



# Right Face



Central Iowa Composite Squadron, Civil Air Patrol

July/August 2003 Newsletter

## Words of Inspiration

"Success usually comes to those who are too busy to be looking for it."

-Henry David Thoreau

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## Havin' Fun In Sac City!

By C/Amn Time Erbes



**Congressman Steve King (left) and State Senator Steve Kettering (far right) talk with C/MSgt Justin Colvin and C/SrA Josh Egesdal.**



*The Iowa CAP Glider glides In With CICS Cadets On Board At The Sac City Airport.*

Forty cadets from squadrons all over Iowa gathered at Sac City to participate in this year's Wing Ding, it had lots of activities for everyone to enjoy. We were separated into three different flights that had been determined the first night.

Even though cadets were in different flights, everyone did the same activity, for example, the first briefing Saturday morning was model rocketry. We had a quick tutorial of model rockets and then everyone built their own rocket. Rocket designs varied from by-the-book models, to the "interesting" category. For the majority of the day, flights practiced basic drill and formations, navigated a GPS/compass course, heard from local legislators, flew, and did PT. While all this was going on, cadets were being pulled out of their flight to go to the airport and fly their O-flights.

## Safety Tip of the Month

**Pay Extra Attention When Driving In The Rain!**



The Sac City Airport was quite busy throughout the weekend. Multiple CAP aircraft were flying cadets on their powered orientation flights, and the glider was soaring above giving cadets a chance to fly an equally exciting glider O-flight. Even with minor set backs because of heat, more cadets got in the air than expected. Congressman Steve King and State Senator Kettering even had a chance to fly!

After all the hard work the cadets had done in the hot weather, we all relaxed to a few slices of pizza and a two-hour swim at the Sac City Aquatic Center. When we returned to the gym we were staying at, it was free time. During this time, we played basketball, volleyball, pool, foosball, Playstation, and N64, some cadets even slept.

Sunday morning we got up and headed to "Cape Colvin" to launch our previously constructed rockets. Colonel Rex Glasgow, the North Central Region Commander, helped us launch our rockets and even got to see one take out another like a Patriot Missile. As Wing Ding came to an end, we had to clean up the airport and the vehicles and head home. The Wing Ding was a very fun activity; we had a lot of O-flights and learned a lot about aerospace activities.

## Just Another Night

By 1<sup>st</sup> Lt Justin Pedersen

It's that time of the week where you are kicking back, relaxing, and enjoying the idea that one more week is behind you-8 o'clock on a Friday evening. The phone rings and it's none other than the infamous Captain Doug Jansen (quite like Capt. James T. Kirk) and he has received yet another distress call for our crew to answer. So like Superman in a phone booth, I change into uniform and go to the airport for the rendezvous with the people I would be spending the rest of my night with.

We leave Ames, speeding towards Council Bluffs to find the bruised aircraft that had endured a pilot slamming it into the runway leading to the cry of an ELT for help. After about an hour, we start to hear the weirdest thing on 121.5 MHz...could it be the ELT? Nah, it couldn't have been. An ELT doesn't sound like that; it's too fast and the pitch is too high. What could it hurt to check this strange signal out-besides, after dodging the occasional 747 taking off from Epley; we could use the calm of Council Bluffs.

Hmmmm...this strange signal seems to be coming from the Council Bluffs airport, and the nearest ground team is still an hour away. So, one more time, the aircrew lands and locates this strange signal. When we find the aircraft putting off this sound, we know it has to some newfangled ELT. Finding the aircraft was the easy part, turning off the signal-that's hard.

The always-present member of every crew decides to play his part, Mr. Murphy. A very nice looking Cessna 340 has no easy way to turn off that whining ELT. The standard switch on the panel is nowhere to be found and the beacon itself is located aft of the bulkhead, and four feet forward of the only access panel. DOH! After exploring a number of options, we figure out we can reach the "off" switch if we had 8-inch double-jointed fingers to reach through a little hole the size of a quarter. It's 11:30 at night, way past time for me to be thinking and here we have an exercise in creative problem solving, but at least we have help from some of those Nebraska folks providing crowd control.

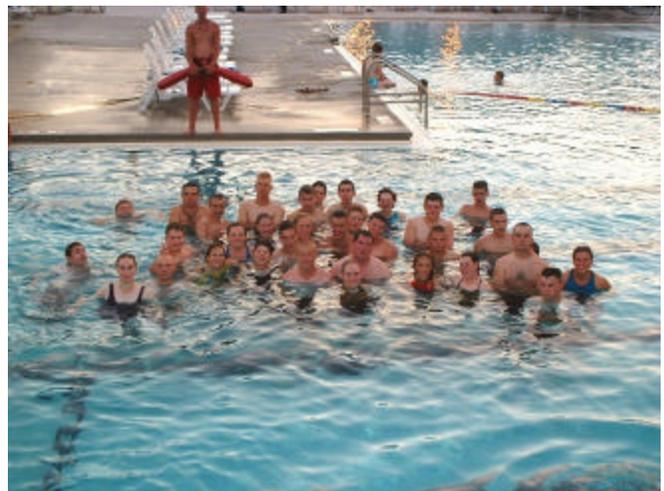
After a lot of problem and a little solving, the answer comes in the form of a paint roller without the roller. YAY!! Through the heroic efforts of Kim Kirschman, Ralph Tomlinson, and Justin Pedersen the wounded Cessna can sleep silently for the rest of the weekend until it's mechanic can work his magic come Monday. And, the 3-man team can go home with one more find.

## The RC Planes

By C/Amn Brian Lange

We had a chance to fly remote controlled airplanes north of Cambridge during the meeting on the 12<sup>th</sup> of August. The types of RC planes that we flew were LT-40s; they could fly a couple hundred feet high. We used a buddy box system so that we would not crash the RC planes. We had two groups that flew the same type of plane, however, several cadets brought their own. We got to see a plane fly that was made out of a pizza box. The owner of the pizza box plane intentionally crashed it into the group.

There were also two types of gliders at the event, one got towed up, and then glided down, and the other had a motor on it to get up, then it glided down. Sometimes it would look like two planes were going to crash into each other, I thought it was really cool that something that small could fly that high and that far away.



*The Wing Ding Takes A Break Saturday Night At The Sac City Aquatic Center After A Hot Day Of Fun!*

### Monthly Trivia

What Is The Estimated Number Of Aircraft Landings On Wittman Field This Year At National Blue Beret During The 2003 EAA AirVenture?

## Region Staff College

By 1st Lt Anita Elliott

Region Staff College “prepares selected CAP officers to better execute the duties and responsibilities associated with CAP command and staff positions at squadron level and above.” CAP Senior Members from Iowa, Minnesota, Missouri and Nebraska attended the North Central Region Staff College held at Offutt Air Force Base in Nebraska, 7-11 Jul 03.

Region Staff College focuses on public speaking, activity planning, group problem solving, and CAP leadership training. During the week, we had our public speaking skills challenged and had to prepare and present a 10-minute speech. Each speech was graded and the 3 best were presented at the banquet.

Maj Brandon Butters and Capt Doug Jansen both won the speech competition for their groups and presented at the graduation banquet for all of the students.

Offutt Air Force Base is the home of Strategic Command. EC-135, E-4B, and RC-135 reconnaissance and electronic intelligence aircraft took off constantly throughout the week.

Central Iowa Composite members who attended were Major John Halbbrook, Capt. Doug Jansen and 1<sup>st</sup> Lt Anita Elliott.



*C/Lt Col Schroeder and Capt Ruffin celebrate after scoring the first find of National Blue Beret 2003 at Oshkosh, WI.*



## NATIONAL BLUE BERET 2003

Or

### How I Learned to Stop Worrying and Love the Pain

By Capt. Troy Ruffin

My experience with National Blue Beret (NBB) began somewhat differently than most, and much like others. Upon returning from encampment, I had 48 hours to sleep, do laundry, repack my duffel, load everything into a truck, and Major Halbbrook and I retraced the mind-numbing path I had traveled just days before...back into the wilds of Wisconsin.

After finishing the drive, we arrived in Oshkosh, Wisconsin, home to EAA Air Venture, the largest fly-in/air show in the world. Eventually, we found our way onto CAP Avenue, and then the CAP compound, which would be our home for the next two weeks. I thought I knew everything I needed; go to Oshkosh, be a TACO (Tactical Officer). Life seemed pretty simple, or so I thought. With everything prepared for in process the next morning, we retired to our racks.

Typically, going to bed isn't a big deal; however, that soon changed when I saw that my rack stood taller than me. With all the style, grace, and athletic ability I could muster, I eventually ended up in bed, exhausted. And the work hadn't even begun yet.

The next day, the floodgates opened, and the rest of the crew that would make up NBB 2003 arrived. The better part of a day was spent on in-proc, phone calls home, and bunk assignment. Now that everyone was on compound and settled in, the activity could commence.

*(Continued on Page 4)*

### Answer to Monthly Trivia:

The Estimated Number Of Aircraft Landings At National Blue Beret During The EAA AirVenture Was Approximately 15-16 Thousand!

Training schedules for the week were laid out, and the broad overview of what exactly we would be doing while on Whitman Field was explained.

Our first instruction was flight line marshalling. Most people were thinking, "Been there, done that, got the 101." However, we were soon introduced to "Oshkosh Marshalling." Everything is done with the batons pointed down, so that no crazy pilot misinterprets a "continue down the line" for a "hit the throttle and take off." Refresher courses were done for ELT searches, radio usage, and basic teamwork. There was also the ever-daunting task of familiarizing the whole NBB crew to the field we would be working. Whitman Field is no small place; from the south end of the field, you cannot contact the north end by radio.

Saturday eventually rolled around, and we were considered "Operational," which meant we had aircraft in-bound throughout the day that we'd be handling. From that point on, things only got busier. Apart from marshalling the taxiways, we were also assigned guard duty at War Birds, ensuring that no one entered the active runway area. We performed crowd control and aircraft marshalling at the ultra-light aircraft strip, assigned ES shifts during which we manned our gate, handled radio communications in our Comm. Shack, hunted ELT's, tracked down overdue aircraft, and manned both north and south towers where we spotted aircraft and recorded the tail number of every plane that landed on Oshkosh.

I was assigned the position of TACO (Tactical Officer), which meant I was the senior oversight for a flight of cadets. The cadet flight commander was none other than CICS's C/Lt Col Casey Schroeder, which meant that our flight was in for a heck of a ride. Having worked together before, we already knew each other, meaning we could start off well ahead of the other flights, who's TACOs and Flt/CC's had to get to know each other. At the beginning of a flight line shift, we would march out to the extraction point, load into 15 passenger vans with the seats torn out, and head to the flight line. While out on the flight line, walking the almost mile-long stretch of ground my flight was covering, I came across an EAA worker, looking somewhat frazzled and slightly upset. I asked if anything was wrong. "Yeah," he replied. "We only have 16,000 parking spaces on the field." "ONLY 16,000???" I asked. He looked at me and said, "We were hoping to have close to 22,000 spots this year." And with that he walked off, shaking his head. The weather cooperated for the most part, however the taxiways became mud holes after many hard rains. A once strenuous job became downright difficult, as we were forced to taxi aircraft around the soft spots, stretching us even thinner. But, as usual, we came through in a pinch.

We maintained this Op-tempo for 10 days, rain or shine, through exhaustion, lack of sleep, hunger, thirst, and pain. Throughout the weeks, we were taught about the history of the beret program, back to its roots in Iowa; we learned the story of Saint Albin, and what his cross stands for. Through the long days and short nights, we were taught what it was to be a Blue Beret, and developed a deep sense of pride not only in what we were doing, but also in what it meant to wear the beret. By the dedicated service, National Blue Beret lived up to its motto:

**THE MISSION COMES FIRST!**



C/SrA Grieme Prepares Her Rifle For The Firing Range.

## **My Encampment Experience**

By C/SrA Aisha Grieme

Early morning July 11, I woke up to an air of building excitement. I was about to embark on an adventure. Although it was not the type of adventure that may come to mind, it was an experience that would forever aid me in life.

I had never really attended any type of camp, so the coming week would be a genuine experience. I must admit, by the end of the first day I was honestly homesick. It was a trying day due to the lack of knowledge of what was expected of me. I got the hang of things by day two, and had developed friendships with the people around me.

Throughout the week we did many fun activities. I had the opportunity to shoot live rounds from an M-16. We visited a low ropes course, where we worked together as a team to complete the task given to us. We attended many educational classes as well. At these classes, we learned some of the opportunities given to us by the Air Force. We also discovered some career choices we obtain through CAP and the Air Force. All together these activities were fun and educational.

By the end of the week I was sad to leave my new friends and the excitement of the week. I know that I gained more than I thought I would out of the adventure. I acquired a number of new friends that I still talk to occasionally. I learned a lot about Civil Air Patrol and the Air Force that has helped me to do better in CAP. Most of all, I learned that with a positive attitude and teamwork, anything is possible.

## COMMANDER'S CORNER

By Capt Doug Jansen

Thomas Edison once said, "Opportunity is missed by most people because it is dressed in overalls and looks like work." This summer we have had plenty of opportunity to succeed, and have been busy having a lot of fun doing it.

This fall will be a time of renewed growth for CICS. We have a lot on our plate to offer us even more opportunities to succeed. We have our new relationship with the Iowa State University HABET Team which will bring us first in the nation training for CAP Cadets learning how to launch, track, and recover high altitude balloon projects.

We will be doing lots of training for new and old members alike. We will have General ES Orientation, First Aid and CPR Training, a Search and Rescue Exercise in Ames, Color Guard Competition, and much more.

Color guard training will resume to field yet another winning team for the Wing and Region Competitions. This will require a lot of hard work and dedication for the team, but will be well worth the rewards.

With this opportunity we will also get to see friends who have come back. Sgt. Kelly Calhoun will be returning from a tour in Iraq to tell us what his experiences in the Gulf were like. He spent several weeks driving through the Iraqi desert with the U.S. Army's 3<sup>rd</sup> Infantry Division to help support Operation Iraqi Freedom.

I hope you will take the time to continue to help us succeed. Thanks for your help with everything!!

## The Cadet Advisory Council

By Cadet 1st Lt Lowry

"The purpose of the Iowa Wing Cadet Advisory Council, or IAWGCAC, is to provide an organization through which members may gain leadership experience at a higher organizational level, aid commanders in implementing the cadet program, and to make recommendations for improving and running the cadet program. The IAWGCAC may make recommendations on matters that cannot be acted on below Wing level, consider and discuss proposals presented by the Region and National CACs, and provide a forum in which members may exchange ideas in order to improve the Cadet Program at all levels. Each chartered unit provides one primary, alternate and proxy representatives." (IAWGCAC SOP Article II & Article III Section I)

Past and current topics have been recommendations for activities such as color guard school, cadet leadership school, advanced survival school and a cadet commanders call, CAP Manual 39-1 supplements, squadron assistance and general suggestions.

The council is truly an opportunity to make a difference in our wing's cadet programs and interact with other cadets from around the wing. If you are interested in becoming a primary, alternate or proxy representative for CICS please contact Capt Ruffin for further information.

### Promotions

**Joel Bodholdt to C/SrA**  
**Josh Egesdal to C/SrA**  
**Anita Elliott to 1Lt**  
**Time Erbes to C/Amn**  
**Aisha Grieme to C/SrA**  
**Elizabeth Lee to C/Amn**



### New Members

**Ian Burke**  
**James Currie**

**Chris Roberts**



**Total Members:**

**60!**

# Central Iowa Composite Squadron

## Upcoming Events

**7 October** - 1800 hrs Uniform: Blues: Location: Ames Airport  
**Activities:** Moral Leadership, Model Rocketry

**11 October** – 0800 hrs Uniform: BDU's Location: TBD  
**Activities:** First Aid/CPR Training

**12 October** – 0900 hrs Uniform:BDU's Location: TBD  
**Activities:** General Emergency Services Training

**14 October-** 1800 hrs Uniform: BDU's Location: Ames Airport  
**Activities:** Safety Briefing, Presentations

**16-19 October-** Uniform: Blues Location: Camp Riley, MN  
**Activities:** Minnesota Wing Cadet Leadership School

**21 October-** 1800 hrs Uniform: BDU's Location: Ames Airport  
**Activities:** Model Rocketry, Presentation

**28 October-** 1800 hrs Uniform: PTs Location: Ames Airport  
**Activities:** CPFT, Testing, PT Activity

**2 November-** 1800 hrs Uniform: Blues Location: Ames Airport  
**Activities:** Moral Leadership, Model Rocketry

**8-9 November** – Uniform: BDU's Location: Sac City  
**Activities:** Operations Excercise

**11 November** – 1800 hrs Uniform: BDU's Location: Ames Airport  
**Activities:** Safety Briefing, Presentations

**18 November** – 1800 hrs Uniform: PTs Locaton: Ames Airport  
**Activities** – CPFT, Testing, PT Activity

**25 November** – No Meeting Due to Thanksgiving Holiday

**2 December** – 1800 hrs Uniform: Appropriate Civilian Attire Location: TBD  
**Activities** – Safety Briefing, Presentations

**9 December** – 1800 hrs Uniform: BDU's Location: Ames Airport  
**Activities:** Squadron Holiday Party

**16 December** – 1800 hrs Uniform: TBD Location: Ames Airport  
**Activities:** Parents Appreciation Night

**20 December** – Uniform: Blues Location: Washington, IA  
**Activities:** Color Guard Competition

**23 December** – 1800 hrs Uniform: BDU's Location: Ames Airport  
**Activities:** TBD

**30 December** – No Meeting Due To Holidays

**31 December** – Completed F31's For NCSA's Due To Wing Headquarters

October 2003

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

November 2003

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	2	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	30					

December 2003

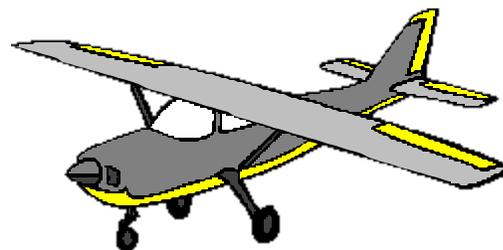
Sun	Mon	Tue	Wed	Thu	Fri	Sat
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7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

### Reminders:

- New T-Shirts Are Coming Soon
- Color Guard Practices Start Soon
- HABET Balloon Training Coming Soon

### Projects In Progress:

- SLS / CLC
- Setting A Storage Garage For Supply
- High Altitude Balloon Launch
- Remodeling The Classroom And Office



Meetings: **Tuesday Night 6 to 8 pm**  
 Midwest Flying Service Building  
 Ames Airport

Share the CAP Experience! Pass this newsletter along to a friend. For more information, contact **Capt. Doug Jansen** at (515) 291-9625 or djansen@iawg.cap.gov.

<http://www.iawg.cap.gov/ames>