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Squadron 144



News



VOLUME 2, ISSUE 7

JULY 2011

National Rifle Association Bivouac a Success!

By: 2dLt David Veta



On 24-26 June 2011 45 cadets and senior members from CAP squadrons 144, 46, and 68 got the opportunity to participate in yet another exciting BIVOUAC. The event, which was

held at Escondido Fish & Game Association, was organized by Capt Dave McGregor and Maj Robert Calderone and hosted by Skyhawk Composite Sq. 47. During the three days spent at Escondido Fish & Game, the cadets would attend a 14 hour basic rifle shooting course that would culminate in each cadet earning his or her Pro-Marksman Light Rifle Certification.

Check in for the event started at 1600 hours on Friday. As the cadets started to arrive there was a definite feeling of excitement in the air. For most, this would be the first time handling a firearm. Over the three day event, cadets and senior members would stay at the Eagles Nest campsite on the grounds of Escondido Fish and Game Association. As Friday night came to a close, the cadets were in good spirits having eaten several boxes of Smores materials and could be heard telling ghost stories and laughing well into the night. Everyone was up early on Saturday, anxious to start the training course. Instruction started at 0800, and when the cadets walked in to the classroom, they were met with the sight various rifles on the desks, accompanied by the training materials for the course. The course started with basic rifle safety and then led to identifying the various types of firearms that were distributed throughout the room. The cadets and senior members learned the difference between the rifle actions (bolt, lever, pump, etc.) and how to safely operate and clear each one. The instruction then led to the various



types of ammunition and what they were used for. The classroom portion for the morning ended with the commands that were going to be given on the range that would need to be followed during that

afternoon's live fire qualifications.

After lunch of we filed back into the classroom for some last minute instruction and to gather our firearms before the shooting portion of the course. We then made our way out to the range. Each person was given 20 rounds and a target sheet with four circular targets. The goal of the day was not so much accuracy, but safe firearm handling and shot grouping. Each person was instructed to fire five rounds at each circular target upon the command of the range master "Commence Firing". As we took turns firing, it was very impressive to see how well the cadets listened to the range master and how well everyone did. There were a few of us that, having never fired a rifle before, were incredibly accurate (shout out to 1stLt Sonya Petty). The shooting portion ended at 1530 hours and the cadets were excused to go back to the campsite. A game of capture the flag, a fire building competition, and a world renowned talent show finished up the night.

Instruction on Sunday morning started again at 0800 hours and began with teaching cadets how to clean a firearm and why. We then learned about the various shooting positions, and cadets



were called up to demonstrate. As the classroom instruction drew to a close, we were tested on the information that we had been presented over the weekend. The cadets did a fantastic job and everyone passed their tests with ease. After being informed about the various shooting certifications that were available to earn, we were dismissed for lunch and to start breaking down our campsite.

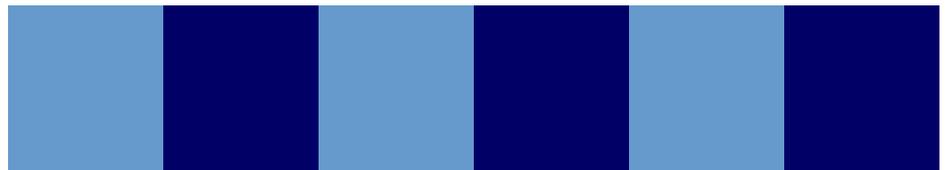
Overall, the weekend was very informative and a lot of fun for both the cadets and the senior members that attended. All of the cadets performed admirably and with great respect for both the course instructors and range master. Due to everyone's close attention to the safety rules and great enthusiasm, the weekend ended on a high note with all cadets earning their Pro-Marksman Rifle Certification. I would like to also extend a special thanks to Capt Dave McGregor and Maj Robert Calderone who organized this event, and our course instructor David Premetz and Escondido Fish and Game Association.

Upcoming Events

- ⇒ June-July
Various National Activities
- ⇒ July 14-15
Encampment Staff Training
Camp Pendleton, CA
- ⇒ July 16-23
CAWG Encampment
Camp Pendleton, CA
Register past due!
Cost: \$200
- ⇒ July 19th
Beach Day in Place of Regular Meeting
La Jolla Shores, CA
- ⇒ August 5-6
Big Bear Air Fair
Big Bear, CA
Cost: TBD
- ⇒ August 10
Goldstone and Tank Museum
Tours
Ft. Irwin, CA
Cost: Meal Money
- ⇒ August 12-14
Cadet Advisory Council
Weekend
Vandenberg AFB, CA
CAC Representative Attendance Only—Give all comments & suggestions to C/MSgt Horton
- ⇒ August 26-28
CAWG Conference 2011
Oakland, CA
Cadet Cost: \$100 plus Room

JULY 2011

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



AUGUST 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2 Weekly Meeting	3	4	5	6
					Big Bear Air Fair	
7	8	9 Weekly Meeting	10 Tank Tour	11	12	13
14	15	16 Weekly Meeting	17	18	19	20
21	22	23 Weekly Meeting	24	25	26	27
					CAWG Conference	
28 CAWG Conference	29	30 Weekly Meeting	31			

Cadet Commander's Corner

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

It's that time of the year again- summer time. School's out and Squadron 144 is still running strong. Looking on the squadron calendar, the weekends throughout June and July are packed with activities. These are great opportunities for you to take advantage of and build up your experience within the program. Civil Air Patrol offers so many amazing activities that non-members would never have the chance to attend.

Just last Friday, Capt Wesley organized a once in a lifetime opportunity to tour the Aviation Survival Training Center at MCAS Miramar. After receiving a presentation from an aerospace physiologist who also used to be a Top Gun Instructor, we toured the facility and then later toured the Green Knights, an F/A-18 Squadron there.

These are great opportunities and our Squadron's senior members are working hard to put them on. Take advantage of these activities as CAP is a lot more than just weekly meetings.

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

Your Physical Training Program Just Got Better!

Physical Training (PT) is changing in Squadron 144. You may have noticed some of these changes, such as your flight staff participating in PT alongside you, or being told not only what to do on PT nights, but why we want you to do it (i.e. better health, fight obesity and heart disease). One of these changes is going to be taking place outside of PT nights; starting July 2, we will begin our unofficial (as in not required and no 150's) Sq. 144 athletic club. This club is to help those who are struggling with passing PT, and to provide a fun Saturday activity for whoever wants to come. For those interested, you will show up to University City High School, where the planned schedule is to begin at 9:00am and end at 11:00am. We will have around a half hour of warm ups (light jogging, stretching, getting muscles loose so no one hurts themselves), then we will have around an hour of workouts of some type, all conducive to your success at PT night, finally we will close with a half hour of something fun, such as capture the flag or soccer. I look forwards to seeing a big 144 turnout; this will be a fun event, so if you are free Saturday, I urge you to come. Also, a quick reminder, if you are one of the Cadets struggling with PT, please come talk to me, we have a PT NCO for a reason, I will do everything short of doing your PT for you to help you pass.

C/AIC Alexander Elwers,
PT NCO

Getting to Know Charlie Flight Sergeant—Christian Hodson

By: C/MSgt Christian Hodson

I am C/MSgt Christian Hodson and have been in Civil Air Patrol for over three years now. After I come home from instructing new cadets on the basics of CAP at weekly meetings, I go through the routine procedure of life. I come from a family of eleven and live in the east county. I recently graduated from Grace Christian High school this past June. I will be going to Grossmont College in the fall. Even though I am uncertain of which career I will choose, I am looking into spending some time in the military. Some of my extracurricular

activities include physical training, the skilled art of playing video games, guitar, and some other things that the safety officer would frown upon. I want to encourage all of you cadets to take advantage of the vast amount of opportunities CAP has to offer. 144 Hoorah!



Three San Diego County Squadrons Visit “The Box”

By: Maj Dennis S. Ammann



Ft. Irwin, CA The U.S. Army has been sponsoring civilian tours to their National Training Center for combat deployment since 2005, in particular “The Box” located by Barstow,

CA. This base is so large that the entire state of Rhode Island could fit inside. Located throughout “The Box” are 12 Iraqi/Afghani villages and two towns, one of which is the fictitious Afghanistan town of Ertebat Shar formerly the Iraqi town of Medina Wasl. All U.S. Army combat teams rotate through “The Box” for two weeks training before deploying to Afghanistan. The villages and towns have former Afghani citizen enactors dressed, speaking, acting, and simulating life back in Afghanistan. Both Afghani and Army personnel wear Miles gear which indicates by red blinking light(s) where one is hit by a simulated bullet (laser beam). The Army units learn how to detect improvised explosive devices (IED), deal with civilian authorities, general civilian populace, terrorists, insurgents, and how to use special resources such as tracked remote vehicles for ground surveillance and the small handheld unmanned aerial vehicle (UAV) RQ-11B Raven for aerial surveillance.

There were about 20 participants from Squadrons 144, 47, and 201 with 7 guests in attendance. The first stop on the tour was the operations building and everyone took their seats in the auditorium for a brief by MGen Terry Ferrell who warmly welcomed us to Fort Irwin. He explained why this 14 day training was established and how it has reduced casualties in both Iraq and Afghanistan. Upon his departure, the movie Full Battle Rattle a documentary film about “The Box” when it was first established back in 2005 was shown. Although dated, it clearly informed us about what to expect during the upcoming afternoon simulated battle at Ertebat Shar, Afghanistan.



After a quick lunch in the mess hall we were off to Afghanistan which ended up being a 20 minute drive. Along the way we noticed sign



posts in Arabic, a mosque on a hill, and wrecked cars along the side of the road. Finally the Afghani Town of Ertebat Shar appeared ahead and the bus stopped just inside the northern outskirts of town. There we were met by Capt

David Storrs, a combat trainer who told us all about the town with its converted railroad box cars forming 200 buildings, a hotel, mosque, traffic circle, overhead pedestrian bridge, and markets. He then led us through the small market where the Afghani merchants were trying to sell us BBQ meat, vegetables, fish, etc. all made out of rubber. We saw the women in their burkas who did not make contact with us.



Just after 1300 hours a humvee (prop) blew up starting the battle scenario. A carefully packed black powder charge was positioned so that no debris was mixed in with the explosion. There were various charges planted all over the main street and detonated during the exercise. After the humvee explosion, two civilian Army enactors who were actual disabled persons with missing legs (one born without a leg, the other lost a leg during a hunting accident) hobbled over to the main street and started yelling for a medic. A third Army enactor was suffering from a brain concussion and swinging his M-16 round towards the Afghani townspeople who disarmed him and beat him. A battle damaged civilian Afghani ambulance arrived and transported the injured townspeople and dead or severely injured Army soldier to the western part of town. Meanwhile the 1st Infantry Brigade from Ft. Bliss, TX who just started their training was mauled during their morning exercise. They were very careful about entering town and utilized a remotely controlled robot ground vehicle to ascertain the situation which the battle facilitator blew up with an IED (simulated with a black powder charge). They also used a RQ-11B Raven high over head. By now the two Army amputees bled to death but the 1st Infantry Brigade was able to bring them out to a side street while taking fire from insurgents on the roof tops. At 1345 hours the exercise was called to a close and the 1st Infantry Brigade assembled east of town for an after action debriefing .

We were all directed to the Pfc Marcus Lyndon Hotel, named after Pfc Lyndon who lost his life in Iraq during 2005. There LtCol Robert Law debriefed the group about what mistakes were made by the training unit and how they will improve over the next couple of weeks. He stated this unit lost their goal of rescuing the three soldiers in town and should have utilized their more massive fire suppression. The dazed Army soldier became either a prisoner-of-war or missing-in-action statistic.



Cadets Tour Aviation Survival Training Center

By: Maj Dennis S. Ammann

Miramar MCAS, Capt Russell Wesley arranged for a tour on 17 June 2011 of the Aviation Survival Training Center (ASTC). He also led a tour of Marine Fighter/Attack (All Weather) Squadron 121 (VMFA(AW) 121), the Green Knights. 9 cadets gathered at 0800 to receive a warm welcome from LCDR Ellis Gayles, the Executive Officer who started his presentation about how he became a Naval Aviation Physiologist. He then told the group about ASTC's mission: to train pilots and aircrew how to survive an aircraft crash. All naval aviators must go through ASTC's training syllabus every four years. During his presentation, many videos were shown concerning: ejection seat activation, night carrier landing disorientation, students in the hyperbaric chamber at 25,000' trying to do simple tasks while in the early stages of hypoxia, helicopter "brown out" (zero visibility while landing in swirling dust), and a pilot experiencing high G's in a centrifuge. Fighter pilots can experience up to 8 G's and are taught how to tolerate this by the use of breathing techniques, muscle control, and G suits.

The cadets were then introduced to Petty Officer Third Class Robert Graf a five year Navy survival equipment spe-

cialist. His vast knowledge of survival equipment was evident when he pulled out each piece of equipment assigned to his department, explaining the operation of each and what it's used for. Some of the equipment the cadets learned about and allowed to try on were: G suits, helmets, exposure suits, life vests, etc. Petty Officer Graf led everyone out to the pool area where a 12 person life raft was inflated, pointing out the survival kits and what they consist of, i.e., fresh water, food, signal flares, light strobes, salt water conversion kit, etc.

Capt Wesley took over the rest of the tour by showing the cadets the ejection seat trainer that is activated pneumatically, sending the seat up a rail to 40' before stopping and lowering down again. Next stop was the simulated helicopter fuselage dunker which seats about ten students. This dunker is extended out over the pool, the students take a deep breath just before it's submerged, the dunker is turned upside down, then the students egress out the emergency hatches, blind folded! They must pass this test or be removed from the aviation community. After the dunker the cadets followed Capt Wesley to the hyperbaric chamber, a large steel room that can seat about ten

students. This chamber can simulate an altitude of 30,000'.

After lunch we proceeded to the famous fighting world renowned Marine Fighter Attack (All Weather) Squadron 121 (VMFA(AW) 121) The Green Knights. We were met by Capt Kye "Befo" Colby, USMC who is a Weapons Systems Officer flying back seat in the F/A-18D Hornet. Capt Colby giving us a walk around tour of a Hornet, explaining how the AIM-7 Sidewinder training missile works; the stresses exerted on the nose and main landing gear when landing on an aircraft carrier; the launch bar on the nose wheel which attaches to the carrier's 1,200 psi steam catapult throwing the Hornet off the ship from zero to 180 mph in two seconds down the 200' catapult, giving the pilot a 4 G ride; how the tail hook catches one of the arresting wires on the carrier and what happens if it doesn't catch (full power, off the end of the landing ramp, and back up to the pattern). Thank you to Capt Wesley and the MCAS personnel for this amazing opportunity.



Remember Boot Safety

For those attending encampment and everyone else who wears boots—oh wait, that's everyone—boot safety is paramount to completing our mission. Remember what causes problems (blisters, sores, etc.):

- Improper foot hygiene
- Infrequent changing of socks
- Insufficient numbers of socks taken to Encampment
- Boots partially or insufficiently broken in prior to Encampment
- Improper fitting boots
- Cadets not accustomed to wearing boots for long periods
- Younger, less mature cadets who do not realize they are at risk.

In order to prevent these injuries, break-in boots prior to important and long events. Change your socks regularly and ensure your feet remain dry. Wear wool boot socks or double-up to reduce friction. If you start to develop a blister, treat it immediately before it gets worse.



NASA Helps Make Quieter Aircraft

By: C/Amn Madeleine Angquico, Aerospace NCO

More information at: http://www.nasa.gov/topics/aeronautics/features/bridges_chevron_events.html



“Do something. If it doesn't work, do something else. No idea is too crazy.”

~Jim

*Hightower,
The New York
Times,
March 9, 1986*

When holidays come, the nation's airports are busier than ever – thousands of airplanes taking off and landing. Passengers and people living near airports are reminded that the airplane is not the quietest way of transportation.

But, no worries as NASA continue to work with others in industry and academia on technologies that will create a more silent night (and day) around airports.

Chevrons are one of the most recent noise-reducing technologies guided through the research process by NASA and now making a difference on commercial jet engines. They are the saw tooth pattern seen on the trailing edges of some jet engine nozzles. As hot air from the engine core mixes with cooler air blowing through the engine fan, the shaped edges serve to smooth the mixing, which reduces turbulence that creates noise.

"Successes like chevrons are the result of a lot of different, hard-working people and are the result of a lot of very small efforts that all come together, often across many scientific disciplines," said James Bridges, the associate principal investigator responsible for coordinating aircraft noise research at NASA.

The new Boeing 787 is among the

most modern jets relying on chevrons to reduce engine noise levels. It sports chevrons on the nacelles, or fan housings. The Boeing 747-8 has chevrons on both the nacelles and inner core engine nozzles.

At first glance chevrons appear to be an elegant solution, but the simplistic-looking design masks years of experimentation that relied on an ever-evolving set of research tools to correct mistakes along the way.

"Early on, we didn't have the advanced diagnostics, instrumentation and insight to know what we had done to make it worse instead of better," Bridges said. "You have an idea and then you cut out a piece of metal and try it. Sometimes the kernel of the idea might have worked out, but the way you did it would end up causing more noise."

NASA is exploring another noise-reducing technology – this one is for helicopters – that is going through a process of discovery similar to that for the chevron.

Helicopters are extremely loud because of the turbulence caused by their blades spinning through the air. Before specific solutions can be tested, NASA must first gather data on how the rotor blades interact with air under a variety of operating conditions. Several of tests to do that were conducted on a UH-60A Blackhawk helicopter rotor in a NASA wind tunnel from January to May 2010.

But even before the tests could be run, new techniques for making measurements over the large area covered by the whirling blades had

to be invented and tested. Three different data-gathering methods using lasers, light and high-speed photography were modified for use in the wind tunnel.

It's exactly this kind of methodical, detailed effort – where a critical measurement may first require thorough tests to make sure the data collection is even possible – that defines the foundational research necessary to solve the problems of flight in general, and noise in particular, Bridges said.

"Until somebody works on the details that make the measurement work or validates the computer code in the first place, we wouldn't realize the insights we need to make progress," Bridges said.

"Sometimes it's hard to make a direct connection between all of this preliminary work and the ultimate goal," he said, "but when you have enough of these things going you will have breakthroughs and successes."

Noise reduction research is just one of several key examinations underway by NASA's Aeronautics Research Mission Directorate in Washington. These include efforts to improve the essential safety of current and future aircraft, to improve air traffic control procedures for the Next Generation Air Transportation System, and to develop technologies that will enable more fuel efficient aircraft with reduced emissions.



Man Builds the 'Hoverbike': The World's First Flying Motorbike

By: Fred Attewill - 28th June, 2011, Read more at <http://www.metro.co.uk/weird/867764-man-builds-the-hoverbike-the-worlds-first-flying->



Chris Malloy claims his flying machine, which is ridden like a bike but has horizontal

propellers instead of wheels, will reach altitudes of up to 3,000m (10,000ft) and speeds of more than 270kph (170mph).

But the 32-year-old's creation has so far remained tethered just a few metres off the ground.

'I am still ground testing at the moment, only

because I'm not 100 per cent sure what will happen so the straps are there to cover the unknown,' he said.

'I haven't had the pleasure of flying round the countryside yet. It is quite stable and doesn't want to tip over but, if something unplanned happened during testing, I wouldn't want to break the prototype.'

The Australian inventor has spent his life savings and two and a half years constructing the space-age bike in his Sydney garage using a custom built frame and a BMW engine.

The futuristic design, which is complete with parachutes in case of an emergency, bears a

passing resemblance to the Speeder Bikes seen roaring across alien planets in the Star Wars films or The Jetsons's 2062 hovercar.

Mr Malloy hopes outback farmers will be willing to pay £30,000 for his creation to help them control cattle on sprawling ranches.

Previous experience of flying a helicopter or plane would help before piloting his bike, which could fly for about 45 minutes on one tank of fuel.

'This is a new way to fly and one would need to learn to ride the hoverbike in much the same manner as a helicopter or riding a motorcycle,' he added.

Civil Air Patrol Supports the CAF & Wings Over Gillespie Air Show

By: C/Amn Jennifer Reid and C/SrA George Scott



see some amazing planes fly above us while we worked. The B-25 Mitchell, B-17, P-51 D mustangs and The Flying Wing were just

On June 4th and 5th, Wings Over Gillespie Air Show was held. The Civil Air Patrol cadets of SQ 144 helped with crowd control on Saturday and Sunday. We had 3 flights set up during the weekend. The Flight Commanders were Ian Rigg, Tom Zu Hone, and Madeleine Angquico. Their flight sergeants were George Scott, Zoe Horton and Everett

Costello. The First Sergeant of this event was Jacob Veta and the Cadet Commander was Andrew Overson. On Sunday the cadets from SQ 201 also came and helped. We got to



Early morning Saturday, the cadets were able to help a pilot out with prop pulling. Some old planes, like the B-17, need to be prop pulled before starting. If you don't do this then the oil goes down to the

bottom carbonators which can destroy the plane. My prop pulling it brings the oil back to the top. It really was a great weekend and everyone had a good time.



A special thanks goes to Maj Dennis Ammann for being able to keep Civil Air Patrol involved with Wings Over Gillespie for 16 years!

Like what you read and want to learn more— check out Maj Ammann's full account at <http://www.sq144.com/>!



NASA Managers Say Shuttle Atlantis is "Go" for Launch

Tue, 28 Jun 2011 01:30:33 PM PDT , Article From: http://www.nasa.gov/mission_pages/shuttle/main/index.html

After the day-long Flight Readiness Review at NASA's Kennedy Space Center in Florida, senior NASA and contractor managers voted unanimously to set space shuttle Atlantis' STS-135 launch date as July 8 at 11:26 a.m. EDT. "We had a very thorough review," said Bill Gerstenmaier, assistant administrator for space operations. "This flight is incredibly important. The cargo that is coming up on

this flight is really mandatory for space station."
 "We're really looking forward to achieving this mission, putting station where it needs to be and finishing strong with the shuttle program here with STS-135," added Mike Moses, Space Shuttle Program launch integration manager.
 "Atlantis is in great shape out at the pad," said

Mike Leinbach, shuttle launch director. "Team Atlantis is feeling good about the flow and the launch countdown and hope we'll be able to get her off the ground on Friday the 8th as scheduled."
 The STS-135 mission to the International Space Station is the final flight of the Space Shuttle Program.

Retro Space Pictures: Building Shuttle Atlantis

Denise Chow, SPACE.com Staff Writer , <http://www.space.com/12080-space-shuttle-atlantis-construction-pictures-gallery.html> , Image Credit: Boeing

Atlantis' upper forward fuselage canopy is seen in this photo that was taken on Aug. 5, 1982 at the Rockwell International facilities.



Engineers prepare Atlantis' aft fuselage for delivery to Rockwell's Palmdale facility from the Downey plant on May 21, 1983.



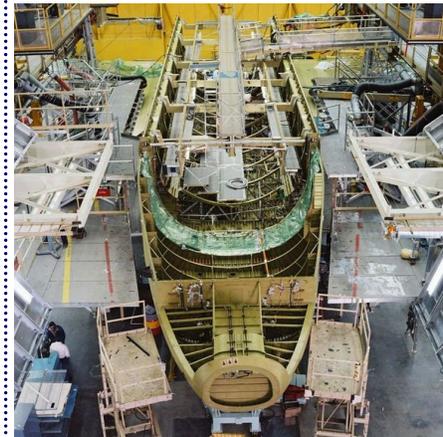
Atlantis starts to take shape, as engineers continue work to install the shuttle's crew module, lower forward fuselage and mid fuselage at the Palmdale plant on April 12, 1984.



Atlantis' crew module is carefully installed into the vacuum chamber test cell at Rockwell's plant in this photo from March 31, 1983.



Atlantis' lower forward fuselage and mid fuselage are seen attached to one another at Rockwell's Palmdale facility on Nov. 9, 1983.



Space shuttle coming through! The newly constructed shuttle Atlantis is transported from Rockwell's Palmdale plant to NASA's Dryden Flight and Research Facility in this photo from April 9, 1985.



SAFETY

Flood Safety Rules

By: Capt Chris Natwick, Squadron Safety Officer

With all of the recent flooding that has occurred around the nation a review of basic Flood safety can help you and your family prepare for and recover from a flood. Flooding can happen anywhere at any time so it is always best to be prepared and ready. The following information was obtained from eHow Family. If you would like to gain further information about flood safety go to their web site at: http://www.ehow.com/list_7184825_flood-safety-rules.html.

- During heavy rainfall, flood waters can appear without warning. At other times, water may slowly creep toward your city or even your house. In either case, knowing some flood safety rules can help you and your family prepare for a flood, stay safe during the event, and be aware of the continued dangers once the waters have receded.



Flash Flood

- A flash flood can occur when a large amount of water is suddenly introduced into a system. Be it from heavy thunderstorms or due to a dam break, flash flooding can occur with very little warning.
- According to the National Weather Service, the first step to take when a flash flood warning is issued is to head for higher ground. If you are outside walking, avoid valleys and ditches. If you are in a car, do not try to drive on roads covered with water, because it is impossible to tell just how deep the water is. If you have to stop your car or if the car becomes disabled, abandon it immediately, as water can sweep it away. Once on foot, head for higher ground away from the rushing water.
- If inside, keep an eye on the lowest level of your home so that you are always aware of whether water has infiltrated it.

Gradual Flooding

- Some flooding can be predicted several days out. If that is the case, you will have more time for safety measures.
- Know the city-wide flood plan, such as where and when orders to evacuate the area may be given. Have a planned safe house where your family can seek shelter, be it a neighbor's house that is out of the floodplain or a relative's house some distance away.
- Keep some nonperishable, easy-to-cook food on hand, as electricity can be disrupted during a flood. Keeping bottled water available for emergencies is also a good idea.
- If your home is in the predicted area of the flood, either buy or begin to prepare sandbags. Placing sandbags around the foundation of your home adds a layer of protection.
- When the flooding is actually occurring, the safety rules are those for flash flooding: stay away from rushing water and always seek higher ground.



When the Flood Is Over

- When the flooding is past, safety is still essential.



- Louisiana's Homeland Security and Emergency Preparedness suggests that one of the first things you should do upon returning home is to turn off the electricity. Don't turn the electricity back on until all appliances and wiring that may have been affected by the water have been cleaned and dried.
- Also, if your home is connected to natural gas, be sure to check for gas leaks, especially before you strike a match or use a lighter to light a candle or cigarette.
- If water is still in your home, be sure to wear shoes while walking through the area, as there may be dangerous debris, such as broken glass. Another danger to be on the lookout for is wild animals, especially snakes, that may have sought the shelter of your home.



Citizens Serving Communities
Above and Beyond

**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

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."



Achievements and Accomplishments

June Promotions:

- Alexander Elwers was promoted to C/AIC
- Terence Belprez was promoted to C/AIC
- Anthony Elwers was promoted to C/Amn
- Brandon Meek was promoted to C/Amn
- Cole Meek was promoted to C/Amn
- Jacob Veta was promoted to C/MSgt

June Achievements:

- Cadet Rohan Chhabra officially joined Squadron 144!
- C/Amn Anthony Elwers, C/Amn Cole Meek, and C/Amn Brandon Meek graduated from Basic Training Flight!
- C/CMSgt Hanna Olson was presented the Arm-

strong Ribbon

- C/AIC Alexander Elwers, C/SrA George Scott, and C/MSgt Zoe Horton received the Recruiting Ribbon
- 2dLt Joe Powers achieved Level I and received the Membership Ribbon

June Accomplishments:

- Congratulations all attendees of the NRA Bivouac for achieving Pro-Marksman Light Rifle Certification!
- A special thank you to Capt Dave McGregor and Maj Robert Calderone who organized this event, and our course instructor David Premetz and Escondido Fish and Game Association.

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.