

CALL THE BALL

VOL.2 NO.64

The Newsletter of the 130th Composite Squadron

MAY 2004

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



Commanders Corner: Most of us have seen the endless stream of pictures of Iraq Prisoners being humiliated by US soldiers. Not many of you have probably seen too many pictures of how US prisoners have been treated by our enemies. Is it politically correct? Probably not. Clearly, these things are not the same. Not anymore than a Nazi concentration camp was the same as an

American concentration (or internment) camp. That said—two wrongs do not make a right. And those responsible for ill treating enemy prisoners will be (and should be) punished. It's the opinion of one Army MP that it's a good thing they won't be punished by other American MPs. The attitude I've heard is that they find the actions of these idiots reprehensible. As to the mistreatment of American prisoners this is one reason we are at war with these maniacs. So, when you are asked "why" be sure to remember the folks who jumped to a horrible death from the burning trade towers. Our soldiers, airmen and sailors at the Pentagon, the sailors on the USS Cole, the various embassy and airliner bombings and other random acts of butchery. **FACT:** Fewer people were killed at the Pearl Harbor attack of 1941 than died on 9-11! The total count of dead (Civilian and Military) at Pearl Harbor was 2388. As horrific as that was remember that the current death toll from the 9-11 terror attack is 2752. Our country mobilized for war when the 2388 people of Pearl Harbor were murdered in a dastardly sneak attack. And many Americans answered the call after the 9-11 attacks. When you hear about this un-necessary war consider these facts.

Getting On Base:

A few people have asked to be added to the list that the guards use at the USAF Reserve base down at the International Airport. A few weeks ago I emailed a copy of the latest Roster to the Minnesota LO. He replied "In order to exercise a "little" control on this I prefer to issue a pass for a day or two at a time. Give me a little lead time, and I'm sure it will work out. Remember the clothing sales store is closed on Sun and Mon. In addition if the cadet is not yet to driving age it is good to know if a parent or someone else is bringing the cadet." So, in short we can't be blanket accepted for entry onto the base. I would like to remind everyone that the Base is an operational military base and that they set the rules. Instead of using clothing sales at the BX I would suggest you investigate the many other internet outfits. See the "uniform page" on <http://www.mnwg.cap.gov/130th/>



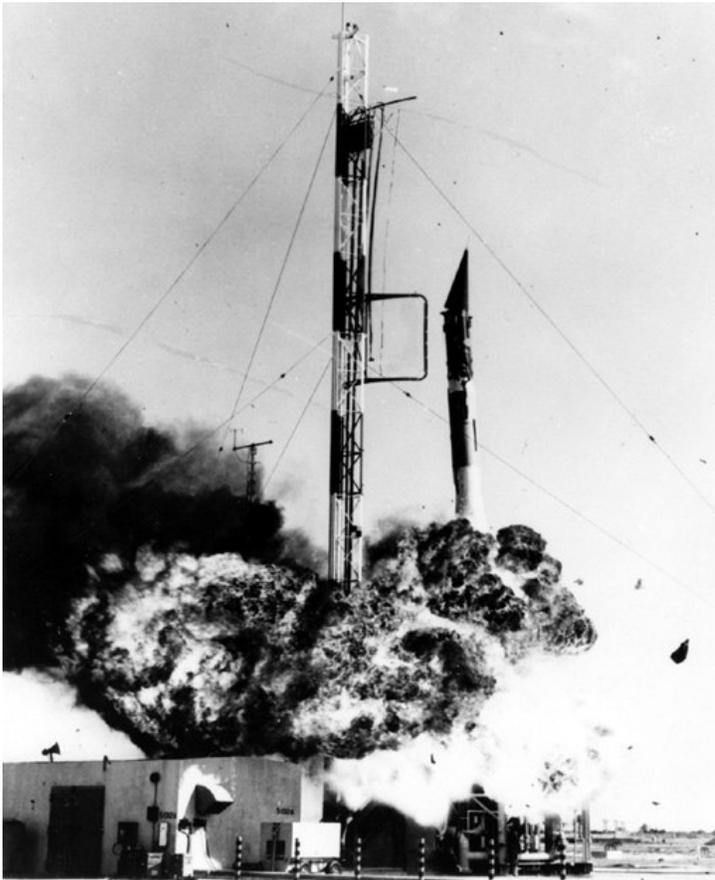
Horrific Treatment of a US Prisoner



One of several hundred "jumpers" from 911

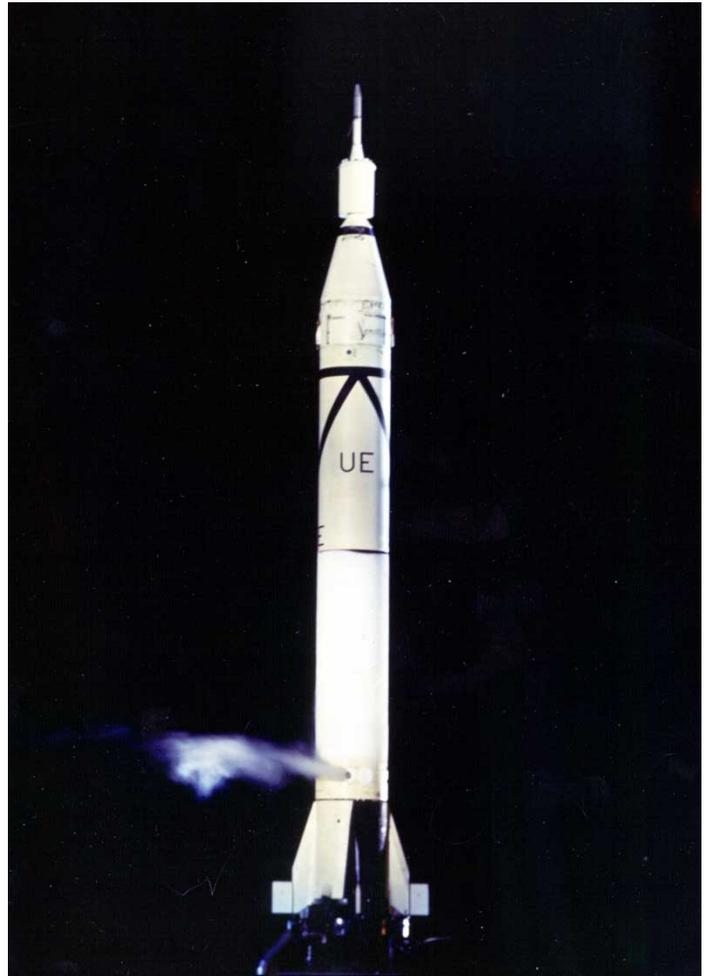
Scale Model Rockets:

As some of you know there is a new curriculum for earning the Model Rocket Badge. This esteemed award is one of the favorites of many of our cadets and greatly pined after by many seniors ineligible for this award. This year we are planning to compete for bragging rights and our contest will be who can build the best scale model. Many of you not familiar with this term may be asking what that means. In short -Scale



The Navy's Vanguard Rocket Explodes on lift off.

means not the same size but reduced. A 1:72 scale model means that every inch of model is 72 times larger on the real rocket. And since we are talking about scale modeling the rocket must be a "real" rocket. Your Star Trek Shuttlecraft won't count but a NASA Space shuttle will. At the first such scale model contest our friends at Valley presented a scale model of the SR71 Blackbird which frankly looked like a museum piece. I believe it was even waxed and buffed. To beat them and the many other units we hope to compete against we must select a model with detail and do a fantastic job of properly assembling of painting it. We do not want to focus too much on altitude or other considerations for if memory serves me the SR71 model was a small item and while it flew well it was not important that it set any altitude records. Only that it worked properly as a rocket. Our own US space program has many rockets we can choose from. My favorite the Gemini Titan or Mercury Redstone (And Atlas) the Saturn V (or 1B) as well as hundreds of sounding rockets and Military missiles. Some of you may even venture into rockets from other countries. The defunct USSR started the space race by launching the first man into orbit using a Vostok. Their ill fated moon launcher the Zond Proton was initially better at exploding on the pad (Like Vanguard) but now lifts their heavy space equipment such as the Mir space station. WWII buffs might want to build a scale replica of the German V2 rocket or maybe a



The US Army shows how to do it with Explorer 1

Nader Rocket powered interceptor. You can have almost as much fun researching the history of Rocketry as you do building and launching your own rocket. How many of you know that the USAs first satellite was supposed to be the Vanguard Rocket? I know one of the men who engineered this exploding "wonder." He claimed that the primitive on board computer used to ride around in his station wagon. When I suggested this as a cause for it's exploding on the pad? Well it wasn't pretty. After Vanguard "blowed up" Eighty-four days later, on 31 January 1958, the Army Ballistic Missile Agency launched the first U.S. satellite-Explorer I-into orbit using off the shelf components. Go Army!

130th "SAVE" A First!

While the debate over what constitutes a save had to rage for a while the smoke has cleared and according to our new Wing Commander our unit will soon have it's FIRST ever SAVE. Folks this is a great day for the 130th Squadron. The training that we do in Emergency Services is geared to "saving" lives and protecting property. The protecting property we have done but today two of our members have done what we have all been training for so long. Congratulations to our ES Officer Lt Donald Roessler and Communications (& Finance) officer Douglas Ployhar.



PART OF THE VIKING, VALLEY, 130th "SAVE" CREW.

They along with Viking Members Maj. Joleen Stadskev, Maj. Duane Delegard, Capt. Al Matson, Capt. Scott Frankard, 1LT Jeff Cahn, 1LT Jim Hetherington, SM Dan Jorgenson, C/MSgt Paul Wel-lumson, C/MSgt Jason Suby, C/A1C Caitlyn Mowatt. Under the direction of the Scott County Sher-iff's Department, CAP members were directed to begin a ground search in two areas. As CAP Team One, Viking was assigned a line search along railroad tracks that ran several miles to the north of Jordan, while the members of 130th and Valley Squadrons, as CAP Team Two, were assigned to search the northern end of the railroad tracks. They searched the Renaissance Festival grounds and proceeded northward toward the termination point of the railroad tracks. About 2 1/2 hours into the search mission a person fitting the description of the missing individual was seen crossing a railroad trussle near the far northern end of the search area. CAP Team Two reported this to the Command Post and a Deputy Sheriff was brought in to verify the indi-viduals identity. After positive identification the man was taken to St. Francis Hospital in Shakopee. **Thanks to Capt Al Matson of the Vi-king Squadron for providing many of the details of this story.**

From the <http://www.arrl.org> site

HAM RADIO-CARRYING ROCKET MAKES IT TO SPACE

Following its May 17 launch from Nevada's Black Rock Desert, a solid-fuel amateur rocket carry-ing a ham radio avionics package easily exceeded its primary goal of attaining an altitude of 100 km--62 miles--considered the boundary between Earth's atmosphere and space, its sponsors say. An Amateur Radio direction finding team later

recovered the rocket's avionics package in-tact. Avionics Team Leader Eric Knight, KB1EHE, told ARRL that the 21-foot, 10-inch diameter Civilian Space Exploration Team (CSXT) <<http://www.civilianspace.com/>> Go-Fast vehicle reached an altitude of 77 miles according to its onboard instruments, making it the first civilian rocket to do so. "We well shattered any definition of space, and everybody's jubilant here," Knight told ARRL from Nevada. "Within two seconds into the flight we were already supersonic." An ARRL member, Knight said 75 to 100 people--many of them radio amateurs--witnessed the launch, and some asked how they could become licensed. The launch itself, Knight re-ported, "went like clockwork." During the vehicle's descent to Earth, a ballistic parachute deployed to keep it from tumbling, slow its velocity and make it hit the ground nose first. "The avionics package looks pristine," Knight said. "It could fly again." That's not likely however, since the CSXT team is hoping the avionics will end up in the Smithsonian Air and Space Museum. A volunteer aerospace tracking and recovery team of Silicon Valley Amateur Radio opera-tors calling itself Stratofox <<http://www.stratofox.org>> zeroed in on signals from the fallen rocket, which came down in rugged, mountainous terrain some 25 miles from the launch site. Tiny bird-tracking transmitters operating in the 224-MHz range were embedded into the parachute shroud lines solely for tracking purposes. The avionics team's homebuilt patch-type antennas served the 33-cm telemetry downlink and 2.4 GHz Amateur TV

transmitters as well as the onboard GPS units. The color ATV system was able to provide some photos during the first several seconds of the flight, but Knight said the rocket's spin--about nine cycles per second--caused the video to blur after that. The avionics team includes eight Amateur Radio licensees, most of whom also were involved in an unsuccessful 2002 CSXT launch attempt. The entire 18-member CSXT team is headed by CSXT founder and Program Director Ky Michaelson, a retired Hollywood stunt man. The United Kingdom Rocketry Association this week conveyed congratulations to the US team. "It's certainly a major achievement," said John Bonsor, a UKRA founder.

Mini-GSAR a suck-sess!

Bad weather, worse food and mud up to the knees didn't dim the positive attitude of the members of the first annual Mini-GSAR. A chorus of This Sucks was always followed by "I LIKE the way this sucks" and of course was then followed by "I wish this would suck even more." Several of the 26 attendees completed qualifications for new ES ratings and many are close to earning the coveted Ground Team Badge or Ground Team Leader Badge.

Participation!

I think our squadron is first rate. Our Seniors are on the ball and our cadets are looking sharp. Lets dedicate ourselves to participating in (At least) 3 activities this year. The more we participate the more fun CAP is for everyone.

BASIC TRAINING-ENCAMPMENT

There are 6 days left to apply for the 2004 Minnesota Wing Encampment before the application fee raises to \$165. The encampment is being held July 10-18 at Volk Field Wisconsin. Cost is \$140 and the payment must be sent to Wing Headquarters at PO Box 11230 St. Paul, MN 55111-0230, postmarked no later than 31 May 2004. Payments postmarked after that date will be charged an additional \$25 late fee.

Applications may be made online at the encampment link on the Minnesota wing website www.mnwg.cap.gov, with the signature forms and payment mailed in (preferred method) otherwise Cadets may apply using a CAPF 31 sent in to the above address. If you have any encampment questions they can be addressed to rwcs-cc@earthlink.net.

NORTH CENTRAL REGION ENCAMPMENT INFO
<http://home.earthlink.net/~rbaileyaye/index.html>

1. Hitting the Wall

Myth: If you're in a corridor, and an officer walks toward you, you have to "hit the wall" by placing your back and heels against the wall and standing at attention as the officer walks by.

Truth: Cadets must "stand" when an officer enters the room, and traditionally that has been interpreted to mean stand at attention. But when

passing by an officer, there is no obligation to come to attention. To be polite and respectful, a cadet would render a greeting such as "Good morning, sir." Of course salutes are not exchanged inside, except when formally reporting (Ref: CAPP 151, 2d).

2. By Your Leave

Myth: If two officers are conversing in a corridor, and a cadet needs to pass by them or through them, the cadet must halt, come to attention, and say, "By your leave, sir."

Truth: There is no reference for this in CAPP 151, or the CAP Drill & Ceremonies Manual (AFMAN 36-2203). Here too, a polite and respectful cadet would pass the officers and simply say, "Excuse me, sirs" or something similar. There's no need to make the officers interrupt their conversation by waiting for them to verbally grant you permission to pass through.

Editors Note: This is Navy "stuff"

3. "Sir, yes sir." "Sir, no sir." "Sir, no excuse sir."

Myth: The three statements above are the only authorized responses a cadet may make when questioned by an officer.

Truth: That claim has no basis in CAP regulations. "Yes, sir" is an acceptable response to a question; there's no need to use "sir" twice. More importantly, if an officer asks you a question, it's important that you answer completely and honestly. If you are not wearing a wing patch because the squadron's supply room does not have any in stock and an officer asks why your patch is missing, answering "Sir, no excuse sir" does not solve the problem. Answer direct questions with direct answers, and when you have made a mistake, own up to it.

