

ON GUARD

SAN FRANCISCO BAY

GROUP 2

Group 2's
Quarterly
Magazine



Welcome to On Guard

By 2d Lt Elisa Muresan, CAP

Welcome to the Volume 3, Issue 2 of **ON Guard**.

We thank **Lt Col Shawn Lawson** for his service to Group 2 as our Commander. We will be hearing from him in his new role at the Wing level. We also thank **Col Ross E Veta** for leading our wing to stay on top despite many challenges, including covid. We welcome our new Commander-select **Lt Col Craig E Newton**. We will hear more about his vision and mission at the 2023 California Wing Conference on 19-22 October. Have you registered yet?

In this issue, we highlight the 2023 California Wing Encampment. Almost 400 students registered and Group 2 was very well represented. We also highlight CAP programs outside California Wing, PJOC, NFA, and RCLS. Read on to see what they are and who did those programs.

Plenty of Emergency Services events also happened since our last issue. Our June SAREX, July CARDA, and August WALDO missions are only a few examples of activities featured in this issue. Do you want to know more about them? Interested in participating? They are on pages 9-14.

Some of you have also heard about CyberPatriot competition and High Altitude Balloon challenge. We have stories about them on pages 15-17.

Maj Henson wrote about our Group 2 glider, which is finally back on commission again after its service break. Lt Col Luneau focused on Bird Strikes education on pages 19-22. And Capt West shared his experience in handling safety issues, driving a Civil Air Patrol vehicle.

Finally, we congratulate Group 2 of The Year Awards recipients, and thank 1st Lt Hurst for her commanding service to squadron 18.

Article Submissions. This is your magazine, and we welcome all your contributions to it with short stories, photos, and short videos of your Squadron or event. We are looking for articles for the **December edition**. Please send all articles to the Group 2 website [Here](#) or email elisa.muresan@kawgcap.org or the **editors to the right**.

Don't forget to spread the words about YOU and CAP. Please tag Group 2 on Instagram, Facebook, and Twitter, and we will collect posts, stories, and reels there. Tag us on **Instagram** and **Facebook** as **@civilairpatrolgroup2**. Tag us on **Twitter** as **@CAPGroup2CA**.

Just a reminder that we have a **YouTube** channel for the group so send us any videos that you want to share with the world!

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October 1st - December 31st

AP, this is not a part of Cadet Wings. There are more traditional scholarships here vary from academic, flight, activity-specific, etc.

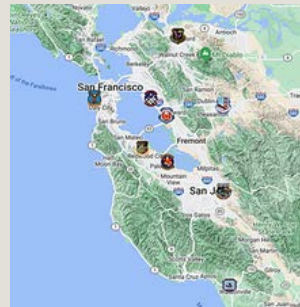
icpatrol.com/ncoparam/cadets/cadetinvest/other/scholarshipopportunit



Scholarships exclusive to cadets in PCR or CAWG also available. Some include

www.wing2023.com

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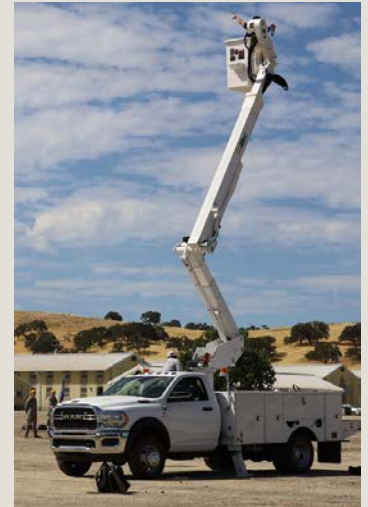
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Congratulations

CADET PROGRAMS

2023 CALIFORNIA WING ENCAMPMENT

BY 2D LT ELISA MURESAN

All Photos in this article are published by the Public Affairs team at: <https://photos.cap.gov/Pacific-Region/California-Wing/Encampment>



The picture on the left was the signature photo taken by the Public Affairs Deputy Director of the 2023 CAWG Encampment, 1st Lt Jillian Restivo, CAP, at approximately 30 meters height above the ground (author's estimate).

2023 was the largest Civil Air Patrol (CAP) encampment in California Wing history. 384 cadets taking on many tasks in Leadership, Character Development, and Aerospace Education to rise to the challenge in a bid to become the prestigious Cadet Training Group (CTG) graduate. The task to provide meaningful experience for so many cadets could not have been done without the strong collaboration of 112 cadres and 78 senior members, under the leadership of 2023 Encampment Commander, Maj Timothy B. Albert, CAP, and 2023 CTG Commander, C/Lt Col Leon G. Zhao, CAP. Many more leaders were involved to ensure a successful event. Thank you!

With a total of 153 members participating (81 students, 45 cadres, and 27 senior members), Group 2, by a large margin, the largest showing of any group in this event. Thank you for your volunteering service, cadres and senior members. Congratulations, CTG graduates.



CADET PROGRAMS

2023 CALIFORNIA WING ENCAMPMENT ... Continued



Thank you, Public Affairs team, for helping to tell the stories of the encampment, through your cameras and videos.



Thank you, Logistic team for managing our encampment resources, storing them, and transporting them to meet our needs.



Thank you, Admin team, for ensuring all our paperwork and communication channels were smooth. The Go-Home packet was appreciated too.



Preparing 19,000 meals in 11 days could not be an easy feat, especially if the meals were meant to provide adequate nutrition and variety to hungry cadets! Thank you, Mess Staff.



"Graduating a California Wing Encampment sets cadets apart as a member of the distinguished ranks of the Cadet Training Group.

Serving the Cadet Training Group as a Staff Member is as much of an opportunity as it is a privilege."

(CTG: About Encampment).

See you in 2024 !



NATIONAL CADET SPECIAL ACTIVITY (NCSA)

NCSA - AF PARARESCUE AND SURVIVAL ORIENTATION COURSE

BY C/MSGT KAI KAPUR

I boarded a flight from San Fransisco on June 7, 2023 en route to Kirtland Air Force Base in New Mexico. I was excited and nervous at the same time. I was going to the Air Force Pararescue and Survival Orientation Course, also known as the PJOC. I had heard that this course was mentally challenging and physically demanding. PJOC is an introduction to the mission of the Guardian Angel Weapon System (GAWS), a non-aircraft, equipment-based weapon system of the United States Air Force. For seven training days, cadets will be introduced to some of the skills and requirements of Pararescuemen (PJs), Combat Rescue Officers (CROs), and Survival Evasion Resistance and Escape (SERE) Specialists.

The description was accurate - the course was tough. Our instructors were actual Air Force Pararescuemen. They trained cadets in land navigation, survival techniques, rappelling, teamwork, and other skills. The operators were strict, focused, and professional, and pushed all of us to our limits. I was among two-third of the participants who successfully completed the course. Although this course was supposed to train cadets individually, I felt that what got me through the lessons was having good battle buddies or fellow cadets looking out for me. Nobody can pass the course alone, meaning teamwork is extremely important.

Overall, PJOC was a great experience for me. I pushed myself, and learned from some of the best instructors the Air Force has to offer. I am deeply grateful for the opportunity.

Would you like to take up the challenge next summer?

The minimum age the PJOC course is 15 years old and the cost to do it is \$500.

If you need financial aid, you can apply for a scholarship at <https://k3scholarship.org/>.

As for me, I plan to do the Advanced PJOC training next year. Yes, I like PJOC that much.

If you have any question about my experiences with the PJOC course, feel free to email me at:

kai.kapur@cawgcap.org

Photo Credit: <https://photos.cap.gov/National-Cadet-Special-Activities/PJOC/2023/Kirtland/>



NATIONAL CADET SPECIAL ACTIVITY (NCSA)

NCSA - NFA - SOUTHWEST REGION POWERED FLIGHT ACADEMY

BY C/SMSGT SEAN M. FRITSCHÉ

The 2023 Southwest Region Powered Flight Academy was held at Ada Regional Airport, Ada, Oklahoma, on Jun 15-25, 2023. C/SMSGt Sean M. Fritsche flew a G1000 equipped 2021 Cessna 172 during his training and solo flight. His primary instructor was the Oklahoma Wing Commander, Col Aaron E. Oliver, CAP. This is C/SMSGt Fritsche's story:

Although I consider completing my solo flight to be my most memorable time at this NCSA, that's not the only one. The wingmanship amongst cadets was also very memorable. We got to bond over tasks at the FBO, Barracks, and the airport. We saw all of us on the first few days, grew more confident throughout the course, and got to compare what we could do at the end: The Solo! When we had to leave the event, all of us started to tear up a little. This kind of friendship is valuable. I hope we will stay in touch forever.

The most difficult part of the course was having the confidence to take the plane around the pattern by myself. Being from California, I never experienced the weather of Oklahoma. It went from blue bird skies, to rain, to hail, to lightning and hail, then to calm again. Within ten days, I saw every bit of weather possible besides snow. I almost thought I saw a little snow. But the instructors gave us that confidence through the training and mentoring process each day, and made it easy for us at the end.

For cadets who would like to attend this course, I recommend starting the application process early, complete the online training classes now, and get your student pilot license and medical before you apply. Trying to fulfill all of these things just before application is stressful. If you could get all of these done, it will put you very much ahead of your class and will show you that you are capable of much more. For example, I was able to pass on my remaining hours to my wingman who managed to solo with the time I donated.

This is the best event I have ever been to and I want to give back as a staff member!

Min age = 16, Cost in 2023 = \$900, Potential scholarship = Cadet Lift, TOP, Flight scholarship

Photo Credit: <https://photos.cap.gov/National-Cadet-Special-Activities/Southwest-Region-Flight-Academy/2023-Southwest-Region-Powered-Flight-Academy>



ON GUARD SAN FRANCISCO BAY GROUP 2

REGION CADET LEADERSHIP SCHOOL (RCLS)

2023 UNIVERSITY OF ROCKY MOUNTAIN RCLS

BY C/LT COL TERRANCE FUNG, C/MAJ LIAM MCKINNON,
C/1ST LT ISIAH GONZALEZ, C/CAPT GRACE MURESAN
AS TOLD TO 2D LT ELISA MURESAN

Successfully completing a Region Cadet Leadership School (RCLS) is a requirement to earn the Eaker Award. On June 19-29, 2023, two cadets from California Wing Group 2, C/Maj Liam McKinnon (squadron 13) and C/Capt Grace Muresan (squadron 10), attended the RCLS held by the the University of Rocky Mountain at the US Air Force Academy campus in Colorado Springs. They learned Officership and Character standard and responsibilities, Communication skills as a leader, Interpersonal Relations to improve their mentoring, coaching, supervising, and disciplining techniques, Critical and Creative thinking, and Leadership Theory that can help them lead indirectly through delegation.

McKinnon said that the school was well run and organized, and that his most favorite part was getting to know cadets from other wings who had completely different backgrounds but still had the same goals and enthusiasm to thrive at CAP. He added, "My advice for any CAWG cadets going to events outside of the wing is to keep an open mind because sometimes events are run differently. *Use this fact to learn and grow* as a leader and a cadet." Muresan, who won the Best Essayist Award, agreed "I got the chance to use interpersonal relations techniques taught in the program, to convince my opposing-views team mates, to agree on the crucial points that I proposed." She continued, "I agree with McKinnon. Attending outside of wing schools will contribute significantly to the *awareness of diversity and maturity of your leadership skills.*"

C/Lt Col Terrance Fung (squadron 25, group 3) and C/1st Lt Isiah Gonzalez (squadron 144, group 8) also attended the RCLS as instructors and both received Commanders' Commendation awards. Fung advised, "For CAWG attendees, prepare to drop the stigma and ego as a cadet officer. You will soon learn that everyone at RMR RCLS work together and the environment is much more relaxed. Although you should still be professional and competent, the culture of RMR is extremely different. Don't be afraid to make friends with your fellow officers and *develop a relationship between you and your seminar leader so they can further guide you along your CAP career.*" Gonzalez added, "I think to get the best out of CAP, a cadet should figure out the why first. *Why do you want to join CAP?* Once you know what you want to achieve, find a mentor, be coachable and adaptable, and work your way up and around. RMR RCLS strengthened my belief in this view."

Min age is 16, the cost in 2023 is \$300.

Photo Credit: <https://photos.cap.gov/National-Cadet-Special-Activities/University-of-RMR/URMR-All-Course-Events/2023-URMR/2023-RCLS/> and C/Capt Grace Muresan



L-R: C/Maj McKinnon, C/Lt Col Fung, C/1st Lt Gonzalez, C/Capt Muresan

C/Maj McKinnon, C/Lt Col Fung, and C/Capt Muresan with their cohort



C/Capt Muresan received her 'Best Essayist' Award certificate from 1st Lt Hess and 1st Lt Stone.



C/Lt Col Fung and C/1st Lt Gonzalez as RCLS instructors.



RCLS attendees at the USAFA physical challenge course. They had to overcome their fear and stay fit to become an effective leader.

REGION CADET LEADERSHIP SCHOOL (RCLS)

RE-SOLO IN CALIFORNIA

BY C/COL KAVIN RAM AND 2D LT ELISA MURESAN

On Saturday, June 17, 2023, C/Col Kavim Ram completed his three re-solos in California. The weather could not have been more perfect. The sun was shining, the cloud was not present, the wind was blowing slowly, and the temperature was balmy. Capt Keith Breton, CAP, the Cadet Flying Instructor (CFI) of cadet Ram was confident of his student's ability to ace the solos. I asked cadet Ram a few questions about his experience.

What was your best impression/experience in getting to do solo flying?

Getting up in the air is just a great feeling you get and you get to see cool things from the air too!

Have you ever experienced any doubts/scares/hindrances to get to this solo?

I was working as a summer intern so it was a bit difficult with that time conflicting, but I was able to make it work.

After your three re-solos, did you feel like Maverick from Top Gun, or Aladdin from A Whole New World, or Hiccup from How To Train Your Dragon? and why?

Maybe a mix between Maverick and Aladdin, because I get to wear a military uniform like maverick and fly smoothly like Aladdin.

What would be your advice to solo flyers wannabe in Civil Air Patrol?

My advice would be to take advantage of the many flight opportunities CAP has to offer (Scholarships, Cadet WINGS, National Flight Academy NCSAs, and most importantly the wonderful CAP CFIs who volunteer their own time to help cadets learn to fly).

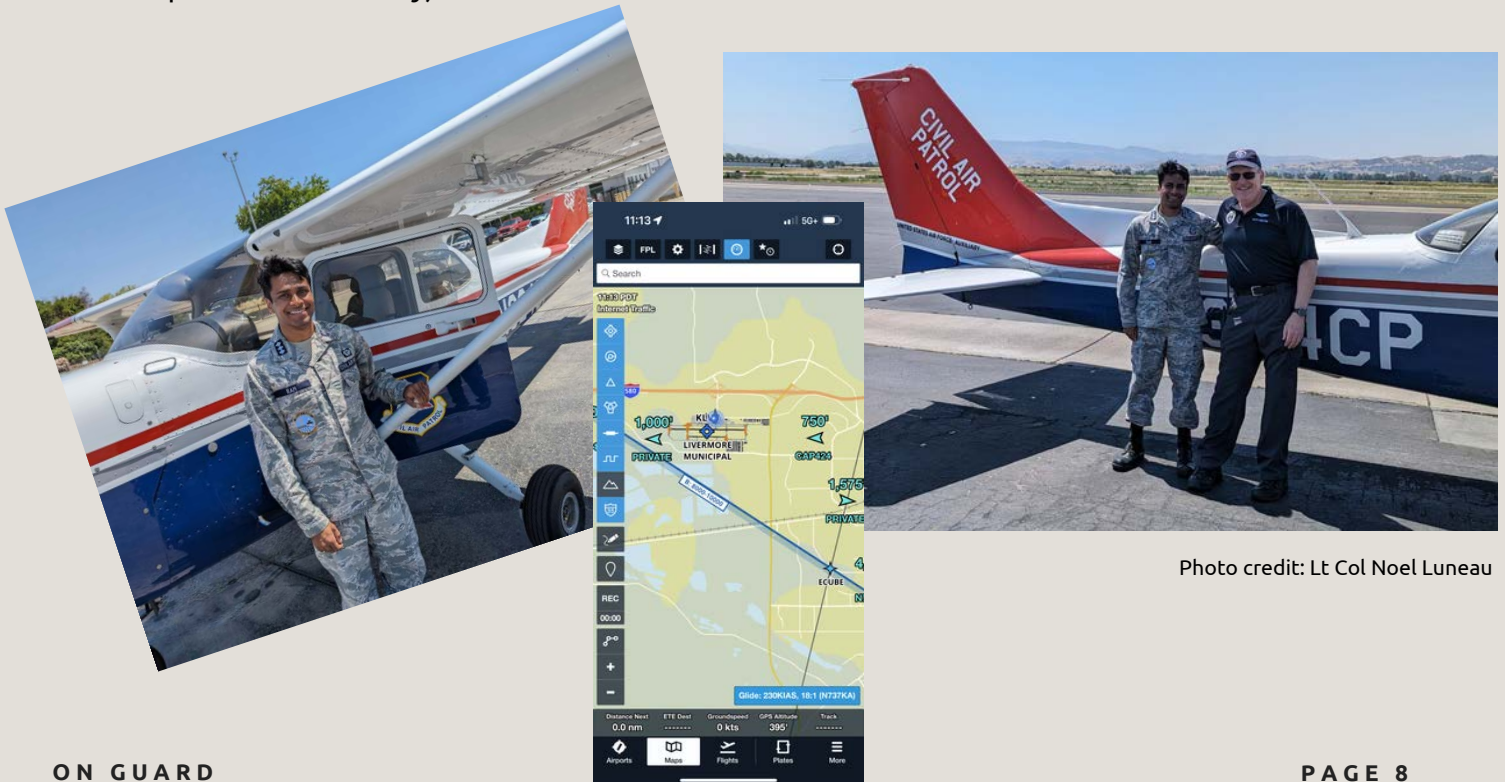


Photo credit: Lt Col Noel Luneau

EMERGENCY SERVICES

SAREX GROUP 2 IN LIVERMORE

BY 2D LT ELISA MURESAN

Photos credit: 1st Lt Alexei Roudnev



Group 2 held a highly successful SAREX on the 10-11 June, 2023. At the Livermore Municipal Airport SAREX, there were 74 members comprising of the Command Team, Communications, Ground, and Air. The SAREX completed 25 air sorties, and 15 ground sorties. Three of the ground sorties searched and found a practice emergency beacon. Great job Group 2!

Sisters C/SSgt Abigail and C/SSgt Nadia Fukuhara shared their experience. Fukuhara A. said that she got her first mission done to get the UDF rating. She recalled, "This gave me a different perspective from MRO training." Fukuhara N. pointed out on how very organized the SAREX was and that she was pleased to get her MRO and MSA ratings. 2d Lt Jeffrey Ho, the sisters' father, was impressed by the knowledge of the pilots, "I flew with two different sorties. One of the airplanes was old so I got to watch the MO and MP do their jobs without using technologies." Ho got his MS rating approved. 2d Lt Rares Vernica, who is a private pilot, trained to become an MO. He described the process that he had to go through to get his MO qualification and praised all the trainers on air and on the ground, "It was stressful. Everybody were learning. But I appreciate the experience of all of us working together to complete a mission."

Photos credit: 2d Lt Zaina Streeter



EMERGENCY SERVICES

SAREX GROUP 2 IN LIVERMORE

... Continued

A first-timer cadet in SAREX, C/A1C Maximilian Streeter, got his MSA and achieved an MRO Trainee. He remembered, "I was nervous and didn't know what to expect but Maj Chris Johnson and Maj Karin Hollerbach taught me what it takes to be a good MSA and the value of this role for a incident command. I also made great friendships with other cadets, one of them ended up being placed in my flight at encampment. He became my wing man and we supported each other." He beamingly added, "I'm very proud of what I've achieved so far and want to learn more."

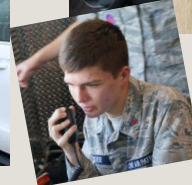
Meanwhile, from the trainers' perspective, Capt Gross, an MP and Aircrew trainer, recalled that because the CAP plane wasn't allowed to communicate with the students, it was quite a challenge to train them. But he liked it the most when the trainees 'got it'. Capt Mateos, also an MP and Aircrew trainer, had a good time, "For me, it was a routine and fun flying with new people. It was interesting to gauge newbies' knowledge and experience so I had to adjust the training to be most effective for trainees."

Thank you to volunteer trainers. Well done and congratulations to trainees.

Stay tuned for more SAREX in the future.



Photos credit: 1st Lt Alexei Roudnev



Photos Credit: C/A1C Abigail Fukuhara



EMERGENCY SERVICES**CAP GOING TO THE DOGS (PART 2)**
CAP'S CANINE VOLUNTEER PARTNERS TAKE TO THE AIR**1ST LT. DAVID MCCROSSAN**

Aircrew from across Northern California geared up on 20 July 2023 to support a long-standing partner of CAP, the California Rescue Dog Association (CARDA). CARDA's mission is to train, certify, and deploy highly-qualified search dog teams to assist law enforcement and other public safety agencies in the search for lost and missing persons. CARDA is the largest and most geographically dispersed of the three search dog groups in California that are direct resources of the State of California Office of Emergency Services (Cal OES). CARDA provides search dog services to all public service agencies at no charge.

The Northern California part of this training mission had been postponed by weather earlier in the year. Aircraft from Concord, San Jose, Santa Rosa and South Lake Tahoe hosted a dozen experienced handlers. The goal of the training mission was to familiarize both handlers and dogs and prepare for future search missions supported by CARDA.

Trained specialist dogs are a familiar sight to many CAP Emergency Services ground team search missions when working alongside local emergency services personnel, such as the County Sheriff's department. Operating in an area search or specific target search role, these unique animals come into their own with their highly developed tracking skills.

CARDA dogs and handlers do train regularly with other emergency services departments, and many have flown in helicopters. The smaller fixed-wing aircraft flown by CAP create a new experience for many of these dogs. Handlers need to know that they're ready and prepared for their search mission when they land. That means they need to be comfortable and undistracted by the experience of flying in a CAP plane. This training helps them maintain their focus.

All those who participated agreed that the training flights provided by CAP across several Northern California locations were invaluable in preparing dogs and handlers for the tasks. Specifically these flights help some with passing their required Mission Ready certification for Cal OES.

A previous canine visitor from a similar 2022 CARDA training mission was "Yipi," a Kelpie-mix puppy, with her CARDA handler Kathy Gaughen, who brought 18 years of experience in searches. She explained: "This is the best time to start the dog's training, although we do sometimes bring dogs into the program that are a little older-but generally before age two."

Biggest takeaways from the training event: CAP volunteers were out supporting fellow volunteers in CARDA, in support of the shared public safety mission. When the next real search arrives, we all know we'll both be ready.

EMERGENCY SERVICES

CARDA ... Continued



Photo Credit: 1st Lt David McCrossan



"CARDA search dog handler Cate McBride with Capt. Tony Stieber and Capt. John Heldt of CAP returning from training flight at Sq 44, Concord, CA on 22 July 2023.

A returning search dog to the training mission was Yipi, a Kelpie-mix puppy, with her CARDA handler Kathy Gaughen (who brings 18 years of experience in searches). They are shown here briefing for a training mission at Sq 44 in Concord. "This is the best time to start the dog's training," she said.



Trained specialist dogs on joint CAP-CARDA training missions often work alongside local emergency services personnel such as the County Sheriff's department. Operating in an area search or specific target search role, these unique animals come into their own with their highly developed tracking skills. Some can trail a scent up to 96 hours old.



"CHIKO," an eager CARDA search dog with handler Steve Von Ehrenbrook, ready to board a training flight bound for South Lake Tahoe on the ramp at Sq 44, Concord, CA on 22 July 2023.

CARDA handler Eloise Anderson with her search dog prepare for a training flight at Sq 44, Buchanan Field, Concord on 22 July 2023.

EMERGENCY SERVICES / AEROSPACE EDUCATION

WHAT'S WALDO?

BY MAJ VAN HENSON

Among the most commonly requested Emergency Services CAP is asked to provide capabilities is making detailed high-resolution photographic surveys of an area hit by some disaster- wildfire, flood, earthquake, volcanic eruption, tornado, or hurricane, for example. These surveys can serve a number of purposes: seeking locations where survivors may be located, assessing damage, planning rescue or recovery missions, routing relief efforts are among the many uses of the information such photo surveys provide.

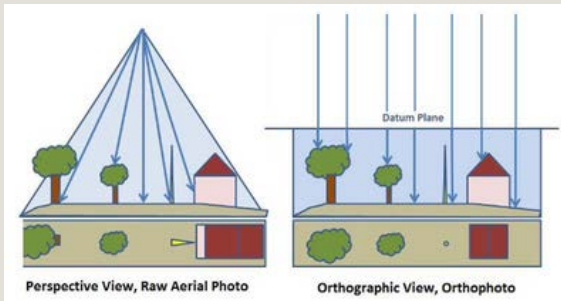


Figure 1. Normal perspective of a camera (left) shows the tree trunks, side of the buildings, etc., while the orthographic view (right) corrects image to be purely what would be seen looking straight down.

From the Waldo Users Guide.

CAP utilizes an Ultra 50 aerial imaging system, made by Waldo Air, to make extremely accurate imagery by taking overlapping photos and stitching them together to make an orthographic view (see Figure 1), that is, a view as if the entire sky were the camera, and pointed straight down, making an accurate “map” view. We often incorrectly refer to the Ultra 50 as “WALDO” because of the company’s name, but other systems exist, and increased capabilities will become available as the technology matures.

The Ultra 50 uses a two-camera system mounted on an aircraft that is flying a very precise pattern over the target area, taking photos at predetermined locations with both cameras. The photos are taken so there is considerable overlap between the two cameras and the shots are planned such that there are overlapping shots both in the direction of flight and off to either side as well. The resolution of the final image depends on the altitude of the cameras above ground.

A common configuration results in a single pixel representing a square on the ground with 10 cm sides (about 4 inches). Maintaining such accuracy requires flight at precise altitude, speed, and direction. It takes 2.8 seconds to write the data. The aircraft must fly slowly enough that the data is written before the plane reaches the next shot location. Flying too fast will result in missed shots.

We’re not limited to grids or 2D imaging. The system can be set up for linear, grid, or “Spiraling Circle” flight profiles. The latter produces a 3D aerial imaging survey.



Figure 2. Left: the Ultra 50 pod from below, showing two cameras mounted at angles 45 degrees apart. Right: The Ultra 50 pod mounted on the right wing-strut, wired and ready to fly. (Photo: 1st LT A. Roudnev)

Figure 3. the imaging system flight plan lays out where (GPS coordinates) the shots are taken, and how much forward overlap and side overlap are needed for the desired accuracy. This plan must be flown very precisely.

From WALDO User’s Guide.

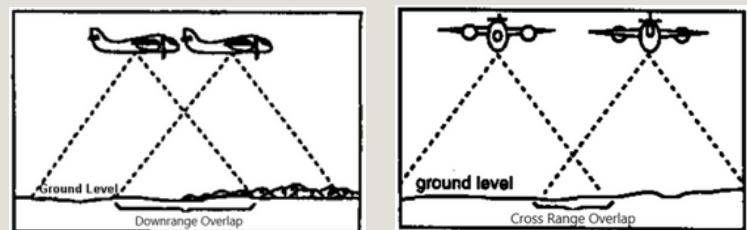
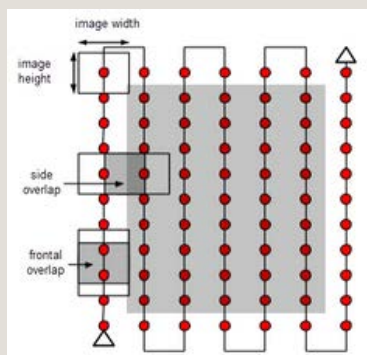


Figure 4. Left: Forward overlap is designed by taking shots precise GPS location. Right: side overlap is obtained by spacing lines a set distance apart. From WALDO User’s Guide.

EMERGENCY SERVICES / AEROSPACE EDUCATION

WHAT'S WALDO ... Continued

Operationally, the imaging crew comprises three people: the mission pilot, who flies the aircraft; the Mission Observer, who handles navigation and communications and keeps the traffic watch; and the system Operator. The Operator sits in the back seat and uses a laptop running the Ultra 50 to monitor (and control) the mission.

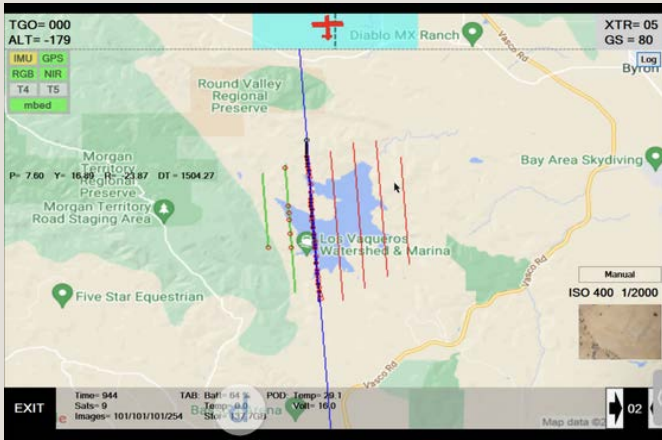


Figure 5. Ultra 50 Operator's screen, which is used to monitor the flight, identify missed shot locations, determine whether lines must be re-flown, etc. (Photo: Lt Col N. Luneau)

The Operator's screen shows the planned flightlines, the lines already flown (green), the current line (blue), and lines yet to be flown (red). It shows the current altitude above or below planned altitude, current ground speed, the location of the aircraft (red) within (or not!) the allowed lateral range (light blue) of the planned line. On flown lines it shows locations of missed shots (red circles) and locations of shots obtained on the current line (red squares). It shows the most recent photo taken and the number of shots taken. The Operator uses this information to guide the pilot: "You're 150 feet low, go up", "You are approaching the speed limit to get shots, slow down," "You're drifting left, come right," and so on. By monitoring the shots taken, shots missed, and the in-flight data, the operator may require that some lines be re-flown to get missed shots (the program knows which shots are missing and will take them if the aircraft passes over the GPS locations of the missed shots).

Once the data are collected, it can be uploaded to a program that takes all the photos, aligns them based on the overlap, makes the ortho-rectilinear corrections, and splices them into a single image covering the entire interest area, which is then delivered to the customer.

Capt Timothy Sjobring is a leader of the CAWG effort on developing the aerial imaging program. He is the primary author of our training material and our main trainer. At the recent Emergency Services Training Academy (ESTA) he trained and qualified a number of Operators (including the author of this article).



Figure 6. MAJ V. Henson, the operator, checklist in hand, running the system in "simulator mode" before takeoff to check that all systems are functional (Photo: 1st LT A. Roudnev)



Figure 7. CAPT T. Sjobring (left) advising 2LT J. Ho on the operation of the Operator's program on the laptop (Photo: 1st LT A. Roudnev)



Figure 8. The wires from the Ultra 50 to the GPS unit and to the laptop inside the aircraft are taped to keep them from coming free. (Photo: 1st LT A. Roudnev)

AEROSPACE EDUCATION

AIR FORCE ACADEMY BASIC CYBERPATRIOT CAMP

BY 2D LT ELISA MURESAN

The season for 2023-24 CyberPatriot competition has arrived. Every summer, The Air Force Association (AFA) organizes CyberCamps to introduce students to cyber security concepts and prepare them to do CyberPatriot competition. The camp is packaged as 5-day, 20-hour lecture and hands-on lab learning, and must be conducted Monday through Friday during the designated weeks. On Friday, students will do a mini CyberPatriot competition to test their knowledge based on the material that they learned during the week. The Civil Air Patrol National Headquarter (CAPNHQ) sponsors 1 week every year, for any CAP units (squadron, group, wing, region), to host an AFA Basic Cybercamps, and another 1 week to host an Advanced Cybercamps. The original cost for the 2023-24 camp season was \$1150 for the Basic camp and \$1450 for the Advanced one.

On 10-14 Jul 2023, 1st Lt Larry Wong (squadron 86) registered for the CAPNHQ-sponsored Basic AFA Cybercamps to host at the headquarter of VMWare in Palo Alto. Sixteen cadets from squadrons 86 and 10 received training from 1st Lt Wong and 2d Lt Elisa Muresan (squadron 10). The topics covered were Introduction to CyberPatriot, Introduction to Virtual Machine, Cyber Ethics, Windows 10, and Ubuntu 18. 1st Lt Wong and 2d Lt Muresan hope to host similar camp in the future, adding the Advanced camp too.

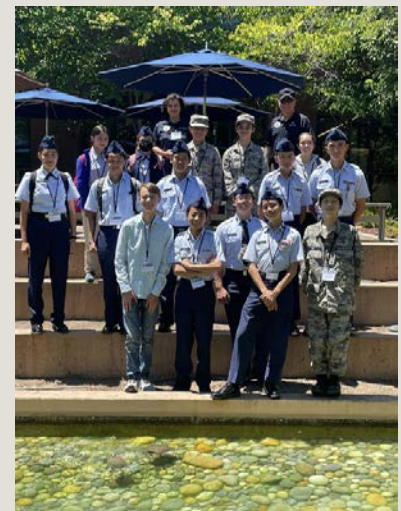
Thank you to 2d Lt Seymour (squadron 86) for managing the transportation and Public Affairs of the camp. Thank you to 2d Lt Streeter (squadron 188) for ensuring our training at VMWare was comfortable.

Congratulations to the following AFA Basic Cybercamp graduates:

Sq 86 - C/MSgt Nobuyuki D Cabrera
 Sq 86 - C/Amn Dylan Choi
 Sq 86 - C/A1C Gerard Gache-Hernandez
 Sq 86 - C/A1C Meliana M Gilliam
 Sq 86 - C/MSgt Iliara Guillennunez
 Sq 86 - C/Amn Derek Guo
 Sq 86 - C/MSgt Andrew H Ham
 Sq 86 - C/MSgt William Liu
 Sq 86 - C/MSgt Zorianna Mui
 Sq 86 - C/A1C Jarett Wong
 Sq86 - C/Amn Jonathan Yang
 Sq 10 - C/SSgt Maximilian Gammache
 Sq 10 - CADET Qiyuan Gu
 Sq 10 - C/CMSgt Djoni Muresan



Photos Credit: 2d Lt Chanda Seymour
and 2d Lt Elisa Muresan



AEROSPACE EDUCATION

HIGH ALTITUDE BALLOON CHALLENGE / STRATOSTAR

BY MAJ VAN HENSON

The Balloon went up! The High Altitude Balloon (HAB) Challenge flights were made on August 5, 2023, in Anderson, Indiana. One hundred nine CAP Squadrons participated in the HAB, with every CAP Region represented. The Pacific Coast Region saw 10 squadrons participate in the flights -- seven of those were from the California Wing, with three from Group 2: Squadron 10 in Palo Alto, Squadron 86 in San Francisco, and Squadron 156 in Livermore.

What *IS* the HAB? Briefly, the Cadets devise experiments that can be fit into "test tubes," weighing 40 grams or less (including the tube). Two identical tubes are prepared, one to fly and a control to remain on the ground. The Cadets hypothesize what will happen to the material they send aloft, suspended from a weather balloon, exposed to temperature, x-rays, gamma rays, light, etc., as the balloon rises to around 100,000 feet. Eventually the balloon bursts, and the experiment package parachutes to the ground. The experiment and the control tube are returned to the Cadets, who then analyze the experiment to see if their hypothesis was correct (or explain why it was not).



Photo: 1st Lt Larry Wong



Photo: 1st Lt Larry Wong



Cadets from squadron 86 presented their design for HAB Challenge patch and their research to propose what to send inside the balloon.



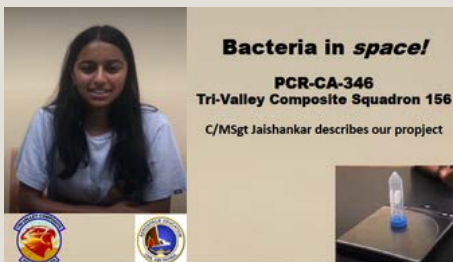
Photo: 2nd Lt Elisa Muresan

Squadron 10 cadets working on creating the hand-drawing patch for HAB Challenge



Photo: 2nd Lt Elisa Muresan

Squadron 10 cadets received briefing and explanation from cadet AEO C/SSgt Noam Morris on what HAB is all about. After his explanation, the cadets brainstormed ideas on what to send in the capsule for the challenge.



Bacteria in space!

PCR-CA-346
Tri-Valley Composite Squadron 156

C/MSgt Jaishankar describes our project



Title shot from the Squadron 156 video documenting the experiment they sent to space.



Right: Collecting the bacteria Squadron 156 sent to space, direct from the source (a young cousin's hands!)



Photo: Maj Van Henson

AEROSPACE EDUCATION

CAP GLIDING IN NORTHERN CALIFORNIA IS BACK!!

BY MAJ VAN HENSON

In June of 2022 N420BA, the CAP L-23 Super Blanik glider stationed at Byron and the only CAP glider in Northern California, went off to participate in a Glider Academy held in Wendover, Utah, jointly put on by the California, Nevada, and Utah wings. There it flew 54 sorties and returned to go into its "16-year/1000 hour/5000 take-off" inspection. This is the "big" inspection, requiring inspection of *"everything,"* recertification of *"many things,"* and replacement of *"a lotta other"* things. We fully expected this inspection to take a pretty long time, but a vicious combination of supply chain issues (the manufacturer is in the Czech Republic), skilled labor (A&P and IA) shortages, and the fact that, well, it is a glider, and takes a back seat to ES mission aircraft, stretched the "pretty long time" to be (gulp!) *eleven months!*

But the glider came back to us on June 17, and we began the process of getting the glider program operational again! This was a three-step process: 1 -- Get some glider pilots current and re-qualified (all the pilots' Form 5s had expired while the glider was away); 2 -- Reassemble the glider; and 3 -- get some O-flights and Senior Days underway.

For the first step three pilots flew to Minden, Nevada to get Form 5s. Unfortunately, the attempt was overtaken by events and at this writing (September 4) we have only one fully-qualified glider pilot. We're trying to get another two pilots re-qualified very soon!

Step 2, the re-assembly, took place at the Byron Airport on a sunny, clear day, and we had a nice crew participating: Capt Eric Choate, C/TSgAidan Devine, Capt Chris Devine, C/CMSgt Liam Devine, Lt Col Shawn Lawson, SM Kevin Michaels, Capt John Randazzo, 1st Lt Alexei Roudnev, Maj Bob Semans, Maj Steven Swale, Capt John Stevulak, and me. We got the aircraft re-assembled, but discovered a broken part on the wheel brake had to come from the manufacturer. Several weeks would elapse before it was fixed and we could take the next step - re-starting operations!



Photo: 1st LT A. Roudnev

"Wouldn't it fly better with, um, wings?"



Photo: 1st LT A. Roudnev

"Okay, if you insist!"



Photo: 1st LT A. Roudnev

"Where did you say it goes?"



Photo: 1st LT A. Roudnev

"When all else fails...whack it with a hammer!"

At long last, we had our glider back! And the next step? To fly it, of course! When power planes come out of major maintenance they cannot be used to carry cadets for a while. In the same spirit, we opted not to start in immediately with O-flights, but rather to have the glider pilot do two days of proficiency flights to shakedown both the glider and the pilot. Since the pilot on O-flights flies from the back seat, getting proficient again meant having passengers in the front seat, so two sets of proficiency flights with Seniors as passengers took place. A total of 9 flights, three on one day and six on another, took place, introducing seven Seniors to the delight that is glider flight.

AEROSPACE EDUCATION

CAP GLIDING IS BACK!! ... Continued

Landing on Runway 5 at Byron at the end of the first flight after a year's absence. Maj Henson, piloting.



Photo: 1st LT A. Roudnev



Photo: 1st LT A. Roudnev

2nd Lt John Soliz awaits take-off on his ride



Photo: 1st LT A. Roudnev

N420BA takes wing behind the CAP towplane



Photo: 1st LT A. Roudnev

2nd Lt Mike Ward running the wing on take-off

Finally, we were ready to restart the glider O-flight program. On our first day we launched six Cadet O-flights for Squadron 10 (Palo Alto), two flights each to the three cadets. Two weeks later we did six O-flights for another trio of cadets, this time from Squadron 147, in Group 6, the Merced County Composite Squadron. Again, we managed 2 flights for each cadet. (Glider O-flights tend to be short. We prefer giving each cadet two flights per day, to make it worth the day-long trip, some of it spent standing out in the sun and wind at Byron. Indeed, note that in the photos below the participants are wearing reputable civilian clothes, but not uniforms. Regulations permit this for glider flights, and we encourage it on hot summer days in Byron because BDUs are hot! And we never permit combat boots in the glider!) One reason we only had three cadets on those days was that we wanted to quit early, before Byron hit 100 Farenheit!

Unless otherwise marked, all photos below are by 2nd Lt Aikiko Fukuhara



C/SSgt Abigail Fukuhara gets a final briefing from Capt John Randazzo while tow pilot Capt Michael Gross looks on



C/SrA Noam Morris checks the towline connection as Safety Officer 2nd Lt Jefferey Ho observes



C/SrA Noam Morris preps for his flight



Photo: 2nd Lt Jeffrey Ho

C/SSgt Nadia Fukuhara gets ready with Capt Gross and Safety Officer 2nd Lt Aikiko Fukuhara watching



Right: View out of N420BA as we "box the wake," a precision flying exercise where we fly around the towplane's wake. We're in the "low tow" position.



Left: View out the right side of N420BA as we enter the downwind leg of the landing pattern for Runway 5

AIRCREW EDUCATION



STRIKE ONE - YOU'RE OUT
STAY ALERT AND KEEP YOURSELF AND YOUR CREW SAFE!



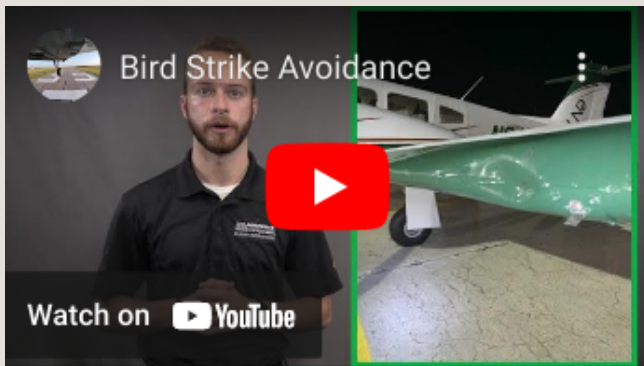
AIRCREW EDUCATION

SAFETY FOCUS - BIRDS

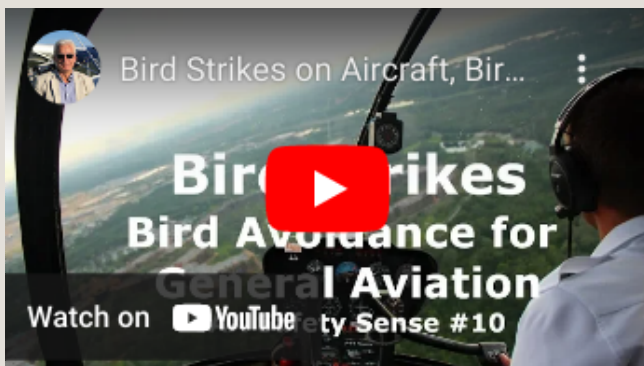
SUMMER FLYING FOCUS VIDEOS



ASI - Real Pilot Story: Bird Strike



UND - Bird Strike Avoidance



Bird Strikes on Aircraft, Bird Avoidance in Aviation. CAA Safety Sense

BIRD STRIKE EDUCATION

To ensure the safety of CAP flights and reduce the risk of bird strikes, aircrew must be well-informed and proactive in implementing preventive measures.

Understanding Bird Strikes

A bird strike occurs when an aircraft collides with one or more birds during a flight. This collision can damage the aircraft's exterior, engines, or other crucial components, potentially leading to loss of control or other serious safety issues. Understanding the factors contributing to bird strikes is essential in effectively preventing them.

1. Familiarize Yourself with High-Risk Areas

One of the first steps in avoiding bird strikes is identifying areas with a higher risk of encountering birds. Coastal regions, wetlands, and areas near airports are known hotspots for bird activity. Aircrews should know these regions and adjust their flight paths accordingly.

2. Time Your Flights Wisely

Bird activity tends to be more prevalent during certain times, such as dawn and dusk. These are periods when birds are most active, and visibility is often reduced due to low light conditions. Schedule sorties during daylight hours when visibility is better and bird activity is usually lower.

3. Stay Vigilant

Aircrew should always maintain a high level of vigilance while in flight. Keep an eye out for flocks of birds, especially when approaching known bird habitats. Birds can be difficult to spot, so continuous scanning of the surrounding airspace is essential. If a bird strike occurs, fly the plane first, use CRM, and when stable, then deal with bird remnants.

4. Report Bird Activity

Aircrews are encouraged to report bird sightings and encounters to ATC and wildlife strikes to the FAA Wildlife Strike Database [Here](#). This information can be used to update other pilots and air traffic controllers about the presence of birds in specific areas, enabling better coordination and planning to avoid potential bird strikes.

Below are some resources to assist with understanding bird strikes:

The FAA has a Wildlife Hazard Mitigation site with a wildlife strike database, FAQs, gallery, and resources page located [Here](#).

FAR/AIM Chapter 7, Section 5, Bird Hazards and Flight Over National Refuges, Parks, and Forests, located [Here](#).

AIRCREW EDUCATION

THINGS THAT GO BUMP IN THE FLIGHT

SUSAN PARSON - FAA AVIATION NEWS - JAN/FEB 2009

A recent check of my e-mail inbox brought one of those Yogi Berra “déjà vu all over again” moments: The subject line read “Deer strike – aircraft grounded.”

Two years ago, the bent metal belonged to my flying club’s Cessna 182, which spent the next six months in a hangar to have nearly \$35,000 in damage to the empennage and aft fuselage repaired. More recently, the grounded aircraft belonged to the Civil Air Patrol. Damage was minimal this time and, as is the case for many close encounters between aircraft and wildlife, there were no human injuries. Clearly, though, deer aren’t good for the health of pilots or aircraft.

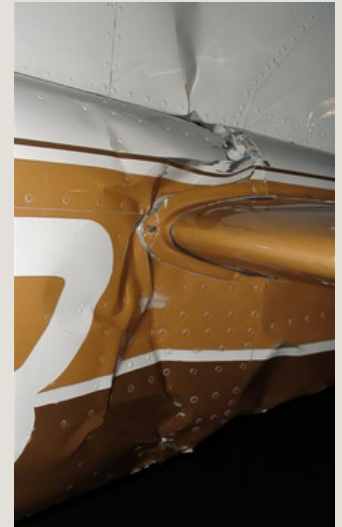
They’re Everywhere. With an estimated U.S. deer population of more than 26 million, it is no wonder that collisions between aircraft and deer are so common. Deer have adapted to human environments, including airports, with predictable results. From 1990 to 2007, more than 760 deer-aircraft collisions were reported to the FAA. Of these, at least 629 indicated the aircraft was damaged in connection with the collision. (Not all damage results from actually hitting the animal; in some cases, the pilot’s evasive action attempts have caused the need for repairs.)

Is Avoidance Possible? Deer are most active in the twilight hours and at night when they feed. So it is not surprising that most airplane/deer strikes occur during this period of reduced visibility. The longer hours of darkness in autumn and winter are prime times for these collisions. A study by Northwestern University’s McCormick School of Engineering and Applied Science provides insight into the “modes” in which an animal such as a deer or a bird could find itself in relation to another object, such as your airplane.



The “deliberative” mode most often occurs during day-light, which provides the ability to see and deliberately avoid moving objects. With less visibility, however, the operative modes are “reactive” or, at worst, “collision.”

What Can You Do? As any pilot (or automobile driver) who has experienced a deer or bird strike can attest, the operative modes -



for both humans and critters-during the reduced visibility of twilight and evening hours are the “reactive” and “collision” modes. The typical advice with respect to birds (at least those you can see) is to climb, since the bird’s instinctive reaction is to dive for greater airspeed. In the case of deer, however, there is probably little that you as the pilot can do to avoid collision if a deer decides to make a runway incursion while your airplane is using the asphalt for taxi, takeoff, or landing. But if you hear or feel something go bump in the flight, the most important thing you can do is, as always, fly the airplane. Avoid the temptation to take evasive action that could lead to loss of control. Evasive action attempts can be more damaging – and sometimes more deadly – than impact at relatively low speed.

Though not a preventive action, you can also help by reporting wildlife strikes, including both bird and deer strikes, to the FAA. Reporting collisions with wildlife is crucial to helping the agency use its wildlife strike database for a greater understanding of the problem. You can find FAA Form 5200-7 online, as the FAA now provides electronic filing for wildlife strike reports. In addition, the FAA maintains an Airport Wildlife Hazard Mitigation Home Page, which serves as a good resource for information regarding wildlife aircraft hazards. (FAA Aviation News – Jan/Feb 2009)

AIRCREW EDUCATION



DOV LINKS

PROFESSIONAL EDUCATION

Aircrew Education

1. Stan and Eval Newsletters - Aug 23
 - o Link - [Here](#)
2. Beyond Proficient: IFR Series | Warm Weather IFR Planning with ForeFlight
 - o AOPA Air Safety Institute - 7/27/2023
 - o Link - [Here](#)
3. Real Pilot Story: Lost Elevator
 - o AOPA Air Safety Institute - 2/25/2009
 - o Link - [Here](#)
4. The Dangers Of Mountain Wave, And How To Avoid It
 - o [_Boldmethod](#) - 8/15/2023
 - o Link [Here](#)
5. Time Pressure
 - o NASA's Callback - Issue 522/July 2023
 - o Link [Here](#)
6. Gravity is Undeclared
 - o FAA - Safety Briefing - July/August 2023
 - o Link [Here](#)
7. Everyone is a Drone's Companion
 - o FAA - Safety Briefing - July/August 2023
 - o Link [Here](#)

Accident/Incident Case Studies

1. Early Analysis: Cessna 310 Crash July 18, 2023 Santa Fe, NM
 - o AOPA Air Safety Institute
 - o Link [Here](#)
2. Accident Case Study: Emergency Management
 - o AOPA Air Safety Institute
 - o Link - [Here](#)
3. Pilot Overcomes Aileron Failure During A Steep Turn
 - o [Boldmethod](#) - 7/22/2023
 - o Click [Here](#)
4. Incomplete Pre-Launch Checklist
 - o SSA - Safety and Training
 - o Link [Here](#)

GROUP 2 CAP AIRCRAFT

GROUP 2 PILOTS AND PLANES



*C/Col Kavın Ram re-solos at Livermore Airport
Photo by Lt Col Luneau*



*Aircraft at Livermore Airport for the Group 2 SAREX
Photo by Lt Alexei Roudnev*



*CARDA Dog and handler - Concord Airport
Photo by Lt McCrossan*

EDUCATION AND TRAINING

A FUNNY THING HAPPENED ON THE WAY FROM THE CONFERENCE

BY CAPT RICHARD WEST

Tuesday, 20 Sep 22

To facilitate an early departure for Woodland Hills the next day, I decided to collect 4114 from Reid-Hillview Airport early. CAPR 77-1 2.1 outlines the requirement to complete a vehicle inspection prior to the first use of the day using the checklist on CAPF 73. I knew 4114 sat sedentary for a couple months, so an in-depth inspection prior to a long trip was prudent.

Nothing of note arose during the inspection except for the tire pressure. It is not unusual for an infrequently driven vehicle to require a top-up of air, but the tire pressures measured 42, 25, 36, and 36 psi starting with the driver's front tire and working counterclockwise. Given 4114's listed tire pressure is 36 psi for all four wheels, I suspected someone noticed the drop in pressure on the driver's rear tire and mistakenly inflated the driver's front tire. A quick trip to the local gas station, and all four tires were at 36 psi.

Another concern for a sedentary vehicle is tire dry rot, but no evidence of dry rot was present. DOT markings on the tires indicated the tires were five-and-a-half years old. CAPR 77-1 3.1.c requires tires be replaced after six years, so 4114 would be due for a new set of tires in six months. However, I felt comfortable that 4114 and its tires were roadworthy, but I messaged Capt Chris Welch, Gp2/LGT, with my observations.

I drove 4114 home and prepared for an early start the next day.

Wednesday, 21 Sep 22

Arising early, I performed another inspection of 4114. Everything was as expected, and the tire pressures were a consistent 36 psi. After driving to Reid-Hillview Airport to load equipment and meet my companion for the drive, SM Elisa Muresan, we set off on an uneventful, six-hour drive to Woodland Hills. Safely arriving, we removed the antennas from the roof and parked 4114 in the parking garage.

Sunday, 25 Sep 22

It's time to head home, so SM Muresan and I readied 4114 and inspect the vehicle. The driver's rear tire pressure has dropped to just over 30 psi, so the tire certainly had a slow leak while sitting in the parking garage since Wednesday. I informed Capt Welch, and he scheduled 4114 for a service later in the week.

A quick trip to the gas station for fuel and air, and we were on the road heading home. We anticipated no issues with the drive, and traffic was reportedly very light. Our GPS estimated we would be home in just over four hours.

However, just north of the Grapevine on I-5, the driver's rear tire goes flat. SM Muresan safely and calmly maneuvered 4114 to the shoulder while I activated the hazard lights. While the specific cause of the tire's failure is unknown, the damage to the tire was extensive. We were certainly lucky we did not experience a blowout and 4114 remained under control.

CAPR 77-1 3-3 describes emergency actions, and Capt Welch was our first point of contact.

Me@1432PT:

[send two pictures of the blown tire]

Welch@1433PT:

Oh boy. Would you like me to run this up the chain?

e@1434PT: Yes

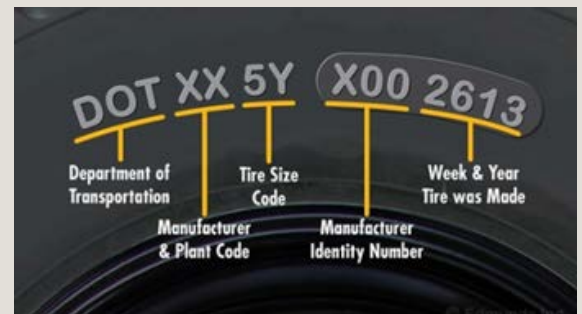


Photo credit: Capt Richard West

EDUCATION AND TRAINING

A FUNNY THING

... Continued

One question which arises from these situations is **“is this a mishap?”** per CAPR 77-1 4.1 and CAPR 160-2 (the latter being referenced as the older CAPR 62-2). Nothing in CAPR 77-1 4.1 applies to a blown tire, but paragraph f does allow the driver to return home in the event of a mishap. CAPR 160-2 6.1.2 requires reporting any damage to a vehicle as a mishap, but 6.2 provides an exception for any minor damage or mechanical discrepancies which do not meet the near miss reporting requirements of 6.1.5. Given 4114 deliberately departed the roadway surface under SM Muresan’s control, 6.1.5.8 does not apply as a near miss reporting requirement. Thankfully, Capt Welch confirmed at 1452PT that CAWG/LGT agreed that a blown tire with no resulting injuries or other damage is not a mishap. Changing a tire in the heat at the side of I-5 is bad, doing additional paperwork is worse.

The second question which arises is **“what to do?”** as 4114’s spare is a doughnut with a maximum fifty-mile range at reduced speed; not enough to get us home. We were fortunate to be very close to an exit with a Denny’s restaurant where we could cooldown and troubleshoot. Capt Welch coordinated with tire shops with a fifty-mile radius while other members rerouted their travels to support. Capt Isaac Wilson arrived in his POV and offered SM Muresan a ride home. Maj George Gadd arrived in 4979 and unloaded some equipment from 4114 to reduce stress on the spare. Maj Gadd would intercept me at a Pep Boys in Bakersfield, CA after a late lunch and convoy home together.

Things are falling into place, but one final question remains: do the new fatigue-related regulations introduced in May 22 apply? CAPR 77-1 ICL 22-2 details multiple scenarios, but all requirements are based on “planned” driving. Delays introduced by a blown tire are certainly not planned.

The only concern would be whether I complied with the IMSAFE2 protocol. Spending an hour baking in the sun at the side of I-5 rendered me prone to heat-related illness and I had early onset of symptoms. I’ve struggled with heat-related illnesses my entire life, and I have an effective means to address and manage symptoms. Thankfully, Denny’s and Pep Boys had shade, air conditioning, and cold water. While Maj Gadd was driving another vehicle, having him following me in convoy provided great comfort and my “conscience” reminding me to take breaks and drink another bottle of water. Despite our best efforts, I had certainly developed heat exhaustion by the time we reached Reid-Hillview around 2230.

Epilog

So, what is the point of this story?

Civil Air Patrol’s risk management philosophy is evident throughout our regulations. Despite completing required inspections and clearing a vehicle for duty, a vehicle breakdown or blown tire is still possible. Knowing how to respond and what to consider should not be something done in-the-moment. I have focused on the safety-related aspects of this event, but there are also financial regulations which came into play. Thankfully, nothing in CAP is done in a vacuum, and your colleagues are willing and able to offload administrivia while you focus on your immediate needs.

See you at California Wing Conference 2023.

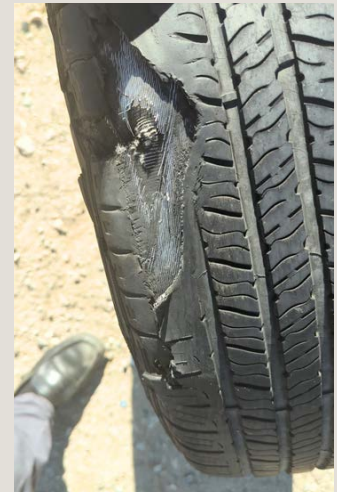


Photo credit: Capt Richard West

EDUCATION AND TRAINING

GROUP 2 EDUCATION AND TRAINING ACHIEVEMENTS

BY CAPT RICHARD WEST



Grover C Loening Award (Level 3)

Capt Lam, Leon (541753) [Sq36]
 2023-07-13



Specialty Track Senior Rating
 (Bronze Star on Leadership Ribbon)

Capt Lam, Leon (541753) [Sq36]
 Finance — 2023-05-31
 1st Lt Hurst, Lumen (535383) [Sq18]
 Cadet Programs — 2023-08-22
 Capt Collins, Stephen J (610399) [Sq192]
 Personnel — 2023-08-24



Benjamin O Davis Award (Level 2)

Certificate only, no Ribbon

1st Lt Alvarez, Jose G (634111) [Sq188]
 2023-05-13
 2d Lt Vasudevan, Swaminatha V (661823) [Sq10]
 2023-06-28
 Capt Gonzenbach, Aaron M (674988) [Sq44]
 2023-08-12
 2d Lt Ho, Jeffrey L (695946) [Sq10]
 2023-08-23
 2d Lt Muresan, Elisa (686153) [Sq10]
 2023-08-27



Specialty Track Technician Rating
 (Leadership Ribbon)

1st Lt Alvarez, Jose G (634111) [Sq188]
 Safety — 2023-05-13
 2d Lt Vasudevan, Swaminatha V (661823) [Sq10]
 Aerospace — 2023-05-17
 Capt Schultz, Robert J (609678) [Sq10]
 Operations — 2023-06-18
 1st Lt Lee, Abigail Jiyin (573541) [Sq36]
 Cadet Programs — 2023-07-10
 1st Lt Zhao, Leon Gin (585298) [Sq192]
 Cadet Programs — 2023-08-11
 2d Lt Ho, Jeffrey L (695946) [Sq10]
 Aerospace — 2023-08-23

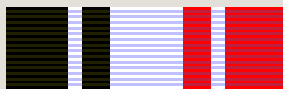
May, June, July, and Aug

Continued on next page

EDUCATION AND TRAINING

GROUP 2 EDUCATION AND TRAINING ACHIEVEMENTS

BY CAPT RICHARD WEST



Membership Ribbon (Level 1)

SM Wollak, Tara L (686364) [Sq44]
2023-05-17

SM Cordero, Michael R (701872) [Sq188]
2023-05-23

SM Hull, Matthew D (701071) [Sq10]
2023-05-31

SM MacAndrew, Elise M (704371) [Sq188]
2023-06-04

SM Perdices Gonzalez, Sergio (702896) [Sq10]
2023-06-14

1st Lt Lee, Abigail Jiyin (573541) [Sq36]
2023-07-05

SM Wong, Amber J (494372) [Sq86]
2023-07-11

SM Durling Jr, Ronald L (703216) [Sq44]
2023-07-12

SM Moniz, Elizabeth A (706375) [Sq80]
2023-07-16

SM Kositch, Michelle D (703007) [Sq86]
2023-07-21

SM Doyle, Finn Deveer (658596) [Sq36]
2023-08-01

SM McCurry, Justin David (580696) [Sq36]
2023-08-01

SM Wan, Yik Yin Jackson (707338) [Sq80]
2023-08-09

1st Lt Zhao, Leon Gin (585298) [Sq192]
2023-08-11

SM Young, Chuluunchimeg S (706233) [Sq44]
2023-08-28

May, June, July, and Aug

CHANGE OF COMMAND

REFLECTION

BY 1ST LT ADA HURST

I never would have thought that when Lt Col Tammy Sturgill, then Capt, asked me to join as a senior member, what a life changing journey it would be. Who would have thought someday I'd become a Unit Commander? Certainly not me. When my son left the program after 2 1/2 years, I stayed. I saw what Civil Air Patrol does for our youth. It certainly does and has changed lives and shaping the future for not just our youth, but senior members as well. When Lt Col then Capt Ken Sturgill said, "Once a Firebird always a Firebird, and in Civil Air Patrol we are Family."

I learned through the years, true statement.

Serving as East Bay's Squadron 18 Unit Commander, home of the Firebirds, has been one of the most rewarding chapters of my life. Five years and though Covid we grew, not just in size but as people. I have my amazing dedicated Cadet Staff and Senior Members to thank for that. I grew as Commander by observing, listening and of course making mistakes too. What's most rewarding is seeing the cadets thrive, grow, never give up and are living their dreams. Not only is Civil Air Patrol wonderful for our youth, it is also a unique place for us Senior Members. So many of us have been there for each other to help lift each other up and to grow as human beings. Not just for our cadets but for each other as volunteers. As cadets bond with other cadets and make life long friends, so do senior members. I have so many incredible friends that remain in my life.

I overheard a cadet at the time say, "Service before self ma'am." (K3) and another cadet answering a question, what are you? "I am a servant leader." (Capt Ava Fontanilla)

It has been an honor and privilege to be just that. A servant leader.
I say, lead with love. I know I did.

Respectfully,

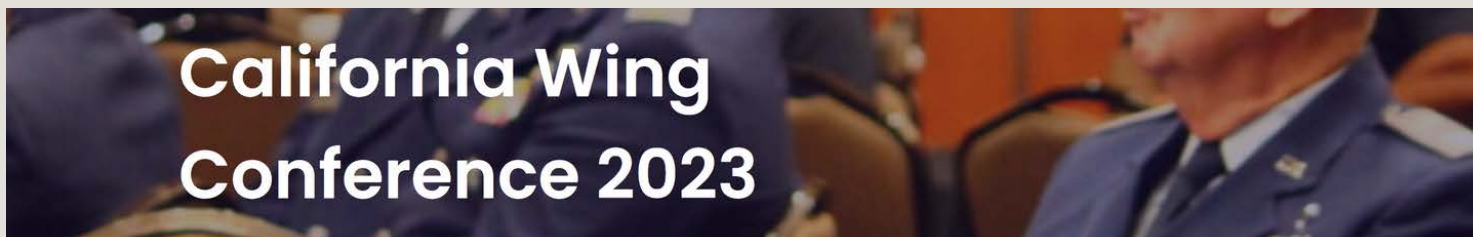
Ada Hurst
East Bay Cadet Squadron 18

Photos credit: Lt Col Noel Luneau



ANNOUNCEMENTS

CALIFORNIA WING CONFERENCE 2023



California Wing Conference 2023 (CWC23) is the premiere professional development and networking event on the calendar. Details can be found on [the conference website](#). Registration is now open.

At this year's conference, we bid farewell to Col Ross Veta as his command comes to an end and welcome Col (sel) Craig Newton who will present his vision during his tenure.

Date and time:

19 - 22 October 2023

Location:

Warner Center Marriot
21850 W Oxnard St, Woodland Hills, CA 91367



EVENT DETAILS

**12th Annual
ULTIMATE BEAR AND WINGS CHALLENGE**

Sierra Christian Service Camp - Posey, CA
6-8 October 2023

START TRAINING NOW!!!!

Team Pre-Requisites:

- 4 cadets, C/Amn and above, no more than 2 cadet officers per team
- 1 senior member escort per squadron participating must attend full-time, at a minimum.
- All members of the team should be prepared for physical fitness, aquatics, emergency services, and aerospace activities.

SCHOLARSHIPS



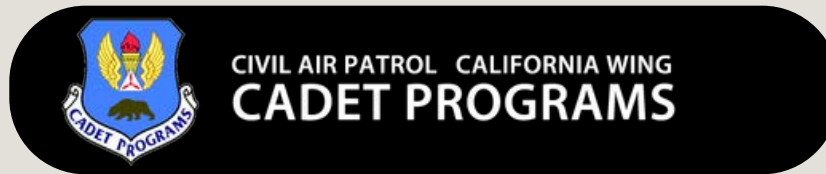
CAP Scholarships

Application window October 1st - December 31st

While this is inside CAP, this is not a part of Cadet Wings. There are more traditional scholarships available for cadets to apply to. These vary from academic, flight, activity-specific, etc.

Details:

<https://www.gocivilairpatrol.com/programs/cadets/cadetinvest/other-scholarship-opportunities>



Application windows vary

There are some scholarships exclusive to cadets in PCR or CAWG also available. Some include money for flying.

Details:

https://cawgcadets.org/wp/?page_id=35

EAA Scholarships and Ray Foundation Scholarship Funds

Application window is November 1st - varies



The Experimental Aircraft Association has two types of ways to fund flight training. One is more traditional scholarships available through their website to both members and non-members. The other for the Ray Foundation is specific to EAA members who are very active in their local chapters. The chapter must initiate the process. The Ray Foundation will generally award about \$12,000 which is usually a lot more than the other scholarships.

EAA Scholarships

<https://www.eaa.org/ea/learn-to-fly/scholarships>

Ray Aviation

<https://www.eaa.org/ea/ea-chapters/ea-chapter-resources/chapter-programs-and-activities/ray-aviation-scholarship-fund>

SCHOLARSHIPS

AIM HIGH Flight Academy - Application is open now and deadline is October 15th



This is USAF Recruiting Service Detachment 1's flight familiarization program for ages 16-18. Selected high school students will spend three weeks at a location to fly up to 15 hours. This is not a CAP activity. There is a portion on the application for a nomination by a teacher, sports coach, or leader in an organization. Some cadets use their local CAP unit leadership for this part, but CAP has no other role for this event. For those over 18 years of age, the application is only open for current AFROTC or USAFA Cadets. The cost of travel, housing, and flying is paid for by USAF.

Details and application:

<https://www.recruiting.af.mil/Aim-High-Flight-Academy/>



AOPA You Can Fly High School Scholarship - Application window is September 5th - February 9th

This scholarship is for high school students aged 16-18. AOPA membership is required but membership is free for ages 13-18. This scholarship requires a passing score on the FAA Private Pilot Knowledge Test before applying. This scholarship can award \$10,000 each. AOPA does have other scholarships available too for various ages.

Details and application:

<https://www.aopa.org/training-and-safety/students/aopa-flight-training-scholarships#scholarshipsListing>

Knowledge Test Resources for Cadets:

<https://vimeo.com/696586554/e0313dfc07>

Women in Aviation International Scholarships

Application window is open now and closes October 12th

Various scholarships are available for WAI members. Membership is free or discounted for most cadets based on age. Membership and scholarships are open to all genders.

Details and application:

<https://www.wai.org/scholarships>



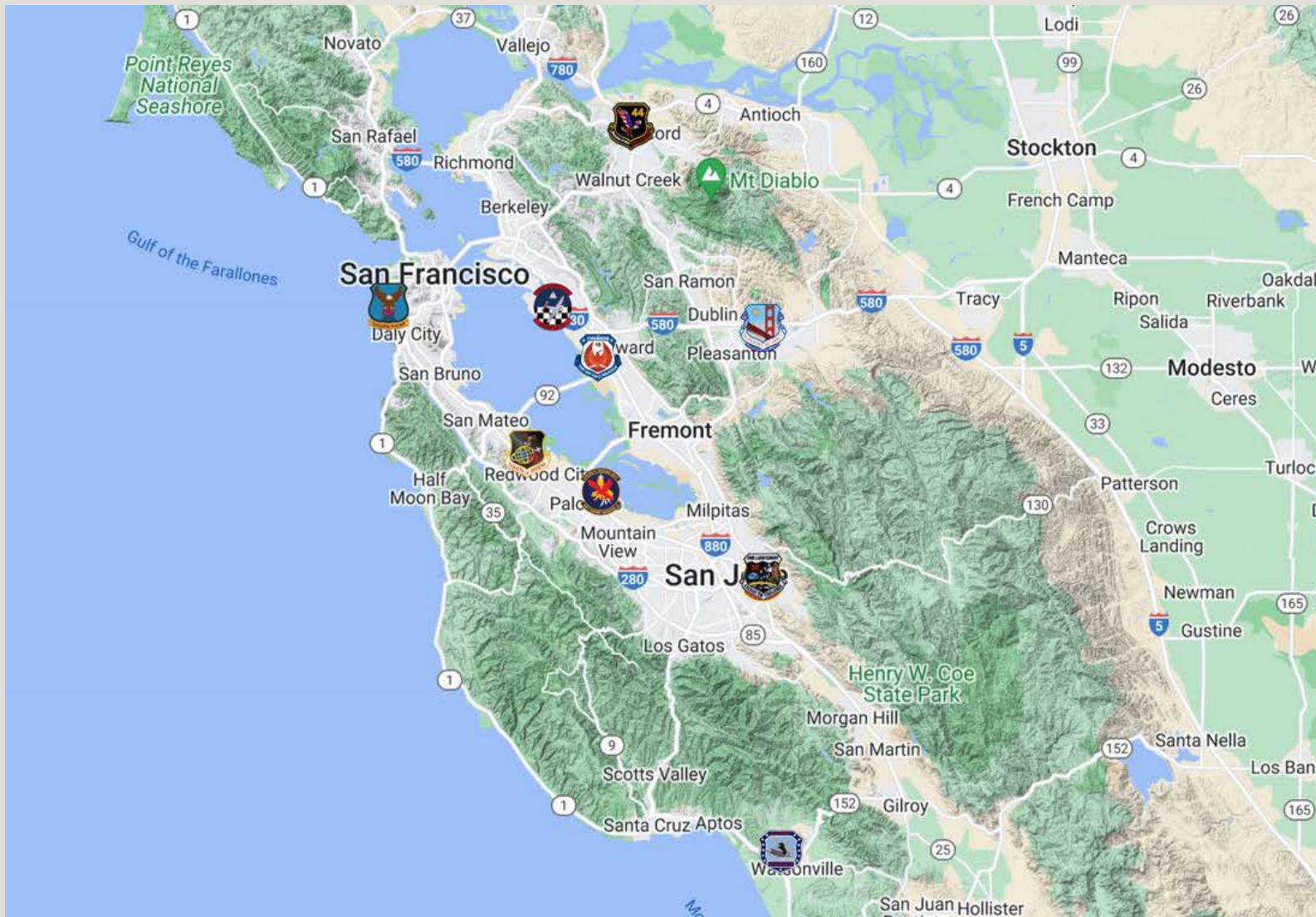
TRIVIA

DO YOU KNOW YOUR SQUADRON ?



TRIVIA

1. How many squadrons does Group 2 have?
2. What is a Cadet Squadron and how many Cadet Squadron does Group 2 have?
3. What is a Senior Squadron and how many Senior Squadron does Group 2 have?
4. What is a Composite Squadron and how many Composite Squadron does Group 2 have?
5. Have you ever visited other squadrons in Group 2?



CONGRATULATIONS

Congratulations to the following members and squadrons who were selected as the San Francisco Bay Group 2 "Of the Year" award winners and are headed to wing for further consideration.

Aerospace Education Awards

Major General Jeanne M. Holm Civil Air Patrol Aerospace Officer of the Year - Capt Bob Nadeau - San Francisco Cadet Squadron 86

Air Force Association's (AFA) Aerospace Education Cadet of the Year - C/CMSgt Ascher Lafayette - West Bay Composite Squadron 192

Cadet Programs Awards

John V. "Jack" Sorensen Cadet Programs Officer of the Year - 1st Lt Lynne Owen - Santa Cruz Composite Squadron 13

Air Force Sergeants Association (AFSA) Outstanding National Cadet NCO of the Year - C/CMSgt Marc Chemtob - West Bay Composite Squadron 192

Cadet of the Year - C/Capt Ava Fontanilla - East Bay Cadet Squadron 18

Emergency Services/Operations Awards

Lt Col T. Keith Riddle Aircrew Member of the Year - Maj Karin Hollerbach - Amelia Earhart Senior Squadron 188

Col David Kantor Operations Staff Officer of the Year - Maj Karin Hollerbach - Amelia Earhart Senior Squadron 188

Individual/Departmental Awards

Senior Member of the Year - Maj Steve Renwick - Jon E Kramer Composite Squadron 10

Professional Development Officer of the Year - Capt Richard West - San Jose Senior Squadron 80

Communicator of the Year - Maj George Gadd - San Jose Senior Squadron 80

Property Management Officer of the Year - Capt Ashish Goel - San Jose Senior Squadron 80

Colonel Robert (Bud) V. Payton Public Affairs Officer of the Year - 2d Lt Elisa Muresan - Jon E Kramer Composite Squadron 10

Chaplain Major General Robert Preston Taylor Chaplain of the Year - Ch, Capt Aaron Gonzenbach - Diablo Composite Squadron 44

Character Development Officer of the Year - 1st Lt Kai Chen - Jon E Kramer Composite Squadron 10

California Wing Individual Awards (Non-Advancing)

Unit Commander of the Year - Capt Richard West - San Jose Senior Squadron 80

Instructor Pilot of the Year - Capt Mike Gross - Jon E Kramer Composite Squadron 10

Pilot of the Year - Capt Louise Mateos - Jon E Kramer Composite Squadron 10

Observer of the Year - 2d Lt Swaminatha Vasudevan - Jon E Kramer Composite Squadron 10

California Wing Organizational Awards (Non-Advancing)

Cadet Squadron of the Year - San Francisco Cadet Squadron 86

Senior Squadron of the Year - San Jose Senior Squadron 80

Composite Squadron of the Year - Jon E Kramer Composite Squadron 10