



PCR-CA-334

The

# GLIDER EXPRESS

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*The Glider Express* is a unit publication, created for the members and supporters of the John J. Montgomery Memorial Cadet Squadron. It is published privately and is in no way connected to the Department of the Air Force or the Civil Air Patrol Corporation. Opinions expressed by the writers are their own and are not to be considered official expressions by the Civil Air Patrol.

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**ARTICLES!** The stuff that makes a newsletter interesting... If you have an idea, are willing to take some initiative, and feel you have a photo or an interesting "tid-bit" to share, e-mail it to Squadron 36's Public Affairs Officer at:

[mmontgomery@cawg.cap.gov](mailto:mmontgomery@cawg.cap.gov)

If you don't have internet access, write or type your notes and send them to:

*The Glider Express*  
4300 The Woods Drive Apt 1003  
San Jose CA 95136-1003

## SQ36 INTRODUCES NEWSLETTER FOR SENIORS AND CADETS

By Maj Mike "Monty" Montgomery  
Public Affairs Officer

Welcome to the inaugural issue of our unit's newsletter! This is an ideal way to distribute our members' accomplishments, our planned activities, and other bits of goodness that we hope folks will want to see.

As months progress, we hope to see contributions from all squadron members and perhaps even outside supporters as well, such as family members. Seeing as to how every member within Squadron 36 is important, the newsletter will not be a forum for just the "brass" to send information down the line. Rather, this concept belongs to all members, from the newest Cadet Airman Basic and his/her family, to the unit commander and beyond.

Civil Air Patrol is more than a 2 ½ hour meeting per week. Civil Air Patrol is collection of families, members of which coming together to form a team that does many things together. Graduating high school? That's something worthy of congratulations and "good on yas" for all to see. Enlisting in the Armed Forces? Wow; that's news! Got selected to play for the Kansas City Chiefs? Cool, you made the Christmas card list (kidding...but you get the idea!)

Embrace this concept and let this internal publication be a thing behind which we can rally!//

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## SQUADRON MEMBERS PARTICIPATE IN SAREX AT PALO ALTO

By Maj Mike "Monty" Montgomery  
Emergency Services Officer

The morning of Saturday, July 9 came early with a trip to neighboring Squadron 10 in Palo Alto for Urban Direction Finding (UDF) training. Three senior members and twelve cadets stepped up to embrace one of Civil Air Patrol's main missions – Emergency Services (ES) – by attending the training Search and Rescue Exercise (SAREX) and experiencing a different aspect of CAP.

Maj Mitch Richman, the Group 2 Commander, doubled as the SAREX's Incident Commander and when referencing Squadron 36's amount of personnel attending, had one word to say: "fantastic!" *Cadets Nguyen & Solidarios with Maj Richman*



Squadron 36 folks traveled throughout the San Carlos, Palo Alto, and San Jose metropolitan areas, searching for distress beacons – known as ELTs – with equipment designed to locate where each transmitter was emitting a training distress signal. "I learned a lot," said Cadet Amir Vaziri of Squadron 36. "I feel much more confident that I could do this than when I showed up this morning."

(continued on Page 2)

## JOHN J. MONTGOMERY MEMORIAL CADET SQUADRON 36

2490 Cunningham Avenue  
San Jose CA 95148-1003  
(408) 258-2720

**Meetings every Tuesday**  
7:00 p.m. – 9:30 p.m.

### On the Web:

<http://sq36.cawg.cap.gov>



### Organization

#### Commander

Maj Mike "Monty" Montgomery

#### Deputy Commander

Capt Michael A. Hodges

#### Administration

Lt Col Jerry D. Horne

#### Aerospace Education Officer

Capt Todd E. Bejsovec

#### Moral Leadership Officer

Chaplain (Capt) David J. Prado II

#### Finance Officer

2d Lt J. Kenneth Palmer

#### Leadership Officer

Maj Johanna J. Montgomery

#### Logistics Officer

Lt Col Jerry D. Horne

#### Personnel Officer

Maj Mike "Monty" Montgomery

#### Professional Development Officer

Lt Col James H. Sena

#### Public Affairs Officer

Maj Mike "Monty" Montgomery

#### Safety Officer

Capt Michael A. Hodges

#### Testing Officer

2d Lt Jan E. Orvick

#### Transportation Officer

Capt Todd E. Bejsovec

## SQUADRON 36 CADET TAKES TO NEBRASKA SKIES

Maj Mike "Monty" Montgomery  
Public Affairs Officer



Cadet Staff Sergeant Tania M. Samsonoff embraced one of her motivations in CAP: the desire to fly. Cadet Samsonoff recently returned from a 13-day Flight Academy held at Camp Ashland, Nebraska, from June 17th to June 30th 2005.

During the course of her time in America's Heartland, Samsonoff and fifteen other cadets from around the nation received top-level flight instruction from six certified flight instructors and more flights than she can recall. "I must have made at least sixty landings, basically flying every day," Samsonoff noted. "We flew in the morning and then had each afternoon filled with classroom time where we learned on paper how to fly."

Samsonoff's experiences weren't completely limited to flight time and coursework. She also had the opportunity to visit the Strategic Air Command museum at Offutt Air Force Base, ride aboard a "Blackhawk" helicopter, and had dinner with the Nebraska Guard's Adjutant General. "He was a pretty cool guy," Samsonoff commented.

Her participation culminated with an opportunity to solo at the end of her time at the Flight Academy. "My first thought once I landed was the same thought that all of us had: 'oh my God, I landed and I didn't die,'" Cadet Samsonoff recalls. Saving death for yet another day, all cadets that attended the Flight Academy completed a solo flight, an extremely rare occurrence. For outstanding exhibition of the training they received, all cadets – including Samsonoff – were awarded CAP's Commanders Commendation Award and a set of solo wings during their graduation ceremony.//



*Editor's note: Cadet Thomas Posey also attended a flight academy in Tennessee at the same time as Cadet Samsonoff but was not available for an interview on his experiences. Cadet Posey recently departed for the Air Force Academy Preparatory School in Colorado Springs, Colorado. See a press release on his acceptance to the Prep School on the web at <http://sq36.cawg.cap.gov> under "Press Releases."*

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### Continued from Page 1.....SAREX

Seniors and cadets had added opportunities to practice using radios, topographic maps, and in some cases, basic familiarization of how to use latitude and longitude to locate a position on a map.

Upon conclusion of the SAREX, Maj Richman noted the importance of having certified UDF teams. "Out of all of the ES missions California Wing conducted last year, approximately 80% involved UDF teams locating and/or silencing ELTs."

Perhaps most unique when compared to a typical Squadron 36 meeting was the fact that when conducting ES training and missions, a person's experience and ES certifications take precedence over CAP rank. Thus, even the most junior cadet – with the right credentials and experience – could be responsible for supervising a team comprised of less experienced senior members and cadets. "It was great that the cadet team leaders (from Squadron 10) were able to pass on their wisdom and learned techniques to the seniors and cadets of our squadron," Maj J. Montgomery mentioned.

With the completion of this SAREX, Squadron 36 took one step closer to fulfilling one of the commander's challenges to the squadron: having a UDF team certified and ready to aid California by the end of 2005.//

## SENIOR MEMBER HONORS ANCESTOR ON JULY 4TH

Maj Jo Montgomery  
Leadership Officer

Justified honor goes to veterans when we think of the sacrifices our armed forces veterans made to make this country what it is today. Most people think of World War II, Korea, Vietnam, and the Persian Gulf when the word "veteran" comes to mind. Maj Montgomery made sure to remember a veteran from a conflict many citizens don't actively recall and to which many have a hard time tracing an ancestor: America's Civil War.



Sporting a recreated blue uniform that is 140 years out of fashion, Maj M. Montgomery marched in Redwood City's July 4th Parade. "I'm a lineal member of the Sons of Union Veterans of the Civil War and they had an entry for a marching contingent of Union soldiers...so I figured that I had the day off anyway...why not don the wool?"

One of Montgomery's documented Great-Great-Great Grandfathers was James R. McCormick, a private in the 104th Illinois Volunteer Infantry Regiment, Company B. Outside of McCormick, he has twelve other documented ancestors from the Civil War - all of which having fought with the Confederacy.

On a light-hearted note, Montgomery further relays, "the guys with whom I marched razzed me a bit by saying that I wasn't allowed to speak on account of my accent...but I don't think it's that bad." Anybody who knows Montgomery can readily testify to his being born in the South and having just arrived in California five months ago from Alabama.//

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## Risk Management: A Common Sense Approach to Safety

Capt Mike Hodges  
Safety Officer

How many times in the course of your day do you practice Risk Management? Do you go shooting out into the street without looking? Do you ride in a car without wearing a seatbelt? Do you run your mouth at the school bully? Hopefully, you don't do any of these things. This, in essence, is risk management, and it's the backbone of what I'd like to talk about today.

CAP is an organization that puts safety above everything else while in pursuit of its missions. In my 15+ years experience, this has always been the case. To that end, mission commanders, unit commanders, and even individual members are encouraged to continuously evaluate the safety of a mission, or a particular event or activity. ALL members have the ability to put a stop to something they feel is unsafe, at least until it can be evaluated objectively, without repercussions or fear of mistreatment from superiors or peers.

Risk Management is really nothing more than weighing the risk of an activity against the desirability of the goal you wish to obtain. It also involves taking the steps necessary to reduce or eliminate unnecessary risks. This is a mandatory and important component of all of CAP's missions, including the cadet program. It requires vigilance on the part of commanders and leaders, and the willingness of the individual to evaluate every situation they find themselves in with an eye toward reducing risk to themselves and others. No mission is successful if someone gets hurt, no matter how vital it is.

In your personal life, good risk management skills can save you a world of trouble every day. We all

*(continued on Page 5)*

## MYTH BUSTERS

(It's not just on the  
Discovery Channel...)

Answers on Page 5

1. When outdoors, salute officers when you come within six paces of their location.

**Fact or Fiction?**

2. If a flight is standing at ease, and the commander mistakenly gives a command that can not be executed from at ease, such as "Forward, MARCH," the cadets in the flight should snap to attention and exclaim, "As you were, sir!"

**Fact or Fiction?**

3. During an inspection, if someone wishes to touch your uniform (*i.e.*: to measure your cutouts, *etc.*) she or he must first say, "Permission to touch?" If they do not, then they are guilty of hazing.

**Fact or Fiction?**



*Were you aware of Squadron  
36's Attendance Policy?*

*Go to*

<http://sq36.cawg.cap.gov>

*and click on "Publications of  
Note."*

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**Excerpted from "Sled Driver,"  
by SR-71/Blackbird pilot Brian  
Shul:**

I'll always remember a certain radio exchange that occurred one day as Walt and I were screaming across southern California 13 miles high.

We were monitoring various radio transmissions from other aircraft as we entered Los Angeles Center's airspace. Though they didn't really control us, they did monitor our movement across their scope.

I heard a Cessna ask for a readout of its groundspeed. "90 knots," Center replied.

Moments later a Twin Beech required the same. "120 knots," Center answered.

We weren't the only ones proud of our speed that day, as almost instantly an F-18 smugly transmitted, "Ah, Center, Dusty 52 requests groundspeed readout." There was a slight pause. "525 knots on the ground, Dusty."

Another silent pause. As I was thinking to myself how ripe a situation this was, I heard the familiar click of a radio transmission coming from my back-seater.

"Center, Aspen 20, you got a groundspeed readout for us?" There was a longer-than-normal pause. "Aspen, I show one thousand seven hundred forty-two knots." No further inquiries were heard on that frequency. //

## SCHEDULE

July 19 (Tues)

July 23 (Sat)

July 24 (Sun)

July 26 (Tues)

July 30 (Sat)

July 30 (Sat)

Aug 2 (Tues)

Aug 9 (Tues)

Aug 16 (Tues)

Aug 23 (Tues)

Aug 30 (Tues)

Sep 6 (Tues)

Sep 11 (Sun)

Sep 13 (Tues)

Sep 20 (Tues)

Sep 27 (Tues)

Meeting: Core Values, Map Reading, Effective Listening. Battle Dress Uniform/CAP Field Uniform

**Activity:** UDF Training, 9:00 a.m. – 5:00 p.m. Battle Dress Uniform/CAP Field Uniform. Point of Contact for this activity is Maj Mike "Monty" Montgomery

**Activity:** IACE Rafting Trip, 9:00 a.m. – 5:00 p.m. Civilian attire. Point of Contact for this activity is Lt Col Chris Lee (chris.o.lee@savvis.net or 408-463-0904)

Meeting: Moral Leadership and Physical Training (PT). Battle Dress Uniform/CAP Field Uniform

**Activity:** Level I/CPPT Training 8:00 a.m. – 5:00 p.m. Service Uniform/Aviator Uniform. Point of Contact for this activity is Lt Col Jim Sena

**Activity:** Orientation Flights 8:00 a.m. – 5:00 p.m. Battle Dress Uniform/CAP Field Uniform/Flightsuits Cadet SrNCOs, Officers, & Seniors. Point of Contact for this activity is Capt Todd Bejsovec

Meeting: Drill & Ceremonies & Guest Speaker. Service Uniform/Aviator Uniform

**\*\*\*NO MEETING\*\*\***

Meeting: Model Rocketry. Battle Dress Uniform/CAP Field Uniform

Meeting: Moral Leadership and Physical Training (PT). Battle Dress Uniform/CAP Field Uniform

**Activity:** 5th Tuesday Fun Night. No Uniform. Point of Contact for this activity is Maj Jo Montgomery

Meeting: Drill & Ceremonies & Guest Speaker. Service Uniform/Aviator Uniform

**Activity:** "Palo Alto Airport Day." Palo Alto Airport. Battle Dress Uniform/CAP Field Uniform. Point of Contact for this event is Maj Mike "Monty" Montgomery.

Meeting: Followership and Model Rocketry. Service Uniform/Aviator Uniform

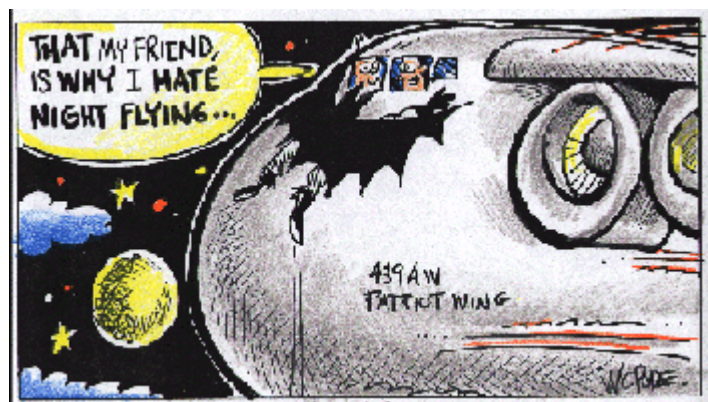
Meeting: Emergency Services. Battle Dress Uniform/CAP Field Uniform

Meeting: Moral Leadership and Physical Training (PT). Battle Dress Uniform/CAP Field Uniform

### LEGEND:

**unless otherwise mentioned**, all meetings and activities will occur or start (and end) at Squadron 36's standard meeting location: Reid Hillview Airport.

**RED LETTERS** = Activities that factor into cadets' attendance record



## COMMANDER'S CORNER

Maj Mike "Monty" Montgomery  
Commander



It's overwhelming to pause, look around, and see how things have been going for us here at 36. It's also amazing to me that since our arrival over seven months ago, we've managed to make some wonderful friends in the seniors and been inspired by many of this unit's cadets as well. Some folks would call it luck...but whatever "it" is, we're certainly blessed to have the great folks we have.

We've seen a lot of changes to the squadron's status quo and as a unit, we've flexed to undertake many new challenges. With unit-wide Emergency Services training in full-swing, a well-implemented Aerospace Education program, cadet orientation flights, moral leadership being conducted by a CAP-endorsed Chaplain...wow, it's been busy!

As our squadron continues "norming" with these many changes, we must be exceedingly mindful of two things: *effective* communication and professionalism. Let's not just take in the book definition of what these two aspects are: let's personalize them! Communication is so absolutely critical; whether it be between parents and senior members, cadets and cadets, or any combination thereof. We're volunteers, which means we aren't full time CAP employees...but we certainly are charged with looking out for each other and the only way we know that we're doing it right is to effectively communicate. CAP rank should not be grounds to inhibit good communication and neither should a person's position. This ties right in with professionalism.

I've had cadets ask me if they were even allowed to talk to me as opposed to offering only greetings. The answer is: YES! As members of a team, we know how to use customs and courtesies with each other...but these traditions are not in place to prohibit us from interacting. So long as you are abiding by the guidelines set forth in your appropriate publications (i.e., CAPR 52-16, CAPP 151, etc.) then there is nothing preventing anybody from asking questions, learning, or enjoying team spirit. Speaking from personal experience, I've learned much more from those with higher rank and/or experience when I *\*talked\** with them as opposed to holding back and going on autopilot.

Thank you for what you folks are doing! Continue improving and using effective communication and professionalism in all the things you all are doing. Be safe out there!//

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### *Continued from Page 3.....RISK*

know or have known someone who behaves recklessly, who jumps into things that are potentially dangerous without giving it a second thought. We also know many of these people who break arms, legs, skulls, and occasionally necks and spines. Far worse is the reckless individual who allows someone else to suffer injury because of their lack of respect for the risks they're taking. As leaders, and professional volunteers, we owe it to the people we serve, our peers, and our selves to develop good risk management skills and apply them to everything we do. //

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***A Cadet Squadron's newsletter without cadet-generated articles is like a computer company that doesn't offer computers. CADETS: this is your chance to take initiative!***

***Submit your articles to Maj Montgomery (mmontgomery@cawg.cap.gov) and get printed! Articles must be submitted by the third week's meeting before the next month.***

## MYTH BUSTERS

(It's not just on the  
Discovery Channel...)

Questions on Page 5

1. MYTH BUSTED: Salute officers upon recognition and at a distance that allows them time to return your salute. "Prescribing an exact distance for all circumstances is not practical" (Ref: CAP Drill & Ceremonies, 3-6a).

2. MYTH BUSTED: "AS YOU WERE" is a command that revokes a preparatory command. It is a way for a commander to acknowledge that he gave a drill command in error. In the case above, the cadets could simply remain at ease, and the commander will quickly see that he/she made a mistake, or they may attempt to execute it to the best of their ability. Cadets in ranks never give commands to the flight commander (Ref: CAP Drill & Ceremonies, 2-1e).

3. MYTH BUSTED: That claim has no basis in any CAP regulation. CAP members should treat each other with respect, but there are no special words they must say in order to interact with one another.

*Not sure how to access your online CAP information? Best learn how...keeping your information current is YOUR responsibility!*

Step1: Go to [www.capnhq.gov](http://www.capnhq.gov)

Step 2A: If you are NEW, click the "First time e-services" link, follow the instructions, then return to Step 1.

Step 2B: If you are not new, enter your CAPID and your password.

Step 3: On the left-hand side, look down the list and find "interactive personnel system." Click that link.

Step 4: Enter your first and last name or simply hit "search."

Step 5: Look for the sentence in red that says, "if you would like to change info, click here." Click that link.

Step 6: The first section is "Personal Information." Click that link.

Step 7: Fill in as much as you can – PARTICULARLY your height, weight, eye color, hair color, etc. (Don't worry, folks can't read your weight BUT it is required for 101 cards, so simply do so.)

Step 8: Click "finished"

*Next newsletter...we'll discuss how to input other information into your records!*

## TEAMWORK TALK

Major Jo Montgomery  
Leadership Officer

The most important ingredient of all is... TEAMWORK!

In any organization there is a recipe that must be followed to ensure the objectives for that group are obtained. Part of that recipe is the individual ingredients that go into it. For Civil Air Patrol, specifically Squadron 36, those ingredients include; people, equipment, enthusiasm, initiative, dedication and most importantly TEAMWORK.

If we look at these ingredients separately each is important. People are needed or there would be no Squadron 36. Both cadet and senior members are needed to run the squadron and create an atmosphere of learning and fun. Equipment: a building is a must in which to meet and house files and records. All of us would not be here if we didn't have a heart and spirit for the program thus, the life of the squadron relies on the imitative of the members. Without imitative, there would be no classes, no events, no learning, and no squadron. With initiative, there is a sense of inspiration for both people and ideas.

The most important ingredient is what holds people, equipment, enthusiasm, initiative and dedication together. It is the ingredient that truly brings everything together and makes things within the squadron work. That ingredient is the cooperation and willingness to work together as a team through TEAMWORK. Without it we would just be a bunch of individual folks gathering every Tuesday for a few hours of classes. With it we are a TEAM relying upon each other for the benefit and growth of each other.//

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## *Cadet Orientation Flights are happening right here at Reid-Hillview!*

Don't miss out on this FANTASTIC benefit of Civil Air Patrol. Contact Capt Todd Bejsovec, Squadron 36's Orientation Pilot, and participate in one of the reasons MANY cadets join Civil Air Patrol: ***the chance to fly!***

408-778-1408 or [todbej@verizon.net](mailto:todbej@verizon.net)

## IMPORTANT ANNOUNCEMENTS FOR SENIORS AND CADETS

### PROFESSIONAL DEVELOPMENT: (from Lt Col Jim Sena)

-A number of Senior Members have been reviewed for their next specialty track level. Remember that as the Pro Dev Officer, I am here to mentor you and help you in your CAP development. In the past two to three months I have given 5 Specialty Track reviews. One for a master rating, one for a senior rating, and three for a technician rating.

-A suggestion in studying for the review questions. In your specialty track pamphlet, there are questions for each level. Study the questions and write down your answers to each question. Then, set up an appointment with me to review the questions to make sure you have met the requirements for the level you are trying to attain. I am going to ask the same questions as in the pamphlet. Nine out of ten times you will pass. Please remember to give me a weeks notice for your appointment. I must prepare for the review also.

### HISTORIAN: (from Lt Col Jim Sena)

-I have been collecting pictures for the last four to five months on squadron events. If you have any pictures that you have taken this year or in the past year, please give them to me on Tuesdays. If you want the pictures back, I will scan them and then return them to you. If your pictures are digital just send me an email with the attachment. Pictures can be in the following categories: awards and promotions, squadron events, wing events, classes, ES activities, parades that the squadron was in, and speakers.

-If you have not heard, I am planning to create a Squadron Yearbook. This will be the first yearbook ever for the squadron. This is to be a yearly memory book of the past year of the squadron. Cost has not been determined yet. So...start taking pictures and sending them to me.

### TESTING POLICY: (from Lt Jan Orvick)

-All Leadership and Aerospace tests will be administered on the 1st and 3rd Tuesdays of the month. It is the cadet's responsibility to notify the first sergeant by phone, email or in person which achievement test they want to take and the preferred test date. This request must be turned into the 1st Sergeant at least one week prior to the test date selected.

-Tests will be given promptly at 6:30pm. It is the cadet's responsibility to arrive on time. The test will be rescheduled if the cadet is late.

-The Testing Office has the discretion under special circumstances to authorize testing on an alternate prearranged date.

-PRBs will be held on the 2nd Tuesday of the month. It is the cadet's responsibility to discuss their preparedness with their flight commander and to notify the first sergeant at least one week in advance of scheduled PRBs.

-The CPFT will be administered every other month on the 4th Tuesday. If a cadet fails the CPFT he or she may retest on another day. It is the responsibility of the cadet to make arrangements for the retest with the Testing Officer. Cadets retesting must complete all four events required for their physical fitness category.

-All Milestone Award tests (Wright Brothers, Mitchell, Earhart, Eaker and Spaatz) need to be scheduled with the testing officer in advance.

-It is the cadet's responsibility to ensure that the completed CAPFs 52 are mailed or faxed (fax: 334.953.6699) to NHQ CAP/CPR after Phases I, II, III and IV.

### GOOD LINKS CAP LINKS ON THE WEB:

#### CAP National Headquarters:

<http://level2.cap.gov/>

#### California Wing:

<http://www.cawg.cap.gov/>

#### CAP News Online:

[http://level2.cap.gov/visitors/news\\_events/cap\\_news\\_online/](http://level2.cap.gov/visitors/news_events/cap_news_online/)

#### National Cadet Programs:

[http://level2.cap.gov/visitors/programs/cadet\\_programs\\_for\\_all\\_youth/](http://level2.cap.gov/visitors/programs/cadet_programs_for_all_youth/)

#### CAWG Cadet Programs:

<http://www.cawgcadets.org/>

#### National Professional Development:

[http://level2.cap.gov/visitors/programs/programs\\_for\\_adults/professional\\_development/](http://level2.cap.gov/visitors/programs/programs_for_adults/professional_development/)

#### CAP Publications:

[http://level2.cap.gov/visitors/member\\_services/publications/](http://level2.cap.gov/visitors/member_services/publications/)

#### CAP Knowledgebase:

[http://capnhq.custhelp.com/cgi-bin/capnhq.cfg/php/enduser/std\\_alp.php](http://capnhq.custhelp.com/cgi-bin/capnhq.cfg/php/enduser/std_alp.php)





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***The Glider Express***

c/o John J. Montgomery Memorial Cadet Squadron 36  
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San Jose CA 95148-1003

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