

Maroon Marauder

“Always On Parade”

Official Quarterly Newsletter of Eugene L. Carnahan Cadet Squadron 85

Civil Air Patrol – United States Air Force Auxiliary



Fall Quarter 2006

Message from the Cadet Commander

Squadron 85 Cadets,

This last month I have had the honor of obtaining the position of Squadron 85's Cadet Commander. It is truly an honor and I'm looking forward to continuing Squadron 85's legacy of excellence. In the short amount of time I have been Cadet Commander I have seen an immense amount of progress in our squadron's performance. There have been numerous promotions and a great improvement in test scores. I congratulate all of you for your progress. With that said, there is still much work to be done. Although our test scores have greatly improved they are not at the level of excellence that I know Squadron 85 is capable. Keep studying your manuals and remember if a member of your team is failing a test it is your responsibility to help that member, because if he/she is failing, the whole team is as well. To that note, many of you have not promoted for many months. It is important to continue advancing yourself in order to experience the Cadet Program fully. Continue striving to better yourself and to experience fully all that Civil Air Patrol has to offer. I am looking forward to working with you and remember my door is always open if a question or concern arises that can not be answered by your Flight Sergeant. Keep up the good work Squadron 85 and remember to be *Always on Parade*.

Huuraaah Squadron 85!

~ Cadet Commander, C/Chief Master Sgt. Nicolay, CAP

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Continue striving to better yourself to better experience fully all that Civil Air Patrol has to offer.

Awards and Promotions

CONGRATULATIONS TO THE FOLLOWING CADETS FOR THEIR RECENT PROMOTIONS:

**Cadet A. Polk to Cadet /Airman
Cadet J. Polk to Cadet / Airman
Cadet B. Polk to Cadet / Airman
Cadet Thorpe to Cadet / Airman
Cadet Young to Cadet /Airman
Cadet Bond to Cadet /Airman 1st Class
Cadet Atkinson to Cadet / SMSgt**



PLEASE WELCOME OUR NEWEST MEMBER: CADET BASIC ANDREW GUERRA

Message from the Squadron Commander

Change is...

Many times in our lives and in leadership roles we are and will be faced with many types of change. Those changes can be as simple as a time for a meeting, or as complicated as moving to a new city for a career or college. Each situation presents us with new challenges to overcome. We can make any change, positive or negative, simply by mindset. The way you perceive change makes it good or bad. As reviewed in the cadet leadership training, attitude is contagious and the way a leader perceives change can ultimately skew the way subordinates react to that change. Change is how you perceive it.

We have made some changes to the cadet programs staff in the squadron and these will be immensely beneficial. Coming onto our staff is Mike Thorpe, as our cadet programs officer. Mike brings with him many years of cadet programs experience as a cadet himself and as a senior member at the Squadron and Group level. Marty Sanford is joining our staff with a wealth of knowledge of cadet programs from this squadron and as an active leader at the Wing level. Aaron Yanagihara, a former cadet officer and successful businessman, is also joining the team with an interest in public affairs and cadet leadership. Rick Kaita joined our staff a few months ago with experience in project management and an interest in each cadet's achievement. Rick is becoming our testing officer; as such he will be expanding our teaching and evaluation program with analytical feedback from each cadet's test result. All of these staff changes are just the beginning of the amazing growth potential of this staff and squadron.

Over the last few months, we have made a few location changes. Over the last 10 years, squadron 85 has moved to 7 or 8 locations throughout our community. We have decided to make it a strategic goal to move this squadron to a better and potentially permanent home. Although it may come as a big change for the current membership, the best location for a CAP squadron to call home is an airport. We are currently researching and exploring options on our local airports for a potential home. The Placerville Airport seems to be the best prospective at this point with the potential of hosting a permanent facility. This change is going to be big, but in the end we will end up with the best possible situation for the squadron.

Change is... very positive for the future of our squadron!

~ Squadron Commander Capt. Andrew Peters, CAP

Uniform Requirements (as per CAPM 39-1)

1) Effective immediately cadet and senior members will wear the reverse American flag on the right shoulder of the BDU and CAP distinctive field uniform. This 2" X 3" gold reverse field flag will be worn centered, ½ inch below the shoulder seam on the right sleeve. All patches previously authorized to be worn in this position will be removed. The Development Committee has been tasked with recommending new placement policy for these optional patches and the National Board is expected to act on their recommendation at the winter meeting in March 2006. Members may begin wearing the flag immediately but the mandatory wear date is 1 June 2006.

2) Removal of Wing/Region/National Patch. The Wing/Region/ National patch is no longer worn on the AF-style light blue shirt/blouse or any AF-style blue outer garment (light weight jacket, pullover sweater, all weather coat, etc.) Wing/Region/National patches are now optional on BDUs, flight suits, CAP field and utility uniforms. These patches must be removed from blue AF-style garments by 1 August 2006.



Be prepared to explain why the American Flag is reversed on the right sleeve

Safety News

Well, fall is here and the rains have started so it's time to check your vehicle and replace those worn out parts. How about those wiper blades? Summer really deteriorates the rubber. Check the windshield wiper fluid too; when the mud splashes you'll be glad you did. Also the first rains can make the roads extra slippery. The oils and grease that accumulate on the pavement get slick when that first moisture hits. Pedestrians should be careful too, cars can't always stop as quickly on a slippery surface. Please drive carefully and don't forget to check the important items on your vehicle so that you'll make it to that destination safely. Have a wonderful Fall Season.



~ 1Lt. C. Warde, Safety/ Medical Officer, CAP

A Word from the Chaplain

Where was their courage? Where was their integrity?

Six-term Rep. Mark Foley has resigned from congress after his sexual harassment of male Congressional Pages was exposed. Assuming that the charges are true, he deserves to be kicked out of office and, if he broke the law, he should be prosecuted.

The sad thing is that it appears that few, if any of the pages who had knowledge of his actions over the years reported them. Even those who did report his actions did nothing further. They knew that no action had been taken against Rep. Foley – but apparently no one called the press. As a result, he continued to harass young men for several years – until someone contacted a reporter and he was exposed.

Why didn't one of these pages call the press? I think the answer is simple: They were all afraid. They were afraid of embarrassment. They were afraid of being called “gay”. They were afraid of losing their position in the page program – and they were afraid of losing a future in politics. Fear kept them from doing what was right. Fear of what others might think, say, or do. Where was their courage and integrity?

The Bible offers this insight: *“Fear of man will prove to be a snare, but whoever trusts in the Lord is kept safe.” (Prov 29:25 NIV)* Maintaining our integrity, honor and good name requires courage. Courage to choose to do what is right no matter what others may think or do. Those of us who have faith, those of us who believe that those words are inspired, draw courage from the promise of divine protection contained in the second half of the verse.

All of us, both cadets and senior members face situations in which we will have to choose between giving onto fear and doing the right thing. All of us should decide now to do what is right and seek the courage to do it.

~ Ch. Capt. R. Vincent Warde, CAP

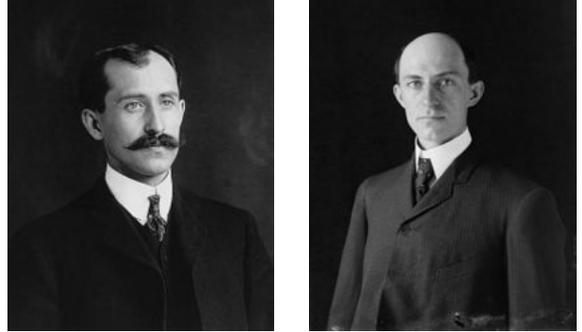
Aerospace ~ Then and Beyond

December marks the 103 anniversary of the first controlled powered heavier-than-air flight and the first photographed powered heavier-than-air flight

On December 17, 1903, in a frigid wind gusting to 27 miles an hour, the Wrights took to the air in their powered Flyer, both of them twice. The first flight, by Orville, 120 feet in 12 seconds, was recorded in a famous photograph. In the fourth flight of the day, the one most fully controlled, Wilbur flew 852 ft in 59 seconds. Their altitude on the four flights was about ten feet above the ground.

The flights were witnessed by 4 lifeguards and a boy from the village, making it arguably the first public flight. A local newspaper reported the event, inaccurately. Only one other newspaper, the Cincinnati Enquirer, printed the story the next day.

The *Flyer I* cost less than a thousand dollars to construct (over \$21,000 when adjusted for inflation). It had a wingspan of 40 feet, weighed 750 pounds, and sported a 12 hp, 170 pound engine. After the fourth flight of December 17th, a strong wind overturned the parked Flyer and wrecked it; the aircraft never flew again. The brothers shipped the pieces home, and years later Orville restored the Flyer, lending it to several museums in the U.S., then to a British museum before it was finally installed in the Smithsonian Institution in Washington, D.C. in 1948.



Orville and Wilbur Wright



First flight, December 17, 1903

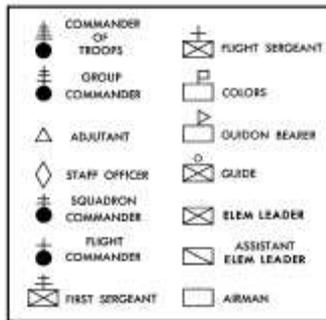


Oct 2, 1941 - Heini Dittmar sets a new airspeed record of 1,004 km/h (624 mph) in a Messerschmitt Me 163A. The record is unofficial because the flight (and the Me 163 program) is kept secret.

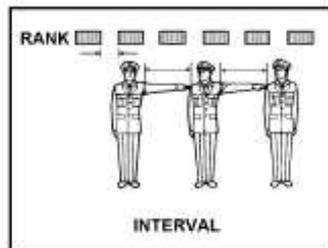
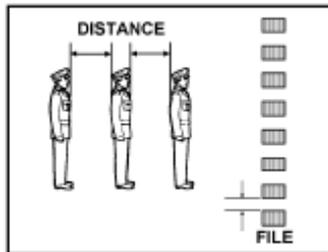


Oct 3, 1967 - William J. Knight sets a new airspeed record in a North American X-15, of Mach 6.72 (4,543 mph, 7,297 km/h). This is the fastest flight that the X-15 will make.

Drill and Ceremonies

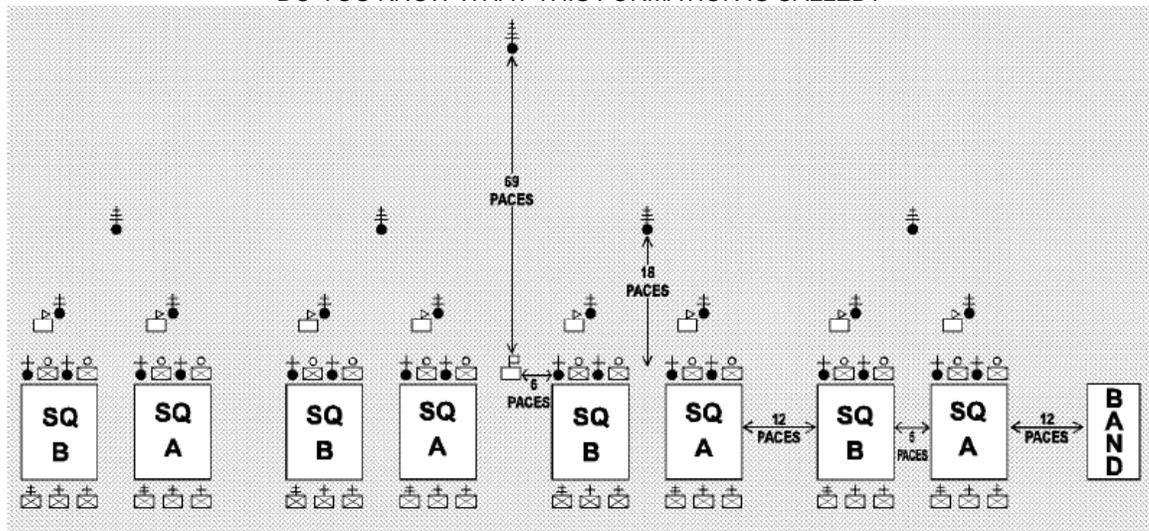


All cadets should be able to diagram a formation from the Squadron Commander to the Cadet Airman. All Squadron 85 Cadets should be able to fill in each individual name and rank in the proper Squadron formation.



Do you know the proper distance and interval when in rank and file?

DO YOU KNOW WHAT THIS FORMATION IS CALLED?



Calendar of Meeting Topics and Uniform

PLEASE CONSULT SQUADRON WEBSITE WEEKLY FOR CHANGES IN MEETING LOCATION, TOPICS, OR UNIFORM REQUIREMENTS.

- OCTOBER 3: Aerospace /BDU
 10: PT @ Ponderosa High
 17: Essentials & Leadership / Class C
 24: Moral Leadership / BDU
 31: NO MEETING (Halloween)

EXPERIMENTAL AIRCRAFT ASSOC. (EAA) – OCTOBER 21

OCTOBER 2006						
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				

- NOVEMBER 7: Aerospace /BDU
 14: Essentials & Leadership / Class C
 21: PT @ Ponderosa High
 28: Moral Leadership / BDU

NOVEMBER 2006						
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		

- DECEMBER 5: Aerospace / BDU
 12: PT @ Ponderosa High
 19: Essentials & Leadership / Class C
 26: NO MEETING (Day after Christmas)

DECEMBER 2006						
S	M	T	W	T	F	S
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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

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