

CALL THE BALL

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The Newsletter of the 130th Composite Squadron

NOV 2002

Activity - September 2002

1st Week

**FLIGHT TIME / Inspection
SAFETY
TESTING**

2nd Week

**MORAL LEADERSHIP
LEADERSHIP CLASS**

3rd Week

**PT OPEN TEST
EMERGENCY SRVS**

4th Week

**UNIFORM INSPECTION
AEROSPACE ED
RADIO COMMUNICATIONS**

UNIFORM OF THE DAY 1 & 3rd weeks BDU — 2 & 4th BLUES



COMMANDERS CORNER : I want to take some time to congratulate our cadets who have been promoted this month. I'm loosing track but the latest ones to earn promotion were Cadet Omar Kreger, Jennifer Willhite, Brian Anderson, Brain Tennesen. I would also like to make mention of our new Cadet Staff positions. A big hand to Alpha

Flight Leader Anderson, Bravo Flight leader Tennesen and 1st Sgt Krukowski. These jobs are making a difference in the unit with the regular call downs and motivation to take and pass exams, clean up uniforms and act in a more military manner. As I have a cadet living with us this motivation is seen and appreciated. Lets keep at it! Lets see more cadets get involved in the weekend activities as these leaders in our unit are doing. To continue on that topic I'm glad to see the interest in getting our uniforms ship shape. The Craswells are using the time honored technique of spit shining and will look forward to seeing some good results in the upcoming formal inspection. This month I want to welcome an old friend to the unit. He has been on our books for a while but not been able to participate actively due family and work. He is Capt Mike Willey (Pronounced like Free Willy) I mostly speak to Capt Willey when he is operating his hamshack WA1GWEE at 5,000 ft AGL near Stanton in his private Glider. He is a retired Captain from the US Army Guard and was a pilot in that esteemed organization. Col Modders had some very complimentary things to say about his flying abilities and it looks as if he will now be available to help our cadets learn more about flying. I've asked him to use his extensive management skills to put together a comprehensive program for orientation flying. Please join me in welcoming Capt Willey to



our unit.

**Success is preparation
meeting opportunity.**

Thanksgiving 2002

Chap. Capt. Chris Priest
Psalm 95:1-7 Come, let us sing for joy to the LORD; let us shout aloud to the Rock of our salvation. Let us come be-

fore Him with thanksgiving and extol Him with music and song. For the LORD is the great God, the great King above all gods. In His hand are the depths of the earth, and the mountain peaks belong to Him. The sea is His, for He made it, and His hands formed the dry land. Come, let us bow down in worship, let us kneel before the LORD our Maker; for He is our God and we are the people of His pasture, the flock under His care.

In 1621, the Pilgrims of Plymouth Rock celebrated the first observance of our National Holiday of Thanksgiving. They had suffered a long frigid New England winter and they really had not mastered their farming skills in this new land so their food supply was low. At the beginning of that year they had lost almost half of their members and at one point only five were well enough to take care of all the sick in the colony. They had a strong belief in God and they worshipped and praised Him daily and asked for His deliverance. To show they were heard in their plea, God sent an Algonquin chief in their direction. The Pilgrim had warred with the Natives in the past, but this chief, seeing their plight brought back a Native American named Squanto. Squanto spoke English and was able to show the Pilgrims how to live in this land. The crops that season were plentiful and Governor William Bradford declared a day of thanksgiving, praise and celebration. They invited the Algonquin chief who brought 90 others with him. They came with 5 dressed deer and a dozen wild turkeys for the feast. And they lived happily ever after... Well, not quite. According to Peter Marshall and David Manuel's account in The Light and the Glory the plight of the Pilgrims was not finished. That winter was treacherous. With the next growing season came a long harsh 12-week drought that dried up the crops. Then, a ship, the Fortune, dropped off 35 more

colonists with no provisions, tools or even extra clothing. There food store was desperately low and food rationing was essential to their survival. At their worst point the Pilgrims rationed our kernels of corn, five per person per day. The Pilgrims banded together and prayed for eight straight hours. God again heard their prayer and 14 days of rain followed. A second Thanksgiving Day was celebrated with the neighboring chief and 120 Native Americans. The feasted much as they did before, except their first dish of the meal was five kernels of corn in remembrance of how God had provided for them. The Pilgrims' had deeply thankful hearts. We can learn countless lessons about sincere thankfulness from their example. "Rejoice always; pray without ceasing; in everything give thanks; for this is God's will for you" (I Thessalonians. 5:16-18). By having thankful hearts ourselves "in everything" we are teaching others how to have grateful hearts. we can help prepare them to respond gracefully to life's trials when they see us responding gracefully.

According to Rev. Charles Stanley, the impact of thankfulness can extend to every area of life. **Being thankful motivates us to look for God's purpose in our circumstances. A grateful heart reminds us of our constant dependence upon God. Gratitude increases our trust in God. A thankful spirit teaches us to rejoice in every situation. Thankfulness transforms our anxiety into the peace of God.** By focusing our attention on God and what He is teaching us throughout life, we can, like the Pilgrims, be thankful for even the simplest things and in every circumstance.



**By Leigh Anne Bierstine
Air Force Flight Test Center Public Affairs October 28, 2002**

EDWARDS AIR FORCE BASE, Calif. (AFPN) -- Aviation legend and retired Air Force Brig. Gen. Chuck Yeager gave the F-15 Eagle one last ride Oct. 26, bringing his 60-year career flying military aircraft to a close in front of thousands of fans at the open house and air show here. After retiring from the Air Force in 1975 with more than 34 years of service, including combat in World War II and Vietnam, Yeager served as a consultant at the U. S. Air Force Test Pilot School. Besides the 40 years he spent flying with his colleagues at Edwards, the general recalled some of his most memorable times as those when he was flying combat missions. **"That is why the Air Force paid me,"** said Yeager of his combat time. **"That's how I've always looked at it. Flying was my job."** Yeager said being scared was a waste of time. "If you can't do anything about the outcome of something, forget it," Yeager said, **"Instead you bet-**

ter concentrate on staying alive where you are. It's just plain stupid to get so scared that it affects your performance." Before his final military flight, the 79-year-old had some advice for pilots starting out. While he admitted having plenty of close calls, the general said good pilots know their equipment and their limitations. **"It's not being a good pilot that keeps you alive," he said. "What keeps you alive is knowing your airplane. I always wanted to know more about the airplane and its ejection seat than the guys who made them."** When asked about his favorite aircraft, Yeager said it depends on what a pilot needs the aircraft to do. **"I want the one that kills the best with the least amount of risk to me,"** said Yeager. **"That's the facts of life and that's why you wear the uniform."**

FITNESS 101 by Capt Craswell
Many of us are fighting a battle of the bulge that has nothing to do with 1945 battles in Europe. I've been told that part of it is the Seafood diet. Or rather SEE FOOD, EAT FOOD. As a chairborne commando I guess it's ok to poke fun at my own failure to get weight under control but lets face it we can't perform our mission very well if we are dragging and extra 20, 50 or? Lbs around. While **Flab from the Inter-** speaking to one of our members I was informed he had lost nearly 50 lbs and his wife had lost an amazing 100 lbs! How I demanded! 30 minutes of light exercise a day along with modest changes in diet. That and avoiding the MacDeath type food outlets seems like very little to pay for better health and the ability to get out of chairs without all that groaning. I ask that all of my fellow "Flab-meisters" join me in our own battle of the bulge. Lets start by determining to work out for 30 minutes 5 days (or more) a week.



Flab from the Inter-



SAFETY TIPS by Col Modders
Winter will soon be here!!!!
It may already be here!!!
Even though Minnesotan's experience winter every 10 months or so, a little refresher training always seems to be a good idea. First, a word for winter fashion. The layered look is always in order. The lower the temperature, the more layers that are appropriate. Another

rule of thumb, always dress like you were going to walk a couple of miles. The head is where its at. Keep it covered!!! More body heat is radiated from the head than any other part of the body. Why? Because it has so much surface area and there is so much blood circulating to it. Don't expend that heat when you need it. Keep the top of the head well insulated. Use your head, put a hat on it. And, don't forget the ears, they are soft tissue and can freeze quickly. If you enjoy real pain you'll really enjoy frozen ears. Think that winter might be a good time to carry extra supplies in your automobile? Yes!! Check out the required contents of the CAP 24 hour pack and you will have a great inventory of what would be helpful in a survival situation. Then pack it all in a suitable container and leave it in your automobile. If you get called for a CAP mission your 24 hour pack will be in the car and ready to go. Speaking of automobiles and to reflect on our statement about walking a couple of miles in the layered look--Don't!! If your transportation becomes disabled--stay with it. The chances of finding an automobile (or airplane, or snowmobile) are a lot greater than if you take off on foot. Think about it, an automobile is a heck of a lot bigger than your body in a snow bank. In a survival situation--and any winter travel is a survival situation--communications is desirable. Communicate to others where you are going, how you are going to go and when you are going to return. To carry the communication concept further, take a cell phone with you and have it on for those calls from worried loved ones. One last thought on winter travel. Is the trip necessary? What is the weather forecast? (You can get the forecast on the internet at www.weather.com, the weather channel on TV, or on VHF radio on 162.55 mhz.) If the forecast is rotten, stay home. No trip can be worth risking your life.

ECI = Education for the Senior Member

I continue to be a big fan of this form of free education for seniors and cadets 18 years (or older) Check out the site at <http://www.maxwell.af.mil/au/afiadl/> Some CAP Specific courses are
00013-Civil Air Patrol Senior Officer Course
02010-Civil Air Patrol Public Affairs Officer
02130A-Civil Air Patrol Scanner Course
02130D-Civil Air Patrol Emergency Services
02170-Civil Air Patrol - Safety Officer Course
02130B-Civil Air Patrol Mission Observer Co
 In addition there are advanced courses that are used by USAF members as well as CAP officers. Some of these include
Squadron Officer School
Air Command and Staff College

I offer neither pay, nor quarters, nor food;

I offer only hunger, thirst, forced marches, battles and death. Let him who loves his country with his heart, and not merely his lips, follow me - Giuseppe Garibaldi 1807-1882

Taboos and Traditions (From the Officers Guide)

Uniform Must Not be Defamed Always conduct yourself properly when in uniform.

Never keep anyone waiting Report at once when notified to do so. On a drill field when called by a senior officer go on the double

Avoid Vulgarity and Profanity An officer is expected to be a lady or gentleman. The use of vulgarity is reprehensible

Harsh Remarks are to be avoided Gossip, slander and fault finding are unmilitary!

Avoid "going over an Officer's Head" This act is contrary to military procedure and decidedly disrespectful

Proffer No Excuses Never volunteer excuses unless one is required. Our profession demands results. More damage than good is done by proffering unsought excuses.

Look professional Don't put your hands in your pockets, or chew gum in uniform.

Use of the word "Sir" The word sir is used in conversation by all members in addressing an officer. Avoid "Familiarity."

The "Silver Dollar" Salute New 2nd Lieutenants present a silver dollar to the first cadet who salutes them.

