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# Squadron 144



## News



VOLUME 1, ISSUE 2

SAN DIEGO CADET SQUADRON 144

## Living off the Land

### Part 2 of the Combined Training Bivouacs

By: C/2nd Lt Benjamin Shea, Bivouac Cadet Commander

Within the confines of Julian County lies the average scale William Heise County Park which the Squadrons of Group 7, California Wing, Civil Air Patrol has designated as its recent home for Emergency Services training through a series of bivouacs. On Friday, September 24<sup>th</sup> I watched from the top of a hill as cadets arrived by twos, threes, and fours...all attending for one binding purpose, to learn a little more about that 3<sup>rd</sup> mission of CAP—Emergency Services.



Over the weekend cadets sat through multiple classes including Basic First Aid, shelter building, survival skills, search line, and smores making. In order to keep things interesting, the Bivouac Commander and I worked a few weeks prior on a few out of the ordinary exercises for the cadets. By mid morning on Saturday the 25<sup>th</sup> cadets were clueless to what was awaiting them on top of the campground hill. They were handed a bag filled with scrap bandages, splints, and medical gloves and told that they would be working on an emergency medical scene and then they were sent on their way up the hill. Upon reaching the top cadets



heard cries of wounded personnel who were gushing phony but oh so realistic



blood and had taped on massive gashes in arms, legs, or chests. Remembering their medical training cadets acted quickly to try and save the fading lives of our volunteer injured including C/Capt Daniel Friesen,

C/2<sup>nd</sup> Lt Rebekah Shea, and C/SSgt Zoe Horton. Later in the day after further training cadets con-



ducted a search for a 'downed aircraft' by marking bits of scattered airplane parts and eventually coming upon the crash site where C/2<sup>nd</sup> Lt. Rebecca Olson and C/2<sup>nd</sup> Lt. Benjamin Shea lay wounded and delusional crying out for help and each other wondering if they would be saved from the fatal crash of their PA-28 Cherokee aircraft.

Overall, the cadets enjoyed themselves at this one of a kind training event and you could see it in their faces most of the time. I know that the bivouac staff and I look forward to seeing many more at the next training bivouac— learning to survive in the snow!



Photos taken by C/A1C Bryce Duggan, Bivouac Cadet PAO

### Upcoming Events

- ⇒ October 1-3  
Miramar Air Show Recruiting Event  
San Diego, CA
- ⇒ October 9  
Group 7 Awards Banquet  
Camp Pendleton  
Cadet Cost \$30, Senior Cost \$35
- ⇒ October 16  
Cadet Orientation Rides  
Gillespie Field, El Cajon
- ⇒ October 22-24  
NCO School  
March ARB, Riverside  
Cadet Cost \$40, Staff Cost \$30
- ⇒ November 6-7  
6th Annual Astronomy Night Near  
Campo, CA  
Cost - Potluck
- ⇒ November 12-14  
California Wing Conference  
Santa Maria, CA  
Cadet Cost w/Banquet \$60, w/o \$30

## OCTOBER 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
					Miramar Air Show →	
3 Miramar Airshow	4	5 Weekly Meeting	6	7	8	9 Group 7 Banquet
10	11	12 Weekly Meeting	13	14	15	16 Orientation Rides
17	18	19 Weekly Meeting	20	21	22	23
					Optional NCO School →	
24	25	26 Weekly Meeting	27	28	29	30
	31					

## NCO School—What to Expect

By: C/CMSgt Sarah Shea

In the history of my CAP career so far, NCOS has been one of the best activities I've attended. I learned many helpful training techniques, a great amount about drill and ceremonies, and how to become a better follower leading up to my great days of leadership today. Some of you may be wondering just exactly what NCOS is and what it's all about. NCOS is Non-Commissioned Officer School, an event that consists of two and half days going through various different classes, teaching/learning drill and the different techniques to teaching drill properly, working with a

team of about ten other people in a seminar consisting of a seminar leader and sometimes an assistant seminar leader. The seminar and assistant seminar leaders job consists of training NCO's how to properly teach drill according to AFM 36-2203, how to come together as a team to accomplish the task at hand, bringing self-discipline up to the standards of group discipline, and most of all having a positive mental attitude throughout the entirety of the weekend. Throughout the course of the school students will be given the opportunity to play the role of a flight ser-

geant, grow in their leadership abilities, test their own leadership styles, become proficient in teaching drill and ceremonies according to the six-step teaching method, and gain experience that will later help them become stronger leaders for the future generation of cadets. NCOS is experience, friendships, and training you will never forget.



## Squadron 144 Color Guard

By: Capt Ross Veta

Two weeks ago marked an important event for Squadron 144. That was the day we reintroduced a color guard into our squadron. Led by Cadet Captain Rebecca Thieme, the color guard is quickly becoming the ceremonial marching icon for our Squadron. Color Guard members include Captain Rebecca Thieme, Tech Sergeant Zoe Horton, Senior Airman Jacob Veta, Senior Airman Everett Costello, Airman Josh Palmer, and Airman Jay Palmer. Our Color Guard will appear at local events and compete in the California Wing Color Guard competition this fall. Congratulations to those who applied to be on the team!

# Revolutionary War to Character Development

By: C/1st Lt Joshua Flewellen



Ask yourself, what is the first thing you do when you show up to a CAP meeting? Do you salute the officer returning to their car for all the stuff they forgot? Maybe it's opening formation because you are so late. Both of those activities have roots in the drill you learn as a basic cadet. The obvious reason behind why we teach drill is that it allows you to perform drill orientated activities required of you at meetings. Why then do we evaluate your level of performance at drill? The reason we drill is rooted

deep in America's history, going all the way back to the revolutionary war. Drill was used to move large army's jointly into battle. Although we as cadets are not moving into battle, the lessons learned from drill 235 years ago, can still be applied to our lives today. The most obvious of lessons is being able to follow instructions. When soldiers are told to advance on a target by flanking it, they are able to receive an order, process what is being asked of them, and execute it at a moment's notice. The reason CAP trains to perfection is so that when a task is asked of cadets in CAP or their normal lives they are trained to act promptly and precisely to those orders (sound familiar). Another reason we drill is for the discipline. I have seen firsthand how drill has changed cadets discipline wise. Other cadets, even myself, came into the program not being able to stay focused on a task, and now have no problem staying focused all be-

cause they had been reminded over and over to focus on locking their arms, cupping their fists, and not locking their knees. The discipline to do the former has translated into cadets being more disciplined off the drill pad. The list of things we can learn from drill goes on and on. It is our duty to learn and use the skills gained from drill to better our lives and the ones around us. Is drill helping in your life in other ways you never expected?



# How Your Deputy Cadet Commander Started in CAP

By: C/1st Lt Joshua Flewellen

Four and a half years ago I joined CAP, motivated by my dad who had been in the program as a cadet, and like many of you, I too had a dream to be a military pilot. If I were to give myself a number between one and ten identifying how squared away of a cadet I was. I would have said seven. I was only twelve when I joined; let's just say I didn't get the purpose behind everything. When I showed up every week, my uniform was not what it is today. It did not have sharp creases in the shoulders nor were my cut outs one inch centered and parallel to the forward leading edge. It hadn't clicked in my head that if I had worn a perfect uniform, the staff would not only realized I could in fact wear a perfect uniform but also: follow instructions, pay attention to small details, be disciplined, had set aside time to put it together every week, and most important cared about the image I was exuding. To a staff member, the simple ability to wear a perfect uniform told them whether or not I possessed the qualities needed by staff members. Every time I missed a "Yes sir", every time I forgot to salute, every

time I rolled my eyes, it not only detracted from my image but the image of the unit. My actions one way or another influenced the people around me, causing them to either mimic or dislike me. My actions reflected the unit when I went to activities, and when people visited our squadron. When an organization loses sight of the regulations that govern it and the respect it shows to others, it falls apart. Therefore cadets that don't follow CAP's rules are not looked favorably on. At this point you're wondering how in the world I could give myself a seven if I didn't wear a proper uniform, and I was disrespectful. I had one quality no other cadet possessed, and held onto. I was determined — determined to be like the quality cadets above me — determined to be a Spaatz cadet. I showed up to every meeting, forced to give up Saturday mornings to make up for the time I missed to go to meetings. I took on jobs that many turned their nose at. Finally, I went to as many squadron and wing activities I could to gain more knowledge about anything remotely related to CAP. My dedication to my goals turned into motivation in the program.

That motivation has got me to where I am today — Deputy Cadet Commander of Squadron 144, Academic Honor Cadet of Cadet Officer School, and privileged staff member of many wing activities. Although I have my faults, I had a goal which I continue to stay dedicated to. It has motivated me, and has helped me to continually overcome the obstacles I face.

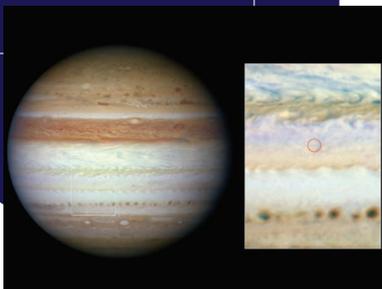
I currently am a Senior at Westview High School. I plan to major in Space Physics at Embry Riddle next fall on an AFROTC Scholarship. With time and dedication, anything is possible.



*“Later, I realized that the mission had to end in a let-down because the real barrier wasn't in the sky but in our knowledge and experience of supersonic flight.”*

*~Chuck Yeager*

**Detailed observations made by the Hubble Space Telescope have found an answer to the flash of light seen June 3, 2010, on Jupiter. It came from a giant meteor burning up high above Jupiter's cloud tops.**  
Image credit: NASA/ESA/GSFC/UCB/SSI/Jupiter Impact Science Team



## Aerospace—Supersonic Flight

By: C/CM Sgt Jesse O'Keefe

Aerospace. Even at the relatively young age of 107 years, there have been 107 years of accomplishments. From the first powered flight, all the way to the pilot that got his license this morning, aviation has grown exponentially. This being October, various events such as Chuck Yeager's 1st supersonic flight on the 14th in 1947 come to mind, as well as the first human parachute descent on the 22nd in 1797. Important? Yes. Well known? No.

But what about the October 12, 1964

flight of the XB-70, when Al White and Joe Cotton flew the Valkrie in excess of 768 Mph (the speed of sound) for the first time?

This flight proved that this radical new design flew like a dream at supersonic speeds, which is exactly where it was designed to operate. The XB-70, was designed as an Intercontinental manned heavy bomber; A bomber capable of an 11,000 mile radius, a delivery speed in excess of mach 2, at altitudes greater than 60,000, and carrying a 20,000 pound payload. With 6 engines, each producing 30,000 Lbs of thrust,.....

Read more on the Valkrie at, <http://en.wikipedia.org/wiki/>



## Amateur Astronomers Are First To Detect Objects Impacting Jupiter

NASA Press Release 10-217 on September 9, 2010.

WASHINGTON -- Amateur astronomers using backyard telescopes were the first to detect two small objects that burned up in Jupiter's atmosphere on June 3 and Aug. 20.

Professional astronomers at NASA and other institutions followed up on the discovery and gathered detailed information on the objects, which produced bright spots on Jupiter. The object that caused the June 3 fireball was estimated to be 30 to 40 feet in diameter - comparable in size to asteroid 2010 RF12 that flew by Earth on Sept. 8.

The June 3 fireball released five to 10 times less energy than the 1908 Tunguska meteoroid, which exploded 4-6 miles above Earth's surface with a powerful burst that knocked down millions of trees in a remote part of Russia. Scientists continue to analyze the Aug. 20 fireball, but think it was comparable to the June 3 object.

"Jupiter is a big gravitational vacuum cleaner," said Glenn Orton, an astronomer at NASA's Jet Propulsion Laboratory (JPL) in Pasadena, Calif., and co-author of a paper that will appear online Thursday in *Astrophysical Journal Letters*. "It is clear now that relatively small objects that are remnants from the formation of the solar system 4.5 billion years ago still hit Jupiter frequently. Scientists are trying to figure out just how

frequently."

The lead author of the paper in *Astrophysical Journal Letters* is Ricardo Hueso of the Universidad del Pais Vasco in Bilbao, Spain. Before amateurs spotted the June 3 impact, scientists were unaware collisions that small could be observed. Anthony Wesley, an amateur astronomer from Australia who discovered a dark spot on Jupiter in July 2009, was the first to see the tiny flash on June 3. Amateur astronomers had trained their backyard telescopes on Jupiter that day because the planet was in a particularly good position for viewing. Wesley was watching real-time video from his telescope when he saw a 2.5-second-long flash of light near the edge of the planet. "It was clear to me straight away it had to be an event on Jupiter," Wesley said.

Another amateur astronomer, Christopher Go, of Cebu, Philippines, confirmed the flash also appeared in his recordings. Professional astronomers, alerted by email, looked for signs of the impact in images from larger telescopes, including NASA's Hubble Space Telescope, the European Southern Observatory's Very Large Telescope in Chile, and Gemini Observatory telescopes in Hawaii and Chile. Scientists saw no thermal disruptions or typical chemical signatures

of debris, which allowed them to put a limit on the size of the object. Based on the data, the astronomers deduced the flash came from an object - probably a small comet or asteroid - burning up in Jupiter's atmosphere. The object likely had a mass of about 1-4 million pounds, about 100,000 times lighter than another object that hit Jupiter in July 2009.

The second fireball on Aug. 20 was first detected by Japanese amateur astronomer Masayuki Tachikawa. It flashed for about 1.5 seconds and left no debris observable by a large telescope.

"It is interesting to note that while Earth gets smacked by a 10-meter-sized object about every 10 years on average, it looks as though Jupiter gets hit with the same-sized object a few times each month," said Don Yeomans, manager of the Near-Earth Object Program Office at JPL. "The Jupiter impact rate is still being refined and studies like this one help to do just that."

Previous models of collisions this size on Jupiter had predicted as few as one and as many as 100 such collisions a year. Scientists now believe the frequency must be closer to the high end of the scale.

To see images and videos of the two impacts, visit: <http://www.nasa.gov/topics/solarsystem/features/jupiter20100909.html>

# Sikorsky X2 Technology™ Demonstrator Achieves 250-Knot Speed Milestone

Article Provided By: <http://www.sikorsky.com> Press Release September 15, 2010



WEST PALM BEACH, Florida - Sikorsky Aircraft Corp.'s X2 Technology demonstrator today successfully achieved a speed of 250 knots true air speed in level flight at the Sikorsky Development Flight Center, accomplishing the program's ultimate speed milestone. Sikorsky is a subsidiary of United Technologies Corp. (NYSE:UTX).

The speed, reached during a 1.1-hour flight, is an unofficial speed record for a helicopter. The demonstrator also reached 260 knots in a very shallow dive during the flight.

"The aerospace industry today has a new horizon," said Sikorsky President Jeffrey P. Pino. "The X2 Technology demonstrator continues to prove its potential as a game-changer, and Sikorsky Aircraft is proud to be advancing this innovative technology and to continue our company's pioneering legacy."

"Our primary key performance parameter has been met," said Jim Kagdis, Program Manager for Sikorsky Advanced Programs. "The 250-knot milestone was established as the goal of the demonstrator from its inception. It's exciting to imagine how our customers will use this capability."

Kevin Bredenbeck, Sikorsky's Director of Flight Operations and Chief Pilot for the company and for its X2 Technology program, manned the milestone flight. Bredenbeck said the demonstrator has been performing well, meeting expectations of performance predictions and progressing with every test flight.

"I'm proud of what the X2 Technology team has accomplished," Bredenbeck said. "This was truly a

collaborative effort that demanded a tremendous sacrifice from the full team. This dedication enabled the demonstrator to hit this historically high mark."

The X2 Technology demonstrator combines an integrated suite of technologies intended to advance the state-of-the-art, counter-rotating coaxial rotor helicopter. It is designed to demonstrate that a helicopter can cruise comfortably at 250 knots while retaining such desirable attributes as excellent low-speed handling, efficient hovering, and a seamless and simple transition to high speed.

The X2 Technology program began in 2005 when Sikorsky first committed resources and full funding for the program's development.

Mark Miller, Sikorsky Vice President of Research & Engineering, said: "The X2 Technology program is an initiative of our Sikorsky Innovations team, and today it offers a clear and exciting validation of our ability to take on the toughest challenges in vertical flight."

## Fly Your Face in Space!!!

This opportunity provided by NASA! Visit <https://faceinspace.nasa.gov/index.aspx>

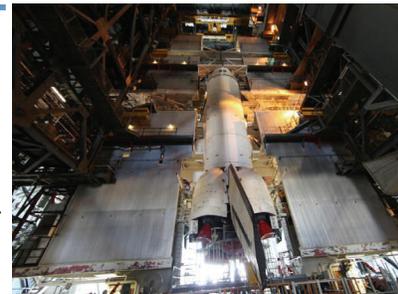
NASA wants to put a picture of you on one of the two remaining space shuttle missions and launch it into orbit. To launch your face into space and become a part of history, just follow these steps:

With your parents permission, go to the website:

<https://faceinspace.nasa.gov/index.aspx>

First...Select the Participate button at the bottom of this page and upload your image/name, which will be flown aboard the space shuttle. Don't have a picture to upload? No problem, just skip the image upload and NASA will fly your name only on your selected mission!  
Next...Print and save the confirmation page with your flight information.

Later...Return to this site after launch to print your Flight Certificate - a commemorative certificate signed by the Mission Commander. You can also check on mission status, view mission photographs, link to various NASA educational resources and follow the commander and crew on Twitter or Facebook.



Space Shuttle Discovery prepares for launch. Image provided by NASA.

## 'Cricket' electric airplane flies in France

By: Alton K. Marsh at <http://www.aopa.org/aircraft/articles/2010/100909cricri.html>

The all electric Cri-Cri (French for cricket), jointly developed by EADS Innovation Works, Aero Composites Sain-tonge, and the Green Cri-Cri Association, has flown at Le Bourget airport near Paris. It is claimed to be the first four-motor all-electric aerobatic airplane. The aircraft is supported by the French Museum of Air and Space. All systems performed well and the airplane returned safely after seven minutes, EADS said in a press release.

"This aircraft flies very smoothly, much more quietly than a plane with conventional propulsion," said Didier Esteyne, who piloted the all-electric Cri-Cri. "But we are still at the beginning and have a lot to learn. We are allowed to start aerobatic maneuvers only after five hours of flight and 15 landings."  
"The Cri-Cri is a low-cost test bed for system integration of electrical technologies in support of projects like our hybrid propulsion concept for helicopters," said Jean

Botti, EADS's chief technical officer. "We hope to get a lot of useful information out of this project."  
The aircraft uses lightweight composite structures, four brushless electric motors with counter-rotating propellers, and high energy-density lithium batteries. Developers think the aircraft will be able to fly for 30 minutes at a speed of 68 mph and climb at 1,000 feet per minute.  
Other research projects at EADS include algae-based biofuel and a helicopter hybrid propulsion system combining electrical power with piston engines.



# CAP National Boards Recap

By: Maj Dennis Ammann

The annual CAP conference is held in a different city each year; as such I've never been able to attend one, because of *monetary restrictions*. This year I jumped at the chance as it was held in downtown San Diego at the Marriott Hotel. This event is not just for senior members, it's for cadets too, unfortunately, school was in session and it is not cheap to register. There are seminars about numerous subjects concerning all three CAP missions. I attended one seminar on Cadet Programs which enlightened me what the future holds, i.e. updated AE modules. Another seminar I attended was the Satellite Took Kit which is a CD that everyone in CAP can order soon for free. This CD will teach the user how to launch a satellite in a low Earth orbit (equator or polar), how to rendezvous with the International Space Station, and generally educate you about the orbits above us, i.e. GPS. There were two Drug Demand Reductions classes I attended too. Many others were offered, so one has to pick and choose.

There was an awards program on Saturday morning in which many awards were given out. Each awardee had a full page write-up concerning what they accomplished. The Cadet of the Year is C/Col Olivia Barrow of Apex Cadet Sq. (NCWG). She is attending Durham Tech Community College and maintains a 4.0 GPA. The Senior Member of the Year is Col Leo Burke, who is the MIWG Commander. When Col Burke became a SM at age 21 he immediately took command of his squadron! There were about 20 other award categories and CAP awardees that would turn this newsletter into a book! If you are interested in reading about some of them and the two I just mentioned, let me know and I'll email you their summaries. Two senior members from El Cajon Senior Sq. 57 received awards for a lifesaving ES mission they conducted last December saving two souls.

Many thanks to Capt Jeff Cable, Cadet Sponsor Lynn Cable, and Cadet Alex Lange for their outstanding service as Lindbergh Field CAP greeters. They assisted CAP attendees from all over the country, vectoring them to the *CAP mobiles* that provided transportation to the Marriott. In most cases, this was their first impression of CAWG personnel and Sq. 144 members!

The CAWG Conference will be held on 12-14 Nov in Santa Maria with many of the same seminars and others that are more CAWG orientated.

## SAFETY

# Halloween Safety Tips for Drivers

Article Provided by <http://www.halloween-safety.com/>

Halloween is a wonderful holiday, but because of increased foot traffic and that Trick-or-Treaters are out at night, the potential for automobile related accidents with young pedestrians increases four times on this night according to a CDC (Center for Disease Control) study.

Streets are literally crawling with all sorts of witches, ghosts, goblins, vampires and all other sorts of costumed people. This makes for added responsibility for drivers to make sure that they drive safer than normal.

In many areas, people drive their kids into subdivisions and let them out to walk from house to house. Usually the parent follows behind in the car. This can cause traffic jams in small areas and much confusion as kids dart between cars on the streets going from house to house. A driver is already distracted because they are trying to keep an eye on their own kids and usually aren't paying attention to much else.

Children and adults tend to be preoccupied and may not pay as much attention to safety as they should. They may not see your vehicle or just assume that you see them automatically. Stay on the defensive and you shouldn't have a problem while driving on Halloween night.

⚠ Don't use a cell phone or other electronic

device while driving on Halloween night. You shouldn't be doing this anyway, the rate of cell phone related auto accidents has jumped dramatically since the use of cell phones and texting has risen so high. Some states have already made laws concerning this and others are working on it.

⚠ Pay extra attention, particularly to crosswalks, intersections and the side of the road. Kids tend to walk along the curbs, cutting across the street to get to other homes. Keep scanning all around you as you drive, whether as thru traffic or along with your kids as they trick-or-treat.

⚠ Drive below the posted speed limit in residential areas during trick-or-treating hours. This will allow you time to break if you see a child dart in front of you.

⚠ Do not pass other vehicles that have stopped in the roadway, they could be dropping off children. This is more common in rural areas but can happen anywhere.

⚠ Instruct your child/sibling to never get into the car of a stranger. It might be easy for your child to mistake someone else's car your car with the excitement of Halloween. Put a lighted plastic Jack-O-Lantern on your dashboard to

make your car more recognizable to your child,

⚠ It's also a night that child predators are looking for victims. Let your child know that they should never get into the car of a stranger at any time. If someone stops them and asks for help or offers them candy, tell them to scream as loud as they can and run.

⚠ Make sure your child carries a flashlight, glow stick or has reflective tape on their costume to make them more visible to cars. Let them know if they carry a flash light to never shine it in the eyes of a driver. This can cause blindness on the drivers part temporarily and they may not see your child.

⚠ If you are dropping off or picking up your kids in an area, pull off the road into a safe spot and turn on your hazard lights to alert other motorists. If you go with your kids from door to door, leave the hazard lights on so other drivers can see your car parked there.

For more information about how to be safe this Halloween visit <http://www.halloweensafety.com/>





## Civil Air Patrol

### San Diego Cadet Squadron 144

Direct questions, comments, and submissions to:

1st Lt Sonya Petty

Phone: 918-361-6730

E-mail: [smmrinkrat@yahoo.com](mailto:smmrinkrat@yahoo.com)

For more information about CAP visit:

<http://www.gocivilairpatrol.com>

<http://www.capmembers.com>

<http://capnhq.gov>

## Civil Air Patrol

### Citizens Serving Communities:

#### Above and Beyond

Civil Air Patrol was founded in December 1941, one week before the Japanese attack on Pearl Harbor, by more than 150,000 citizens who were concerned about the defense of America's coastline.

Under the jurisdiction of the Army Air Forces, CAP pilots flew more than one-half million hours, were credited with sinking two enemy submarines and rescued hundreds of crash survivors during World War II. On July 1, 1946, President Harry Truman established CAP as a federally chartered benevolent civilian corporation, and Congress passed Public Law 557 on May 26, 1948. CAP was charged with three primary missions – aerospace education, cadet programs and emergency services. With the passage of Public Law 106-398 in October 2000, Congress provided that "The Civil Air Patrol is a volunteer civilian auxiliary of the Air Force when the services of the Civil Air Patrol are used by any department or agency in any branch of the federal government."

<http://www.sq144.com/>

# Achievements & Accomplishments

### September Promotions:

- Joshua Flewellen was promoted to C/1st Lt in August
- Zoe Horton was promoted to C/TSgt
- Jesse O'Keefe was promoted to C/CMSgt
- Naomi Shea was promoted to C/TSgt
- Jay Palmer was promoted to C/Amn
- Josh Palmer was promoted to C/Amn

### September Accomplishments:

- Cadet Basic Madeleine Angquico officially joined the Squadron  
3 Sept
- C/Amn Jay Palmer, C/Amn Josh Palmer, and Cadet Basic Lauren Munzenmaier graduated from the Squadron 144 Basic Training Flight
- Squadron 144 had a lot of visitors this past month! Keep up the great work at recruiting!

### Special thanks to:

- SSgt Eric Petty for taking his time to teach the cadets basic first aid at the Combined Training Bivouac
- All of the senior members and sponsors who took their time to help execute the Combined Training Bivouac
- Squadrons 201, 714, 47, 56, 44, 45, and 144 for participating in the Combined Squadron Bivouac. The cadet staff ran an outstanding activity!

*Did we miss a promotion, achievement, or accomplishment? Send submissions to 1stLt Sonya Petty no later than three days before the end of the month.*