



Vigilant

The Journal of the 143rd



143rd Composite Squadron, Waterbury, CT

APR 2012

Squadron Schedule

- 01MAY12 Squadron Meeting**
ES/Safety/Character Dev.
Uniform: BDU/Polo
- 04MAY12 NYWG Conference**
Lake George, NY
- 08MAY12 Squadron Meeting**
ES/Safety/Character Dev.
Uniform: BDU/Polo
- 15MAY12 Squadron Meeting**
AE
Uniform: BDU/Polo
- 20MAY12 USAF Air Evac Exercise**
Westover ARB, Chickopee, MA
Uniform: BDU/Polo
- 22MAY12 Squadron Meeting**
CPFT/Fitness Activity
Uniform: PT/BDU/Polo
- 29MAY12 Squadron Meeting**
Leadership
Uniform: Blues/Corporate
- 05JUN12 Squadron Meeting**
ES/Safety/Character Dev.
Uniform: BDU/Polo
- 05JUN12 Squadron Meeting**
ES/Safety/Character Dev.
Uniform: BDU/Polo
- 08JUN12 Goshen Stampede**
Goshen, CT
Uniform: BDU
- 12JUN12 Squadron Meeting**
AE
Uniform: BDU/Polo
- 19JUN12 Squadron Meeting**
CPFT/Fitness Activity
Uniform: PT/BDU/Polo
- 23JUN12 CTWG Training Exercise**
Location TBD
Uniform: BDU/Polo
- 23JUN12 PAWG Encampment/RCLS**
Fort Indiantown Gap
Annville, PA

Woodbury Earth Day Celebration

The 143rd supported the Earth Day Celebration sponsored by the New Morning Natural & Organic Market in Woodbury, CT for the third year. This year the Town of Woodbury co-sponsored the event and moved the location from the New Morning parking lot to Hollow Park in Woodbury.

The event has grown to almost 100 vendors including, for the first time, a CAP tent that served as a recruiting center, Drug Demand Reduction display and as the command post for the 14 cadets and 4 seniors that participated in the event.

CAP took charge of parking over 1000 cars that overwhelmed the initial parking plan and had to be parked in an alternate field. This alternate parking area was only accessible by a narrow one lane road, so cadets had to set up radio communications at each end of the road to manage the traffic.



Cadets (l to r) C/Amn Anthony Delia, C/MSgt Devin Moore, C/SrA Christain Tynan man a roadblock.

CAP members had the opportunity to participate in the activities and wander around the vendor areas which included environmentally friendly products and services, organic foods and music performances featuring sounds from around the world.



C/A1C Celine Abassi directs a driver.



C/MSgt Devin Moore (l.) and C/CMSgt Cameron Foster prepare to open a new parking area.

The 143rd Composite Squadron

Squadron Commander: Maj Timothy McCandless
Deputy Commander for Seniors: Lt Col Richard Levitt
Deputy Commander for Cadets: Maj Joseph Pals
Cadet Commander: C/Capt Eric Testman
Cadet First Sergeant: C/CMSgt Cameron Foster

Regular Meetings every Tuesday 7-9pm
Connecticut National Guard Armory
64 Field Street, Waterbury, Connecticut

www.gocivilairpatrol.com

Woodbury Earth Day (cont.)

Members of the Woodbury Town Council stopped by the CAP tent several times throughout the day to express their gratitude for CAP's participation in the event. They were impressed by the professionalism and discipline of the cadets of the 143rd and have requested that the squadron consider being involved in other town sponsored events.



Visitors learn about CAP and the DDR Program.



C/SSgt Veronica Ramirez (l.) and C/B Zuleika Planas (r.) test the kayaks.



C/Maj Kyle Johnson conducts a pass in review on an off-road Segway.



Cadets (l to r) C/SSgt Tomas Ramirez, C/Maj Kyle Johnson and C/MSgt Devin Moore enjoy a hoola hoop lesson.

Doolittle Raiders honored at ceremony marking 70th anniversary of historic mission

4/23/2012 - DAYTON, Ohio (AFNS) -- The five remaining members of the famous Jimmy Doolittle Tokyo Raid were honored in a banquet at the National Museum of the United States Air Force here April 19.

Four of the raiders were in attendance, Staff Sgt. David J. Thatcher, Maj. Thomas C. Griffin and Lt. Cols. Richard E. Cole and Edward J. Saylor. The fifth, Lt. Col. Robert L. Hite, was unable to attend for health reasons.

The banquet commemorated the 70th anniversary of the Doolittle Raid, where the crews of 16 B-25 bombers took off from the deck of the USS Hornet and dropped bombs on several locations in mainland Japan. After the mission, the crews didn't have enough fuel to return home and 15 of the B-25s were either crash-landed in Japanese-occupied China or abandoned when their crews bailed out. The final B-25 landed safely within the borders of the Soviet Union and was the only plane to survive the mission.

The mission, though daring, was important because it marked the first time the United States was able to take the offensive against Japan after the Japanese military attacked Pearl Harbor on Dec. 7, 1941. The raid forced the Japanese to change their tactics and boosted the morale of America and its allies.

"It was a hard mission, but we got away with it," Saylor said, who served as a gunner with crew 15. "And we always knew it would help morale."



Lt. Col. Richard E. Cole co-pilot of Gen. Jimmy Doolittle's B-25 plane #1, signs autographs during a meet and greet with the raiders for their 70th reunion, April 19 at the Hope Hotel, Fairborn, Ohio. At 96, Cole is the oldest of the remaining five Raiders and says the attention they receive still surprises him. (U.S. Air Force photo by Tech. Sgt. Bennie J. Davis III)



Surviving Doolittle Raider Major Thomas C. Griffin, navigator of the #9 plane, greets attendees of a banquet to honor the Raiders during their 70th reunion at the National Museum of the U.S. Air Force, April 19, 2012. (U.S. Air Force photo by Tech. Sgt. Bennie J. Davis III)

The banquet not only honored the brave men of the Doolittle Raid, but gave those in attendance a chance to show their respect and meet the living legends.

"We are honored to host the raiders on the 70th anniversary of such a historic event," said Lt. Gen. (ret.) Jack Hudson, the museum's director. "And we are grateful these amazing men chose to come here to commemorate this famous World War II mission."

During the banquet, the Raiders were honored with a special movie featuring Hollywood stars such as Gary Sinise and Jon Voight, who all thanked the Raiders for their service and praised them for their courage.

Several representatives from the Chinese Embassy were also on hand, as well as Hu Daxian, from Zhejiang, China, whose husband, Li Senlin, aided the rescue of Doolittle Raider crew number two, after they landed in Japanese-occupied China.

The banquet culminated a week of events held at the museum and throughout the local area, including a flyover of 20 B-25s, the most in one flight since World War II, and several autograph sessions and luncheons with the Raiders.

by Tech. Sgt. Matthew Bates
Defense Media Activity



North American B-25B in flight. The B-25B now on display at the National Museum of the United States Air Force was converted from a B-25D to B-25B configuration for the 10th Anniversary of the Tokyo Raid. (U.S. Air Force photo)

The Charles Lindbergh Award

Charles Lindbergh was an American aviator, engineer, and Pulitzer Prize winner, who was the first person to make a nonstop solo flight across the Atlantic.

Lindbergh was born February 4, 1902, in Detroit. He attended the University of Wisconsin for two years but withdrew to attend a flying school in Lincoln, Nebraska. He began flying in 1922, and four years later he piloted a mail plane between St. Louis, Missouri, and Chicago. He decided to compete for a prize of \$25,000 offered in 1919 by the Franco-American philanthropist Raymond B. Orteig of New York City for the first nonstop transatlantic solo flight between New York City and Paris. In his single-engine monoplane, "Spirit of St. Louis," Lindbergh left Roosevelt Field at 7:52 AM on May 20, 1927.

After a flight of 33 hours 32 minutes, he landed at Le Bourget Airport near Paris. His achievement won the enthusiasm and acclaim of the world, and he was greeted as a hero in Europe and the U.S.

He was later commissioned a colonel in the U.S. Air Service Reserve and was a technical adviser to commercial airlines. He made "goodwill tours" of Mexico, Central America, and the West Indies. Lindbergh flew over Yucatán and Mexico in



Charles Lindbergh.
Photo from www.centennialofflight.gov

1929 and over the Far East in 1931, and in 1933 he made a survey of more than 48,000 km (about 30,000 mi) for transatlantic air routes and landing fields.

In 1932 the kidnapping and murder of Lindbergh's first child, 19-month old Charles A. Lindbergh, Jr., attracted nationwide attention. A German-born carpenter, Bruno Hauptmann, was later found guilty of the crime and executed. To avoid

further publicity, the Lindberghs moved to Europe in 1935.

During World War II, however, Lindbergh was a civilian consultant to aircraft manufacturers and was sent on missions to the Pacific area and to Europe for the U.S. Air Force.

The fifth Cadet Achievement Award is named the Charles Lindbergh Award in honor of his contribution to aviation. Cadets must complete a Leadership Test, Aerospace education Test, Physical Fitness Test and participate in a Character Development Forum to earn this award.

-Taken from CAP Achievement Awards

April Promotions

The following members of the 143rd Composite Squadron were promoted in April:



Alan Hinkson has completed the Charles Lindbergh Achievement and has been promoted to C/MSgt.



Aidan Moran has completed the Wright Brothers Achievement and has been promoted to C/SSgt.



Cadet Alan Hinkson is promoted to C/MSgt by Maj Litwinczyk and C/Capt Testman.



Cadet Aidan Moran is promoted to C/SSgt by Maj Litwinczyk and C/Capt Testman.



Maj McCandless presents Capt Joseph Testman and C/Capt Eric Testman with bronze clasps for their Red Service Ribbons.



Cadet Anthony Delia is promoted to C/Amn by Maj Litwinczyk and C/Capt Testman. Cadet Delia earned his promotion in March.

April Awards

The following members of the 143rd Composite Squadron were earned awards in April:



Timothy McCandless has been awarded the Command Service Ribbon for serving as Squadron Commander for over one year.



Eric Testman has been awarded the Red Service Ribbon for five years of service to CAP.



Joseph Testman has been awarded the Red Service Ribbon for five years of service to CAP.



Aidan Moran has been awarded the Cadet Recruiting Ribbon for recruiting two new members.



C/MSgt Megan Major (l.) and C/MSgt Matthew Belval (r.) were awarded the CAP Achievement Award for their hard work at a recent Cadet Great Start Weekend.

CAP Achievement Award

The CAP Achievement Award is presented for outstanding service to the unit, group or wing. This award is usually a Group level award, but because Connecticut does not have groups Col Huchko, the CTWG Commander, has designated that authority to approve this award be given to Squadron Commanders.





CADET PROGRAMS



CTWG Cadet Receives Appointment to The US Air Force Academy

Members of the 143rd recently attended a ceremony at the Silver City Composite Squadron in Meriden, CT, in honor of C/2nd Lt Sara Rosborough who recently received an appointment to the USAir Force Academy. Cadet Rosborough was also presented with her Billy Mitchell Award by CTWG Commander Col Cassandra Huchko.

Cadet Rosborough is currently the Chairperson of the CTWG Cadet Advisory Council and is pursuing her private pilot license.

Silver City Composite Squadron Commander Capt. Roger Malagutti invited members of the 143rd to attend the ceremony to recognize the close working relationship between the two squadrons.



C/2nd Lt Sara Rosborough and her parents at the conclusion of the presentation with CTWG Commander Col Cassandra Huchko (2nd from left), Silver City Composite Squadron Commander Capt Roger Malagutti (far right, still in his flight suit after conducting flight training) and 1st Lt Constance Castillo (far left), Silver City Composite Squadron Deputy Commander for Cadets.



Lt Col Rich Levitt and C/Maj Kyle Johnson talk to guests before the ceremony. Maj Tom Litwinczyk, Maj Joe Palys, 2nd Lt Jim Keaney and C/Maj Maggie Palys were the other members of the 143rd who attended.



1st Lt Constance Castillo reads the USAF Academy Appointment letter.



C/2nd Lt Rosborough's parents fasten her Cadet Officer epulettes while Col Huchko looks on.



Lt Col Rich Levitt and Maj Joe Palys with the New Fairfield Cadet Squadron Color Guard at Westover ARB.

CTWG Color Guard Competes at NER Cadet Competition

CTWG was proud to be represented by the 801st Cadet Squadron (New Fairfield, CT) at the 2012 Northeast Region Cadet Competition held at Westover Air Reserve Base in Chickopee, MA.

The competition consists of seven events: In-Ranks Inspection, Standard Drill, Indoor Practical Drill, Outdoor Practical Drill, Written Examination, Panel Quiz, and the Mile Run.

Seven teams from the Northeast Region participated in this year's competition. The CTWG Team scored very well and tied for a fourth place finish.

Team members were:

- C/CMSgt Mac Carneiro – team commander and winner of the Fleet Foot Award
- C/CMSgt Eric Ramsauer
- C/CMSgt Anthony Smyth
- C/CMSgt Mike Tryforos
- C/SSgt William Hess – Alternate

Team coaches (aka Drill Moms):

- SM Mary Carneiro
- SM Grace Smyth

Additional Coaching and Support Personnel:

Maj Ken Chapman, Maj Joe Palys, Capt David Stansfield, 2d Lt Paul Vezina and The Connecticut Statewide Honor Guard (Firefighters).



Maj Joe Palys watches the competition with the CTWG team.

Major Tom Litwinczyk Appointed DCC

Maj Tom Litwinczyk has been appointed Deputy Commander for Cadets for the 143rd Composite Squadron.

Tom has been a member of CAP for over 35 years. He has served as a Squadron Commander for three squadrons and as CTWG Vice Commander during that time. As a cadet he earned the Billy Mitchell Award and has completed Level IV of the CAP Senior Member Program.

Maj Litwinczyk plans to further develop the cadet program to offer the full range of activities available to CAP cadets. He is currently developing a Plan of Action to create a team of senior members who will focus solely on the Cadet Program at the 143rd, further develop the Cadet Staff to take more responsibility for the planning and execution of cadet activities, create and implement cadet training programs specific to each phase of the cadet program and improve the discipline, professionalism and esprit de corp. of the squadron cadet program.



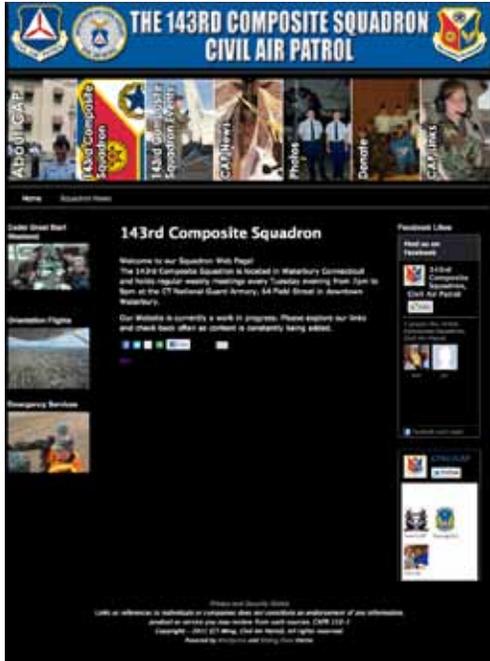
Maj Tom Litwinczyk.

Maj Litwinczyk takes over as Deputy Commander for Cadets from Maj Palys, who will concentrate his efforts on preparing for the Squadron's Subordinate Unit Inspection in October. The 143rd has been chosen to be inspected by the CAP National Headquarters and CAP-USAF Team that will conduct the CTWG Compliance Inspection this year.

143rd Gets On The Web

Squadron Website and Facebook Pages Launch

The squadron website has finally gone live this month. Some sections are still under construction, but the idea of having an online presence is a reality.



To visit the website direct your web browser to: www.ctwg.cap.gov/ct011. The home page has links to the squadron Facebook Page as well as a link to follow squadron announcements on Twitter.

The site's navigation is managed through a line of photos which serve as links. An additional row of links is available under the photo links and will contain navigation to other pages as they become available.

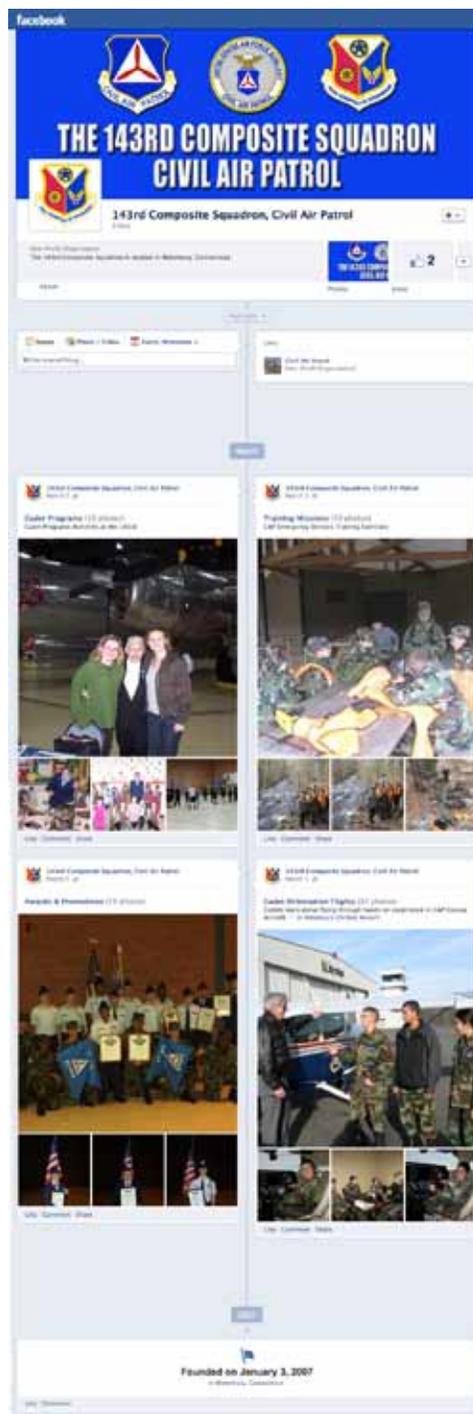
The Squadron Events Page highlights upcoming squadron events and activities. There are also links to the squadron schedule from our online calendar and previous issues of the squadron newsletter available for download.

The CAP News Page features news stories about our squadron and also links news stories directly from CAP's National Website.

The Photos Page is an archive of photos from the 143rd. There are a lot of photos already online, but we have a lot more to upload. Squadron members who have photos from past events are encouraged to submit them to be included on the website.

The Links Page is a work in progress that will feature links to CAP related web resources. Having a convenient list of important links is seen as a key element of the squadron website.

Three informational pages; About CAP, 143rd Composite Squadron and Donate are currently under construction. These pages require additional design and programming and will be available as soon as possible.



CAP Core Values

In November 1996, Civil Air Patrol embraced the concept of core values and began work on defining those values believed to be of greatest importance to the organization. In February 1999, the CAP National Board formally approved the following core values: Integrity, Volunteer Service, Excellence, and Respect. Over time, CAP has integrated these core values into all professional development programs for senior members and cadets. This process is a continuous one which evolves to meet the changing needs of our members, customers, and communities.

The core values of Civil Air Patrol establish a common set of behavioral expectations as well as a set of standards to assess member conduct. The values of Integrity, Volunteer Service, Excellence, and Respect, serve as the ethical framework for CAP's service to America.

1. Integrity: This is the very fiber of all core values; without it all other core values cannot prevail. It is the cornerstone for all that is moral and just in our society. It is more than simple honesty. It embraces other attributes such as courage, responsibility, accountability, justice, openness, self-respect, and humility. Lastly, this core value means CAP members must practice the highest standards of self-discipline.

2. Volunteer Service: CAP adopted this core value because it reflects the very essence of the organization—service to humanity. All CAP volunteers willingly give of their time, energy, and personal resources. Moreover, many have made the ultimate sacrifice by losing their lives while serving their neighbors. As a minimum, this core value implies a commitment on the part of all CAP members to place the organization's purposes first and foremost. This process starts with the member's agreement to obey the rules and regulations of CAP and the Air Force. In this regard, self-discipline is an absolute must.

3. Excellence: This core value reflects CAP's continuous effort to be the very best, and to consistently improve its humanitarian service to America. From personal appearance to resource management, excellence must be the goal of all CAP members.

4. Respect: CAP members come from all walks of life. Therefore, it is extremely important that members treat each other with fairness and dignity and work together as a team. To do otherwise would seriously impair CAP's capability to accomplish the mission.

Cadet Orientation Flights

143rd cadets joined cadets from the 186th Composite Squadron for orientation flights at Robertson Airport (4B8) in Plainville, CT this month.



Capt Lenny Kimball, Cadet Orientation Pilot from the Royal Composite Squadron in Hartford, CT (l.) flew cadets (l. to r.) C/MSgt Alec Beliveau, C/SrA Christain Tynan, C/SSgt Carlos Aponte and C/CMSgt Drew Grosf.

Cadets also flew orientation flights at the Waterbury-Oxford Airport (OXC).



Capt Johnny Burke explains the pre-flight inspection.



C/MSgt Alan Hinkson prepares for a flight.



Capt Lenny Kimball explains functions of the Garmin 1000 to C/MSgt Alec Beliveau before a flight.



C/SSgt Veronica Ramirez and her brother C/SSgt Tomas Ramirez.



C/Maj Maggie Palys prepares for a flight.



Maj Tom Litwinczyk reviews the Cadet Orientation Flight curriculum with cadets before flights begin.



C/MSgt Alec Beliveau (l.) and C/MSgt Alan Hinkson (r.) review aircraft emergency procedures.



C/CMSgt Drew Grosf prepares for a flight.

CAP Fact Sheet

CAP serves America by developing our nation's youth; performing local, state and national missions; and informing our citizens about the importance of aerospace education.

THE CORPORATION

- Classified as a nonprofit, 501(c)(3) corporation
- Operates as an all-volunteer civilian auxiliary of the U.S. Air Force when performing services for the federal government
- Includes eight geographic regions consisting of 52 wings (each of the 50 states, Puerto Rico and the District of Columbia)
- Has about 1,600 units, more than 56,000 members nationwide
- Operates one of the largest fleets of single-engine piston aircraft in the world, with 550 currently in the fleet
- Flies, through volunteer members, approximately 110,000 hours each year
- Maintains fleet of about 900 emergency service vehicles for training and mission support
- Provides support to CAP cadets and senior members through 900 chaplain service personnel
- Supports members with about 100 corporate staff at the CAP National Headquarters at Maxwell Air Force Base, Ala.

EMERGENCY SERVICES

- Conducts approximately 90 percent of inland search and rescue in the U.S., as tasked by the Air Force Rescue Coordination Center and other agencies
- Coordinates Air Force-assigned missions through the CAP National Operations Center at Maxwell AFB, Ala. at a cost of about \$130 per flying hour
- Performs aerial reconnaissance for homeland security
- Saves an average of 80 lives per year; 91 in FY 2008
- Provides disaster-relief support to local, state and national organizations
- Transports time-sensitive medical materials, blood products and body tissues
- Provides damage assessment, light transport, communications support and low-altitude route surveys for the U.S. Air Force
- Assists federal agencies in the war on drugs
- Conducts orientation flights for Air Force Junior and Senior ROTC cadets
- Maintains the most extensive VHF and HF communications network in the nation



NextGen

What is NextGen?

The Next Generation Air Transportation System, or NextGen, is a transformative change in the management and operation of how we fly. NextGen enhances safety, reduces delays, saves fuel and reduces aviation's adverse environmental impact. This comprehensive initiative, which is already providing benefits, integrates new and existing technologies, including satellite navigation and advanced digital communications. Airports and aircraft in the National Airspace System (NAS) will be connected to NextGen's advanced infrastructure and will continually share real-time information to provide a better travel experience. The foundations of NextGen have been solidly built upon four major pillars: economic impact, sustainability, flexibility and safety.

Economic Impact

The overall health of the U.S. economy is highly dependent on the aviation industry. As recently as 2009, civil aviation contributed \$1.3 trillion annually to the national economy and constituted 5.2 percent of the gross domestic product. It generated more than 10 million jobs, with earnings of \$394 billion. Given the economic challenges faced by the country today, it is imperative that we protect and expand this vital economic engine. By implementing technologies and procedures that enable operators to burn less fuel and operate more efficiently and competitively, NextGen is intended to do just that.

Sustainability

In addition to economic benefits, NextGen is helping to improve the global environment by reducing fuel burn and decreasing carbon dioxide and aircraft exhaust emissions that can adversely impact air quality. Some NextGen procedures also enable aircraft to operate more quietly, making airports better neighbors. These achievements are critical to sustaining the growth of aviation while protecting the environment.

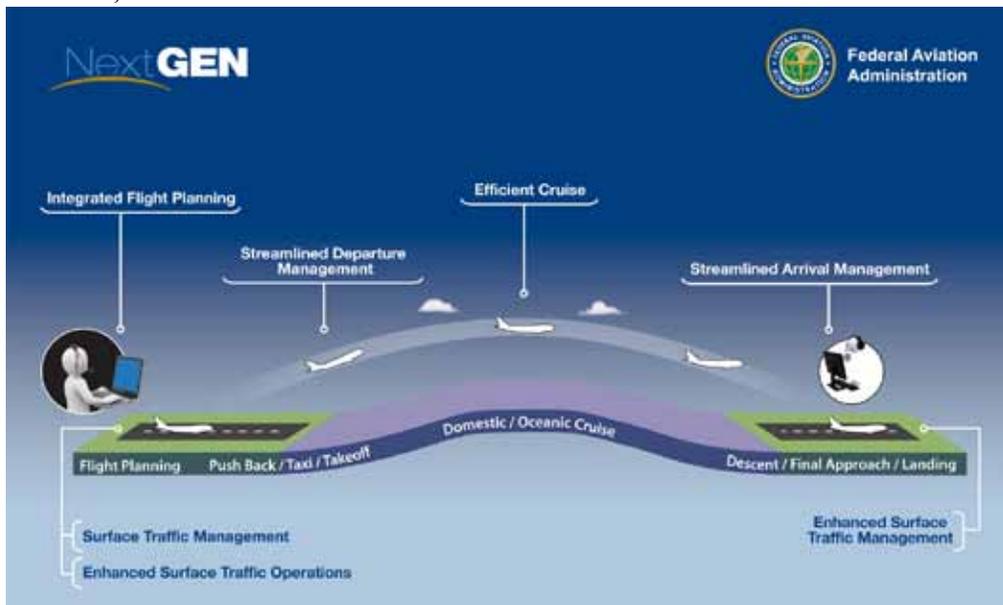
Flexibility

While the air traffic control system in the United States is the most reliable in the world, the technology we use today has evolved about as far as it can. NextGen technologies and procedures are helping to restore flexibility to an air transportation system that is nearing the point where growth may be inhibited. Performance Based Navigation (PBN) capabilities and procedures, enabled by satellite positioning and other aircraft- and ground-based technologies, are freeing aircraft from the old highways in the sky that are dependent on ground-based beacons. PBN enables more direct, fuel-efficient routes and provides alternatives for routing around NAS disruptions, such as bad weather or unexpected congestion. Likewise, automation system improvements are providing air traffic controllers with greater decision-making tools, while digital information sharing is helping aircraft operators, controllers and traffic managers work together to maximize efficiency in the air and on the airport surface.

Safety

Safety is the FAA's first priority. The NextGen systems, policies and procedures that we are implementing are designed to ensure that the U.S. air transportation system remains the safest in the world. Satellite-based surveillance improves upon radar by providing controllers with more frequent and more accurate aircraft location information. This information can also be delivered to the cockpit, offering operators of properly equipped aircraft unprecedented traffic awareness. Up-to-date weather and airspace status information delivered directly to the cockpit will enable operators to safely make better-informed decisions while new communications technologies hold the promise of reducing misunderstandings between controllers and flight crews by supplanting many voice transmissions with digital instructions.

-Taken from www.faa.gov/nextgen



DOUGLAS A-20



Close-up of Douglas A-20C-10-DO (S/N 42-33253) "Dina Mite," formerly RAF "Boston III" AL 331. (U.S. Air Force photo)

The Douglas A-20 Havoc played an important role in the early part of WWII. Initially the aircraft attracted the interest of European nations, primarily France, as a fast modern attack plane. With the fall of France, many of the aircraft ordered were diverted to Great Britain. The Army Air Corps became interested in the aircraft in 1939 and went on to order more than 6,000 aircraft in seven production models: A-20A, B, C, G, H, J and K.

Many of the Air Corps A-20s were delivered as Lend-Lease aircraft with large numbers going to Great Britain and the Soviet Union. The A-20 remained in service with the Army Air Forces throughout WWII; however, the improved Douglas A-26 Invader gradually replaced the A-20 as the AAF's primary twin-engine attack aircraft. The Douglas A-20C was an improved version of the A-20A -- the A-20B being based on an



9th Air Force Douglas A-20G or A-20H over France. (U.S. Air Force photo)

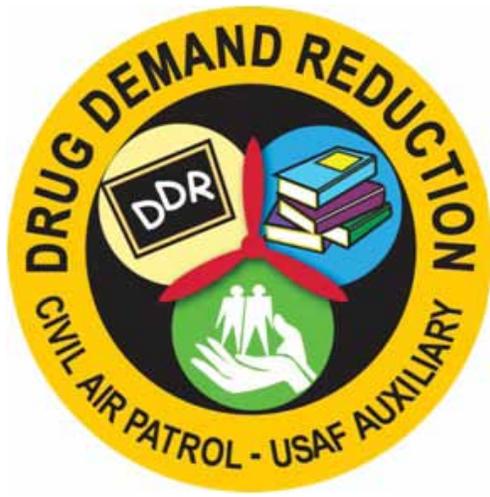
earlier version of the DB-7. The C model included a return to the four .30-cal. machine gun nose armaments, improved Wright Cyclone radial engines of 1,600 hp each, more armor plating and self-sealing fuel tanks. The A-20C was heavier than either the A-20A or A-20B, but top speed was reduced only slightly to 342 mph.

The A-20G, the first production model since the A-20C, was the version built in the largest numbers -- 2,850 aircraft in all. The G model was designed primarily as a ground attack aircraft. The greenhouse glass nose of the earlier models was replaced by a solid nose and featured four fixed 20mm cannons. The barrels of these cannons stuck out about three feet and gave the aircraft a distinctive appearance.

-Taken from www.nationalmuseum.af.mil



DAYTON, Ohio -- Douglas A-20G Havoc at the National Museum of the United States Air Force. (U.S. Air Force photo)



Stimulants

What Are They?

Stimulants are a class of drugs that elevate mood, increase feelings of well-being, and increase energy and alertness. Examples include cocaine, methamphetamine, amphetamines, methylphenidate, nicotine, and MDMA (3,4-methylenedioxymethamphetamine), better known as “Ecstasy.”



Cocaine comes in two forms. Powder cocaine is a hydrochloride salt, made from the leaf of the coca plant. “Crack” is a smokeable form of cocaine that is processed with ammonia or baking soda and water, and heated to remove the hydrochloride.

Methamphetamine is a powerful stimulant, originally derived from amphetamine. It comes in clear crystals or powder and easily dissolves in water or alcohol. Although most of the methamphetamine used in the United States comes from “superlabs,” it is also made in small laboratories using inexpensive over-the-counter and often toxic ingredients.

Amphetamines, such as Adderall, are stimulants that often come in pill form and are sometimes prescribed by doctors for medical problems, most commonly attention deficit hyperactivity disorder (ADHD). Amphetamines can also be abused—that is, used in a way other than as prescribed or used by someone without a prescription.

Methylphenidate, such as Concerta or Ritalin, is another medication prescribed for people with ADHD. As seen with amphetamines, including Adderall,

numerous studies have shown its effectiveness when used as prescribed. When it is abused, however, methylphenidate can lead to many of the same problems seen with other stimulants. Find out more about prescription drug abuse.

Nicotine and MDMA also are considered stimulants and are covered in separate sections on the NIDA Web site.

What Are the Common Street Names?

Cocaine is generally sold on the street as a fine, white, crystalline powder, known as “coke,” “C,” “snow,” “flake,” “blow,” “bump,” “candy,” “Charlie,” “rock,” and “toot.” “Crack,” the street name for the smokeable form of cocaine, got its name from the crackling sound made when it’s smoked. A “speedball” is cocaine or crack combined with heroin. Methamphetamine is commonly known as “speed,” “meth,” “chalk,” and “tina.” In its smokeable form, it’s often called “ice,” “crystal,” “crank,” “glass,” “fire,” and “go fast.”

Street names for amphetamines include “speed,” “bennies,” “black beauties,” “crosses,” “hearts,” “LA turnaround,” “truck drivers,” and “uppers.” Street names for methylphenidate include “rits,” “vitamin R,” and “west coast.”

How Are They Abused?

Stimulants are abused in several ways, depending on the drug. They can be:

- Swallowed in pill form.
- Snorted in powder form through the nostrils, where the drug is absorbed into the bloodstream through the nasal tissues.
- Injected, using a needle and syringe, to release the drug directly into a vein.
- Heated in crystal form and smoked (inhaled into the lungs).

Injecting or smoking a stimulant produces a rapid high—or rush—because the drug is absorbed into the bloodstream quickly, intensifying its effects. Snorting or swallowing stimulants produces a high that is less intense but lasts longer.

Powder cocaine is usually snorted or injected (also called “mainlining”), or it can be rubbed onto mucous tissues, such as the gums. Street dealers generally dilute cocaine with other substances, with active drugs, or with other stimulants. Crack cocaine is often smoked in a glass pipe.

Methamphetamine is swallowed, snorted, injected, or smoked. “Ice,” a smokeable form of methamphetamine, is a large, usually clear crystal of high purity that is smoked, like crack, in a glass pipe. Amphetamines and methylphenidate are usually swallowed in pill form.

How Many Teens Use Them?

In 2010, a NIDA-funded study reported that the following percentages of 8th, 10th, and 12th graders had abused these drugs at least once in the past year:

- **Powder cocaine:** 1.3 percent of 8th graders, 1.9 percent of 10th graders, and 2.6 percent of 12th graders
- **Crack cocaine:** 1.0 percent of 8th graders, 1.0 percent of 10th graders, and 1.4 percent of 12th graders
- **Methamphetamine:** 1.2 percent of 8th graders, 1.6 percent of 10th graders, and 1.0 percent of 12th graders
- **Amphetamines:** 3.9 percent of 8th graders, 7.6 percent of 10th graders, and 7.4 percent of 12th graders

- **Nonmedical use of Ritalin:** 1.5 percent of 8th graders, 2.7 percent of 10th graders, and 2.7 percent of 12th graders

- **Nonmedical use of Adderall:** 2.3 percent of 8th graders, 5.3 percent of 10th graders, and 6.5 percent of 12th graders



What Treatments Are Available for Stimulant Abuse?

Several behavioral therapies are effective in treating addiction to stimulants. These approaches are designed to help the person think differently, change their expectations and behaviors, and increase their skills in coping with various stresses in life. One form that is showing positive results in people addicted to either cocaine or methamphetamine is called contingency management, or motivational incentives (MI). These programs reward patients who refrain from using drugs by offering vouchers or other small rewards. MI may be particularly useful for helping patients to initially stop taking the drug and for helping them to stay in treatment.

Currently, there are no medications approved by the U.S. Food and Drug Administration to treat people who are addicted to stimulants, although that is an active area of research for NIDA.

What Should I Do if Someone I Know Is Abusing a Stimulant?

When someone has a drug problem, it’s not always easy to know what to do. If someone you know is abusing stimulants, encourage him or her to talk to a parent, school guidance counselor, or other trusted adult. There are also anonymous resources, such as the National Suicide Prevention Lifeline (1-800-273-TALK) and the Treatment Referral Helpline (1-800-662-HELP).

The National Suicide Prevention Lifeline (1-800-273-TALK) is a crisis hotline that can help with a lot of issues, not just suicide. For example, anyone who feels sad, hopeless, or suicidal; family and friends who are concerned about a loved one; or anyone interested in mental health treatment referrals can call this Lifeline. Callers are connected with a professional nearby who will talk with them about what they’re feeling or concerns for other family and friends.

In addition, the Treatment Referral Helpline (1-800-662-HELP)—offered by the Substance Abuse and Mental Health Services Administration—refers callers to treatment facilities, support groups, and other local organizations that can provide help for their specific need. You can also locate treatment centers in your state by going to www.findtreatment.samhsa.gov.

—Taken from teens.drugabuse.gov



Your Healthy Weight

The Basics of Weight and Diet



You have probably heard the term “calorie” used a lot. A calorie is a measure of the energy that the food supplies to your body. But when talking about physical activity, a calorie is a measure of the energy that your body uses in performing the activity.

Calorie balance is like a scale. To remain in balance and stay at the same body weight, the calories you get from foods must be balanced by the calories your body uses up. If you eat more calories than you use, you gain weight. If you “burn up” more calories than you eat, you lose weight.

What’s a healthy weight?

Some teens have a hard time knowing what a healthy weight is, especially with all the body changes that are taking place. Girls sometimes think they need to be thinner even if they are not overweight. You may see models in magazines or on TV who are really skinny, and you may think that you need to lose weight so that you can look like them. But many of these models are underweight to a point that’s unhealthy.

So how do you find out if you’re at a healthy weight? One tool that can help tell you if you are at a healthy weight for your age and height is the Body Mass Index (BMI). To try a Body Mass Index calculator go to www.cdc.gov/healthyweight/assessing/bmi/.

Also, ask your doctor whether you are at a healthy weight. Together, you can decide whether you need to lose weight, gain weight, or stop worrying about your weight.

If you need to lose weight

If your doctor tells you that you are overweight or obese, you should plan to lose weight. Work with your doctor and perhaps a dietitian to come up with a plan to help you get to a weight that is healthy for you.

Are you exercising? Increasing the amount of exercise you do each day may be all it takes to lose a few pounds. Aim for 60 minutes of moderate or vigorous physical activity each day. You can do short bursts of activity throughout the day, as long as they add up to 60 minutes. Here are some other tips for losing weight in a healthy way:

- **Use SuperTracker to guide your eating.** The Super Tracker eating plan will encourage you to eat plenty of whole grains, vegetables, and fruits. These foods are rich in fiber. You can find the SuperTracker at www.choosemyplate.gov/SuperTracker.
- **Cut back on fats.** That includes cutting back on meats high in fat, such as burgers, and greasy fried foods, such as french fries.
- **Cut back on sweets.** Besides cutting back on candy bars and candies, you should also cut back on sugary drinks. The average 12-ounce can of soda has more than 100 calories and 10 teaspoons of sugar.
- **Stop eating when you’re full.** That’s sometimes easier said than done. When you enjoy eating something, it can be hard to stop. But pay attention to your stomach. When you feel full, it’s time to stop eating.
- **Eat at least 1,600 calories each day.** It can be hard to get the nutrients you need if you eat less than 1,600 calories each day. So don’t go below this level unless you are under a doctor’s care. Taking a multivitamin cannot make up for the nutrients you’re not getting on such a strict diet.
- **Eat breakfast.** Research shows that teens who skip breakfast are more likely to be overweight. One reason may be that skipping breakfast can leave you hungry so that you’re more likely to snack on unhealthy foods during the day.



- **Avoid fad diets.** Fad diets that allow only a few types of food often claim that they can help you lose weight quickly. Although these diets sometimes cause you to lose weight for a short amount of time, much of the weight you lose is from water and lean muscle. It’s not from body fat. People who use fad diets often end up gaining back any weight that they lost.
- **Avoid weight-loss pills.** Most weight-loss pills that you can buy without a prescription from your doctor have not been shown to work or be safe. Some have even been shown to be dangerous. If you plan to take any weight-loss pills, talk to your doctor first.
- **Don’t force yourself to vomit.** Some people may eat a lot of food in a short amount of time and then try to get rid of the extra calories by forcing themselves to vomit. Forced-vomiting is a sign of an eating disorder called bulimia. If you think you have bulimia, talk to your doctor.
- **Don’t expect to lose weight quickly.** Losing about one to two pounds a week is a healthy rate of weight loss. If you’re losing weight at a faster rate by using weight-loss pills or a fad diet, you’ll probably gain most or all of it back when you quit the pills or the diet.

-Taken from www.girlshealth.gov, www.cdc.gov and www.choosemyplate.gov

SPOT The Block

Get your food facts first

The Spot the Block campaign motivates tweens to use the Nutrition Facts Label when comparing foods, and offers simple, actionable tips to make informed food choices that contribute to lifelong healthy eating habits. It encourages tweens to do the following when reviewing the Nutrition Facts Label or “The Block:”

1. Check out the serving size.

- Remember that one package may contain more than one serving!
- Check out the total number of calories and nutrients per serving.
- Think about the total number of servings you eat.

2. Consider the calories.

- When looking at a food’s calories, remember: 40 is low, 100 is moderate, 400 is high.
- Keep track of the calories you eat throughout the day.
- The food label is based on a 2,000 calorie diet, but your calorie needs might be different.
- To find out what your “target” calories per day are and to get a customized Daily Food Plan, visit www.choosemyplate.gov.

3. Choose nutrients wisely.

- Pick foods that are lower in certain fats, cholesterol and sodium when making daily food choices. 5% Daily Value (DV) is low. 20% Daily Value (DV) is high.
- Nutrients to get less of (trans fat, saturated fat, cholesterol, sodium and sugars)
- Nutrients to get more of (potassium, fiber, vitamins A & C, iron, calcium)

To Learn More

- Visit www.fda.gov/spottheblock to learn more about the entire campaign.
- Log on to USDA’s nutrition website at www.choosemyplate.gov to learn about target calories, Daily Food Plans, food groups and more.

-Taken from www.fda.gov

