
The Ghost Writer

Canandaigua Composite Squadron

New York Wing, Civil Air Patrol

Canandaigua, New York

Volume 2 Issue 3, April-May 2001



Squadron Members Do Good

Van Benthem and Skrabut earn Awards

From The Commander:

Well the Group Ball has come and gone and it gives me great pleasure to congratulate Maj. Stanley Skrabut for receiving the Senior of the year award. He sets an excellent example for the rest of the seniors to strive for, its great to see all his hard work has paid off. It also gives me great pleasure to congratulate Maj. Paul VanBenthem for his achievements last year as Squadron Commander in Michigan Wing, "Squadron of Distinction." Congratulations to both Maj. Skrabut and Maj. VanBenthem you are both a true assets to our Squadron, and Wing, keep up the good work.

As for the cadets from what I see you are all doing a fine job with testing and it is good to see you all moving forward in the program. Remember the sky is the limit so lets keep reaching for it.

Thank you goes out to the cadets for joining us this past weekend on our trip to the War Plane Museum. I had a great time and only hope you did too. The door is open to any suggestions for future trips so let your Flight Sergeant know what is on your mind and we will consider your thoughts , all you have to do is ask.

Last of all we have the open house coming up May 9 so please let your friend and family know what is going on and get them to come and join in on the fun.

Skrabut - Group Senior Member of the Year

GENEVA, NY---Major Stan Skrabut of Geneva has been selected as the Finger Lakes Group's Senior Member of the Year.

Major Skrabut serves as the Deputy Commander for Senior Members of the Canandaigua Composite Squadron, and has been a Civil Air Patrol member for sixteen years. He is an Internet Technologist with Hobart and William Smith Colleges.

The Senior Member of the Year is an annual award to recognize the senior member in all of CAP who has contributed most to the success of CAP's missions over the years. The selection is based on the member's lifetime contributions, not just his/her accomplishments during the year nominated.

Major Skrabut will now compete at the wing level, which consists of all Civil Air Patrol units in New York State.

Civil Air Patrol Announces 2001 Squadrons Of Distinction

On 16 April 2001, CAP Lt. Col. Robert Smith of CAP National Headquarters announced the organization's 2001 Squadrons of Distinction. They are:

Great Lakes Region: Livingston Composite Squadron (Michigan)

Middle East Region: Langley Composite Squadron (Virginia)

North Central Region: Fremont Cadet Squadron (Nebraska)

NorthEast Region: Lebanon Composite Squadron (New Hampshire)

Pacific Region: Nellis Cadet Squadron (Nevada)

Rocky Mountain Region: Arvada Cadet Squadron (Colorado)

Southeast Region: Memphis Belle Memorial Squadron (Tennessee)

Southwest Region: Edmond Composite Squadron (Oklahoma).

The Livingston Composite Squadron was also selected as this year's representative Squadron of Distinction at the National Board. The squadron's commander, Capt. Ben Powers, CAP, is also selected as this year's F. Ward Reilly Leadership Award winner.

For half of last year, our very own Major Paul Van Benthem was the squadron commander of the Livingston Composite Squadron. Kudos go out to Paul and Phil for their excellent work in Michigan.

Wing Commander Addresses the Wing

(ALBANY, NY)---Col Richard Greenhut presented his State of the Wing at the 2001 Wing Conference in Albany, New York on Saturday, 5 May 2001. During Col Greenhut's address he spoke on the following topics; the mission of New York Wing, calendar year 2000 statistics, the status of the relocation to Albany, the status of state and federal fund raising, wear of the uniform, safety, and involvement.

Here is a list of statistics that should make each member of New York Wing proud:

Hardware:

14 C-172s; 2 C-182s; 1 L-23 sailplane; 17 vans, minivans, and trucks; 146 radios, repeaters, and DF gear; 75 Pentium class computers. In all, \$2.5 million in hardware.

Units:

73 units; 1 wing unit, 8 groups, 62 squadrons, 2 flights. In total 2501 members; 82 more than 1999. We are fourth in the nation in regards to membership ; trailing only Florida, Texas, and California.

Flights and Missions:

We flew 811 Cadet orientation flights (Finger Lakes Group led the way), 42 ROTC flights, 252 CD sorties (742 hours), 46 DEPCAP sorties (145 hours).

We have 27 Incident Commanders, 39 Check Pilots, 112 Mission and Mission Transport Pilots, 151 Scanners and Observers, 146 Ground Team leaders and Members, 51 Air and Ground Operations Directors, 81 CD/DEPCAP pilots, and 387 Communicators.

We also have 17 chaplains and 10 moral leadership officers.

There were 10 scholarships awarded; 8 to cadets and 2 to seniors. This was the most of all wings.

We have located \$2.5 million worth of illegal drugs; note the correlation to amount in CAP hardware.

Col Greenhut feels that we are doing very well, however, we could be doing even better.

Col Greenhut spoke on the realignment of the Groups. He pointed out that 15 members are needed to make up a squadron and that 5 squadrons formed a group. During the past year, some groups fell below the minimum standards and were therefore disbanded and merged with other groups. Col Greenhut pointed out that this would be temporary and contingent on the membership of the disbanded groups. He also stressed that groups where for the sole purpose of supporting the squadrons and were not to be "super squadrons."

The Wing headquarters relocation project is moving forward according to Col Greenhut. The Mideastern Group along with the Seabees and the NY Air National Guard have almost completed the hanger Project. A request has been made for outside funding. A tentative plan is being made for temporary rental quarters. The wing will benefit from having the headquarters in a central location.

The wing is actively seeking outside funding from state and federal legislators. A formal request has been made for \$167,000. Members have visited both federal and state legislators and members from the field have contributed with a letter writing campaign.

Col Greenhut stressed the importance of wearing the CAP uniform correctly. If you wear the USAF style uniforms, then do it correctly.

Col Greenhut gave a safety briefing. He stressed that safety was in attitude and that everyone must be a safety officer. More accidents occur in ground team operations and in cadet activities than in air operations. More attention needs to be placed in these weak areas.

Finally, Col Greenhut stressed that members should become more active. By giving back to CAP, you can become more than a CAP consumer.

The Wing Liaison Officer stressed the following items: Although the wing led the nation in scholarships earned, not all scholarships were awarded because not enough folks applied.

Scholarships can be earned for college and flight training, but you must apply.

Squadron Members Advance

Membership Award

SM Preston Pierce

Promotions

c/TSgt Mike Miller

c/A1c Joshua Compton

c/A1c Isaac Henkel

c/A1c Greg Horrocks

c/A1c Brendon Roach

Keep up the good work, Hooah !!

Community Service Award

There has been some question concerning the Community Service Ribbon for cadets. CAPR 39-3, Award of CAP Medals, Ribbons, and Certificates, Chapter 21.i, states that the unit simply attaches the "60 hours of community service verified by a volunteer coordinator" to the CAPF 2a. The wing commander is the approval authority for this type of 2a request (unless he or she has delegated this responsibility to the squadron/group commander in accordance with the same regulation).

There are a few assumptions about this ribbon:

1. That the community service occurred outside of CAP.

2. That a CAP member is not verifying the cadet's community service (unless, of course, this CAP member can speak for the outside organization, and sign the verifying letter for the outside organization).

3. The regulation does not require that the verification be on an organizational letterhead, but most outside agencies would probably use their letterheads when verifying someone's volunteer participation.

4. There are no devices currently authorized for this ribbon.

Tailwind

By definition, a tailwind is behind us. It can hasten our trip and give us an extra shove. It can also be dangerous to ignore. Aviation history is like a tailwind. Understanding where we have been, and learning the lessons which come with that understanding, can help us on our journey as aviators and students of aerospace issues. As your new Squadron Historian, back after a 30 year vacation from CAP, I hope to offer some historical "tailwinds" on a frequent basis.

To start off, did you know that the Finger Lakes area is the cradle of Naval aviation? Glenn H. Curtiss, who entered his working years as a motorcycle manufacturer and racer, was fascinated with aviation at about the same time as the Wright brothers. He was convinced for a while that water was the best environment for the airplane. He was not alone in that idea. Another noted aviation pioneer, Dr. Samuel Langley of the Smithsonian, had tried to launch from the Potomac River. A self-taught aeronautical engineer, member of the Aerial Experiment Association, and friend of Alexander Graham Bell, Curtiss harnessed his work on aircraft with the motors for which he was also gaining fame and which gave him a world speed record that lasted 10 years.

In March, 1908, Canadian Casey Baldwin made the first public flight over the ice of Keuka lake in the "Red Wing" designed by Lieutenant Thomas Selfridge, later the first person to die in an airplane crash. In May, 1908 Curtiss flew his "White Wing" a distance of 1017 feet in 19 seconds. In July, 1908, Curtiss flew his "June Bug" for a mile to win the Scientific American trophy. The July flight was the first pre-announced flight in America. Curtiss won several more trophies and distance records.

The Secretary of the Navy accepted Mr. Curtiss' invitation to send some Naval officers to Keuka Lake for flight instructions in November 1910. On January 26, 1911 Curtiss made the first successful flight of a hydro-aeroplane. The Naval Aviation commemorative stamp was issued 50 years later. In July, 1912, Curtiss demonstrated the first true flying boat. By 1913 Curtiss was making airplanes designed to land on either land or water.

The pioneer pilot of those planes, trained by Curtiss, was Lieutenant B. L. Smith, US Marine Corps.

In 1914 Glenn Curtiss developed and tested the first twin engine flying boats, the "Navy- Curtiss (or NC) airplanes which first crossed the Atlantic in 1919. That year Curtiss redesigned Samuel Langley's first airplane which crashed and thereby deprived him of the fame enjoyed by the Wright brothers.

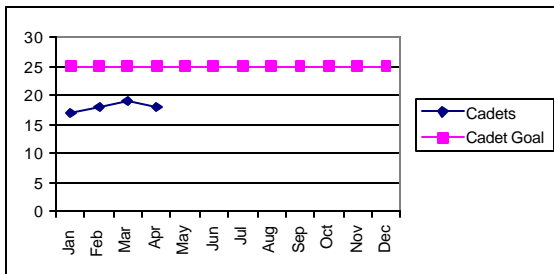
Today there is a small museum in Hammondsport where you can learn more about Glenn H. Curtiss. His most famous plane was the JN-4 "Jenny" in which American pilots trained for World War I, and which was a favorite of barnstormers after the war.

The Army contracted with the Wright brothers to build their first airplanes and teach their first aviators how to fly. Quite naturally, the Navy relied upon the ideas of Glenn Curtiss who successfully tied aviation to water.

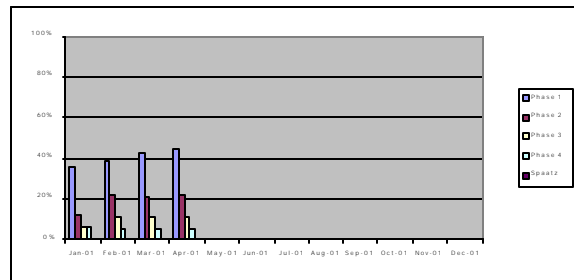
SM Preston E. Pierce

Where do we stand at the moment?

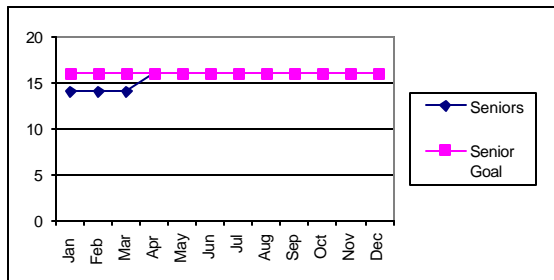
These next couple of charts will show you where we stand in regards to cadets, senior members, and a squadron for 2001.



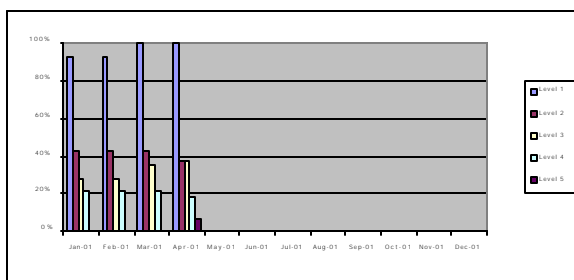
Cadet Recruiting



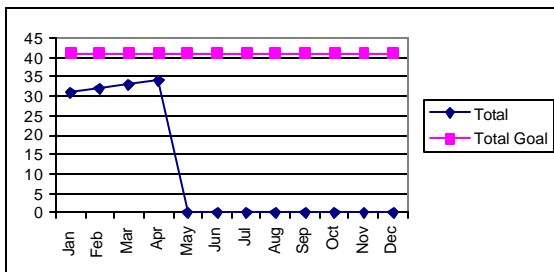
Cadet Progression



Senior Member Recruiting

















Senior Progression



Total Squadron Recruiting

What's Happening in New York Wing

 - Indicates a Suspense

May		 1 Leadership Encampment Senior Command Staff Applications Due @ NYWG HQ/CP
9	Squadron Open House	 1 ES Encampment Senior Command Staff Applications Due @ NYWG HQ's
19-20	Canandaigua Squadron Training	17-18 Canandaigua Squadron Training
27	Pancake Breakfast – Perry Warsaw	December
June		1 CAP 60 th Anniversary
2	NYW SAREX 2	9 CAC Meeting @ MEG HQ's (Tentative)
6	GINNA Drill: Federal Evaluation	 15 Senior Member of the Year Applications Due @ NYWG HQ's
16-17	Canandaigua Squadron Training	 15 Cadet of the Year Applications Due @ NYWG HQ's
30	ICS Training	 15 Cadet NCO of the Year Applications Due @ NYWG HQ's
July		 15 Air Force Sergeants Association Award to Outstanding CAP Cadet NCO of the Year Applications Due @ AFSA
 5	Safety Reports Due to Group	 15 Air Force Association Award to Outstanding CAP Cadet Applications Due @ Air Force Association
15-21	NER Staff College, McGuire AFB, NJ	 15 Communicator of the Year Applications Due @ NYWG HQ's
21-22	Canandaigua Squadron Training	 15 Brewer Aerospace Award Applications Due @ NYWG HQ's
August		 15 National Special Activities Applications Due @ NYWG HQ's
18-19	Canandaigua Squadron Training	 15 Scholarship Applications Due @ NYWG HQ's
September		15-16 Canandaigua Squadron Training
22	NYW SAREX 3	
15	Counter Drug Training (Various Broadcast Sites)	
15-16	Canandaigua Squadron Training	
October		
 8	Applications for SLS Due	
 17	Annual Awards Selection	
20-21	Canandaigua Squadron Training	
20-27	National Staff College, Maxwell AFB, AL	
November		

Have News?

Contact Major Stan Skrabut at 315-781-8208 or E-mail sskrabut@rochester.rr.com

Canandaigua Composite Squadron
112 Lyceum Street
Geneva, NY 14456