

Newsletter

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072ND DES MOINES METRO CADET SQUADRON | RED OAK DETACHMENT

Saturday Meetings

The January Saturday meeting was a great success with a turnout of 7 cadets and 5 senior members. A lot was accomplished and we were able to present awards and promotions for those achiev-

ing such honors in the last few months. It was great to see so many family and friends at the airport to help support our cadets and seniors and I hope to see this trend continue.

The next Saturday meeting is on tap for February 20th. The agenda is being finalized and will be sent out ahead of the meeting date so that everyone can be prepared.



Memorandum For Des Moines Metro Cadet Squadron

SUBJECT: Squadron Outstanding Uniform Black/Gold Chord

1. During each open ranks inspection, the cadet commander will inspect each cadet. Upon completion of the inspection, he/she will announce who has the outstanding uniform during that inspection.

2. The squadron commander will assist in the inspection.

3. The squadron commander will present a black/gold cord to the cadet who has the outstanding uniform for that inspection. Every 2 months during an open ranks inspection, the cord will be presented to a new cadet for his/

her appearance during that inspection. If the cadet who is wearing the cord at the time, and still have the outstanding uniform, he/she will remain with the cord until someone else has an outstanding uniform.

4. It will be up to the squadron commander and senior staff.

Beginning in March, we will start awarding the Outstanding Uniform Chord on a bi-monthly basis on the 3rd Tuesday as part of our Leadership meeting. As part of this process we will go over the proper wear and care of uniforms which includes proper placement of ribbons.

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Recruiting Challenge—Update

We're one month into the recruiting challenge with one month left to go so I thought I'd take a few minutes to update everyone on the current standings. As of 1 Feb 2010 I have had **5** new member applications turned in to me with promises for an additional **5** more! That's **10** in one month! Just think, if we got 10 new member applications in one month, how many more can we turn in by the end of the challenge? Here's the breakdown. . .

Maj Murphy (new recruits - Ali R., Sierra R., Payton K. & Baker C.)
Lt Erickson (new recruits - Terry K.)

Keep the momentum going guys and gals and don't forget the stakes! A challenge coin is up for grabs to the cadet who turns in the most new member applications to me (2Lt Brace) by 1 March 2010. Also up for grabs are recruiting ribbons. Seniors need 7 new members and cadets need 2 to

qualify. Clasps are awarded for increments above the baseline standard so let's all add some bling to those ribbons! And last but certainly not least, the pizza party! Only 5 more applications are needed before Lt Erickson and I will throw a pizza party celebrating our hard work.

Current recruiting standings:

Brace, Jessa—3
Erickson, Jason—2
Murphy, Joseph—6
Taylor, Logan—1

Safety Briefing— Surviving the Cold



Content provided by the [CDC](#)

Taking preventive action is your best defense against having to deal with extreme cold-weather conditions. By preparing your home and car in advance for winter emergencies, and by observing safety precautions during times of extremely cold weather, you can reduce the risk of weather-related health problems.

Before a Storm

Prepare for a winter storm before it hits. The best way to keep your family and yourself safe is to plan ahead.

Prepare Your Home

Listen to weather forecasts. Check your emergency supplies. Have your chimney or flue inspected each year. Install a smoke detector and a battery-operated carbon monoxide detector. Test the batteries each month, and replace them twice a year. Weather-proof your home. Bring your pets indoors during the winter.

Prepare Your Car

Avoid dangerous winter travel problems by planning ahead. Have maintenance service on your vehicle as recommended. Check the antifreeze level. Keep the gas tank near full to help avoid ice in the tank and fuel lines.

Stock Up on Emergency Supplies

Have a week's worth of food

and safety supplies. If you live far from other people, have more supplies on hand. Keep a water supply. Extreme cold can cause water pipes in your home to freeze and sometimes break. Prepare your car with emergency supplies.

During a Storm

Extremely cold temperatures often accompany a winter storm, so you may have to cope with power failures and icy roads. Follow these important steps to protect yourself and your family. Although staying indoors as much as possible can help reduce the risk of car crashes and falls on the ice, you may also face indoor hazards. Many homes will be too cold—either due to a power failure or because the heating system isn't adequate for the weather. When people must use space heaters and fireplaces to stay warm, the risk of household fires increases, as well as the risk of carbon monoxide poisoning. Find out what you can do to protect yourself and your family.

Be Safe Indoors

Use fireplace, wood stoves, or other combustion heaters only if they are properly vented to the outside and do not leak flue gas into the indoor air space. Never use a charcoal or gas grill indoors—the fumes are deadly. Never leave lit candles unattended. Keep as much heat as possible inside your home. Check the temperature in your

home often during severely cold weather. Leave all water taps slightly open so they drip continuously. Eat well-balanced meals to help you stay warmer.

Be Safe Outdoors

Dress warmly and stay dry. Wear a hat, scarf, and mittens. Avoid frostbite. If you have to do heavy outdoor chores, dress warmly and work slowly. Avoid walking on ice or getting wet. Notify friends and family where you will be before you go hiking, camping, or skiing. Avoid traveling on ice-covered roads, overpasses, and bridges if at all possible. If you are stranded, it is safest to stay in your car.

Extreme Cold Prevention Guide

The Extreme Cold Prevention Guide combines all of the key content of the CDC Winter Weather website into one downloadable, printable file. Printing this PDF file ensures that you will have important winter weather health and safety information available even when you're without power or Internet service.

Download the [Extreme Cold Prevention Guide](#)



February 2010

Schedule of Events

- 2 February**—Cadet Meeting
 Aerospace Education
 Red Oak, IA Airport
 1830-2030
- 9 February**—Cadet Meeting
 PT & Testing
 Red Oak, IA Airport
 1830-2030
- 9 February**—Senior Meeting
 Red Oak, IA Airport
 1930
- 16 February**—Cadet Meeting
 Emergency Services
 Red Oak, IA Airport
 1830-2030
- 20 February**—Saturday Meeting
 Red Oak, IA Airport
 1300-2030
- 23 February**—Cadet Meeting
 Moral Leadership, Drill & Testing
 Red Oak, IA Airport
 1830-2030
- 23 February**—Senior Meeting
 Red Oak, IA Airport
 1930

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

Upcoming Events

As usual, be sure to keep checking the calendar for anything new we might be posting.

Christmas and New Years celebrations have come and gone for yet another year. As we gear up for 2010 and what I'm sure is probably more fun winter weather (as if we need more, I know), just remember to be watchful of weather and road reports. If the need arises again we will not hesitate to cancel a meeting due to inclement weather and will do our best to inform you all in that event.

As sports go out of season, other sports come into season and we

know you have other commitments besides CAP. If something comes up and you aren't able to make it to a meeting, or if you need to run late or leave early, simply let us know by calling or emailing C/SSgt White or myself (jessa.brace@gmail.com or 888.445.3049).

New Officer Basic Course to Replace AFIADL-13

The wait is over. The Civil Air Patrol Officer Basic Course (OBC), written by CAP members for CAP members, replaces ADL-13 as the activity requirement for the Level II, Benjamin O. Davis Award.

General Information

The OBC, hosted by Blackboard, is comprised of three blocks of instruction with each block examining CAP and leadership: the Personal Dimension of Leadership; the Professional Dimension of Leadership, and the Organizational Dimension of Leadership. Each block has several lessons included. Each lesson takes about 30 minutes to complete, and there is a total of 20 hours of instruction (ADL-13 has approximately 37 hours of instruction).

Unlike ADL-13, there is no end-of-course examination. To complete the OBC, members must successfully pass an open-book online quiz at the end of each lesson within the blocks. When all the lessons in Block 1 are complete, members move to Block 2, etc. At the conclusion of Block 3, you'll be able to print a certificate and your completion will be noted on your master record.

Members will have 90 days to complete the OBC from the time their group (cohort) begins. Members work individually, and can access the course at any time. In beta testing, members completed the course in as little as two weeks, and all members completed the course before

the 90-day deadline.

Eligibility Requirements

Eligibility requirements for the OBC are the same as eligibility requirements for ADL-13. For senior members this means that you must have completed Level I. Cadets must have completed their Mitchell Award *NOTE: The Officer Basic Course does NOT count towards the Leadership Academy requirement for Phase IV of the Cadet Program at this time. Cadets may continue to enroll in ADL-13 until 1 March 2010. Cadet Officers who elect to take the OBC as personal development will have OBC completion carried over to their senior member record should they choose to transition to senior membership in the future.

Eligible members will be accepted on a first-come, first-placed basis, with the first cohort beginning 1 January. Once all the slots are filled for a cohort, applicants will be assigned to the next cohort. Cohort start dates are below:

1 January
15 February
1 April
15 May
1 July
15 August
1 October
15 November

The Fine Print

Members who have previously completed ADL-13 will not be accepted as students at this time. We must do this in order to accommodate all the members who need to complete this requirement in order to complete Level II. We'll review

this restriction on a regular basis and will remove this restriction when demand for the course levels out.

Members who are currently enrolled in ADL-13 may continue their studies. Their enrollment in ADL-13 will continue normally and will expire 12 months from their enrollment, as usual. No new enrollments for ADL-13 for senior members should be submitted after 31 December 2009.

If you are unfamiliar with the online learning environment and would like to take a tutorial, there is a Blackboard tutorial available. To take the tutorial, please send the request in the email with your OBC application

If you are having trouble submitting the form, copy and save either as a new .pdf file or as a .jpeg file. If you are unable to do so, please contact Ron Olienyk at rolienyk@capnhq.gov.

Steps to Enrollment:

There are three simple steps to enroll in the Officer Basic Course:

1. Confirm your eligibility to enroll in OBC.
2. Ensure you have not completed ADL-13.
3. Complete the OBC Enrollment Form below and e-mail it to: officerbasic-course@capnhq.gov

Officer Basic Course Enrollment Form: [Click Here!](#)

To get the answers to OBC Frequently Asked Questions (FAQs): [click here](#)

To Analyze and Persuade

I don't believe the Cadet Advisory Council has ever adopted a formal motto for itself, but after reviewing their latest product, maybe "To Analyze and Persuade" would be a good one.

We're sharing this document (at right) with the cadet community because it is a superb example of a formal attempt to persuade. The topic is on naming the so-called "unnamed" achievements in Phases III and IV, but the subject matter is beside the point. Here's a document that's logical. It shows evidence that the

council considered several different approaches to a problem, thereby boosting the council's credibility. It identifies clear criteria for a solution, helping us avoid making decisions based on personal opinion. A handful of good examples are offered in support of the main points. And of course, the document is grammatically coherent and looks professional.

Tongue and Quill connoisseurs may quibble about the format, but I'd rather see cadets show us clear thinking than be slaves to some

pesky template.

And regardless what becomes of this specific proposal, I bet the cadets who worked on this project learned something about leadership.

If you're looking for an example of what a CAC can do, I'm pleased to point you [to this document](#). Hats off to the principal author, C/Col Jeremiah Coogan of North Carolina and Middle East Region, who'll receive a NHQ Cadet Team Challenge Coin as a token of our respect.

Send the Cadets to Encampment

One of my predecessors at NHQ is Lt Col Gerry Levesque. Some years ago he left his desk here and established the Sheldon Cadet Squadron in an inner-city Houston school. Today, it's the second largest cadet unit in all of CAP, with 238 cadets. When you have such a huge cadet unit, you must be doing something right.

In his spare time, Gerry likes

going to encampment. He's been to 48 of them. As the cadet corps gears up for encampment season, Gerry shared with me some stats about his squadron. **Over the past seven years in his unit, the retention rate for cadets who have attended encampment has averaged 92%, while the retention rate for non-encampment cadets averaged 28%.**

So according to one of the Cadet Program's most successful leaders, encampment makes a real difference for cadets. If you have a leadership role in the Cadet Program, please do everything you can to help cadets attend an encampment this summer.

PS: You'll find a list of all encampments that we know about at capmembers.com/encampment.

After a little digging, I have found the following encampment dates for this summer.

Minnesota Wing Encampment—June 19-27, 2010

Joint Dakota Encampment—July 10-18, 2010

Missouri Wing Encampment—July 10-17, 2010

See our [Google Calendar](#) for more details on all of the upcoming summer activities.

Guarding the Home Skies

By Drew Ames



When the Army Air Corps flew off to war, the civilian volunteers of the Civil Air Patrol filled the void left behind—even driving Nazi subs from US coasts.

Civil Air Patrol pilot Henry Cross

woke up in the water. The plane he was flying had crashed into the Atlantic 20 miles off Rehoboth Beach, Delaware, at 4:50 p.m. on July 21, 1942. Now it had sunk, Cross was hurt, and he couldn't find Charles Shelfus, his observer and radio man.

Within an hour, Hugh Sharp, commander of the Civil Air Patrol base at Rehoboth, arrived at the scene in a Sikorsky seaplane with Edmond Edwards as his observer. He landed in the rough water. Eight- to ten-foot swells tossed the Sikorsky about and damaged its left pontoon. The plane started filling with water. Edwards loaded Cross aboard in spite of the heavy swells, and after searching in vain for Shelfus, the trio turned toward the shore at 6:20 p.m.

They could not take off because the sea was too rough, so they had to taxi all the way to shore. Shortly after they set out on their westerly course, the left pontoon sank. While Sharp piloted the plane, Edwards crawled out onto the right pontoon and hung onto the bomb rack to help balance the plane. He was completely immersed several times during the trip

home.

A Coast Guard picket boat met the Sikorsky at 8:50 p.m. and towed it and its passengers to Chincoteague, Virginia. They arrived at 11:45. Later, in February 1943, President Franklin Roosevelt personally presented the two men with the Air Medal for "meritorious service" in a ceremony at the White House.



The Civil Air Patrol was only about eight months old when Cross's surveillance plane plunged into the sea. An organization of volunteer

civilian pilots and support personnel, the Civil Air Patrol (often called the CAP) was formed just days before the Japanese bombed Pearl Harbor. In the aftermath of the attack, the federal government prohibited all civilian flights except airline flights. Some of the first planes allowed back into the sky a few days later were those of the CAP. In a short time, the CAP was helping fight the enemy that lurked just off America's shores.

Credit for creating the Civil Air Patrol goes to Gill Robb Wilson, a former World War I pilot, president of the National Aeronautics Association, and aviation editor of the New York Herald Tribune. Wilson had visited Germany in the mid 1930s and saw how the Germans were preparing for war. He became concerned that the United States was not ready to deal with threats from

overseas. Inspired in part by Germany's civilian glider program for training pilots, Wilson developed an idea for mobilizing America's civilian pilots into a corps of "flying minutemen." In 1941, he pitched his idea in Washington, DC, and gained the support of Army Air Corps commander Major General Hap Arnold and key members of his staff, along with a number of prominent private citizens.

In time, the idea became reality, and President Roosevelt founded the Civil Air Patrol by executive order on December 1, 1941. It was placed under the authority of the director of the Office of Civilian Defense, Fiorello LaGuardia—another former World War I pilot and a former mayor of New York City. Major General John Curry was appointed the first national commander, and the CAP was organized into wings, with one wing per state. Experienced personnel were put in command of the wings, and recruiting began.

Henry E. Phipps joined the CAP on the day it was formed. Born in Baltimore, Maryland, in December 1913, Phipps earned his pilot's license on July 17, 1940. Word about the CAP spread quickly around Baltimore's Logan Field, where Phipps was flying, and he and a number of his fellow pilots signed up. "I thought it would be a good idea to have a roster of civilian pilots who could be useful in the event of an emergency, which at that time was six days before the emergency happened!" Phipps said.

[Read More](#)

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