

Setting the Safety Standard in 07



Civil Air Patrol At the Scott Airfest

Scott Air Force Base hosted Airfest 2007, July 7 and 8. Civil Air Patrol assisted with flight line crowd control and manned a CAP information booth and a CAP aircraft a Cessna 182T NAV III "Glass Cockpit", in Hanger 1, near the B-2 Stealth Bomber. We always look forward to helping in any way we can to assist the 375th Airlift Wing and Team Scott. CAP members talked to many prospects and has a great time. The Cessna 182 was a big interest item. The glass cockpit lit up was a site to see. We can hardly wait for next year. Maybe two aircraft on display?



Inside this issue:

This is The Last Issue of the Group 19 Newsletter.

Squadron Leadership School and the Corporate Learning Course is coming up fast.

Steve Fossett Search

Scott Composite Squadron Open House, October 25th



Illinois Wing Safety Pledge
I pledge to promote a safe environment surrounding me at all times and to protect all Civil Air Patrol assets. I will perform in a professional and safe manner at all times and will hold myself accountable for my actions in all of our Missions for America.

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Group Commanders Page

Wow!! What a change!

We're going from Group 19 to Group 1. Three squadrons to six. One Aircraft to two. One van to two. 110 members to 207. See page 5 for a map comparison. Geographically the Group will more than double in size.

What brought all this about? The Group restructuring bring the Wing in compliance with CAPR 20-1. A Group must have five or more squadrons.

Below you will see the Group 12 patch. Next to that two ideas for a Group 1 Patch.



Besides a new patch and a bigger job for Group Logistics and Operations what will this change bring? An opportunity to expand Cadet and Officer Programs and the Emergency Services Program.

We'll still have practice missions based at Williamson County. But we'll expand to include other areas. We'll all have to get out of our comfort zones. We'll train and learn.

We'll accomplish our missions for America and have fun doing it!

Paul Hertel, Lt Col, CAP
Commander, Group 1
Illinois Wing Civil Air Patrol

The Group Commanders Recommended Reading list.

Who Moved My Cheese? Dr. Spencer Johnson
From Maine to Mexico Louis E Keefer
Hero Next Door Frank A. Burnham

The 21 Irrefutable Laws of Leadership
The 21 Indispensable Qualities of a Leader
The 17 Indisputable Laws of Teamwork
by John C. Maxwell

[Sharing Success—Owning Failure](#) [Preparing to Command in the Twenty-First Century Air Force](#)

DAVID L. GOLDFEIN
Colonel, USAF
Air University

Recommended movies.

Patton
Strategic Air Command
Twelve O'clock High
The Best Years of Our Lives





Safety Always

Halloween Safety

Halloween is a cherished tradition but the excitement of the night can cause children to forget to be careful. There is no real "trick" to making Halloween a real treat for the entire family. The major dangers are not from witches or spirits but rather from falls and pedestrian/car crashes. Many communities officially designate a "Beggars' Night" and assign specific hours for trick-or-treat activities. Both children and adults need to think about safety on this annual day of make-believe.

Motorists: Watch for children darting out from between parked cars. Watch for children walking on roadways, medians and curbs. Enter and exit driveways and alleys carefully. At twilight and later in the evening, watch for children in dark clothing.

Before children start out on their "trick or treat" rounds, parents should: Make sure that an adult or an older responsible youth will be supervising the outing for children under age 12. Plan and discuss the route trick-or-treaters intend to follow. Know the names of older children's companions. Instruct your children to travel only in familiar areas and along an established route. Teach your children to stop only at houses or apartment buildings that are well-lit and **never** to enter a stranger's home. Establish a return time. Tell your youngsters not to eat any treat until they return home. Review all appropriate trick-or-treat safety precautions, including pedestrian/traffic safety rules. Pin a slip of paper with the child's name, address and phone number inside a pocket in case the youngster gets separated from the group.

For more information go to the [National Safety Council](http://www.nsc.org) web site.

You can retrieve the October 2007 issue of the Illinois Safety Pins by clicking [here](#). Here is the link to National Headquarters CAP's safety newsletter "[The Sentinel](#)".

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Steve Fossett Search

Some statistics on the search for Steve Fossett.,



As of Sept 30th there were 629 total sorties and 1774 total hours flown. 20,000 square-mile search that included members of the Nevada, California, Utah, Idaho, Oregon, Colorado, New Mexico and Texas wings of the Civil Air Patrol in what amounted to one of the largest, most intensive searches for a missing aircraft in modern history.

The ARCHER system was used in the search. Space Computer Corporation's ARCHER software platform is the world's first fully operational large-scale deployment of hyperspectral imaging technology."

"ARCHER is the first hyperspectral imaging system to incorporate real-time geo-registration of HSI data." SCC developed ARCHER for the Civil Air Patrol (CAP) – The US Air Force Auxiliary. The system is deployed in the GA-8 Airvan, an 8-passenger fixed-gear high-wing monoplane manufactured by [Gippsland Aeronautics](#) of Australia. ARCHER is a very intuitive graphical user interface (GUI) wrapped around a suite of SCC's HSI data analysis and visualization tools, each customized for the particular demands of CAP missions. Although primarily intended for enhanced search and rescue capabilities, CAP has found many additional uses for ARCHER, including missions for homeland security, disaster assessment, and drug interdiction.

CAP does not self-initiate operations, like some rescue teams do. CAP DOES activate upon tasking (and funding) from the Air Force. If they activate sooner, we go sooner. CAP members volunteer their time and own resources. Most members take unpaid time from work to participate in actual missions.

For more information click [here](#).



Congratulations on the authorization of the Scott Composite Squadron patch.



The circle with two rockers represents that we are a squadron: part of a whole force.

- The black background represents integrity. We always strive to do what needs to be done, in the right way. We undertake this even when times are dark and even when no one is watching.

- The red outline illustrates that we put our heart and soul into the work that we do, and that we care about our missions, especially our commitment to supporting our emergency services missions. It also represents the blood shed by those who have gone before us.

- The CAP emblem in the center represents that we are part of Civil Air Patrol - the auxiliary of the Air Force. We are proud to put this emblem on our patch.

- The Air Mobility Command (AMC) globe demonstrates where we are located. AMC is a major command with global reach. Since we are situated at Scott Air Force Base, the Air Mobility Command Headquarters, it is appropriate to recognize them. It represents that we are part of the Scott Air Force Base community.

- The silver arch also demonstrates where we are located. Our squadron is located 20 miles east of St. Louis – “The Gateway to the West”. We perform

community service for the St. Louis Metropolitan area in the forms of crowd control, parking, and color guard during sporting events and parades. The shine of the silver represents the image we always strive for in the tradition of the military.

- The golden wings describe our interest in aviation and commitment to Aerospace Education.

- The white rifles specify excellence in the Cadet Programs mission. In 2005 and 2006, Scott Composite Squadron participated in the National Color Guard competition as Great Lakes Region Champions. The rifles are representative of the traditions exemplified by our color guard and our cadet corps. The squadron is extremely proud of our cadets, and knows that they represent excellence.

- The arrows represent direction. Scott Composite Squadron always aims high, on every goal. They are pointed upwards, because we are constantly improving, and raising the bar.

- The green color in general represents safety. Safety is not a goal: it is a requirement for Scott Composite Squadron.

- The green “WILD CARDS” represents our squadron mascot.

Scott Composite Squadron Mascot History

The mascot name “Wildcards” came to a senior cadet that was looking for something to define, give meaning, and establish unit cohesiveness. The idea was inspired from the series Space Above and Beyond. The series is about 5 space marines that have to rely on one another to survive. In spite of making many mistakes, these marines carried out their missions displaying integrity, honor, and pride no matter what happened. The show also showed how people from all walks of life can be gathered ending in a strong force dedicated to what the uniform represents. Their unit was the 58th Fighter Wing “Wildcards”. In the tradition of Civil Air Patrol, we consist of a wide variety of volunteers that must work together. We are willing to go above and beyond. Also note we often include new individuals in our teams so we always have wild cards.

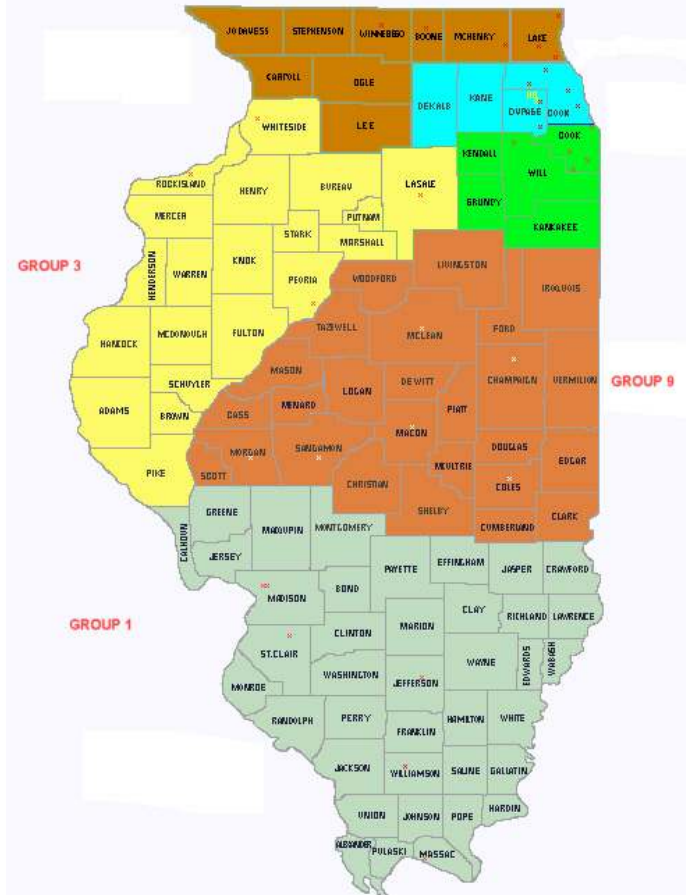
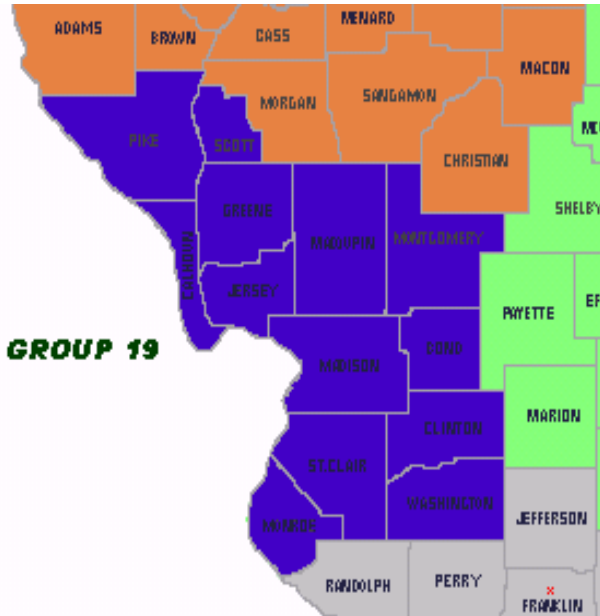
The Scott Composite Squadron Color Guard Competition Team adopted the name “Wild Cards” because they felt the same way the TV show “Wildcards” felt. The team felt they we’re up against the wall with little hope of winning and yet they kept going. They kept going and improving until they made it all the way to the National Cadet Competition.

After the Color Guard’s achievements, the Scott Composite Squadron members adopted the name “Wildcards” as it’s own to motivate them and to be reminded that hard work and perseverance pays off.

Map of proposed Illinois Wing Group restructuring.

While Group 1 is a reality, these boundaries are only proposed at this time. We believe however that this will be how the map turns out. As you can see, Group 1 will cover quite a bit of the Wing.

The map below is the original Group 19



Welcome to the following members to Group 19.

Group 19 Staff: Brenda A Winter

Group 1 Staff Announcements will be made shortly.

Scott Composite Sq: Transferring in: Maj Ernst Martinelli, C/SMSGt Kathryn Brien
 Cadets: John T Gulick, Josiah B Gluck, Jamie L Miller, Jacob T Marietta, Adam J Casole

286th Composite Sq Cadets: Renee C Sanders,



Another Wing sanctioned **unfunded** communication exercise is being planned. Mission Radio Operator, Urban Direction and Ground Team tasks will be taught and evaluated. A communications meeting will be held immediately after the mission. Unfunded means there will be no reimbursement of any kind to members participating.



The "Annex"

Scott Composite Squadron to Hold Open House

The public is invited to an open house Thursday October 25th to learn about the role of the U.S. Civil Air Patrol in search and rescue operations, aerospace education, homeland security and youth cadet programs.

The event is scheduled from 7:00 to 9:30 p.m. at the Squadron meeting place.

If you have any questions feel free to contact me, Lt Col Paul Hertel, at 277-0016 or visit the official Civil Air Patrol website at www.cap.gov and the Squadron website at www.forcedefender.com/scott/



Professional Development for Officers

The annual Squadron Leadership School and Corporate Learning Course will both be conducted 10-11 November 2007 at Scott Air Force Base, Illinois.

Applications are currently being accepted on CAPF 17 dated Mar 03. Student fee is \$18 for the course. Please send check made payable to Civil Air Patrol.

The Saturday night informal dinner is scheduled for 10 November at Fischer's Restaurant in Belleville. Dinner selections are: Prime Rib \$29, Chicken Ala Fischer \$25, Icelandic Cod \$25. Please make dinner checks payable to Rick Gale. Dinner reservations must be confirmed prior to the SLS/CLC activity.

CAPF 17 and checks are due no later than 31 October 2007. Because we are on a military installation, I must have your social security number for the base entry access list and billeting! If you do not provide your social security number, you may have to use an off-base motel.

On base billeting is available for the weekend. Cost per person per night is \$26.75, payable when you check into the Scott Inn. Do not send billeting payments to me. All rooms are single and nonsmoking, per government directive. Scott Inn will be provided names shortly after the deadline and all the unused rooms will be released. I cannot guarantee base billeting for any applications received after the deadline, or without a social security number but there are several motels in the local area. If you plan to arrive on base after 6 pm on 10 November, you will need to secure your room with a credit card. This information will be provided in your acceptance letter.

To expedite your registration and base entry access, please send your CAPF 17 and checks to the following address. Please indicate what nights you need a room and what you meal choice is:

Rick Gale
10F Carlyle East
Belleville, IL 62221

To gain access to Scott AFB if you have no military or DOD ID card you MUST provide your Name, CAPID number, Date of Birth. All drivers must have a valid driver's license, proof of insurance and vehicle registration.

Students must meet the requirements set forth in CAPR 50-17 for advancement in the CAP senior member training program. Squadron Leadership School will focus on the information and skills needed to function effectively in a squadron and Corporate Learning Course will focus more on the Wing level and above. Both schools will offer over 14 hours of training, primarily in a classroom setting.

Please keep in mind that this is an active military base. Uniforms must be complete and in proper maintenance. Military courtesy will be practiced at all times, and your membership card with a picture I.D. is required to gain entry to the base. Speed limits around the base vary and are enforced. Hands free cell phone devices are MANDATORY while driving.

Acceptable uniforms for this activity are those commensurate with an Officer's Leadership training program. DO NOT mix civilian jackets and other items with the military uniform. Women in uniform should ensure their jewelry conforms to CAPM 39-1. Everyone must be in an appropriate and complete Civil Air Patrol uniform, or civilian attire (suit and tie or shirt and slacks). BDUs are not an acceptable uniform for this activity.

Time has been reserved for you to visit military clothing sales and purchase any items you need.

Registration begins at 0700, 10 November 2007. I will announce the building number in your acceptance package.

If you have any additional questions, please contact Lt Col Rick Gale at rgale1@aol.com.

Lt Col Rick Gale
SLS/CLC Project Officer
Scott AFB, Illinois

SLS Director, Capt. Corey Stohlquist, cstohlquist@group22.net
CLC Director, 1st Lt Nina Miller, nimiller78@slue.edu



Professional Development for Officers

Here is some basic information about the SLS and CLC.

Completion of [Squadron Leadership School \(SLS\)](#) is one of the requirements for completion of Level II.

The Squadron Leadership School (SLS) is designed to (1) enhance a senior member's performance at the squadron level and (2) to increase understanding of the basic function of a squadron and how to improve squadron operations. The course is designed for 2 training days of no less than a total of 12 hours of instruction. Prerequisites for attendance are completion of Level I and enrollment in one or more specialty tracks.

Completion of [Corporate Learning Course \(CLC\)](#) is one of the requirements for completion of Level III.

After completing the Squadron Leadership School and learning about squadron operations, senior members should attend the Corporate Learning Course (CLC). The term "corporate" in the title of this course refers to CAP's status as a nonprofit humanitarian corporation chartered by the United States Congress in 1946. Accordingly, wing-level operations carry out the major duties and responsibilities of the corporation for each state, the District of Columbia, and Puerto Rico. The CLC is designed to explain how a wing operates in each of CAP's major mission elements and how mission support functions support these mission elements. Armed with this knowledge, senior members can learn how they and their respective organizations can best support the wing and fulfill the corporate role of CAP. The course consists of 2 training days of no less than 12 total hours of instruction.

Course Staff To complete **LEVEL IV** you must serve as a staff member at a national, region, or wing conference, **or** serve as a staff member at a SLS, CLC or Unit Commanders Course (UCC).

Course Directors have a tremendous responsibility, for the overall quality of the SLS and CLC lies with them. The philosophy of the SLS and the CLC, can be explained, they're given the tools, and tips to make the SLS and CLC effective. But in the end, they're preparation, they're desire to teach, and they're presentations are the keys of success. They determine the success or failure of the Squadron Leadership School and Corporate Learning Course.

Serving in a director capacity of a SLS, CLC or Unit Commanders Course (UCC) in positions such as course director, curriculum director, or administration director is one of the requirements for completion for **LEVEL V**. CAP wing commanders appoint a director for each SLS and CLC. The director should have completed the SLS and or CLC as a student (additional experience as an instructor is preferred) and also be well versed in CAP missions and the professional development program. prior to appointment as a director.

Each SLS and CLC director must request course materials using CAPF 46, *CAP Professional Development Course Materials Order Form* from NHQ CAP/ETP, at least 45 days in advance of the course. [CAPF 46](#) is available electronically. Failure to do so may result in materials arriving late.

The SLS and CLC course directors also find location, announce the course, recruit & brief instructors, obtain equipment, and conduct course. The SLS and CLC course directors must forward the CAPF 11 and course critiques through the wing commander or their designee (designee cannot be the course director) for signature within 7 days of course completion.

This information is taken from CAPR 50-17 and the SLS/CLC Directors Guides.

The directors for this years courses are, Capt. Corey Stohlquist, ctohlquist@group22.net SLS Director, and CLC Director, 1st Lt Nina Miller, nimiller78@slue.edu

Semper Vigilans

Group 19 STAFF

Commander Lt Col Paul Hertel
 Safety.....Capt. Karen Tones
 Group Inspector General.....Maj Richard Loderstedt
 Drug Demand Reduction Officer.....SM Debra Winter
 Cadet Programs Director
 CommunicationsMaj Dave Felber
 FinanceLt Col Rick Gale
 Historian.....Lt Col Ted Lohr
 Public Affairs & Marketing.....Lt Col Paul Hertel
 Emergency ServicesLt Col Ted Lohr
 Professional DevelopmentLt Col Rick Gale
 Orientation Flights.....Maj Brian Porter
 Testing Control Officer.....Maj Richard Loderstedt
 Newsletter Editor Lt Col Paul Hertel
 Scott Composite Sq Commander.....Capt John Brendel
 286th Composite Sq Commander.....Maj Mike Thompson

Squadron Meeting Information

[Scott Composite Squadron](#).
 Thursdays 7:00pm—9:30pm
 Chapel 2 Annex,. East Drive
 Scott AFB

[286th Composite Squadron](#)
 Mondays 6:30pm—9:00pm
 St Louis Regional Airport—
 Hanger 11 (Administration Building)
 Bethalto, Illinois

[Civic Memorial Squadron](#)
 2nd & 4th Tuesdays of the month
 St Louis Regional Airport—
 Hanger 11 (Administration Building)
 Bethalto, Illinois

WEBSITES

National Headquarters CAP
<http://www.cap.gov>
 Great Lakes Region CAP
<http://qlr.cap.gov/files/index.html>
 Illinois Wing CAP
<http://www.ilcap.org>
 Group 19
<http://www.gp19.org>
 Illinois Wing News Blog
<http://ilcapnews.blogs.com>

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This is an unofficial newsletter published monthly in the interest of Group 19, CAP and it's subordinate units. Any opinions expressed or inferred by the writers herein are their own and not to be considered official expressions by the Civil Air Patrol or the Department of the Air force
 Deadline for all submissions is the 25th of the preceding month. Email submissions to: pad@ilwg.cap.gov or deliver a hardcopy.

Events Calendars

[Illinois Wing](#)
[Group 19](#)



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