
The Ghost Writer

Canandaigua Composite Squadron

New York Wing, Civil Air Patrol

Canandaigua, New York

Volume 4 Issue 4, June 2003



Commanders have a lot to say

There is a lot going on

From The Commander:

For all the new recruits I would like to welcome each and every one to our squadron and I hope your time with us is full of fun and a true learning experience in your life. Also remember that this program is only as good as the time and effort you put into it. So I encourage all the new recruits to get into the books as soon as they arrive and start your way to the top. I am looking forward to seeing you there and will help you all I can to see that you achieve it. WHOA!

For the first time that I can remember we have hit our recruiting goal. We are now at a total of fifty-two members. Great Job!!! That was the good news, the bad news is that was our goal last year (50) so please don't stop with the recruiting efforts. It would be great if we could hit the seventy mark by the end of the year. There is another thing to look at this month and that is the squadron is divided in half by the amount of (26) seniors verses the (26) cadets. I do not have the actual number of who is in the lead for recruiting this year but by the looks it is very close. As you all know seniors have always been in the lead for recruiting at commanders call. So like I said, keep working on our new recruits!

We have had our open house for this quarter and I would like to thank 2Lt Mike Miller and C/Sgt Tim Hauenstein for helping me put up posters all over Canandaigua. It was great to have your help with this task and it paid off for we had a great showing for the open house. I do believe we had one new member from the open house and time will tell if we get more. I would also like to say thank you to Bernadette van der Vliet for taking the time to make the great posters we put out.

The squadron inspection is back and we received a satisfactory as a score and that is good, but that means that we have a lot of work to do to get the squadron up to an excellent. We have an excellent senior and cadet staff and I truly feel that we will achieve a higher score comes next inspection. I am looking forward to working with you all to see us to the top.

Capt John E. Bradley III
Commander

Civil Air Patrol under the scope

By Bruce D. Callander

The Citizen Air Fleet

Minutes after terrorists struck the World Trade Center and the Pentagon on Sept. 11, 2001, the FAA grounded most commercial and private aircraft. Outside the military, the only airplanes allowed to fly were those from the Civil Air Patrol.

"It was us and the F-15s and F-16s" CAP Maj. Gen. Richard L. Bowling, national commander, said in an interview with Air Force Magazine, and that was it.

That night, CAP members made 16 flights from Hanscom AFB, Mass., to New York City, delivering medical supplies. In the following days, CAP's New York Wing flew twice-daily round-robin missions carrying personnel and materiel for the recovery effort. Wings in Louisiana and Texas helped the US Coast Guard provide port security. Units from New Mexico to Oregon and from North Carolina to California airlifted blood supplies, flew reconnaissance, and helped local authorities both in the air and on the ground.

Following 9/11, the Civil Air Patrol began to take a fresh look at what for CAP is an old mission homeland security. Its leaders recently met with Tom Ridge, Secretary of the newly established Department of Homeland Security, to outline what CAP can bring to the mission, namely a nationwide structure of experienced volunteers with the largest privately owned fleet of single-engine aircraft in the country.

"We can put one of those planes in the air for \$90 an hour, as opposed to several thousand dollars an hour for military aircraft," Bowling told Ridge. CAP is working with the Air Force's new Directorate for Homeland Security to incorporate new technologies into its operations. Some of those technologies include hyperspectral imaging, satellite digital radio, and thermal imaging and infrared sensors.

"We have a request out right now to procure additional aerial platforms to use with these technologies so that we can disperse them across the country," said Bowling, in the interview, adding that ground units will also be mounted in sport utility vehicles or vans. "That will serve as a great tool for the local communities that can't afford those kinds of services," he said.

Except for the new technology, CAP's role in homeland security will be much like the one for which it was created.

The Early Days

The genesis for the Civil Air Patrol dates back to the late 1930s, when Europe was at war and the US was just beginning to build up its military strength. As the services concentrated on building warplanes and training aircrews, civilian air enthusiasts conceived plans to mobilize the nation's general aviation resources to fill the gaps on the home front. The US had thousands of light airplanes and a cadre of private and commercial pilots, many of them not eligible for active duty but capable of other roles. It made sense to muster both for the war effort. A strong advocate for such a program was Gill Robb Wilson, who had flown with the French air service and then the Army Air Service in World War I before becoming a clergyman and aviation writer and, later, director of aviation for New Jersey. Wilson convinced the New Jersey governor to create a statewide organization of volunteer pilots. Similar programs sprang up in other states.

By 1941, Wilson brought these efforts to the attention of the man President Roosevelt had named as America's director of Civil Defense—Fiorello H. La Guardia, also mayor of New York City. The idea of a citizen air fleet appealed to La Guardia, who was a private pilot himself and also had served with the Army Air Service during World War I.

The Civil Air Patrol was established officially on Dec. 1, 1941, seven days before the US formally entered World War II. Operating under Civil Defense, CAP units soon were making courier flights, watching for saboteurs, helping border patrol agencies, and flying fire-watch missions.

In 1942, the organization allowed each adult member to sponsor one youngster to be a cadet. The idea was to hold down the numbers until leaders could develop a program in which young people could play an effective role, not merely become hangers-on. In many communities, units gave aviation cadets and prospective recruits their first orientation flights.

Within six months, more than 20,000 young people had joined. During the war, thousands of young men who were trained to fly by CAP later joined the Army Air Forces. Others contributed to the defense effort in the air and on the ground. Their record helped to convince Congress to support a peacetime cadet program.

From the beginning, women also have been a vital part of the Civil Air Patrol. During World War II, former barnstormer Jessie Woods not only flew with CAP but also ran a private flying school. Nancy Hopkins Tier, veteran of numerous air races, flew patrols and became CAP's first female wing commander. Margaret Bartholomew, commander of the Cincinnati courier station, was one of 64 aviators who lost their lives while conducting a CAP mission during World War II.

On April 29, 1943, the organization was transferred from Civil Defense to the War Department and put under the Army Air Forces. Assigned to coastal patrol, CAP pilots summoned help for 91 stricken Allied ships and spotted 173 enemy submarines. They bombed 57 U-boats and were credited with sinking two. In other roles, CAP towed targets for anti-aircraft trainees, flew search and rescue, hauled priority cargo, and ran courier missions.

At war's end, most of the original civil defense machinery was dismantled, but the Civil Air Patrol had become too valuable to scrap. In 1946, Congress incorporated it as a private,

benevolent nonprofit organization. Two years later, it became an official civilian auxiliary of the newly created Air Force.

The Structure

Though a civil organization, CAP does use Air Force rank and uniforms, regulation USAF clothing but with distinctive CAP insignia.

Top staff officers are appointed by the national commander and confirmed by CAP's National Board, comprised of the six national officers, the senior Air Force advisor, and region and wing commanders. The national commander and vice-commander are elected by the National Board.

Until recently, the commander and vice commander held the ranks of CAP brigadier general and colonel, respectively. Last December, however, the Air Force awarded Bowling a second star and made the vice commander, Dwight H. Wheless, a brigadier general.

The national commander appoints region commanders, all CAP colonels. The region commanders, in turn, name the wing commanders under them.

Membership consists of about 64,000 volunteers, about 60 percent of them senior members. Senior members may be promoted to grades through first lieutenant by their squadron commanders and to other grades by higher levels of authority. They serve without compensation, pay annual dues, and supply their own uniforms.

Today's CAP cadets complete a more rigorous training program than their World War II counterparts. After initial training, they move through a 16-step program, earning increased rank and awards along the way. Many learn to fly, participate in encampments, and earn scholarships. The scholarship may provide for flight training or for study in such areas as engineering, science, aircraft mechanics, and aerospace medicine.

A CAP cadet who opts later to enlist in the Air Force enters as an Airman 1st Class, skipping two ranks. Hundreds of cadets have gone into either the Air Force, Army, or Navy military academies.

Bowling noted that several cadets have gone on to distinguished careers in the service. Retired Gen. Michael E. Ryan, former Air Force Chief of Staff, "is a CAP cadet," said Bowling. "Notice that I didn't say 'former' because once a cadet, always a cadet." He added that the Air Force currently has four or five general officers "that are CAP cadets."

The Civil Air Patrol, like the Junior Reserve Officer Training Corps and other military-connected youth programs, "serves as resources to help these young people develop and to mold the interaction and community service skills that they need to live," said Bowling. "It is something of a recruiting tool, but they are not compelled to join the service."

CAP's resources include more than 3,700 privately owned aircraft, most of them belonging to members. Another 550, primarily single-engine Cessnas, are owned by the corporation. At one time, the organization received surplus airplanes from the Air Force; however, Bowling said that has dropped off because "what the Air Force has now is all kinds of high-end types."

In February, the Civil Air Patrol announced it would buy airplanes from four companies under streamlined procedures to meet its new homeland security needs. CAP signed indefinite

delivery, indefinite quantity contracts with Cessna Aircraft Co., Maule Air, Inc., Luscombe Aircraft Corp., and Gippsland Aeronautics of Australia. CAP officials said the arrangements will allow the corporation to buy airplanes with specific capabilities for geographical locations and missions. The CAP volunteers who supply their own airplanes get reimbursed only for operating expenses. "That's it," said Bowling. "They get fuel, oil, and maintenance at an Air Force rate determined by the category of aircraft."

When Congress solidified the tie between the Air Force and the Civil Air Patrol through 2001 legislation, it also cleared the way for increased USAF support. (See "Reshaping the Organization," p. 80.) Previously, for example, the Air Force could pay travel and per diem for CAP members only during a national emergency. Now, the service can provide such payment whenever they are performing Air Force missions.

The new law also paved the way for the Air Force to provide CAP with more equipment. Where the World War II CAP airplanes carried little more than radios and basic instruments, the modern fleet is being outfitted with an array of sensors, position finders, and reconnaissance tools comparable to some of the equipment in USAF's own aircraft.

The Missions

The investment is well spent. CAP members fly approximately 85 percent of the search and rescue mission hours directed by the Air Force Rescue Coordination Center at Langley AFB, Va. The Civil Air Patrol has been credited with saving hundreds of lives.

CAP also works for other federal government agencies, state, and local authorities. CAP's charter for emergency services includes not only search and rescue but disaster relief.

When a hurricane hit Puerto Rico, CAP members worked with Red Cross shelter operations, flew damage assessment missions, and moved equipment. When floods made North Carolina roads impassable, electrical engineers flying on CAP aircraft surveyed damaged power lines. And when space shuttle Columbia went down, CAP units from Texas, Louisiana, and Florida joined the search effort and, later, helped locate debris scattered across several states.

Beginning in the mid-1980s, CAP also took on a major role in the war on drugs. It works in partnership with federal agencies such as the Drug Enforcement Administration, US Customs Service, and US Forest Service and with state and local law enforcement officials.

Today, the Civil Air Patrol is uniquely positioned to play a major role in the new homeland defense effort. While the organization was little more than a concept in the days before World War II, the modern USAF auxiliary is a going concern with a wealth of assets.

It has not only the largest aircraft fleet in general aviation but some 1,000-ground vehicles, a network of 15,000 radios, and an array of airborne photography and sensor imaging devices. It also created a new National Operations Center. It can provide aerial reconnaissance, photography, radiological monitoring, and damage assessment at local levels that the military services do not have the resources to reach.

That local connection long has been key to CAP's success. It began as a citizen-based group that kept watch over the nation's scattered communities. Even after its transfer to the War Department, CAP retained much of that local touch. Today, when a region turns out to hunt for a lost child, cope with a flooded river, or respond to a tornado strike, often as not, CAP members will be part of the effort. When Congress chartered the Civil Air Patrol in 1946, it directed the organization to help stimulate public interest in aerospace issues. To accomplish that mission, CAP works mainly through the established education system, providing textbooks and visual aids to teachers.

Each year, CAP also supports more than 100 workshops in colleges and universities and holds a national aerospace conference. Teachers are invited to take field trips and orientation flights and tour aviation facilities. CAP also works with high school Junior ROTC programs and community museums and science centers.

To make its educational materials more widely available, the organization formed partnerships with organizations such as the Challenger Center for Space Science Education, the National Aeronautic Association, and the Experimental Aircraft Association. Working with the Aerospace Education Foundation of the Air Force Association, it offers grants to CAP educators and units. It also has placed many of its education products on the CAP Web site.

The organization's education charter, of course, extends to its own membership. It offers education programs for both adult members and cadets at all organizational levels. Classes cover aviation, weather, and space-related subjects, supplemented with hands-on activities.

Cadets attend encampments, take field trips, hear guest speakers, build model airplanes, rockets, and spacecraft, and make orientation flights. A recent update in the program introduced new textbooks for cadets and adopted a program of modular training units covering subjects such as principles of flight, aerospace history, rockets, and space flight. Senior members follow a self-paced aerospace program and take leadership courses.

All members now can take much of their training on the Internet. Bowling said the Web-based program provides individuals with "immediate feedback as to what they have done right, what they have done wrong, and where they need additional training."

USAF's Air University helps to develop many of the materials used in distance learning or on-site by CAP instructors. It also provides in-residence training in CAP's Commanders' Familiarization Course and National Staff College.

The resurgence of an intense homeland defense mission has called for CAP to reinvigorate some old training, as well. "We are beginning to knock the dust off of some of our old radiological training," said Bowling. "We need to update our skills there. Our members have been given some cursory training in that, but it is one of those things that as new missions develop, training has to be there so that we can do it safely and professionally."

Since 9/11, the Civil Air Patrol has had about an 18 percent increase in membership, noted Bowling. This boost has helped fill the gaps created when some members who are active duty or reserve military personnel have been deployed or mobilized.

CAP also has been stepping up its recruiting efforts. Like the Air Force, it now sponsors a racecar and advertises in various markets. "We're getting a lot more national exposure," Bowling said. "We're trying to come out of the shell as the Air Force's best-kept secret."

Notable CAP Cadets

1. Senator Chuck Colgan, also President and CEO of Colgan Airline in Virginia, had his first flight as a CAP cadet. He mentions this at every Virginia Aviation Conference.

2. Army Captain Euripides Rubio earned the Medal of Honor Posthumously in Vietnam. Former Cadet Commander and drill team member of the Ponce High School Cadet Squadron, Puerto Rico Wing. There is an Army Reserve center named on his honor.

3. Linda Daschle, wife of Tim, was a CAP cadet in the Kansas City area.

4. AF Capt Scott O'Grady, Air Force pilot who was shot down and survived in enemy territory for a week before being rescued a few years ago had been a cadet.

5. Senator Tom Carper (D-DE) was a cadet whose first flight was in a CAP aircraft. He went on to become a US Navy pilot, U.S. Representative, Governor of the State of Delaware, and now U.S. Senator.

6. AF Lt. Col. John Venable Thunderbirds Commander

7. AF 1Lt Rochelle Ng-A-Qui, F-16 Pilot, Misawa AB, Japan. (No Fly Zone)

8. Navy Lt Shane Osborne was a CAP cadet. He was the pilot of the Navy EP-3, made an emergency landing in China after colliding with a Chinese fighter.

9. Past AF Chief of Staff Gen Mike Ryan was a CAP cadet.

10. Air Force Major Eric Boe is in training to be a shuttle pilot. He was a cadet in GA Wing and still has a senior membership.

11. Former Cadet in Jackson MS (MS100) and Spaatz Recipient. Brig. Gen. Ted Bowlds, USAF, Program Executive Officer, Airlift & Trainers, U.S. Air Force. Bio at : http://www.af.mil/news/biographies/bowlds_tf.html

12. Former CAP cadet Kim (Reed) Campbell, "K.C." (now nicknamed "Killer Chick"), who made an amazing landing with her A-10 after taking heavy fire in Iraq. Check out her picture on the NHQ Cadet Programs page <http://capnhq.gov/nhq/cp/cp2.htm>. Read her story at <http://www.bayarea.com/mld/mercurynews/news/5592254.htm>.

13. Brigadier General James Jaeger, USAF, Retired, was the first Spaatz Cadet to attain general officer grade in the USAF. He retired at Norfolk Naval Station while serving as J2 (Intel) at the joint command there.

14. A former CAP cadet, Brig. Gen. Duane W. Deal is Commander, 21st Space Wing, Peterson Air Force Base, Colo. The Air Force's largest wing geographically and organizationally, the wing consists of a work force of more than 6,000 officer, enlisted, civilian and contract employees. This work force provides missile warning and space control through its 43 units operating in nine states and six countries. Full Bio at: http://www.af.mil/news/biographies/deal_dw.html

15. AF Col David Bird, past Eglin AFB commander (96 Air Base Wing) was a CAP cadet at West Palm Beach, FL

16. Former CAP cadet, Edward F. Lee, now Judge of the Superior Court, Santa Clara County, CA; (Spaatz Award 356)

17. Former CAP cadet, David Spenner, now Chief of Police, Racine, WI (Spaatz Award 190)

18. AF Col David Bird, past Eglin AFB commander (96 Air Base Wing), now at Randolph AFB in San Antonio, was a CAP cadet at West Palm Beach, FL.

Participation in a Joint Exercise

This past weekend, elements of the NY Wing participated in a major joint training exercise with the Army, Air Force, Air National Guard, NY Guard, SEMO, State Police, and Lewis County and Town of New Bremen emergencies agencies. The drill was the Civil Response Exercise component of Patriot Warrior 2003 which is being acted out by the military services and civilian agencies in three states. This is the first year that the NY Wing participated in Phoenix Warrior and did so on a limited, trial bases. It was completely successful and CAP has been invited back next year!

The drill scenario involved a simulated shootdown of a Navy F-14 Tomcat taking off fully loaded with ordinance for a Combat Air Patrol mission from Wheeler-Sack Airfield at Ft. Drum, NY. The simulated attack was suspected to have been carried out by a terrorist with a shoulder-launched missile hiding in the woods just outside of the Army post. In the exercise the Pilot and Radar Intercept Officer eject, but only the pilot makes it to a road to call for help and a search is launched for the RIO. Simultaneously the Fire Dept., HAZMAT teams, military Explosive Ordnance Disposal teams, and other civilian agencies were working at the crash site to put out fires and secure the weapons.

The search was a traditional SAR search for the ELT attached to the military ejection seat followed by an intense ground search through woods and swamps for the pilot who had crawled away from the seat and ELT. However the ground search was a joint operation among the Lewis County Search and Rescue Team, the NY Guard SAR Team, two State Police helicopters, and CAP air and ground units. The fact that the Incident Command System was understood by all and followed by all resulted in an extremely smooth interface among all of these different agencies. The result was the successful find and recovery of the ELT, green parachute, and mannequin dressed in a flight suit.

In addition, other CAP personnel assisted teams from the Air Force Research Labs from Rome. NY and from Tyndall AFB, FL in field testing some of their new technologies which will have applications in such real-world events. One of the systems was an Unmanned Ground Vehicle which was controlled from a command van to roll up to the simulated unexploded bombs and check for the integrity of the safety wire and other concerns. This was necessary before clearing the area for the CAP aircraft to make a photo run and for the EOD and HAZMAT teams to approach.

This combined CAP Emergency Services Mission and Unit Training Activity event is a perfect example of the new kind of support that CAP is providing to the military and civilian authorities in NY State. The Phoenix Warrior 2003 Exercise Planners are already discussing how to expand the exercise next year and involve more National Guard units, CAP units, and civilian agencies throughout the state. The goal is to bring this

training opportunity to more counties, towns, and villages. This could be a tremendous opportunity for many of the CAP Groups and Squadrons to become involved next year.

The time to begin your preparation is now. As was repeated often at the Wing Conference, building the relationships at the local level is how CAP units will ultimately be welcomed into Phoenix Warrior 2004 and other events in your communities. If I can be of help to any Group Commander or Squadron Commander by providing information on how to begin building those relationships, please feel free to contact me.

JAMES EDMONDS, Maj, CAP
NY Wing Military Relations Officer

Homeland Security Sitrep #1

Good evening. As you may have read in last night's announcement from NYWG Chief of Staff Dennis Bannon, the NYWG selection committee has recommended me to be your first NY Wing Homeland Security Officer. This recommendation was reviewed and approved by Col Granville and the appointment was effective as of 10 June 2003. I will also remain the NY Wing Military Relations Officer.

I believe that I was selected because of the training and experience in project leadership gained in my 27 years at Lockheed Martin working as an electrical engineer on military programs, my five years as commander of the CNY Group, additional training I've received at the Public Safety Training Institute of Onondaga County Community College, and the strong working relationships that I've built with the Air and Army National Guard and County Emergency Management Officers in Central New York. I was also active in joint CAP - military/civilian operations in such difficult missions as the Heidi Allen Search, the North Country Ice Storm, the Labor Day Wind Storm, and Y2K Preparation with the Emergency Management Offices and National Guard Units in New York State, and numerous military and civilian training exercises.

I'd like to sincerely thank Col Granville and the selection board for this assignment.

This e-mail is the first of my reports to you in the form of a Situation Report or "SITREP." I will present what current information I have gathered regarding Homeland Security Missions in the New York Wing. I will also state my beliefs, based on reliable information, on what is likely to occur in the foreseeable future. I will not speculate based on questionable information nor will I repeat rumors.

I know that there is a great deal of frustration based on the fact that the CAP in general, and the NY Wing in particular, has not yet received a comprehensive Homeland Security tasking. It may be of little consolation, but we are in good company...neither has the National Guard nor most other services and agencies. All we have been told is, "Be ready."

The fact is that today, the Air Force and the rest of the DoD is going through a capabilities-based planning assessment of the enemy and of our own forces. They are going through the very long process of matching the capabilities of organizations such as the CAP with the needs as they are identified. With the exception of short term assignments, like patrolling airport terminals, it is the same with the National Guard.

Today, the best thing that each member of the New York Wing can do in preparation for our Homeland Security missions is to practice and practice further, and develop your basic Emergency Services skills until they become second nature. The most complex Homeland Security mission will demand your highest level of proficiency in the skills that are fundamental to the simplest ELT mission. Those are skills and personal qualities such as organization, self-discipline, professionalism, communications, reporting, accountability, mission management, aircrew and ground team skills, and above all safety!

Individual squadron training activities are essential. Group Emergency Services drills help you hone your skills. Wing SAREX's test your ability to work with a large group of people and to coordinate your personal activity with the rest of the NY Wing participants.

As I said, I will be communicating with you through these SITREPS whenever there are notable items of interest to report. If anyone has any questions, please contact me and I will include the answers to your questions in these reports.

Thank you for your hard work and dedication to CAP and to your country.

JIM EDMONDS, Maj, CAP
NY Wing Homeland Security Officer

Homeland Security Sitrep #2

Good evening. I really didn't expect to be issuing another SITREP this soon, but I've received several e-mails with similar questions and I wanted to disseminate this information to the entire Wing.

First, I want to sincerely thank all of those people who sent their congratulations to me on the DOH appointment, many who I don't even know and haven't yet had the pleasure of meeting. It was surprising to see how much enthusiasm, support, and commitment there is for the Homeland Security Mission across the Wing!

Second, I need to explain that the Homeland Security Officer (office symbol DOH) reports to the Director of Operations (DO) just as the Emergency Services Officer (DOS) does. Together, Lt Col Steve Perta, Lt Col Bill Hughes, and I comprise a team that will design and develop a comprehensive Operations / Emergency Services / Homeland Security program for the New York Wing. I will also remain the Wing Military Relations Officer which will have a specific overlap with Homeland Security.

Third, several of the e-mails I've received note that the CAP in New York State doesn't yet have a Homeland Security Mission. I assure you that this is not because of a lack of effort on the part of the NY Wing. The New York Wing must work with a number of state agencies to help them understand how best they can utilize our capabilities and request our support. The CAP cannot self-activate. As a federal agency we respond to specific requests from county or state agencies for our unique form of mission support. These agencies include SEMO, the NY State Office of Public Security, the National Guard, the State Police, and others.

In describing the CAP's mission capabilities, I have summarized them by stating that our core capabilities are "Air

and Ground Observation and Photo Reconnaissance supported by our own Command, Control, Communications, Computer Operations, and Information Analysis functions." We are self supporting and are not a burden to other agencies when activated. This is a very important point to emphasize. Since we conduct missions in accordance with the Incident Command System, our Emergency Services responders are organized into the Operations, Planning, Logistics, Administration, and Finance Sections. This is also VERY important in participating in joint operations with military and civilian authorities.

Finally, several people had asked me how they can assist in the Homeland Security mission. Every Squadron and Group is encouraged to have an appointed Homeland Security Officer. That person has the responsibility to advise and support the unit commander in matters relating to the HLS Mission. If you have a specific interest and ability that would contribute to building a strong Homeland Security function in your unit, please make this known to your unit commander so that he or she can make the appropriate selections.

As we move forward in building relationships with state and federal agencies, I will keep you informed. But I want to stress again, the best way to prepare yourselves for any possible Homeland Security tasking is to practice and develop your basic Emergency Services and Communications skills. Homeland Security is simply a special application of all of our Operations and Emergency Services methods and procedures. It is critical that we do the simple things extremely well!

Thank you, JIM EDMONDS, Maj, CAP
New York Wing/DOH

TAILWINDS: The "Blue Star Banner"

Recently, there have been several local news stories about the "Blue Star Banner" being flown from local flagpoles and displayed on local homes. A tradition dating back to 1917, the banner is not well known to those under age 70 because it was not used during the Korean and Vietnam conflicts. It has been resurrected by the national American Legion organization during the present war on terrorism and the conflict in Iraq. It is not a government program, but a volunteer effort in the best sense of the word.

The "Blue Star Banner" was invented by a former Ohio Army National Guard officer, Captain R. L. Queisser of Cleveland. With two sons serving in World War I, Captain Queisser wanted to find a way to honor them and remind everyone of their sacrifice of time, comfort, and safety. Soon After Queisser designed the first banner the City Council of East Cleveland adopted an ordinance providing that a similar flag be given to every family from which a soldier or sailor had entered the service. The idea really caught on quickly. On November 6, 1917, Captain Queisser patented the design of the "Blue Star Banner" so that he could control its use and prevent its being used in ways that would not do honor to the troops. Half of the royalties from sales of the banner were given to the American Red Cross during World War I. Today, they go to veterans' organizations and activities. Queisser hoped that the government would take up the manufacture of the banner and make it official, but that never happened.

From the start, the blue star represents one person serving on active duty from the family, organization, or business flying the banner. Special banners have always been available for very large groups and municipalities.

A gold star replaced the blue star when the person represented by the blue star died in the line of duty. From that tradition sprang the organization of the Gold Star Mothers, a national group of women who have lost sons in one of our wars. After World War II, that group was honored by a stamp issued by the Postal Service.

Captain Queisser was a member of the service club, Rotary International. Undoubtedly, that helped him publicize his idea and spread it far and wide.

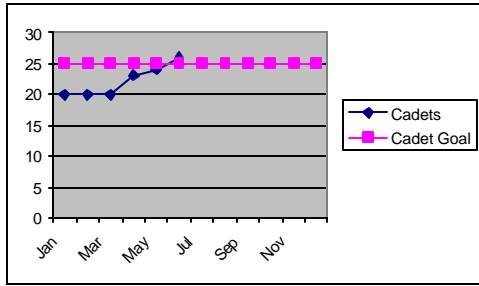
The American Legion tried to renew the "Blue Star Banner" tradition during the 1990-91 Gulf War known as "Dessert Shield/Storm." That conflict ended so quickly, however, that the effort was over before it started. Now local posts of the American Legion are asking for the names of local service members and presenting banners to their families. Dozens have been honored locally.

Since September 11, 2001, more than 15, 000 banners have been given to service families by the national American Legion. Anyone wanting to know more about the banner and which ones are available can go to the American Legion website at www.legion.org.

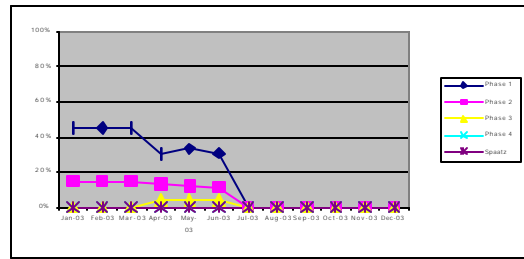
Maj. Preston E. Pierce
Squadron Historian

Where do we stand at the moment?

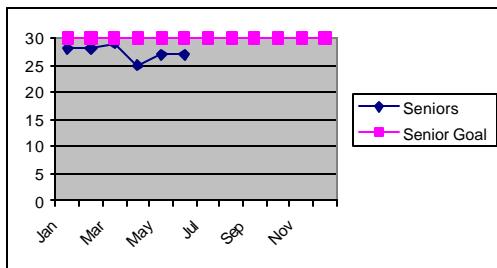
These next couple of charts will show you where we stand in regards to cadets, senior members, and a squadron for 2003.



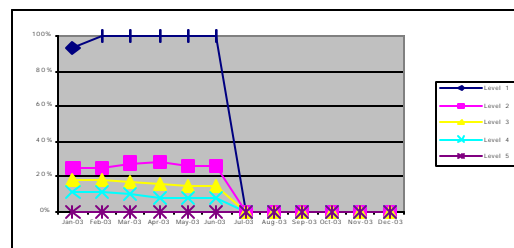
Cadet Recruiting



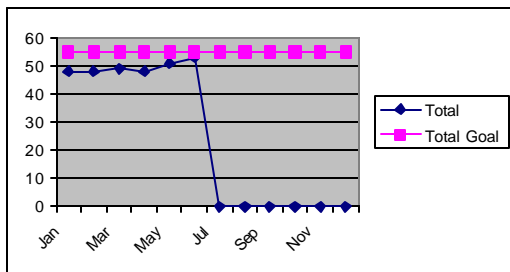
Cadet Progression



Senior Member Recruiting



Senior Progression



Total Squadron Recruiting

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

Cadets: 1 over goal – Great Job!!
Seniors: 3 under goal

Recruit! Recruit! Recruit!

What's Happening in New York Wing

☞ - Indicates a Suspense

** - Indicates New Item


July		
4	CAN	Fourth of July Parade – Honeoye
9	CAN	Squadron Commander's Call
11-13	NYW	Ground Team School (TBD)
13-19	NER	Regional Staff College
24	NYW	Encampment – Staff Arrival
26 – 31	NYW	Encampment
26-27	CAN	Squadron ES Training
27	NYW	CD training mission - Albany
August		
1 – 3	NYW	Encampment
4	NYW	Encampment – Staff Departure
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	Region Conference - Worcester, MA
20-21	NHQ	NYW Sarex 4 (TBD)
24	CAN	Squadron Open House
27-28	CAN	Squadron ES Training
October		
15	CAN	Annual Awards Selection
25-26	CAN	Squadron ES Training

November


**7-9 NYW USAF Evaluation

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?

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