



Maroon Marauder



THE UNITED STATES AIR FORCE AUXILIARY
CIVIL AIR PATROL

... performing missions for America

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Message from the Cadet Commander

Squadron 85,

A year ago I assumed command as the Cadet Commander of our squadron. Since then it has been a pleasure to serve in this role and to watch the squadron grow and progress into what it is today. However, it is now time for me to step down and to move into a different role. I have taken on a position in the Marine Corps Delayed Entry Program in preparation for my future service in the Marine Corps. I have full confidence in Cadet Kyle Bond and his ability to lead this

squadron and to continue its progression. Continue to stay motivated and work together as a team. Come together with the other cadets and work with each other to accomplish your goals. I hope the best for you all and for the squadron as a whole. Keep up the good work and remember, you are: **"Always on Parade"**. ▼

~ C/2Lt. Braxton Philipp, Cadet Commander

Promotions and Awards

Congratulations to the following Cadets for their promotions and awards for Q4 '07

Cadets:

Kyle Bond
Richard Young



Red Service Ribbon

Cadets:

Mary Barb
Tyler Creger
Mathew Staley



C/Airman

Cadets:

Tyler Creger
Mathew Staley



C/Airman 1st C

Cadet:

Richard Young



C/Staff Sgt

Cadet:

Evan Yanagihara



C/Technical Sgt

Cadet:

Braxton Philipp



Armstrong
Achievement

Cadet:

Kyle Bond



C/Master Sgt

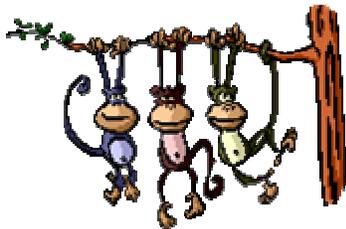
From the Squadron Commander

It's Always Been Done Like Monkeys

Many times in Civil Air Patrol, we are faced with making sure for reasons of clarity and longevity that standard operating procedures are established. The standard operating procedure (SOP) is an important document and culture for a unit to follow to keep following safe, uniform, expected, and accepted practices. Policies, such as how unit members handle themselves around aircraft, are very important to be consistent. However, as needs change and are recognized policies must be created, revised, or deleted.

A very important regular function of the senior and cadet staff is to review policy and procedure to make sure they are still relevant. A procedure that was created years ago to address an older out-of-date topic needs to be revised or removed. For example, a procedure created to address the wear of olive-drab green fatigue uniforms, is no longer needed within the SOP or can be changed to address BDU's. Membership of the squadron also can bring forth ideas or suggestions for safe and functional procedures.

Following this article, there is a fun, short story entitled, **The Monkey Story**. This story is used to cite a humorous example of how policies and procedure can continue through an organization. Although the circumstances in the scenario have changed, the procedures continue at the detriment of the organization.



The Monkey Story

Start with a cage containing five monkeys.

Inside the cage, hang a banana on a string and place a set of stairs under it.

Before long, a monkey will go to the stairs and start to climb towards the banana.

As soon as he touches the stairs, spray all of the monkeys with cold water.

After a while, another monkey makes an attempt with the same result - all the monkeys are sprayed with cold water.

Pretty soon, when another monkey tries to climb the stairs, the other monkeys will try to prevent it.

Now, turn off the cold water.

Remove one monkey from the cage and replace it with a new one.

The new monkey sees the banana and wants to climb the stairs.

To his surprise and horror, all of the other monkeys attack him.

After another attempt and attack, he knows that if



he tries to climb the stairs, he will be assaulted.

Next, remove another of the original five monkeys and replace it with a new one.

The newcomer goes to the stairs and is attacked.

The previous newcomer takes part in the punishment with enthusiasm.

Again, replace a third original monkey with a new one.

The new one makes it to the stairs and is attacked as well.

Two of the four monkeys that beat him have no idea why they were not permitted to climb the stairs, or why they are participating in the beating of the newest monkey.

After replacing the fourth and fifth original monkeys, all the monkeys that have been sprayed with cold water have been replaced.

Nevertheless, no monkey ever again approaches the stairs.

Why not?

Because as far as they know that's the way it's always been around here.

And that's how company policy begins ... ▾

~ Andrew J. Peters, Capt., CAP

New Operations Security (OPSEC) Requirements

Per HQ CAP Memo dated 03 Dec 07:

“At the recent National Executive Committee (NEC) meeting the NEC decided to mandate OPSEC training for ALL members including cadets and patron members. The NEC believes this education is necessary for all members because we all have a responsibility to protect sensitive information about CAP missions and resources.

All members must complete OPSEC training and agree to the Non-Disclosure Agreement (NDA) by 1 April 2008 or they will not be allowed access to eServices, the Web Mission Information Reporting System (WMIRS), or any other CAP system that re-

quires a unique login and password.

Any member who has not completed it can continue to complete OPSEC training online at: <https://tests.cap.af.mil/opsec>.”

Amy S. Courter
 AMY S. COURTER
 Brigadier General, CAP
 Interim National Commander



If you have any questions regarding this policy, please consult your chain of command.

Year End Testing Results

Testing results are continuing to be strong, however there was a slight drop in both Leadership and Aerospace scores.

Be sure to pre-test on-line prior to testing at the squadron; for Aerospace and Leadership pre-tests, go to:

<http://www.cap85.org/cadets/cadets/>

Be sure to check your year-end individual testing scores posted on the bulletin board. Make a personal goal for 2008 to improve your averages for both Leadership and Aerospace, and to be part of the “Elite 100 Club”

Congratulations go to the following cadets for being part of the “Elite 100 Club”, scoring 100% on their testing during 2007:

C/Bond

Aerospace — Lindbergh

C/Bromenschenkel

Leadership — Arnold

C/Creger

Leadership — Curry

Aerospace — Arnold

C/Hayhurst

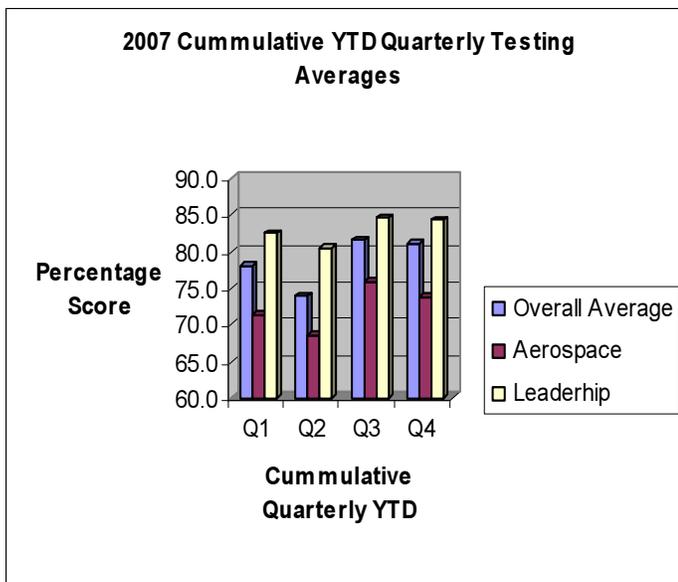
Leadership — Arnold

C/Staley

Leadership — Arnold

C/Yanagihara

Aerospace — Rickenbacker



~ Rick Kaita, 2Lt, CAP, TCO 

The Civilian Path to a Pilot Career

In the last two newsletters I wrote about the two primary paths to learn to fly in the military, via the Active Duty or the Reserves. This time I'll write about civilian flying.

There are a myriad civilian careers in the flying field. All start with learning the basics of flying and getting your private pilot certificate. You then go on to get more hours, experience, and ratings to add to your flying abilities.

Getting your private license can be accomplished at the local airport or through a school that specializes in flying training. The latter can be a stand-alone operation at an airport, or as part of a more comprehensive program at a junior college (Mt San Antonio College in LA) or other 4-year school (Embry-Riddle). You will have to take a written exam and flight evaluation before you can get your license. It takes a minimum of 40 hours flying time to get your private license, but most take 50-70 hours to complete.

There is a relatively new level of training called Sport Pilot, which requires less training (min of 20 hours) and allows you to fly day VFR with up to one passenger. This could be a good first step in your training if you're not sure you want to go on to fly for a career.

There are flying schools at both Cameron Park (California Flight Solutions) and Placerville (Placerville Aviation) airports have where you can earn your private certificate.

The next level of flying school is a larger operation like Executive Flyers at Sac Executive Airport. They offer basic and advanced training in single-engine and multi-engine aircraft. They may also offer the opportunity to train as an instructor and then be hired on to teach at the school.

The last level of school is a professional pilot academy. It is set up to take a new person and give them all the training and experience they need to meet the minimums to apply to a regional airline. This will take about 2 years and usually guarantees you an interview with at least one regional airline. This is probably among the quickest paths to take toward professional flying, but the training usually costs over \$20,000.

One you've reached the goal of earning your

private pilot certificate, if you are ready to continue to move toward professional flying, you'll need to build up some hours and experience. You will need a minimum of 500 hours total and 100 hours multiengine to meet the minimums for a regional airline. The most common way to do this is to get your instructor certificate and teach flying. You can do this at any airport, but you may have more success if you go through a larger operation that will provide initial training and then hire you back as an instructor.

You may also find someone who wants a second pilot to fly with them, do aerial photography flying, or fly pipeline patrols. There are tons of ways to get flight time, but most usually come from hanging around airports and getting to know people there and make connections.

I have talked to lots of civilian pilots and there are as many paths to flying professionally as there are pilots. Becoming an intern at an aviation-related business can make for a lot of opportunities also. Please talk to me if you want more info.

Getting a job with a regional airline gets you in the door to flying A LOT and more often in a regional jet (RJ). Depending on the airline and the current state of hiring, you may upgrade to Captain in 2 years and start building that all-important pilot-in-command (PIC) time. You'll need 1000 hours PIC in a jet or turboprop to even apply to most major airlines. Southwest requires 2500 total hours OR 1500 turbine hours AND 1000 hours turbine PIC. Others have similar requirements. (see <http://airlinepilotcentral.com> for more).

There are lots of long-term ways to earn a living flying airplanes. Besides a major airline pilot, some stay in the regional carriers. You can fly corporate aircraft for either a fractional operator (i.e. Net-Jets) or for a specific corporation (Intel, Franklin Templeton locally). There are pros and cons to every one of these jobs. I would encourage anyone considering a flying career to study the industry to know what you're getting into. It can be very rewarding and it can be very trying, depending on what you do and what the economy looks like. Most jobs where people are building hours pay VERY little, so it's something to be prepared for. As always, let me help if you're interested. ▼

~ Maj. Sebastian Trost, USAF



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

JANUARY 2008

- JANUARY**
- 1 No Meeting
 - 8 Aerospace Ed./BDU/Testing
 - 15 Leadership/PRB
 - 22 PT/Testing
 - 29 Moral Leadership/Blues/PRB
 - Activities**
 - 12 *Cadet Staff Development*
 - 19 *First Aid/CPR Training*
 - 26 *Group 5 CC/CAC @ Sac Exec.*

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- FEBRUARY**
- 5 Aerospace Ed./BDU/Testing
 - 12 Leadership/PRB
 - 19 PT/Testing
 - 26 Moral Leadership/Blues/PRB
 - Activities**
 - 2-3 *SLS/CLC NAS Lamoore*
 - 15-18 *Cadet Programs. Conf @ Camp SLO*

MARCH 2008

- MARCH**
- 4 Aerospace Ed./BDU/Testing
 - 11 Leadership/PRB
 - 18 PT/Testing
 - 25 Moral Leadership/Blues/PRB
 - Activities**
 - Feb 29—Mar 2 *BCS @ Travis*
 - 15-16 *Capital Air Show @ Mather*
 - 15-16 *UCC @ Beale (tentative)*

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PCR-CA-273
Winter Quarter 2008

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