



UPWARD AND ONWARD



“The Voice of the Fort McHenry Composite Squadron”

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Much has happened as our Squadron Commander states in his “Commander’s Corner”. My personal thanks to everyone that has helped me achieve my goal of getting out this newsletter.

- C/Airmen Samantha Menrad

Commander’s Corner



First, my thanks to all of our Squadron members who have committed extra time and effort to our unit during this past quarter. The result is obvious and a very strong, positive sign. We are seeing a higher rate of "First time success" on cadet

testing, solid progress in emergency services training, both for ground team and aircrew, senior members completing Level I training, cadet and senior member promotions, pilots completing the requirements for a CAP Pilot rating, and participation in Wing level events, such as the March SAR/EX, Wing Color Guard Competition, and Wing Competition Drill Team. In addition, four of our cadets have applied for staff positions at the upcoming 2004 Tri Wing Encampment.

What we are seeing, what we are focusing on, what we all have contributed to, and each can be proud of, is the development a sound, quality program in our Squadron. We are keeping our focus on the three missions of CAP and the CAP Core Values. Our cadets and senior members are stepping up to the

challenges and opportunities to excel, mature, and learn. We see that in cadet and senior member achievements and promotions, the emergency services training, and the willingness of our members to take on challenges that they might not have done only a few months ago.

And we are growing. As we grow, we able to increase our readiness and ability to execute the CAP missions, without overburdening individual members. And we grow through quality. A quality unit is one you are proud to bring friends to, to learn about CAP, to meet members of the Squadron, and perhaps join. Each of you makes Fort McHenry the quality Squadron that it is.

Finally, we will be publishing soon the goals for the Squadron that came out of the Squadron Cadet Advisory Council meeting. All of you did an excellent job. The challenge now is to make the goals happen. And I am sure we can. The goals are a reach, as they should be, but I am certain that with teamwork and support we, as a unit, can make them happen.

Capt Doug Barth, CAP
Commander

Birthday Notices:

I would like to wish every Cadet and Senior Member a belated birthday to those who celebrated a birthday in January, February, March, April and a happy birthday to those whose birthday is in May and June.



!!! HAPPY BIRTHDAY !!!

Cadet Commander's Corner

I would like to thank the entire squadron for their support of the recently set goals. An important part of remaining active is continually challenging ourselves. So far, the goals set for promotion are being met and I hope that everyone will participate. I apologize for not being there, but look forward to seeing everyone again. "You must be the change you wish to see in the world." – Gandhi; use what you want, lose what you don't.

Chief Diss
Cadet Commander

Color Guard Competition 2004, and Training



The Fort McHenry Color Guard was formed a rough month before the competition in a quick fashion. All they had was their R.O.E's, rules of engagement, in hand. The first training was hard work; we first learned how to do all of the basic colors events like turns and facing movements without breaking the line formation. This was a hard procedure, but they eventually got it down. In February, the cadets went to the MDWG Honor Guard practice, where they learned the basics about rifle handling, how to spin a rifle, as well as basic flag maneuvers. The Cadets had a blast, and met many other cadets that we knew from encampment. After this, they headed directly to the Squadron's PT testing around three o'clock.

A week or two later, the cadets met again for a training procedure. This was when they first met SSgt McMahon, who would be training them for the a few hours. This was probably the roughest day, as the cadets finally picked the line up for the final presentation. Afterwards, they practiced the many different routines; such as standard drill, inspection, and the indoor presentation of the Colors.

The day before the competition, was a short training day, where everything they knew was polished until it shined; all of the cadets performed very well. All the basics were covered, despite the harsh conditions.

The Competition took part indoors and outdoors depending on each event. They started with the one mile run. Afterwards, was the written test; the highest cadet score in total was 94, from our squadron, 92. From there was inspection, standard drill, flagpole, and indoor presentation of the colors. Ft. McHenry was elated at the way that everything in this competition fell together.

Their last performance to date was the end of March promotion ceremony, where they presented, and retrieved the colors with extreme military bearing.

By: C/SSgt Shaun Whitcomb

Father Peters

Kudos to Capt. Augustus Peters, our Chaplin. We at Ft. McHenry are honored and privileged to have him in our Squadron. Father Peters (as we refer to him), has once again been awarded the title of Squadron Chaplin of the Year for 2003. He has also been awarded Chaplin of the year for the Middle East Region for 2003! Father Peters had the title for Squadron Chaplin of the year for 2002. Squadron Chaplin of the year is decided by, and presented by the Wing. This is a "Big" deal!!

Father Peters joined CAP in 2000 with his grandson. As his grandson perused other interests, Father Peter's interest increased with CAP. His duties as Chaplin includes, attending meetings, leading the Moral Leadership classes giving once monthly, as well as pastoral counseling for members and their families. Father Peters also was delighted to take an active role serving as the Tri Wing Chaplin for our cadets during their encampment experience.

Father Peters has a short-term goal of staying in good health, performing his job to the best of his ability, and becoming Major. A long-term goal for

Father Peters is to support the commander in every way, making our squadron the ELITE squad in the Wing, and to continue his service in CAP. Father Peters values the CAP organization, and is proud, and pleased to be a part of CAP and the Ft. McHenry Comp. Squadron. We at Ft. McHenry share his goals, dreams, and his honor. His dedication and continued decoration(s) is a true asset to our squad and gives live meaning to our "Core" values.

By: Chris Zisa

The B-24 Liberator: The Forgotten Four-Engine

The B-24 Liberator flew in every theater of operations in World War II, yet its fame pales in comparison to the B-17 Flying Fortress. The war may not have been won without this beauty produced by Consolidated Aircraft Corporation, and it has more than earned its place in history.

Early on in the war, the B-24 was the most suitable for long range bombing missions, as it had the most endurance. It was especially suited for over-water missions in the Pacific theater.

In Europe, the B-24 took part in many constant raids during the daytime over Germany, aimed at industrial centers. However, its most famous mission was the Raid on Ploesti. These strikes, which were against the massive Nazi oil production centers in Ploesti, Rumania, were critical in the effort to stop the German War Machine. The B-24 was chosen because it had the range to strike Rumania from North Africa. The 9th Air Force mounted this daring strike at tree top level against the oil fields in late summer, 1943. The pilots had to fly through some of the thickest curtains of anti-aircraft artillery, or flak, that any sky has ever seen. Although the 9th suffered heavy losses, the crippling blow was dealt to the oil production of Nazi Germany. They were never able to resume full efficiency in production again after this raid.

Many subsequent raids were launched, and eventually, in late 1944, German tanks, trucks and aircraft had simply run out of fuel. This was an end that may not have been accomplished without the Consolidated B-24 Liberator.

By: Lt. Ashwin Dharman

Ft. McHenry Senior Staff Members

Doug Barth	Captain	Commanding Officer
Karen Walker	1st Lt	Deputy Commander for Seniors
Tim Fennema	2nd Lt	Deputy Commander for Cadets
Cajetan von der Linden	1st Lt	Safety Officer
Martin Sacks	1st Lt	Assist Safety Officer for Aviation
Steven Barth	1st Lt	Aerospace Ed. Officer
Nancy Whitcomb	2nd Lt	Testing Officer
Ashwin Dharman	2nd Lt	Emergency Services Officer
Sherry McManus	SM	Disaster Response Officer
Steve Densmore	SM	Communications Officer
Chris Zisa	2nd Lt	Admin Officer
Larry Moore	1st Lt	Flight Operations
Robert Diss	Sm	Finance Officer
John F. Thomas	2nd Lt	Public Affairs/Newsletter
Steve Block	SM	Webmaster
Gus Peters	Capt	Chaplain
Andrew Calloway	SM	Historian

Lt. Moore Receives "Commanders Commendation"

1st Lt Larry Moore was presented with a Commander's Commendation Award on 18 January 2004 for Outstanding Duty Performance as an orientation pilot. The award was presented to include the time from December 2002 to 15 January 2004. The Award was presented by Maj. Mark Dunker, Wing Headquarters.

In that time 1st Lt Moore flew cadets on over 50 orientation flights. That's an incredible 50 flights in 14 months. This achievement also qualifies 1st Lt Moore to wear the Orientation Pilot ribbon

By: Lt. Col. Alexandra Calloway

“Congratulations Corner”

Cadets and Sms on their first orientation flights:

Sm Sherry McManus
Cadet Candace Urquiza
Cadet Stacey McManus
Cadet Kyle Sacks



Promotions and awards:

Lt. Dharman – Private Pilots License
Sm John Meager – received his Private Pilots License
Sm Sacks – Private Pilots License
Cadet Charlie Frater – promoted to Cadet TSgt
Cadet Shaun Whitcomb – promoted to Cadet SSgt.
Cadet Stacey McManus – promoted to Cadet Amn.
Cadet Kyle Sacks – promoted to Cadet Amn.
Cadet Aaron Goerlich – promoted to Cadet Amn.
Color guard - awarded the Commanders Commendation



Welcome to the following new members:

Sm Marty Sacks
Sm Sherry McManus
Cadet Stacey McManus
Cadet Timothy Smith
Cadet Kyle Sacks

“High Flight”

*Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings.
Sunward I've climbed and joined the tumbling mirth
Of sun-split clouds, and done a hundred things
You have not dreamed of; wheeled and soared and
swung
High in the sunlit silence.
Hov'ring there, I've chased the shouting wind along
and
Flung my eager craft through footless halls of air.
Up, up the long, delirious burning blue
I've topped the wind-swept heights with easy grace
Where never lark, nor even eagle flew.
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand touched the face of God.*

By: John Gillespie Magee, Jr.

Civil Air Patrol Paved Way for Captain's Career

MAXWELL AIR FORCE BASE, Ala. (AETCNS) -- Capt. R. C. DeJesus liked the idea of wearing a military uniform, even as a rambunctious 13-year-old in Rockville, Md.

“I think it was the uniform that first attracted me to Civil Air Patrol,” he admits.

As a result, more than 15 years later, Air Force Capt. DeJesus is still in uniform, with a new Bronze Star for service in Iraq.

Captain DeJesus says his years as a CAP cadet fueled his interest in the military.

“I was already interested in flying when I joined CAP,” he said. “I didn’t grow up in an affluent family, so normally I wouldn’t have gotten much exposure to aviation. CAP helped me explore that interest and develop it. CAP showed me it really was possible for me to be an aviator - and a leader. There were adults in my CAP squadron who had served in the military and they told me

about their experiences. It made me want to be part of a well-respected force that served the country.”

The 29-year-old captain has served the country in ways he never anticipated. As an air mobility liaison officer during Operation Iraqi Freedom, he put not only his aviation knowledge as a C-130 navigator to work, but also his communication skills.

“In representing the Air Force to the Army, my job was to advise the Army on issues that deal with airlift and mobility,” he said. “That could be challenging at times, because the Army and the Air Force have two very different cultures. In a nutshell, I had to discern what the Army personnel wanted, given their objectives, translate that into needs which the Air Force could



Capt. R.C. DeJesus



Capt. R.C. DeJesus, an air mobility liaison officer, logs a MiG during service in Iraq in 2003. (Courtesy photo)

provide, and then help the Army connect with the resources available to get it done.”

In the process, Captain DeJesus called upon every tool in his communications arsenal. He was well prepared, having earned a degree in organizational communications from Xavier University in Cincinnati prior to joining the Air Force. Still, he says his early experience as a CAP cadet commander first introduced him to the art of dealing with different personalities.

“CAP gave me the chance to learn how to work with different people, even under stressful conditions,” Captain DeJesus said. “The individuals in any group all have different motives. I worked on focusing all those motives in the same direction to get the desired results.” Along the way, his CAP mentors gave him constructive feedback.

“They helped me learn how to make quicker decisions. I learned that sometimes you have to go with a less than a 100-percent solution to a given situation. Sometimes the 70-percent solution is good enough when you’re in a crisis.”

Captain DeJesus remembers one such crisis three years ago, when he was a member of a C-130 crew flying supplies into a blacked-out camp in Afghanistan during Operation Enduring Freedom.

“The plane was not only landing on an austere assault runway, but it was also in a blacked-out environment, so we had to use night-vision goggles,” Captain DeJesus said. “We got stuck in the sand before we could taxi to the parking ramp where we planned to offload our supplies. We couldn’t just keep a loaded plane sitting out there on a hot landing zone with its engines running. If we stayed too long, we risked getting attacked by mortars, and if we shut down engines, we put the whole runway out of commission.

“We had to do something fast. I gave the order to start unloading it, right there in the middle of the runway, to lighten the load. And at the same time, the crew chief and I got on our bellies, crawled under the plane, and literally scooped sand out from around the nose wheel with our bare hands. We had ourselves airborne in less than 15 minutes.”

Getting the job done against all odds has become a common theme in Captain DeJesus’s career. The Army awarded him the Bronze Star in 2003 for his consistent successes in coordinating people and resources.

During the period of hostilities, he helped the Army’s V Corps deploy into position more than 3,000 combat troops and tons of time-sensitive cargo vital to four of the Army divisions engaged in combat. He also contributed to the longest successful forward-leap executed by an Army Corps since WWII. That move

involved the airlift of 225 key military personnel and 24 tons of high-priority equipment from Kuwait to an operating location over 450 miles into the heart of Iraq. Captain DeJesus also helped coordinate the development of newly captured airfields throughout Iraq, including Baghdad International Airport, Tallil Air Base and Balad Airfield.

When U.S. forces decided to use Iraqi labor to rebuild an airfield at the military’s main logistical operations hub, it was Captain DeJesus who coordinated moving \$3 million in U.S. one-dollar bills onsite to pay the workers. With the work of Captain DeJesus and his fellow air mobility liaison officers, the airlift footprint in Iraq is now more robust and mature.

“My years as a CAP cadet helped me understand the military’s pyramid system and how to work within the chain of command,” Captain DeJesus said. “I think that was a big advantage for me when I first joined the Air Force, because I had a big-picture perspective on the organization.”

Since joining the Air Force in 1997, Captain DeJesus has traveled all over the world. Still, he credits CAP with his first and most influential exposure to other countries.

“I went to Germany through CAP’s International Air Cadet Exchange, and it was an awesome experience,” he said. “I really think being around all those cadets from other cultures helped prepare me for the work I do now.”

Captain DeJesus said CAP’s greatest contribution to the nation is its emphasis on patriotism, especially for cadet members.

“Volunteering through CAP gives you a sense of ownership toward your community and your country,” he said. “You feel like you’re part of something important, and you are.”

Civil Air Patrol, the official Air Force auxiliary, is a nonprofit organization with almost 62,000 members nationwide. CAP performs 95 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center. Its volunteers also perform homeland security, disaster relief and counter drug missions at the request of federal, state and local agencies.

The members take a leading role in aerospace education and serve as mentors to the almost 27,000 young people currently participating in CAP cadet programs. CAP has been performing missions for America for more than 60 years.

By: Melanie LeMay
Civil Air Patrol Public Relations Office

BCC Cadet Sarah Regen ! Scholarship Winner !



BCC cadet Sarah Regen was awarded a full scholarship to this summers' National Flight Academy. The scholarship was presented to Cadet Regen Saturday (15th May) and is the joint effort of: The Central Maryland Chapter of the Air Force Association the District of Columbia chapter of the 99s Congressional Flying Club and Montgomery Senior Squadron.

For the last several years the congressional Flying Club and Montgomery Senior squadron have awarded a full scholarship to a Maryland Wing Cadet to attend the National Flight Academy. This year the funding for this scholarship was augmented by the 99s and the Central Maryland Chapter of the Air Force Association.

Many of the cadets that have been awarded these scholarships have gone on to get their Private Pilots' certificate.

The scholarship fund was established by the Congressional Flying Club and the Montgomery Senior Squadron as a way to honor those members of the organization that have passed on and to encourage youngsters to take an interest in Aerospace Education.

It is the policy of the scholarship fund (known as the Ebehard Trams Fund) to surprise the recipients with the grant. The grants are awarded on a random basis - usually every year - and there is no method for the cadets to apply for the scholarship.

Usually, one of the members of the scholarship fund suggests a cadet as a potential candidate. One of the

other members of the fund then makes additional inquires and after some discussion a grant is often issued.

Presentation of the scholarship is the first time that the cadet finds out that they have been awarded a scholarship.

By: Robert Hawkins

SAREX

In a tri-Wing Search and Rescue Exercise, elements of Civil Air Patrol's Maryland, Delaware, and National Capital Wings responded to a simulated natural disaster. Hurricane Lulabelle swept up the Eastern seaboard during the week of March 15 through March 21, reaching the mid-atlantic region on Friday, March 19. While Lulabelle was only a simulated hurricane, the destruction she wrought was tremendous! As a result, the Civil Air Patrol was called upon to help.

The exercise actually began mid-week. For two nights prior to the storm, Lt. Col. Kevin Redman (Director of Operations) had a directed network communications exercise to ensure radio operations were in order. Units were contacted and information was exchanged. The final order on Friday evening was for everyone to report to their previously assigned locations between 0600 and 0730 on Saturday, March 20.

Incident Command Headquarters was established at MEMA Command Center at Camp Fretterd with additional mission bases set up at Hagerstown, Martin State, Sussex County (DE), and Annapolis. Both ground and aircrews were operational all over the region.

During the early morning on the 20th, the Incident Command Post at MEMA HQ received a call from Lt. Johns of the Baltimore County Fire Department asking for help to assess (simulated) damages to the Loch Raven reservoir. As a result, ground teams from Martin were dispatched to this location as well as other reservoirs throughout the area. The ground team reached the Loch Raven reservoir at 1108 and made their report shortly thereafter. The ground team reported back to Lt. Johns that all was well at the reservoir. CAP aircraft were launched to conduct photo reconices of several key dams and reservoirs across Maryland.

CAP aircraft were based at Hagerstown Regional Airport for this exercise. The Incident

Commander, in consultation with Safety Officer and Air Branch Director, halted the air operations exercise at about 1600 hours because bad weather was fast approaching from the west. Because of the winds associated with the storm, operations for Sunday were cancelled for the safety of our people.

However, the Fort McHenry Squadron had a call-out on Sunday to check on team readiness. We only had a fifty percent success rate - and that was with the senior members. Unfortunately, Chief Diss could not locate his Flight leaders to make calls to the cadets so we had a breakdown in communications. This is something we will work on in our squadron.

Lt's Steven Barth and Christine Magnuson from our Squadron deployed with the Arundel and Bowie Squadron ground teams, respectively. Both 1st Lt Barth and 2nd Lt Magnuson are nearing completion of the training requirements for Ground Team Member. They were able to get a number of task requirements signed off, including one of the two required practice or real missions. All in all, we had a successful SAR exercise. There were some problems that need to be addressed but that's what the SAREX was all about!

By: SM Sherry McManus



Mailbox:

As your temporary Newsletter Editor, I would like to take this opportunity to invite all members of Ft. McHenry Composite Squadron to submit letters "To the Editor". If there is any subject matter or opinions to be voiced by any squadron member please feel free to express them.

Please contact me if you have questions, comments, or ideas at squadron meetings, or via email at SLMenrad@yahoo.com

Cadet Samantha Menrad
Cadet PAO

- Editor's Final Comment -

I would like to take this moment and express my very special thanks and appreciation to Senior Member Thomas, PAO Officer, Ft. McHenry Composite Squadron. Your confidence in me and your ever present motivation to excel permitted me to take on this task as Newsletter Editor. Thank you so very much!

Please keep Sm Thomas and his wife in your thoughts and prayers during this difficult time.

