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# The Ghost Writer

**Canandaigua Composite Squadron**

New York Wing, Civil Air Patrol

Canandaigua, New York

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## Safety and Annual Awards are the focus this month

*Congrats to the winners; Accidents can be prevented*

From The Commander:

Well school has been back in for two and a half months now, hope everyone is doing good. One reason I know that school is back in is the promotions have started to slow down. I would like all of our cadets to prioritize school work first but also keep with the studies for your leadership and aerospace so we can continue the promotions. So lets get those book cracked open and start the new year off with a bang.

That's right another year is coming to an end. This year we have had a lot of new recruits and we almost hit our goal. The first part of December we were just one away from fifty. We are now holding at forty-six members and that is due to some of our cadets that went off to college. So I am asking you to please get some new recruits to replace those that have left. Remember you need new cadets to help you become better leaders, for with out the new cadets you have no one to lead.

Speaking of leaders I have put the word out that we are going to start a new eight week program for some of our newest members, so that they can all be brought up to speed. I would like to see that put into play comes January.

C/2Lt Nicole Bradley is now a senior member, since joining the Air Force. Nicole has made a couple of calls home and asked me to say hello to everyone and that she is doing fine. She found it to be quite a challenge at first and says that things are started to work out good.

Canandaigua Composite Squadron presented the Army Reserve Center a plaque on the 7 of Dec. to show our appreciation for the use of their facility. They were very pleased to have us present it and gave us all a big HOOAH and a round of applause for all that we do to support our community. You would have all been very proud to see how they reacted.

The holiday season is fast approaching and I would like to wish you all a SAFE and Happy Holiday Season.

Seasons Greetings

*Capt John E. Bradley III*

### Cadet Programs

I just want to bring to the surface some issues about the cadet program. As of now, Senior Member Bailey and I will be conducting counseling sessions with the cadets. These will last no

more than 15 minutes and will address such things as testing, promotions, and progression in the program, and your reporting-in skills. There is nothing to be nervous about.

I have been trying to get all the cadets in uniform. Capt. Frost can only supply so much. Whatever he can't supply, you will have to buy yourself.

January 1, 2003 - NO MEETING

January 15 - Meeting at Mercy Flight (Brickyard Road)

January 29 - OPEN HOUSE

February 12 - Commander's Call

All other meeting times and dates will run as planned.

Congratulations to Cadets Horrocks and Hauenstein. Cadet Horrocks was promoted to 2Lt, and Cadet Hauenstein was promoted to Staff Sergeant. Continue to test and promote.

2Lt Mike Miller

### Annual Award Winners

Congratulations go out to our annual award winners.

- ❖ Cadet of the Year – c/Lt Col Jaclyn Bradley
- ❖ Cadet NCO of the Year – c/2Lt Greg Horrocks
- ❖ Air Force Association Award to Outstanding CAP Cadets – c/TSgt Nicole Bradley
- ❖ Air Force Sergeant's Association Award to Outstanding CAP NCO of the Year – c/TSgt Nicole Bradley
- ❖ Veterans of Foreign Wars Cadet Officer Award – c/Lt Col Jaclyn Bradley
- ❖ Veterans of Foreign Wars Cadet Noncommissioned Officer Award – c/2Lt Greg Horrocks
- ❖ Senior Member of the Year – Capt John Bradley
- ❖ Communicator of the Year – Capt John DeWolfe
- ❖ Historian of the Year – Maj Preston Pierce
- ❖ Public Affairs Officer of the Year – Maj Stan Skrabut
- ❖ Moral Leadership Officer of the Year – 1Lt David Herrmann
- ❖ Aerospace Education Officer of the Year – 1Lt David Miles
- ❖ Safety Officer of the Year – Capt William Stehling

Keep up the great work!!

## Error fuels base service station blaze

by James Coburn  
37th Training Wing Public Affairs

A 50-year-old retired technical sergeant was severely burned on both legs recently after static electricity ignited gasoline as he filled gas cans in the bed of his pickup truck at the base shoppette at Lackland AFB, Texas.

Lackland Fire Chief J.L. Ball said a placard on the gasoline pumps warns motorists to put gas cans on the ground to fill them, but people might not notice them.

In a video taken by the Army and Air Force Exchange Service store's security camera, four bystanders are shown frantically using their own clothing to help put out the flames burning on the man's gasoline-soaked pants legs and shoes.

Tech. Sgt. Ed Jones, a Warrior Week instructor and one of the bystanders, removed his battle dress uniform top and wrapped it around the man's legs to help extinguish the flames, but they kept re-igniting. Thinking quickly, he pulled a window cleaner reservoir from a rack at the pump and poured the water on the man's legs.

A shoppette mechanic rushed the man to nearby Wilford Hall Medical Center in his pickup. Jones, who accompanied the man, also was treated for minor burns he received as he smothered flames.

Safety officials long have warned people not to fill gas cans sitting inside vehicles or in truck beds because of the danger of gasoline vapors being ignited by static electricity.

Another hazard reported recently is getting back into a car and not touching a metal ground before returning to the refueling nozzle and causing a static electricity spark.

In a video of the incident, the man is seen standing in the bed of his pickup as he fills five 5-gallon gas cans (three plastic and two metal) over a period of several minutes before a flash fire erupts.

Lt. Col. Brian Mullin, a former safety officer at Ramstein Air Base, Germany, is seen driving up to an adjacent pump and starting to fill his vehicle when he notices what the man is doing just before the fire.

Mullin, now undergoing instructor pilot training at Randolph Air Force Base, Texas, said the retiree "did one of the classic things you shouldn't do ... refueling external gas cans (above ground) with plastic or rubber shoes on. This is an extremely textbook case of static electricity igniting an instantaneous fire.

"I was moving my lips to tell him, 'Sir, don't do that,' when the first flame started in the back of his truck," added Mullin.

"I saw the flame, and I told him to jump," he said. "He dropped the hose, which sprayed gas all over the truck. I told him to jump and run, which would have been really a good thing to do, but instead, he tried to throw the 5-gallon can that he had just fueled out the back to get it away from his truck, and that started the whole area on fire.

"So now he's on fire, the back of the truck's on fire, and the can that just hit the ground started a big fire behind the truck."

The man ran between the burning truck and the pump toward the store before he dropped and rolled on the pavement.

Mullin ran after the man, ripping off his two T-shirts to beat out the burning clothes, "but they did not do much good because they (caught) on fire," he said.

Jones ran to use his BDU top on the flames, and another man and a woman also helped the retiree.

Firefighters arrived on scene within two minutes and extinguished the blazing truck five minutes after arriving.

Ball said the damage to the AAFES fuel pump was estimated at \$10,000 to \$15,000 and to the retiree's 1993 Mazda pickup, \$2,500. The retiree, who received third-degree burns of his legs below the knees, later was transferred to local Brooke Army Medical Center's burn unit for further treatment.

## Refuel safely by stopping static electricity build-up

The Army and Air Force Exchange Service (AAFES), which operates service stations worldwide, wants to remind motorists of the importance of avoiding potential problems with static electricity at the gas pump.

In many parts of the country, static electricity build-up is most likely to occur during the fall and winter months, when the air is cool or cold and dry - the typical climate conditions for static electricity buildup. Static electricity can build up when a motorist exits or re-enters the vehicle during fueling.

Upon returning to the vehicle fill pipe during or at the end of refueling, the motorist may experience a static discharge at the fill point, which may cause a flash fire or small sustained fire with gasoline refueling vapors. Static electricity-related fires have occurred at AAFES' and other retail gasoline outlets.

According to the American Petroleum Institute (API) and the Petroleum Equipment Institute (PEI), such incidents are on the increase. To date, over 150 incidents have been reported to PEI that have resulted in numerous injuries, property damage and one fatality.

The most effective means by which a motorist can avoid static electricity problems at the gas pump is to stay outside the vehicle while refueling. It may be very tempting to get back in the car during extremely cold weather, but the average fill-up only takes around two minutes and staying outside the vehicle will greatly minimize the likelihood of any build-up of static electricity that could be discharged at the nozzle.

In the rare event a motorist does experience a fire while refueling, it's important to remember to leave the nozzle in the fill pipe of your vehicle and back away from it. Immediately notify the station attendant to shut off all dispensing devices and pumps with emergency controls. If the facility is unattended, then use the emergency shutdown button to shut off the pump and use the emergency intercom to summon help. Leaving the pump nozzle in the vehicle will prevent any fire from becoming more dangerous.

Motorists who feel the need to get back into their vehicle during refueling should discharge any static buildup upon exiting the car before going back to the pump nozzle. This can be done safely by touching a metal part of the vehicle, such as the door, or some other metal surface, with a bare hand. Consumers can minimize these and other potential fueling hazards by following safe refueling procedures all year long.

For more information on avoiding potential problems with static electricity build-up at the pump, and other safe motor fuel

refueling, storage and handling guidelines see API's web site at <http://www.api.org/consumer>, and PEI's web site at <http://www.pei.org/static>.

Safe Refueling and Fuel Handling Guidelines for Consumers American Petroleum Institute and the Petroleum Equipment Institute have provided the following consumer refueling and fuel safety guidelines that will help keep you and your family safe when refueling your vehicle or filling up gasoline storage containers:

- ❖ Turn off your vehicle engine while refueling. Put your vehicle in park and/or set the emergency brake. Disable or turn off any auxiliary sources of ignition such as a camper or trailer heater, cooking units, or pilot lights.
- ❖ Do not smoke, light matches or lighters while refueling at the pump or when using gasoline anywhere else.
- ❖ Use only the refueling latch provided on the gasoline dispenser nozzle, - never jam the refueling latch on the nozzle open.
- ❖ Do not re-enter your vehicle during refueling.
- ❖ In the unlikely event a static-caused fire occurs when refueling, leave the nozzle in the fill pipe and back away from the vehicle. Notify the station attendant immediately.
- ❖ Do not over-fill or top-off your vehicle tank, which can cause gasoline spillage.
- ❖ Avoid prolonged breathing of gasoline vapors. Use gasoline only in open areas that get plenty of fresh air. Keep your face away from the nozzle or container opening.
- ❖ When dispensing gasoline into a container, use only an approved portable container and place it on the ground when refueling to avoid a possible static electricity ignition of fuel vapors. Containers should never be filled while inside a vehicle or its trunk, the bed of a pickup truck or the floor of a trailer.
- ❖ Only store gasoline in approved containers as required by federal or state authorities. Never store gasoline in glass or any other unapproved containers.
- ❖ When filling a portable container, manually control the nozzle valve throughout the filling process. Fill a portable container slowly to decrease the chance of static electricity buildup and minimize spilling or splattering.
- ❖ Fill container no more than 95 percent full to allow for expansion.
- ❖ Place cap tightly on the container after filling - do not use containers that do not seal properly.
- ❖ If gasoline spills on the container, make sure that it has evaporated before you place the container in your vehicle. Report spills to the attendant.
- ❖ When transporting gasoline in a portable container make sure it is secured against tipping and sliding, and never leave it in direct sunlight or in the trunk of a car.
- ❖ Never siphon gasoline by mouth or put gasoline in your mouth for any reason. Gasoline can be harmful or fatal if swallowed. If someone swallows gasoline, do not induce vomiting. Contact a doctor immediately.
- ❖ Keep gasoline away from your eyes and skin; it may cause irritation. Remove gasoline-soaked clothing immediately.
- ❖ Use gasoline as a motor fuel only. Never use gasoline to wash your hands or as a cleaning solvent.

- ❖ And finally, a reminder to not use cell phones or smoking while refueling your vehicle.

Icemen elves answering Santa's mail

EIELSON AIR FORCE BASE, Alaska (AFPN) -- Children around the world can get a signed letter from Santa Claus, thanks to elves from the 354th Operations Support Squadron's combat weather flight here.

For nearly 50 years, people at Eielson AFB have helped Santa answer the mail. Each year, the flight answers thousands of letters, sending responses postmarked "North Pole, Alaska."

"Last year, because of operational concerns, we only answered about 1,000 letters," said 1st Lt. Andrew Mercer, chief elf for this year's program. The previous year, the flight answered more than 6,000 letters.

People who would like a free letter from Santa for a child should send a self-addressed, stamped envelope to: Santa's Mailbag, 354th OSS/OSW, 1215 Flightline Ave., Suite 100B, Eielson AFB, AK 99702-1520.

#### Winter Storms Checklist

Federal Emergency Management Agency

This checklist can be found in pdf format on our website at [www.pdstx.com](http://www.pdstx.com) (click on the newsletter link).

A major winter storm can be lethal, but preparing for cold weather conditions and responding to them effectively can reduce these dangers. The following information is adapted from the Federal Emergency Management Agency Winter Storms Factsheet found at [www.fema.gov/hazards/winterstorms/stormsf.shtm](http://www.fema.gov/hazards/winterstorms/stormsf.shtm) Check with your local community emergency management office or American Red Cross office for more information.

#### BEFORE

- ❖ Be familiar with winter storm warning messages.
- ❖ Service snow removal equipment and have rock salt on hand to melt ice on walkways and kitty litter to generate temporary traction.
- ❖ Make sure you have sufficient heating fuel.
- ❖ Winterize your home.
- ❖ Insulate walls and attic. Caulk and weather-strip doors and windows. Install storm windows or cover windows with plastic from the inside.
- ❖ Have safe emergency heating equipment available.
- ❖ Fireplace with ample supply of wood Small, well-vented, wood, coal, or camp stove with fuel Portable space heaters or kerosene heaters (check with your local fire department for more information.)
- ❖ Install and check smoke detectors.
- ❖ Keep pipes from freezing.
- ❖ Wrap pipes in insulation or layers of old newspapers. Cover the newspapers with plastic to keep out moisture.

#### 4 THE GHOSTWRITER

Let faucets drip a little to avoid freezing. Know how to shut off water valves.

- ❖ Have disaster supplies on hand, in case the power goes out.
- ❖ Flashlight and extra batteries Portable, battery-operated radio and extra batteries. First aid kit One-week supply of food (include items that do not require refrigeration or cooking in case the power is shut off) Nonelectric can opener One-week supply of essential prescription medications. Extra blankets and sleeping bags Fire extinguisher (A-B-C type)
- ❖ Family Emergency Communications Plan
- ❖ Ask an out-of-state relative or friend to serve as the "family contact." Make sure everyone knows the name, address, and phone number of the contact person. Teach children how and when to call 9-1-1, police, or fire department, and which radio station to tune to for emergency information.

#### DURING

##### INDOORS

- ❖ Conserve fuel (lower the thermostat to 65 degrees during the day and 55 degrees at night). Close off unused rooms.
- ❖ Pipes Freeze Remove newspaper and wrap pipes in rags. Open all faucets and pour hot water over the pipes, starting where they were most exposed to the cold (or where the cold was most likely to penetrate).
- ❖ Listen to the radio or television to get the latest information.

##### IF OUTDOORS

- ❖ Dress warmly. Wear loose-fitting, layered, light-weight clothing.
- ❖ Stretch before you go out to shovel snow.
- ❖ Cover your mouth to protect your lungs from extremely cold air.
- ❖ Avoid overexertion.
- ❖ Watch for signs of frostbite and hypothermia.
- ❖ Keep dry to prevent loss of body heat due to wet clothing.
- ❖ Help neighbors who may require special assistance-- infants, elderly people, and people with disabilities.

##### Definitions

**Wind Chill:** Wind chill is a calculation of how cold it feels outside when the effects of temperature and wind speed are combined. See the National Weather Service website at [www.nws.gov](http://www.nws.gov) for more information.

**Winter Storm Watches and Warnings:** A winter storm watch indicates that severe winter weather may affect your area. A winter storm warning indicates that severe winter weather conditions are definitely on the way. A blizzard warning means that large amounts of falling or blowing snow and sustained winds of at least 35 miles per hour are expected for several hours.

**Frostbite and Hypothermia:** Frostbite is a severe reaction to cold exposure that can permanently damage its victims. A loss of feeling and a white or pale appearance in fingers, toes, or nose and ear lobes are symptoms of frostbite.

Hypothermia is a condition brought on when the body temperature drops to less than 90 degrees Fahrenheit. Symptoms of hypothermia include uncontrollable shivering, slow speech, memory lapses, frequent stumbling, drowsiness, and exhaustion.

If frostbite or hypothermia is suspected, begin warming the person slowly and seek immediate medical assistance. Warm the person's trunk first. Use your own body heat to help. Arms and legs should be warmed last because stimulation of the limbs can drive cold blood toward the heart and lead to heart failure. Put person in dry clothing and wrap their entire body in a blanket.

Never give a frostbite or hypothermia victim something with caffeine in it (like coffee or tea) or alcohol. Caffeine, a stimulant, can cause the heart to beat faster and hasten the effects the cold has on the body. Alcohol, a depressant, can slow the heart and also hasten the ill effects of cold body temperatures.

#### Tailwinds

During December we think about the last time our nation was attacked from the air. World War II required total mobilization. More than 15 million men and women served in the military services. Thousands more served in the Merchant Marine and aviation groups like the WASPs and CAP. School textbooks remind us that people on the home front lived with rationing of bread, gasoline, shoes, sugar—even tobacco. The home folks were mobilized to do more than work double shifts and “do without,” however. Some of what they did required the direct involvement of high school students.

Early in 1942, high school students across the nation were asked to build model airplanes. Navy Secretary, Frank Knox, specifically requested that students built 500,000 models. The New York State Education Department made model building an official part of the school curriculum. The models, of specific Allied and Axis aircraft, were used by the Army and Navy to train spotters, air crews, and anti-aircraft gunners. Models were generally built in what were then known as “shop,” or industrial arts classes.

In May, 1942, the *Daily Messenger* reported that Canandaigua boys had produced 40 planes including various models of Dornier (German); Mitsubishi and Nakajima (both Japanese); Hawker Hurricane and Bristol Blenheim (both British); Savoia Marchetti (Italian); Grumman and Consolidated (American); Messerschmitt (German); Brewster (British); Lockheed and Martin (American); and Junkers (German). Some of the models were sent to Floyd Bennett airfield on Long Island, a Naval air station. The Canandaigua teacher who coordinated the project was Floyd D. Butler. Duplicates of the models were displayed in the Wood Library for several weeks. There, the papers said, books on airplanes were very popular. The models which remained in town were used by the air-raid spotters, many of whom were high school students manning observation posts throughout the area.

In April, 1942 William Valmore's industrial arts students undertook a similar project in Victor High School. Working in conjunction with the State Education Department's model aircraft project, Victor received a quota of 50 models. The models were made of light wood and assembled and finished by students from pieces shipped to the school

Bloomfield High School also participated in model construction. That school also had a quota of 50 models, 20 of which were under construction early in 1942. Bernard Fox, director of the shop at Bloomfield, pointed out that the model project was not limited to boys and girls in school, but was open to any interested citizen. Many home craftsmen and hobby model builders participated. To meet their quota, Bloomfield opened its shop from 7:30-9:00 PM each Monday and Wednesday.

Participation in the airplane model building program had several benefits. It made a direct contribution to the war effort. That was important since most of the students had family members serving in the military. It gave local folks a feeling of participation; that it was their war too. It fostered patriotism. It also made young people "air minded." General H. H. "Hap" Arnold, chief of the Army Air Forces, made that a major goal of the new Civil Air Patrol. In different words, it remains part of the charter of CAP today.

*Maj. Preston E. Pierce  
Squadron Historian*

Veterans history project keeps war memories alive

By Sgt. 1st Class Doug Sample, USA  
American Forces Press Service

There over 19 million veterans living in the U.S. today. With each is a personal story of battles fought, victories and defeats. Each story, though sometimes heartbreaking, is full of love, dedication and patriotism.

That's how Peter Bartis describes his work with the Veterans History Project. The grassroots effort that began two years ago -- and has now caught fire -- is hoping to keep those memories alive.

Bartis, a senior program officer for the project, said that each day some 1,500 U.S. veterans die -- and with them a treasured part of the nation's past. "These are some of the most amazing stories; when you put them all together you get a story of the nation," he said.

Over the past year alone, the project's staff of 16 has already collected more than 14,000 items, such as letters and other memoirs, and video and audiotape interviews.

"We're all just blown away by these stories," he said. "The information has been very rich, it's been emotional, and it's very heartening to listen to the stories, to learn how and why they (veterans) joined, their war-time experience."

With the idea that future generations could learn from the histories of the nation's veterans, the American Folklife Center at the Library of Congress, began the effort to collect video and audio recordings of personal histories and testimonials of American war veterans -- men, women, civilians who served in World Wars I and II, and the Korean, Vietnam and Persian Gulf wars. The center needs contributions of civilian volunteers, support staff, and war industry workers also.

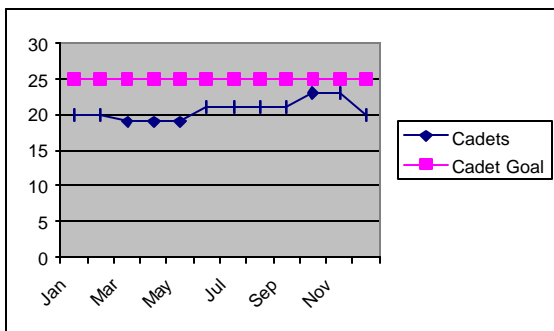
Bartis said the amount of regular mail and the number of e-mails and phone calls vary from day to day, "but the response to this project has been enormous." "We get to know a lot of these people personally. That's the fun part," he said. Aside from the thousands of items received from everyday Americans each year, Bartis said the project has gained tremendous support from the corporate community as well.

The Veterans History Project's official Web site lists more than 50 national partners and support organizations from every state. The military services contribute through offices such as the Army's U.S. Center of Military History and the Naval and Marine Corps Historical centers, as well as DoD's official committee commemorating the 50th Korean War anniversary. Major national veterans associations are well-represented also.

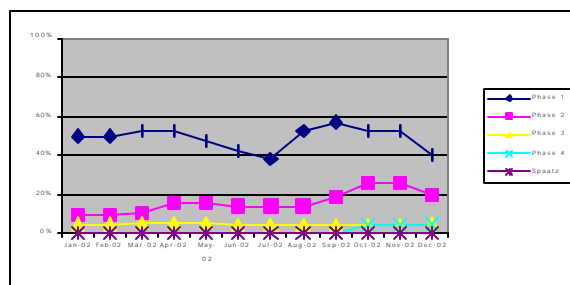
"This is not our project or the library's project. This is the nation's project," Bartis said. "We want people of all walks of life to feel ownership of this project." To learn more about the Veterans History Project, visit [www.loc.gov/folklife/vets](http://www.loc.gov/folklife/vets).

Where do we stand at the moment?

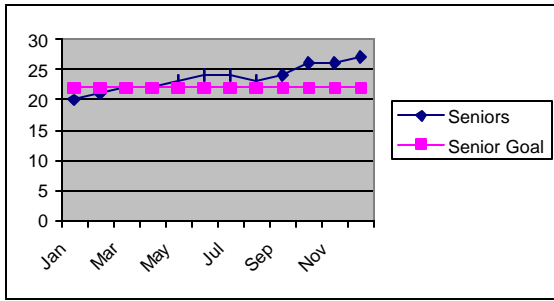
These next couple of charts will show you where we stand in regards to cadets, senior members, and a squadron for 2002.



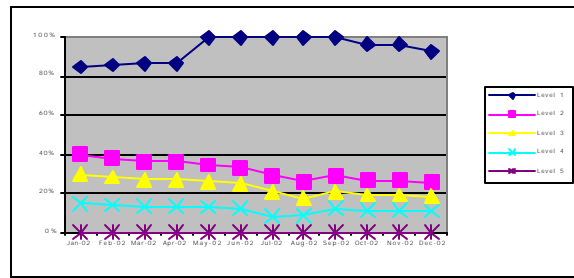
Cadet Recruiting



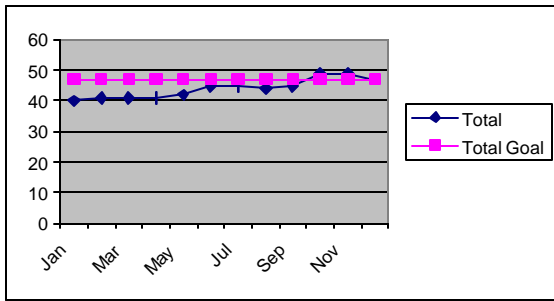
Cadet Progression



Senior Member Recruiting



Senior Progression



Total Squadron Recruiting

**Only five members from this year's cadet recruiting goal!!!**

**Cadets: 5 under goal  
Seniors: 5 over goal**

**Recruit! Recruit! Recruit!**

What's Happening in New York Wing

- Indicates a Suspend

\*\* - Indicates New Item

January

- 1 CAN No Meeting
- 11 WNY Group Military Ball – Buffalo
- 15 CAN Mercy Flight Ground School
- 18 NYW Cadet of Year, CNCO of Year, IACE selection board (TBD)
- 18-19 NYW Squadron Leadership School - Brooklyn
- 25 NYW CD training - Rochester and Albany
- 29 CAN Squadron Open House

February

- 12 CAN Squadron Commander's Call

March

- 1 CAN Squadron Aerospace Activity (TBD)
- 8 NYW Inspector General School - Binghamton
- 15 NYW CD Telecast - Niagara, Stewart, Statton and Westhampton
- 22 NYW Region Staff Assisted Visit / Wing CI - NYW HQ (tentative)
- 28 – 30 CAN Spring ES Bivouac
- 29 NYW Mission Management Workshop - Utica

April

- 2-5 NHQ National Congress on Aviation and Space Education - Cincinnati, OH
- 5-6 NYW Sarex 2 (TBD)
- 19 NYW Inspection of Finger Lakes Group

- 26-27 CAN Squadron ES Training
- 30 CAN Squadron Open House
- May
- 3 NYW National Check Pilot Standardization Course - Utica
- 17 NYW CD training mission – Albany
- 25 FLG Perry-Warsaw Fly-in Breakfast
- 26 CAN Memorial Day Parades (Hemlock and Honeoye)
- 30-31 NYW Annual Conference - Owego
- June
- 1 NYW Annual Conference - Commander's Call
- 7-8 NYW Sarex 3 (TBD)
- 14 NYW Inspection of Mid Eastern Group
- 15 NYW Inspection of Southeast Group
- July
- 4 CAN Fourth of July Parade – Honeoye
- 9 CAN Squadron Commander's Call
- 11-13 NYW Ground Team School (TBD)
- 26-27 CAN Squadron ES Training
- 27 NYW CD training mission - Albany
- August
- 15-17 CAN Fall ES Bivouac
- 16-17 NYW Mountain Flying Course - Plattsburgh
- 25-27 NHQ National Board Meeting - Las Vegas, NV
- September
- 12-14 NYW Mission Air School

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24 CAN Squadron Open House  
27-28 NHQ NYW Sarex 4 (TBD)  
27-28 CAN Squadron ES Training  
October

25-26 CAN Squadron ES Training  
November

December

1 NHQ CAP's 62nd Anniversary

15 Senior Member of the Year Applications Due @  
NYWG HQ's

15 Cadet of the Year Applications Due @ NYWG HQ's

15 Cadet NCO of the Year Applications Due @ NYWG  
HQ's

15 Air Force Sergeants Association Award to Outstanding  
CAP Cadet NCO of the Year Applications Due @ AFSA

15 Air Force Association Award to Outstanding CAP  
Cadet Applications Due @ Air Force Association

15 Communicator of the Year Applications Due @ NYWG  
HQ's

15 Brewer Aerospace Award Applications Due @ NYWG  
HQ's

15 National Special Activities Applications Due @ NYWG  
HQ's

15 Scholarship Applications Due @ NYWG HQ's

17 CAN Squadron Christmas Party

24 CAN No Meeting

31 CAN No Meeting

## Have News?

Contact Major Stan Skrabut at 315-781-8208 or E-mail [sskrabut@rochester.rr.com](mailto:sskrabut@rochester.rr.com)

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