

The Ghost Writer



Preparing for a great year

Year is filled with opportunities

From The Commander:

We have finished another year and we did grow last year and we need to grow more this year. Not only in personnel but also in promotions. I sent out an e-mail letting most of the senior members know about the SLS class that is going to be held in Syracuse on March 1&2. I have only heard one reply that says there is some interest. We have several new senior members that not only need to go, but to grow in the promotion area have to go. The SLS is a course that senior members need to move up in grade. I was hoping to see more interest in this class. We have also got to set the example to our cadets that we are willing to give it our all to promote and set a fine example for them to follow. So please try to set that weekend aside and attend the class.

As I have said we have grown and we need to grow more I am asking not only the cadets but the senior members to please try and get more cadets to join our squadron. As you all move through the grades you will need more cadets to follow where you left off, or you will have no one to lead. I can not say it enough; RECRUIT RECRUIT RECRUIT!!!

We have an awesome program and it does help with those that succeed to progress through our program. I am very proud of SM Nicole Bradley who has just finished her basic training at Lackland Air Force Base. She not only helped her fellow trainees to achieve Honor Flight at graduation, SM Bradley also achieved Honor Graduate for herself which earns her an extra ribbon for her uniform, which everyone in the military knows that she was one of the best in basic. SM Bradley says that a lot of the thanks goes out to CAP for they helped her build that foundation to be one of the best. A lot of the things she learned through CAP helped her to lead her flight as well as set the example for her fellow trainees to follow. By progressing through our program she graduated basic an Airman First Class. CAP will follow you for the rest of your life so please lets start sharing it with our friends and relatives get them to join so they can reap some of the benefits that CAP has to offer them.

One last thing that I would like to say is if anyone in our squadron has any ideas for trips and places to visit please let your chain of command know so we may consider your request.

Capt John E. Bradley III
Commander



Our Christmas Party Entertainment

Cadet Programs

I hope everybody had a nice holiday break. I was able to get in some skiing over the break. The malls are still crowded with everyone bringing back their unwanted gifts. I was in the mall just this past week and I saw all these people and could not stop to think what a great recruiting opportunity this could be. I got some recruiting material from Capt. Bradley, but I'm **still looking for more**. I am looking for any recruiting material that would **grab the onlookers attention**. I would like to see us have 50 cadets by the time I leave next year. It's time to get back to business.

We have had some significant snowfall over Christmas. If you are driving, please take some extra time to get to work or school. The roads are getting better, but could get nasty again in a hurry. Make sure you have some winter survival gear in your car such as: hats, gloves, and a blanket. It is also good practice to keep your car at least half full of gas, especially when its cold. SM Bailey and I will be starting the counseling ASAP this month.

The six steps to problem solving:

- 1) Identify the problem
- 2) Gather data
- 3) List possible solutions
- 4) Test possible solutions
- 5) Select best solution
- 6) Evaluate the process

2Lt. Michael Miller, CAP

To all Personnel of the New York Wing:

First and foremost, as we are in the midst of the Holiday Season and the New Year is around the corner, allow me to wish you and your families the very best of the holidays and a new year of health and happiness! The 2002 year was almost a perfect year for the NY Wing. We had the National Drill Team Champions, the National Senior and Cadet of the Year, 3 Carl Spaatz Award recipients, many Senior and Cadet Training awards, an increase in our overall flying over FY01, even though the Wing was grounded for a month this past January and finally, an outstanding Counterdrug Program. We also received 2 National Awards for Disaster Relief and Counterdrug - attributed to your efforts, professionalism and dedication.

Since my last Information Update, there have been several issues that have taken place -- both within the Wing and Nationally as well -- such as the appointment of our National Commander to the grade of Major General and the National Vice-Commander to the grade of Brigadier General. This was done by the Air Force specifically to show the importance that CAP will play in Homeland Security. We've also had some Safety issues and some very bad accidents Nationwide -- resulting in over \$1.25 Million in damaged assets, 5 CAP members killed and 1 customer. And, our USAF Wing SAR Eval received a "Marginal" rating.

While we have performed exceptionally well in Cadet and Senior Program achievements and training -- and we should still continue this by a repeat in 2003, I believe that we must turn our attention to other areas, notably Safety, Operations, Emergency Services and Homeland Security. Let me explain some of these in detail.

Concerning Safety, the Group Commanders will be receiving a comprehensive listing of ALL the reported incidents/accidents for FY02, broken down by aircraft, vehicle and personnel, with a cover letter for me indicating that they must review this information with their Unit Commanders, Operations, Safety and Transportation personnel at a meeting to be scheduled of their choosing. We -- and that means everyone, Cadet and Senior alike -- must utilize Operational Risk Management in everything we do. Quite honestly, we've been lucky this past year. We need to stop relying on luck, and start to rely on ourselves and each other

when it comes to Safety. All Groups are expected to have a viable Safety Program -- and that will be inspected as a Command Emphasis Item. Also, our aircraft are to be maintained with the highest standards, and that all squawks are documented, repairs made, and subsequently cleared. There is always money for aircraft maintenance, and none of us should be taking risks in flying (or driving, for that matter) our assets when they are not 100% in order. A bad battery is just that, not to be jumped repeatedly, but to be noted and replaced, and the asset does not move until such repairs are made.

In the area of Emergency Services, we need to focus on more training and training opportunities. For Groups that are conducting localized training, there must be a specific plan submitted to the Director of Emergency Services and that plan should include the purpose, scope and goal of the training -- clearly outlined with objectives and results expected from such training. In addition, there should be an after action report submitted as well of what worked and what did not, and why. I expect to be copied on both of these reports. Training without any significant purpose or without debriefing after the exercise is nothing more than playing around. We will have a SAR Eval again this year, at my request to the NERL/CC, Lt Col Goodlin, USAF, and I'm looking for the full support of this Wing to erase that "Marginal" and obtain that "Outstanding" Rating that we all really should have earned. If I'm there flying as an Observer or signing people in, or working the radios, I will do my part in whatever capacity I can and I need you to do yours -- and this goes for Cadets as well as Seniors.

In the area of Operations, I would like to see more utilization of our aircraft and mentioned to the Group Commanders at our 23NOV Command Meeting that every aircraft in 2003 will exceed the 200 hour mark (if weather/maint issues don't play a factor) and some Groups already did exceed these hours this past FY02 -- and I expect them to do the same this coming year. We will rotate aircraft around as needed to accomplish this. ALL aircraft will meet this objective -- I don't need assets sitting in a row at an airport because "it looks impressive". Impress me by taking good care and stewardship and ensuring our aircraft receive the maximum care and utilization. There are planes in this Wing that are not even flying enough that the SOAP (Oil Analysis) is showing a high concentration of minerals due to the fact the plane just sits. This in itself poses a serious issue. So, the order is given: take care of those assets or I will give them to a Group that can and will. We also need to have Safety and Operations work together on various issues, as these two Directorates have overlapping concerns and programs. I would also like another Operations Seminar -- similar to the very successful one we had in Utica this past July -- to be scheduled again, and take the maximum opportunity to review issues and strengthen any areas -- PIF's, Aircraft Information Files, Maintenance issues, etc. I thought that this was very beneficial, but this was originally conducted as a result of the last USAF SAR Eval as a reaction, not a proaction. Given Safety is first and foremost, a Operations Seminar is essential and mandatory.

Finally, in the area of Homeland Security, working with Maj James Edmonds and also with Lt Col's Hughes and Perta, and our State Director, Bill Eberst, we have formulated the first agreement with the 174th Air National Guard FW in Syracuse to

assist them in their training for Close Air Support (program known as CAPCAS) in helping them coordinate their training missions for their personnel. Here is a clear cut example of what we need to do more of -- and will. We have no active Air Force in NY Wing, so we need to work with our sister organizations. Helping the Guard is strengthening Homeland Security. Running Wing exercises like "Operation Northern Eagle Watch" -- border patrol of Canada and the US, and the DEPCAP program -- reservoir patrol are other ways. While we mostly are tasked with Search and Rescue, we need to start "thinking out of the box" and develop new missions, even if it's merely assisting a local Guard base with Administrative duties. It makes a difference. As the Guard bases have different needs, Groups will need to align their specialties accordingly. Major Edmonds, while serving as the Central NY Group Commander and his team, made a fine example of the CAP and the 174th relationship. He will be working with you from the CAP side to give you ideas on how you can work with your local Guard units as well. Our State Director will assist from the Air Force perspective and will help in formulating these relationships. To do this, however, we must be prepared to accomplish our traditional ES responsibilities as well, which gets me back to the topic of more training and recruiting more personnel to train. I expect to have a Homeland Security Officer appointed before mid-January -- one with the depth and breath of experience necessary to ensure our success in this area. This position will report to the Director of Operations.

Finally, due to my direction, I am making changes in the Wing Staff and utilizing personnel accordingly where they make a very great impact. For this reason, effective 1JAN03, I am eliminating the Vice-Commander (N) position and assigning the Northern Groups to Lt Col Kenneth Andreu, as the Wing Vice-Commander. The Wing Staff will still work on a North/South concept of support, to better service the Groups and keep the workload reasonable. Lt Col Steve Perta will function specifically as the Director of Operations, and will be responsible for a great deal of what I mentioned above -- and we will need to add more Wing Staff under his Directorate. Lt Col Perta is a proven winner in this area and this work will require his complete focus on these assignments. I thank him for his work as a Vice-Commander and will make my thanks known at the upcoming Wing Conference.

One Team -- One Wing ... That's the concept, objective and goal. I need team players, not bench warmers or folks who are really playing for a different team, but wearing my team's shirts. I might be the captain, but we can't win if we don't work together. Finally, let me also express my appreciation to the Wing Staff, for your patience, dedication and understanding. I am honored by your commitment and I look forward to working with each of you in the coming years.

I remain committed to each of you and to the New York Wing. May we all have an outstanding 2003 !!!

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AUSTYN W. GRANVILLE, JR., Colonel, CAP
NY Wing Commander

Civil Air Patrol Gets Advance America Awards

CAP Honored for Work in Homeland Security

Civil Air Patrol has won two Awards of Excellence in the 2003 Association Advance America Awards program, a national competition sponsored by the American Society of Association Executives (ASAE) of Washington, D.C. Civil Air Patrol (CAP) was honored for its relief efforts after the terrorist attacks of September 11, 2001 as well as for its overall emergency services operations. The all-volunteer CAP, with more than 62,000 members nationwide, performs more than 93% of inland search and rescue missions tasked by the Air Force Rescue Coordination Center in the continental United States.

CAP is now in the running to receive ASAE's national Summit Award, the organization's highest level of recognition. Now in its 13th year, the Association Advance America Awards program recognizes associations that propel America forward - with innovative projects in education, skills training, standards-setting, business and social innovation, knowledge creation, citizenship and community service. Although such association activities have a powerful impact on everyday life, they often go unnoticed by the general public.

"Civil Air Patrol's program truly embodies the spirit of the Association's Advance America campaign," said ASAE President Michael S. Olson. "It is an honor and an inspiration to showcase this activity as an example of the many contributions associations are making to advance American society."

"Few members of the general public really understand the far-reaching role Civil Air Patrol played in supporting the various state and federal agencies that were called into action after the terrorist attacks on September 11," said Al Allenback, executive director of Civil Air Patrol. "Ours were the first civilian planes allowed in the air above Ground Zero after the attacks, and our members performed significant reconnaissance work to assess the damage. We also transported law enforcement and medical personnel and equipment throughout the country to support the heightened security resulting from the attacks. Not long after that, America faced another security crisis with the Winter Olympics in Salt Lake City, and CAP was there to perform aerial reconnaissance and support security communications every day of the events. We continue to support missions for America's law enforcement and rescue agencies, both on the ground and in the air. This award from ASAE provides great validation for the selfless work our members perform each and every day."

Civil Air Patrol is the official auxiliary of the U.S. Air Force. Besides providing emergency services, its volunteers also take a leading role in aerospace education and serve as mentors to the over 26,000 young people currently participating in CAP cadet programs.

New York members receive landing zone safety training

by Jaclyn Bradley, 1Lt, CAP
Assistant Public Affairs Officer



Daniel Husar drives home a safety point

(CANANDAIGUA, NY)---On January 15th, thirty members of the Civil Air Patrol met at the Mercy Flight Central building in Canandaigua, New York to receive helicopter landing zone safety training.

Daniel Husar a Flight Paramedic from Canandaigua's Mercy Flight Unit lectured Civil Air Patrol members from both the Canandaigua and Rochester Composite Squadrons on Ground Crew Safety. Husar presented the attendees with information on Mercy Flight's history, pilot and flight paramedic qualifications, landing zone safety, and procedures to take in the event of an emergency.

Captain Robert Frost, Canandaigua Composite Squadron's Emergency Services Officer, arranged this special training opportunity.

Members were fascinated by the details that Husar provided. Demonstrating efficiency of their equipment setup, Husar explained how Canandaigua's Mercy Flight Unit could be in the air within six minutes of the initial rescue phone call whereas the national standard is ten minutes. Husar stressed to the audience that a Mercy Flight rescue is one-third to one-half the time compared to a ground rescue due to the lack of traffic lights and traffic in the air.

Unit members walked away from the training confident that they could establish a landing zone safely.

DoD instituting short-term enlistments

WASHINGTON, Jan. 17, 2003 - Retiree family members who have decided against joining the military because of what they considered a too lengthy enlistment term may want to rethink their decision.

A new military short-term enlistment program will begin Oct. 1 aimed at expanding the opportunities for all Americans to serve the country.

Congress authorized the National Call to Service enlistment option as part of the fiscal 2003 National Defense Authorization Act.

Bob Clark, assistant director in DoD's accession policy directorate, said the program would allow the military services a new option to reach a group of young Americans who otherwise might not serve due to the length of traditional enlistment options.

The program will work like this: A recruit enlists for the option and incurs a 15-month active duty service obligation following completion of initial-entry training, for a total active duty commitment of about 19 months.

Following successful completion of active duty, service members may re-enlist for further active duty or transfer to the selected reserve for a 24-month obligation.

Once this is completed, service members may stay in the selected reserve or transfer to individual ready reserve for the remainder of their eight-year commitments.

"The unique piece of this legislation is that while in the individual ready reserve, these young people will be given the opportunity to move into one of the other national service programs, such as AmeriCorps or the Peace Corps, and time in those will count toward their eight-year obligation," Clark said.

While the Army and Navy already have a limited two-year enlistment program, this is the first time the Air Force and Marine Corps will offer the option.

Clark stated that the option would be limited to high-quality recruits -- those with a high school diploma and scores in the top half of aptitude tests. Officials hope this will make the military more attractive to college-bound youth who might volunteer to take a short period out between high school and college, but would not take off that three- or four-year period.

He feels the option may also attract college graduates interested in serving their country before attending graduate school. But perhaps the largest potential pool for the option is with community college graduates who might serve the country for a short time and use available incentives to enter a four-year school, Clark said.

There are four incentives under the option. The first is a \$5,000 bonus payable upon completion of active duty service.

The second is a loan-repayment option also paid at the end of the active duty portion. The legislation allows for repayment of up to \$18,000 of qualifying student loans.

The final two incentives are tied to - but not part of - the Montgomery G.I. Bill. One gives 12 months of a full Montgomery G.I. Bill stipend - currently about \$900 a month. "This should attract college graduates looking to go to grad school," Clark said.

The other incentive offers 36 monthly payments at one-half of the current Montgomery G.I. Bill stipend. "We look at this as being an incentive to both high school graduates or maybe college students who are financially strapped who may need to sit out for a period, serve the country, learn, see the world and then go to school," he said.

The services will set the enlistment criteria. Military specialties that involve long-term training will not be offered. Basic medical specialties, some engineer skills, and personnel, administration and combat specialties will be part of the mix. The first members who opt for this program will go into the delayed-

entry program beginning Oct. 1, 2003.

Air Force Museum displaying aviation art

DAYTON, Ohio (AFPN) -- More than 250 original paintings by aviation artists will be featured when the Air Force Museum here offers "A Centennial Celebration of Aviation Art" for a limited engagement during 2003.

To commemorate the Centennial of Flight, this art collection epitomizes the aviation history and recalls a century of courage and pioneer spirit, according to museum officials. The collection involves five separate and consecutive exhibits.

The first exhibit, "A Century of Flight," will be unveiled Jan. 16 and features 60 paintings by Keith Ferris. The second exhibit, "Air Power," begins April 12 and contains pieces from Wilson Hurley, William Phillips, Roy Grinnell, Dru Blair, Ronald Wong and Craig Kodera.

On June 6, "Aviation Art Worldwide" features works by Robert Taylor, Tiro Vorster, Don Connolly and the French artists "Les Peintres De L'Air." The fourth exhibit, "Those Magnificent Flyers," begins Aug. 26 and is dedicated to the art of James Dietz.

The final exhibit, "Fly Me to the Future," begins Oct. 9, and showcases pieces by John Clark, Robert McCall and Mark Waki.

The Air Force Museum, the largest and oldest military aviation museum in the world, is located on Springfield Pike, six miles northeast of downtown Dayton. It is open seven days a week, 9 a.m. to 5 p.m. Admission and parking are free.

For more information on "A Centennial Celebration of Aviation Art," call Denise Bollinger at (937) 255-8046, Ext. 492. For more information about the Air Force Museum, visit the web site: <http://www.wpafb.af.mil/museum/>. (Courtesy of Air Force Materiel Command News Service).

'Willie and Joe' creator Bill Mauldin dies at 81

By Gerry J. Gilmore

American Forces Press Service

WASHINGTON, Jan. 23, 2003 -- World War II soldier-cartoonist Bill Mauldin, creator of the classic "Willie and Joe" characters, died today in a nursing home in Newport Beach, Calif.

Mauldin, 81, was weakened by Alzheimer's disease and had succumbed to pneumonia.

During World War II, then-Sgt. Mauldin earned fame for the cartoon exploits of his two unshaven, weary, but wry, Army infantrymen as they fought Hitler's Wehrmacht troops across Europe.

One of Mauldin's cartoons of the time shows a soldier pointing his .45-caliber automatic pistol at the hood of his jeep, which has a flat tire.

Much beloved by rank-and-file troops, Willie and Joe made regular appearances in the "Stars and Stripes" newspaper and other military publications.

In 1945, the 23-year-old Mauldin earned a Pulitzer Prize for his wartime work, "Up Front," in which Willie and Joe played star roles.

Fourteen years later, he won another Pulitzer while working at the St. Louis Dispatch for his Cold War-era cartoon depiction of imprisoned Soviet novelist Boris Pasternak questioning another

prisoner: "I won the Nobel Prize for Literature. What was your crime?"

Mauldin was born Oct. 29, 1921, in Mountain Park, N.M., and studied art in Chicago. He later joined the Arizona National Guard just before World War II. The Guard was federalized in 1940, and Mauldin became a U.S. Army soldier.

Tailwinds

When World War II began in 1939, it was obvious that aviation would play a prominent role in the conflict. While other nations had created special aviation awards during the First World War, the United States did not. The Distinguished Flying Cross was created in 1926 and first awarded to Charles Lindbergh. Like the British award on which it was modeled, it was reserved for the highest levels of bravery in the air. When the United States finally entered the war, it was obvious that millions of men and women would be flying in defense of the Allied cause. It was also obvious that some reward was needed to recognize lesser degrees of valor in the air as well as outstanding participation in sustained flight. Those needs were met with the creation of the Air Medal in 1942.

President Franklin D. Roosevelt authorized the Air Medal by Executive Order 9158 on May 11, 1942. The medal was authorized for presentation to both military and civilian pilots and air crews for actions which took place after September 8, 1939. On that later date German forces invaded Poland and it is considered the start of the war. The criteria for the award of the Air Medal were unique in several respects. It was to be given to both pilots and air crews for individual acts or for collective actions such as a certain number of dangerous missions completed. It was available to civilians. The Air Medal was also given to "any person" who was serving "in any capacity" with the armed forces.

From the start, the Air Medal was given to bomber crews, in particular, for a certain number of completed missions. During World War II bomber crews received the Air Medal for five missions, each of which lasted at least two and a half hours. Fighter pilots received the Air Medal for 10 sorties. By the end of the war, the air fleets employed by the Allies ensured that hundreds of thousands of flyers received the Air Medal. It is estimated that a million of those medals were awarded during World War II. Anyone thinking these awards were overly generous, however, needs to consider the perils of spending hours in mass-produced, uninspected aircraft, thousands of feet in frigid air, flying in tight formations with enemy forces constantly trying to kill them. Surviving five missions in a B-17, B-24, or B-29 was a feat of valor in itself.

More than 500 Air Medals were given to members of the Civil Air Patrol for their dedication and valor during World War II. CAP pilots receiving the Air Medal often flew hundreds of miles over open water, usually in unarmed planes. Others flew over deserts or mountain areas, or towed targets for military live-fire exercises. None of them were paid or received other veteran's benefits.

The basic concept of presenting the Air Medal for stated numbers of missions has continued to the present time. The changing nature of flight tactics resulted in pilots and crews receiving large numbers of Air Medals by the time of the

Vietnam war. In addition, increased use aviation for other operations, such as rescue, reconnaissance and the collection of weather data, resulted in many non-combat awards which were, nevertheless, dangerous. Up to the 1960s it was only possible to show the award of 31 awards on one ribbon (six silver oak leaf clusters).

In April, 1962 the Navy and Marine Corps began using numerals on the ribbon of the Air Medal to show the number "strike/flight" awards. Those services also distinguished individual awards based on valor through the use of stars on the ribbon until 1978. Now the naval services use only numerals to show the number of awards. Gold numerals denote awards for individual heroism. The Coast Guard uses only stars to denote additional awards.

The Army began using the "V" device (for valor) on the Air Medal ribbon in February, 1964. Numerals were used by that service to indicate the total number of medals earned.

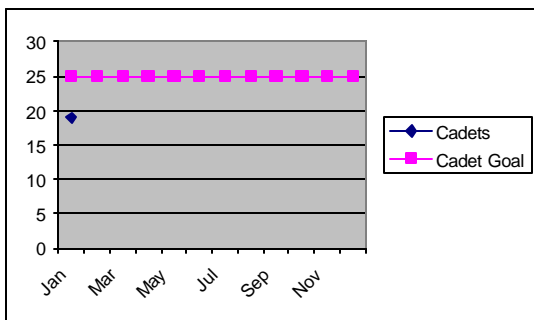
The Air Force has continued to use only the oak leaf cluster to denote additional awards. The Air Force avoided the problem of large number of Air Medal awards by the creation of the Aerial Achievement Medal in 1988. The Air Force no longer uses the Air Medal to recognize distinguished conduct in non-combat operations.

Many local flyers have received the Air Medal since 1942. Do you know any?

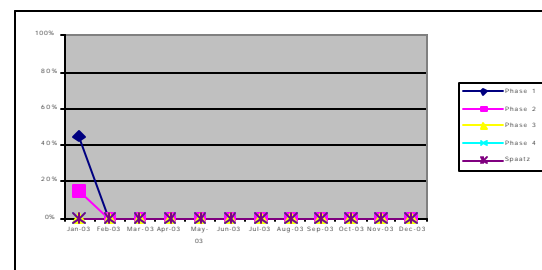
*Maj. Preston E. Pierce
Squadron Historian*

Where do we stand at the moment?

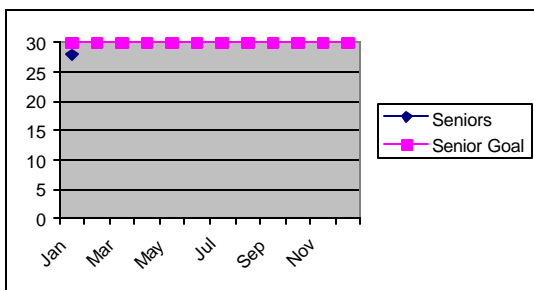
These next couple of charts will show you where we stand in regards to cadets, senior members, and a squadron for 2003.



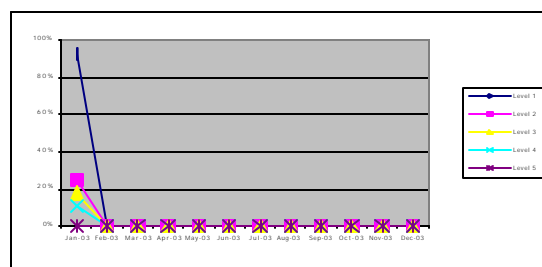
Cadet Recruiting



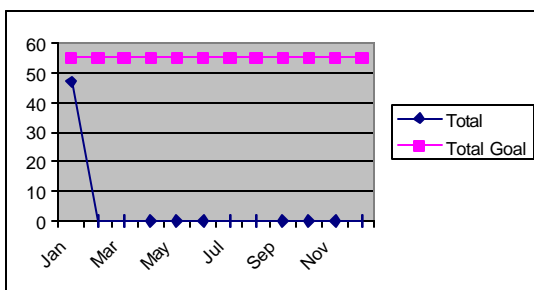
Cadet Progression



Senior Member Recruiting



Senior Progression



Total Squadron Recruiting

Only seven members from this year's recruiting goal!!!

**Cadets: 5 under goal
Seniors: 2 under goal**

Recruit! Recruit! Recruit!

What's Happening in New York Wing

 - Indicates a Suspense

** - Indicates New Item

February

12 CAN Squadron Commander's Call
 **15-16 NYW Sarex 1 (TBD)

March

**01-02 NYW Squadron Leadership School - Syracuse
 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

**08-10 NYW Aircrew Training School (TBD)
 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 NER Northeast Region Conference - Worcester, MA
 20-21 NHQ NYW Sarex 4 (TBD)
 24 CAN Squadron Open House
 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

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