

THE SKYHAWK

Core Values

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The concept of core values has permeated military affairs. In addition, most businesses have articulated what they believe to be a framework for behavior and performance. Every armed service has articulated their own unique, but common in spirit, set of core values for their members to live by. Civil Air Patrol has its own set of Core Values: **Integrity, Volunteer Service, Excellence, and Respect.** These core values have been set forth as "fixed stars" to guide us in our conduct as we perform our vital public service. But more importantly, adhering to these core values (or the similar core values of your place of worship and workplace) will enrich your life and those you interact with on a daily basis.

Core values is very important within the military community. The Department of Defense holds the annual Joint Services Conference on Professional Ethics to discuss the implications of ethics on the military services. Core Values is always a featured topic, because of its focus on the articulation of ethical codes within the military. Academic papers are submitted for presentation to the conference, by all of America's armed services, the Coast Guard, and armed services from other friendly nations.

Core values establishes a common set of expectations of conduct for all members. The meaning and power of the values CAP has chosen: **INTEGRITY, VOLUNTEER SERVICE, EXCELLENCE, and RESPECT** are easily inferred by all who read them. These words effectively replace dozens of pages of directives, and simply articulate what's right and what's wrong, and form a tool by which conduct is measured. They are the embodiment of how CAP members are expected to treat each other and the people they come in contact with -- of man's expectations of fellow man.

You expect the people you do business with to be honest with you (*integrity*), or you don't do business with them. You expect them to go out of their way to meet your needs (*volunteer service*). You expect quality and reliability from their products (*excellence*). And, you expect them to recognize and appreciate the fact that you don't have to buy from them (*respect*) if they provide a poor level of service. The application of core values into daily life is just as easily applied to personal relationships, dealings at school, and time at play with other people.

Now let's consider unit applications. Would you want a commander who looked out for their

own welfare before that of the unit? If you are a commander, how long would you tolerate a staff officer or member who stole from unit dues, cheated on a test, or lied to you about the status of a project? Would a breach of integrity have to be that serious before you decided to take action? If you did not take action, what kind of message about integrity would YOU be sending to other unit members?

If you are a regular unit member, would you try to do what's best for the unit, even if meant some inconvenience? How about something minor, like giving up a Saturday to take cadets on a field trip. How about something not so minor, like going out at 0200 on a cold January morning to search for an ELT, even though you know with 99% certainty that it would be a false alarm. How would you know it WASN'T real? You can see the implications of volunteer service.

How do you feel when you know your job better than anyone else and you deliver the goods every single time? How do you feel when you are just learning the job, are challenged and try your best, and succeed? How do you feel when you are the best, coast on an assignment, just go through the motions, and make a mistake you KNEW didn't need to occur? Would you agree that excellence means perhaps not being the best at something, but giving it everything you have regardless?

Which commander would you rather work for: someone who inspires you, appreciates the work you do, is calm and fair, and shows that appreciation to you and others? Or would you rather work for a commander who is quick tempered and doesn't control it, doesn't have a clue about what you are doing, EXPECTS respect though you know they have little respect for you, and relies on intimidation to achieve results? Which type of commander would you rather be?

Core values has very real implications. It is not a vague concept or a mantra to be repeated in hopes that someday it'll catch on. Core values - CAP's or any other - requires a cultural commitment to decency, a personal commitment to treat others as you would like to be treated, and an organizational commitment to deliver services of the quality that you would expect to have for yourself. Core values require that you do the best you can to embody its principles, even, as former Air Force Chief of Staff General Ronald Fogleman said, "when no one else is watching."

SAFETY

Quotable Quotes:

O, he sits high in all the people's hearts; And that which would appear offence in us, His countenance, like richest alchemy, Will change to virtue and to worthiness

William Shakespeare

The best man in his dwelling loves the earth. In his heart, he loves what is profound. In his associations, he loves humanity. In his words, he loves faithfulness. In government, he loves order. In handling affairs, he loves competence. In his activities, he loves timeliness. It is because he does not compete that he is without reproach.

Lao-Tzu

Backcountry Meal Planning

One of the common questions campers face is what to take with them to eat. Your requirements and needs on an overnight trip are going to be very different from someone going on a ten-day trek. The most important factors to consider are weight and bulk, taste, preparation time and requirements, trash generated, and nutritional value.

The longer you are traveling the more important weight and bulk becomes. The average person will go through two to three pounds of food a day. If you are on a backpacking trip for more than three days, your food and water will probably be the heaviest thing on your back. The longer the trip, the lighter you need your food to be.

Taste is probably the most important factor to consider. If you don't like it, you're not going to eat it. So be sure to pick out foods that you will actually eat when you are out on the trail.

Preparation time and requirements are also important things to consider. If your traveling for speed and distance, you're not going to want to be making a stew when you get to camp. If you are hiking in the desert where every drop of water is precious making rice or pasta isn't going to be your best choice. You also need to consider your own patience level when you are tired. Some people like to set up camp, eat as quickly as possible and go to bed. Others like to spend their time socializing with friends around a fire. If you're not patient, don't pick foods that will take a long time to cook.

How much trash your food generates is another important consideration. Leave No Trace ethics say you should-

n't burn or burry your trash, but pack it out with you. The best way to cut down on trash is to repackage your food before you hit the trail. Store bought goods are infamous for packaging waste that results in bulk, weight and trash you don't need to be carrying.

Nutritional value of what you are eating is also important. Thru hikers on long distance trails like the Pacific Crest or Appalachian can burn 5,000 to 6,000 calories per day! One thing to think about when preparing your menu is what your appetite is like when you are tired. Do you roll into bed and wake up hungry or do you eat a big meal when the day is done. Plan your menu accordingly because making a big dinner that you won't eat isn't going to do you any good.

Meal preparation on the trail is a difficult topic to cover in a short story. There are many books available on the topic.

An Example is :

Overnight

Overnight backpackers have one big advantage, weight and durability doesn't matter. If you're going on an overnight trip, the sky is the limit when planning your meals. Fresh meat, poultry or fish can be brought along, just be sure it is frozen rock hard when you start your trek and you prepare it that evening. Fresh vegetables including potatoes, onions, corn, and carrots can be steamed or roasted when wrapped in heavy foil. If you want to carry the bulk of an egg carrier, you can bring fresh eggs for the morning, unless you are staying in very hot conditions. Of course if you don't want to deal with complex preparation, bringing a heavy can of beef stew, soup, or beans is an easy way out. Just be sure you pack out what ever trash you bring with you.

CADETS CORNER

BY: C/A1C FRANK COOK

About a year ago I decided that I needed to get more involved in the world. I'm not talking about working behind some desk at the Boys and Girls Club or shoveling mulch for some plant squad that meets every fourth Sunday of every month. I've done that. No, I decided that in some way, no matter how big or small, I need to make an impact. So I went to my school's career counselor and asked her what I could do about it. She went on and on about all these different organizations and opportunities. None of them were bad or lame. They just didn't inspire me. But then she mentioned the Civil Air Patrol and my ears perked up. I arrived at the open house, was greeted with warm smiles and cold treats. I asked many questions, watched a couple tapes, ate some snacks, and observed the drill down. They could be sure I'd come back; they had me at "hello."

So let's talk about me. My name is Frank Cook. I'm 17 and I'm a senior at Woodin-

ville High School. I am my mother's third son (out of four). As you may (or may not) know, my younger brother and my mother are both in CAP. I hope to someday fly jets for the Air Force and do a little aerobatic stunt flying on the side. I love flying, trying something new, singing (not publicly, well, maybe sometimes), and, most of all, my friends and family.

Looking back this whole year I've been a member, I must say that I am a different person because of CAP. By helping me help myself, CAP has taken me one step closer to making an impact. By providing me with the opportunity to better discover myself, I can finally unmask the world around me. The skills and wisdom I take from here, I may perhaps never find out there. So although I know this is supposed to be about me, it's really about you guys. You guys made me.

Myths & Legends

Have you ever played the "secret" game? The first person whispers a secret to the second person, who then whispers it to the next, and so on. By the time the secret reaches the tenth person, the story has changed completely.

Cadets and seniors receive much of their CAP training by watching and listening. It's easy to see how rules and regulations can get twisted just like a story in the "secret" game.

Read our list of popular misconceptions about the Cadet Program and see if your squadron is operating according to CAP regulations or myths and legends.

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.

*Please remember to call
your element leader
regarding your
attendance Wednesday
night and be on time for
the Monday night
meeting.*

FREE CADET UNIFORM
FEMALE PANT/SKIRT SIZE CONVERSION CHART

Using a tailor's tape measure, measure the circumference of the cadet's waist and hip. Look for the approximate measurement on the chart and cross-reference to the appropriate pant/skirt size. All measurements are in inches. To measure Short (S), Regular (R), Long (L): Sit cadet down on flat surface. Measure from the waist to the flat surface. 7" and shorter requires (S); 8" requires (R); 9" or longer requires (L)

PANT/SKIRT SIZE	WAIST CIRCUMFERENCE	HIP CIRCUMFERENCE
2M	22 – 23 ½	34 – 36
2W	22 – 23 ½	36 ½ – 38 ½
4M	23 – 24 ½	35 – 37
4W	23 – 24 ½	36 ½ – 38 ½
6M	24 – 25 ½	36 – 38
6W	24 – 25 ½	37 ½ – 39 ½
8M	25 – 26 ½	37 – 39
8W	25" – 26 ½"	39 – 41
10M	26 ½" – 28"	38" – 40"
10W	26 ½" – 28"	40" – 42"
12M	28" – 29 ½"	39 ½" – 41 ½"
12W	28" – 29 ½"	41 ½" – 43 ½"
14M	30" – 31 ½"	41 ½" – 43 ½"
14W	30" – 31 ½"	43 ½" – 45 ½"
16M	31 ½" – 33"	43" – 45"
16W	31 ½" – 33"	44 ½ - 46 ½
18M	33 – 34 ½	45 – 47
18W	33 – 34 ½	46 – 48
20M	35 – 36 ½	47 – 49
20W	35 – 36 ½	48 – 50
22M	37 – 38 ½	49 – 51
22W	37 – 38 ½	50 - 52

If you have any questions, contact KC Jones at Comm 1-334-953-2945, DSN 493-2945 or email <mailto:kjones@capnhq.gov>

Civil Air Patrol Basic Cadet Training

There will be a Basic training weekend for all new Basic Cadets so they can earn their Curry.

SAT 16 Nov 2002 beginning at 0700
SUN 17 Nov Ending 1500.

Place Camp Killoqua North of Arlington.
Capt Beth Bates-SQ Commander of Arlington and C/Maj Kenny Bates of Arlington would run it along with Northshore Cadet Officers and Sgts. There also will be Northshore Senior members assisting as well.

Please let me know if you can do it this weekend. It will mean staying overnight Saturday. The charge will be about

\$26.00. This fee will include food and lodging.

If you have any questions or issues you wish to discuss please contact your element Leader or flight Sergeant first. If you are a parent and have other concerns please contact me via email or at one of the #'s below.

It is important that you let me know if you can come as we need to have a count of Cadets for food and lodging needs

Thanks
Major Karen Walter
DCC
Northshore SQ

I'm a parent. How can I help?

A Cadet Sponsor Member (CSM) is an exciting membership category. CSMs may assist their unit's cadet program by providing adult supervision, transportation, or overnight chaperons. A cadet sponsor member is a financial supporter who maintains current membership through payment of annual dues, but does not participate in any capacity except as outlined below.

- CSMs will assist their unit's cadet program with adult supervision, transportation, and overnight chaperons.
- CSMs will pay annual national membership dues of \$20.00. They are exempt from paying region, wing, or squadron dues.
- They receive a specially annotated membership card.
- CSMs must be a parent, grandparent or legal guardian of an active CAP cadet.
- They must be assigned to the same unit as their cadet child, grandchild or ward.
- They must complete Level I and Cadet Protection Program training prior to associating in any way with CAP cadets.
- They may ride in or drive a corporate vehicle after proper licensing and in support of their approved tasks.
- They may ride (as a passenger only) on military transportation or CAP air transportation to events listed above if available.
- **CSMs may not act as crewmembers of CAP or privately-owned aircraft in support of CAP events or missions.**
- They may wear any of the CAP distinctive uniforms if desired (and approved by unit commander). However,

CSMs may not wear the Air Force-style uniform. If they do not wear a uniform, they will wear clothing appropriate for the circumstances and the distinctive name-tag.

- CSMs will not earn CAP rank, awards, or decorations.
- Their membership stays in effect until their cadet leaves the CAP program for any reason.
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The following procedures will be used when applying for Cadet Sponsor Membership

- Complete a CAP Form 12, annotated in red across the top "CADET SPONSOR."
- On the Form 12, write the full name and serial number of the cadet member he/she is supporting.
- Submit a FD-258, FBI Applicant Fingerprint Card.
- Upon approval by the unit commander, the applicant will forward the CAP Form 12 and fingerprint card along with a personal check or money order in the amount of \$20 to HQ CAP/DP, 105 South Hansell Street, Maxwell AFB AL 36112-6332.
- Once the application is processed by National Headquarters, the sponsor member will receive a specially annotated membership card and a special blazer-style nametag.

CAP Regulation 20-3 requires that CAP squadrons have a minimum of three active adult members in order to retain the squadron's charter. Cadet Sponsor Members are not allowed to be included in this minimum adult member requirement.

SCHEDULE OF EVENTS

December 2002

SUN	MON	TUE	WED	THU	FRI	SAT
1	2 Dress Blues Promotions	3	4	5	6	7
8	9 PT Testing	10	11	12	13	14
15	16 BDU Aerospace	17	18	19	20	21
22	23 BDU Moral Leadership	24	25	26	27	28
29	30 To Be Announced	31				

SCHEDULE OF EVENTS

January 2003

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6 Dress Blues Promotions	7	8	9	10	11
12	13 PT Testing	14	15	16	17	18
19	20 BDU Aerospace	21	22	23	24	25
26	27 BDU Moral Leadership	28	29	30	31	

February 2003

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3 Dress Blues Promotions	4	5	6	7	8
9	10 PT Testing	11	12	13	14	15
16	17 BDU Aerospace	18	19	20	21	22
23	24 BDU Moral Leadership	25	26	27	28	

SCHEDULE OF EVENTS

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March 2003

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3 Dress Blues Promotions	4	5	6	7	8
9	10 PT Testing	11	12	13	14	15
16	17 BDU Aerospace	18	19	20	21	22
23	24 BDU Moral Leadership	25	26	27	28	29
30	31 To Be Announced					

SCHEDULE OF EVENTS

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Northshore Composite Squadron

United States Air Force Auxiliary
 Group II (NW), Washington Wing, Civil Air Patrol
 P.O. Box 1284
 Woodinville, WA 98072



Do you have questions, comments or anything to add to the newsletter? Please e-mail SM Tami Mac Avoy at Tami.MacAvoy@verizon.net

SQUADRON CALENDAR

UPCOMING EVENTS & ACTIVITIES

November 2002

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4 Dress Blues Promotion	5	6	7	8	9
10	11 PT Testing	12	13	14	15	16 Camp Killoqua
17 Camp Killoqua	18 BDU Aerospace	19	20	21	22	23
24	25 BDU Moral Leadership	26	27	28	29	30