

CIVIL AIR PATROL
SAN DIEGO CADET
SQUADRON 144

SPECIAL
POINTS OF
INTEREST:

- Check out upcoming events on Page 2
- Explore Cadet Programs on Pages 1-3
- Learn about Aerospace Current Events on Pages 5 & 6
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Squadron 144



News



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NOVEMBER 2011

Miramar Air Show 2011—A 10 Year Tradition

By: Maj Dennis Ammann



For the past ten years, San Diego Cadet Squadron 144 has been faithfully leading the Civil Air Patrol (CAP) recruiting effort at the annual Miramar Air Show. This year was no exception from Friday, 30 September to Sunday, 2 October 2011 a small group of dedicated recruiters waded through the crowds in order to promote Civil Air Patrol's various volunteer programs.

Some might disagree, but this is the largest air show in the west! There are non-stop aerial acts both civilian aerobatic teams and military demo teams, including the Navy's Blue Angels. Regardless, the crowds are huge each day, attracting people from Los Angeles, Orange, Riverside, and San Diego counties, plus points from all over the globe; a virtual goldmine for recruiting.

CAP recruiting is like fishing; you bait your hook, and wait to see what swims by. For the last four years, the major 'bait' has been CAP aircraft which lure the general public to our booth under the aircraft's wing. This year the CAP plane was provided by Capt Shairrie Van Duzer, Commander, El Cajon Senior Squadron 57. Maj Ross Veta, our Deputy Commander provided the advanced planning, table, chairs, banner, brochures, and two more pieces of bait: model rockets! Made by his

son C/SMSGT Jacob Veta and himself, each one was a hit with children, especially the giant Saturn V rocket. The kids asked many questions about the rockets and CAP aircraft, which brought their parents over to see what they were so interested in. The icing on the cake is when parents inquiry about CAP and Cadet Programs. Many adults dropped by too and inquired about the various senior member programs.

Capt Jeff Cable, Squadron Commander, was in-charge of the booth for the entire weekend, setting up/stowing the gear each day, checking in personnel for duty, answering questions from the general public, and managing the overall recruiting effort. This was no easy task getting up early each day and leaving late in the evening.

Capt Cable was assisted on the first day, by Maj Dennis Ammann, C/SrA Darius Brown, and C/SrA Terence Belprez. Also lending a hand were five members of Skyhawk Composite Sq. 47: SM Laurie Bresnahan, C/Amn Michael Bresnahan, SM Michael Hamnquist, C/Amn Cameron Hamnquist, and C/A1c Dillon Holcomb. The second day consisted of the same Skyhawk personnel, plus C/CMSgt Hanna Olson, C/2Lt Jesse O'Keefe, and C/2Lt Alex Lang from Squadron 144. Finally on the last day, our same Skyhawk personnel again attended, along with their wingman LtCol Mike Woods. Squadron 144 personnel were: C/Amn Peyton Jasso, C/CMSgt Costillo, and Maj Dennis Ammann.

Continued on Page 3...

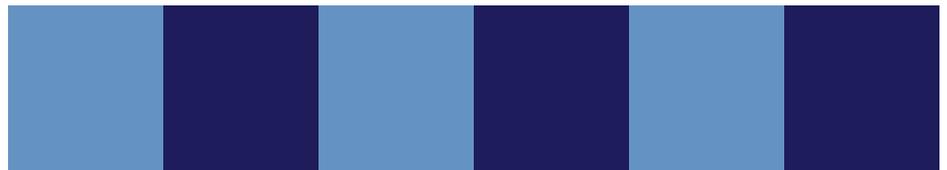


Upcoming Events

- ⇒ November 5
Tour of Flying Leatherneck Museum & CH-53 Sqdrn Miramar, CA
Cost: Meal Money
- ⇒ November 12
ACUT Class
Camp Pendleton, CA
Cost: Meal Money
- ⇒ November 22
NO MEETING
Happy Thanksgiving!
- ⇒ December 2-4
Cadet Commanders' Course
Vandenberg AFB, CA
Cost: TBD
- ⇒ December 4
Volunteer for 147th Family Day, Recruiting Event
Admiral Baker Field, SD, CA
Cost: FREE, Lunch Provided
- ⇒ December 27
NO MEETING
Happy Holidays!
- ⇒ December 26-January 2
Cadet Officers' Basic Course
NAS Leemore, CA
Cost: \$150 & Meal Money
- ⇒ January 13-16
CAWG Cadet Competition
Vandenberg AFB, CA

NOVEMBER 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 Weekly Meeting	2	3	4	5 Museum & CH-53
6	7	8 Weekly Meeting	9	10	11	12 ACUT Class
13	14	15 Weekly Meeting	16	17	18	19
20	21	22 NO Meeting	23	24	25	26
27	28	29 Weekly Meeting	30			



DECEMBER 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4 Give Back Day	5	6 Weekly Meeting	7	8	9	10
11	12	13 Weekly Meeting	14	15	16	17
18	19	20 Weekly Meeting	21	22	23	24
25	26	27 No Meeting	28	29	30	31
Cadet Officers' Basic Course						

Cadet Commander's Corner

Greetings San Diego Cadet Squadron 144,

First off I'd like to congratulate all the cadets who promoted on the 25th . That shows your involvement and commitment to the program, and that is what makes our squadron great. Make sure to keep that momentum going throughout the month of November, and as we draw a close to this year, keep the end goal in mind. As members of the Cadet Program, your job is to support the CAP mission statement, and to adhere to the Cadet oath. The cadet oath is part of your memory work from your BTF, but if you haven't memorized the mission statement, here it is.

"To serve America by performing Homeland Security and humanitarian missions for our communities, states, and nation; developing our country's youth; and educating our citizens on the importance of air and space power."

So there you go. Your whole mission summed up in one paragraph. My challenge to you is to take a look at exactly how you can support the mission, and further advance your education and training on a weekly basis. This is something that you can do for yourself. Honestly take a look at your current position, look at where you need to be, and take action - because you can be a leader wherever you are.

Semper Vi!

Sincerely,

C/2nd Lt. Jesse O'Keefe, Cadet Commander, San Diego Cadet Squadron 144

Miramar Air Show Continued from Page 1....

On Sunday, Maj Ammann was hosting the Ramsay family from Melbourne, Australia and brought them to the air show. The oldest son, C/Sgt Justin Ramsay, age 17, is a cadet in the Australian Air Force Cadets (AAFC), 401 Squadron, Surrey Hills, Australia. He is an active member and recently received his wings as a glider pilot. The AAFC is the Aussie counterpart of CAP. After visiting Zion, Bryce, and Grand Canyon National Parks, they made a special stop in San Diego just to attend the air show and visit the USS Midway Aircraft Carrier Museum. Needless to say, they were just blown away with the air show, Blue Angels, and the aircraft carrier museum. Justin's mother, Nicola, is the President of the parent 'booster club' that supports 401 Squadron's activities much like our cadet sponsors do. His father

David also assists with the booster club. Justin's younger brother, Tim enjoyed the aerial sights as well.

By 0900 hours each morning, the CAP recruiters manned the booth trying to inform visitors about CAP over the roar of jet engines low overhead. The cadets fanned out among the aircraft static display to learn about the various aircraft and promote CAP recruiting. This air show is an aerospace educational playground with civilian antique aircraft, military war birds from WWII, Korea, and the Vietnam eras, and a huge Marine Air tactical battle field demo, complete with simulated bombing runs, strafing, and aerial refueling.

During recruiting, the cadets were asked: "What branch of service are you in?" "How can my teenager join CAP?" "Where is the nearest squadron by my home?" Our teams were



like farmers planting seeds, but not able to see them sprout. We often wonder how many people joined CAP after they returned home. Hopefully our efforts were successful when new visitors appear at squadrons throughout CAWG and other states.

Are you interested in recruiting? You don't have to wait until next year's Miramar Air Show, recruiting is an everyday occurrence. Just arm yourself with a CAP brochure, knowledge about various CAP programs, and there you go... the sky's the limit!



NCOS—Non-Commissioned Officer School

Attendee Perspective By: CSSgt George Scott, Staff Perspective By: C/SMSGt Zoe Horton

An Attendee Perspective:

NCOS is amazing. I would recommend it to anyone who is an NCO or about to become an NCO. When you get there you think it will look like encampment or BCS. But it is far from it. There you are the NCO. They give you a schedule and you have to get to your classes on time. While there in your spare time I suggest that you read the NCOS hand book because you will be tested on knowledge. It's not a written test but a commanding type test. where you lead a flight, and you lead PT. You learn how to be the flight sergeant,

guide on, element leaders and road guards. I don't want to tell you everything that happens at NCOS so you should go and see what it is like for your self.!

A Staff Perspective:

Most every staff member at NCOS learned just as much as the cadets did. NCOS is an event very unlike Basic Cadet School, Airman Training School and Encampment. NCOS is a weekend for cadets to learn how to switch from being a basic cadet to being in charge of others. This is taught through commanding a flight on the drill field, holding a staff position while doing PT and passing information successfully from them to the other cadets. This was taught by the cadets attending giving a class, instructing on how to do PT movements as

well as using the six-step teaching method on the drill field. The cadets are in charge of themselves for the weekend and have set objectives they need to accomplish for that weekend. The whole weekend is taught in a seminar instead of a flight to emphasize the learning environment.

As a staff member, I learned about how to take more of a mentoring role. As staff, we stood back and helped the cadets only when they needed it. It was interesting and sometimes frustrating to watch the cadets try to accomplish everything. I learned how to mentor and how to help someone with their leadership while still letting them lead. I would recommend anyone that feels ready to go as a cadet or staff member to go and give it the best that they can.

Group 7 Beach Party a Success!

By: Maj Dennis Ammann



Someone once said a famous phrase about 3,000 years ago, "Let it be said, let it be done." Recently the Group 7 Commander, LtCol David Boehm said this very same thing, well sort of... With that said, Maj Ross Veta, Deputy Commander, San Diego Cadet Squadron 144 swung into action and coordinated a Group 7 Beach Party. LtCol Brian Billing from Skyhawk Composite Squadron 47 reserved the site and arranged for security access at Marine Base, Camp Pendleton's Del Mar military beach facilities, just down the road from Skyhawk headquarters. Group 7 cadets and senior members from all over Orange and San Diego Counties attended.

Under clear blue skies and a warm sun, the party started at 1400 hours after the drill team seminar hosted by Sq. 47 and led by Maj Mark Wong, Commander, Los Alamitos Cadet Squadron 153. It is hoped that Group 7 can assemble and establish a drill team that can compete for the CAP National Headquarters award next year.

Col Boehm briefly praised the squadrons for their work providing emergency services such as tracking ELTs.

Maj Ross Veta was the head BBQ cook, assisted by his youngest son Nathan who is looking forward to joining CAP when he turns 12 next January. Mrs. Kuei-Mei Am-



mann also assisted feeding the hungry CAP personnel.

The cadets and senior members enjoyed eating and socializing with each other, renewing friendships from past CAWG activities. Some of the hardy cadets braved the cold Pacific Ocean, but quickly retreated back to the BBQ grills to warm up. Shortly after sunset a fire ring was utilized in order to cook s'mores, a well known CAP cadet delicacy.

Soon the party was over with the BBQ area cleaned up and everything packed up ready for the trip home. These types of activities help to bring the squadrons together and provide esprit de corps between Group 7 members. All who attended are looking forward to the next Group 7 get together.

Squadron 144 Supports Big Bear Air Fair

By: C/2dLt Jesse O'Keefe, AE Officer



We all strive for perfection at one point or another. Before Dec. 7th 1903, perfection was idealized as being able to fly. Until the Wright brothers made their first powered flight that day, the conquest of the skies had been just out of reach.

Once this door was open however, a fixed wing airplane was not good enough. In 1938, on April 16th, Dr. Alexander Klemin addressed the US House Committee on Military Affairs. He challenged America's claim to dominion of the air by proclaiming - "The conquest of the air in it's broadest sense will only come when we can do in the air substantially everything that a bird can do in the air. The airplane, with all it's marvelous achievements cannot possibly give us such complete mastery of the air."

WOOOOOAAHHHH! Say what? Everything a bird can? We need to have a talk Mr. Klemin. That statement has some major ramifications in the capabilities department. That would mean being able to take off and land anywhere, needing only enough space to put the aircraft down. And what you're saying would include being able to hover in place!

You see, at that point in time helicopters had just begun to come onto the playing field. Surely the helicopter would be the solution to all of our endeavors! So several years go by, and the first successful helos take their place. Now we had all the components necessary to fit Mr. Klemin's challenge - In the airplane you had speed and endurance, in the helicopter you had vertical capabilities, and high maneuverability. Problem solved right? Not really.

People began to realize that even helicopters don't fit the bill. Due to an aerodynamic issue with the rotor rotation speed, the maximum speed of a helicopter drops far below the speed that was desired. In order to truly claim dominion of the air, we needed to have an all-in-one.

With military aviation at the heart of the search for perfection, their situation was a little more time critical. The civilian manufacturers had begun to deliver their version of an all-in-one aircraft, but none of them fit the military bill. The

military required a long distance vertical takeoff troop transport, and in the year 1982, they asked for it. Less than 3 months later, Bell/Boeing turned around and gave their proposal. Their model for the requested JVX (Joint-service Vertical take-off/landing Experimental aircraft) was an enlarged version of the highly successful Bell XV-15. The XV-15 had already developed a reputation as an extremely versatile and capable aircraft, which had all of it's pilots singing it's praise within minutes of taking the controls. Production began, and the newly designated V-22 Osprey was ordered by the navy with a 1.7 billion dollar contract.

The Osprey may very well be the most controversial and revolutionary military project the U.S. has seen so far, mainly because of the cost increases and maintenance record.

But the customer pressed on, and the product is now in the air. On 3 March, 2006, the Marine Corps activated their first



Osprey squadron into operation, with several others following close behind. The Air Force received their first V-22 on 20 March, 2006, and by 2008 the first operational deployment of the Osprey was launched.

Did the military get what it needed? Yes. Was perfection achieved? Maybe not quite, but the Osprey shows promise. Time will tell how well the bird serves it's purpose, but it is well on it's way. The Joint Multi-Mission Vertical Lift Aircraft (JMVX) Operational Requirements Document (ORD), set the standard for the operational evaluation, which was completed in 2005, and earned the Osprey the thumbs up to begin full rate production.

Perfection may always seem to be just out of reach, but the saga of the Osprey tells a tale that repeats

itself over and over in the history of the development of military capability. There was a need, the standard was set, and American industry responded. The project was long and tedious, but with the solution at hand, the goal was achieved, and dominion of the air is now one step closer.



*Insanity:
doing the
same thing
over and
over again
and ex-
pecting
different
results.*

*~Albert
Einstein*

How safe are composite aircrafts?

By: C/A1C Madeleine Angquico, AE NCO

Composite aircrafts are made by combining carbon fibers with epoxy and have been used in airplane parts in the past. Composites are lighter and stronger than most metals but their increasing use in commercial airplane construction such as the fuselage and wings has raised safety concerns. Boeing's 787 is the first mostly composite large commercial transport airplane to go through the certification process. The Federal Aviation Administration (FAA) and the European Aviation Safety Agency (EASA) certify new airplane designs and evaluate the airworthiness of composite structures against existing safety standards based on the performance of metallic airplanes. FAA applied five special conditions when it found that its airworthiness standards did not comply with existing safety standards. This required Boeing to take additional steps to demonstrate the 787's structures meet current performance standards. There were technical issues related to the design of the composite fuselage and wings. EASA also

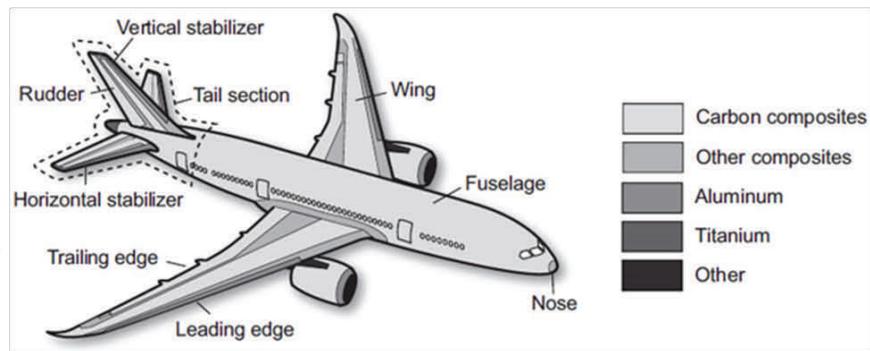
assessed the use of composite materials in the Boeing 787 and is depending on the FAA to oversee Boeing's compliance. The Government Accountability Office (GAO) identified four key safety-related concerns with the repair and maintenance of composites in commercial airplanes:

- There is limited information on the behavior of airplane composite structures;
- Technical issues with the properties of composite materials;

- Quality of repair materials and techniques, and;
- Training and awareness.

None of the experts believed these concerns posed safety risks. FAA is taking action to address these concerns identified by GAO related to the repair and maintenance of composite airplane structures. However, until these composite airplanes enter service, it is unclear if these actions will be sufficient.

The Boeing 787 is about half composites.



Manned Electric 'Multi-copter' Takes Flight

By John Roach, 03NOV11, <http://>

A pilot in Germany completes the first manned flight of the E-volo multicopter which takes off and lands like a helicopter. Msnbc.com's Dara Brown reports.

A group of German tinkerers have successfully completed what it claims is the world's first manned flight with an electric-powered "multi-copter" — a contraption that resembles a helicopter but with 16 rotors.

The one-minute-and-30-second flight was proof of concept for the machine that could one day find use for tasks such as inspecting wind turbines and pipelines or taking aerial photographs — in addition to giving aviation geeks a good time.

Though most similar to a helicopter, the team says the E-volo is superior due to the "simplicity of its engineered construction

without complicated mechanics, and its redundant engines."

Should something go wrong, it can land even if four of its 16 rotors fail, for example. And since there is no propeller above the pilot, a safety parachute could also be deployed.

Sans pilot, the machine weighs 176 pounds (80 kilograms), light enough to be classified as an ultralight.

What makes it different from other helicopter-like flying machines with multiple rotors is the electric power source — lithium-ion batteries. In its current configuration, there's enough juice for 20 minutes of flight.

We've recently seen other electric flying machines, such as the electric-powered plane that took flight this summer at EAA



AirVenture show in Wisconsin. And students at the University of Maryland are working on a human-powered helicopter.

Compared to flying a plane, the E-volo is simple to operate — it is controlled with a joystick — potentially opening up this aviation thrill to the masses.

Future designs could include multi-seat machines that zip along quickly enough to replace the helicopters we see flying around today.

SAFETY

Sports Safety—Injury Prevention

By: Capt Chris Natwick, Squadron Safety Officer

More American children are competing in sports than ever before. Sports help children and adolescents keep their bodies fit and feel good about themselves. The following tips for prevention of sport injuries are derived from American Academy of Pediatrics (<http://www.aap.org>).



Injury Risks

All sports have a risk of injury. In general, the more contact in a sport, the greater the risk of injury. However, most injuries in young athletes are due to overuse.

Most injuries occur to ligaments (connect bones together), tendons (connect muscles to bones) and muscles. Only about 5 percent of sports injuries involve broken bones. However, the areas where bones grow in children are at more risk of injury during the rapid phases of growth. In a growing child, point tenderness over a bone should be evaluated further by a medical provider even if there is minimal swelling or limitation in motion.

Most frequent sports injuries are sprains (injuries to ligaments) and strains (injuries to muscles), caused when an abnormal stress is placed on tendons, joints, bones and muscle. Contact your pediatrician if you have additional questions or concerns.

To reduce the risk of injury:

- **Time off.** Plan to have at least 1 day off per week from a particular sport to allow the body to recover.
- **Wear the right gear.** Players should wear appropriate and properly fit protective equipment such as pads (neck, shoulder, elbow, chest, knee, shin), helmets, mouthpieces, face guards, protective cups, and/or eyewear. Young athletes should not assume that protective gear will protect them from performing more dangerous or risky activities.
- **Strengthen muscles.** Conditioning exercises before games and during practice strengthens muscles used in play.
- **Increase flexibility.** Stretching exercises before and after games or practice can increase flexibility.
- **Use the proper technique.** This should be reinforced during the playing season.
- **Take breaks.** Rest periods during practice and games can reduce injuries and prevent heat illness.
- **Play safe.** Strict rules against headfirst sliding (baseball and softball), spearing (football), and body checking (ice hockey) should be enforced.
- **Stop the activity** if there is pain.
- **Avoid heat injury** by drinking plenty of fluids before, during and after exercise or play; decrease or stop practices or competitions during high heat/humidity periods; wear light clothing.





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

October Promotions:

- Madeleine Angquico was promoted to C/AIC
- Everett Costello was promoted to C/CMSgt
- Zoe Horton was promoted to C/SMSgt
- Hanna Olson was promoted to C/2dLt
- George Scott was promoted to C/SSgt

October Accomplishments:

- C/SSgt George Scott was awarded the Wright Brothers Award!
- C/2dLt Hanna Olson was awarded the

Billy Mitchell Award!

- Welcome to all of our new members: Hayley Baek, Rebecca Lee, Matthew Martin, Jacob Solis, Joshua Solis, Dylan Tully, Eric Valdivia, and Ralph Ziegler. Congratulations and keep up the good work recruiting enthusiastic new members for our squadron!
- Thank you to Maj Ross Veta and all of his helpers for putting together the Group 7 Beach Party!

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.