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# Squadron 144



## News



VOLUME 2, ISSUE 6

JUNE 2011

## Squadron 144 Supports Ramona Rodeo

By: C/2dLt Jesse O'Keefe



ported this event. Your sacrifice and willingness to go the extra mile really made the event possible.

Again, thank you to all participants for presenting a professional image of CAP to Ramona and for supporting this event.

Sincerely,  
C/2dLt Jesse O'Keefe

On 20-22 May, I had the honor of managing a recruiting event at the Ramona Rodeo grounds, during the 31st Annual Ramona Rodeo. On Saturday morning, the Color Guard showed up for practice at my house at 0700 sharp, and others showed up at the parade staging area to present Civil Air Patrol to Ramona. All Cadets performed very well during the parade, and our presence there drew many to our recruiting booth on the rodeo grounds. We handed out over 50 contacts over the weekend, and about 15 of them were of age to join as soon as they wish. I would like to thank Cadets Everett Costello, Andrew Overson, and Zoe Horton for an outstanding Color Guard performance, and Cadets Lauren Munzenmaier, Kaylin Munzenmaier, Adela Jones, and Jason Vanderhyde for carrying the banners. Special thanks to our PA NCO George Scott, who did a great job as the photographer for the entire weekend.

I would also like to extend a thank you to all the senior members and parents who sup-

ported this event. While supporting the recruiting event, the cadets had the opportunity to view the rodeo activities on Saturday and Sunday, and 2 of our Cadets were first time rodeo goers. Here's what they had to say:

*"I loved the bull riding. Is there an event called bull slapping?"*

-George Scott

*"It was amazing to see a rodeo for the first time. There is a lot to know about the events as well as a lot to enjoy."*

- Zoe Horton



# Upcoming Events

- ⇒ June-July  
Various National Activities
- ⇒ June 4-5  
Wings Over Gillespie  
El Cajon, CA  
Cost: Meal Money
- ⇒ June 11  
In the Box & Goldstone Deep  
Space Comm Complex  
Ft. Irwin, CA  
Cost: \$30  
UOD: Civilian Attire
- ⇒ June 17-19  
Basic Cadet School (BCS)  
Camp Pendleton, CA  
Cost: \$40
- ⇒ June 24-26  
NRA Basic Rifle Class & Bivouac  
Escondido, CA  
Cost: \$50
- ⇒ June TBD (Tentative)  
ASTC Tour  
MCAS Miramar, CA
- ⇒ July 14-15  
Encampment Staff Training  
Camp Pendleton, CA
- ⇒ July 16-23  
CAWG Encampment  
Camp Pendleton, CA  
Post Cards are in the Mail.  
Register as soon as possible!  
Cost: \$200
- ⇒ August 6  
Big Bear Air Fair  
Big Bear, CA  
Cost: TBD
- ⇒ August 26-28  
CAWG Conference 2011  
Oakland, CA  
Cost: TBD

## JUNE 2011

| Sun                 | Mon | Tue                  | Wed | Thu | Fri | Sat                             |
|---------------------|-----|----------------------|-----|-----|-----|---------------------------------|
|                     |     |                      | 1   | 2   | 3   | 4<br>AIR SHOW                   |
| 5<br>AIR SHOW       | 6   | 7<br>Weekly Meeting  | 8   | 9   | 10  | 11<br>Ft Irwin & Goldstone      |
| 12                  | 13  | 14<br>Weekly Meeting | 15  | 16  | 17  | 18<br>Basic Cadet School        |
| 19<br>BCS           | 20  | 21<br>Weekly Meeting | 22  | 23  | 24  | 25<br>NRA Rifle Class & Bivouac |
| 26<br>NRA & Bivouac | 27  | 28<br>Weekly Meeting | 29  | 30  |     |                                 |



## JULY 2011

| Sun        | Mon | Tue                  | Wed | Thu | Fri | Sat                             |
|------------|-----|----------------------|-----|-----|-----|---------------------------------|
|            |     |                      |     |     | 1   | 2                               |
| 3          | 4   | 5<br>Weekly Meeting  | 6   | 7   | 8   | 9                               |
| 10         | 11  | 12<br>Weekly Meeting | 13  | 14  | 15  | 16<br>Encampment                |
| 17         | 18  | 19<br>Meeting        | 20  | 21  | 22  | 23<br>Encampment Staff Training |
| Encampment |     |                      |     |     |     |                                 |
| 24         | 25  | 26<br>Weekly Meeting | 27  | 28  | 29  | 30                              |
| 31         |     |                      |     |     |     |                                 |

## Cadet Commander's Corner

Greetings Squadron 144 Cadets, Seniors, Sponsors, and Parents,

Yet again it has been an outstanding month for the squadron. Participation is up and the enthusiasm is really great. I want to take this month's commander's corner to promote some of the upcoming activities for this summer.

On the 17-19 June a Basic Cadet School is being held at Camp Pendleton. This is a great opportunity for cadets to get a good introduction to the program and meet people from all around the wing. The ILP activities are something that only California Wing offers and there is no better way to expand your experience in CAP.

Also, the California Wing Encampment is coming up in July. The ideas that encampment teaches you will not only help you in CAP, but they're important lessons that help you outside of the program as well. If you have already attended your basic encampment, then staffing it will not only look good on your resume, but it'll also help become a better leader. Spending a week in a position in which you consistently apply the leadership concepts that you will learn is the ideal way to improve your confidence when in command.

I strongly encourage all of you to look into these opportunities!

Enthusiastically,  
 DANIEL GORIN, C/Capt, CAP  
 Cadet Commander, Sq 144

## A Note from the Cadet Deputy Commander

This summer I will be missing quite a few successive CAP meetings, and here is an explanation of when I'm leaving, where I'll be, and when I'll be back.

I was accepted to attend a Christian summer camp called Ironwood ([www.ironwood.org](http://www.ironwood.org)) and will be there from 30 May to 7 July. During this time I will be doing volunteer work at camp and will be going through some basic staff training so I can take an assistant staff position during the summer children/teen camps. I will be home on 7 July, and then I leave on the 8 July to go to Hawk Mountain Ranger School Advanced Course. During the Hawk Mountain course I will be learning some advanced Search and Rescue techniques as well as some basic Medic and evacuation techniques. The next CAP meeting I will be at is on 19 July. I will also be in attendance on the 26 July, but I will be leaving for another two meetings after that, and will be back to regular weekly attendance on the 23 August.

I look forward to my return, and in the mean time, keep up the good work. Squadron 144 has been building momentum for the last several meetings, and every one has reached new heights of professionalism and accomplishment. I want to see that still going uphill when I come back. The 19 July is the next meeting I will be at. For those of you not going to encampment, I want to still see that level of motivation and professionalism, and for those of you coming back from encampment on the 26 July. I want to see what you would expect from a squadron that just came back from an outstanding California Wing training event.

Semper Vi,  
 Jesse O'Keefe, C/2dLt, CAP  
 Cadet Deputy Commander, Sq 144

## Getting to Know Bravo Flight Sergeant—Jacob Veta

By: C/TSgt Jacob Veta



I'm C/TSgt Jacob Veta and here's a little about me that is none-CAP related. I joined Civil Air Patrol two years ago, and I have had a very rewarding experience. I have two other siblings, one of which is in CAP as a senior member. My younger sibling plans to join in about a year. I have lived in San Diego all of my life. My favorite activities, (excluding CAP) are paintball, playing my guitar and

saxophone, listening to music, swimming, and unicycling. When I turn 18 I plan on going into Air Force ROTC and I am working towards the goal of flying the F-22. CAP has greatly influenced my decision to do this. Until then, I will be with all of you at Squadron 144, and for now I will be training the new cadets to become part of the squadron.



## Cadet Staff Training Day Shows Dedication to Phoenix Squadron

By: 1stLt Sonya Petty, Squadron Leadership Officer



On Saturday, 14 May, the cadet staff at Squadron 144 showed their dedication and commitment to the success of the Phoenix Squadron. Cadet Commander C/Capt Daniel Gorin worked with the senior staff and senior cadets to select new cadet staff positions in early April. With only a couple of weeks under their belt, 19 of the new cadet staff members devoted a gorgeous sunny Saturday to setting goals for themselves and the squadron, enhancing their own leadership abilities, and brainstorming ways to

enhance the experience for everyone at Squadron 144.

Classes that were presented included: the role of the NCO & officer, SMART goals, goal setting breakout sessions, situational leadership, communication and instruction methods, and drill & ceremonies formation practice. The atmosphere was relaxed with an open forum style allowing for a free-flowing exchange of ideas. It was amazing to see how many different ideas the cadets have and new ways to implement them at the squadron.

One central theme developed throughout the day—cadets want to keep having fun while upholding outstanding customs and courtesies. Hands-on activities are a must, and maintaining the role of a model squadron for Civil Air Patrol is in the fore-front of the cadet staff's minds.

I'm proud to be a part of the Phoenix Squadron and can't wait to see what the future holds! Keep up the great work and dedication!

## A Special Thank You to Squadron 144

I would like to extend a thank you to those of you Senior members and cadets who committed your time, energy, and resources to come up to Ramona for the recruiting event and parade. We truly had a great time together and I think everyone learned a lot about what is necessary in getting the good word on CAP out into the community.

I especially would like to thank Cadets Horton, Costello, and Overson for their extended time commitment and their excellence in the Color Guard for the parade. I was honored in having such fine AIT's (Adults In Training) stay in our home and would have them again. It is worth mentioning that Cadet Costello had a difficult decision to make regarding schedule conflict during this weekend and he chose to honor his commitment to the Color Guard. He made it to our house early Saturday morning from Santa Clarita the night before in order to not create an un-fillable hole. Thank you for that integrity! Thank you Cadet Scott for your stellar photography at the double click! Thank you to Linda Costello for your company and help preparing lunch. Meeting you was a blessing. Thank you Kuei-Mei for all of your help with kitchen clean-up!

It should go without saying, (but I will not allow that to happen) that Patrick and Jesse O'Keefe put in a lot of time preparing for and manning this event. There was a great deal of coordinating, delegating, retrieving, and cleaning of Color Guard materials that was necessary. A huge hoorah for 2nd Lt. O'Keefe's efforts!

Thank you Mr. and Mrs. Munzenmaier, and Major Ammann, for your enthusiastic dedication to enabling this event to take place. I believe everyone involved took it as a great success.

~Faye O'Keefe



# Planes of Fame Air Show in Chino, CA

By: C/MSgt Zoe Horton



Squadron 144 was represented by C/2dLt Jesse O’Keefe and C/MSgt Zoe Horton.

This weekend in Chino, California the Planes of Fame Air Show was held. This air show is the largest antique war bird air show on the west coast so they needed a little help. Civil Air Patrol provided crowd control and manned a recruiting booth. Civil Air Patrol was represented by over six flights and three squadrons all of which had the proper amount of staff as well as many senior members the air show was well at-

tended. This allowed for the cadets to have free time to socialize and enjoy the air show. Anyone in attendance of the air show that was emergency services qualified was pulled to go on a mission. They provided two ground teams for the Air Force evaluated SAREX (Search and Rescue Exercise) earning a mark of outstanding. It was a wonderful success and very enjoyable for everyone involved.

**When it comes to safety, everyone is a Safety Officer. Remember to say “Knock it Off” when you see something unsafe.**

## Online Tests Revised

National Headquarters has announced that Cadet Programs has revised the online test banks for Learn to Lead Chapters 1-3 and is currently editing the test banks for Chapters 4-8. We believe these revisions will greatly assist cadets taking online tests.

This should help resolve issues where it appeared there were several possible correct answers rather than a single correct answer. If you have any questions please ask your Testing NCO C/AIC Kaylin Munzenmaier or 1st Lt Sonya Petty.

## June Memory Work

All CAP members should know the CAP Safety Pledge. This was established in 2005 and provides the foundation for our commitment to safety.

### CAP Safety Pledge:

As a Civil Air Patrol member I pledge to promote an uncompromising safety environment for myself and others, and to prevent the loss of, or damage to Civil Air Patrol assets entrusted to me. I will perform all my activities in a professional and safe manner, and will hold myself accountable for my actions in all of our Missions for America.

## Cadet Advisory Council Weekend 12-14 AUG

By: 1stLt Sonya Petty, Squadron Leadership Officer

Do you know what the Cadet Advisory Council (CAC) is? Do you know who your CAC Representative is?

Squadron 144 is currently represented by C/MSgt Zoe Horton. You can easily tell who your CAC representative is by the green chord worn on the left shoulder when wearing the Blues uniform. Wondering what the CAC will be doing? Here’s a quick overview:

The Cadet Advisory Council Weekend, or CACW, is a gathering of cadet program senior members and cadet representatives. All members will gather together to work on projects, be trained by experienced members of the CAC, and compete in challenges! Through a combination of group, wing, and task force meetings, the cadets will create solutions for issues that are present in

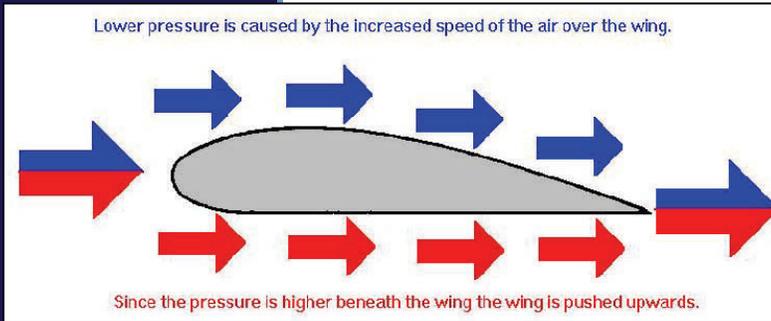
the wing. Senior members will be able to learn more about their part in supporting the CAC and do hands on activities with their Representative.

If you have an issue you want to see changed or resolved in CAP, please bring it to the attention of C/MSgt Horton.



# An Introduction to Fluid Dynamics

By: C/2dLt Jesse O'Keefe



fluids. "Fluids?" you say, "I thought we were talking about air." Don't worry, we are. You see, air is a fluid too. And just like Bernoulli's principle says, "The pressure of a fluid when accelerated, decreases". We see this in action every day when we get into our car and

components in fluid dynamics research have shown that there is a principle called Laminar flow. The word laminar comes from the word Laminate, or stacked layers. The principle is that water acts like a deck of cards. If you have the deck sitting on a table and push on the top of it, the top of the pile will move forward, and the closer you get to the bottom, the less movement there is. If water is flowing through a pipe, there is drag wherever the water is touching the pipe, and that layer is going to move slower. If air (which is a fluid) is flowing over a wing, the layer is going to stick to the wing and create a gradual smoothing effect for the layers above it, and allowing the plane to proceed in uninterrupted flight.

*"The process of scientific discovery is, in effect, a continual flight from wonder."*

*~Albert Einstein*

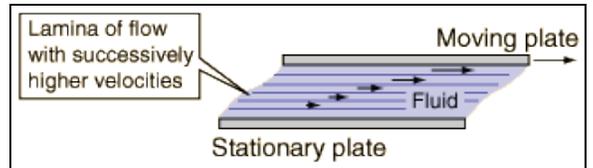
As we look at the world around us, there is a lot of stuff out there. Stuff that has weight, mass (there is a difference between the two), size, density, and certain properties of its own. Knowing how this "stuff" works is something that mankind has been digging into throughout history, and some significant progress has been made in this research. We figured out how metal behaves, and we made tools. We figured out how wood works, and we made buildings. We figured out how water works, and we made boats. We figured out how air works, and we flew. Most people would say that figuring out how air works was probably last, and they are probably right. At first thought, it would appear that the Wright Brothers figured it out in the late 1800's to early 1900's during their experiments, but not really.

Figuring out how air works took a very long time, and is still a work in progress. I'm sure the guy that jumped out of a tower with feathers glued to his arms didn't give much thought to this, but there were some that did. Daniel Bernoulli for one. The Dutch-Swiss mathematician lived during the 1700's, and was naturally inclined toward mathematics, and developed formulas that related to the movement of

start the engine, or when we see an airplane flying overhead, even a pitcher's curveball in a baseball game. When the fluid (air, water, gasoline etc...) is accelerated, its pressure decreases, creating a pressure difference, and moving the object to fill the void.

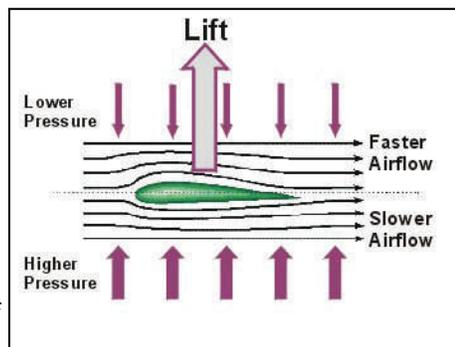
If you look at the shape of a wing, it has a curved surface on the top, and a generally flatter surface on the bottom.

This streamlined configuration allows for minimum drag, while creating the most lift for the surface area of the wing. As Bernoulli's principle states, the pressure of a fluid when accelerated, decreases. Well, where does the acceleration come in? The top of the wing is curved, and has more surface area than the bottom, and forces the air to travel faster over the top of the wing, thus accelerating the fluid above, and creating a pressure vacuum. The natural result of this is that the wing goes up, and viola! We got lift!



This is where we get into stalls. If the airflow is interrupted enough, the laminar flow principle no longer applies because the air acts like it is running into a wall. When the angle of attack reaches the point at which the air can no longer flow, the turbulence in one layer throws off the next, and resulting in a totally interrupted space of air. To regain the smooth flow of air, the pilot must reduce the angle of attack, and restore the Laminar flow that allows Bernoulli's principle to do its job.

Relevant? Only if you want to design equipment that works in an environment full of fluids. Important to understand? Again, only if you hold an interest in designing wings and things. Interesting? Most definitely. As we continue to learn more about the air environment around us, we discover principles and effects that allow us to design and utilize bigger (sometimes smaller) and better ways to travel the air and use it to our benefit.



But why does the elevated surface of the wing not slow down the airflow and just form a drag-plate? Recent devel-

# Future Aircraft Designs—2035

By: C/Amn Madeleine Angquico, Squadron Cadet AE NCO. Article Continued from May 2011 Newsletter



**The Subsonic Ultra Green Aircraft Research, or SUGAR, Volt design concept.**

**Image credit: NASA/The Boeing Company**

An 18 month research project from NASA has resulted in new guidelines for passenger aircrafts of the future. Technology designs for 2035 are to help the commercial aircraft industry to fly quieter, cleaner, more fuel-efficiently, and with more comfort for passengers.

"Standing next to the airplane, you may not be able to tell the difference, but the improvements will be revolutionary," said Richard Wahls, project scientist for the Fundamental Aeronautics Program's Subsonic Fixed Wing Project at NASA's Langley Research Center in Hampton, Va. "Technological beauty is more than skin deep."

"This input from our customers has provided us with well thought-out scenarios for our vision of the future, and it will help us place our research investment decisions squarely in the mainstream," said Jaiwon Shin, associate administrator for aeronautics research at NASA Headquarters in Washington.

"Identifying those necessary technologies will help us establish a research roadmap to follow

in bringing these innovations to life during the coming years," Shin said.

The next step in NASA's effort to design the aircraft of 2030 is a second phase of studies to begin developing the new technologies that will be necessary to meet the national goals related to an improved air transportation system with increased energy efficiency and reduced environmental impact. The agency received proposals from the four teams in late April and expects to award one or two research contracts for work starting in 2011. NASA managers also will reassess the goals for 2030 aircraft to determine whether some of the crucial technologies will need additional time to move from laboratory and field testing into operational use. The four teams managed to meet either the fuel burn or the noise goal with their concepts, not both.

A companion research effort looked at concepts for a new generation of supersonic transport aircraft capable of meeting NASA's noise, emissions and fuel efficiency goals for 2030. NASA envisions a broader market for supersonic travel, with aircraft carrying more passengers to improve economic viability while meeting increasingly stringent environmental requirements.

Teams led by The Boeing Company and Lockheed Martin evaluated market conditions, design goals and constraints, conventional and unconventional configurations, and enabling technologies to create proposed roadmaps for research and development activities. Both teams produced concepts for aircraft that can carry more than 100 passengers at cruise speeds of more than 1.6 Mach and a range of up to 5,000 miles.

NASA's goals for a 2030-era aircraft, compared with an aircraft entering service today, are:

1. A 71-decibel reduction below current Federal Aviation Administration noise standards, which aim to contain objectionable noise within airport boundaries.
2. A greater than 75 percent reduction on the International Civil Aviation Organization's Committee on Aviation Environmental Protection Sixth Meeting, or CAEP/6, standard for nitrogen oxide emissions, which aims to improve air quality around airports.
3. A greater than 70 percent reduction in fuel burn performance, which could reduce greenhouse gas emissions and the cost of air travel.
4. The ability to exploit metroplex concepts that enable optimal use of runways at multiple airports within metropolitan areas, as a means of reducing air traffic congestion and delays.



**The "double bubble" D8 design concept.**

**Image credit:**

**NASA/MIT/Aurora Flight Sciences**

## NASA granted Funding for STS-135

Article Excerpt From: [http://www.nasa.gov/mission\\_pages/shuttle/shuttlemissions/sts135/index.html](http://www.nasa.gov/mission_pages/shuttle/shuttlemissions/sts135/index.html)

The NASA Authorization Act of 2010 directs NASA to conduct the STS-135 mission. The Space Shuttle Program has added the mission to the manifest to prepare for a potential target launch date in early July.

Space Shuttle Atlantis will carry the Raffaello multipurpose logistics module to deliver

supplies, logistics and spare parts to the International Space Station. The mission also will fly a system to investigate the potential for robotically refueling existing spacecraft and return a failed ammonia pump module to help NASA better understand the failure mechanism and improve pump designs for future systems.



**Current target launch date is July 8, 2011.**

**Stay up to date at: <http://www.nasa.gov>**

## Alaska Airlines Replaces Pilot Manuals With iPads

By: David Murphy, PC-Magazine.com, <http://www.pcmag.com/article2/0,2817,2386092,00.asp>

What happens when your iPad runs out of batteries mid-flight? You get sad. Maybe you take a nap. Now, what if you're the pilot and your iPad containing all of your flight manuals and reference cards loses its charge mid-flight?

Before you start making those "plane careening down into the ground" noises with your lips, there's no indication that pilots involved in Alaska Airlines new iPad program won't have charging cables—or, hopefully, some USB port built into the cockpit instruments.

But that is indeed the new set of circumstances for all Alaska Airlines pilots. The domestic airline is the first such company to replace its pilots' super-heavy bags of printed flight reference materials with electronic copies delivered via a 1.5-pound iPad. And this isn't just some willy-nilly idea born of Apple fever: The airline just finished winter

and spring trials of the iPad replacement program for 100 of its instructor pilots and Air Line Pilots Association representatives.

"The iPads contain an app called GoodReader that is loaded with PDF versions of 41 flight, systems and performance manuals, reference cards, and other materials," reads Alaska Airlines' press release. "The electronic manuals include hyperlinks and color graphics, enabling pilots to find information faster and easier."

Now, of course, the first criticism that Alaska Airlines is going to receive is going to be a question about the cost of the program. Or, to put it another way, iPads ain't cheap. The airline hasn't touched on just how much it's going to cost to outfit its pilots with the tablet devices—nor has the company disclosed whether pilots will receive antiquated first-generation iPads or brand-new

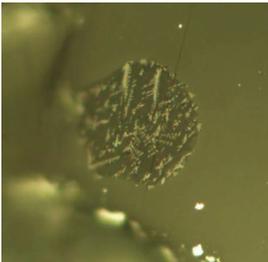
iPad 2s—but Alaska Airlines does claim that the move will save 2.4 million pieces of paper.

"The cost of the project is expected to be offset by lower paper, printing and distribution expenses and reduced fuel consumption as some weight is removed from the aircraft. Further savings are expected from fewer back and muscle injuries caused by pilots carrying flight bags that can tip the scales at 50 pounds or more fully loaded," says Alaska Airlines.

But even pilots won't be able to skirt FAA regulations on the use of Class I electronic devices during takeoff and landing—the bane of anyone who's tried to rock out to some tunes or surf some Internet during the safety instructions. Pilots, just like their common passengers, will be required to stow their iPads until they are safe for use.

## NASA-Funded Scientists Make Watershed Lunar Discovery

Article Excerpt From: [http://www.nasa.gov/topics/moonmars/features/moon\\_water.html](http://www.nasa.gov/topics/moonmars/features/moon_water.html) ; More info at: <http://lunarscience.nasa.gov>



**Pictured here is a super-tiny melt inclusion from lunar soil samples. Image credit: Saal lab/Brown University**

A team of NASA-funded researchers has measured for the first time water from the moon in the form of tiny globules of molten rock, which have turned to glass-like material trapped within crystals. Data from these newly-discovered lunar melt inclusions indicate the water content of lunar magma is 100 times higher than previous studies suggested.

The inclusions were found in lunar sample 74220, the famous high-titanium "orange glass soil" of volcanic origin collected during the Apollo 17 mission in 1972. The scientific team used a state-of-the-art ion microprobe instrument to measure the water content of the inclusions, which were formed during explosive eruptions on the moon approxi-

mately 3.7 billion years ago.

The results, published in the May 26 issue of Science Express, raise questions about aspects of the "giant impact theory" of how the moon was created. That theory predicted very low water content of lunar rock due to catastrophic degassing during the collision of Earth with a Mars-sized body very early in its history. The study also provides additional scientific justification for returning similar samples from other planetary bodies in the solar system.

"Water plays a critical role in determining the tectonic behavior of planetary surfaces, the melting point of planetary interiors and the location and eruptive style of planetary volcanoes," said Erik Hauri, a geochemist with the Carnegie Institution of Washington and lead author of the study. "I can conceive of no sample type that would be more important to return to Earth than these volcanic glass samples ejected by explosive volcanism, which have been mapped not only on the moon but throughout the inner solar system."

In contrast to most volcanic deposits, the lunar melt inclusions are encased in crystals that prevent the escape of water and other volatiles during eruption.

"These samples provide the best window we have on the amount of water in the interior of the moon where the orange glass came from," said science team member James Van Orman of Case Western Reserve University in Cleveland. ...

...The study also puts a new twist on the origin of water-ice detected in craters at the lunar poles by several recent NASA missions. The ice has been attributed to comet and meteor impacts, but the researchers believe it is possible that some of the ice came from water released by the eruption of lunar magmas eons ago.

The NLSI is a virtual organization enabling collaborative, interdisciplinary research in support of agency lunar science programs. ...The institute uses technology to bring scientists together around the world, and it is comprised of seven competitively selected U.S. teams and several international partners.

# Security Increase to FPCON Bravo

By: C/SrA George Scott, Cadet Safety and Security NCO

## FPCON Bravo

### Changes to Entry Procedures

For those of you that have been attending the weekly meeting might have noticed that Cadet Tom zu Hone and I have been asking for your ID card at the gate. This is because the military had some people at Camp Pendleton who would not listen to the gate guard and tried to enter the base without permission. They had to get escorted off the base. Due to this, all bases in San Diego were put on high alert called FPCON Bravo. When things started to settle down Osama Bin Laden was shot. Now every base in San Diego and all over the U.S. had to go on FPCON Bravo security. Along with 100 top areas terrorist would hit. So until things settle down (which may be a while) we are going to be on FPCON Bravo which means Cadet Tom zu Hone and I will be asking for your ID cards, and maybe your registration, proof of insurance, or may perform random car searches. Cadet zu Hone and I are not the one requesting us to do this. The 147th is and we will have base personnel with us so if there is a problem the person from the base will help assist us. FPCON is a terrorist threat system overseen by the Department of Defense directive, and describes the amount of measures needed to be taken by security agencies in response to various levels of terrorist threats against military facilities, as opposed to DEFCON, which assesses the amount of military forces needed to be deployed in a situation with a certain likelihood of attack against the civilian population.



## SAFETY

# Outdoor Summer Safety

By: Capt Chris Natwick, Squadron Safety Officer

With the warm months of summer approaching it is natural to want to do things outside. With that in mind it is time to review the things that we can all do to help keep ourselves safe while enjoying the great Southern California summer weather.



### Hydration:

1. When you are outside it is very important to drink water. If you feel thirsty then are already in the beginning stages of dehydration.
2. Try to drink water every 15-20 minutes to keep hydrated.
3. While doing physical activity try to stay away from caffeinated drinks (Soft drinks, energy drinks, coffee, etc.). These types of drinks aid in dehydration.

### Sun:

1. While outside wear sunscreen. Apply at least SPF 30 or greater to ensure that you are protected from the sun.
2. Wear some sort of head wear to protect your head from the sun.
3. If you are prone to sunburn, wear a lightweight long sleeve shirt to protect your arms from the sun.



### Shade/Breaks:

1. When in the sun for long periods of time try to take breaks and go sit in the shade to shield you from the sun.
2. When taking a break if you feel hungry eat a energy bar or something similar to keep up your energy level.
3. DRINK WATER

Remembering to use basic ORM when planning outside activities will help all of us prevent injuries. Have a great summer and enjoy all the outdoors has to offer us.



Citizens Serving Communities  
*Above and Beyond*

**Civil Air Patrol  
San Diego Cadet Squadron 144**

Direct questions, comments, and submissions to:  
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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 and Accomplishments*

## May Promotions:

- Andrew Overson was promoted to C/CMSgt
- Darius Brown was promoted to C/SrA
- Jason Vanderhyde was promoted to C/Amn
- Everett Costello was promoted to C/MSgt

## May Achievements:

- C/Amn Jason Vanderhyde graduated from the Basic Training Flight!
- C/2dLt Jesse O'Keefe and C/MSgt Zoe Horton qualified for their Ground Team

## Member 2 Emergency Services Rating!

## May Accomplishments:

- Congratulations to the Cadet Staff on a great Cadet Staff Training Day! Plans are in the works to continue more advanced learning opportunities in the future.
- A special thank you to everyone involved in making Squadron 144's first participation in the Ramona Rodeo a success! Thank you to Faye and Patrick O'Keefe for opening their home for participants to stay the night!

*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.*