



RED WING COMPOSITE SQUADRON

MINNESOTA WING - CIVIL AIR PATROL



Winging It

November 2002

The Official Newsletter of the Red Wing Composite Squadron



On November 19th, 12 cadets and 3 senior members had the opportunity to fly on a C-130 Hercules with the Air Force Reserve. In the December newsletter, we will have an article on how that flight went, but I wanted to share more information about the C-130 and its mission.

C-130 Hercules

The Mission:

The C-130 Hercules primarily performs the tactical portion of the airlift mission. The aircraft is capable of operating from rough, dirt strips and is the prime transport for air dropping troops and equipment into hostile areas. The C-130 operates throughout the U.S. Air Force, serving with Air Mobility Command, theater commands, Air National Guard and the Air Force Command, fulfilling a wide range of operational missions in both peace and war situations. Basic and specialized versions of the aircraft airframe perform a diverse number of roles, including airlift support, Antarctic ice resupply, aeromedical missions, weather reconnaissance, aerial spray missions, fire-fighting duties for the U.S. Forest Service and natural disaster relief missions.

Background:

Four decades 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-11 or -9 turboprops. A total of 219 were ordered and deliveries began in December 1956. The C-130B introduced Allison T56-A-7 turboprops and the first of 134 entered the Air Force service in May 1959.

Introduced in August of 1962, the 389 C-130E's that were ordered used the same Allison T56-A-7 engine, but added two 1,290 gallon fuel tanks and an increased maximum takeoff weight capability. June 1974 introduced the first of 308 C-130H's with the more powerful Allison T56-A-15 turboprop engine. Nearly identical to the C-130E externally, the new engine brought major performance improvements to the aircraft.

The latest C-130 to be produced, the C-130J entered the inventory in February 1999. With the noticeable difference of a six bladed composite propeller coupled to a Rolls-Royce AE2100D3 turboprop engine, the C-130J brings substantial performance improvements over all previous models, and has allowed the introduction of the C-130J-30, a stretch version with a 15-foot fuselage extension. Air Force has selected the C-130J-30 to replace retiring C-130E's. Approximately 168 C-130J-30s are planned for the inventory. To date, the Air Force has purchased 29 C-130J aircraft from Lockheed Martin Aeronautics Company.

Features:

Using its aft loading ramp and door the C-130 can accommodate a wide variety of oversized cargo, including everything from utility helicopters and six wheeled armored vehicles to standard palletized cargo and military personnel. In an aerial delivery role, it can air drop loads up to 42,000 pounds or use its high-floatation landing gear to land and deliver cargo on rough, dirt strips.

The flexible design of the Hercules enables it to be configured for many different missions, allowing for one aircraft to perform the role of many. Much of the special mission equipment added to the Hercules is removable allowing the aircraft to revert back to its cargo delivery role if desired. Additionally, the C-130 can be rapidly reconfigured for the various types of cargo such as palletized equipment, floor loaded material, air drop platforms, container delivery system bundles, vehicles and personnel or aeromedical evacuation.

The C-130J is the latest addition to the C-130 fleet and will replace the C-130E's. The C-130J incorporates state-of-the-art technology to reduce manpower requirements, lower operating and support costs, and provide life cycle cost saving over earlier C-130 models. Compared to older C-130's, the J model climbs faster and higher, flies farther at a higher cruise speed, and takes off and lands in a shorter distance. The C-130J-30 is a stretch version, adding 15 feet to the fuselage, increasing usable space in the cargo compartment. C-130J/J-30 major system improvements include:

advanced two-pilot flight station with fully integrated digital avionics; color multifunctional liquid crystal displays and head-up displays; state-of-the-art navigation systems with dual inertial navigation system and global positioning system; fully integrated defensive systems; low-power color radar; digital moving map display; new turboprop engines with six bladed, all composite propellers; digital auto pilot; improved fuel, environmental and ice protection systems; and an enhanced cargo handling system.

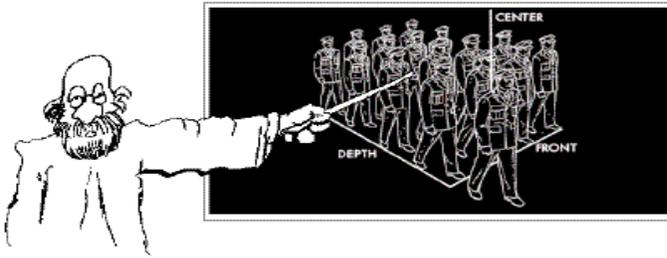
More Interesting Pictures of the C-130

More Interesting Pictures of the C-130



Check Out the New Meeting Schedule

1830-2100	Flight Time
1900-1915	Opening Formation/Inspection
1915-1955	Class One
1955-2000	Break
2000-2040	Class Two
2040-2100	Closing Formation/Clean-up



Dr. Drill: Dressed to Kill

Hello Dr. Drill,

Couple of quick questions about aligning the flight: When exactly can dress right dress be called? Can it be called in column formation? If not how do you get to double arm interval in column formation. I looked at several D&C manuals, none of them which give a clear cut answer which is what I need.

Thank You

Joseph Wright

Dr. Drill Responds:

Yo Joe! Waddaya know?

Not how to align your flight in all situations, huh? Well, Dr. Drill's got a prescription for that little illness: more cowbell! And, if you can't get more cowbell, a little mainline of the AFMAN 36-2203 ought to do it. First, Dr. Drill sees that you know the difference between column and line formation. But let me remind those playing at home that in a **line formation** all the element leaders will be at the extreme right of the formation, and that in a **column formation** all the element leaders will be at the head (or front) of their elements. Those at home can look at figures 4-1 and 4-3 of their drill manuals.

So let's answer your first question: can 'dress right' be given when in a column formation. The answer is: no. Allow me to refer you to the drill manual.

4-4. Aligning the Flight:

a. Dress Right (Left) Dress

(Line/Inverted Line Formation)

- (1) Normal Interval. The commands are **Dress Right, DRESS and Ready, FRONT.**

And:

b. Cover:

- (2) Column formation. To align the flight in column, the command is **COVER.**

Easy enough, eh Joey? In line formation, it's **Dress Right, DRESS** and in column formation it's **COVER.** Can't get much clearer than that! On to the second question, and here Dr. Drill suspects you have a serious gap in understanding...

You asked how, if you can't give 'dress right' in column, you would get your people to double arms interval. Dr. Drill has some bad news for you Young Kangaroo: 'dress right' is *never* a correct way to get your people to double arms interval! And the simple reason is that there *is no such thing as 'double arms interval'!*

No, really! Dr. Drill wouldn't lie to you! Well, he might fib if it meant he'd win the lottery, but he'd feel Real Bad about it (all the way to the bank in his new Ferrarri!), but a thorough investigation of the Drill Manual

reveals no mention of the phenomenon known in the vernacular as 'double arms interval'. Go ahead, look for yourself. You folks playing at home can look too. I'll wait

Hmm, hmm, hmm, da-de-da-da

Okay, back? Didn't find it, did you? If you did, drop me a line because I am drawing a blank here!

That leaves us with 'close interval' and 'normal interval'. Just so we're all clear, you can't go from normal to close or vice-versa in the same *line* formation is to fall in that way, and the only way to get back to normal interval is to fall out and fall in again.

Pretty weird, huh?

The Marines actually have a command to move a unit into formation. It's 'Close, MARCH' and 'Extend, MARCH'. However, it's complicated movement involving a step as in marching and then taking as many steps in or out as the square root of the age of the guy in front of you divided by your shoe size times pi squared and finishing with a halt and a pivot. Yowee! I've seen Soviet pairs skating routines that were easier!

So, now that we've determined that there is no such thing as 'double arms interval' and that even if there was you couldn't get there using a 'dress right' command, is there any hope for you?

Yes, junior marsupial, there is hope and Dr. Drill is here to deliver it to you!

Interestingly, you can adjust interval while in column formation, using 'Close, MARCH' and 'Extend, MARCH'. These are used to narrow the **Front** of the unit, allowing you-for instance-to fit four elements in a single lane of road. These can be executed at the halt or on the march and look pretty darn slick when executed correctly!

And that covers normal interval to close interval and back. But what about going to some sort of wide interval-say for PT?

Hmm...Is there a command in your drill Tool Box (and in the Drill Manual!) that will increase the gap between elements. Hmm...

Anybody? Anybody? You in back? No?

How about **Open Ranks, MARCH** and **Close Ranks, MARCH**?

Yes, I know, I know: they're only valid in line formation, not in column. However, Dr. Drill doesn't know of any rule that says you can't simply give your people a snappy **Right, FACE** immediately following the command to open ranks! And then, Skippy, you'd have something that should approximate this mythical 'double arms interval' you keep bringing up.

And, of course, to return them to normal you'd sing out **Left, FACE** and **Close Ranks, MARCH** and they'd be back to normal and Good to Go!

Wow! Sometimes I even amaze myself!

So, to recap: to align the flight in column formation, the command is **Cover** and there is no such thing as 'double arms interval'. However, if you want a wide interval when in column formation, judicious use of **Open Ranks, MARCH** should serve nicely and has the added benefit of being something you can actually find in the Drill Manual.

And, with that, Master J, Dr. Drill bids you adieu and hopes that the next time you have a drill question, you'll drop me a line.

Dr. Drill

Focus Cadet

A new article is being added to the newsletter. Each month I will focus on one cadet & introduce him/her to the squadron. This month, due to lack of time, I will be focusing on my own cadet. I am currently looking for a cadet to take over this article so if there is any interest, please let me know.

Our **Focus Cadet** for the month of December is **Cadet Airman Shashona Mariah Lucas**. Cadet Lucas is a 12 year-old 7th grader at Lincoln High School in Lake City, MN. She has been in Civil Air Patrol as a member of Red Wing Composite Squadron since January of 2002. Cadet Lucas has a 10 year-old brother named Ryan who attends Bluff View Elementary in Lake City as a 5th grader. Her mother is Mari Lucas, who is also a member of the squadron. Her father is Paul Lucas, who is a member of the United States Air Force Reserve. Cadet Lucas joined Civil Air Patrol because she is thinking of a Military Career as a Photographer. Cadet Lucas stays in Civil Air Patrol because she is able to learn many different things about Aerospace, Cadet Programs, & Emergency Services. She enjoys Orientation Flights & Drill the most. Cadet Lucas was a competing member of Red Wing Composite Squadron's Color Guard Team & has participated in many of the activities over the last year. She plays volleyball at Lake City High School and she is in Girl Scouts. Cadet Lucas hopes to continue working to promote & continue enjoying her time as a CAP cadet. An interesting thing that you may not know about Cadet Lucas is that she was born in Hawaii at Tripler Army Medical Center.

Upcoming Meetings and Activities

Please remember that the Meeting Agendas may (and will) occasionally change.

Also remember to always dress for the weather, as we may be outside.

5 December 2002	<i>Regular Meeting 1830-2100</i> Uniform: BDUs/Bring along Gym Shoes Safety Briefing (Cadet Plote) Physical Fitness (ALP Cadets) Drill & Ceremonies (Cadets Avery & Carlstrom)
12 December 2002	<i>Regular Meeting 1830-2100</i> Uniform: BDUs Safety Briefing (Cadet Plote) Emergency Services (1Lt Wiskow) Emergency Services (1Lt Wiskow)
19 December 2002	<i>Regular Meeting 1830-2100</i> Uniform: Blues Safety Briefing (Cadet Plote) Moral Leadership (Chaplain Mikitta) Institution of Cadet Command (1Lt Lucas)
26 December 2002	<i>No Meeting - Christmas Break</i> Uniform: None No Classes, No Meeting Merry Christmas!!

14-15 December	<i>Cadet Training & Lock-In</i> <i>(Cadet Homan)</i> We are currently making plans to do some sort of Aerospace Training on this day. We will also be hosting a Cadet Lock-In & will be inviting at least one other squadron. If you have a squadron that you would like to invite, please notify 1Lt Lucas
February 2002	<i>Volleyball Competition/ St. Cloud Lock-In</i> <i>(Cadet Dose)</i> All cadets should attend this fun-filled weekend. Saturday will be a Volleyball Competition against other teams in the Wing. And then there is the St Cloud Lock-In. Talk to Cadets Lucas, Clerico, Carlstrom, & Dose to find out how much fun they had last year.
March 2002	<i>Encampment Preparatory School</i> <i>(Cadet Avery)</i> All cadets planning on attending Encampment should attend this weekend. More information to follow.

Renewals, Birthdays, New Members

<i>Renewals:</i>
December: Gary Fried Donny Mikitta Aaron Plumley Alex Fisher
January: Bill Cleary Shona Lucas

<i>Birthdays:</i>
December: Jesse Ulvestad-19th Deven Severson-14th Emily Hellmuth-28th Lucas Hanson-15th
January: Francis Klein-3rd Gary Fried-25th Ryan Streifel-18th Duncan Engh-30th Karen Barrie-7th Bryce Duncan-16th Matt Wiscow-1st

Welcome New Members:

Cadets

Alex Kramer

Seniors

Denton Anderson

Membersip:

Cadets-24

Seniors-25



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*So that others may
live...*

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PROMOTIONS

Cadet Master Sergeant Brandon Avery

For the Parents of Cadets:

I would like to thank all of the parents for supporting the many activities that we have had in the last couple of months. Without the support of the parents, having these activities would mean nothing, because there would be no cadets to come. Over the last few weeks, we had done a Trip to Crystal Cave, a Cadet Training Day, a Lock-In, Color Guard Competition, a squadron visit, & a C-130 Orientation Flight. The cadets in our squadron accomplished all of these things in just a one month time frame. Not every cadet was able, or invited, to go to every event. But most cadets made it to at least two. That is a great record!! We will continue to try to do one weekend activity per month. Some of these activities will be at the squadron level, others will be at the wing level & your continued support will make all of these activities worth the time that it takes the Senior Members & cadets to plan them. I am proud of all of the cadets in this squadron & hope that they will continue being active. Changes are once again coming to our squadron. The Accelerated Leadership Cadets have worked hard & are ready to take on the challenge of being Cadet Staff Members. I hope that the transition will go smoothly & that your cadet is getting everything out of the program that he/she hoped to get.

1Lt Mari Lucas

The First Cadet...

I would like to give all of my cadets some incentive to learn & grow with our program. I also want to make sure that EVERY CADET is reading this newsletter. Even though some of the newsletter does not seem to pertain to the cadets, the information is all important to the entire squadron. So....

The first cadet to take all of the necessary steps for their next promotion & reports to 1Lt Lucas with all of the necessary paperwork for that promotion will receive a prize.



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