

The

GLIDER EXPRESS



PCR-CA-334

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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! 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 gliderexpress@j36cap.org.



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**JOHN J. MONTGOMERY
MEMORIAL
CADET SQUADRON 36**

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

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EJECT! – HANDGRIPS RAISE, TRIGGERS SQUEEZE!

By C/TSgt Chenny Zhang
Bravo Flight Commander



“Eject: hand grips raise, triggers squeeze” is one of the many emergency boldface procedures for the T-37 Tweet that all pilots attending UPT (Undergraduate Pilot Training) at Columbus AFB, Mississippi have to memorize. During July 9-16, I got the chance to attend AETCFC (Air Education and Training Command Familiarization Course). All the cadets were treated like UPT students, which was really intense. Along with fifteen other cadets from all over the country, I arrived in Mississippi at around midnight on July 9 because of Hurricane Dennis. So, the PT scheduled at 0545 was cancelled and the staff decided to have us sleep in till 0700. The cadets lived in what we called the SAF (SAC Alert Facility), which is basically a nuclear bomb shelter.

(Continued on Page 7)

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Continued from Page 1.....CADETS

and the mission and history of Vandenberg at the Western Range Operations Control Center, WROCC. Cadets also participated in a hands-on simulation in a missile procedures trainer at the 381st Training Group.

Tuesday and Wednesday, participants received a tour and briefing of Western Range Operations, visited the 30th Space Communications Squadron multi-media facility, toured the flight line, received an 30th Operations Support Squadron Intelligence Briefing, and then toured the 76th Helicopter Flight, where all cadets received incentive flights in UH-1N twin engine *Hueys*.

Early Thursday morning, the cadets watched a Minuteman III missile launch. After some rest, it was on to Vandenberg’s Heritage Center, the 2nd Space Launch Squadron’s Titan Remote Launch Control Center, and a briefing at the 9th Space Operations Squadron.

On Friday the cadets used the fire arms training simulator and received a briefing at the 30th Security Squadron Combat Arms Training Facility. The afternoon graduation and barbecue were attended by cadets, senior staff, and the active duty and reserve Air Force personnel that supported this activity.

Kenneth Orvick is a Cadet Chief Master Sergeant with the CAP John J. Montgomery Cadet Squadron located in San Jose, CA. He attends Mitty High School where he will be a sophomore this fall. When Cadet Orvick is not busy with Civil Air Patrol activities, he also participates in a scholarship program and snowboarding club.

Christopher Palmer is a Cadet Senior Master Sergeant also with the CAP John J. Montgomery Cadet Squadron located in San Jose, CA. He attends Valley Christian High School where he will be a junior this fall. When Cadet Palmer is not busy with Civil Air Patrol activities, he also participates in Car Club, football, wrestling, and rugby.//



ENCAMPMENT: BEHIND THE SCENES

By C/SSgt Jillian A. Stauffer
Public Affairs NCO



We all know what happens on the front lines of encampment, but what makes it all work? Headquarters staff, that's what. Usually comprised of five areas (Logistics, Administration, Mess ops, Communications, and Public Affairs), HQ staff is what gets the cadets their blankets, the cadet staff their schedules, and everybody their food. Most cadets consider HQ staff "below" line staff, but they're really not.

This year, Logistics Staff had one Logistics Officer, and three Logistics NCO's. The Logistics team was responsible for ensuring that in-processing and out-processing went smoothly, and for providing cadets all linens that were necessary, setting up the drill comp field, as well as arranging the volleyball court. The Administration area was comprised of one Administration Officer and two Administration NCO's. They were responsible for inputting all cadet information into the computer, handing out staff schedules, setting up all audio visual equipment for classes, as well as forming the 'go home' packets.

The Mess Ops team had three cadets this year. They helped prepare and serve food, and

Headquarters is a vital part of encampment. Without HQ, line staff would not be able to function, an vice versa. Next time all the linens are delivered on time, be sure to thank HQ staff for all their hard work. //

* * *

NEW SENIOR MEMBERS START THE JOURNEY

By Lt Col James H. Sena
Professional Development Officer



SAN JOSE - Squadron 36 hosted a Level 1 & CPPT (Cadet Protection Program Training) at the Squadron Building on Saturday, July 30, 2005. A Level One Course is the first course for a new senior member and is a **must** before they can do much of anything in CAP. It is the pseudo-equivalent to Phase I for new cadets but at a faster, more condensed pace.

Even though it was an early event for senior members, it was well-attended by new members to CAP from all over Group 2. Graduates from the various Group 2 squadrons were: SMs Julie Herbert, Elsie Hartman, Robert Gary, Velma Robinson, Michael Pavis, Robertson, Spiro Mitsanas, Gerald Uelblackerr, and Cadet Bryan Guerrero.

Course Director for this event was veteran instructor, Lt Col James Sena. Aiding him was Maj Michael S. Montgomery Jr., commander for Squadron 36. Capt Keith J. Stason of Squadro 10 was also present, auditing the course to become a Level One instructor.//

MYTH BUSTERS

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

disclaimer

Use at your own risk...CAP myth busting has been known to lead to all sorts of icky results (translate: blunt trauma about the head and shoulders) from some that really like enforcing stuff "just because". Consider "Myth Busters" an informative, fun addition to a newsletter to make one say, "hmmmm....so that's the fact!" ☺

1. At the end of the formation, the first sergeant dismisses the squadron by using those two famous words: "Dis, MISSED," at which point all members take one step back and do another about face in unison.

Fact or Fiction?

2. It is not appropriate for a senior ranked member to initiate a salute to a junior ranked member.

Fact or Fiction?

3. On the service uniform, the Wing Patch (on the left shoulder) must be creased down the center.

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."*

* * *

**Squadron 36 congratulates
the following members for
promotions since our last
newsletter!**

Eric Bergen (C/AB, new member)

Bryan J. Guerreo (C/CMSgt)



Julianne Herbert (SM - *Cadet
Sponsor Member*)

Jan E. Orvick (1st Lt)



Kenneth R. Orvick (C/CMSgt)



Christopher J. Palmer (C/SMSgt)



COMMANDER'S CORNER

Maj Mike "Monty" Montgomery
Commander



These past several meetings, I've talked one-on-one with cadets about how they feel things are going in the squadron. From what I gather, this is a growing sense of pride as we continue making our strides in embracing all three of CAP's missions. I'm *proud* how the squadron has embraced all of CAP's missions and well, I bust my buttons when I speak to our group and wing commander and hear comments that each of THEM tell me without any prompting.

Former Secretary of State Colin Powell said, "*If it ain't broke, don't fix it is the slogan of the complacent, the arrogant or the scared. It's an excuse for inaction, a call to non-arms.*" While our squadron has never been "broke" by any definition, we have acknowledged a few things and have stepped up to make things right. For example, the State of California requires all people with the intent to aid in times of national disasters to have previously completed the OES Form 2000. We recognized the oversight in every member's senior and/or cadet record and addressed it successfully. (Sidenote: good thing we did, even Col Nelson mentioned at this latest encampment that the OES Form 2000 is required.)

Our biggest challenge that continues to loom before us is a philosophical mindset. Our squadron has always had a few folks that would help out throughout the area, but it's only been recently that our people have arrived *en masse* to support things, such as SAREXs, BCSs, and the like. Surely the attendance policy has something to do with it...but let's not discount the fact that a "give back to others" mindset is presenting itself here at 36, especially when giving to other squadrons (and receiving back, might I add.) Community service is not only a big part of the Civil Air Patrol's mindset, but it's also a big part of the Air Force's mindset.

Speaking of the Air Force, we've also addressed ways on how we can better emulate our patron branch of the Armed Forces. We march a good game, but whip out an ELT or ask "who is Grover Loening" and the glazed look hits lots of us at 36. I've not made it secret; Squadron 36 is still sometimes viewed with curiosity when we can fret on doing things "by the book" when we measure where rank insignia go but at the same time, have difficulty using the same attention to detail in getting things turned in on time. We're working on it, but it's a lesson we're still trying to apply unilaterally, as the Air Force does.

The lessons we learn in CAP are not designed to simply make our clothes look nice. The lessons are actually an overall mindset that must be applied in ALL things we do. What are these "elusive" lessons of which I'm writing? Simple: do things RIGHT before they are checked, do them BEFORE somebody asks you to, and open up the book to learn how to do it right or ask BEFORE you press with things you aren't sure on. Many of us do use these lessons when we pin on that cadet enlisted grade pin...but how many of us think that these lessons are only there so that we can get the pin in the right place? How many of us recognize that the REAL lesson of attention to detail is a life-altering view change? Harder to answer...how many of us go on "auto-pilot" without thinking, "am I doing X correctly?"

In closing, I offer a "litmus test" that my own grandmother told me (and yes, I actually did this and STILL do!) Look yourself in the mirror and ask, "is my personal honor being affected by my not doing something right? Can people count on me to be on time, to be accurate, to be professional, to be open-minded, and to do my job in CAP right?" If you can honestly say, "yup, I'm good," then more power to you! Let's continue ACTIVELY stopping and checking ourselves so that we know at the end of the day, we can look ourselves in the mirror and say, "yes, I'm doing things with integrity, I'm a team player, and people can trust me to get things done timely, even when nobody is looking or checking."//

MYTH BUSTERS

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

Questions on Page 3

1. **MYTH BUSTED:** To FALL OUT (3.3.1.4), "individuals may relax in a standing position or break ranks. They must remain in the immediate area, and **no specific method of dispersal is required.** [emphasis added]

2. **MYTH BUSTED:** While certainly not the norm, there are instances where a higher rank will initiate a salute to a lower rank, such as when reporting to an authority figure during a formation. (AFMAN 36-2203, 3.6.10: "*Any airman, NCO, or officer recognizing a need to salute or a need to return one may do so anywhere at any time.*")

3. **MYTH BUSTED:** Looking in the most current version of 39-1, *CAP Uniform Manual*, dated 23 Mar 05, the **ONLY** reference to creasing the Wing Patch down the center belongs to those that perform with the Honor Guard. No supplement in Pacific Region or California Wing alters the current 39-1, so...there is **NO** requirement for the Wing Patch to be ironed down the center unless one is performing as a member of the Honor Guard.

Continued from Page 1.....ENCAMPMENT

tall guy with a mean face looking down at all of you, but you don't pay attention to him either. Hey, Encampments not that bad; bring it on! And then that quiet guy calls the room to attention. The door flings wide open and you're facing two ticked-off females wearing service uniforms. They're screaming at you....

I've heard about this screaming... Sure, you've heard about it, but it still hits you. You're scared! You don't want to be noticed. You pick up your things and you wait to be taken into the building and all you're praying for is that that ticked-off first sergeant you're with isn't going to notice you. Wow, welcome to Encampment.

It is at encampment when you finally realize what teamwork is. You find out that you can't get anything done without it. Some even take steps into putting themselves into leadership roles. Element leaders, guide-on bearers. They lead their flights. For some, it's their first taste of leadership at that level. For others, it's a new experience. With things like the M-16 rifle shooting, a ride in a Chinook, Leadership Reaction Course, and an obstacle course, one will find that Encampment would be hard to forget in the near future.

Staff Encampment:

Let's talk about putting yourself into a leadership role unlike any other in California Wing. Here at Encampment, you affect the lives of twenty to sixty to even one hundred eighty cadets. What you teach them here they bring back to their squadrons to teach their home units. From drilling, to uniform wear, to attitude, it falls on you. For those who took the position of headquarters, they became the bread and butter of encampment. Without their long hours of hard work, there would not be things like schedules or a week book. Encampment wouldn't be able to function.

The preparation needed for any staff position at encampment can be rivaled with the intensity of basic encampment. From staff selections (where you bite your nails and pray that you will be picked) to pre-encampment where you realize once and for all what you're getting yourself into, the experience is one that won't be forgotten. Coming out of it, you not only feel that you've somehow matured, but evolved into something greater. To walk down the street and say "Hey, I'm sixteen years old and have commanded a group of twenty cadets in a flight" to yourself...it's something special. Not everyone gets a chance to do it, even in CAP.

All in all, everyone learns something. Everyone comes home a better person; walking slightly taller with a little bit more pride in their step than when then they left home. That, and the fact that if you're after your Mitchell Award, encampment is one more checked-off box! //

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

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!



Cadets Orvick, Zhang, Samsonoff, XX, and Palmer at Encampment '05



Cadets Samsonoff, Zhang, Orvick, Stauffer, Durbin (from Squadron 10) and Carleton at Encampment.

Continued from Page 2.....EJECT

When Hurricane Dennis attacked Mississippi, the entire base was shutdown and the planes were flown to safer ground. All personnel were evacuated off base – except for the AETCFC cadets.

The first day went by real fast. Every cadet was given a thick packet, a poster of the T-37 instruments, an AETCFC shirt, and a “How to be an Air Force Pilot” book. The only words out of the commander’s mouth were “study”. I studied with my flight, which was “B-2,” an all female flight. We had a few academic classes about the T-37’s fuel system, basic aeronautics, and aerospace dynamics. Aerospace was pretty easy for me, but the fuel system was hard. We had to memorize lots of facts about the entire fuel system, such as how many pounds does each fuel tank hold, how much does the fuselage carry, what pumps the fuel to the fuselage, what if the P-pump was broken, what happens when the fuselage reaches 590 pounds of fuel, what happens when it reaches 430 pounds, what do the float switches do when the fuselage reaches 480 +/- 30 pounds of fuel, when does gravity feed turn on, how long can the inverted flight reservoir pump fuel for! There were a lot of outdoor/flight line type activities planned for us but we didn’t get to do it because of the hurricane. So...lights out was at 11:00 p.m., but my roommate, C/CMSgt Bates from Wisconsin Wing, and I stayed up till a little over midnight studying for the next day’s exam.

The rest of the week was crazy. Every morning, except for the one where we had to wake up at 3:00 a.m., we woke up at 5:45 a.m. and did PT, which was only a mile run and some push-ups. After PT, we had breakfast at the dining facility, which had pretty good deli type food. Then it was time for academics and the test right before lunch. The tests weren’t that hard if you had studied. The highest scoring cadet was a senior from Georgia Wing, C/2d Lt Moroz. I was tied with him until my final test, so I was pretty bummed about that.

Other than the intense academics, we got to do a lot of fun stuff. On the morning of July 21, ten cadets (including me) had to wake up at 3:00 a.m. because we were scheduled to attend a formal briefing at 4:20 a.m. The briefing was scary! Nobody, including the actual UPT pilots, dared to make any noise. The IPs (Instructor Pilots) had everyone stand at attention and ask the UPT pilots anything they felt like asking. The ten CAP cadets in the room also joined in the stand-up. The pilots who answered the question wrong would have to keep standing at attention and the IPs would not stop asking questions until the pilots answered them correctly. I was so nervous that I couldn’t think so when I was asked the question, “what is the normal hydraulic pressure limitation?” I answered, “twelve, twenty, one uh two, I mean, 1250 to 1550 PSI, Sir” it was pretty embarrassing to stutter in front of almost thirty people, but I was glad that other people had also messed up.

After the briefing, the ten cadets were divided into twos and were each assigned to an Air Force IP. The IP took us flying in a full-motion T-37 simulator. The simulator was so much cooler than the ones that stay on the ground and all the buttons in the simulator actually do something. The IP that I had tested me on emergency procedures, such as an engine failure, electrical fire, and others. I had memorized all the procedures, but it was kind of hard doing it at the same time when your plane is spinning, shaking and beeping. I actually didn’t crash and landed my simulator so I felt pretty good.

Probably the most awesome part of my AETCFC experience was the T-1 *Jayhawk* ride. The top six cadets were chosen to ride in a T-1 *Jayhawk*, which is the plane that every UPT pilot will have to fly if they move on to learn about flying the big planes (like C-130s!). We flew to Louisiana and did simulated aerial refueling. The other T-1 was probably 15ft away from our jet.

If want to find out more about all the cool stuff you get to do then apply for AETCFC! //

**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/

National Cadet Programs:

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/

CAP Publications:

http://level2.cap.gov/visitors/member_services/publications/

CAP Knowledgebase:

http://capnhq.custhelp.com/cgi-bin/capnhq.cfg/php/enduser/std_alp.php

Magee's "High Flight"

(with recently-enacted FAA Supplement 1)

Most of you are probably familiar with John Gillespie Magee, Jr.'s famous poem. You may be less familiar with its FAA Supplement, or its counterpart for low-level flying...

Oh, I have slipped the surly bonds of earth,

--Flight crews must insure that all surly bonds have been slipped entirely before aircraft taxi or flight is attempted.

And danced the skies on laughter silvered wings;

--During periods of severe sky dancing, the FASTEN SEATBELT sign must remain constantly illuminated.

Sunward I've climbed and joined the tumbling mirth

--Sunward climbs must not exceed the maximum permitted aircraft ceiling. Passenger aircraft are prohibited from joining the tumbling mirth.

Of sun-split clouds and done a hundred things

--Pilots flying through sun-split clouds must comply with all applicable visual and instrument flight rules.

You have not dreamed of--

--Do not perform these hundred things in front of Federal Aviation Administration inspectors.

Wheeled and soared and swung

--Wheeling, soaring, and swinging will not be accomplished simultaneously except by pilots in the flight simulator or in their own aircraft on their own time. is imminent.

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AIR FORCE SPOTLIGHT: BE A TOP ONE-PERCENTER

By Col John Newell, USAF
12th Operations Group Commander

RANDOLPH AIR FORCE BASE, Texas (AETCNS) – As a group commander, I spend lots of time writing performance reports. We stratify our top performers – #1 of 100, for example – to clearly identify our very best Airmen.



Before I list the ingredients that separate top one-percenters from the merely great, let me establish the baseline required to get in the game: Top one-percenters live by the Air Force's Core Values. I marvel at the brilliance, the completeness and the simplicity of our Air Force Core Values. If you truly live the Air Force Core Values, you are among the best the Air Force has to offer. Now, do these additional four things, and you'll be a top one-percenter:

Top one-percenters focus on results, not effort. We praise young Airmen for giving 100 percent, even when they don't succeed. Early in their careers, Airmen need positive reinforcement for hard work as successes are few and hurdles are many. But at some point, commanders expect results. Simply put, hard work is not the measure of success and certainly no substitute for results.

Surprisingly, some people never learn to make the distinction between effort and achievement. I'm perplexed when someone offers me an elaborate explanation for why something can't be done, as if somehow a good story is equivalent to having completed the task.

If you're routinely explaining to your boss why something can't be done, your boss is sizing you up as someone who can't get things done. If you want to be a top one-percenter, ask yourself every day: Do I have a reputation with my boss as someone who can get things done? If you're not confident of the answer, stop trying to look so busy, and start focusing on results – like top one-percenters do

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STRAIGHT TALK FROM SQUADRON 36'S CHAPLAIN

By Chaplain (Capt) David J. Prado II
Moral Leadership Officer



Part of my job description is to help cadets discover their talents and giftings. Sometimes that is a tough thing to help them do. As senior members, we must expose our cadets to various challenging experiences that will reveal to our young folk the areas of their strengths and weaknesses. The best approach is to guide them into identifying these areas for themselves.

Galatians 6:4-5 says, "But let every man prove his own work, and then shall he have rejoicing in himself alone, and not in another. For every man shall bear his own burden." Sometimes as adults we are tempted to "rescue" our young ones. That is a tough call for parents also. A parent must make a judgment call of when

(Continued on Page 9)

Continued from Page 8.....SPOTLIGHT

Top one-percenters deliver more than you expect. Top one-percenters take the boss' vague and fuzzy vision and turn it into a reality beyond what he could have imagined possible. Tell them to build a shack and they come back with a castle. As a commander, there is no higher praise that I can give someone than, "you've delivered far more than I thought could be done." If your boss ever tells you that, you're probably a top one-percenter.

Top one-percenters execute. Elaborate plans are wonderful, but results are delivered through execution. I've learned about execution by watching my squadron commanders. When their squadrons are doing something important, complicated or risky, you'll see them close by. They're not micromanaging or necessarily giving input, but they're overseeing execution, ready to roll up their sleeves and lend a hand if the unforeseen occurs.

As a group commander, it's comforting to see my squadron commanders involved in the important tasks. These top one-percenters leave nothing to chance, and the chance for foul ups is during execution. That's why they're there.

Top one-percenters lead. In his new book, "The One Thing You Need to Know," Marcus Buckingham defines a leader as someone who rallies people toward a better future. By this definition, anyone can be a leader, regardless of rank or position.

Consider the airman first class who sees a better way to do a task in his flight and shows everyone how. He's a leader! Top one-percenters see a better future – a vision – and then chart a path to that future. By definition, they are optimistic about the future and the prospects for getting there. If you are a pessimist or naysayer, you can't rally anyone to a better future, and you are, by my definition, the opposite of a leader. Rally people to a better future – lead – and you're on your way to the top 1 percent.

As commanders, there's no greater service we can provide our Air Force than to identify and propel our top one-percenters to greater responsibility. We should always strive to be the best.//

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Continued from Page 8.....CHAPLAIN

to jump in and rescue and when to let their child find out for himself or herself. As a parent of a son and a daughter I have had to develop "tough love."

As adults we must allow our young people to carefully explore who they are and to help them discover the life's work they have been given by their creator to do in this life. They are not to exalt themselves in discovering their giftings and look down on those who still haven't got it straight. They are not to compare themselves to anyone because each of us is as unique as our fingerprints. Only we can be who we are and out of 3 billion humans on this earth no one else can be us. As senior members and as parents we must encourage our precious youth to take responsibility for doing their creative best that they can do with their lives. I have dedicated the last 40 years to enhancing young people's lives.

As your chaplain I can truly say that I love our cadets, I love their families and I love the opportunity to make a difference in their lives and in the lives of their families. May God bless you richly.//

*(continued from Page 8)**High in the sunlit silence.*

--Be advised that sunlit silence will occur only when a major engine malfunction has occurred.

Hov'ring there

--"Hov'ring there" will constitute a highly reliable signal that a flight emergency is imminent.

I've chased the shouting wind along and flung

--Forecasts of shouting winds are available from the local FSS. Encounters with unexpected shouting winds should be reported by pilots.

My eager craft through footless balls of air.

--Be forewarned that pilot craft-flinging is a leading cause of passenger airsickness.

Up, up the long delirious, burning blue

--Should any crewmember or passenger experience delirium while in the burning blue, submit an irregularity report upon flight termination.

I've topped the wind-swept heights with easy grace,

--Windswept heights will be topped by a minimum of 1,000 feet to provide separation from commercial jet routes.

Where never lark, or even eagle flew;

--Aircraft engine ingestion of, or impact with, larks or eagles should be reported to the FAA and the appropriate aircraft maintenance activity.

*And, while with silent, lifting mind I've trod ...**The high untrespassed sanctity of space,*

--Air Traffic Control (ATC) must issue all special clearances for trading the high untrespassed sanctity of space.

Put out my hand, and touched the face of God.

--FAA regulations state that no one may sacrifice aircraft cabin pressure to open aircraft windows or doors while in flight, even to touch a deity.



The Glider Express

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