

The



# GLIDER EXPRESS



PCR-CA-334

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**Editor:**

2d Lt Jacoba Sena  
Public Affairs Officer

*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 of the Civil Air Patrol.

**ARTICLES!** If you have an interesting "tidbit" to share, e-mail it to Squadron 36 at:

[jsena@mindspring.com](mailto:jsena@mindspring.com)

or type your notes and send them to:

***The Glider Express***  
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**HONORING OUR HERITAGE... FOCUSED ON THE FUTURE**

2d Lt Jacoba Sena  
Public Affairs Officer



October 27-28 marked this year's CAP California Wing Conference, held in Bakersfield, CA. The theme for the conference this year was "Honoring Our Heritage... Focused on the Future". Lt Col Sena and myself enjoyed two days of excellent seminars, delicious meals, and great camaraderie.

CAP Wing Conferences provide attendees with the opportunity to learn about what's going on within CAP, to meet new people, and to share CAP experiences. Seminars this year covered the gamut from finances, safety, homeland security, to cadet programs, aerial photography, and professional development. Whatever your area of interest in CAP, there was a seminar to help you learn more.

Saturday morning's General Session included a silent roll-call honoring the CAP members who passed away this year. Included among those honored was Lt Col Donald Towse (SQ 80), known by many of us in Squadron 36. Col Virginia Nelson spoke on the successes of the past year and the challenges for the coming year. The session culminated with the presentation of California Wing Awards.

Sq 36 had the largest single number of nominations in the Wing with a total of three nominations in this session: Outstanding Chaplain (CH David Prado), Outstanding Squadron Newsletter, and Outstanding Cadet Non-Commissioned Officer (C/CMSgt Chenny Zhang). Although we did not win in each category, we are proud of our single winner: CH David Prado... Congratulations! Our hats are also off to our friends in Sq 80... Capt Sue Willey received the award for Outstanding Moral Leadership Officer.

As always, the highlight of the conference was the Saturday night banquet. The theme of the evening, Honoring Our Heritage, was brought to life in a multi-media show on the history of Civil Air Patrol, presented by Drew Steketee, Founder and Executive Director, CAP Historical Foundation.

After Mr. Steketee's presentation, came the most exciting point of the conference – the presentation of the "major" awards, including Outstanding Cadet Squadron and Outstanding Officer. Sq 36 was honored to be among only three cadet squadron's nominated for Outstanding Cadet Squadron. The honor this year went to San Diego Cadet Squadron 144. Our own Maj Michael Montgomery beat out five other nominees to win Outstanding Officer of the Year. A big congratulations Maj Montgomery. It was an honor well-deserved.

In addition, we are proud to offer another word of congratulations to Sq 80, which won the Outstanding Senior Squadron of the Year award.

As a final honor, Maj Michael Montgomery was awarded the Gill Robb Wilson Award, CAP's highest award for senior members.

All-in-all, we have great deal to be proud of this year. Congratulations to our winners! 🎉

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

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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 & Personnel*

2d Lt Joanna M. Lee

*Aerospace Education Officer*

2d Lt Lance Scott

*Moral Leadership Officer*

Chaplain (Capt) David J. Prado II

*Finance Officer*

2d Lt Jacoba Sena

*Leadership Officer*

Maj Johanna J. Montgomery

*Assistant Leadership Officer*

2d Lt Lance J. Scott

*Logistics Officer*

Lt Col James H. Sena

*Professional Development Officer*

Lt Col James H. Sena

*Public Affairs Officer*

2d Lt Jacoba Sena

*Safety Officer*

Capt Michael A. Hodges

*Testing Officer*

Maj Johanna J. Montgomery

*Assistant Testing Officer*

SM Marici P. Reid

*Cadet Special Activities*

1st Lt Jan E. Orvick

*Cadet Commander*

C/2d Lt Aaron K. Guerrero

**PLANES, PLANES, AND MORE PLANES**

2d Lt Jacoba Sena  
Public Affairs Officer

On a bright, sunny afternoon, the cadets, officers, and guests of Squadron's 36 and 10 had the privilege of touring Hollister airport. Many thanks to the owners who allowed us to view their aircraft, and to the Battalion Commander Mark Edria, Hollister Air Attack Base, CDF for providing a great tour of their facility. At the HAAB, we viewed the S-2 and the OV-10.



*Battalion Commander Mark Edria at the Hollister Air Attack Base, CD introduces the cadets to one of their planes.*

Hollister Gliding Club, where cadet Herbert takes lessons. We all got a peek at his solo shirt tail. Good work, Cadet Herbert!

We also enjoyed lunch at the Ding-A-Ling Cafe. A favorite, on-airport eatery.

Below are the thoughts and reactions to the trip in the words of a few of the participants.

**Cadet Louis Carleton**

The squadron recently went to Hollister Airport for a field trip. On Saturday morning, the cadets met at the squadron building and left in cars for the drive down. While there was a pilot and an old aircraft at Reid Hillview airport willing to give rides, the airplane battery, unfortunately, was dead. When we arrived, we started the tour with the CDF aircraft, followed by hangers with interesting fighters and old planes. To finish the day, we rode around in an old army jeep, ate lunch at a restaurant, and got ice cream. Visiting

Hollister was a good experience for the cadets in terms of aerospace; because just reading about airplanes in a book doesn't cut it, you really have to see it and explore it to gain the full experience.

**Cadet Michael Nordby**

On the 21<sup>st</sup> of October our squadron and a few members of squadron 10 went down to Hollister to see the airport. Thanks to Capt. Reid, we were able to tour the airport and the CDF planes. The airport was filled with many airplanes and many kit planes that looked very odd.

*(Hollister - continued on page 3)*

Among the other sites we visited, were Dan Martin's Thompson Trophy winning air racer Dago Red, and his stock North American P-51 Mustang Ridge Runner. The California Warbirds P-51 Mustang and North American AT-6, which everyone got to climb aboard and sit in. Hugh Bikle's museum, Hugh's Vintage Aircraft Museum, with Stearmans, Schweizer glider, New Standard biplane, TravelAir biplane, Lil' Looper replica. Jerry Gabe's hangar, with the Jeep and machine gun, Hawker Sea Fury, AT-6, and the red deHavilland Comet racer replica.

The cadets also took a quick turn around the tarmac with Dick Borg in a WWII Jeep.

One of our last stops was the



*Attentive cadets learning about the CDF aircraft.*

*(Hollister – continued from page 2)*

We started the day looking at the CDF planes and then moved went to lunch at the diner. After lunch we went and saw the warbirds. We then moved to the museum and were able to see the record setting glider. After that we went into a hanger and we were all given jeep rides around the airport. The trip was very fun and interesting.

**Cadet Alex Mennen (Sq 10)**

The first airplanes we looked at Hollister were tankers for the California Department of Fire and Forestry Protection that could carry 1200 gallons of fire suppressant each. It looked like ketchup at a distance, but up close, I could see that it was more like crystals surrounded in thin, red gel. Once it was deployed, it would eventually dry up, but if water was added to it, it would become active again. We also saw some strangely designed airplanes. Many of them were missing parts and some of them were ultra-lights. There were some P-51s on display. We ate at the Ding-a-Ling café. Later, we got some ice cream. In a hanger with various aircraft on display, we were told that there was something unique about the engine of the biggest aircraft, other than the fact that it had five propeller blades, but I never figured out what. Perhaps the most surprising thing in the trip was that I didn't see anyone overreact to seeing a group of kids in uniform.



*Dan Martin's Thompson Trophy winning air racer Dago Red ... 512.164 MPH*

*Now that's a speed record!*

ended, we fell into formation and marched to a nearby hanger that houses experimental aircraft, this particular hanger also houses Burt Rotan's first canard winged plane. At around noon, our party had lunch at the Ding-A-Ling Café. After enjoying a burger, fries and a soda we went over to see some P-51s and Dago Red. The Dago Red is a super modified P-51 Reno air-racer. Next door were two P-51 D's and a T-6 Texan, all the cadets actually got to sit in the Texan! As the tour continued we headed towards a large hanger with unknown surprises inside. In this unit we saw a Sea Fury, De Havilland Comet (not the jet), and another Texan. Meanwhile, a few other cadets are looking at a Willy's Jeep, out of the blue the owner just asked "you guys want a ride?" Our ride in the jeep was great. To wrap things up were given a tour of the sailplanes by one of the instructors.

My overall experience was very memorable with this being a day I'll never forget. Thank you for inviting Squadron 10 along for this event. 🇺🇸



**SHARE YOUR CAP EXPERIENCES WITH YOUR FRIENDS...**

**INVITE THEM TO ATTEND A MEETING OR SPECIAL EVENT**

**HERITAGE TO HORIZONS  
CELEBRATION HIGHLIGHTS CV-  
22 OSPREY**

Air Force Special Operations  
Command Public Affairs

11/17/2006 - HURLBURT FIELD, Fla. (AFPN) -- The first operational CV-22 Osprey stole the show during an air power demonstration at Hurlburt Field, Fla., Nov. 16, commemorating the Air Force's 60th anniversary.

As special operations forces simulated a behind-the-lines mission with Air Force Special Operations Command AC-130 gunships firing overhead and MH-53 Pave Low helicopters bringing in ground forces, the Osprey swooped in, banked and transformed from airplane to helicopter before a crowd of hundreds who had gathered to witness its arrival.



The CV-22 Osprey flies by during its unveiling ceremony at Hurlburt Field, Fla. on Nov 16. The arrival of the CV-22 to Air Force Special Operations Command is part of Hurlburt Field's Heritage to Horizon commemoration, reflecting on the heritage of air commandos, reaffirming the commitment to the war on terrorism and resolving to continually expand capabilities. The commemoration also includes marking the re-designation of the 16th Special Operations Wing to the 1st SOW and the Air Force's 60th birthday. (U.S. Air Force photo/Airman First Class Stephanie Sinclair) 🇺🇸

<http://www.af.mil/news/story.asp?storyID=123032276>



**GILL ROBB WILSON– CAP FOUNDER**

Excerpt from “Civil Air Patrol National Award and Achievements”

[http://level2.cap.gov/documents/CAP\\_Awards\\_and\\_Achievements\\_2.pdf](http://level2.cap.gov/documents/CAP_Awards_and_Achievements_2.pdf)



As the Civil Air Patrol Chaplain Service celebrates its 50<sup>th</sup> anniversary this year, it is interesting to note that one of CAP's founders — Gill Robb Wilson — was a Presbyterian clergyman who became the primary motivator for encouraging the Air Force to organize a chaplain program for CAP.

Air Force Maj. Gen. Lucas V. Beau, the CAP National Commander and CAP-U.S. Air Force Commander from October 1947 to December 1955, and Brig. General D. Harold Byrd, Chairman of the CAP Board from April 1959 to April 1960, joined the CAP founder in 1949 when he visited with the Air Force Chief of Chaplains, Maj. Gen. Charles Carpenter, asking for

help in organizing a chaplain program.

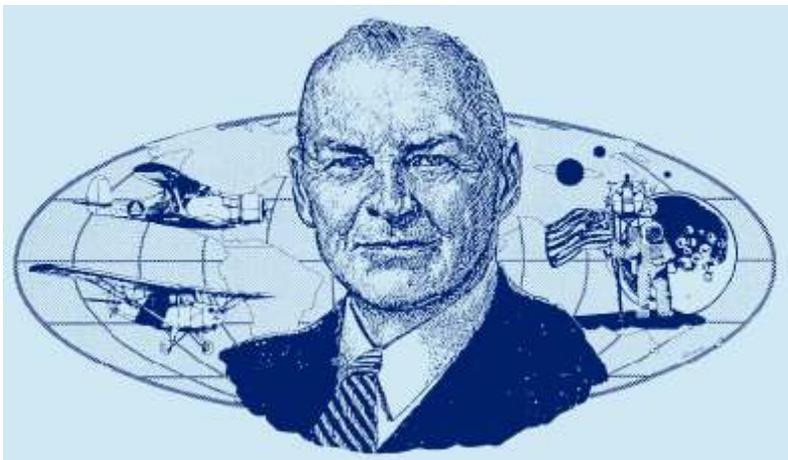
A few months later, in January 1950, Chaplain (Lt. Col.) Robert Preston Taylor was appointed as the first National Chaplain to CAP National Headquarters with a mandate to develop a professional model for ministry that resembled the Air Force's.

Wilson was raised by his parents to be concerned about a person's spiritual growth. His father and mother, Dr. Gill I. Wilson and Rev. Amanda Robb Wilson, were both ministers. In 1916, Wilson dropped out of a seminary in Pittsburgh to join the French air service. He later was commissioned in the American Army Air Service.

After suffering injuries when his plane crashed during the war, Mr. Wilson returned to seminary in 1919 and became his father's assistant in Parkersburg, W.V. He moved to Trenton, N.J., in 1921 where he became pastor of the Fourth Presbyterian Church. In 1928, Mr. Wilson became the first person, who was not a former army chaplain, to become the National Chaplain of the American Legion.

Mr. Wilson always had a love of aviation, and from 1930 to 1945 he was New Jersey's director of aviation. Later he served as a correspondent for the New York Herald Tribune during World War II.

Mr. Wilson was a close friend of Gen. Billy Mitchell and helped develop a civilian pilot training program in World War II. As both a minister and founder of CAP, no one can dispute that Gill Robb Wilson was CAP's first “chaplain.” Today, there is no doubt that Mr. Wilson would be proud to see how his concern for a CAP chaplain program has developed into a chaplain service consisting of 660 chaplains and 125 moral leadership officers. 🇺🇸



**FYI...**

***The Gill Robb Wilson Award is Civil Air Patrol's (CAP) highest award for senior member professional development.***

***It recognizes senior members who have dedicated themselves to leadership and personal development in the CAP.***

***This award was first given in 1964 and honors the late Gill Robb Wilson. He is regarded as the founder of Civil Air Patrol, and served as CAP's first executive officer.***

***Congratulations on winning this special award Major Michael Montgomery!***

***Only 5% of CAP Officers earn this award.***

**SCHEDULE**

**NOTE:** Unless otherwise indicated, all meetings and activities will begin and end at Squadron 36's regular meeting location.

**NOTE: ITEMS IN RED FACTOR INTO CADETS' ATTENDANCE RECORDS.**

**NOTE: ITEMS IN BLUE ARE FOR CAP OFFICERS ONLY.**



*The "Who's Who" of the USAF and CAP are here, along with their biographies!*

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



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



**SM Marici Reid**  
(Captain)



**Cadet Michael Campos**  
(C/SrA)

**Commanders Commendation Award**

- Maj Michael Montgomery (2<sup>nd</sup> award)
- Chaplain David Prado (2<sup>nd</sup> award)
- Cadet Chenny Zhang (1<sup>st</sup> award)

November 2006	
November 7, 2006	Start Class: Counter march, all cadets. Middle Class: Senior Element, Lead. 4 (ABC's). Junior Element, History for CAP. End Class: Follow-up (quizzes) Service Uniform or CAP equivalent.
November 14, 2006	Start Class: ES, all cadets. Middle and End Class: Flight Sims – all cadets. Service Uniform or CAP equivalent.
November 21, 2006	Start Class and Middle Class: PFT, all cadets. End Class: AE (Model Airplanes), all cadets. BDU or CAP equivalent for classes; workout attire for PT. <b>NO PT IN BDUS!</b>
November 28, 2006	Start Class and Middle Class: Moral Leadership, all cadets. End Class: Flight Time – promotion status, all cadets. BDU or CAP equivalent.
December 2006	
December 5, 2006	Start Class: Counter march, all cadets. Middle Class: Senior Element, Lead. 5 Role of an NCO. Junior Element, Lead. 2 Who was Hap Arnold. End Class: Follow-up (quizzes) Service Uniform or CAP equivalent.
December 12, 2006	Start Class: How to Write an Article, all cadets. Middle Class: AE Section 6, all cadets. End Class: ES UDF training, all cadets. Service Uniform or CAP equivalent.
December 19, 2006	Christmas Party. Civilian clothes
December 26, 2006	No Meeting. Enjoy the Holidays!

***Cadets (and CAP Adult Officers, as examples) should strive to attend 75% or more of all regular meetings and 50% or more of all activities!***



**A FEW WORDS FROM OUR AWARD WINNERS**

**Maj Michael Montgomery on winning the California Wing Officer of the Year Award:**

I've known that I was given a very solid foundation on what it means to be a CAP officer from my first commander, Lt Col Corey L. Bonk (currently assigned in Minnesota Wing); without his example and guidance, I'd be just your "run-of-the-mill" guy in CAP. If there's anybody to recognize, it undoubtedly is him.

I'm honored to have been selected because in California Wing, there are over 2000 quality CAP officers assigned; to be selected from among such a vast amount of officers is surprising to me.

More important than anything, I'm over-joyed to see our squadron make a state-wide name for itself when compared to other squadrons throughout California. I hope that this year's awards banquet illustrates to our members that not only is our wing looking at all nominations regardless of location, but also that state-level awards are attainable with a lot of long-term vision and long-term dedication.

**Chaplain David Prado on winning the California Wing Chaplain of the Year Award:**

I just love kids and have given my whole life to them and to their future. I have already done my weeping over God's unmerited grace in granting me His highest recognition from our wing. I am truly humbled at what the Lord has enabled me to give though little it may be. I also owe so much to my congregation that is so proud to have me serve our country in this capacity. Thanks for your moral support and may God bless your going out and your coming in. May He bless your rising up and your sitting down. May He bless whatever your hand sees fit to do. May He bless you with His peace and prosperity until you come before Him someday in the land where He is the perpetual sun forevermore. Baruch Adonai (Blessed be the Lord).

### COMMANDERS CORNER

#### WHY WE COMPETE

By Capt Michael A. Hodges  
Deputy Commander

*(Editor's Note: Capt Hodges is acting as commander during Maj Montgomery's absence.)*



I had the distinct pleasure of attending the Group 2 Color Guard Competition this month. Sadly, our squadron was beaten by Squadron 18 in a very close match. However, in spite of that, the competition was extremely beneficial for our color guard and our squadron.

I know you're thinking "how is that possible? We lost, right?" Yes and no. We did lose the competition, that much is true, but it was not a complete loss for us. First of all, our color guard had a chance to gain some experience working under pressure. This is extremely valuable, as anyone who's 'been there' can tell you. Being good in practice is fine, and instructive, but it's pretty much meaningless unless you can be as good when it matters. Secondly, the color guard had the opportunity to see firsthand what it takes to win, in terms of preparation, discipline, and effort. You can't train to win if you aren't 100 percent sure what it takes- and now the entire color guard knows what they need to focus on and improve for the next go round.

Why do we do this? Why do we subject our cadets to situations that put them under stress, and make them perform in spite of it? There are a lot of reasons I could list, but the most important one I've already mentioned. Those cadets who plan on having a career in the military can be sure that you will find yourself in situations during the course of your career where the pressure will be enormous – and if you don't believe me, ask a combat vet from ANY branch how it feels to be shot at! In the public service sector, any policeman or firefighter can tell you stories about stress. Even in the corporate world, being able to do your job when others are counting on you separates the truly valuable individual from one who just takes up space.

There are other benefits, too. Most cadet staff at CAP activities are chosen by competition. There is simply no better way to be sure you've got the right cadet for the job than by having them 'fight' for it. This benefits cadets in the ranks, because they know that the person instructing or leading them has proven they are capable of doing the job as well as anyone. It also benefits the officer staff, because we have fewer headaches during the activity if the cadets running it are competent, capable people.

Last but not least, competition is a test of will. If you can learn to keep your head on straight when the pressure's on, if you can calm yourself and focus on the task at hand, if you can not only perform but reach down deep and find that extra something that puts you over the top, if you can train yourself to learn from your setbacks and not let them overwhelm you, then a miraculous thing happens – you become a LEADER. 🇺🇸



### REMEMBERING THE PAST



Six members of the Doolittle Raiders attend the wreath laying ceremony in honor of the USS Hornet at the Navy Memorial in Washington Nov. 9. On April 18, 1942, the Doolittle Raiders, led by then Lt. Col. Jimmy Doolittle, became the first to bombard Japan since the attack on Pearl Harbor. The Doolittle Raiders have celebrated their victory for the past 64 years. (U.S. Air Force photo/Airman 1st Class Rusti Caraker)

<http://www.af.mil/news/story.asp?storyID=123031673&page=4>

### GUESS WHO...

FAMILIAR FACES IN  
UNFAMILIAR SETTINGS....

CAN YOU IDENTIFY THESE  
SQUADRON 36ERS?

VETERANS DAY PARADE  
2006





*The Glider Express*

c/o John J. Montgomery Memorial Cadet Squadron 36  
2490 Cunningham Avenue  
San Jose CA 95148-1003

**For Parents and Families**