

# CALL THE BALL

The Newsletter of the 130th Composite Flight

<http://www.mnwg.cap.gov/farmington>

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## Minnesota Encampment:

Just a reminder that to avoid the late fee you must sign up now! Do it over the web at <http://www.mnwg.cap.gov/encampment/>. Remember application to encampment does not mean automatic acceptance. **There are only 75 Basic Cadet slots. Please note the 15 June 2001 postmark/submission deadline. Applications submitted after 15 June will be assessed a \$15.00 late fee and will be slotted after all on-time applications.**



We pick up this week by understanding that:

3)

### When you change your expectations, you change your attitude.

Positive expectations produce feelings of excitement, desire, conviction, confidence and enthusiasm. Here is where a natural-born pessimist can re-program his or her basic outlook on life. What a difference it makes when you expect the best, not the worst – the possible, not the impossible!

### 4) When you change your attitude, you change your behavior.

Once we begin to see change as being the key to a better future, it's easy to modify our behavior accordingly. Going the extra mile no longer seems out of the question; in fact, we do so willingly, knowing it is taking us closer to where we want to go.

5)

### When you change your behavior, you change your performance.

I find that we often make two mistakes in this area. First, we often sit around and wait for God to change our circumstances. Second, we wait for circumstances to change our behavior. Is it any wonder that some people change so little? I've seen the following changes in my own life as I've applied these principles. When I began to change my normally playful behavior and became more disciplined, it opened up a myriad of opportunities for me. When I changed my bent toward people-pleasing to become a God-pleaser, I began to make tremendous strides as a leader. When I broadened my focus from the local church to a national focus, it resulted in a burdened heart for leaders, especially pastors. When I shifted my behavior from being a leader of people to a leader of leaders, I began to see exponential growth around me. This is all to say:

### 6) When you change your performance, you change your life.

Most people fail to see that life is moving on at a rapid speed. None of us have all the time we'd like. If you see an area you need to change, CHANGE NOW. I'm not talking about cosmetic changes. That's where we change our talking but not our thinking, our environment instead of our expectations, our appearance instead of our attitudes, our business instead of our behavior, and our biases instead of our beliefs. Rather than focus on changing ourselves, too many of us content ourselves with dreaming about the results we desire from life and wonder why they remain just that – dreams.

### Welcome new members Steven Jazwinski and David Bigler.

### Field Trip?

For all you airplane enthusiasts, the 934th Air Force Reserve Base at Crosstown 62 and 34th, is planning to have a B-52, F-14, F-15, F-16 and announced today, a B-1 are all tentatively scheduled to be on display on the 28th and 29th of July. Contact Sgt Prose if you are interested in going as a group.

### PROOF THAT IDIOTS ROAM THE EARTH

#### 1. WILL THE REAL DUMMY PLEASE STAND UP?

AT&T FIRED President John Walker after nine months, saying he lacked intellectual leadership." He received a \$26 million severance package. Perhaps it's not Walker who's lacking intelligence.

#### 2. WITH A LITTLE HELP FROM OUR FRIENDS:

Police in Oakland, California spent two hours attempting to subdue a gunman who had barricaded himself inside his home. After firing ten tear gas canisters, officers discovered that the man was standing beside them in the police line, shouting "Please come out and give yourself up."

## O! Sea Stories by the not so old salt.

Oh how the cadets will shudder to be forced to read the stories of O! Sea Lore! Today's recollections are from my misspent youth when I was a know-it-all young pollywog with the average I.Q. of a snail. My "Pop" an old salt of the 1940 Navy was once appointed to be my transportation to the dreaded Sea Cadet meetings. I would loaf around doing such important things as watching TV staring at my fingers or chewing gum. All too suddenly the appointed time would arrive. Scrambling for my shoes, searching for my pants I would whine "Wait a minute I'm not ready!" He would calmly shut the door to the car and slowly back down the driveway. Angry and mumbling to myself I would dive into the window hooking either my hat in my teeth or pants depending on the extent of my goof-offed-ness. Mumbling to myself (mostly) I would ask, "why can't you just WAIT!?" Godlike the old salt would reply "This ship leaves on time at 1830. This is the Navy (well the Sea Cadets anyhow) and NOT the flam in' girlscouts." You will be on time, no excuses or else!" He then added some thoughts on the sailors who failed to return to their ship and thus missed them when they left port. I have often reflected back on this now that I've adopted the O! man's philosophy of "Don't be late and don't make me wait." Some of you young pollywogs seem to be following the same crooked path of my misspent youth in regards to your ability to miss appointments and be on time. I'm reminded of King Neptune's Boiling Tar body wash. Or the keelhauling of those pups who don't understand how important being on time and making appointments can be. Welcome to you that make an appointment to go flying that do not meet it. Doom awaits all those that make testing appointments and don't show up on time! Tragedy follows those that have valid reasons for not showing up but don't inform anyone until the last minute! Boiling tar and the brig will be too good for you!

## Translation:

on time! If you make an appointment be there early and in the correct uniform. If you have some valid reason to break an appointment call straight away and let the people involved know.

## Moral Leadership:

Remember! 1) When you change your thinking, you change your beliefs. 2) When you change your beliefs, you change your expectations.

Be

### 3. WHAT WAS PLAN B???

An Illinois man, pretending to have a gun, kidnapped a motorist and forced him to drive to two different automated teller machines, wherein the kidnapper proceeded to withdraw money from his own bank accounts.

### 4. THE GETAWAY!

A man walked into a Topeka, Kansas Kwik Stop, and asked for all the money in the cash drawer. Apparently, the take was too small, so he tied up the store clerk and worked the counter himself for three hours until police showed up and grabbed him.

### 5. DID I SAY THAT???

Police in Los Angeles had good luck with a robbery suspect who just couldn't control himself during a lineup. When detectives asked each man in the lineup to repeat the words, "Give me all your money or I'll shoot," the man shouted, "That's not what I said!"

### 6. ARE WE COMMUNICATING??

A man spoke frantically into the phone, "My wife is pregnant and her contractions are only two minutes apart!" "Is this her first child?" the doctor asked. "No", the man shouted, "This is her husband!"

### 7. NOT THE SHARPEST TOOL IN THE SHED !!

In Modesto, California, Steven Richard King was arrested for trying to hold up a Bank of America branch without a weapon. King used a thumb and a finger to simulate a gun, but unfortunately, he failed to keep his hand in his pocket.

### 8. THE GRAND FINALE

Last summer, down on Lake Isabella, located in the high desert, an hour east of Bakersfield, California, some folks, new to boating, were having a problem. No matter how hard they tried, they couldn't get their brand new 22 ft. Bayliner to perform. It wouldn't plane out at all, and it was very sluggish in almost every maneuver, no matter how much power was applied. After about an hour of trying to make it go, they putted to a nearby marina, thinking someone there could tell them what was wrong. A thorough topside check revealed everything in perfect working condition. The engine ran fine, the outdrive went up and down, the prop was the correct size and pitch. So, one of the marina guys jumped in the water to check underneath. He came up choking on water, he was laughing so hard. Under the boat, still strapped securely in place, was the trailer!

**about the C130:** The C-130 Hercules primarily performs the intratheater portion of the airlift mission. The aircraft is capable of operating from rough, dirt strips and is the prime transport for paratrooping troops and equipment into hostile areas. Four decades have elapsed since the Air Force issued its original design specification, yet the remarkable C-130 remains in production. The initial production model was the C-130A, with four Allison T56-A-1 I or -9 turboprops. A total of 219 were ordered and deliveries began in December 1956. Two DC-130A's (originally GC-130A's) were built as drone launchers/directors, carrying up to four drones



on underwing pylons. All special equipment was removable, permitting the aircraft to be used as freighters, assault transports, or ambulances. The C-130B introduced Allison T56-A-7 turboprops and the first of 134 entered Air Force service in April 1959. C-130B's are used in aerial fire fighting missions by Air National Guard and Air Force Reserve units. Six C-130B's were modified in 1961 for snatch recovery of classified U.S. Air Force satellites by the 6593rd Test Squadron at Hickam Air Force Base, Hawaii.

#### Features

In its personnel carrier role, the C-130 can accommodate 92 combat troops or 64 fully equipped paratroops on side-facing seats. For medical evacuations,

it carries 74 litter patients and two medical attendants. Paratroopers exit the aircraft through two doors on either side of the aircraft behind the landing-gear fairings. Another exit is off the rear ramp for airdrops.

The C-130 Hercules joins on mercy flights throughout the world, bringing in food, clothing, shelter, doctors, nurses and medical supplies and moving victims to safety. C-130 Hercules have served other nations, airlifting heavy equipment into remote areas to build airports and roads, search for oil, and transport local goods. As a partial response to the overwhelming role played by the tactical airlift fleet in Operation Just Cause in the Persian Gulf War, Congress has approved the procurement of more C-130H's to replace the aging E models.

<http://www.nar.org/> The new NAR Scholarship Program awards college scholarships to NAR members. For the 2001 academic year, \$1,000 has been allocated to this program. Dependent on the number of applications received, this amount may be split and awarded to several individuals. The applicant must be a NAR member in good standing between the ages of 17 and 22 who is planning to attend, or is currently enrolled in a college, university or technical school. **Materials.** I will use only lightweight, non-metal parts for the nose, body, and fins of my rocket.

**Motors.** I will use only certified, commercially-made model rocket motors, and will not tamper with these motors or use them for any purposes except those recommended by the manufacturer.

**Ignition System.** I will launch my rockets with an electrical launch system and electrical motor igniters. My launch system will have a safety interlock in series with the launch switch, and will use a launch switch that returns to the "off" position when released.

**Misfires.** If my rocket does not launch when I press the button of my electrical launch system, I will remove the launcher's safety interlock or disconnect its battery, and will wait 60 seconds after the last launch attempt before allowing anyone to approach the rocket.

**Launch Safety.** I will use a countdown before launch, and will ensure that everyone is paying attention and is a safe distance of at least 15 feet away when I launch rockets with D motors or smaller, and 30 feet when I launch larger rockets. If I am uncertain about the safety or stability of an untested rocket, I will check the stability before flight and will fly it only after warning spectators and clearing them away to a safe distance.

**Launcher.** I will launch my rocket from a launch rod, tower, or rail that is pointed to within 30 degrees of the vertical to ensure that the rocket flies nearly straight up, and I will use a blast deflector to prevent the motor's exhaust from hitting the ground. To prevent accidental eye injury, I will place launchers so that the end of the launch rod is above eye level or will cap the end of the rod when it is not in use.

**Size.** My model rocket will not weigh more than 1,500 grams (53 ounces) at liftoff and will not contain more than 125 grams (4.4 ounces) of propellant or 320 N-sec (71.9 pound-seconds) of total impulse. If my model rocket weighs more than one pound (453 grams) at liftoff or has more than four ounces (113 grams) of propellant, I will check and comply with Federal Aviation Administration regulations before flying.

**Flight Safety.** I will not launch my rocket at targets, into clouds, or near airplanes, and will not put any flammable or explosive payload in my rocket.

**Launch Site.** I will launch my rocket outdoors, in an open area at least as large as shown in the accompanying table, and in safe weather conditions with wind speeds no greater than 20 miles per hour. I will ensure that there is no dry grass close to the launch pad, and that the launch site does not present risk of grass fires.

**Recovery System.** I will use a recovery system such as a streamer or parachute in my rocket so that it returns safely and undamaged and can be flown again, and I will use only flame-resistant or fireproof recovery system wadding in my rocket.

**Recovery Safety.** I will not attempt to recover my rocket from power lines,