

# Maroon Marauder

“Always On Parade”

Official Quarterly Newsletter of Eugene L. Carnahan Cadet Squadron 85

Civil Air Patrol – United States Air Force Auxiliary



Spring Quarter 2007

## Message from the Cadet Commander

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### Squadron 85 Cadets,

I have a goal for all of us for the next few months. To achieve this will require that each one of you make this your goal as well. My objective is to improve the overall excellence and professionalism of our squadron. This can be done through our uniforms, drill, customs, courtesies, test scores and promotions. You all have strengths and weaknesses in different areas. Some of you have excellent uniforms, and others leadership skills, knowledge of CAP, or drilling abilities. Use your individual strengths to help others, and ask for help in areas where you know you are weak. Working as a team is the only way to accomplish this goal, and if we work as a team, there is no doubt that we WILL succeed. This is the challenge, let's get it done! ▼

~ C/SMSGt. Braxton Philip, Cadet Commander, CAP

**TEAM ~ Together Everyone Achieves More**

Congratulations to the following members for their recent promotions and awards, Q1 2007:

Cadets:  
**MARISSA BOND**  
**JEREMY NEW**  
**JARED POLK**  
**BROOK STEVENS**  
**EVAN YANAGIHARA**



**C/Airman**

Cadet:  
**KIMBERLY KAITA**



**C/Airman 1<sup>st</sup> C**

Cadet:  
**KYLE BOND**



**C/Sr. Airman**

Cadets:  
**C/1<sup>st</sup> Lt. Sherry**



**Red Service Ribbon**

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**C/Amn Yanagihara**



**Cadet Recruiter**

Congratulations to the following Cadets for the Highest Test Scores for the 1<sup>st</sup> Quarter 2007:  
**C/Amn Brook Stevens - Leadership 1 & 2: 96%**  
**C/A1C Brian Polk - Leadership 2: 96%**  
**C/SrA Richard Young – Leadership 3: 96%**  
**C/CMSgt. David Atkinson – Leadership 7: 96%**

**WHO WILL BE THE FIRST TO ACHIEVE 100%?**

## Moral Leadership ~ CAP Core Values

In 1997, the United States Air Force published a set of core values for its members to live by. These values: **Integrity First**, **Service Before Self**, and **Excellence in all We Do** were designed to be more than just a slogan. The Air Force described them as the common bond among all comrades in arms--- *“the glue that unifies the force and ties it to the great warriors and public servants of the past.”*

In November 1996, Civil Air Patrol embraced the concept of core values and began work on defining those values believed to be of greatest importance to the organization. In February 1999, the following core values were formally approved: **Integrity**, **Volunteer Service**, **Excellence**, and **Respect**. Over time, CAP has integrated these core values into all professional development programs for **senior members and cadets**. This process is a continuous one that never ends.

**Integrity:** This is the very fiber of all core values; without it all other core values cannot prevail. It is the cornerstone for all that is moral and just in our society. It is more than simple honesty. It embraces other attributes such as courage, responsibility, accountability, justice, openness, self-respect, and humility. Lastly, this core value means CAP members must practice the highest standards of self-discipline.

*“Integrity is doing the right thing, even if nobody is watching” – Anonymous*

**Volunteer Service:** CAP adopted this core value because it reflects the very essence of the organization—service to humanity. All CAP volunteers willingly give of their time, energy, and personal resources. Moreover, many have made the ultimate sacrifice by losing their lives while serving the organization. As a minimum, this core value implies a commitment on the part of all CAP members to place the organization’s purposes first and foremost. This process starts with the member’s agreement to obey the rules and regulations of CAP and the Air Force. In this regard, self-discipline is an absolute must.

*“A volunteer is a person who believes that people can make a difference -- and is willing to prove it” - Anonymous*

**Excellence:** This core value reflects CAP’s continuous effort to be the very best, and to consistently improve its humanitarian service to America. From personal appearance to resource management, excellence must be the goal of all CAP members.

*“Excellence is the gradual result of always striving to do better.” – Pat Riley*

**Respect:** CAP members come from all walks of life. Therefore, it is extremely important that members treat each other with fairness and dignity, and work together as a team. To do otherwise would seriously impair CAP’s capability to accomplish the mission.

*“Men [and women] are respectable only as they respect.” - Ralph Waldo Emerson*

The core values outlined above serve as the foundation for how CAP members treat one another; how they treat the recipients of CAP’s humanitarian service; and how they care for the corporate assets under their control. These basic commandments form CAP’s ethical centerline – a moral compass for the organization. If one member fails to uphold these values, then, in a way, the entire organization suffers.

*Consider the following example: When preflighting an aircraft, the CAP pilot notices what appears to be minor damage to the leading edge of the wing. It seems like a small problem at the moment, so he disregards it and flies a cadet orientation flight. After landing, he notices the damaged area has degraded severely. Which of CAP’s core values did the pilot violate?*

*Essentially, all of them were violated. Integrity was compromised, “self” was placed before “service,” excellence was ignored, and there was no respect shown for the safety of the cadet passengers.*

**Do you strive to live the CAP Core Values in your everyday life? ▼**

## Aviation History – A Little History of EAA Chapter 512 and it's Hangar



EAA Chapter 512 Logo



Two CAP aircraft during recent orientation flights with the EAA Chapter 512 Hangar in the background

EAA Chapter 512 was formed in 1974 by a group of 10 aviation enthusiasts living in the vicinity of quiet, sleepy Placerville airport. A few years later, after meeting in various locations (sound familiar?) the group decided to acquire a building. They petitioned the county to give them access to land on Placerville Airport to put up a building. They got permission for the current site of the hangar at an annual lease of \$1 because they did a lot of work to keep up the airport (there was no county airport office back then).

In 1977, after much searching, the EAA 512 found an old Quonset style building lying in pieces in Pollock Pines. This building had originally been an engine build-up shop at Alameda Naval Air Station and is where some of the engines used on aircraft for the Berlin Airlift were put together.

There was a lot of fund-raising to pay for the hangar and its construction between 1976 and September 1978. Among other things, a television and a new 1978 Toyota pickup truck were donated at cost to the Chapter for fund-raising. (There is still a flyer of "A Truck for a Buck" on the wall of the hangar – take a look at it). The chapter worked very hard to raise funds and donations to pay for their new hangar.

Between September 1978 and September 1979, the hangar was assembled by the membership. It was dedicated September 23, 1979 (over 27 years ago!!). The hangar has been maintained and improved by the membership over the years and is now our permanent home. EAA 512 is as glad to have Sq 85 as we are to be here! ▼

~ Major Sebastian Trost, U.S. Air Force Reserve (sourced from EAA 512 newsletter articles written by Claudette Cowell)

### SECOND ANNUAL CALIFORNIA CAPITAL AIRSHOW MATHER AIRPORT • JUNE 9-10, 2007



So, you may be thinking to yourself, why is it important to learn drill and ceremonies and to march in step? Have you seen the precision that the USAF Thunderbirds display? One "miss-step" at 22" and at 400 knots could cost a few lives! Why is it important to achieve excellence in all I do? What good is it to me to develop my leadership skills?

Why don't you save your questions like this and anything else that interests you for USAF Maj. Nicole Malachowski - #3 Right Wing Pilot for the Thunderbirds, and the first female armed services precision flight team pilot.

We are still in the process of arranging of a private meeting with the Thunderbirds on the Friday before the Capital Air Show, where you may possibly meet Maj. Malachowski – **A FORMER CIVIL AIR PATROL CADET CAPTAIN!** ▼

## Aviation History – The USAF Thunderbirds

In 1947, while the jet age was still in its infancy, military aviation was hurtled into the future with the creation of the U.S. Air Force as a separate service. Just six years later, on May 25, 1953, the Air Force's official air demonstration team, designated the 3600th Air Demonstration Unit, was activated at Luke Air Force Base, Arizona.

The name "Thunderbirds" was soon adopted by the unit; influenced in part by the strong Indian culture and folklore of the southwestern United States where Luke is located. Indian legend speaks of the Thunderbird with great fear and respect. To some it was a giant eagle ... others envisioned a hawk. When it took to the skies, the earth trembled from the thunder of its great wings. From its eyes shot bolts of lightning. Nothing in nature could challenge the bird of thunder, the story said, and no man could stand against its might. The story of the Thunderbird was repeated, voice-by-voice, across the generations, until at last, it assumed the immortality of legend.

A more appropriate name couldn't have been selected, as it is with the same commanding presence the Thunderbirds took to the skies.

Seven officers and 22 enlisted men were selected for the first demonstration team, most were handpicked from the cadre at Luke.

Maj. Dick Catledge, a training squadron commander at Luke, was chosen as the team's leader. Twins Bill and Buck Pattillo were selected and would fly left and right wing, respectively. The Pattillos, both captains, were ideal choices as both had been with the "SkyBlazers", a USAF/Europe demonstration team, for the past 3 years. For the difficult position of slot, the position sandwiched between both wingmen and behind the leader, Capt. Bob Kanaga was selected, an instructor at Luke. The spare pilot would be Capt. Bob McCormick. Like the Pattillo brothers, he also had demonstration team experience, having flown right wing with the "Sabre Dancers," a predecessor to the Thunderbirds. 1st Lt. Aubry Brown would serve as maintenance officer for the team. He, with his senior enlisted man, MSgt. Earl Young, selected 21 enlisted men to help maintain the team's aircraft. Capt. Bill Brock was the final officer selected for the team serving as the information services officer and team narrator.

From these humble beginnings and this group of men, the Air Force Thunderbird legend was born.

The first aircraft selected for the new demonstration team was the *straight wing* F-84G Thunderjet built by Republic Aviation. Their straight wing configuration was considered well suited for aerobatic maneuvers, and although the aircraft could not exceed the speed of sound, like some military aircraft, it easily met the needs of a demonstration aircraft.



The original demonstration sequence consisted of a series of formation aerobatics lasting 15 minutes. The spare pilot took-off a few minutes in advance of the Diamond to run a weather check, advise of any encroaching traffic, reiterate the location of obstructions and then landed to be used as a spare aircraft. As the season progressed, the opportunity was utilized to perform 'solo' maneuvers with the spare aircraft while the Diamond burned off fuel and repositioned out of sight of the crowd.

Mindful of their mission to show the Air Force's best aircraft, the Air Force selected the *swept wing* F-84F Thunderstreak as their second aircraft in 1955. The Thunderstreak was modified for the team by adding smoke tanks for the first time, and red, white and blue drag chutes.

With the move from the F-84F to the F-100 Super Sabre in 1956, the Thunderbirds became the world's first supersonic aerial demonstration team. That same year, the Thunderbirds moved to Nellis Air Force Base, Nevada, simplifying logistics and maintenance for the aircraft.



Although never a routine part of the Thunderbird show in 1956, the solo would fly supersonic at the request of the air show sponsor. Eventually, the Federal Aviation Authority, a precursor to the Federal Aviation Administration, banned all supersonic flight at air shows and consequently, today's sequence is entirely subsonic.

Almost a footnote in the history of Thunderbird aviation, the Republic-built F-105B Thunderchief performed only six shows between April 26 and May 9, 1964. Extensive modifications to the F-105 were necessary, and rather than cancel the rest of the show season to accomplish this, the Thunderbirds quickly transitioned back to the Super Sabre. While the switch back to the F-100D was supposed to be temporary, the F-105 never returned to the Thunderbird hangar. The F-100 ended up staying with the team for nearly 13 years.



The Thunderbirds started the 1969 training season still in the F-100Ds, but in the spring of 1969 the team received the first of the new McDonnell Douglas F-4E Phantom IIs and began the team's conversion.



The F-4's conversion was the most extensive in the team's history. Among other modifications, paints that had worked on the F-100 made the F-4 look patchy because of multicolored alloys used in the F-4 to resist heat and friction at Mach II speeds. As a result, a polyurethane paint base was developed and used to cover the problem. The white paint base remains a part of today's Thunderbird aircraft.

Compared with its predecessors, the F-4 was immense. It was big. It was heavy. It was powerful. With the earth-shaking roar of eight J-79 engines from the four diamond aircraft, no demonstration aircraft accomplished the mission of representing American airpower more impressively than the Phantom.

1974 brought with it a fuel crisis and as a result a new aircraft for the team, the sleek, swift and highly maneuverable Northrop T-38A Talon, the Air Force's first supersonic trainer. Economically, the T-38 was unmatched. Five T-38s used the same amount of fuel needed for one F-4 Phantom, and fewer people and less equipment were required to maintain the aircraft

Although the Talon did not fulfill the Thunderbird tradition of flying front-line jet fighters, it did meet the criteria of demonstrating the capabilities of a prominent Air Force aircraft.



The T-38A was used throughout the Air Force during this time period in a variety of roles because of its design, economy of operation, and ease of maintenance, high performance and exceptional safety record. In fact, Air Force fighter pilots still use this aircraft during undergraduate pilot training today.

In honor of the nation's 200th birthday in 1976, the Thunderbirds were designated as the official United States Bicentennial Organization. For the Bicentennial year only, the aircraft numbers were moved to the fuselage and the Bicentennial symbol replaced the numbers on the tail.

In 1983, the team returned to the tradition of flying a premier fighter aircraft; transitioning to the General Dynamics, later Lockheed Martin's, F-16A Fighting Falcon. To ready the F-16 involved removing the radar and internally mounted 20mm cannon and installing a smoke-generating system.



Remaining true to its character to showcase the latest advancement in America's fighter technology, in 1992 the team transitioned to Lockheed Martin's advanced F-16C, the team's ninth aircraft. With the team's last demonstration in the F-16A, the Thunderbirds were the last active duty unit to use the A model.

The C model looks similar to its predecessor, but has upgraded avionics and radar systems, making it superior to the A model. A true multi-role fighter, the F-16C has an unequalled record in actual air-to-air combat. Additionally, it is the only fighter to win both of the Air Force's premier competitions - Gunsmoke, air-to-ground and William Tell, air superiority.

The F-16 has remained the choice of the Thunderbirds for the last 20 years, the longest performance era of any one aircraft. It is a stellar performer for the Thunderbirds, the U.S. Air Force and the 24 other nations whose boundaries it patrols and defends. ▼

From [www.thunderbirds.airforce.com](http://www.thunderbirds.airforce.com) / Photos from on-line sources

## Message from the Squadron Commander ~ Safety and Chains

Hope everyone is enjoying our squadron success and new activities. With all of this excitement, training, and prosperity comes a vigorous pace. While our squadron membership is learning and growing we must keep a tight hold on organization and safety.

The chain of command is an essential structure to keep information and delegation working efficiently. The chain of command as defined in your leadership training is:

*...it is the order of authority. From the unit commander down to the individual members, it describes specific functions and levels of responsibility. (Cadet Leadership Manual – Pg 10)*

Our squadron utilizes the chain of command making sure that everyone who is along the leadership structure is involved in implementing decisions.

Although the chain of command is to be adhered to at all times, there are circumstances in which cadets need to go straight to the commander or responsible senior member. When a situation is unsafe or will result in injuries, make sure you take action and inform those in charge immediately. The same holds true in cases of abuse, as stated in our regulations:

*CAP is committed to doing everything reasonably possible to combat the potential for child abuse within our organization and to discourage our cadets from illegal use of alcohol and other drugs. CAP members are expected to avoid even the appearance of impropriety involving cadets and report suspected abuse immediately. For the purpose of this policy, abuse is defined in three categories: **Sexual abuse, physical abuse and hazing**... Senior members, cadets, and parents/guardians should immediately report incidents of observed or suspected abuse to the unit commander or commander at the next higher level of command. (CAPR 52-10)*

All of you are doing an outstanding job at keeping our squadron moving forward and respecting the safety of others. Keep up the extraordinary work and remember to fly safe! ▼

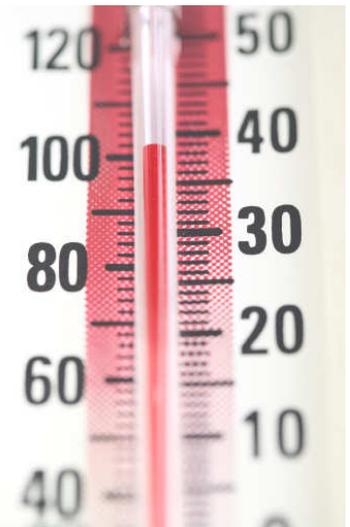
- Andrew J. Peters, Squadron Commander, Capt., CAP

## Safety Brief ~ For the Upcoming Hot Summer Months

With the upcoming summer months and activities planned, every one should be well aware of the dangers that long exposure to the sun can pose.

**Sun Burn:** Make sure you apply a 30+ SPF sun block before the activity. Most activities will start early morning, and you may feel there is no risk to sun-burn, but before you know it, it will be late in the afternoon and you will not have your sun block with you. Keep in mind that you can get a sun burn even on an overcast day. Make sure you apply sun block to all exposed areas, including your face, nose, ears, and the back of your neck

**Heat Exhaustion:** Caused by the loss of water and salt through heavy sweating. Heat exhaustion affects those who do not drink enough fluid while being exposed to hot environments. Symptoms include: heavy sweating, severe thirst, weakness, headache, nausea and vomiting. Be sure to drink plenty of water throughout the day. If you do not have a canteen, be sure to get one ASAP. ▼



## Calendar of Meeting Topics and Uniform

**PLEASE CONSULT SQUADRON WEBSITE WEEKLY FOR CHANGES IN MEETING TOPICS AND OR UNIFORM REQUIREMENTS.**

**APRIL**      3:    Aerospace / BDU / Testing / E3ACE\*  
 10:   Leadership / BDU / PRB / E4ACE  
 17:   PT / Testing / STFACE  
 24:   Moral Leadership / Blues / PRB / E1ACE

April 28:    Cadet Staff Meeting/1300 HRS/ DSFD

APRIL 2007						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

**MAY**            1:    Aerospace / BDU / Testing / E2ACE  
 8:    Leadership / BDU / PRB / E3ACE  
 15:   PT/ Testing / E4ACE  
 22:   Moral Leadership / Blues / PRB / STFACE  
 29:   Squadron Activity TBA / E1ACE

May 5-6:    Pacific Region Color Guard Competition  
                   Camp Park

May 18-20:   NCOS – March AFB

May 25-28:   Watsonville Air Show- Watsonville, CA

MAY 2007						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

**JUNE**            6:    Aerospace / BDU / Testing / E2ACE  
 13:   Leadership / BDU / PRB / E3ACE  
 20:   PT / Testing / E4ACE  
 27:   Moral Leadership / Blues / PRB / STFACE

**June 8-10:    CAPITAL AIR SHOW**

JUNE 2007						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

\* E1ACE – E= Element 1, 2, 3, 4; STF= Staff; ACE=Aerospace Current Event

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