



ALWAYS VIGILANT



CIVIL AIR PATROL NELNIS COMPOSITE SQUADRON

NEWSLETTER

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VOICE OF THE CAP NCS NV WING

weekly journal

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MEMORIAL DAY EDITION

NV WING COMMANDER ADDRESSES NCS



May 19 Col Ralph Miller, NV Wing Commander visited our squadron and had some interesting and VERY IMPORTANT NEWS ABOUT CAP;



Col Miller stressed the importance of Emergency Services and more Cadet and Senior involvement. The Colonel is pressing hard for more members and more training and qualifying in ES.

We are especially appreciative of the Colonel visiting us, as he had just returned from a visit to family in Korea.

- In addition to the 3 main components of the Air Force, ACTIVE DUTY, RESERVE and AIR NATIONAL GUARD, CIVIL AIR PATROL will be the recognized FOURTH Air Force air COMPONENT.
- CAP will be much more active assisting HOMELAND SECURITY. A bill by U.S. Rep. Charlie Dent (R-Pa.) requiring an assessment of how Civil Air Patrol can support homeland security missions was approved May 12 by the House of Representatives.
- CAP is planning to receive a "simulated Predator," A C182 fully outfitted with all the Predator electronics, for training.

We had another special guest at our meeting, Major General Steven Hoog, USAF former Commander USAF Warfare Center. The Maj. Gen. will be leaving soon for his new assignment as Deputy, Combined Forces Air Component Commander, U.S. Central Command. We wish Maj. Gen. Hoog the best of continued success and GOOD LUCK.

FROM THE SQUADRON COMMANDER
Lt Col David Jadwin



There is a great quote below from General Morrow – Commander of 1st Air Force. As a reference, “1st Air Force” is the part of the Air Force that authorizes CAP’s missions.

This just reinforces that what we do is very important, not only for yourself, but for our country.

Keep learning, growing and accomplishing good things – especially in the Emergency Services side of our program.

Great job, everyone!!

From: Ralph L. Miller
[mailto:rmiller@nvwg.cap.gov]
Sent: Wednesday, May 20, 2009 9:33 PM
Subject: Statement from 1st AF/CC

General Morrow, the Commander of the 1st Air Force, gave the following statement about CAP:

“The CAP, in its AF Auxiliary role, is being recognized as an “Air Force Air Component” as important to our Nation and our mission as the Guard and Reserve components. The AFAux does the majority of the day to day USAF DSCA (Defense Support to Civil Authorities) missions; from search and rescue to aerial imagery and Federal agency support. Their volunteers are true patriots - immediately available for tasking and providing quick response to our requirements – they have never failed us. The USAF could not do its DSCA and Homeland Defense missions without the CAP”

Congratulations to all the CAP members who have worked so hard to earn this vote of confidence from the Air Force.

Ralph L. Miller, Col, CAP

Nevada Wing Commander

WHAT OUR U.S. CONGRESS
IS SAYING ABOUT CAP

This is a movie clip of the U.S. House of Representatives passing Congressman Dent’s bill to expand CAP’s role in HOMELAND SECURITY. This is a **MUST SEE!!**

[CONGRESSIONAL VOTE ON CAP HOMELAND SECURITY](#)

mms://civilairpatrolnhq.wm.internapcdn.net/civilairpatrolnhq_vitalstream.com/CSPANLargeFile.wmv

KEEP INFORMED

We should all be checking the following Websites often and regularly. The WebSites are our National CAP NEWS, Wing CAP NEWS and our NCS Website. Soon we’ll be getting our NCS news in there. We will be working on upgrading our NCS Website. We also plan to have our NCS Newsletter on an open Website.

- ✓ <http://members.gocivilairpatrol.com/>
- ✓ <http://www.nvwg.cap.gov/>
- ✓ http://groups.yahoo.com/group/neellis_composite_squadron/

NCS COLOR GUARD PERFORMS May 20 at College Graduation

1st Lt Dianne Crisp, Executive Officer



On Wednesday, May 20, our color guard did a posting at the graduation ceremony for College of Southern NV / CSN Nursing Students. Held at Artemus Ham Concert Hall, University Las Vegas / UNLV. The posting was before our largest audience ever. Artemus Hall seats 1,832 and it was practically full!



(front left) C/CMSgt William McLaughlin, (rear left) C/AmnTevin Stewart, C/MSgt Ian Spann and C/ 1st Lt Nicole Crisp >.

Our color guard did an excellent job and received applause after the posting and again after the retrieval. They received many handshakes and words of praise for a job well done as they passed out recruiting flyers after the ceremony.



Kyla Danielle David
CAP 1st Lt David Sidle is active duty
in the US Air Force

ALMOST AIRBORNE

1st Lt David Sidle, Leadership Officer

I recently had a small aerospace accident and I was asked to explain what happened for the newsletter.

As many of you know I have been attending Airborne (parachute) School at Ft. Benning, GA. Located about an hour or so away from Atlanta, GA. It is a three-week course and you must complete 5 jumps order to graduate. I will hold off talking about the school itself till I can give a formal presentation in the next few weeks, so I will now just focus on my little accident.

The objective was simple, jump out of a perfectly good Air Force C-130 Cargo aircraft at 1250 ft (AGL) going 175 kts (200 MPH) with combat load (Ruck Sack 30lb, and M1950 weapons case) exit about 1 second behind your buddy out the rear-side paratrooper door and land safely under open canopy. Simple right?

So I had issues right out the door, I was given a little “NUDGE” by the jumpmaster to make sure I get out the door. Problem with that, and the combat load is as soon as you are out the door, the prop blast of that very large propeller about 15-20 ft away turns you to the rear of the aircraft (90 degrees) and you go. At least, that’s how it is meant to work, in my case and the case of a lot of my fellow jumpers that day we “spin” while our chutes were deploying. This prevented my chute from opening completely due to the risers (webbing that goes up to the chute it self) was pulling the chute inward not allowing for maximum square footage of the chute to be used.

This is a common issue, and we train for this event, my colleagues and I resolved this issue quickly with our training. After that, I focused on my combat gear, I pulled the string to lower it (about 20ft below me, by webbing) and I had a slight complication and had to sort that out. By the time I completed that I was ready to do my “final slip”.



Now a slip in the aircraft world, a slip makes you go side to side typically, in the parachute world (at least big round style) a slip works in all directions, you manipulate your parachute to allow you to go in a direction. As part of the “how to slow down trick” you slip into the wind (just like in aircraft landing into the wind) while on “final”. I quickly realized that I had NO HEAD WIND, or wind for that matter. So I just held the slip I was holding for a forward direction slip (I was slightly going in) and prepared to land.

Needless to say, I did not land in the nice soft plowed dirt in the middle of the field nor did I land softly. I landed so fast and hard in the hard clay dirt that even when I was performing a good PLF (Parachute landing fall) stated by an instructor, I still felt my leg completely collapse while I was making my fall.

Damages done, a twin breaks Tibia (big bone in lower right leg) with a high and lower brake, and a single brake, low in my Fibula (small bone in right lower leg). A surgery later with a spanking new metal rod in my leg and some screws and the Doc’s say I will be better than new in a few weeks.

I do want to state for the record, that even though the nature of Parachuting is potentially hazardous to ones health. It is not Suicidal, I was never truly scared or thought that I was going to die. I never was really worried ‘til right before impact I realized I was coming down a lot faster then I normally do. This article is to explain what happened to me, not to scare any cadets or cadets’ parents. People who go into the Paratroopers from all the military branches are normally cut from the same cloth and are held to much higher, harder standards so accidents do not occur in numbers you might think, I just happened to be an unlucky one that day.

And yes, when I heal up right, I am planning to go back for my last two jumps!

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I hope this was informative and filled you in on what happened to me, feel free to contact me if you have any questions about the incident or the school it self.

[mail to: smallfry@yahoo.com](mailto:smallfry@yahoo.com)

Our Squadron wishes 1st Lt Sidle
a speedy recovery

**HAVE A HAPPY AND
SAFE MEMORIAL DAY!!**
