THE UNITED STATES AIR FORCE AUXILIARY
CIVIL AIR PATROL
... performing missions for America

Maroon Marauder

Eugene L. Carnahan Cadet Squadron 85 PCR-CA-273
Fall Quarter 2008

INSIDE THIS ISSUE:

Message from the Cadet Commander

Squadron 85 Cadets,

First off I would like to congratulate you on your hard work and efforts in the squadron. It is definitely showing as I see cadets walking around with the title of sergeant. Keep in mind that we as a staff have realized that you are all craving more leadership positions. However, take into consideration the positions available. We have one and that is the First Sergeant. In addition, it is imperative that we all recruit actively to grow our Squadron, so that more positions are available. So as you come to more meetings put forth the effort to stand out and take on leadership as it is presented. Secondly, our squadron guide is still our squadron driftwood. Testing and promotions have gone well, but it is imperative to practice the drill we've taught you. As well as keeping the uniform pressed, those boots shiny, your memory work crisp and attendance rates up. When we have accomplished that the brass and rolled up flag will have a meaning as our colors are presented. Keep moving towards success and you will reach it. I know you can do and staff knows you can do it. Keep giving it your all and be remember that we are *"Always on Parade."*

~C/CMSgt. Kyle Bond
Cadet Commander

PROMOTIONS AND AWARDS

Congratulations to the following Cadets for their promotions and awards for Q3

Cadets:
T. Bromenschenkel
Christena Khattar

President's Challenge
National Award
May 2008

Cadet:
Dylan Whitaker

C/Senior Airman

Cadets:
Karissa Thorpe
Evan Yanagihara

Red Service Ribbon

Cadets:
T. Bromenschenkel
Mathew Staley
Karissa Thorpe

C/Staff Sgt

Cadet:
Evan Yanagihara

C/ Sr. Master Sgt.

Cadet:
Kyle Bond

C/Chief Master Sgt.

From the Squadron Commander

Wing Conference – CAP SAR is Changing

Capt. & Mrs. Peters at Wing Awards Banquet

Just a few weekends ago, I attended the California Wing Conference in Fresno. The topics of discussion ranged from updates about new aerospace activities to the cadet programs calendar for the upcoming year. Make sure you visit the California Wing Cadet Programs website for all calendar/ activities coming up at www.cawgcadets.org.

One of the biggest topics to make headlines at the conference was the changing face of Civil Air Patrol's Search and Rescue mission. In the near future there will be a profound change in finding and detecting downed aircraft. There has been a recommendation that aircraft owners switch their ELT's from 121.5 Mhz beacons to 406 Mhz beacons. Civil Air Patrol is supportive of this change but it will make missions to find 121.5 beacons harder without the availability of satellite help.

As of February 2009, the satellite will only be detecting 406 beacons. Those lost airplane pilots, boat captains, or hikers who choose not to update their beacons will only be able to be found by individuals or airliners monitoring 121.5 within the vicinity. Encourage all the pilots, boaters, and hikers you know to purchase/switch their beacons on or before February 2009. The following is more information on the topic:

Cospas-Sarsat made the decision to cease satellite processing at 121.5/243 MHz in response to guidance from the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO). These United Nations organizations mandate safety requirements for aircraft and maritime vessels and have recognised the limitations of the 121.5/243 MHz beacons and the superior capabilities of the 406 MHz alerting system.

The digital 406 MHz beacons offer many advantages over analog 121.5/243 MHz beacons. With a 406 MHz beacon, the position of the distress can be relayed to rescue services more quickly, more reliably and with greater accuracy.

With a 121.5/243 MHz beacon, only one alert out of every 50 alerts is a genuine distress situation. This has a significant effect on the resources of search and rescue (SAR) services. With 406 MHz beacons, false alerts have been considerably reduced (about one alert in 17 is genuine) and when properly registered can normally be resolved with a telephone call to the beacon owner using the encoded beacon identification. Consequently, real alerts can receive the attention they deserve.

When a 406 MHz beacon signal is received, SAR authorities can retrieve information from a registration database. This includes beacon owner contact information, emergency contact information, and vessel/aircraft identifying characteristics. Having this information allows SAR services to respond appropriately. Make sure your 406 MHz beacon is properly and accurately registered!

Information from Cospas-Sarsat Website
http://www.cospas-sarsat.org/firstpage/121.5phaseout.htm

~ Andrew J. Peters, Capt., CAP
Sq.85 Commander

THE CADET OATH IN CONTEXT

A close reading of the cadet oath, line by line

"I pledge to serve faithfully in the Civil Air Patrol Cadet Program …"

Being faithful means being true and doing what you say you will do. In this first line of the oath, you are saying that you understand what you are getting yourself into by joining CAP, and that you are freely choosing to become a cadet.

"… and that I will attend meetings regularly, …"

While you may need to miss a few meetings once in a while due to other commitments, you pledge to attend squadron meetings on a regular basis.

"… participate actively in unit activities, …"

You promise to be enthusiastic about what cadets do. You're joining CAP because you are looking forward to great activities, and naturally you intend to take part in them.

"… obey my officers, …"

Here you acknowledge you don't have all the answers. You realize there are people who have more experience than you, and you'll follow their guidance. You promise to listen to your leaders. But if an officer were to tell you to do something morally wrong, you would not have to obey them.

WHAT IS AN OATH?

An oath is a solemn promise. Oaths are usually made in public and involve promises that serve a public good. When you swear an oath, you put your personal honor and reputation on the line.

A Promise to Defend Ideals

In the middle ages, soldiers pledged allegiance to their duke, not to their country. In America, our oaths are made in support of noble principles and democratic ideals. For example, military officers pledge to defend the Constitution. They do not swear allegiance to the personal goals of Abe Lincoln or George Bush.

"… wear my uniform properly …"

There is a right way and a wrong way to wear the uniform. Recognizing this, you promise to represent CAP and the US Air Force well by always looking sharp in uniform. Because the cadet uniform is similar to the Air Force uniform, you know you have a special obligation to live up to the ideals it represents.

"… and advance my education and training rapidly …"

The word "cadet" can be defined as "a young person in training to become a leader." Therefore, a cadet's primary job is to learn how to lead. In the Cadet Oath you promise to take that duty seriously and not to come to CAP activities simply to goof off.

"… to be of service to my community, state, and nation."

CAP is a volunteer organization whose main purpose is community service. Everything we do is altruistic, meaning that it is for the benefit of others, not ourselves personally. By participating in cadet activities, you gain from those experiences, but the overall goal is to build yourself into a responsible citizen, so America benefits too. America needs leaders who look out for the needs of the community, not their own selfish desires.

(excerpt from Learn to Lead, CAP Draft, 2008)

The Presidents Physical Fitness Challenge

Every year, in the months of May and November, your PT scores for CPFT (Cadet Physical Fitness Training) are measured against the standards listed in CAPP 52-18(E) the Cadet Physical Fitness Program, Attachment 3.

Cadets can earn individual fitness awards from The President's Challenge, a program sponsored by the President's Council on Physical Fitness and Sports (PCPFS).

The National Award is for cadets who meet or surpass PCPFS standards at the 50th percentile, which corresponds to the Mitchell Award requirements. This last May, Squadron 85 was privileged to have two recipients: ***Cadets Trenton Bromenschenkel and Christena Khattar***. Cadet Bromenschenkel scored in the 60th percentile and Cadet Khattar score in the 75th percentile! In addition, there is a Presidential Award for cadets who meet or surpass PCPFS standards at the 85th percentile.

Any cadet in physical fitness Category I (per CAPP 52-18(E)), may earn a President's Challenge award, but they must meet the CPFT standards described above for their age and gender, regardless of their CAP grade. Further, they must pass BOTH the mile run and the shuttle run to qualify for a President's Challenge Award.

National Headquarters will recognize squadrons that make physical fitness a cornerstone of their Cadet Program. The Squadron Physical Fitness Award is a voluntary program open to every cadet unit twice per year. This program is governed by CAPR 52-16, Cadet Program Management.

If 70% of the cadets in your squadron (as listed on the MML) can perform at the 50th percentile of the PCPFS survey (or higher) for their age and gender, your unit qualifies for the award. The requirements of the gold, silver, and bronze awards are shown below. The award program itself is simple, but fulfilling the standards will be a challenge.

Squadron Award Level Requirements

Gold Award 70% at 70th percentile Trophy

Silver Award 70% at 60th percentile Certificate

Bronze Award 70% at 50th percentile Certificate

We should all attempt to achieve an individual award and work as a team to set our sites on a Squadron Trophy!

~ Rick Kaita, 2 Lt, CAP
Testing Control Officer

Recruiting—The Life Blood of a Squadron

Recruiting is vital to a CAP Squadron's existence. Without continual recruiting, our Squadron membership will diminish as cadets move on or lose interest in the program. In addition, staff positions will become scarce as you progress in the program; you must have cadets to lead. The full benefits of the cadet program are best experienced with a Squadron that has a continual influx of cadets. Although we have been holding steady at about 20 cadets per meeting, it would be more beneficial if we had another flight or two.

All cadets have been tasked with making recruiting a priority for the rest of the year, with each element given a goal of recruiting two members per element. Not only does it benefit your Squadron, you can also earn a Recruiters ribbon with two recruits, and a bronze clasp for additional recruits.

If you need recruiting supplies or help starting a recruiting program, please let me know, and I can get you started.

Let's grow our Squadron!

~ Aaron P. Yanagihara, 2Lt., CAP
Public Affairs Officer

Dryden Flight Research Center– What are those Amazing Flying Machines?

Most of you should have seen those unique aircrafts on the Aerospace bulletin board. Are they real? Can they really fly? Why build them? Those aircraft are the results of the Dryden Flight Research Center. The Dryden Flight Research Center is NASA's primary center for atmospheric flight research and operations. NASA Dryden is critical in carrying out the agency's missions of space exploration, space operations, scientific discovery, and aeronautical research and development (R&D).

Located at Edwards, California, in the western Mojave Desert, Dryden is uniquely situated to take advantage of the excellent year-round flying weather, remote area, and visibility to test some of the nation's most exciting air vehicles.

In support of space exploration, [they manage] the launch abort systems testing and integration, in partnership with the Johnson Space Center and Lockheed Martin, for the Crew Exploration Vehicle that will replace the Space Shuttle. Dryden is the primary alternate landing site for the Space Shuttle and orbital support for the International Space Station. In support of scientific discovery, [they manage] the Stratospheric Observatory for Infrared Astronomy (SOFIA) program - a flying telescope aboard a Boeing 747 aircraft - in partnership with the Ames Research Center and the German Aerospace Center.

For 60 years, Projects at Dryden have led to major advancements in the design and capabilities of many state-of-the-art civilian and military aircraft. The newest, the fastest, the highest - all have made their debut in the vast, clear desert skies over Dryden.

To learn more about the Dryden Flight Research center, go to: http://www.nasa.gov/centers/dryden/about/

Excerpts of this article, in part or/and in whole from: http://www.nasa.gov/centers/dryden/about/

The Ames-Dryden-1 (AD-1) aircraft was designed to investigate the concept of an oblique (pivoting) wing. The wing could be rotated on its center pivot, so that it could be set at its most efficient angle for the speed at which the aircraft was flying.

Centurion was a unique remotely piloted, solar-powered airplane craft designed to reach one of the goals of the ERAST program; to fly a payload of scientific data-gathering instruments for up to two hours at an ultra-high altitude of 100,000 feet.

The Proteus is designed as a high-altitude, long-duration telecommunications relay platform with potential for use on atmospheric sampling and Earth-monitoring science missions. The Proteus is an "optionally piloted" aircraft ordinarily flown by two pilots in a pressurized cabin. The aircraft is designed to cruise at altitudes from 59,000 to 65,000+ feet for up to 18 hours.

Boeing Phantom Works has partnered with NASA and the Air Force Research Laboratory to study the structural, aerodynamic and operational advantages of the Blended-Wing Body advanced aircraft concept, a cross between a conventional plane and a flying wing design. The Air Force has designated the prototype the X-48B based on its interest in the design's potential as a multi-role, long-range, high-capacity military transport aircraft.

This unusual aircraft was conceived to provide an efficient combination of the vertical lift characteristic of conventional helicopters and the high cruise speed of fixed-wing aircraft. It consisted of a hybrid vehicle called the NASA/Army Rotor Systems Research Aircraft (RSRA), which was equipped with advanced X-wing rotor systems.

There is a lot more to aerospace than just flying planes; it can be research, development and the engineering the next generation aircraft!

~Aaron P. Yanagihara, 2Lt, CAP
Aerospace Education Officer

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

OCTOBER 2008

OCTOBER	7	Aerospace Ed./BDU/Testing
	14	Leadership/BDU/PRB
	21	PT/Testing
	28	Moral Leadership/Blues/PRB
Activities	*10-12*	*BCS/ATS @ Beale AFB*
	18	*EAA Young Eagles*
	24-26	*NCOS @ March AFB*

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			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 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	**4**	5	6	7	8
9	10	**11**	12	13	14	15
16	17	**18**	19	20	21	22
23/30	24	**25**	26	27	28	29

NOVEMBER	4	Aerospace Ed./BDU/Testing
	11	Leadership/BDU/PRB
	18	PT/Testing — Presidents Challenge
	25	Moral Leadership/Blues/PRB

**Check Squadron Website for holiday updates*

DECEMBER 2008

DECEMBER	2	Aerospace Ed./BDU/Testing
	9	Leadership/BDU/PRB
	16	PT/Testing
	23	Moral Leadership/Blues/PRB
	30	Sq Activity: TBD
	**Check Squadron Website for holiday updates*	
Activities	*13*	*Wreaths Across America*

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	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			

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