

Civil Air Patrol/Cape May

From the Commander



CAPE MAY COUNTY SQUADRON CIVIL AIR PATROL

SQUADRON

Well, June has come and gone. June was a very busy month for our squadron. We had Cadets going to Falcon Flight, Cadet Officer School, and had Cadets participating in the New Jersey Wing Drill Team and Color Guard. Also, not to mention, several Missions came our way.

There has been an unusual amount of aircraft crashes in our Group recently, and unfortunately, one of these crashes involved a CAP Member from the Jack Schweiker Composite Squadron. Our sincere condolences go out to their families and our fellow Squadron.

These events bring to home why we train in Emergency Services. I encourage all members to obtain their General Emergency Services Qualification and then pursue a specialty to train in and help out your fellow members who are out in the field using their skills learned to help save lives and property.

All Ground Team, Urban Direction Finding, Aircrew and Mission Staff members are required to pass the NIMS ICS

Requirements before 31 December 2008. Check the Senior Area for your specialty and the ICS Requirements for your specialty. These required ICS Courses can be taken on-line via the F.E.M.A. web site at **www.fema.gov**.

The courses ICS 300 and 400 have to be taken in a classroom setting. We will advise you of courses that become available and where.

I want to take a moment to say *Good Job* to 2Lt Ian Williams who took over the Aerospace Education Department for Cadets and jump started this program. Last meeting, started our Rocketry Program and from what I caught, was an interesting class. Please assist 2Lt Williams with this important program so you can get the full experience from his classes.

I can see many more cadets testing and passing their tests and promoting more frequently, this is proof that the Mentoring Program is taking effect. Keep up the great work and keep promoting, the sky is the limit.

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A Note From the Cadet Staff

During the past few meetings, there have been many cadets who have not been attending. In addition, many of these cadets have not given reasons why they are not attending. It is perfectly fine for you not to attend a meeting if you have a legitimate reason for not being there, such as school, family, or other CAP activities. However, it would be greatly appreciated if you could call the squadron to tell them that you will not be able to attend. Also, please try to make every effort that you can to attend the next week's meeting. It would also be very nice if more cadets could attend activities besides normal meetings. These events are the best opportunities we have to present CAP to the public and recruit new members. Therefore, it is essential that we have a large presence at these events (more than only 3-4 cadets).

I would also like to see more cadets promoting past the rank of C/Amn. It is really very sad that our squadron has run out of C/Amn rank insignias, and has only about 8 cadets at C/A1C or higher. It is not difficult at all to promote from C/Amn to C/A1C, and it should only take you about 2-3 months. If you need help with any of the tests, feel free to ask me or any of the other ranking cadets.

**C/1Lt Tristan Kooker
Cadet Executive Officer**

To All Cadet Personnel:

Uniforms issued by USAF are accountable. When personnel leave, squadron uniforms will be turned in. This is a Must! If you have any questions, see Supply.

**Maj Wayne Ingling
Supply Officer**

Upcoming Events:

- 5 July** Vietnam Veterans Memorial ceremony
- 7-13 July** Glider Encampment
- 17 July** 4-H Fair
- 26 July - 2 Aug.** Cadet Basic Encampment, Cadet NCO Academy, Summer GSAR
- 7 August** Wildwood Baby Parade

HAPPY BIRTHDAY!

Capt Wayne Avellino
SM Lisa Barstow
SM Brian McEwing
C/AB James Baltuskonis
C/Amn Timothy Fisher



Anniversaries

Capt Wayne Avellino
SM Nancy Simon
1Lt Ed Wuerker
C/1Lt Tristan Kooker
C/2Lt Michael Quinn

Welcome New Members

SM Joann Greenstein
SM Victor Hartley

Deputy Commander for Cadets

Cadets,

Congratulations on making it through another school year. For some, the summer means sunshine, the beach and swimming, for others, it means work! Whether you are a sun worshiper or a workaholic everyone should still be able to make a little time for CAP.

I don't want to sound like I am beating a dead horse, but since this goes out to everyone via e-mail, those of you that have not participated in any squadron functions, including meetings, where are you?

I know schedules are busy and as you get older you have "other" responsibilities, but you all have spent far too much time to reach the level and accomplishments that you have, to just throw it all away.

If there are problems, please let us know. If there are activities that you would like to see, let us know. We are here for you!

I am glad to see that there have been promotions. For the first time since I've been a member of the Cape May County Squadron, we now have a Cadet First Lieutenant. Congratulations C/1LT Tristan Kooker and Cadet Second Lieutenants Michael Quinn and Coleman Calhoun are close to receiving their promotions. We also have several cadets preparing to become Cadet Staff Sergeants. Keep up the good work!

For those of you that are interested in flying, we have plenty of money for O-Flights. Contact Captain Fellows or Lieutenant Wuerker for the schedule. Any questions or problems that I can assist you with, please don't hesitate to ask.

Capt Wayne Avellino, CAP
Deputy Commander for Cadets



During June's ES training night, SM Barstow smiled after finding the hidden ELT in a tree, and Cadet Alexander helped Cadet Fontaine with the Tracker.



Congratulations to C/Kooker and C/Coughlin on their promotions!



OPERATIONS

This past winter many cadet orientation flights were cancelled or not scheduled due to inclement weather. We are now coming into our active flying season and will begin to fly more and more O-flights in the airplane and in our glider. Remember all cadets are entitled to ten O-flights. Five in the glider and five in the airplane. This is a great opportunity and everyone should take full advantage of it. We will also hold a glider encampment this July. This is an opportunity for cadets to earn their supervised solo certificate and be in an excellent position to earn a glider license. You can solo in a glider when you are 14 years old, and get a private pilots license when you are 16 years old. That means you can fly before you can drive in this state. How cool is that?

I can't think of anything else in the world that is more fun than flying in a glider!

To be scheduled for O-flights you may speak with your cadet commanders or you may e-mail me directly at rfellows@verizon.net.

Capt Richard Fellows
Operations Officer

Public Affairs

I just want to put a quick note in for Public Affairs. First, I want to say thank you to all who helped with the community outreach at Wal-Mart . Although we didn't have a lot of people interested in recruitment, we did bring in about \$160 in donations which was very nice! That just goes to show that there are still some very thoughtful, generous people out there. I also want to say thank you to everyone who has been helping out with the up-coming glider encampment- donations as well as time and effort! Thank you to Chaplain Coffey and the Aigbogun family who have donated cases of water. Mrs. Alexander has done a wonderful job securing food, supplies, and monetary donations, and Capt Lunsford has been working long hours to make sure everything runs smoothly. Thank you! I was able to help a little with last year's glider week and I'm looking forward to an even bigger and better week this year! It is a great week watching cadets learn the joy of soaring! I want to remind everyone to please check your email-I try to send out updates and important information via email. If you are not receiving emails from me, please contact me so that we can fix that. You can also check our squadron website for information and a squadron calendar that Capt Barstow updates regularly. <http://capemay.njwg.cap.gov/index.html> We are always grateful for donations of snacks and drinks for our squadron meetings, as well as trash bags and office supplies. Please help if you can. Thank you!

2Lt Sandra Kooker
Public Affairs Officer ejsltb@comcast.net

Cadet In the Spotlight

- **Name:** Christine Aigbogun
- **School:** Middle Township High school - Just Graduated!
Off to college!
- **Age:** 18
- **Excuse me if I brag about:** My family
- **If I could invite four people to dinner, I would invite:**
My mom, dad, brother and best friend Beth
- **And we would discuss (at dinner):** College and recent funny jokes or stories we've heard
- **If I could be invisible for one hour, I would:** Mess with people's minds
- **My favorite singing group:** Circa Survive
- **The one TV show I'm glued to is:** Mad TV
- **If I could eat three things for the rest of my life, they would be:** Rice, French fries and string beans
- **The worst movie I ever saw was:** A Walk to Remember
- **The best movie I ever saw was:** Dahmer
- **The person I look up to most is:** my Mom
- **If I could have anything in the world, I would want:?**
- **My first real job after college will be:** Psychiatrist
- **You will never see me wearing:** a hat
- **If I could change one thing about myself, it would be:** Nothing
- **Where I'd like to be and what I'd like to be doing in ten years is:** married, living in California with a stable job
- **My goal in CAP is:** to become Lieutenant



Cadets, if you are interested in Glider Flights, be sure to take the Wing Runner Course online. Find it at:

www.njwg.cap.gov

Look for Operations on the left, then Flight Training Courses and Tests, and SSF/CAP Wing Runner Course— then click on Wing Runner Course. After you take the test, print out your certificate and bring it to the squadron for your file.

From the Cadets

About a week or two ago, I had an amazing experience: I flew a Piper Supercub type airplane. First, the pilot took me to about 800 feet, then proceeded to fly over all of Cape May. We went over the Airport in Erma, LCMR (the local high school), and he even took me over my house. That particular type of plane has no windows on the sides, only large openings above the wings that you can daringly lean your head out of. The plane that I was in was like the motorcycle of planes. In a car, as in most planes, you feel like there is something in between you and the elements (glass, steel, safety!), but not on a motorcycle, and not in these planes. You could feel the wind rushing past you and here and feel the rumble of the engine.

C/SSgt Craig Coughlin

How's everyone doing? I got promoted a few weeks ago. I'm glad I made A1C, all the other cadets help and encouraged me to get it. I couldn't have made it without them.

I hope everyone remembered our veterans on Memorial Day, our freedom stands thanks to them.

C/A1C Dylan McLain

From June 16-26, I attended Cadet Officer School in Montgomery, Alabama. Without a doubt, this has been one of the best CAP activities I have ever been to. Not only did I get excellent leadership training, but I got to meet over 100 other cadets from around the nation.

My flight departed Philadelphia airport at about 0830, so my parents made sure that I arrived at the airport about two hours early to deal with security and check-in lines. Fortunately, the lines were not as long as I had expected, so I was able to get to the terminal with about an hour to spare. I was happy to find that there would be 3 other COS cadets on my flight to Atlanta, so I wouldn't be bored for the 2.5 hour flight.

When we got to Atlanta, we found out that there would be about 15 other COS cadets on the connecting flight to Montgomery. As a result, when our

plane arrived in Montgomery, CAP had to send a school bus, rather than a van, to collect us and our belongings. We arrived at Huntingdon College, where we would be staying, at about 1300 local time.

After we arrived, we were assigned to our flights and rooms. I was assigned to flight 10, and room 223B. In addition, we were also given our flight shirts. Each flight was a different color, and while some flights received green, red, or yellow shirts, flight 10 was given pinkish-purple shirts. Fortunately, the shirt changed to a more blue-purple color after I washed it a few times. After being given our shirts, room keys, and academic materials, we were told that we had until 1700 to unpack, and change into our blues uniforms for dinner.

After dinner, which was surprisingly good, we moved to our "flight rooms" (each flight was assigned an individual classroom at the college), and met our assigned Air Force and CAP instructors. Since COS is partially run by the Air Force, each flight is assigned an active-duty or retired Air Force officer in addition to their CAP instructors. Our Air Force instructor was a retired B-52 pilot who flew 25 missions during Operation Desert Storm, and earned a Distinguished Flying Cross.

We began having lectures the next day. Each day, we would usually have about 3 or 4 lectures in the main auditorium of the college, with each lecture lasting about an hour. We had dozens of interesting speakers come, including an Air Force Major General, two retired Air Force colonels, active duty and retired Air Force NCOs, including a Chief Master Sergeant, several college professors and PhDs, as well as many other CAP and Air Force officers. It was a very unique experience to be able to hear these speakers, and many times, we were able to ask them questions and talk to them one-on-one after they were finished lecturing.

Every night after the lectures, we would change into PT clothes, eat dinner, and then play volleyball. We played 3 games a night, and also

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From the Cadets

practiced before every game. Although my flight did not do very well for the first half of COS, we won eight of our last nine games, which was good enough to finish third. We were only one game behind the second place team, and if we had beaten them, we would have made it into the championship match.

Since volleyball usually finished by about 2000, and lights out wasn't until 2200, we usually had about 2 hours of free time. However, I was forced to spend most of this time doing the required readings for the next day's lectures, and preparing for the speeches that we were to give later in the week. Also, we had to write a lot of talking papers. A talking paper is basically an outline for a speech, and ours would be based on the readings that we did. For example, one night I had to read 90 pages, and write two talking papers about the readings.

On Saturday, the COS cadets toured Maxwell AFB. During this tour, we got to visit the national headquarters of Civil Air Patrol. We walked around the building for about 15 minutes, and many of the cadets were quite disappointed to find that CAP NHQ is really just a typical officer building, composed mostly of cubicles. However, we did get to see the NHQ main conference room, which was actually very nice. We also got to meet the national director of cadet programs, as well as several other members of the NHQ staff. We also got to take pictures of the many aircraft on display at Maxwell.

Monday, June 23, was the most interesting day of the entire program. That was the day we did Project X, the Leadership Reaction Course at Maxwell AFB. A leadership reaction course is similar to an obstacle course, but completing the objectives requires teamwork more than physical strength. Each individual obstacle had a different scenario: for one, we had to move ourselves and two 55 gallon drums across a "minefield" and "electric fence" using only a rope. For another, we climb 12 feet up a steeply slope wood surface, traverse a 4 foot wide gap, climb down another 12

foot slope, and retrieve a 55 gallon drum from inside the gap, using only an 8 foot piece of rope.

Graduation took place on the night of Wednesday, June 25. After a formal dinner at the college dining hall, we proceeded to the auditorium for the actual graduation ceremony. Before all the cadets were given their certificates, honor flight was announced. Surprisingly, flight 10, my flight, won! After several minutes of celebration, the graduation ceremony was able to continue, with each of the 120 cadets there receiving a graduation certificate, as well as a Cadet Officer School patch. After the graduation concluded, we all went back to our rooms to pack, since most of our flights left early the next morning. Mine left at 0815, which meant that I had to be at the airport by 0645. However, one of the cadets in my flight, who lived near San Francisco, had to be at the airport by 0430 to catch his flight to California. All the COS cadets that were on my flight in were also on my flight out, so we ended up talking to each other the entire way home. Overall, I feel that COS was an extremely awesome activity, as well as an excellent leadership experience.



C/1Lt Tristan Kooker



(Above photo C/Kooker and F-105 at Maxwell AFB. Photo at left C/Kooker's COS flight with B-52 at Maxwell AFB.)