dallas. This practice was held on 21 October, with enough Honor Guard members present to be able to practice both a Colors Element and a Rifle Element.

C/SrA Tim Kleinmeier led the rifle practice, while C/SMSgt Johanna Cohen led the colors practice. Both of these cadets, along with C/TSgt Sarah Heitzmann, attended the National Honor Guard Academy last summer. The Honor Guard is privileged to count them as members, and grateful that they can rely on their expertise. The Veteran’s Day Parade will start at approximately 1100 in downtown Dallas.

Training Meetings This Month

Our next practice will be in Waxahachie on Sunday, 4 November, from 1400 until 1700. We’ll be practicing for the Veteran’s Day Parade, as well as discussing plans for Wreaths Across America – coming up on 15 December.

Join the Honor Guard

For more information on joining the Group III Honor Guard please contact [C/Capt McKinney](#) or [2d Lt Don Gulliksen](#).

2d Lt Don Gulliksen, HGO

Inspector General



Inspection Status

Due to Capt Manley's slow recovery, there are no inspections scheduled at this time. He is expected to be back among the movers and shakers soon, and he'll put together a new schedule at that time.

Capt Arthur E. Woodgate, Editor

Inspection Schedule

Charter #	Unit Name	Date	Comment
TX-352	Kittinger Phantom Senior Squadron	21 April	
TX-030	Group III	5 May	
TX-376	Waxahachie Composite Squadron	4 August	
TX-390	Addison Composite Squadron & TCA Flight	9-10 June	
TX-148	Waco Composite Squadron	14 July	
TX-391	Dallas Composite Squadron	Day TBD September	
TX-351	Pegasus Composite Squadron	11 August	
TX-133	Irving Composite Squadron	Early 2008	
TX-803	Red Oak Oaks Cadet Squadron	17 November	
TX-076	Crusader Composite Squadron	Day TBD September	

Capt Steve Manley, IG

Civil Air Patrol Ethics Policy

On 25 August 2005, the National Commander issued this [policy letter](#) as a guide for all CAP members. Please make sure that you understand it, implement it, and remain vigilant concerning any violations.

Inspection Schedules

Unit inspection schedules are [now posted](#) on the Group III website's Squadron Support / Inspector General page.

Capt Steve Manley, IG

Professional Development



Hold a Workshop to study the Senior Officer's Course (old ECI-13)

These are the 4 volumes that govern this course, offered below in MS Word format (minus pictures and diagrams).

- [Vol 1 History, Mission, and Organization](#)
- [Vol 2 Professional Knowledge](#)
- [Vol 3 Communication Skills](#)
- [Vol 4 Leadership](#)

For ease of use, download these document to your computer or copy them to a disk. You might find it easier to study the material on your computer.

Anyone can attend the workshop, but it is best if each student is enrolled in the 000013 course. During the workshop, students will work through all four volumes of the course, including the questions at the end of each unit. Students should also order the exam, so they can take it at the end of the Workshop.

To sign up for the course and request the exam online, go to the AFIADL website – <http://www.maxwell.af.mil/au/afiadl/> – and select **e-Customer Support**. To register, you need to fill out an AFIADL Form 23. The course material will be sent to your home address of record.

Your can plan the workshop for a single day, or you can cover the material over a four-week span. Pick whichever will work for your unit and best help students progress through the entire correspondence course.

If you have questions on how to conduct this Workshop, or would like to set one up for me to conduct, please contact me.

Senior Member Training Opportunities

Date	Course	Place	Comments
23-25 November	STEP/TLC. Details on Texas Cadet website.	Camp Mabry - Cost \$45, Register by 7 Nov.	Contact: Lt Col Dawn King

1st Lt Vanessa Smith, PDO
tx438pdo@yahoo.com

Public Affairs – Veterans Day Event



Veterans Day Parade - Saturday, 10 November



All cadets and senior members in the Dallas and surrounding areas are invited to march in the Dallas Veterans Day Parade on 10 November 2007. This is a Saturday morning, the day before the actual Veterans Day.

Participants will meet at the Reunion Arena, Parking Lot E, at 8:30 a.m. for lining up. 1st Lt Opal McKinney, I, and other members will be available to answer questions on that morning. We are hoping for a great member turnout this year, not just cadets.

The UOD will be Service Dress with Jackets if you have them, or Class B with a tie otherwise. Also, bring something to keep warm while lining up, such as a light-weight blue jacket. Civilian coats will not be worn while marching, but are OK for before and after the parade. Please [contact me](#) if you need answers.

Here's the [route information](#) for those who cannot march but would like to view the parade.

Maj Paul Perkins, ESO

Public Affairs – A Friend's Passing



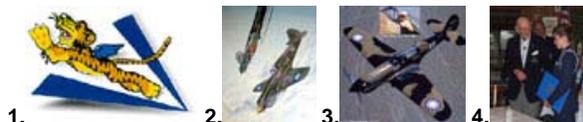
In Memoriam Brig. Gen. David Lee "Tex" Hill, USAF (Ret), 11 October



TERRELL HILLS, TX – The dry style of official obituary writing doesn't do justice to a living legend, and that's exactly what David Lee "Tex" Hill was. I know he would have much preferred a celebration of life, because he lived his to the fullest, was heavily involved in the caring for others, and generously gave of his time, assets and good name in pursuit of worthy causes. He was affable, candid, endowed of a superb sense of humor, a natural leader, and blessed with a sharp mind and clear intelligence. We were lucky to have him around for over 92 years.

The litany of his achievements is truly impressive. Born in Korea on July 13, 1915, the son of Presbyterian missionaries, by 1941 he was an accomplished dive-bomber and torpedo plane Navy pilot. When given the opportunity, months before the attack on Pearl Harbor, he agreed to resign his commission and join Col. Claire Chenault's American Volunteer Group – the legendary *Flying Tigers* – that flew Curtiss P-40 *Warhawks* (the Allies called them *Tomahawks*) – with Chinese Air Force markings. The unit's patches, whimsically designed by Walt Disney, depicted a Bengal tiger, a Panda Bear, a Cowboy... but the planes wore the painted jaw of an ominous, ferocious tiger shark, blood-red tongue showing inside.

After the Pearl Harbor attack, America was late in joining the fray, smarting from the loss of naval ships and life, and the public was starved for successes. The Flying Tigers gave these to them. In spite of engaging much more maneuverable Japanese fighter planes, the American aircraft had better armament and could withstand greater punishment in battle. As the American pilots fought on, they improved their tactics and were able to prevail against a more numerous enemy aerial force. In short, the Americans always won and the American people loved them.



[1] The Disney-designed American Volunteer Group Squadron patch. **[2]** An artist's rendition of a P-40 in Flying Tigers' markings after a Zero "kill." **[3]** A photo of a Commemorative Air Force P-40, restored to flying condition and painted in Brig Gen's Hill's own paint scheme. The inset shows "Tex" Hill in the cockpit, on the ground (*Photo copyright CAF*). **[4]** After presenting Cdt Emily Brandt with her Brig. Gen. Billy Mitchell Award Certificate in 2005, "Tex" Hill offers his congratulations and some impromptu advice. (He always referred to the cadets as "my cadets.") Standing in rear are Capt Dave Badal, squadron commander and (seated) Capt Thomas Adams.

On July 4th, 1942, the American Volunteer Group was disbanded and its assets absorbed into the U.S. Army Air Force's 23rd Fighter Group. As he re-entered service in U.S. uniform, "Tex" Hill accepted promotion to Major and became the first commander of the 75th Fighter Squadron, earning the sobriquet of "Shark One." This proud call sign would stay with him for the rest of his military aviation career. During the closing months of World War II "Tex" Hill commanded the 412th Fighter Group, the first jet unit in the Army Air Forces, flying the Bell XP-59 first and later the Lockheed P-80.

In the end, he was credited with 18-1/4 kills, making him a "Triple Ace Plus" ("Ace" denotes 5 kills, and he had become an Ace in a matter of weeks when first flying over China).

It is said that the military wear their service record on their chest. Among many others, "Tex" Hill wore the Distinguished Service Cross (awarded belatedly, in 2002, for WW II service), the Silver Star, the Legion of Merit, four Distinguished Flying Crosses, the British Flying Cross and six Chinese combat decorations. He logged 3,500 hours, flew 150 combat sorties, tested the first U.S. jets, and after WW II joined the Texas Air National Guard, again flying as a fighter pilot during the Korean Conflict. Then, at age 31 he became the youngest Brigadier General in the Texas Air National Guard's history.

He made his home in Terrell Hills near San Antonio, where in 1942 he met and married Mazie Caroline Sale of Victoria, TX, his surviving life-long companion and mother of his children. John Wayne portrayed him in the 1942 movie *The Flying Tigers* and later met him in person. On the spot, the two men became life-long friends, sharing many hunting parties and country outings.

Honors followed "Tex" Hill all his life, among others: in 1997 he was inducted into the Confederate Air Force's Combat Airman Hall of Fame; in 1999 he was inducted into the Texas Aviation Hall of Fame; in 2002 the San Marcos Composite Squadron, Civil Air Patrol was renamed the David Lee "Tex" Hill Composite Squadron in his honor – and at that time he was made an honorary life member of the U.S. Civil Air Patrol; a tree was planted in his name in the prestigious International Forest of Friendship in Atchison, Kansas; and he was honored by the Texas House of Representatives who introduced H.R. 483 to acknowledge his distinguished service to our nation.

In addition, in 2003 a street was named after him at the Heaven's Landing Airpark near Clayton, Georgia along with four other WW II Fighter aces – Chuck Yeager, Bud Anderson, Robin Olds and Gunther Rall; he was also inducted into the Kentucky Aviation Hall of Fame and the Former Texas Rangers Foundation. Being honored at major air shows throughout the country became a commonplace, and in 2006 he was inducted into the National Aviation Hall of Fame.

"Tex" Hill was a complex man, who earned the admiration, respect and loyalty of those who served with him. A truly moral man, he loved flying but loved people even more. As a result, he cared about the present and the future, even though he himself was nearing the end of his road. On March 23rd, 2005, when he presented the Gen. Billy Mitchell Award to Cdt Emily Brandt, he addressed the cadets of the David Lee "Tex" Hill Composite Squadron,

"The world has changed," he said, and advised those who thought of entering a life of service in the military to expect many uncertainties in a changing, ever-shifting political climate. "Terrorism," he said, "is a cruel and nearly invisible enemy." He then expressed his admiration for our modern Armed Forces, and reaffirmed his faith in America's youth. "You, too, may need to play a part in this fight. But if you do, I know you'll do well." Then he added, "We always have." And his nearly-centenarian face lit up with a bright spark of remembered youth.

In a recent conversation, the Air Force's chief of staff, Gen. T. "Buzz" Michael Moseley said, "Tex Hill has forgotten more about leadership and what's important than most of us will ever know."

"Tex" Hill took his leadership obligations very seriously, and always went that extra step for those he befriended. On September 15, 2007, he sent an e-mail to U.S. Army SGT Thomas Adams, currently deployed in Iraq, telling him, "I'm praying for you, Tom, and for your safety. I hope you'll come visit me when you return home." SGT Adams, who is also a Captain in the U.S. Civil Air Patrol, recently wrote to me saying, "I guess I'll have to go to the Ft Sam Houston National Cemetery. I hope to be home in January, after over 15 months of combat operations in sunny Iraq."

"Tex" Hill embraced life fully, and enjoyed his fun. Quite active in the Commemorative Air Force, he had attended their Annual Air Show for 20 years, only missing this year's because of his failing health. CAF Col. Ollie Crawford reported on October 7th,

As you know, his health has been on the decline for a long while. I try to see him every day and see if he or the family are in need of anything. As you can imagine, his wife and daughters are highly protective of his privacy, but I would like to pass on a remarkable thing that happened this past Thursday. He sleeps most of the time, but that morning he woke up and said that he would like to have a party.

Several friends were notified and arrived that afternoon to visit with the great man, a visit that could well turn into a farewell. And there were surprises. Our own John Agather has one of the finest singing voices I have ever heard, and presented his version of the Mills Brothers and Frank Sinatra – which Tex seemed to enjoy very much. Another old time friend played a guitar, and Tex joined in by playing a harmonica.

His doctor called to see if he was still with us, and when he found out what was going on he rushed over to join the party. Mrs. Hill was rather upset about the whole event, but told me yesterday that it was Tex's party, and that she was happy after the fact, especially since Tex had survived the ordeal. When I saw him yesterday, he did rally for a short time and held my hand for a few minutes, but was in no shape to visit. Today was another day of deep sleep.

The official notice reported that, "Gen Hill, 92, died of congestive heart failure" at his home in Terrell Hills. His wife, Mazie, and his two surviving children, Shannon Schaupp and Loma Skinner, both of South Carolina, were at his bedside. Before he died, his wife told him, "You're free to go." He is survived by 7 grandchildren, 10 great-grandchildren, and numerous other relatives.

"Tex Hill was a genuine American hero and a Texan of the highest caliber," said Gov. Rick Perry. "Whether he was flying from the decks of a carrier as a naval aviator, fighting with the legendary Flying Tigers of the American Volunteer Group, winning a Distinguished Service Cross or commanding the first jet unit in the Army Air Forces, he always led from the front."

Col Ollie Crawford said, "Tex was a close personal friend and hunting companion." Then, speaking for all of us, he added, "He will be missed by all who knew him."

His funeral was held at 1 p.m. Tuesday, October 16 at the Alamo Heights United Methodist Church in San Antonio. His last flight took place at Fort Sam Houston National Cemetery at 2:30 p.m, when it had been planned to have aircraft over-fly the burial site in his honor, including four Apache helicopters from Fort Knox, followed by four A-10s from Moody Air Force Base, in turn followed by four P-51s, and then a lone P-40 – spanning 70 years in military aircraft design. Low ceilings, however, prevented this intended show of respect.

The funeral procession was led by about 20 veterans on their motorcycles, and the end of the column was so long that it stopped traffic. A USAF burial and honor guard did the grave-side honors, the flag was folded, and General Looney, a 3-star officer, presented it to "Tex" Hill's widow Mazie. The honor detail fired the customary three volleys in farewell, as taps sounded in the distance. "Amazing Grace," played on bagpipes, closed the very moving service.



[1] Amid American Flags, the widow departs for the cemetery. **[2]** At the burial site, the Honor Guard takes "Tex" Hill's flag-draped coffin from the hearse. **[3]** Gen. Looney presents the folded flag to Mazie Hill. **[4]** At the end of the ceremony, Gen. Looney's colors are retired. (Photos: 2d Lt Amy O'Neil, CAP)

As a child, Tex Hill had gone to school at the San Antonio Academy. Four young men from that school stood at attention, in uniform, and rendered a military salute to the legendary ace, perhaps the most famous alumnus of their school. Had he been able to, "Tex" Hill would probably have said, "What's all this fuss about?"

(Parts of this article were contributed by CAP Lt Col Tex Collins, CAF Director of Public Relations Kay Crites, CAP Capt Thomas Adams, CAP 2d Lt Amy O'Neil, Express-News writers Carmina Danini and Sig Christenson, and U.S. Air Force staff writers.)

Capt Arthur E. Woodgate, PAO

**Public Affairs –
About Another
Legendary Pilot**



U.S. Air Force Dedicates Statue of Brig. Gen. Charles "Chuck" Yeager

SOUND BARRIER PARK, CA – When Maj. David Lee "Tex" Hill re-entered service in the U.S. Military after the "Flying Tigers" Squadron had been disbanded, being one of the few US pilots with actual combat experience, he was asked to contribute to the war effort by speaking to aviation cadets across the country. Cadet Charles "Chuck" Yeager, in Luke Field, AZ, was one of them and, by his own account, he and his classmates instantly idolized this tall, lanky, easy-going Texan who, in their mind, was some sort of god of war. "He had actually shot down other planes in the air," he recalled, upon learning of "Tex" Hill's passing away last 11 October.

"[Tex Hill] has been a role model for a whole lot of fighter pilots. He was in the right place at the right time, and also was able to take advantage of the situation," he added, as reported in the San Antonio Express News.

"Chuck" Yeager himself went on to serve with distinction over Europe, where he shot down five German Messerschmidt Me-109s on a single mission. By the end of WW II, he had been credited with 11-1/2 kills, including a Messerschmidt Me-262 jet fighter which he bested with his slower – but highly maneuverable – piston-engined Mustang P-51. When the war was over, he became a well-known test pilot.

On 14 October 1947, less than a month after the creation of the U.S. Air Force, the Bell X-1 rocket plane, which then-Capt "Chuck" Yeager had named "Glamorous Glennis" in his wife's honor, was launched at altitude from the belly of a modified B-29, and reached a speed of Mach 1.06 at an altitude of 43,000 feet over the Mojave Desert, near Muroc Dry Lake, CA, landing safely in an unpowered glide. Prevailing security considerations kept the news unheralded for 18 months, since many had thought this an impossibility at the time. This is why "Chuck" Yeager didn't get a whole lot of recognition when his record flight was finally announced. The Bell X-1 that he flew is now displayed at the Smithsonian Institution (photo at right).



Over 28 years after his historic flight, and after he had retired from the Air Force, Congress passed a resolution on 23 December 1975 awarding him the newly-created Congressional Silver Medal of Honor, which was bestowed upon him by the President of the United States during a ceremony at the White House on 8 December 1976. It would seem that the honors due him had been completely fulfilled. Not so. By all accounts, after retirement he had



become "a useful permanent fixture" at Edwards AFB, where he made himself available as an advisor and took every opportunity to get into an Air Force jet's cockpit for some "quality stick time."

With the birth of the Internet, news travel freely. This is how CAP Lt Col Roy D Hill got a message sent to him by Lt Col John Petlin, USAF (Ret), a former B-52 pilot. Thereupon, Col Hill sent it to CAP Lt Col Tex Collins, who in turn sent it to me. It appears that someone who calls himself "Desert Dan" (I Googled the name but didn't find any sure hit) has circulated a home-spun report on "Chuck" Yeager's bronze statue that the U.S. Air Force dedicated in his honor last 30 August at Sound Barrier Park, CA, near the Air Force Test Pilot School, Edwards Air Force Base, CA. At one time, Gen Yeager had commanded this school, so it is a fitting place for him to be remembered.



Below is Desert Dave's article (slightly edited, of course; I worried about one of the quotes, but who am I to censor a general?).

The Continuing Adventures of Desert Dave and his Camera at Large

There are precious few things that'll get me out of bed at 4am, but add an invitation to hear General Chuck Yeager speak at the dedication of a statue of his likeness at the "Sound Barrier Park" in the heart of Edwards AFB to the short list.

Chuck seemed a little bit humbled by the honor (no, really!), but he also managed to get a few licks in. "I'm a bit PO'd," he quipped, "watching all these airplanes buzzing around and I'm not flying them."

"I'm 83 and I could fly in an F-16 with no problem, but General Bedke doesn't think so," referring to the Air Force Flight Center commander, Maj. Gen. Curtis Bedke, who some years ago stopped letting him fly Test Pilot School fighters. His last military flight was a supersonic hop in an F-15 to open the Edwards Air Show, four years back. Yeager was age 79 at the time.



[1] It was a fairly small ceremony, but check out the front row of guests! [2] (L-R) Clay Lacy (record-setting aviator, Clay Lacy's company shoots about every piece of air-to-air film you'll want to see, including virtually all airline commercials), Frank Borman (yeah, the flew-around-the-moon Apollo 8 guy), Bob Hoover (greatest pilot ever lived, period), and Baron Hilton (an accomplished aviator, and the next best Hilton to meet after Paris). [3]-[4] Media coverage was very light. There were no more than a half dozen photographers, a few from the Air Force, a couple from the local desert newspapers, and me; so I guess these would qualify as "rare historic photos", huh? [5] Yeager ended his speech by joking with Bob Hoover that they were getting close to running that last checklist. "When we do," he said, "the last item will be – Man, we had a ball." (I'll bet they did!)

Back to Googling, I took a look at www.chuckyeager.com, which was interesting but didn't offer me what I was looking for. So I Googled some more and found <http://www.engineerscouncil.org/Yeager/Gallery/StatueDedication.htm> (obviously a page from Chuck Yeager's official website) from which I lifted the following paragraph:

In the soothing shade of the large cottonwood trees of Sound Barrier Park, an assemblage of Yeager's contemporaries and other aviation luminaries participated in a resounding tribute to the life and career of Chuck Yeager. The event was opened by a pair of F-16's which laid down a sonic boom over the park, to the delight of approximately 200 in attendance. Maj. Gen. Curtis Bedke, commander of the Air Force Flight Test Center, fondly remarked, "General Yeager inspires all of us and when he retired he didn't leave us behind. He continues as an advisor to many commanders at Edwards AFB and we hope to have many, many, many more years of his friendship. He's been called a legend, a hero, the real deal, the most righteous of all those with the right stuff."

Truly, Chuck Yeager's is best defined as "a life well-lived."

Capt Arthur E. Woodgate, Editor

**Public Affairs –
An Editorial
Adventure**



Why I Chose "The Amazon Jungle Marathon" for Newsletter publication

DRIPPING SPRINGS, TX – When 2d Lt Michael Bownds, Addison Eagles Composite Squadron's PAO, sent me the article that appears immediately below, he wrote, "Although the event has nothing to do with CAP, I think it is extraordinary." So I read it. And yes, he was right, it is extraordinary. The prose wasn't perfect (however, since I edit every single word that appears on this newsletter, that didn't bother me one bit), but the narrative's openness and honesty were devastating. As a bonus, his descriptions bordered on poetic, and his matter-of-fact description of untold dangers and hardship had the bloom of first thought, truth, and personal commitment. In a way, it had a "coming of age" ring to it. To put it mildly, the piece won me over in a heart beat.

I've never set eyes on SM Judah Mordecai Epstein, yet I feel I know him intimately. I've seen his picture, of course, and that tells me that he looks as young as he is, but a picture is, truly, only skin deep. There's a whole lot more to people than their looks. The article I had before me, with all its flaws, was a testament to determination, self-test, and competitive team spirit.

"Competitive team spirit" might seem like an oxymoron, but it really isn't. It's very easy to be individually competitive, and even win every now and then, but that's the kind of person who will get you killed in combat. And

anyone who has served in the military knows how dangerous that kind of individual can be. On the other hand, those who are team-oriented, and capable of uniting in harmony to put the collective strength to the test, are a different breed. To them go the spoils, because they win the skirmish, the battle, and the war.

As I examined the thoughts that reading this article had elicited in me, and digested the author's grammatically undisciplined and scattered narrative, which acquired a literary form of its own that had been given to it by the jungle in which it had been born, I said to myself. "Michael is wrong. It does have something to do with CAP, after all."

SM Epstein's article exemplifies the core value of "Excellence," as well as "Service before self." He took his body, the temple of his soul, and put it to the test under the most trying of circumstances, entering the most extreme and brutal competition known to modern man, voluntarily undergoing an ordeal that would have made most people blanch, turn away, and go home. Not he. Instead, he overcame all obstacles, relied on his strengths, managed his weaknesses, directed himself wisely, and won. No, don't take me wrong, he didn't come in first out of the jungle. By winning I mean that now he counts himself in the 60% of entrants who finished the race. That's all he had set out to do, and he has done it. In the process, he proved that it certainly helps to be well trained, but without heart you won't get very far.

He also proved something else. You don't have to be a PAO to get published. You only need to send in good stuff.

Capt Arthur E. Woodgate, PAO

**Public Affairs –
A Jungle
Experience**



The Amazon Jungle Marathon – The World's Toughest Foot Race, 8-14 October

ALTER DO CHÃO, PARÁ, BRAZIL – My life-long dream had been to travel through the Amazon, a jungle alive with flora that holds the key to so many scientific discoveries and fauna and terrain to astonish any adventure seeker. Having experienced several adventures throughout the world, I sought to compete in the extreme challenge that would be my Amazon adventure. The Jungle Marathon, advertised as a 200 km extreme, ultra-marathon, unsupported foot race deep in the Amazon Jungle of Brazil, fit the bill.



In this race, every participant needed to carry all his equipment for the 7-day duration, including food and gear. The nights would be spent sleeping in hammocks in the jungle or along the Tapajós River. Additionally, the difficulty is not so much the 200 km distance, as the intensity of the treacherous terrain and slopes spawned by the harsh jungle conditions.

Upon arriving at the departure point, in the small beachfront town of Alter do Chão (in the State of Pará), I met other competitors from all over the world who had come for this extreme ultra-marathon. All told, there were 46 of us. Some adventurers told stories of surviving gun battles with poachers while photographing wild mountain gorillas, or embarking upon a canoe trip down a river in the Congo in the midst of a civil war. Nearly all of them had previously run other ultra-marathons elsewhere, including the South Pole, the Sahara Desert, Mongolia, the North Pole, the jungle of Borneo, and more. They had come to the Amazon to challenge the event known by all extreme ultra-marathoners as the toughest race on the planet (in 2006 – with no American competitors– only 59% completed the race).

Not until arriving in Brazil had I dreamed that in a single leap I would go from the tame 8-mile "Turkey Trot" Thanksgiving road race I'd run on the flat terrain of Dallas, Texas to the hardest race in the world. Perhaps I should have trained better by first entering other ultra-marathons in tough terrains abroad – or at least in Colorado's Rocky Mountains. Or I could have competed in simple marathons at home, or even a half-marathon or two. But none of these races had peaked my interest. I bore easily and don't like to run unless there is something interesting to catch my attention. So the thought of running through the largest and most diverse jungle in the world appealed to me, unaware of the immense struggle that would lay ahead for me, should I enter it.



1.

[1] Half-lit by a spectacular sunset, this is the support crew boat (and the boat that everyone traveled on for the 11 hour ride from Alter do Chão to the base camp) moored by the bank of the Tapajós River.

Two and a half days before the race began, race participants and volunteers boarded a boat for an 11-hour journey down the Tapajós River, headed for the small village that would serve as the jungle base camp. I had planned to meet more of the competitors, but to my dismay I'd caught a bug and developed a cough with 102° F fever. Suddenly, my immediate goal turned into improving my health before the start of the race by resting in my hammock as much as possible. Soon, tired and weakened by the fever, I felt as though I'd already completed a jungle marathon; but this proved only that I knew nothing about this race's extreme toughness.

As the boat approached land at the jungle base camp, my only concern was whether the race doctor would let me run the race, since the sickness combined with extreme physical exertion could potentially cause permanent internal damage. Fortunately, the following two days were allotted for race preparation and jungle survival training. The training was very short, but we were warned of the numerous venomous snakes (if bitten, stay calm, perform first aid, and wait for assistance), taught how to lessen the chance of a rare jaguar attack, and cautioned about the many insects, as well as plants with devilish spikes and thorns. The jungle trainer – an experienced Brazilian soldier – showed us a normal-looking piece of grass and then proceeded to use this single blade of grass to quickly cut through a 2-inch thick piece of raw piranha meat without much trouble.



[View Zagalski's videos of 2007 Jungle Marathon posted on YouTube](#)

In the remaining time, we prepared our race equipment to make our packs as light and efficient as possible. Racers spent the time packing and unpacking, again and again. In my inexperience, I had brought along too much food and gear, so much so that I couldn't fit it all inside my pack, though I'd tied much gear to the outside.



[2] Before the race, Mark & Becky assisted me in removing excess food and gear to lighten my extremely heavy pack.

A couple of experienced racers, Mark and Becky, took pity and helped lighten my load, taking out much of my food and some gear. They also lightened some of my necessary gear by reducing the amount. For example, I had a small package of waterproof matches, but after the overhaul I was left with only 3 matches. Even after all the reductions, my pack still weighed well over 30 pounds, while the average competitor's bag weighed only 20 pounds. My food was mostly trail mix, protein bars, and MREs. These were substantial nourishment, but much heavier than the backpacker dehydrated food that most racers carried. Fortunately, Mark and Becky let me keep my 2 packets of ice cream (dehydrated!), since they only weighed 3/4 ounce each.

Thankfully, my fever subsided the day before the race, but my cough worsened. Nevertheless, I felt much healthier and was strong enough to race. After hearing from the race organizer that Stage 1 was the toughest – though shortest – of the 6 stages, I planned to take it easy and simply complete the stage without injury.

Day One, 8 October – As the race started, I found the terrain to be extremely treacherous. The day began with a creek crossing that drenched us all up to our chests. Then came the ground that was so covered with exposed roots that one could easily trip and fall, or what's worse, sprain or break an ankle or leg, or tear a knee ligament (ACL). There was another ever-present danger as well – impaling oneself on the many protruding spikes, roots, thorns, and other unknown dangerous jungle objects.

Therefore I took great caution, since falling with my heavy backpack could very likely injure me. I also had to be cautious of the deep, leaf-covered holes in the ground. If I caught my foot in one while running, I could easily break or at least sprain my leg or ankle. To increase the physical demands, we spent the entire day hiking up and down extremely steep and slippery hills. The ascents and descents were so near-vertical that I had to grab onto trees and roots to pull myself up; otherwise, I would have slipped down the hill. We have no such hills near my home in Texas. Nor did running in the Dallas parks include finding large obstructions along with small hidden traps.



[3] At the very start of the race, on Day 1, I quickly realized that this was going to be hard work. **[4]** I was happy to find this Tyrolean rope cross on Day 1.

In the jungle, I had to climb over and under fallen trees and logs, and sometimes over and under at the same time! This constant negotiation of hazards was so tiring that I had to sit and rest wherever I was, even on the jungle ground covered with insects and perhaps venomous snakes. When the support crew sweep team caught up with me, Dos Reis from the Brazilian Military Jungle Special Forces used his machete to cut a walking stick for me. Little did I know then how invaluable this stick would become. With my stick, I stayed on the course and finished the day before dark – to a cheering crowd on the beach campsite, adjacent to the jungle. They cheered because I had been in the jungle the longest of all competitors. They cheered because it was my first ultra-marathon. They cheered because even though I was green, I'd gone on to finish the stage, and on that stage we'd lost two racers already. By the end of Stage 2, nine others would fail to continue because of weather, humidity, heat, exhaustion, dehydration, or injuries.

Day Two, 9 October – After a full night's rest, Stage 2 began very early in the morning. The distance was much longer, but I kept my hiking pace because the terrain was too rough for running. The hills remained very steep and by the time I'd reached the final checkpoint, I was told that another racer – Derek from Hong Kong – and I were not allowed to continue to the finish line for the day. Why not? Because many racers had encountered several jaguars! A couple of Brazilians had crossed the finish line knives in hand, in case of an attack. A racer just in front of me had heard a jaguar in the bushes just feet away, and then saw the jaguar as it gave a loud warning purr.



[5] The team from Spain stayed together. Here they're shown using teamwork to traverse the jungle. On this day, one of the teammates suffered severe dehydration accompanied by painful leg muscle twitching and cramping. Sadly, he had to drop out of the event. **[6]** The finish line at Stage 2.

Normally, jaguars leave an area that has many people as they are quite elusive and extremely rare to see in the jungle. But these jaguars remained in the territory and were undeterred by our collective presence. Instead, it

seemed that they might have been tracking and stalking us! If Derek and I had gone on, we would have been trekking through this section at dusk and perhaps dark, which would have greatly increased my chances of using my favorite stick in an attempt to fend off an attacking jaguar. Humans cannot outrun jaguars, neither can we out-climb them. Our only option for survival is to be loud and raise our bag over our head to appear larger and possibly intimidate the jaguar. But if attacked, the only chance of survival is to protect one's neck and throat and fight back by attacking vulnerable points such as the jaguar's eyes.

There is a downside to this last strategy. Even if a racer were to successfully fight off a jaguar, which would be insanely difficult, the racer would nevertheless be ripped to shreds by the jaguar's powerful teeth and claws. Therefore, the race organizers took Derek and me on an alternate route out of the jungle, we got into a small boat, then went back to hiking through a less hazardous part of the jungle... where nevertheless we encountered a venomous snake. We arrived at the base camp late in the evening. By the end of Day 2, my body was completely exhausted. For the remaining five days, I would need to rely solely on willpower and determination to complete the adventure I had began.

Day Three, 10 October – Stage 3 was a much longer stretch than Stages 1 and 2. I determined that I would have to move much faster in order to keep pace and complete the stage. My race pack remained extremely heavy and I knew that the load would slow me down, so I ditched what I didn't deem absolutely necessary and gave some of my gear to Ivan – a support crew medic – to return to the boat. Gone were my extra two pairs of socks and pair of underwear (this left me with only the socks and underwear I was wearing), gloves, camera; bag of protein powder; and even my bug spray (although it was quite light, it wasn't essential for running). This trimmed 5 pounds off my pack.

Now I could move faster than before and developed a "jungle run/jog" as I tried to imagine myself moving smoothly like a jaguar. Although the terrain remained amazingly tough, the trail opened up in some parts and the course was not a never-ending, constant array of steep hills. Of course, many steep hills remained, but at times the course "flattened". However, these so-called "flat sections" were as steep as the toughest hill that Dallas had ever offered me for training.



[7] In the Brazilian jungle, the word "uphill" acquired a new meaning for me. This is one of the many swamp crossings that provided relief in the midst of so much climbing. [8] Most of the time, the terrain was so steep that it was exhausting even on the downhill. What had started as a lark turned into a life-changing experience for me.

To my dismay, near the end of the stage the steep hills returned. A few were so downwardly steep (and I was so tired) that I sat down and slid down them, although I risked sliding into or on top of any creature that lived on the jungle floor. In spite of all this, somehow I completed the stage shortly after dark, and that gave me an idea of the time. My watch had broken earlier, during a torrential jungle rain, so I rarely knew the exact time. It was difficult to gauge time visually, since the thick canopy blotted out the sun even at noon, immersing me in a green darkness. (I should have mentioned that this part of the Amazon is known as "the rain forest.")

Now that I was at camp and began preparing for a night's rest, I realized that not only had I lost my watch, but the waistband on my bag had rubbed my skin raw. I worried that this might keep me from carrying my pack (and prevent me from completing the race), but the medics taped my waist and I was OK after that.

Day Four, 11 October – As Stage 4 began, most of us had awakened exhausted from Stage 3's extreme difficulty. My ten-hour sleep didn't seem to help, and I felt I would have needed another 10 just for decent recovery. But fortunately Stage 4 turned out to be much shorter and not as difficult. We had some much-needed respite, as sections of the course ran through villages and away from the jungle treachery. Even so, armed guards were placed at certain points near the beginning of the course because of additional jaguar sightings. Although I didn't see any, my time had come for something potentially worse for a long distance runner – blisters were starting on my feet.

This was something nearly all of us had to deal with, and a common problem even since Stage 1, because the humidity as well as swamp and creek crossings kept our feet wet throughout most of the marathon. I think I'd been able to delay my blisters until Stage 4 because of the time and care I'd taken to balance over roots through the swamp crossings each day, keeping my feet relatively dry (less drenched, anyway), but they were still wet. Of course, crossing the way I did slowed my progress, but may have helped my feet. But now that I had blisters and also needed to move faster through the jungle, I took less care to keep my feet dry and ended up suffering like the others.



[9] The campsite always seemed like a bit of heaven to us. Safety and rest were uppermost in our thoughts.

Stage 4 was a milestone for me. For the first time, I was able to complete a stage a few hours before dark. This finally gave me time to eat my food and rest for Stages 5 and 6. All the previous days had been so rushed, that I could hardly find the time to eat properly. After my meal, the medics taped most of my toes (and both heels) to prevent further blistering. I could now face Stage 5 with my feet well prepared.

Day Five, 12 October – As it turned out, my feet would desperately need the help, as Stage 5 was by far the longest, covering 44 km of jungle and 43 km of village trails. Throughout the race I hadn't believed that the distances were actually as advertised. The stages had been so arduous that the mileage had felt significantly greater! Other racers agreed, and one of them actually tracked part of the course with his GPS and determined that we'd been right!

Apparently, the distances that the race organizers provided were in "Brazilian Jungle Kilometers," and the equivalent value in miles or kilometers is unknown. Because of Stage 5's great length, it would take us two days to complete it. Any racer who didn't leave checkpoint 4 by 4:00 pm on this day would have to sleep deep in the jungle until dawn before he would be allowed to continue. Of course, this was necessary because the area between checkpoints 4 and 5, "The Dark Zone," was thick jungle often inhabited by jaguars, and it was unsafe for racers to traverse it in the dark.

In the early afternoon, after realizing I wouldn't make the cut-off time, I took my time and enjoyed my hike. I found a feather from a very large bird and affixed it to my bag. I stopped and chatted in a mixture of Spanish, Portuguese, and English and shared some of my trail mix – that I'd been carrying for 5 days – with the Brazilian military sweep team that followed me. Although I felt much more comfortable in the jungle on this fifth day and moved more fluidly, I was the only racer to arrive at checkpoint 4 after the cut-off time. Therefore, I was the only competitor to sleep deep in the jungle along with a few support crew members and a few Brazilian soldiers.

Before reaching checkpoint 4, I found it exhilarating to traverse through the thick jungle darkness with only my small flashlight. I felt like a true adventurer as the jungle and its nocturnal life awakened at the fall of darkness. The plethora of mysterious sounds from unseen creatures engaged me into an unknown world where around every tree and under any plant might lurk creatures large or small, poisonous or non-poisonous, but foreboding nevertheless.



10.

[10] Without the support crew, I don't think anyone of us would have made it. Our gratitude and admiration at the work they did is boundless.

Throughout the race, when I tired, I kept resting on the living jungle ground. I ignored the dangers from my apathy born out of absolute exhaustion. Fortunately I didn't get insect or snake bites while sliding or resting on the jungle ground, even when I rested on or near ant piles. I theorize that I had become so dirty and spent so much time in the jungle, that I had become "one with the jungle." It seemed as if insects crawled onto me and then off without biting, as though I were simply part of the jungle floor.

During our jungle training we'd been told that everyone was guaranteed to get stung by large wasps and bees, and indeed, everyone else was in fact stung multiple times and bit by mosquitoes, ticks, and perhaps leeches. To prove the jungle insects' size and aggressiveness, one support crew member had shown me a picture he'd taken of a gigantic wasp eating a tarantula. Throughout the competition, I had spent by far the longest time in the jungle and was certainly the most exposed to insects, wasps, and bees. However, since I had "merged" with the jungle, I got no bites or stings.

Day Six, 13 October – Day 6 was a continuation of Stage 5. I awoke at checkpoint 4, deep in the jungle, and still had to complete 53 "Brazilian Jungle Kilometers," but by now I was so tired that I could barely walk. My left leg from below the knee up to the hip had been in great pain the past few days. I couldn't let that beat me. I remembered that I just needed to go on placing one foot in front of the other. I used my stick so my arms would help propel me, and on the straight paths I used it like a kayak paddle, pushing off the ground for extra propulsion. While ascending hills, I used my stick as an anchor to pull myself up; and when going down, as a balance.

My stick had now become my best friend. I wouldn't have traded it for anything, not even an all-you-can-eat-buffet of fresh food. Although I had tired of eating trail mix and protein bars, I kept at it because I needed the nourishment. But by the fifth day, I could no longer drink my protein powder mix. Actually I'm quite used to protein powder, but at home I normally mix it in a blender with milk and a banana for a smooth and tasty treat. Here in the jungle I only had water to mix it with, using a piece of paper as a funnel to meticulously scoop the powder into a small bottle. Even after shaking the bottle vigorously, the mixture was inconsistent and lumpy at best. For the first four days, I could stomach it, but by day 5 it began to taste like vomit and smelled like dung. I refused to consume any more of it and therefore gave the remainder to an excited Brazilian soldier, Dos Reis, the one who had cut me the walking stick. I got the better part of that exchange, as far as I was concerned.

For most competitors, the greatest challenge was to achieve sufficient hydration and replenishment of electrolytes and salt. The jungle heat and humidity quickly depletes us of these necessary elements. But for me, my toughest challenge had been the steep hills. After the race I heard that we'd climbed over 16,000 feet of cumulative altitude gain and loss! My home in hill-free Dallas did nothing to prepare me for this ordeal, but it did train me for the extreme heat and resultant loss of electrolytes.

I grew up playing sports all summer in the Texas heat, and my body must have adapted. Throughout the race I simply drank a lot of water in small amounts, throughout the day, and also drank a couple of servings of Gatorade and Sustain drink mix powder along with a couple of electrolyte tablets per day. Although I remained hydrated, my body suffered total exhaustion and I struggled to complete this longest of all days. Mark and Ivan from the support crew walked with me to encourage my movement – and probably to ensure that I didn't keel over and die!



11.

[11] The Tapajós River is as beautiful and seemingly untouched when standing by its banks as it seemed to be when viewed from the air. This aerial photo fails to suggest the hardships awaiting the adventurer on the ground.

This part of the course traversed between thick jungle and a beautiful beach that overlooked the sun setting over the ocean-like wide river. Although too tired to take notice of such a picturesque landscape, I stopped and forced myself to look and remember the magnificence of my surroundings. I struggled to drum up the energy just to appreciate it. I had to fight to keep focused on all the beauty about me. My body simply didn't care, but I willed myself to enjoy it, just as I willed myself to go on. Miraculously, I completed Stage 5 at 10:15 pm on the second day allotted, and was surprised to find several fellow competitors still awake, waiting to cheer me across the finish line.

Day 7, 14 October – This day, devoted to the sixth and final stage, began early in the morning after just a few hours' sleep. Most competitors had the opportunity to rest all night and part of the previous day. Stage 6 was supposed to be an easier day, rather than a foot fight through hostile jungle vegetation, but I found it quite long and arduous because of my complete fatigue built up during the preceding days. The lack of sleep and rest, the constant hot sun, and trekking through the sand had tested my body far more than anything else I'd ever experienced.

Nevertheless, I started the morning with a jog, as I longed for the finish line that promised a buffet of fresh food including spaghetti and chicken with ketchup. I mention the ketchup because I put it on everything. At various villages throughout the course, chickens roamed near the trail and I mentally conspired to use my favorite stick as a spear to hunt one of them. But the chicken would have to wait until the finish line.



12.

[12] During this grueling race, I truly learned the meaning of exhaustion. (All photos: Gil Serique, State of Pará, Brazil)

When my body remembered its extreme fatigue, I ended my jog and went back to trekking, using my stick for extra propulsion. After many hours of struggling through my body's pain, I could now see the finish line. I had actually planned to run across the finish line, but by the time I reached it I was amazed that I was even able to hobble.

After seven grueling days in the jungle, I joined the 60% of competitors that had completed this race. My reward for such an accomplishment? A buffet lunch and dinner, a T-shirt, a medal, and, yes, my favorite stick that I got to keep. I was not going to let go of it, this new friend of mine, after it had helped me through the harshest of terrains and climates. Of course, there was the pesky little problem of getting it through U.S. Customs, but I would deal with that obstacle later.

Home at Last – Now that my new friend and I are back in the States, I am home and resting, replenishing my body with the same foods that I had such difficulty eating on the course – trail mix, protein bars, and yes, protein drinks that no longer taste like vomit and smell like dung! The milk and banana do help with that!

SM Judah Mordecai Epstein, Addison Composite Squadron

Public Affairs – Hurricane Relief



2005 Hurricane Relief Patch Available Now



The 2005 Hurricane Relief Mission Patch is in. The production sample is at left. If you want any patches, please send the following info: Name, Full address, Telephone #, E-mail address (if you want a mailing notice), Number of patches desired @ \$5.00 each, plus a mailing cost of \$1.00 per order (check or money order made out to Irving Composite Squadron) to:

Irving CS
P.O. Box 710068
Dallas, TX 75371-0068

Orders will be mailed promptly. **Project Officer:** Lt Col Dietrich P. Whisennand.

Safety



Safety Meeting Recording on WMU

As all of you are aware, the requirement for a safety meetings monthly report has been reaffirmed. Every Squadron must update the safety meeting report information for calendar year 2007. This is relatively easy to do, using the Wing Management Utilities (WMU) database resident on CAP National's website at <http://wmu.nat.cap.gov> You'll find instructions on how to use it on the Texas Wing website's [Safety page](#).

When you first reach the WMU site, you simply follow the "first-time user" routine to establish an account and password. Once in the WMU section, there are a variety of databases. Select **Safety**. Once in the safety database, there is an option for Safety Meetings and another one for Safety Report. To record your safety meeting, click on **Safety Meetings**, select a date first (initially, **NEW** will be your option) then fill in the name and other required information. Start your meeting topics with the time spent, such as "20 minute briefing on ..." After you've completed the attendance roster, click on **SAVE** then return to the previous menu. Now go to the **Safety Report** button and click on it to see your meeting report, which will be generated automatically from the information you

entered in your meeting screen.

You might want to scroll down to TX-148 and take a look at how I did the reports. A few minutes spent over several days should get you up and running in no time, fully updated. By 1 December 2007, every Group III squadron **MUST** be current in the WMU Database. This is a **high priority action item** that has the Wing Commander's attention, as it is a required item for the upcoming Wing Evaluation.

If you have any problem or questions, please contact me by [e-mail](#) or telephone (254-296-4422 home, 817-874-6046 cell)! Get started now! I will review your progress on WMU frequently, and contact units that seem to be having difficulties.

I know you that I can coount on you to keep Group III in the lead!

Maj Wm. "Bert" Wilson, SO

Monthly Safety Briefing

Each Squadron is required to provide both a flight safety briefing and a ground safety briefing each month. [The Sentinel](#), the national CAP Safety newsletter, should be briefed as a minimum. Briefings need not be lengthy presentations - a 10 to 20 minute talk (and optional group discussion) is enough.

Maj Jeff Yevcak, formerly the Randolph AFB safety officer who was also the Randolph AFB liaison officer to CAP, kindly offered the following for the month of November, should you want to use them at your own squadron.

[November Flight Safety Briefing](#) (MS Word document)

[November Ground Safety Briefing](#) (MS Word document)

Safety – From the Wing Commander



A Message to all Texas Wing Members, 5 October

WACO, TX – Safety is an extremely important subject that needs to be incorporated into every CAP activity. Every one of us is involved in that, so that's why I am sending this to as many folks in the Texas Wing as possible.

We are transitioning to a new way of recording mandatory safety meetings. On the [Safety page](#) of the wing web site is a PowerPoint slide show illustrating some of the new provisions contained in the latest version of CAPR 62-1, and how we are going to implement those requirements. Expect a new Texas Wing Supplement to 62-1, to be posted in the near future.

Every member must receive the latest safety information before participating in any CAP activity – it's not just pilots anymore. Units must report safety topics and the number of people attending each monthly safety briefing. Fifteen minutes per month of face-to-face safety information is the minimum, and it must be reported up the chain of command. I think the system described below is the easiest way to get this done.

We will use WMU – Wing Management Utilities – to accomplish this. Go to this web site: <http://wmu.nat.cap.gov/> Log in using the "Safety" button. First-time users push the "Information" button for help in establishing a password.

Record safety meeting topics and attendance using the "Unit Safety Meetings" button. Use the "Unit Safety Report" button to view a report that shows the latest 12 months of safety meetings. When you record topics, since we need to track how long the face-to-face presentations are, put the length of the session (for example: 15 minutes) as the first entry in the "Subject" block.

If some unit members miss the safety meeting, they can make up the material, and then you should log them into the original meeting record in WMU. Don't forget to hit "Save." That will avoid double-counting the meetings, and will also let you print a report showing who in your unit attended and who did not attend (or make-up) a particular presentation.

Some of our units are already implementing the new procedure of recording safety meetings. Log into WMU and see if yours is one of them. If you don't see safety meetings listed for your unit, contact your unit safety officer or unit commander and ask, "Why not?" You certainly don't want the other squadrons in the wing thinking that you are not conducting safety meetings. And, you especially don't want the wing commander to think that! I strongly recommend that all units use their unit safety records from 2007 to document all their past safety meetings in WMU, going back to January 2007 if possible. That will send an important message about our safety culture here in Texas.

A number of our units do not have an active safety officer. That's a problem. If you want to do something important, this is a great opportunity for you to do so, and it really doesn't have to take a great deal of your time. Contact your unit commander if you are in one of those units lacking an active safety officer.

As with any transition to a new way of doing things, there will be questions and I'm sure there will be some issues. However, there is no higher priority than the safety of our people. How we are perceived as handling safety is a critical element in outsiders' impression of whether the Texas Wing is a professional organization doing important Missions for America, or not. I know we are, but we've got to show it. Paying attention to safety, especially the documentation that shows you are paying attention, is critical in validating that fact to others.

Thanks for everything you do for Civil Air Patrol. If you have questions about the safety officer job, please contact Lt Col Melanie Capehart. If you have problems with WMU, do contact me.

Col Joe R. Smith, Texas Wing Commander
cc@txwgcap.org

Upcoming Events

Recurring Reports

5th of the Month	All subordinate unit and staff reports to Group III are due
5 January	Group Chaplain and Transportation reports due
1 March	S3 and Real Property Reports Due



2007

November		
10 Nov	Dallas – Veteran's Day Parade. All CAP members in the Dallas area are invited. Reunion Arena, Parking Lot E, at 8:30 a.m. Full details.	Contact: Maj Paul Perkins
16-18 Nov	Texas – SAREX, Houston, IC needed. OPLAN	Contact: Maj Paul Perkins
23-25 Nov	Camp Mabry – CTEP Leadership Sch & STEP/TLC. C/Commandant: C/Lt Col Jordan Wright. Form 31A + \$45 to Maj Phyllis Sutton NLT 7 Nov 07 - Details on Texas Cadet website.	Contact: Lt Col Dawn King
December		
16-17 Dec	Table top Exercise	Contact: Lt Col Brooks Cima
26-31 Dec	Camp Swift, Bastrop, TX – GSARSS	Contact: Col R. Frank Eldridge
26-31 Dec	Camp Swift, Bastrop, TX – Winter Encampment Details	Contact: Col R. Frank Eldridge

2008

January		
5 Jan	Fishop Field – IC Mission Manager Tng	Contact: Lt Col Tom Bishop
11-13 Jan	San Antonio – WAX - ICPs in all Groups	Contact: Lt Col Brooks Cima
19 Jan	Ft Worth – G-1000 Training	Contact: Lt Col Tom Bishop

Editor

A USAF Chaplain's Guest Commentary



Glorifying God, Honoring Airmen, Serving All

8/30/2007 – FAIRCHILD AIR FORCE BASE, Wash. – The vision statement of the U.S. Air Force Chaplain Service is expressed in six simple words, characterized by three short phrases: Glorifying God, Honoring Airmen, Serving All.

One can appreciate the brevity and depth of these few words.

"Glorifying God" speaks of the free exercise of religion as guaranteed by the First Amendment of the Constitution and reminds us that the Chaplain Service offers opportunities for worship.

"Serving All" reminds us that it is the duty of the Chaplain Service to care for and serve everyone regardless of affiliation.

What about the phrase "Honoring Airmen?" My first thoughts turn to those moments when an Airman has fallen and a chaplain is called in to provide comfort and guidance – and possibly conduct a memorial service.

But there's another kind of honor. I've been surprised recently by the words of appreciation I've received from non-military personnel when wearing my uniform. On several occasions I have been personally thanked by a stranger (both times while in a grocery store) for my service. In those simple words of appreciation I felt honored – honored to serve and honored to be recognized for that service. It was also a bit humbling.

I'd like to share an amazing story from the Old Testament of the Bible which remarkably captures the notion of commitment, honor and appreciation.

The story comes from the Second Book of Samuel, Chapter 23. David, King of Israel, has been at war with the Philistines for quite some time. He is hiding out in a cave near Bethlehem, his home town, where the Philistines have set up a base camp. Sitting in the cave, he remarks how he would love to have a drink from the well at the gate of the city. Hearing this, three of David's "mighty men" decide to conduct a clandestine raid. They penetrate enemy lines, draw the water, and take the prized gift to the King. David could have enjoyed exactly what he had asked for – instead, realizing they had risked their lives, he honored their action by pouring the water on the ground as an offering to God.

On first reading I had to scratch my head. What good did it do to pour on the ground that for which these three had risked their lives? They wanted to honor their leader with a special gift of fresh water. The gift, as King David saw it, was the dedication and commitment the the three had demonstrated towards their leader.

They honored him with a risky plan; he honored them with a simple act.

What meaning do I draw from this story? Quite simply that we can pour ourselves out for others in simple acts of appreciation every day, adding meaning and value to our lives.

Chaplain (Lt. Col.) Jeffrey L. Neuberger, 92nd Air Refueling Wing chaplain

Useful Links

- [Aviation](#) & more
- [Aircrew & Flightline Personnel Training Materials](#) (CAP NHQ)
- [PAO Resources](#)
- [Federal & State Resources](#) (DHS, USAF, Terrorism)
- [Safety](#)
- [US Decorations Rack Builder](#) – All military, auxiliary, and civilian decorations

Squadron and Group News (click on an image to enlarge it)

Addison CS**Showing Off the Air Van at Wings Over Houston Air Show, 6-7 October**

Houston, TX – U.S Civil Air Patrol flight instructor and check pilot Maj Jeffrey Pearson played an important role in promoting CAP and its capabilities during the Ron Carter Wings Over Houston Air Show that took place on 6-7 October.

Pearson, a member of Addison Eagles Composite Squadron, part of Group III, Texas Wing who began CAP service as a cadet in 1988, is qualified to fly the Gippsland GA8 Air Van, a unique aircraft in the CAP flight line inventory that is frequently tasked with air show or similar public appearances. Major Pearson flew the GA8 from Addison to Houston for this annual event, which normally attracts some 70,000 people, to quote a figure published on the event's website.

"The GA8 is a unique aircraft," said Pearson. "In general, people don't know what it is or what its purpose might be. It is the largest CAP aircraft we currently fly; in fact it's so big that it stands out on a flight line, with its boxy appearance. The public usually approaches our GA8 crews with many questions, whenever it's shown. One of CAP's missions is aerospace education, so we at Addison realize that 'show and tell' is an important part of this process. Safely flying the GA8 and working the ARCHER is what we do, but we also have a public relations aspect to our duty."

Pearson went on to say that the Gippsland GA8 Air Van, made in Australia, is the only foreign-built airplane that CAP flies, besides being the largest. Fitted with a 300 horsepower Lycoming engine, its typical cruising speed and altitude are 120 knots at 8,000 feet, and can stay in the air safely for 3 1/2 hours. Although many planes use the same engine and can go faster, the GA8 is much larger and heavier.

"The GA8 was a necessary addition to the CAP fleet, since it was the best platform for the ARCHER system" said Pearson, who added, "The ARCHER uses hyper-spectral imagery to survey a search area. It can be programmed to locate a specific color tone or metal, such as clothing from a missing person or a metal tone from a missing vehicle. The ARCHER system incorporates a desktop-sized computer, which is mounted in the passenger compartment. A camera mounted on the bottom of the aircraft is aimed straight down. On an ARCHER mission, the ARCHER operator sitting at the rear gives the directional commands to the pilot. Essentially, the pilot is responsible for going where the ARCHER system needs to go. In addition to the ARCHER system, the GA8 can carry four people – that means that the sortie would have four sets of eyes for a search and rescue mission, thus increasing the likelihood of finding the objective."



[1] Maj Jeffrey Pearson explains the GA8's controls to a U.S. Civil Air Patrol cadet. **[2]** The Canadian Air Force Snowbirds were the main attraction at the Air Show. **[3]** The Civil Air Patrol display, showing the Gippsland GA8 and a glass-cockpit Cessna 182, was very popular the flying enthusiasts.

Although the large crowds typically go to see the stars of the show – such as the Canadian Air Force Snowbirds, as was the case in Houston – Pearson was quick to point out that an event like this also presents opportunities to increase public awareness of CAP. "The most impressive sight was the Civil Air Patrol display," said Pearson with a grin. "I'm partial to us, of course."

Pearson added, "From the Civil Air Patrol's perspective, the number of CAP personnel was impressive. Sheldon Cadet Squadron in particular was so supportive, that I'd like to thank them for cleaning the aircraft each day, inside and out, to present it spotless to the public. It was impressive to see how all CAP members worked together."

The U.S. Civil Air Patrol display consisted of the GA8 and the Cessna 182 configured with the new glass cockpit – similar to what is now used on commercial airliners and business jets. This presented to the public the advanced flight technology that CAP uses at present. Attendees were allowed to sit in the planes and speak directly to the pilots, who use these assets to help save lives.

The CAP participants also performed a simulated ground team rescue demonstration in which they used a Stokes basket to remove an "injured" patient. The team leader used a remote microphone and loudspeaker to help air show attendees hear, as well as see, a CAP ground team making a "save."

After the rescue simulation, CAP drew a large crowd with a rocket-launching exhibition, followed by a drill team demonstration. According to Pearson, who is a former color guard member, "A cadet drill team entered and performed a free-style routine with parade rifles. As a former cadet myself, I could tell that they were sharp and well rehearsed."

(2d Lt Michael Bownds)

Officers & Cadets Receive Awards and Promotions, 23 October

ADDISON, TX – Six officers and cadets members of the Addison Composite Squadron, part of Group III, Texas Wing received awards or promotions last 23 October, 2007.

Donald Wright, the unit's Search and Rescue Officer was promoted to First Lieutenant. Capt Stephen Hundley, who serves as an Assistant Standardization/Evaluation Officer, earned the Red Service Ribbon.



[1] (L-R) 1st Lt Donald Wright with unit commander, 1st Lt Greg Thornbury **[2]** (L-R) Capt Stephen Hundley after receiving his Red Service Ribbon, with 1st Lt Greg Thornbury

Cadets Nathan Carey and Parth Patel were both promoted to the grade of Cadet Captain and each will be presented his Earhart Award during the course of a special event at a later date. Cadet Carey's parents were able to attend the announcement, and assisted the unit commander pin the new cadet grade on their son.



[3] (L-R) Deputy Commander for Cadets Maj Scott McCleneghan, Mr. Don Carey, C/Capt Nathan Carey, Mrs. Leah Carey, and unit commander 1st Lt Greg Thornbury **[4]** (L-R) DCC Maj Scott McCleneghan, C/Capt Parth Patel, and unit commander 1st Lt Greg Thornbury **[5]** (L-R) C/MSgt Heather Kennedy and unit commander 1st Lt Greg Thornbury **[6]** (L-R) C/Amn Jacob Hughes and unit commander 1st Lt Greg Thornbury

Cadet Heather Kennedy was promoted to Cadet Master Sergeant and received the Doolittle Ribbon. C/Amn Jacob Hughes received the Curry Award Certificate

(2d Lt Michael Bownds)

Apollo CS



Midland Air Show, 29-30 September

MIDLAND, TX Texas – On 29-30 September, 16 senior members, and 33 cadets representing seven U.S. Civil Air Patrol squadrons, worked together controlling flight lines, doing CAP recruiting, and performing flight-line sanitation for the Commemorative Air Force, during their Air Show in Midland, Texas. This annual event is one of the biggest air shows in the United States.



[1] CAF cart carrying water and gatorade for cadets re-filling canteens **[2]** cadet manning the flight line **[3]** cadets manning the recruitment booth **[4]** c/Corley standing inside of the Bluebonnet Bell

The Texas Wing Civil Air Patrol units working the Air Show were the Midland, Odessa, Apollo, Pegasus, Cleburne, Amarillo, and Granbury Composite Squadrons. Together, they covered five important stations that needed at least four people to function correctly.

Flight-line sanitation and security were two combined stations, in charge of making sure that air show attendees didn't place themselves in any danger, nor created danger for anybody else. Anyone with a lit cigarette, or climbing on the airplanes, or touching the propellers was stopped and told that these actions were dangerous – and why.



[5] Communications worked smoothly. **[6]** Cadets Corley (371) & Balkowski (351). The orange armbands distinguished CAP cadets from JROTC cadets that were present in abundance. One of the senior members proposed that each cadet write the unit's charter number on it, so they would know where each one came from. **[7]** Many new friendships were made.

The squadrons had recruiting stations placed among the air show vendors. A table with a recruitment movie going on attracted viewers, and that's when the cadets would approach them and explain what the Civil Air Patrol is all about, and what we do to help our country and community.

The fourth station was positioned the farthest away, and was charged with keeping all pedestrian traffic off the taxiway that was used by WW II bombers actively taxiing in and out. Every time someone tried to get onto the taxiway, the monitoring cadets would ask them to take a different route, because the taxiway was off-limits to pedestrians.



[8] Logo painted on a vintage CAP plane on display. **[9]** (Center row) 1st Lt Fischler, Cdt Walden, Cdt Kokel, Cdt Corley, Cdr Hardison (TX351), Cdt Pautz, Cdt Matzen, and 2d Lt Corley. (Back Row right) Cdt Balkowski (TX351) and Cdt Nelson. (Front Row, on tire) Cdt Moody. (Photos: SM Steve

Pautz)

The last station was one of the most important, because every time someone wanted to get from one side of the air show to the other, where some of the cars were parked, they needed to cross an active taxiway. The cadets that worked this station were required to raise and lower ropes when planes would come down the taxiway, ensure that the photographers stayed in their designated area, and also helped keep the pedestrians off the flight line when it was sterile (free of aircraft traffic).



[See Slide Show at MySpace](#)

All the cadets were involved in working every station. The air show staff were very nice and helpful; and they regularly brought water and Gatorade so that cadets and senior members could refill their canteens and camelbacks. All cadets and senior members had a grand time, and they got to meet new people from all over Texas, since the seven squadrons came from different groups.

(C/CMSgt Michael Moody)

Toasting the Air Force on its Birthday, 18 September

GEORGETOWN, TX – On Tuesday 18 Sep 2007, The United States Air Force had its 60th birthday. To celebrate this marvelous event, the Apollo Composite Squadron, part of Group III, Texas Wing decided to hold a small party in their hangar. They wanted to make a toast to the United States Air Force's long life and its many years to come.



[1] 1st Lt Hammond proposes a toast to the U.S. Air Force on its 60th anniversary. **[2]** Apollo CS raises glasses in a toasts to the U.S. Air Force *(Photos: C/CMSgt Michael Moody)*

They brought cake and non-alcoholic wine, and as 1st Lt Matthew Hammond finished raising his glass and saying, "To the Air Force!" you would have thought there were a hundred people in that little hangar, that only held about thirty at that time.

It was a great party.

(C/CMSgt Michael Moody)

Alpine Mountain Flying School, 11 October

ALPINE, TX – On 11 October 2007, after an exhausting 9-hour drive, i arrived at Alpine, a little town nestled in the foothills of the Davis Mountain range, touted as a campers' dream, a nature lover's paradise, and a place for great sunsets. I would soon find out that it was all that, and much more.

Because of my photography skills and love of flying, and since I'm the squadron photographer, I had been sent to the Mountain Search and Rescue course to get sufficient training for my Mission Scanner rating. Here, my background soon became an asset, since it was quite applicable for the Mission Scanner job. After two days training in the hills surrounding Alpine, I was totally hooked on being a mission scanner. An unexpected bonus was that I got a working vacation out of the deal, too.



[1] Golden rays on the Davis Mountains, for a spectacular sunrise under a deep blue sky. **[2]** The flight-line in daybreak's half-light. **[3]** A farmhouse as seen from 5,000 feet. **[4]** The mountain east of Alpine give a good idea of how rugged the terrain is.

Saturday, 12 October 2007, 11:30 Zulu. The air was brisk as we ate a nice breakfast at the restored diner near our hotel. I was excited about getting my first flight in a Cessna 172 or 182, or maybe a Gippsland GA8 (I didn't know which I would fly in first). At our first mission briefing of the weekend, the hangar was full of pilots, observers and scanners. The tarmac held many white planes painted in the distinctive CAP red, white and blue markings, gleaming in the early morning light. The hills surrounding Alpine were bathed in a warm light ochre hue, under a pure blue sky. Anticipation ran high, as pilots plotted courses, observers jotted down radio frequencies and GPS coordinates, and scanners readied high-end digital photography equipment. After about an hour's briefing, the pilots were released to begin pre-flight checks, fill out the necessary paperwork, and proceed on their first missions of the day.

Checking the Ops board, I saw that my first flight had been scheduled for the second wave. I approached Lt Col Norm King and asked him if I could get an earlier flight, since I was eager to go. "The GA8 is underweight and has room for an additional scanner," he replied, so I jumped at the chance. I'd been around light aircraft like the Cessna 172 before, but nothing like a GA8. From a scanner's perspective, it's a dream. Stable, roomy, and with lots of windows, aerial photography is a breeze from this platform.



[5] "Stonehenge-in-Alpine" might be a good description for this one. **[6]** A goat farm as seen from 6,000 feet. **[7]** Settling basins viewed from 8,000 feet

The plane took off to the south, and banked hard to set our course east, heading for our designated search grid. Climbing to 8,000 feet, we cruised to our grid, then dropped to 5,500 feet – that’s when the fun began. Series after series of left and right turns, some greater than 90 degrees, with the wings at a 30 degree bank – or more. An experienced scanner quickly showed me how to do the job and what to look for. Since we were not looking for any actual targets, interesting objects on the ground became my targets – water towers, ranches, goat farms, trucks on lonely dirt roads, and the incredible geologic formations that lay all around me.

The flight lasted about an hour and a half, and we made it back in time for my originally-scheduled flight in a Cessna 182. Two flights in one day? I was ecstatic. This second flight was a very different experience. As a much lighter plane, turbulence tossed the 182 like a leaf. Also, being less roomy, the platform is not quite as steady for aerial photography. However, the plane's maneuverability more than compensated for some of its limitations. Banks in excess of 40 degrees were common during my second flight, though the turbulence bothered me some. The rest of the day went without a hitch.

Sunday, 13 October 2007 brought me another ride on the GA8 prior to ending air operations. Again, I greatly enjoyed how easily I could move around the large cabin and get the best vantage point for picture taking. By 17:00 Zulu, aircraft operations had ceased and the pilots began preparations to fly home. They filed flight plans, performed pre-flight inspections, stowed cargo, and calculated weight/balance ratios. Then, engines roaring, the planes gradually took off. It was almost like being on an aircraft carrier' flight deck, with plane after plane taxiing out to the runway, performing their -takeoff checks, and heading skyward.



[8]-[8a] Maj Russel J. Miller (aviator shirt) and members of TX 076, Crusader Composite Squadron (the tall one is Lt Col Roy D Hill). **[9]** Cold front over Junction. **[10]** Georgetown Municipal Airport Runway 18-36. **[11]** The view from home: sunset over the TX-371 Apollo Composite Squadron hangar. (Photos: SM Steve Pautz)

At 19:00 Zulu, I climbed aboard a Cessna 182 with fellow squadron members Capt Leonard Laws and 2d Lt Jason Badder for the flight back to Georgetown. As we left Alpine, we climbed to a cruising altitude of 11,000 feet for the 3 hr 30 min flight back. Along the way, we crossed a cold front, which made for some amazing cloud pictures. After a smooth landing, we came to rest in front of Apollo Composite Squadron's hangar at 21:00 Zulu.

Alpine was enjoyable, informative, invigorating, and a great experience. Also, I took many good photos, made new friends, and got my Mission Scanner rating. I was impressed by the professionalism, dedication, and sheer enjoyment that the pilots, observers, scanners, and support staff have for doing what we do.

You can bet that next year I'll be there again – and yes, Alpine is divine!

(SM Steve Pautz)

Cadet Staff Swearing-In, 17 October

GEORGETOWN, TX – On 16 October the Apollo CS changed all cadet staff except for the cadet commander. All new cadet staff was sworn in during a simple ceremony.



[1] Cdt Justin Foster, new deputy cadet commander. **[2]** Cdt Jason Messmer, new cadet first sergeant. **[3]** Cdt Rebecca Walden, new cadet flight sergeant (Photos: SM Steve Pautz)

Cadet Justin Foster became the new deputy cadet commander. The cadet first sergeant position went to cadet Jason Messmer. Cadet Rebecca Walden was assigned to the cadet flight sergeant position. After the new staff positions were announced, all new staff members were sworn in, with the unit in squadron formation. All cadets and senior members were present.

(C/CMSgt Michael Moody)

Group III FTX, 26-28 October

LOST PINES, BASTROP, TX – On 26-28 October, the Pegasus CS hosted a Group III FTX at the Lost Pines Boy Scout reservation. There were members from both Pegasus and Apollo Composite Squadrons, who participated in both staff and student positions.



[1] Cadet Condrey and Cadet Balkowski prepare a U.S. Flag for ceremonial burning. **[2]-[4]** Cadet Mesmer and Cadet Moody go through the U.S. Flag burning ceremony. **[5]** Cadet Moody preparing to burn the flag's field of blue.

On Friday, the first night of the FTX, they got off to a great start with a ceremonial American flag-burning ceremony. Cadets came up in pairs to burn American flags that were worn, tattered, or unserviceable and therefore in need of retirement. First they cut off the flag's blue field, and then they separated the red and white stripes away from each other. After they were done cutting each flag in its various parts, they burned the stripes one at a time, and ended by burning the blue field.



[6] During basic first aid practice, Cadet Fowler assist Cadet Stewart by applying a field arm sling. **[7]** Students line up to take an azimuth along which they will walk. **[8]** Cadet Stewart gets a compass bearing to walk his course.

Saturday classes started off with natural hazards, cold and hot weather injuries, and basic first aid. Later, after lunch, students learned about maps, azimuths, triangulation, pace count, and compass work which included field exercises and short navigation courses. Right before dinner, the students went to the field and set up two HF radio antennas. Then they used them to talk to each other on the radio, and also talk to a few people near Dallas. The last thing they did that night was hold a radio operator course for those who didn't have their Radio Operator Authorization (ROA) cards. They also did ELT training for those that who had a valid ROA card.



[9] Capt John Benavidez teaches the HF radio class. **[10]** 1st Lt Cheri Fischler and Cdts Messmer and Condrey navigate their way back to camp.

On Sunday, the last day of the exercise, the students divided into two teams and put everything they had learned to the test. They ran a practice mission that included finding a practice Emergency Locator Transmitter (ELT), and two "injured pilots" that needed extraction. Both teams worked together to find the "accident," by locating the practice ELT, performing first aid on the "injured pilots", extracting the "pilots" to a simulated medical unit, and securing the crash site.



[11] Cadet Davidson bandages Cadet Fowler, one of the "injured pilots" at the crash site. **[12]** Cadet Balkowski prepares an "injured pilot" for transport to the simulated medical unit. **[13]-[14]** The litter carry exercise is excellent preparation for rescue work. (Photos 7-11: C/CMSgt Michael Moody. All others: SM Steve Pautz)

All in all, the FTX was a success. Many cadets and senior members got signed off on tasks they need for their Form 101, and everybody got valuable training. Best of all, everyone had a good time.

(C/CMSgt Michael Moody)

A Big Thank You, 29 October

GEORGETOWN, TX – We all know that teamwork is the concept of people working together cooperatively, in order to achieve a common goal. I know this is how it works from personal experience. Better yet, recently, I was lucky enough to be part of some of the best teamwork I have ever witnessed.



N98913 was running short of the minimum 200-hour yearly goal, and after 18 straight days of rain and 6 weeks in maintenance, our chances of reaching that goal looked very bleak – to say the least. However, our attitude regarding this seemingly lose-lose situation remained positive, "We'll give it our best, and we'll be able to say, honestly, that we tried."

Apollo CS and Kittinger-Phantom SS banded together and determined that yes, it could be done. Better yet, we were going to make it happen. And so it was. We all worked together as a team and did accomplish our goal. N98913 ended the year with 201.6 hours.

And now – commander's privilege – I'd like to say **Thank you:**

- To the pilots who sacrificed time with family and friends to keep N98913 in the air during September.
- To the cadets and their families who dropped everything and made it to the airport for O'Rides, with less

than 24 hours' notice.

- To the maintenance officers who used N98913 to ferry their aircraft back and forth to maintenance.
- To Apollo's Finance Committee who approved 4 hours of Squadron-funded flights for new senior members.
- To the members who put their hands in their own pockets to fund flight hours.

And last – but certainly not least – thanks are due to our Texas Wing Maintenance Officer, Lt Col Jan Hays. To her I'd like to say, "Yours may be a thankless job, but I personally know that we couldn't have accomplished our goal without your diligent hard work and persistence in chasing the maintenance issues with N98913 over the last year."

There's something else about teamwork. It feels so good after you've done it. *(Photo: 1st Lt Jason Badder)*

(1st Lt Cheri Fischler, Commander)

Black Sheep CS



Challenge Air, 29 September

MESQUITE, TX – On 29 September 2007, members of the Black Sheep Composite Squadron, part of Group III, Texas Wing, participated in the Challenge Air for Kids & Friends. The event was held at the Mesquite Metro Airport.

Challenge Air is an annual event where children with physical disabilities, mental disabilities, or life-threatening illnesses can hitch a ride with private pilots so as to experience the joys of flying in a small plane.

Black Sheep CS participants included 2d Lt Jerry Barron, 1st Lt J.M. Coffman, and C/SrA Kasee Niskern. Their duties included flight line marshalling as well as looking after the children.



[1] The Challenge Air plane, with event staff and volunteers in the background. **[2]** Challenge Air volunteers assist a child aboard an aircraft for a first flight experience. **[3]** Deputy Commander for Cadets 1st Lt Juston Coffman marshals an outbound flight. **[4]** C/SrA Kasee Niskern marshals an outbound flight. **[5]** 2nd Lt Jerry Barron marshals an inbound flight. In the background, 1st Lt Juston Coffman. *(Photo #4: 2d Lt Jerry Barron. All others, C/SrA Kasee Niskern)*

"We had planes flying in and out at least once every two minutes," said Lt Barron. "You have never seen joy on a child's face until you have seen one of these kids after taking a first flight."

Challenge Air, held nationwide, was founded by Rick Amber, a former U.S. Navy fighter pilot from Dallas, TX. In 1971, Rick Amber lost the use of his legs after returning from a mission over Vietnam and crash-landing on the USS Hancock. It was a great shock to have gone from perfect physical fitness to the humbling condition of having lost the use of his lower extremities. But as he went through the process of physical therapy and rehabilitation, he decided to help others overcome their own physical handicaps.

The founder's belief was that, "Every disabled person should see the world from a different view... out of the wheelchair, without crutches, and from the freedom of the sky."

(1st Lt Kelly Castillo)

Wings Over Houston, 6-7 October

ELLINGTON FIELD, TX – On 6 and 7 October 2007, members of the Black Sheep Composite Squadron, part of Group III, Texas Wing, participated in the 23rd annual Wings Over Houston Air Show. The event was held at Houston's Ellington Field.



On Thursday, 4 October – two days before the event – the cadets had the opportunity to take a tour of NASA's Lyndon B. Johnson Space Center in Clear Lake, Texas. There they also participated in a robotic arm class, where they built a model of the full-size mechanism used on the space shuttles. *(Photo: 2d Lt Jerry Barron)*

"While we were there, I had fun playing on the bouncing simulator," said C/MSgt Matthew Garcia. The simulator is a popular attraction that is used to explain and teach Newton's laws of motion.

The next morning everyone was put to work, doing a variety of last-minute set-up jobs at the airport. C/A1C Banks and C/MSgt Garcia erected over 15 tents for several booth displays. Later that afternoon, the cadets got to play on the beaches of Galveston Island, enjoying themselves before the busy weekend had started. That night they rested well at their designated sleeping quarters, located in an old military facility within Ellington Field.

When things got going on Saturday, some of the cadets were required to wear their short-sleeve blue service uniform to work in the VIP tent, where they handed out drinks and wiped down tables for two days.



[1] Cadets enjoy a dip in the ocean. **[2]** Cadets watch playful dolphins from the barge. **[3]** (L-R) C/SrA Kasee Niskern, C/SMSgt Johanna Cohen, C/MSgt Matthew Garcia, C/A1C Jeremy Banks, C/AB Matt Phoenix, and C/MSgt Brittany Stelling in front of a Canadian Air Force Snowbird CT-114

"Tutor." [4] Cdt Phoenix gets a closer look at the cockpit instruments of a Canadian Air Force Snowbirds airplane. [5] In the VIP tent, Cdt Garcia gives a drink to a thirsty spectator. [6] Cdt Stelting hands out water. (Photos #4 & 5: Lt Col Wolin. All others: 1st Lt Opal McKinney)

While the VIP tent was being looked after, C/AB Caroline Stelting, C/AB Matt Phoenix and 2d Lt Jerry Barron worked all day in the large parking lot, keeping the general public from walking the long distance to the entry gate and telling them what items they couldn't take into the air show, since they had been excluded for security reasons. "I later got a chance to pass out drinks to a lot of pilots," said C/AB Phoenix, enthusiastically.

This year, the air show included an aerial re-enactment of the Pearl Harbor attack, as performed by the popular Commemorative Air Force. There were also several static aviation displays for visitors to admire. The Canadian Air Force Snowbirds were on-hand to perform several exciting aerobatic stunts, eliciting much wonderment from the spectators. After their performance on Saturday, the cadets were treated to a private "meet and greet" with the Snowbirds.

"What I liked best was the jet-powered truck," said Cdt Caroline Stelting, referring to the NeXplore Shockwave Jet Truck. It can reach over 300 mph, and delights spectators by racing airplanes at air shows.

As a special treat to the VIPs, several planes were taxied by the guests' tent, accompanied by a running commentary. "Seeing the planes taxi by was one of my favorite parts of the air show," said C/A1C Banks.

After a long and hot weekend, the air show finally came to a close. "When it was over, the cadets were dead tired," said 1st Lt Opal McKinney. Other participants at the event included SM Linda Barron, C/SrA Kasee Niskern, C/MSgt Brittany Stelting and C/SMSGt Johanna Cohen.

(1st Lt Kelly Castillo)

Cadet Promotions, 29 October

MESQUITE, TX – On 29 October 2007, four cadets of the Black Sheep Composite Squadron, Group III, Texas Wing were recognized during the squadron's awards ceremony.



[1] C/SSgt Tim Kleinmeier. [2] C/CMSgt Andrew Smith. [3] C/Amn Caroline Stelting. [4] C/Maj Rebecca McKinney.

Cadet Tim Kleinmeier was promoted to Cadet Staff Sergeant, while Cadet Andrew Smith was promoted to Cadet Chief Master Sergeant. Cadet Caroline Stelting earned the Wright Brothers Award and received her first stripe to become a Cadet Airman. Finally, Cadet Rebecca McKinney was officially promoted to Cadet Major.

Lt Col Michael Eberle, the squadron commander, congratulated the cadets on their promotion, and thanked them for their contribution to the life of the squadron. He also encouraged all unit members to continue doing their best, serving the community and the Nation.

(1st Lt Kelly Castillo)

Crusader CS



Wings Over Grand Prairie, 6 October

GRAND PRAIRIE, TX – The Crusader Composite Squadron, part of Group III, Texas Wing co-sponsored the biannual Wings over Grand Prairie fundraiser event at the Grand Prairie Municipal Airport (GPM). Co-sponsors were FAA Safety, Aviator Air Centers, CareFlite, the City of Grand Prairie, Smokin' Cajun, EAA, and Van Bortel.

The occasion gathered many pilots, many of whom had flown in. Steve Buckner of the FAA spoke on the FAA's new Wings Program.



[1] C/SrA Robert Severance IV and Cdt Matthew O'Brian, ready to help visitors to Wings Over Grand Prairie park their cars. [2] Squadron members enjoyed visiting with the air rescue team. [3] Squadron senior members cooking hamburgers. [4] C/AB Austin Ricks won the raffle for a free ride on a Light Sport Airplane, courtesy of Aviator Air Center. He was very happy about the win, but mortified because he wasn't in uniform as he had dressed in "car/plane washer" clothes for the day.

The Southwest Region Chief of Staff, Lt Col Larry Mattiello, of AIRSURE Ltd spoke about aviation risk management. After the presentations, squadron senior members cooked hamburgers and cadets operated a car and plane wash.

(1st Lt Robert Severance III)

Air Force Chief of Staff Dedicates Elementary School, 25 October

GRAND PRAIRIE, TX – The Grand Prairie Independent School District has many schools, but needed another elementary school. So they built one and looked for a good name. They wanted a person that would inspire the students and who had something to do with the city. The name they picked was T. Michael Moseley, who graduated from the Grand Prairie High School and today is the Chief of Staff, United States Air Force. He is a four star general.

This newest school in the Grand Prairie (Texas) ISD was named "Mike Moseley Elementary School" and was

dedicated on 25 October, 2007. Gen. Moseley is a native of Grand Prairie and he began flying at the age of 14. A proud graduate of Grand Prairie High School, Gen. Moseley also graduated from Texas A&M University with both a BA and MA in political science. I attended the Mike Moseley Elementary School dedication event.



[1] Armed forces, law enforcement and fire service personnel attended the Mike Moseley Elementary School dedication. The students sang "You Are Our Heroes," dedicated to all military, firemen, policemen, paramedics, and other support personnel. **[2]** Teachers at Mike Moseley Elementary School meet with their new school's namesake, Gen. T. Michael Moseley, Chief of Staff of the U.S. Air Force. On the cafeteria wall in the background is an illustration of the school's mascot, the Thunderbirds.

There were many important people there, besides Gen. Moseley. They were the new school principal Ms Sharon Milham, State Representative Kirk England, Mayor Charles England, the school superintendent Dr. Susan Simpson, and Mr. Terry Brooks who is in the GPISD Board of Trustees. There were also many Air Force, military, police, and many city officials there. Gen. Moseley graduated from high school one year after my grandfather, and one year before my grand-uncle. Actually, Gen Moseley graduated from the same high school as both my grandfathers, my grand-uncles, and my father. Many people from his high school class were there too. I thought Gen. Moseley was very impressive, but he was also very nice. He has a nice smile.

A lot of people spoke at the dedication, and of course the general spoke too. He said, "The Air Force is a great service. If you are interested in serving your country, and joining the Air Force, study hard in school." When all the speeches were over, the students sang "You Are Our Heroes," which they dedicated to all military, firemen, policemen, paramedics, and other support personnel.

After the ceremony, Gen. Moseley autographed programs for those who asked. There was a very long line for this. I, too, went up to him and was honored to meet Gen. Moseley. He noticed I was wearing my CAP uniform, so he asked his aide for "a coin" which he gave to me. The coin was actually a "challenge coin" and it was the general's own coin. Very few people ever get it. Then his aide, an AF Major, told me that he had been a CAP cadet before joining the Air Force. The general's photographer, Mr. Ron Hall, then took an Air Force 60th Anniversary pin from his pocket and gave it to me too.



[3] Gen. T. Michael Moseley and C/SrA Robert Severance IV. **[4]** Gen. Moseley inspects Cdt Severance's uniform. **[5]** The 60th Anniversary commemorative U.S. Air Force Pin that Mr. Hall gave to Cdt Severance. **[6]** The CSAF Challenge Coin, now C/SrA Severance's most treasured possession. **[7]** Gen Moseley congratulates Cdt Severance on the wear of his uniform .. **[8]** ... and poses with Cdt Severance for his own photographer.

Gen Moseley looked very closely at my uniform, then turned to the Major, smiled, and said to him, "Now take a good look at this young man's uniform. He looks fine to me. Since you were a CAP cadet, tell me, is his uniform OK?" They decided that my uniform looked just fine, and congratulated me. I was very happy, and now I was not as nervous as before. The general shook my hand and wished me luck.



[9] The cafeteria's Thunderbirds mural, with some of the people attending the inauguration **[10]** The general stood by the door and signed many programs. **[11]** The general also signed T-shirts for his classmates and the teachers. **[12]** Everyone liked the general.

There were a lot of people in the cafeteria, that had a big painting of The Thunderbirds on the wall. That's the name they picked for the school teams. The general posed for photographs with a lot of people. Some were old classmates. There was a lot of smiling, and laughing, and it seemed like they were having a very good time. I thought, "Here is one of the the most important officers in the world, and he comes to visit us, in little Grand Prairie, Texas. He is such a nice man."





18.

[13]-[14] Gen. Moseley autographs C/SrA Robert Severance IV's program. The library of Mike Moseley Elementary School is well stocked with books and computers to help develop the future leaders of our nation. [15] The Hap Arnold U.S. Air Force Pin that Mr. Ron Hall gave to Cdt Severance. [16] The general pins on Cdt Severance the U.S. Air Force Hap Arnold pin as a tie tack, before Mr. Hall takes their photograph. [17] The autographed program. [18] The event was well planned and very well attended. Gen. Moseley's bio is truly impressive.

Afterwards, we all went to the library for cake and punch. The general signed some T-shirts for his classmates and the teachers, and they were all so pleased. Then my dad, 1st Lt Robert Severance III, said to me, "Why don't you go over to the general and ask him to autograph your program?" So I did, and the general sat at a desk with me, and I was very nervous but also very excited. I knew that Gen. Moseley was the top uniformed man in the Air Force, and what that meant. And I'm only a Cadet Senior Airman in the Civil Air Patrol. Of course, I'm only 13, too. Well, almost 14. I congratulated him on this memorable occasion and he looked at me kindly. He asked me some more questions about what I did in CAP and how I liked it. I think he liked what I told him.



19.



20.



21.



22.

[19] Cake and punch were on hand to help celebrate the dedication of Mike Moseley Elementary School. [20] C/SrA Robert Severance IV meets Mr. Ron Hall, Chief Air Staff Photographer. Ever since attending photography school, Cadet Severance has had a strong interest in photography. [21] Gen. Moseley seemed to know everyone there. [22] Mike Moseley Elementary School is a modern educational facility serving the southern portion of Grand Prairie near Joe Pool Lake. (Photos by 1st Lt Robert Severance III)

The general had brought a photographer along, Chief Air Staff Photographer Ron Hall, who was taking photos. I got to meet him, and before he took my photo with Gen Moseley, he took an Air Force 60th Anniversary pin from his lapel and gave it to the general, who pinned it on my tie. Then Mr. Hall took our picture. In a single day I got two pins and a Challenge Coin! On one side of the Challenge Coin it says, "Presented by the Chief of Staff," and has Gen Moseley's signature under the flag of the Chief of Staff. On the other side, it says, "United States Air Force," and shows the Hap Arnold wings, with four stars between the wing tips. I've decided that I want to go to the Air Force Academy.

The only other coins I saw him give out were in a presentation case, and he gave them to the principal, for displaying at the new Mike Moseley Elementary School. The general autographed my program guide for the event with these words, "Robert, Study hard & when you're ready... the USAF is ready for you. T. Michael Moseley, General, USAF, 18th CSAF."

Afterwards, I talked with Mr. Hall, who explained some of the historical significance of the pin he'd given me. I thanked him for the pin and also for talking with me. I liked him a lot.

I was so very happy to have met Gen. Moseley!

(C/SrA Robert Severance IV)

Dallas CS



Promotions and Honors, 1 & 15 October

DALLAS, TX – CAP marked a milestone on 1 October, and Dallas CS cadets observed the 65th anniversary of the birth of the cadet program with a birthday cake. There were also a number of promotions given on this date.



1.



2.

[1] Cadet Zachary Buswold is promoted to C/SrA. [2] Cadet Matthew Patrick receives his Armstrong Achievement

Cadet Alex Carlson received his Gen J.F. Curry award, earned at Airman Leadership School last September. Senior members Roger Bonnett and Ray Woods were both promoted to 1st Lt. Then, during the October 15 meeting, Cadet Zachary Buswold was promoted to C/SrA and C/CMSgt Matthew Patrick received his Neil A. Armstrong achievement.

(2d Lt Sue Cathcart)

Operation Sendoff, 14 October

DFW AIRPORT, DALLAS, TX – The USO lounge at the DFW airport; a place where current and former military personnel can rest while awaiting transportation to their next destination; is a sort of home-away-from-home. The lounge features a TV room with big screen TVs and plush stadium seating, phones that visitors can use, a snack bar, computer cubbies with Internet access, and a game room – complete with a football table and

big-screen TV equipped with an X-Box gaming system, games, and controllers. The lounge is staffed by USO volunteers, who offer a friendly smile and whatever services they can, as a tribute of thanks to the military personnel who stop by.

Fifteen gates down the terminal, the USO provides another service to current military personnel traversing through DFW on their way between home and their stations in the Middle East. Each day, a single inbound flight and an outbound one carry from 100 to 300 US soldiers to or from DFW. Soldiers leaving DFW fly to Kuwait and then go on to their posting destinations. It is while awaiting that flight departing from DFW, about two hours after check-in, that USO volunteers hand out snacks, drinks, reading material and other comfort items, as well as care bags for the flight. They do this with a smile, in friendship, with words of encouragement or just light-hearted chatter. Another service is a "Reading Room," where a soldier can pick out a book, get videotaped reading it, and then the video and book are sent home to a family member.



[3] Cadets with snack carts [4] Cadets with USO "Grandmas." [5] Cadets surround two soldiers as they await transportation. [6] Cadets in the USO Reading Room

On one such Sunday afternoon, the Dallas CS cadets joined USO volunteers to help in handing out goodies to American soldiers awaiting transport from an R&R trip home back to their stations in Iraq and Afghanistan. It wasn't obvious who enjoyed it more – the soldiers who couldn't resist an offer from a young cadet dressed in BDUs, the adults who watched the interchanges, or the cadets who got a life lesson in what it's like to prepare to leave your family and homeland on a journey to fight for freedom in far away lands.

The cadets talked to the soldiers and learned that in their spare time they play cards, dominoes, or volleyball; activities with minimal body effort because they can't risk getting hurt during their down time. At least one friendship was formed, as several cadets played cards with a couple of soldiers to help them pass the time. Some of the soldiers, obviously exhausted after what must have been a whirlwind trip home, chose to sleep during their time at the airport terminal.

As the soldiers prepare to board the plane, all volunteers form a line. It's a moving and memorable event, watching the soldiers go down the line receiving handshakes, well-wishes, and words of love and appreciation as they enter the jetway in preparation for leaving American soil.

The USO was created just prior to World War II, intended as the face of the American public supporting service men and women. It is a non-profit organization, funded by private and corporate donations. USO volunteers also take part in "Welcome Home" rallies for arriving military flights. For information on arriving flights, go to <http://www.dfairport.com/heroes/index.html> or call 972-574-0392. In the Dallas area, to volunteer with the USO, contact Jodi Sorenson at 214-649-4720. For more information on the USO, please visit their national website at <http://www.uso.org/>

(2d Lt Sue Cathcart)

Group III FTX, 19-21 October

MIDWAY REGIONAL AIRPORT, WAXAHACHIE, TX – On the weekend of 19-21 October, Texas Wing CAP members gathered at Midway Regional Airport in Waxahachie for the Group III Field Training Exercise. The Waxahachie Composite Squadron hosted this event. Cadet Alex Carlson, 2d Lt Sue Cathcart and I received training for Ground Team Member 3, GTM2, GTM1, and Urban Direction Finding. There was a person to train us in whatever training we were there for.

After we signed in, the first thing we did was set up our tents. We used the tents for our barracks during the weekend-long event. We needed 24-hour packs for the training. To achieve our objective, we spent all day training. The meals prepared by kitchen staff were delicious.

We learned many things about health. For example, we learned that frostbite is dangerous and that a part of your body might have to be amputated if the frostbite gets too severe. Also, we learned that you can die from heat stroke. We also had something to do at night – one hour every night, we had to do firewatch duty. That's when you make sure that everything is the way that it's supposed to be.



[7]-[8] Cadets locating beacon by using an ELPer detector, capable of receiving the ELT's signal.

This was the first time that any of us had attended the FTX. We learned a lot about Search and Rescue. We also learned a lot about life in general. We want to thank Waxahachie CS for organizing and running this event. We'll be back for more.

We had a fun time at the FTX. I highly recommend it. Everyone should go to one sometime.

(C/SrA Collin Cathcart)

Jimmy Doolittle Archives & Museum, 22 October

DALLAS, TX – On 22 October, Dallas CS cadets and guests spent their meeting time visiting the Jimmy Doolittle Archives & Museum located in the Special Collections Department of the McDermott Library at The University of Texas, Dallas. Paul Oelkrug, Head of Special Collections, welcomed the group and gave a tour,

discussing the artifacts of General James H. Doolittle, including an impressive collection of awards.

General Doolittle donated his personal papers and memorabilia to the McDermott Library and was present for the opening of the exhibit. Mr. Oelkrug called Jimmie Doolittle the "master of the calculated risk," and said that he was most famous because he had put his men before himself.



[9] The Doolittle archives. **[10]** Cadets are ready to enjoy the Doolittle exhibit. **[11]** Cadets liked looking at the Doolittle memorabilia. **[12]** Cadet Matthew Patrick looks at Doolittle medals & awards

The McDermott Library's "History of Aviation Collection" spans aviation history and contains approximately 2.5 million items. Doolittle biographer Carroll V. Glines visits the museum every Tuesday and is available to share his knowledge and experience. In April 2008, the Doolittle Reunion will be co-hosted by the museum and the Frontiers of Flight Museum.

To prepare for this visit to the Doolittle Archives & Museum, during the squadron meeting on October 8, the Dallas cadets had watched a video on General Doolittle. For more information on the McDermott Library Special Collections, please visit <http://www.utdallas.edu/library/collections/speccoll/index.htm>.

(2d Lt Sue Cathcart)

Gladewater Corsair CS



Gladewater Corsairs Field Training Weekend, 12-14 October

GLADEWATER, TX – On the weekend of 12-14 October, 2007 the Gladewater Corsairs Composite Squadron, part of Group III, Texas Wing held a Field Training Exercise (FTX). The weekend's primary goal was to improve each member's skill in operating the L-Per ELT (Emergency Locator Transmitter) Tracking Unit. Also, and as part of this scenario, the squadron was introducing several new cadets to the field training experience.

The exercise was held on Capt. Charles Mouton's property, a place known as "an electrical interference nightmare." Wire fences surround sub-sections of the land, and there are high-tension power lines entering and leaving in all directions of the compass. Local high voltage lines meander around, as they were needed to power oil field equipment scattered throughout the parcel. As if that weren't enough of a bother, a number of metal buildings and large accumulations of steel beams, pipes, racks and other assorted pieces of oil field apparatus are scattered in several areas.

We theorize that if we can successfully pin-point an ELT signal in this sort of environment, we should have little trouble finding one nearly anywhere else. Each members attending the training was required to take a turn at operating the L-Per on an individual sortie. The experience level of the participants spanned the entire range from never having seen an L-Per before to being quite proficient at it. None of the sorties, whether using an experienced or newbie L-Per operator, was short.

Knowing the schedule in advance, when selecting each location, Cadet Chief Master Sergeant Jarrod Alexander – in charge of placing/hiding the ELT simulator – took into account each operator's level of experience. Cadet Alexander made each sortie an experience that went from very difficult to diabolical-almost-impossible. Of course, when it was his turn for a sortie and it fell upon Cadet Chief Master Sergeant Andrew Alexander (his brother) to place the ELT for him, it was purely coincidental that the location turned out to be extremely challenging.



[1]-[3] Chasing the ELT's signal in a challenging environment can be quite frustrating. However, the cadets found every one of them. **[4]** Upon return to base, Bob Hallmark and his news crew from KLTV, Channel 7, interviewed squadron members.

Late on Saturday morning, as the group was mere yards from the target, we received a radio call to return to base immediately. We abandoned the sortie and the group left for base camp at once, while Cadet Alexander retrieved the ELT trainer. Upon our arrival at base camp, we were quite surprised to find a reporter from KLTV, Channel 7 waiting for us. Channel 7's Bob Hallmark had been covering a school bus accident in Gladewater when he heard about our exercise nearby. Since he was very close to our home base, he decided to come over and visit. The result is that we had quite a nice interview, he asked some very good questions, and he liked our answers. Then he filmed the squadron in action, moving in a search line with the L-Per.



[5]-[6] After all the running around in the woods, and the TV hands-on demonstration, everyone had developed quite an appetite, so lunch was welcome. **[7]-[8]** Lt Farrell Alexander's Sunday marksmanship class, as always, was enjoyed by all. **[9]** At the end of the weekend, tired but happy, squadron members pose for a group photo.

Once Bob Hallmark left, it was time for lunch – good timing all around. Immediately after lunch, the ELT was

hidden once again and off we went. That evening, to our delight, the interview and accompanying footage were aired on Longview's Channel 7 on both the 6 p.m. and 10 p.m. broadcasts.

Since by Saturday evening we had completed all training scheduled for the weekend, Sunday became a time for unabashed fun. Lt. Farrell Alexander (DCC) readily provided a firearms training course for the members, so we proceeded to enjoy a morning of air rifle shooting. Lt. Alexander is an NRA-certified firearms instructor, and has acquired competition-grade air rifles for the squadron. The cadets are now working on the requirements for marksmanship medals.

Overall, it was quite a successful weekend. Our members learned about and could demonstrate knowledge of the L-Per equipment. We still have a way to go before reaching a high level of proficiency for all squadron members, but we made great strides during this weekend.

Later on this month, we plan to train in and around the hangars at Gladewater Airport. This type of L-Per searching presents new challenges which all must learn to deal with, since CAP is called out so often to airports and asked to locate ELT signals. The television interview was a great and pleasant surprise, and the air rifle shooting was as much fun as we had hoped for.

(1st Lt Harold Parks, Commander)

Gregg County CS Cadet Shows Initiative, 13 October

CARTHAGE, TX – C/Amn Nicholas (Nick) Spanial is one of the youngest members of the Gregg County Composite Squadron, part of Group III, Texas Wing. A motivated and engaging 13-year-old, he has a deep desire to help his squadron, and is firmly convinced that there is no substitute for the personal touch. He knew that October was "Open House Month" for the U.S. Civil Air Patrol, so on his own initiative, Cadet Spanial contacted the Carthage Chamber of Commerce with a simple question. How could he set up a CAP informational booth at the "Carthage Oil & Gas Blast" Fifth Annual Car Show? This had been a very successful event in the past, so he thought it would be a good way to meet people and tell them about the U.S. Civil Air Patrol.

The City of Carthage had set a standard rate of \$25 for vendor booth space, but they soon realized that the CAP squadron was a volunteer organization that had nothing to sell and was a not-for profit organization. Moreover, they learned that Cadet Spanial was willing to spend his own money to rent a booth. Impressed by the young man's can-do attitude, the Chamber graciously waived the \$25 fee.



This annual event took place on 13 October, on the grounds of the Texas Country Music Hall of Fame. With the help of SM Nancy Spanial (his mother), Cadet Spanial set up a professional-looking and attention-getting booth. Under a hunter green canopy, he used one of his own camo-patterned sheets as a table cloth, upon which he stacked promotional and informative material. Squadron sign and flags beckoned many attendees, charmed by the effort. *(Photo: SM Nancy Spanial)*

Cadet Spanial spent the day handing out brochures and flyers and trying to interest booth visitors in the CAP program. In no small measure helped by his youthful enthusiasm, the booth was very well attended and smiles abounded. How did he feel about it? "It was a good experience, communicating and relating to people. Many booth visitors took brochures and info sheets, and some said they would come and visit a squadron meeting some time," he said. Then he added, "At first, most of them thought I was in the Army or the Marine Corps, but when I told them I was in the U.S. Civil Air Patrol, they'd never heard of us. So I told them."

Cadet Spanial (who is big for his age) was born into a family with a strong tradition of service in the U.S. Marine Corps, and he wants to follow in their steps. His goal is to earn his wings as a Marine pilot. He is active in the Boys Scouts, and is home schooled, in common with many of his fellow cadets in the squadron. Why does he like CAP? "Because of the leadership training and the opportunity to start learning how to fly. I want a pilot's license."

(2d Lt Tracy Hollinshead)

Color Guard Heads Parade, 16 October

HALLSVILLE, TX – Cadets and Senior Members from the Gregg County Composite Squadron, part of Group III, Texas Wing were present at Western Days in Hallsville, Texas on 16 October 2007. The color guard participated in the festivities by marching in the parade. C/SSgt Ryan Cobb, C/MSgt Caroline Morton, C/A1C Dedrick Taylor, and C/SSgt Kayla Cassel represented the squadron as members of the color guard.



[1] Maj Gerry Davis supervised the color guard, shown here formed in place in preparation for the parade's start. **[2]** As the parade is set in motion, C/SSgt Ryan Cobb, C/MSgt Caroline Morton, C/A1C Dedrick Taylor and C/SSgt Kayla Cassel lead the column through the town. **[3]** Following the color guard, C/2d Lt Zachary Whiteley, Maj Gerry Davis, and C/Amn Hannah Morton follow in line.

[4] The spectators greatly appreciated how the Color Guard carried the colors in the parade. *(Photos: Mr. Derek Cassel)*

(2d Lt Tracy Hollinshead)

Cadet Participates in 5K Run, 16 October

HALLSVILLE, TX – Also included in the activities was the 1st Annual Healthy Hallsville "Fun Run," which C/SSgt Kayla Cassel helped organize and promote. C/2d Lt Zachary Whiteley (age 16) participated in the 5K Run and was one of about 40 runners. In his category (15 to 19 year olds), he was very much on the younger

side. "There weren't that many runners," he said, "but this is a small town."
 How did he feel about it? "Some of the runners were right up at the limit, 18 and 19 year olds. They were tall, had awesome legs and were fairly light. As soon as I saw them, I knew I would have to do my best just to keep up with them." What did he think his chances would be? "Not that hot," he said, candidly, "but I thought of the squadron and decided to go out there, look straight ahead, and just run my own race. At least, I knew I was going to finish it." (Yes, he does have a sense of humor.)
 Well, he didn't break the tape, but when he crossed the Finish line, Cdt Whiteley had placed 3rd – a significant achievement. Other squadron members concentrated on cheering him on (he attributes part of his success to their moral support), and every one got so excited that nobody took any photos. Cdt Whiteley promises that in the future he'll make sure someone takes them.
 Also attending both of these events in Hallsville were C/Amn Hannah Morton, Maj Gerry Davis, and 1st Lt Carolyn Morton

(2d Lt Tracy Hollinshead)

Kittinger Phantom SS



Alpine Mountain Flying School, 12-14 October



ALPINE, TX – Under an unlimited visibility, clear sky, several members of the Col. Joe Kittinger Phantom Senior Squadron, TX 352, Group III, Texas Wing, found their way to the high country of Alpine, Texas. There to attend the Texas Wing Mountain Flying School were 1st Lt Joe Chasoff, 1st Lt Ferrill Ford, Capt Gary Houck and 2d Lt Richard Hacker, who wanted to take advantage of this annual event for CAP pilots across Texas. This year, the event also benefited from the attendance of colleagues from Oklahoma Wing.

On their way to the event, Joe and Gary flew N984CP, while Ferrill and Richard flew Ferrill's Mooney M20C. Alpine Casparis Municipal Airport (E38), nestled perfectly between the Davis, Santiago and Glass Mountains, afforded a variety of challenging grids for practicing search and rescue flying skills over difficult terrain. While Ferrill and Richard attended the four-hour mountain flying ground school, Gary and Joe worked on their mission pilot qualifications, helped along by an abundance of Mission Pilot instructors.

The mountain flying school delivers a curriculum in four consecutive blocks. Block One focuses on the dynamics of high altitude flying, such as the effects of density altitude on light aircraft performance. Block Two addresses mountain weather phenomena such as wind acceleration across ridgelines, standing and mountain waves, fog, storms and downbursts. Block Three explores the challenges of mountain flying such as flying out of downdrafts, crossing ridgelines, canyon flying and the unique characteristics of mountain airport operations (in other words, how to take off and land in a high density airport with gusting crosswinds!). Block Four covers mountain searching including grid, electronic and contour searches. Upon completion of the ground school, pilots who successfully passed the exam (in this instance, all participants did pass) were required to fly two sorties with a safety pilot, the latter providing coaching and assessing each pilot's capabilities. This year, thirty-two pilots completed the course.



With the wind gusting to twenty-five knots, pilots had the opportunity to experience some of the turbulence and wind phenomena typically encountered in a mountain environment. Unlike the familiar pattern searches that mission pilots continually perfect over relatively flat terrain, a mountain SAR operation requires the pilot to fly the topography of the grid, closely following the contour of the mountains so as to give observers and scanners an optimal view of the search area.

The purpose of the training and the heightened concern for safety in a higher altitude environment could be witnessed in the careful planning and execution of the sorties. However, the ever-present smiles on many faces hinted at the fun pilots were having as they met the challenge of mountain flying.

(2d Lt Richard Hacker)

[Read the Squadron's October, 2007 eNewsletter](#)

Pegasus CS



From Dining Out to Working Out, 20 October

LUBBOCK, TX – On 20 October, 2007 the Wells Fargo Building in downtown Lubbock was the scene of the Texas Tech AFROTC Detachment's Dining Out. We were at the very top of the building, which is the second highest point in Lubbock. In the Civil Air Patrol, I had done something very similar to this in its "us only" variant, called Dining In. The CAP event took place on the last night of encampment, and it was nearly the same in principle, if not in uniform (at encampment we wore grungy BDUs, but here we had our full Service Dress uniforms on), so the Dining Out didn't take me by surprise. The one common factor was the infamous Grog.

It was entertaining to see how the upper-class cadets used the Grog to get back at others. Even members of the cadre were sent to the Grog table. Luckily I was not a target, so I went home with my stomach in good shape. Cadet Poor had to go to the Grog and suffered a most unusual punishment – instead of drinking the Grog itself, he had to chew the brew. There were twizzlers and M&Ms in it, so it got really chunky. I don't know how good it was, though. (He did grimace a lot.)



(L-R) Lauren (Cadet Miller's girlfriend), Cadet Miller, Cadet Szasz (Madam Vice), Cadet Petrosky, Cadet Oswald, Cadet Fortney, Cadet Walker (the redhead), Kayla (Cadet Fortney's girlfriend), and

Cadet Poor.

It was a fun night, like a big social party. The main course was excellent and the dessert was even better. This was a good chance for us to blow off steam, as the semester progresses along and the academic work gets harder. Also, the presence of others not in the ROTC program made it less strict than our CAP encampments' Dining In. Overall it was a blast, and I'm looking forward to the next one.

Then, reality check. The following week was back to business, and the physical fitness test was the next challenge. It is quite similar to the CAP PT test, with a few changes. There is no sit-and-reach, no shuttle run, and the mile run turns into a mile and a half. For the AFROTC test you need to get your waist measured, because your weight and body mass matter. And of course, as you would expect, the standard push-ups and sit-ups are there. The rules are practically the same. To pass, you need to do at least forty for both sit-ups and push-ups, and run the mile and a half in at least 12 min 30 sec.

I passed the test in all categories, but I'm far from where I need to be. Out of a possible one-hundred points, I earned an 85.75. And I must admit that after running the mile and a half I was exhausted. AFROTC definitely puts a lot more emphasis on PT than Civil Air Patrol does. Our PT workouts are an hour long, at six in the morning, twice a week. The campus is dead at that time. Now that we are getting into the winter months, it is really hard to get to the Rec Center on campus when it's forty degrees outside.

Other than PT, everything about AFROTC is awesome. It would be really rewarding if CAP did some of the same stuff that we do here. Yet, since starting AFROTC, I have valued one thing above all others – my time in the Civil Air Patrol. It has set me apart from all the other cadets here. Many of my fellow cadets at Pegasus could easily transition into AFROTC, seamlessly. It would be a snap for them. But don't take me wrong, this is no free ride; I was lucky in that I had a good head-start in CAP, that's all. And this one has turned out to be is a great detachment – and it's still the best decision I've made.

What's my advice to you, if you're college-bound? Come to Texas Tech and join AFROTC Detachment 820. You won't regret it. By the way, we are the *Skyraiders*.

(C/Ssgt Evan Petrosky)

**Waxahachie
Talon CS**



Dealing With the Unexpected, 10 July

WAXAHACHIE, TX – In the U.S. Civil Air Patrol we have three equally important missions – aerospace education, cadet programs, and emergency services. But why is emergency services considered one of our most important missions? Because the more that CAP members train, the more lives they might be able to save during an emergency or disaster. You might say to yourself, "Well, nothing dangerous ever happens around here." But when you least expect it, a situation will come your way that will call for you to use your training to save someone's life. And that someone might well be you



[1] C/MSgt Rachel Scarborough and C/MSgt Phil Lambert prepare for inspection. **[2]** C/MSgt Rachel Scarborough pays close attention to her instructions. **[3]** C/Captain Ben Josse keeps his eye "on the troops." **[4]** Chaplain (Lt Col) Nancy Smalley shows cadets how to use a compass. **[5]** Waxahachie squadron cadets like to play around after the work is done.

July 10, 2007 was shaping up as just another "usual" day for C/CMSgt Phil Lambert, until he got inside his car shortly after it had stopped raining. Cadet Lambert was driving from his work at Pizza Inn (Midlothian, TX) in order to meet his mother, when his Honda Prelude's tires, without any warning, lost adhesion with the road. He says, "I was approaching a turn on a gravel road, and I slightly pressed on the brake, knowing that it could be slippery. I moved the steering wheel for a gentle turn to the left, but my car kept going straight, and I just ran out of time. My car slid off the road and hit a tree. That's all I can remember."

During this event, the rear view mirror had fallen off, hit Cadet Lambert on the forehead, and cut open his forehead. When he regained possession of his senses, he found himself in this predicament – but didn't hesitate. Having qualified as a ground team member and a CERT (Community Emergency Response Team) member, Cadet Lambert knew exactly how to handle the situation.

First he looked for and found his ground team equipment in the back of his car. Cadet Lambert then hastily opened his pack and began searching for something to control his forehead's bleeding, that probably looked a great deal worse than it was. There he found some gauze pads and bandage wrap left over from previous ground team activities, and he determined that these would do. He took the gauze pads and placed them on his cut, then he tightly wrapped the bandage around his forehead. By this time his mother had arrived at the scene of the accident. Once she was there, Cadet Lambert immediately asked her to apply pressure to his cut, in order to stop the bleeding. Shortly afterwards, an ambulance arrived ready to rush Cadet Lambert off to a hospital. That day he received a good number of stitches sewn across his forehead.

When asked, "What did you learn from the experience?" Cadet Lambert replied, "Back roads are very unforgiving, and trees always win." He also said, "CAP training helped me, because I knew how to control my forehead's bleeding. We need to train our members to become outstanding ground team members, because the more we train the better prepared we are in all situations. Without my training, I wouldn't have been able to stay calm or do what I did."

At the squadron, the cadets now have a new incentive to take their ground team training to heart.

(C/1st Lt Tiffany Hamm)

Bivouac: Sleeping under the stars, 19-21 October

WAXAHACHIE, TX – On 19-21 October, a multitude of tents filled the grassy area around Waxahachie Composite Squadron's Communication and Command Post, as the weather remained a beautiful 85 degrees under clear skies. Thirty-five Texas Wing members attended the Fall Group III Field Training Exercise hosted by the Waxahachie Composite Squadron at Midway Regional Airport.

"Our goal is to provide as much training as possible in a short period of time, making sure that potential ground team members can perform the tasks," said Lt Col Nancy Smalley. "It takes two or three Field Training Exercises for someone to get fully qualified as a ground team member."

Instruction and tasking began Friday evening and ended at noon on Sunday. Trainees participated in classroom instruction, hands-on tasks, sortie participation, and task evaluation. Tasking included everything from gear check to map work and finding a practice Emergency Locator Transmitter (ELT) beacon so the trainees could provide first aid and transportation to a simulated crash victim. Sorties included ramp checks, practice ELT searches, line searches and victim recovery.



[1] GSARSS... *Grrrr* C/Capt Jenkins and C/1s Lts Koen and Stricklin look intimidating as they evaluate their ground team while they search for a simulated victim. **[2]** *What do we do with her now?* As the team members begin to stabilize their simulated victim, they have to make several decisions in a rapidly changing scenario. **[3]** *Hurry, Hurry!* After securing their simulated victim, the team members rush her to the waiting ambulance.

Training included Urban Direction Team, Ground Team Member and Ground Team Leader tasking. Ground Team instructors came from across Texas Wing, and included Capt Stephen Starke, C/1s Lt Caleb Stricklin, C/Capt Joshua Jenkins, C/1st Lt Emmet Koen, and Ch (Lt Col) Nancy Smalley. Capt Toby Buckalew provided Basic Communications Unit Training and Capt Todd Prucha taught the first aid class.

During the weekend, 1s Lt Opal McKinney and C/Capt Rebecca McKinney planned and served a variety of meals from their field kitchen. The City of Waxahachie and the airport's Fixed Base Operator provided the facilities on Midway Regional Airport, which are used by the Waxahachie Composite Squadron.

When a cadet was asked what he had learned, he remarked, "Just because it is warm during the day doesn't mean that you won't need your coat at night."

Group III and the Waxahachie Composite Squadron host the Field Training Exercise twice a year. This event helps train and improve ground team and other skills in Group III and Texas Wing.

(Ch (Lt Col) Nancy Smalley)

The reality – "Keep marching on," 27 October

I know I should stop counting the days
And it hurts me to say
That it's time I faced reality.

The truth is –
You didn't understand how much you meant to me.
You only cared about one thing,
And it wasn't me.



I trusted you with all my heart,
But then you shattered it.

You didn't need to run
But you didn't care,
And left me far behind, in the bitter company of my tears.

Even after the pain you've put me through,
For some mysterious reason,
All I can think about
Is you.

Everyday I keep wishing I could make time go back,
Because I've stumbled upon the truth –
You don't really know what you have,
Until you've lost it.

I miss not having your shoulder to cry on.
I miss the way you always made me laugh.
But most of all I miss your voice,
That voice that was soothing to listen to,

That voice that always found the right words with which to comfort me.

I went through my closet the other day
And found a shirt neatly put away.
On its back it had your writing –
"Keep Marching On"

I guess it's time I faced reality,
And did move on.

But before I go I must tell you this –
Pursue your dreams,
Never give up,
When in doubt trust in the Lord,
I hope all your wishes come true
And like you once told me,
"Keep Marching On."

Now I must move on with my life
But won't ever forget you.
And hope you'll never forget me.

And so it has arrived,
My time for reality.

(C/1st Lt Tiffany Hamm)

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