

Maroon Marauder

“Always On Parade”

Official Quarterly Newsletter of Eugene L. Carnahan Cadet Squadron 85

U.S Civil Air Patrol – United States Air Force Auxiliary

PCR-CA-273



Fall Quarter 2007

Message from the Cadet Commander

Squadron 85 Cadets,

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Cadets, in the previous newsletter I addressed some of the improvements to be made in the squadron. Many of these involved putting in additional time outside of our weekly meetings, as well as working together as a team. Since that time, I, as well as the staff, have noted continued improvements in these areas. These successes have been seen in areas such as: testing, professionalism, bearing, teamwork and motivation.

Over the past months you have helped to raise the average test scores. In addition to this, you have grown as a team and helped in the recruiting of new cadets. We have also observed the level of professionalism in the squadron. This too has improved and you are focused on what needs to be accomplished. This all has come from your increased motivation and teamwork. You have been functioning more as a team and as a professional unit. All of your hard work is paying off. Keep up this trend of improvement. We are on a road to success, let's not lose our momentum! ▾

~ C/CMSgt. Braxton Philip, *Cadet Commander, CAP*

CONGRATULATIONS TO THE FOLLOWING CADETS FOR THEIR PROMOTIONS AND AWARDS in Q3 '07!

Cadets:
**JOHN BARB
LUKE HAYHURST
DYLAN WHITAKER**



C/Airman

Cadet:
**KIMBERLY KAITA
EVAN YANAGIHARA**



C/Sr. Airman

Cadet:
EVAN YANAGIHARA



C/Staff Sgt

Cadet:
KYLE BOND



C/Technical Sgt

Cadets:
KIMBERLY KAITA



Cadet Recruiter

Cadets:
EVAN YANAGIHARA



Wright Brothers
Achievement

Message from the Squadron Commander ~ Coming and Going

Many of you have seen our website and have probably stumbled upon the part about our squadron and its history. There is a short narrative, written by a former cadet, about a brief knowledge of the squadron's past. That short narrative was written by your commander back when he was a cadet within the squadron much like the cadets today. The story written there is very symbolic of how we know little about where we have come from. Throughout life, it is important to know your organizations history, to know where you are going.

Squadron 85 has been in existence for almost thirty years and over that time it has seen many changes. The most significant change has been the transition from a composite squadron to a cadet squadron. As a leader in Civil Air Patrol, or leader of any organization, it is important to know where you have been and what mistakes have been made, before you can move forward. All of you are or will become the leaders of our nations businesses, armed forces, organizations, and families. Take a moment to become familiar with your past because many times those historic mistakes and successes will come to repeat themselves. Set a goal toward repeating the successes and avoiding the mistakes of those who came before you.

A past commander, Lt Col Judson Adamy, quoted in a newsletter in the past:

Integrity is not something you can put on or take off at will. It is something you must strive for every day. If you achieve it you will be respected by your subordinates and your superiors. That is a rather heavy load for any young man or woman to assume. It is what will set you apart from the herd. It is what makes me so very proud of each and every one of you.

Looking back at quotes like the one above we realize the directives and ideals of this squadron's rich past. This is how we ensure positive change and continue toward the squadron's bright future.

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

~ Andrew J. Peters, Capt, US CAP, Squadron 85 Commander

So You Want a Career as a Pilot: Charting the Right Path ... part 2 of 3



Here's part two of my series on becoming a pilot. In the last article I talked about joining the Active Duty Military to learn to fly. This article will deal with joining the Guard or Reserves to do the same. Next newsletter will cover taking the civilian route to learn to fly.

As in the last article, there are several routes within the Guard or Reserve track in which to pursue flight training. I am going to concentrate on the Air Guard and AF Reserve because I know them reasonably well. The Navy, Army, and Marines likely have similar tracks, but I don't know anything about them (I can research more for anyone interested).

While obtaining a pilot training slot is competitive and highly desirable, there are some things to consider besides the slot itself, especially since you'll probably be in a unit for a long time – 10-20 years. In comparison, on active duty, you have less (no) say on where you are assigned, but you'll move every 3-5 years.

Personalities of squadrons vary widely. One variable is the chain of command – typically less is better (trust me). A unit-equipped squadron is more likely to be on its own (like a Guard unit) and have more control over its day-to-day operations. This is good.

Reserve units can be unit-equipped (they have their own airplanes), or Associate Reserve (they share their airplanes with the Active Duty at the same base – i.e. KC-10, C-5, and C-17s at Travis AFB). Associate units tend to have two chains of command to be involved with – the Reserve chain and the Active Duty chain (they own the airplanes) – this is not as good.

The Guard units tend to be more club-like, in that they hire local people who get along together and will stay in the unit for the long haul. They do a great job at the mission, but there is an emphasis on having fun together, too. From what I've heard, I think it's the best type of unit to join from a quality of life/enjoyment standpoint, if a Guard unit is located where you want to live. Unit-equipped Reserve should be similar.

The typical route to obtaining a pilot training slot from a Guard unit is to join as an enlisted person in one of the flying squadrons. A friend of mine did this with the Wyoming Guard C-130 unit. I think she worked a non-flying job in the squadron. This gave the unit a chance to know her and to see how well she fit with the squadron. This is important to any unit, but especially a Guard unit, because you typically stay in the same unit for your entire career. They got along well, she got her college degree on the way, and when a pilot training slot came up, she was selected. On graduating, she went to C-130 training and came back to her unit. She had the standard 10-year commitment for completing pilot training. She spent about a year on Active Duty orders after pilot training getting up to speed and experienced in the C-130 and her unit's mission. She deployed with her unit for 30-90 day rotations in support of Afghanistan operations. This is typical of Guard units today.

Joining a Reserve unit may be the same as a Guard unit, in that they may want you to join their unit for a while before they offer you a pilot training slot. However, in my previous KC-10 Reserve unit, we selected about one person per year to go to pilot training and join our unit as a KC-10 pilot. We almost always hired from outside the unit without any previous experience with the person. I was part of the selection committee, so I know the process we used well. See me if you'd like more details.

We had an average of two calls a week from different people trying to get a pilot training slot in our squadron. Not all of these had the qualifications to be competitive, but many spent a lot of time researching and calling different squadrons to try to get hired. They would submit an application and some would come by the squadron to meet as many squadron members as possible to try to make a favorable impression. The challenge for the squadron in hiring someone off the street was to get to know them well enough in a short time span to determine if they would be a good fit in the squadron and could get through pilot training. It was hard and chancy for us. Those individuals that were persistent and gave us a chance to know them ahead of an interview process were more likely to be interviewed and hired. There is a lot more info on this element, so talk to me if you want more info.

The typical person finished college (great grades), had a private pilot license or better, did great on the Air Force testing, and were in their early 20's so they had time for the application process and wait for a pilot slot of up to a year (or more) and still make the under age 27 cutoff for starting pilot training.

A person in a Guard or Reserve unit has the long-term commitment like an Active Duty person, but because it is designed to be a part-time job, once they get some flying time under their belts, they can pursue civilian flying. Many do this to get the experience to get an airline job. They may also just like the diversity of flying other aircraft and missions, like corporate flying or many other types.

Locally, the Air Force Reserve/Guard units are the Associate KC-10, C-5, and C-17s at Travis AFB. Moffett Field near San Jose has C-130s and Blackhawks for Rescue. Fresno has F-16s in the Guard, The Channel Islands unit has C-130s near Ventura, and March AFB, near Redlands, has KC-135s. Also, the Reno Guard has C-130s. The CA Army Guard has Blackhawks at Mather Field. ▼

Safety Brief

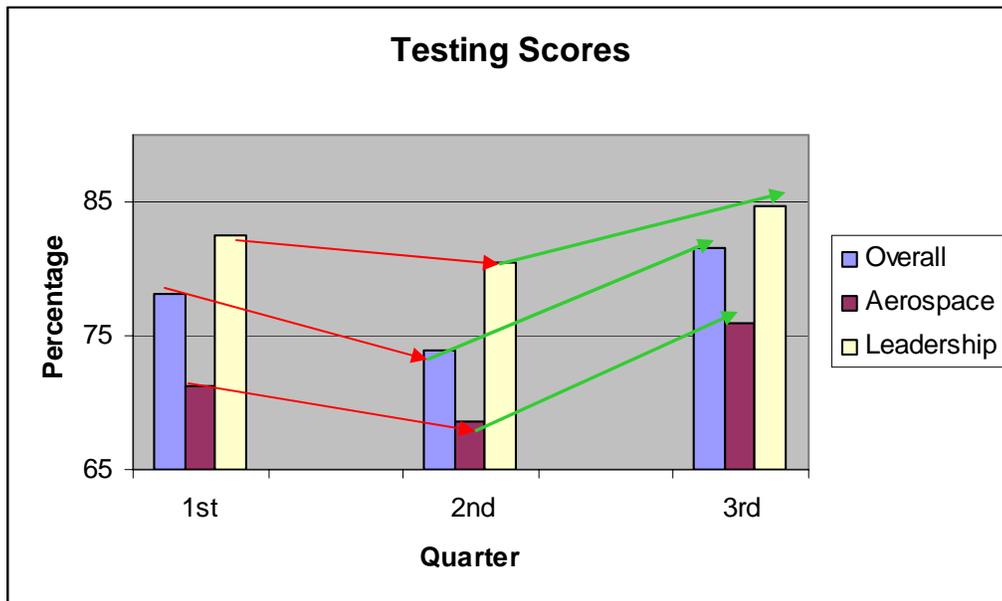
Please read the Safety Bulletin Board regarding the correct procedure of cone placement and flight line safety. Please also note the following:

- ***If you notice that the pylon cones and barricade are not placed out around the aircraft in front of the hangar, take the initiative to place them there, so others to not get hurt.***

Please take note that there is an envelope on the bulletin board with **CAPF 26 – CAP Safety Improvement or Hazard Report**. This form should be used to make safety improvements suggestions or to report unsafe equipment, conditions, practices, rule, attitudes, etc. which may constitute a hazard to CAP personnel or equipment. Every Cadet and Senior Officer must utilize “situational awareness” to insure the safety of all. ▼



Testing Scores



Congratulations to all that have contributed to increasing our Squadron testing scores! After a slump in scores, you have reversed the trend and shown a great improvement. In addition, several cadets have shown great commitment to excellence and have scored 100%! Please see the bulletin board for the newest members of the “100% Club”, be sure to congratulate them, and inspire to achieve the same. ▼

~ Rick Kaita, 2Lt, CAP, Testing Officer

Calendar of Meeting Topics and Uniform

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

- OCTOBER** 2: Aerospace / BDU / Testing
 9: Leadership/ BDU / PRB
 16: PT /Testing
 23: Moral Leadership / Blues / PRB
 30: TBA

Oct. 20: O-Rides

OCTOBER 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			

- NOVEMBER** 6: Aerospace / BDU / Testing
 13: Leadership / BDU / PRB
 20: PT/ Testing
 27: Moral Leadership / Blues / PRB

Nov. 9 – 12 CAWG Conference
 Nov 30 - Dec 2: NCOS North

NOVEMBER 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	

- DECEMBER** 4 Aerospace / BDU / Testing
 11 Leadership / BDU / PRB
 18: PT/ Testing
 25: ***** NO MEETING *****

Dec. 1: Project Officer Training Course

DECEMBER 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	1				

- JANUARY** 1: ***** NO MEETING *****

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