

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

or type your notes and send them to:

The Glider Express
2975 Silverland Dr
San Jose CA 95135-2023

THE DREAM IS REALIZED

By 2d Lt Jacoba Sena
Public Affairs Officer

Just two short months ago, I shared with you the first step in the realization of a life-long dream – my first solo as a student pilot. Now, I have the opportunity to share with you the final step in the realization of that dream. On Tuesday, December 5th, I took and passed my checkride. Officially known as the Practical Test, the checkride is a combined oral and flight exam.

The oral exam portion, lasting one and a half hours covered a range of topics from reading aviation charts, to explaining the aerodynamics involved in flight, to interpreting aviation weather reports, and planning and explaining a flight plan (in my case – a flight to Fresno). All topics covered in the past nine months of instruction were fair game for the FAA examiner. Needless to say, I was as nervous as any student facing a final exam.

Once the oral part of the exam was successfully completed, it was on to the flight portion of the test. This part of the test consisted of an hour and a half of performing flight maneuvers. Each maneuver must be performed to a specified FAA standard. Any maneuver not performed to standard means automatic disqualification – no second chances during the test. However, as long as you don't hear the examiner say you've been disqualified, you know you're doing okay and passing.

The flight portion of my exam went smoothly, except for one bad approach to a landing. Knowing I was not going to be able to perform the type of landing specified by the examiner, I told her I was going to do a go-around, and set it up again. She agreed with my assessment of the situation and agreed with the go-around. The landing went smoothly, we taxied back to the tie-down area, and she

told me, "You passed. Congratulations, you are now a private pilot!" Those were some of the sweetest words I've ever heard.

Achieving this dream required a tremendous amount of work, but it was worth every bit of it. ☺



A smiling new private pilot with her instructor, Cecil Chapman, after successfully completing her checkride.

Once you have tasted flight, you will walk the world with your eyes turned skyward, for there you have been and there you long to return.

- Leonardo da Vinci

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2490 Cunningham Avenue
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(408) 258-2720

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

On the Web:

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



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WE DON'T PROMISE YOU A ROSE GARDEN

Cadet Colonel Jackie M. Briski, CAP

Spatz Award Recipient #1615 *(Reprinted with permission from the author)*

Leadership is not for the faint of heart. Being a leader means more than receiving salutes and getting a special reserved parking space. Being a leader means facing unfathomably difficult decisions and indescribable loneliness.

Now, before we go any further, I'm not a fatalist. In fact, I have a true passion for leadership studies. There are also indescribable rewards that only leaders can experience. If leadership was nothing but one sacrifice after another with no respite, few people would even consider stepping up and becoming leaders. But make no mistake: being in charge means being responsible. This responsibility can be difficult to deal with on several different levels.

"Integrity means doing the right thing even when it costs more than you're willing to pay." - CPT Matt Thompson, US Army*

As leaders, we are called to be of the utmost character. The privilege of having authority over other people binds us to hold ourselves to a higher standard, to value Honor over all. This takes a considerable amount of personal courage.

It's really tempting to go down the beaten path, the easy route. Real leadership is not easy. Real leadership is about self-control, service, and sacrifice. Nevertheless, sometimes we are called upon to work with - or for - people who do not have the strength or courage required to do right thing. This is where the cost comes in.

When all is said and done, you will answer to no one but yourself and whatever God you choose to serve. You may face disciplinary action. It may be unfounded and uncalled for. But if you can look at yourself in the mirror and know that you did the right thing, that's all you need to worry about. If you can look yourself in the eye and tell yourself "I did the right thing" with absolute honesty and conviction, that's all that matters.

In the end, doing the right thing always costs less than the price of doing the wrong thing.

"To do what is right, not what is popular. Command is a double-edged sword." - Mjr. Cliff "Dix" Dixon, Canadian Armed Forces**

When I was a cadet, I was once called upon to recommend that one of my followers be relieved of command. This was one of the hardest decisions I have ever had to make as a leader. As such, I asked to be the one to explain the situation to the flight members. I was as delicate and tactful as possible. After I finished my explanation, one of the flight members said, "Ma'am, I just want to let you know that as a flight, we really respect our Flight Commander. We've learned a lot and we've come together as a team really well." They didn't understand. I was not at liberty to come right out and give them all of the details, so they could not have understood.

Words cannot express the feeling I had at that moment. I wanted to turn around and run away. My decision was anything but popular. My leaders agreed with me, but my followers thought I was wrong, and felt such conviction that they were not afraid to call me out on it in public. I made my decision based on factors that they did not know about. I did what was in their best interest, even though they didn't realize it. All I had going for me was the fact that I knew in the depths of my being that I had done the right thing. That's where I found my strength and courage.

"Command is lonely." - Colin Powell***

There is a special order of loneliness reserved only for leaders. We are called to stand up for what is right, even when nobody else will stand up with us - even when it costs more than we're willing to pay. When you choose to become a leader, you are choosing to embrace that loneliness with both arms.

However, pay attention to General Powell's words. He said, "command is lonely," not "commanders are alone." Good leaders surround themselves with advisors and mentors who can help them think things through when they're struggling with a decision. They are rarely alone. The feeling of loneliness stems from bearing sole responsibility for making the decision.

It has been said that success has a thousand parents, but failure is an orphan. Few things in this world are lonelier than the knowledge that the responsibility is yours alone.

(continued on page 3 – Rose Garden)

(continued from page 2 – Rose Garden)

As previously mentioned, we don't promise you a rose garden. Responsibility isn't always nice and pretty. Leadership isn't about what you can get out of it; leadership is about what you're willing to give up.

Do you possess the strength and courage it takes to become a real leader?

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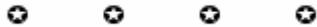


SCHEDULE

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!

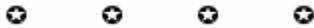
<http://sq36.cawg.cap.gov/keyfigures.html>



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



Cadet Matthew Herbert
(C/SSgt)



NOTE TO PARENTS:

We hope that you and your families have enjoyed our newsletters, as well as having opportunities to pin those new stripes on your cadets through each promotion!

As a result of rising costs of postage and unit expenses, Squadron 36 will be raising squadron dues to \$50 per member, beginning in January 2007.

Dues are payable to the squadron during the member's regular membership renewal month. Cash or check is fine.

*Questions may be directed to our finance officer,
2d Lt Coby Sena.*

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,

(Rules for Success – continued from page 5)

#4. **“Throw out the cruise-control button.”** If you think that going on “auto-pilot” will get you through life as a leader, then fate will be kind to you as every single opportunity passes you by without your ever having noticed it. Being unable to be creative in your work, your speech, your interaction with others, and your ability to problem solve is a death sentence for greatness. Plenty of supervisors and managers can be *reactive* through the use of their internal cruise-control buttons; only leaders that are *proactive* keep light pressure on the clutch and gas pedal the whole way through. There's comfort in things we expect; leaders, however, don't live in the realm of comfort.

#5. **“Hang up and lead.”** There are many times when leaders admit that it is lonely at the top. Fancy a guess as to why that is so? One guess can certainly be the result of leaders that make the hard choice while the naysayers attempt to force the leader to make a popular decision instead of the right one. Be careful; naysayers will try to make their attempts personal, legal, by force, or through coercion. If you are 100% confident and have fully gathered as much information from all angles as you can, never let the jackals sway you. History will judge your outcome and that's how it has to be. You want that 100% on your next biology exam? Do it...don't let peers attempt to convince you that it is impossible because your teacher is evil. If you send somebody home for not being prepared to participate at a meeting, and your decision has taken into consideration as many factors as you can muster, then keep your resolve. The results of your having lead will be determined by history.

#6. **“Learn to smile and play by the rules, despite the salamanders.”** Whatever reservations about something we might have, set 'em aside! How you approach the hard times and people you hate/dislike sets the tone for others to follow - even when you don't think anybody's watching. Know a real hard case, blockhead, or guy/gal that has the social skills of a salamander? Sure, we all do... No need to be a fake, but there's also no need to let THEM set the tone of your life at school, CAP, church, work, or whatever. As a commander, I've got plenty of folks that would love to have my head on a pike (in the figurative sense, I hope) because I've made decisions that weren't popular with their personal druthers. Then again, they aren't leaders if they are pressing on with personal druthers instead of the expectations of the leader's job. Life is far too short to let whiners and salamanders set the tone of my life and I bet the same is true with you too. Will you let salamanders mess up your attitude? Perhaps that's good enough for you to accept and perhaps not...I've had to learn that and if I'd learned it earlier in life, my focus would've been better much earlier. History remembers those who lead and win, despite impossible odds. Anybody remember the inept whiner that lived on 6360 Beauclair Drive back in 1982? Didn't think so...

#7. **“Slow your roll there, Tex.”** Did you help anybody else achieve what you have? If you haven't, nobody likes a glutton; see Rule #1 and then recognize that you have to inspire somebody else. Otherwise, step aside for somebody that will.

What you learn in Civil Air Patrol as an adult (yes; adults can still learn!) or as a youth is not meant to be a "dog and pony show" for the benefit of your CAP comrades. What we do is meant for use in life - otherwise, we're wasting our time. Improvement and focus are the stuff that makes us CAP professionals, not CAP pretenders.

If you're one to REALLY “exceed the challenge,” then adopt these (or a similar set of) rules. Make the goal to incorporate them into your lives for 365 consecutive days. If you can faithfully do so, not only will these rules become habits, but also I guarantee you a significant life change or the other Major Montgomery (Jo) will pay you \$5.

Tell her I sent you...and smile as you do so! 🎉



Happy Holidays from SQ 36

(A Brief History – continued from page 4)

In all, these volunteers amassed a stunning record - flying more than half-a-million hours, sinking two enemy submarines, and saving hundreds of crash victims.

A thankful nation recognized the vital role CAP played during the war and understood the organization could continue to provide invaluable help to both local and national agencies.

On July 1, 1946, President Harry Truman signed Public Law 476 that incorporated CAP as a benevolent, nonprofit, organization.

And on May 26, 1948, Congress passed Public Law 557 which permanently established CAP as the Auxiliary of the new U.S. Air Force. This law also gave the Secretary of the Air Force the authority to provide financial and material assistance to the organization. 🎉

<http://level2.cap.gov/index.cfm?nodeID=5192>

For more information on CAP, visit the CAP national website:

<http://www.cap.gov/index.cfm>

65 YEARS

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2490 Cunningham Avenue
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For Parents and Families