

Call the Ball.

Volume 1, Issue 13

February 1997

CALL THE BALL is the monthly publication of the of the 130th Farmington Composite Squadron Email your submissions to 73016.27@compuserve.com

THE COMMANDERS CORNER

Staff Changes:

As most of you know by now Capt. Browning has asked to be relieved of the responsibilities of Deputy Commander of Cadets. Starting this month LT. M. Wood will replace him as DCOC. LT. Wood brings many years of experience as a CAP member and most of you know him so I won't go through his many accomplishments. Suffice it to say I'm confident that things will continue on in a positive direction under his leadership. I want to publicly take this time to publicly thank Capt. Browning for a job well done. Capt. Browning will continue to be a member of our unit although as I understand it he will be a little less active in the next few months. The mission of the DCOC is to guide the Cadet staff as it assumes more of the meeting planning and presentation. Lets do everything we can to support our new DCOC!

Standing Orders:

Blues every second week of the month for Moral Leadership. BDUs 1st ,3rd and 4th weeks. Colorful Civilian attire 5th week unless otherwise noted.

Uniforms.

I'm seeing some weird combos of civilian and military issue clothing. Flight Jackets will be worn only with the flight suit. BDU jacket goes with the BDU and so on. Mixing uniforms is not allowed. BDU Jackets without "any" patches may be worn with civilian cloths. However, *BDU jackets "should" have current insignia. Do not mix civilian jackets with the Military uniform. This reflects negatively on us as a unit. If you don't have the correct uniform see Sgt. Ehresman ASAP!

TEST: by Cadet Commander c/LT. Flor

We have to test. Grade is what C.A.P. is based on. To get authority & Respect you must have grade. We have an excellent testing officer who is always ready to give tests, and cadets should have books to study from, if not talk to me directly. Let's get some grade on our lapel and start to establish a name for our squadron in the Minnesota Wing.

5th Week make up.

Those of you who remember that we are "Supposed" to have a pizza party or some similar activity on blue moon weeks might be thinking we were cheated out of Januarys activity. It's true! However the recent mission and the debriefing

were more important, so this has been rescheduled.

Blue Moon of February?!?

*On February *24th we will be bowling against Valley. Yes, our challenge has been accepted so now is the time to break out your most colorful "civvies" for the battle royal. Where? Burnsville Bowl at 7:00 PM on Feb 24th (local) you must provide transportation to and from the Bowl. 2 games for \$4.00! shoes included. Bring your parents, significant others etc for a much needed evening of fun. *Note the meeting on the 25th is canceled. Contact Lt. Craswell if you have any questions.*

Are you ready?

When the call comes (as it always seems to at 4:00AM) will you be ready to roll or will you need to run around looking for your field gear? Are you ready to roll at a meeting? Sure you have some of the uniform but what happens next? Do you need to go home to pick up gear for an ELT hunt or do you have your gear ready to go? After tonight's meeting I would like everyone to answer these questions

A. Know what minimum equipment is needed for a mission

B. how long it will take to have it ready to go.

Training is equally important. Do you have general ES and a 101 card to prove it? All current members should. If not make an appointment with the testing officer RIGHT NOW to take that test. Work on getting GTM/GTL, RADIO OP checked off. These things are critical for you to be an active member of a ground team!

HOW TO FLY A JENNY

1) Inspection: It is best not to inspect the aircraft. If you do you will never get into it.

2) Climbing into the cockpit: Do not enter the cockpit the usual way. If you put your weight on the lower wing panel it will fall off and besides you foot will go through the wing, probably breaking your leg. The best way to enter is to climb over the tail surfaces and crawl up the turtle back. Take care not to cut your hands on the pieces of broken windshield.

CONTINUED NEXT MONTH

Amateur Radio Comes Through in Survival Training Emergency

Buck Allen's Amateur Radio knowledge came in handy during a medical emergency last June. When a member of his 14-man Air Force Reserve aircrew was hurt during a survival exercise on a remote island on Canada's west coast, his attempt to make contact with the outside world on military frequencies was unsuccessful. Only after resorting to the Amateur Radio bands, was he able to get help for his injured crew member.

Each time Buck, N4FDG, leaves his civilian civil engineering job at Eglin Air Force Base, Florida to become Captain Allen, US Air Force Reserve, he knows he is in for an exciting, challenging, rewarding job; but this mission to the great Northwest turned out to be more than he expected.

On Saturday, June 14, he reported to his Reserve unit, the 919th Special Operations Group, at Eglin's Auxiliary Field 3 to assume his duties as pilot in command of an AC-130 aircraft. Those people who have come in contact with this unique aircraft may know it as "Spectre," the gunship, a highly modified Hercules transport fitted with guns, sensors to see in the dark and a sophisticated fire control system. Captain Allen and his crew flew their gunship to Canadian Forces Base Comox, British Columbia as part of a four aircraft deployment for a week of tactical training and rescue exercises with the California Air National Guard's 129th Aerospace Rescue and Recovery Group. In addition to their flight activities, the air crews were scheduled for one day of survival training on beautiful but isolated Nootka Island on the west coast of British Columbia's Vancouver Island.

Captain Allen's turn at survival training came on Monday, June 16. A helicopter dropped off his crew at their camp site on the north shore of Nootka's Crawfish Lake, accessible only by helicopter or float plane. Although his team landed during a drenching rain, it didn't take long to set up camp. While cutting pine boughs, one of his aerial gunners was accidentally cut while swinging a machete. The cut was deep, requiring quick medical attention. Captain Allen immediately began operating the portable military shortwave transceiver provided for emergency communications.



Air Force Captain Buck Allen alongside the AC-130 aircraft. (photo courtesy K3NN)

In past years, the military often defined portable as anything you can weld two handles on. Weighing just 33 pounds (15 kilograms) including backpack and battery, Captain Allen's radio was a triumph of solid-state technology over the traditional image. It was a high-frequency, single-sideband transceiver with 9-foot whip antenna and built-in automatic antenna tuner. Power output was selectable at 2 watts or 50 watts.

After getting no response on his assigned frequency, Captain Allen tried emergency and air-traffic-control frequencies. Failing in this attempt, he called on his previous experience as a B-52 pilot and tried all the Strategic Air Command frequencies he could remember. Although he could hear operators handling traffic, he was unable to make contact. He then tried the long-wire antenna packed with the radio. All he heard was a tone from the

speaker, indicating the antenna tuner didn't like the new antenna. He switched back to the whip and, as a last resort, tuned in the 20-meter band.

Starting at 14.313 MHz, he worked his way up the band, calling all stations heard until he made contact with Don Strom, WA0LKL, in Bloomington, Minnesota on 14.336. This frequency is monitored by the County Hunters Net, a group of amateurs trying to contact all US counties. Because dozens of operators are generally listening on this frequency, the net often gets emergency calls. Although Buck's signal was weak and Don's beam was pointed toward the East Coast, Don was one of the few stations to hear Buck's emergency call. After Don realized that the call was from Vancouver Island and rotated his antenna in a westerly direction, the S meter on his transceiver read S3 peaking to S5.

After hearing of the condition of the injured Air Force crew member, Don phoned the Canadian rescue squadron at Comox. A half hour later, Buck's crew saw a white DeHavilland Otter float plane swing into a tight turn over the lake. They watched the spray from its pontoons as the Otter settled on the water and taxied to the shore near their camp site. Its pilot, Ed Williams, worked for Air Nootka, a flying service mostly for loggers and vacationers. Because deteriorating weather prevented helicopter transit of the mountains between Comox and Nootka, rescue service had alerted him at his headquarters office in the lumber town of Tahsis, 19 air miles (30 kilometers) northeast of Buck's camp. The injured man and Captain Allen wasted no time getting aboard and were soon airborne.

The area's only physician, Dr John Wheelton, lived in the small village of Tahsis, which is accessible only by air, water and primitive logging roads. Soon after the plane touched down, Dr Wheelton attended to the machete wound.

Amateur Radio has a proud tradition of public service through emergency and disaster communications. This is but another example of its exceptional value. Because of Amateur Radio, Buck Allen may have averted a serious medical emergency on a remote island. —William Bosley, K3NN

TWIN CITIES HAM RADIO TESTING TIMES

ST. PAUL RADIO CLUB (ST PAUL)
Contact: Jay Bellows K0QB 222-7253
Test Site: St. Luke School
1065 Summit Avenue, St. Paul, MN
Summit Ave. & Lexington Ave.
1ST SATURDAY 8:30 A.M.

SE METRO AMATEUR RADIO CLUB (SEMARC)
Contact: David Harrell N0IPN 459-8678
Test Site: Fire Station No. 2
8641 80th Street So.
Cottage Grove, MN
3RD SATURDAY 8:30 A.M.

VALLEY AMATEUR RADIO CLUB (VARC)
Contact: Paul Ramey WG0G 432-1640
or Bill Martin KA0CIR 432-0438
Test Site: Hayes Community Ctr.

BLOOMINGTON RADIO CLUB (BARC)
Contact: Jerry Jensen WT0W 888-6187
Test Site: Creekside Community Ctr.
98th & Penn Ave. So.
Bloomington, MN
2ND SATURDAY 9:00 A.M.

W5YI GROUP
Contact: Dave Ranney N0AXL 542-2553
Test Site: Eden Prairie Library
479 Eden Prairie Drive
Eden Prairie, MN
3RD TUESDAY 6:30 P.M.

ANOKA AMATEUR RADIO CLUB (AARC)
Contact: Arthur Mundy W0YFZ 571-7441
Test Site: Blaine City Hall??
2ND SATURDAY 9:00 A.M.