
The Ghost Writer

Canandaigua Composite Squadron

New York Wing, Civil Air Patrol

Canandaigua, New York

Volume 3 Issue 3, May 2002



Show Me the Money

Your advanced is worth dollars

From The Commander:

I would like to say it is great to see that the cadets as well as seniors are progressing in grade. Congratulations to the cadets as well as 1Lt Delmar for the dedication to the program and working toward advancement. Keep up the good work.

We have several senior members working on the ECI-13 program right now and time is running short. Ladies and gentleman lets get those test ordered, so you can get the course behind you and move on down the road to promotions. Hint! Hint!

Welcome goes out to the new members that have come and joined us: SM Bill Stehling, 1Sgt Bradley Wittlinger, and SM Steve Graumann. Welcome to you all, I am looking forward to working with you.

I would like to say that I am very proud and honored to announce that C/TSgt Nicole Bradley has joined the Air Force and will be leaving us sometime in November. C/TSgt Bradley will be working with the Air Force Aerospace Control & Warning System. Best of luck to you in the future.

Capt John E. Bradley III

Cadet Programs

Greetings. It's been a good quarter. We've made some great strides toward making our squadron the best in New York wing. I think that's a reasonable goal, and I hope you all continue to do your part to get us there.

Since February there has been quite a bit of activity in the cadet ranks. In March we had three cadets complete the eight-week Phase One Cadet Basic Training School. Cadets Sturgill, Hawkins, and Ryan Henkel were promoted to Cadet Airmen, having completed the requirements for the Curry achievement. Cadet Nicole Bradley was promoted to C/TSgt having completed her Lindbergh achievement. In April, already, cadet Schutter was promoted to C/SMSgt after completing his Goddard achievement. Cadet Michael Miller was promoted to C/2Lt having received his Mitchell award. Last, but not least, cadet Jaelyn Bradley was promoted to C/Maj after completing achievements 12, 13, and 14. Congratulations to each of you. Keep up the good work.

Of course, with all these promotions, we have some new jobs for people. After careful consideration by the cadet staff and myself, the following assignments were made. C/2Lt Frost will

remain the C/CC for the squadron. C/2Lt Miller will assume the position of Flight Commander. C/TSgt Compton will move up to First Sergeant. C/TSgt Bradley will move up to Flight Sergeant for Bravo flight. C/SMSgt Schutter will remain Flight Sergeant for Alpha flight. As always, these positions are subject to change based on performance and advancement.

March and April have been a busy couple of months. In March some of us went to the General ES/ICS course at Rochester. The Finger Lakes Group ball was in Avon. In April we hosted our annual bivouac at Camp Cutler, BSA. Some events which are up and coming include orientation flights, ES exercises, and squadron camping. The field trip to West Point is currently on hold, pending the scheduling of a firm date.

We had another successful open house, with two or three new cadets joining. All in all, everything is looking very good. Let's keep this momentum going. Action... Urgency... Excellence!

Capt James D. Herrmann

Required Staff Training

The National Board recently identified the need for staff at encampments and other cadet activities to receive training that specifically addresses hazing, harassment, and humiliation.

Cadet Programs designed this new course, designated CAPP 52-12, *Required Staff Training* (RST). Wings and regions will automatically be mailed the course materials by 1 June.

Beginning **1 June 2002**, all staff members – cadets and seniors alike – must complete RST every time they participate at any of the following activities:

- Encampments
- Region Cadet Leadership Schools
- National Cadet Special Activities
- Any cadet activity 4 nights in duration or longer, or as specified by the wing commander

RST consists of two parts:

Part 1, "How to Avoid the Hazing Trap" is a videobased lecture with class discussion. You'll learn how to define hazing and distinguish between examples and non-examples of it. Also, you'll gain practical skills on how to avoid the hazing trap.

If you complete Part 1 twice (ie: for encampment and RCLS), the activity director may excuse you from it if enough experienced members remain to maintain a viable class discussion with the less experienced members.

Part 2, "Using Operational Risk Management to Avoid the Hazing Trap" is a short lecture followed by a hands-on ORM exercise. You'll learn how to identify CPPT-related risks and reduce the risk of hazing. In the process, you'll be doing valuable work that can benefit your activity. You must complete RST Part 2 every time you serve on staff at one of the activities listed above."

Free Money

Mission successful. The secret is safe. No one seems to know that cadets are eligible for a one-year full scholarship to study aviation at Dowling College in New York.

Also, cadets seem unaware that they can apply for a \$6,600 scholarship to study engineering at Auburn University in Alabama. The deadline has passed and HQ CAP did not receive any applications for either scholarship. However, the information is out there on the Cadet Programs "scholarships" page at www.capnhq.gov.

Surely, no one will let FREE MONEY go to waste next year. This will be a tough secret to keep!"

PHASE III and IV Aerospace Education Tests

Did you know that the aerospace tests required for achievements 8-10 & 13-16 are **open book**?

Ref: www.capnhq.gov/nhq/cp/cpc/changes/ae3.htm "

Aerospace Space Mentor has some comments

Being away at college has literally taken me away from the squadron, but I am still very enthusiastic about continuing my duties as your Cadet Mentor. The key word is 'your.' If you have a question about your Aerospace chapter, Leadership chapter, study tips, or CAP in general, I am more than willing to answer your questions to the best of my ability. I have recently helped someone by giving him/her study tips which I have used in the past that I believe are and were successful for me. I am just reminding you all that you have a mentor(s) available if you ever need help with your progression in the Cadet Program. My e-mail address is on the calling roster. Best of Luck and I'll see you all on 22 May 2002.

C/Maj Jaclyn Bradley, CAP

National High School Rocket Contest

In celebration of the centennial of powered flight in 2003, the Aerospace Industries Association (AIA) has teamed with the National Association of Rocketry (NAR) to sponsor the "Team America Rocketry Challenge," a rocket design and launch contest for U.S. high school students. The five winning student teams will share a total prize pool of approximately \$50,000 in savings bonds. Their supervising teachers' departments will share \$9,000 in cash.

The Challenge involves designing, building, and flying a multi-stage model rocket weighing less than 3.3 pounds at liftoff and takes two raw eggs and an electronic altimeter as close as possible to 1500 feet. A fly-off competition for the top 100 teams will be held in Northern Virginia in April, 2003.

Information about the Challenge is posted on the AIA website at: www.aia-aerospace.org/aianews/features/team_america/team_america.cfm.

AIA represents the nation's major manufacturers of commercial, military and business aircraft, helicopters, aircraft engines, missiles, spacecraft, materials, and related components and equipment. The National Association of Rocketry (NAR) is the nation's largest and oldest non profit organization for sport rocketry consumers, focusing primarily on education, public information, and the setting of nationally-recognized safety standards for sport rocket motors and sport rocket flying.

Learn Some History & Live Some History

Calling All High Schools Students: Enter WWII Aviation Essay Contest and ... Find yourself airborne at the controls of the mainstay of our WWII fighter training program ... take your place in the front seat of a T-6 and experience a taste of what it was to be a WWII combat pilot.

GENESE0, NY: Warbird Adventures is sponsoring an essay contest for high school students in western that will honor the history of World War Two's military aviation campaigns.

Warbird Adventures' 2002 Tour is based at Geneseo Airport, Geneseo NY from June 15 through July 28, 2002. Entries from western New York will include Broome, Cortland, Onondaga and Oswego Counties and all counties west of these.

The theme of the essay contest is "Aviation's Contributions to the Allied Victory in WWII," and may incorporate any aspect of United States' military aviation from 1938-1945, and may include personal history/interview, unit history, citations, tactics, technical development, political ramifications, aircraft development and production, and balloon activities. Entrants are encouraged to include contributions from the New York state and/or the western NY region and to use primary source materials and interviews.

"We want to excite and inspire young people about the field of aviation," said Warbird Adventures' president, Graham Meise. "We are challenging students to find out more about this proud aspect of our nation's history. Our mission is to provide a point of departure for high school students to investigate and explore our nation's aviation heritage." Open to all western New (public, private, charter, and home schools) in grades 9-12, the contest will run to June 15, 2002. For more information on entering the contest e-mail essay@warbirdadventures.com, or call (407)870-7366.

The winners will be announced by July 1, 2002. First prize is a full flight experience in WWII fighter trainer including pre-flight orientation, with front seat checkout, aerobatics and combat maneuvers, a video and 35mm pictures of the flight. Parental consent required for minors. Admission/parking pass and Pilot's Dinner for four at the History of Flight Airshow, Geneseo, NY on July 13, 2002. Other prizes include a scenic flight, History of Flight Airshow passes and Warbird Adventures crew gear. Prizes will be redeemable at Geneseo.

The winning essay entrants need not be pilots to fly in the front seat of Warbird Adventures' T-6 because a certified flight instructor will be onboard in the rear seat. The instructors have thousands of hours flying the T-6's, and employing dual controls and headsets, they're ready to demonstrate, instruct and encourage

during every flight. The first prizewinner will take the controls and learn to execute the offensive and evasive tactical maneuvers employed by United States military aviators and combat pilots from World War I to the present.

Warbird Adventures' trio of North American T-6 "Texans", powered by Pratt & Whitney 600 HP radial engines, are the same aircraft that every World War II and Korean Conflict combat pilot honed his skills in. Chuck Yeager, President George Bush, and Jimmy Stewart all trained in the T-6, fondly known as the "Pilotmaker".

Based at year round at Kissimmee Municipal Airport, 233 N. Hoagland Blvd., Kissimmee FL, over six thousand customers have flown with Warbird Adventures. 2002 is Warbird Adventures' third year summering at the 1941 Historical Aircraft Group in Geneseo, NY. Visit their website at www.warbirdadventures.com, for full company details.

BACKGROUND INFORMATION

Western NY Contest Rules

2002 Warbird Adventures' WWII Western New York Aviation Essay Contest

Eligibility: The contest is open to all high school students residing in western NY

Topic: "Aviation's Contributions to the Allied Victory in WWII," and may incorporate any aspect of United States' military aviation from 1935-1945, and may include personal history/interview, unit history, citations, tactics, technical development, political ramifications, aircraft development and production, and/or balloon activities. Entrants are encouraged to include contributions from the New York state and/or the western NY region, and to use primary source materials and interviews.

Prizes:

First Prize: Flight in WWII fighter-trainer, including pre-flight orientation, with front seat checkout, aerobatics and combat maneuvers, a video and 35mm pictures of the flight. Parental consent required for minors. Admission/parking pass and Pilot's Dinner for four at the History of Flight Airshow, Geneseo, NY on July 13, 2002.

Second Prize: Sightseeing Flight in WWII fighter trainer with front seat check out, including a video and 35mm pictures of the flight. Parental consent required for minors. Admission pass/parking for the History of Flight Airshow, Geneseo, NY on July 13 or 14, 2002.

Third Prize: Warbird Adventures Crew Gear – shirts, cap, patch and pin. Admission pass/parking for the History of Flight Airshow, Geneseo, NY on July 13 or 14, 2002.

Honorable Mention Awards for fourth through tenth place essays to include a Warbird Adventures Cap and admission pass/parking for the History of Flight Airshow, Geneseo, NY on July 13 or 14, 2002.

Deadline: Warbird Adventures must receive all essays on or by June 15, 2002.

Rules:

1. Essays to be a maximum of 1,500 words.

2. Essays must be original and factually accurate, and must not infringe upon any material protected by copyright. The use of primary sources is encouraged.

3. Essays to be typed, double-spaced on white 8 1/2" x 11" paper, 12 pt Times (New) Roman type, one-inch margins. Contestants should submit the original and six copies. Essay title to be typed on top right hand corner of each page.

4. E-mail submissions will be accepted. Save your essay in TXT or RTF format under the title "Essay". Send e-mail to Essays@Warbirdadventures.com and enter "Western NY 2002 Essay Competition" in the subject field. Enter the cover page information (see #5) in the body of your e-mail. Send your essay as an attached file.

5. Name, full address, county of residence, e-mail, telephone number, school, grade and age of author must be submitted on a cover page accompanying the essay. A parent or guardian is required to sign the cover page; electronic submissions must have an e-mail contact for parent or guardian for confirmation.

6. Essays must be in English.

7. Essays must include a bibliography.

8. Essays will be judged on the basis of knowledge and analysis of subject matter, originality of ideas, development of point of view, insight, clarity of expression, organization and grammar.

9. The decisions of the judges will be final.

10. Entries must be received by mail or submitted electronically by June 15, 2002.

Winners: 2002 Warbird Adventures' WWII Western New York Aviation Essay Contest will be announced by July 1, 2002.

Publication: All essays become the property of Warbird Adventures. The prize-winning essay will be published on www.warbirdadventures.com and will be made widely available for use by newspapers, magazines and broadcasting networks. Other prize-winning essays, including honorable mentions, may be published by the Warbird Adventures and used on its website or in publications.

Send entries to:

Western NY 2002 Essay Contest
Warbird Adventures, Inc.
Kissimmee Municipal Airport
233 N. Hoagland Blvd.
Kissimmee, FL 34741

essay@warbirdadventures.com

All AE Officers

Passing along some AE news I heard recently: National HQ has issued new tests for the three ratings (technician, senior, and master) in the AE specialty track. This was confirmed by Joan Emerson at National HQ.

The existing tests for the technician rating and senior rating were recently replaced. The new tests are:

- CAPT 46 for the technician rating
- CAPT 47 for the senior rating
- CAPT 48 is the new test for the AE Master level

The test for the master rating is a new requirement - the test replaces the old essay requirement for the master rating.

A new revision of CAPP 215 reflecting these changes was issued, dated 15 FEB 02. You can download this new regulation from

<http://www.capnhq.gov/documents/webregulations/pubsweb.htm>

These new tests are not reflected in the CAP INDEX 0-9 regulation, dated 1 January 2002, but are available at National HQ and can be ordered by the unit - I believe by submitting a CAPF 8 order form.

Look for an article in the "CAP News" in a month or two mentioning these changes. It will probably also appear in the monthly national AE newsletter that goes to squadrons. The changes are official now, though.

Reminders about two things that haven't changed:

- As before, passing the Yeager (AEPSM) test is a requirement for the master rating. It is not necessary to pass the Yeager before earning the technician and senior ratings.

- As before, anyone who completes a master rating earns an additional recognition, the A. Scott Crossfield Master Educator Award. This is issued by National HQ when they receive the completed "Rating Certification Checklist" (the last page of CAPP 215).

HOW AND WHY WE GOT BOMBS

About the middle of May, 1942, "Doc" Rinker and his observer, Tom Manning, spotted a Nazi submarine stuck in the sand in shallow water just offshore from Cape Canaveral, Florida. "Doc" frantically radioed our West Palm Beach base to contact any military base that had a bomber with bombs, and dispatch it immediately. West Palm Beach, a Ferry Command base, didn't have any bombers with bombs. "Ike" Vermillya, our West Palm Beach base commander, got on the phone and called Banana River Naval Air Station and Tampa. Neither had a plane with bombs available at the time. The United States was truly caught short and unprepared. Most armed military aircraft were in Europe and Africa, fighting the Nazi Axis, or in the Pacific fighting the Japanese.

A bomber with depth charges was finally located at the Jacksonville Naval Air Station and dispatched to Cape Canaveral. But several hours had elapsed since the Nazi sub had been located, and by the time the Navy bomber arrived, the sub had freed itself from the sand in the shallow water and had disappeared in to the deep sea.

Everyone was furious to think that the trapped enemy "water snake" had escaped simply because of a lack of fire-power.

Ike Vermillya personally knew General "Hap" Arnold, National Commander of the U.S. Army Air Forces. "Ike" immediately phoned "Hap" and told him the sad story. To say "Hap" was also furious is to put it mildly. "Hap" yelled, "Ike, start gettin' those little Civil Air Patrol planes armed with bombs, even if you have to throw th' damned bombs outa 'th' WINDOWS!"

National C.A.P. headquarters was immediately faced with a dilemma.

"How th' hell are we gonna' hang bombs on small three- and four-place civilian planes with fragile airframes?"

Some Civil Aeronautics Administration airworthiness inspectors were contacted and figured out how bomb racks could

be installed under the bellies of the planes, and how much stress the frames of different types of planes could take.

Little three-place Stinson Voyagers with 90 horsepower engines were each to be fitted to carry one 100pound demolition bomb. My Rearwin was to be similarly fitted. Four-place Fairchilds were to be fitted to carry two 100- pound bombs, and Stinson Reliants were selected to carry one approximately 100-pound depth-charge each, but the bottom fin of the depth-charge would have to be sawed off to clear the runway on take-offs and landings.

Two lengths of bailin' wire were attached to the bombs and depth-charges. The wires came up through the floor, and yellow and red handgrips were attached. I the observer pulled a RED handle, the arming pin was pulled; and when the YELLOW handle was pulled, the bomb or charge would be dropped.

From Brave Coward Zack, By Smilin' Jack - Zack Mosley (Page 55)

Tailwind

"FIFTY YEARS OF COMPUTING" REVISITED

I read with interest the article on fifty years of Air Force computing published in the February issue of *CAP News*. As a retired history teacher, Ontario County Historian (NY), and the Historian for Canandaigua Composite Squadron, I am always in favor of providing historical perspective. For that reason, I would like to expand upon the article recently published.

The Air Force, and its predecessor, the Army Air Forces, made use of computing at least a decade before 1952. Although I was not present at the creation of air service computing, my father was (almost). His story illustrates the use of computers by the Army Air Forces during World War II.

Sgt. Everett P. Pierce entered the Army through the efforts of his local draft board in August, 1942. After basic training, he was assigned to the Adjutant General's Machine Record School, then operating at historic Ft. Washington, Maryland. There, my father was introduced to military data processing. His MOS was officially listed as "Tabulating Machine Operator." He had some previous experience with early computing as an accountant for Rochester Gas and Electric Corporation.

From Ft. Washington, then-Pvt. Pierce was sent by troop train to the headquarters of the Western Flying Training Command at Santa Anna, California. Assigned to the 7th Statistical Control Unit, (77th Machine Records Unit, 3000 AAF Base Unit), later-Cpl. Pierce spent his time working with hard-wired "IBM machines" and their punched card and paper tape storage and command media. The SCUs and MRUs were responsible for tracking personnel qualifications, training, and assignments. They were also units to which many of the first female soldiers, then called WACs, were assigned.

In 1944, newly promoted Sgt. Pierce was transferred to Wright Field at Dayton, Ohio. There he completed his wartime service with the 4000th AAF Base Unit. By then the Statistical Control and Machine Records Units, together with other units, were consolidated under the umbrella of the Air Technical Service Command. In the meantime, many members of the 7th SCU, and its headquarters element, were deployed to the China-Burma-India theater.

Discharged in February, 1946, my father returned to civilian life as a corporate accountant. However, he was never far removed from those early "IBM machines" which I remember from childhood visits to his accounting department in the 1950s.

The application of computing to wartime needs is a little known aspect of World War II. The initial proposals for military data processing actually date to 1939. In 1941, Thomas J. Watson, chief of IBM, offered the resources of his company to the government. His office machines were already commonplace. During the war, however IBM worked with several university researchers to develop more sophisticated "tabulating machines" and computers.

Major universities, including Harvard and the Moore School of Engineering at the University of Pennsylvania, developed vital elements of America's computerized war effort that changed the post-war world. During World War II major computer developments were applied to the calculation of Army and Navy gunnery tables, Air Force personnel management, weapons development, and cryptanalysis.

The IBM Mark I went into service for the Navy in 1943. About the same time, the Electronic Numerical Integrator and Computer (ENIAC) was developed at Penn to solve ballistics problems. A "universal computer," its ability to solve all sorts of logic and mathematical problems was quickly recognized. The developers of ENIAC were John W. Mauchly and J. Presper Eckert.

The Army signed a \$400,000 contract with Penn for the building of ENIAC in April, 1943. 17,468 vacuum tubes were used in ENIAC to enable it to handle decimal numbers. However, ENIAC was not available for general service before V-J Day. Mauchly and Eckert started their own company after the war, developing the Universal Automatic Computer (UNIVAC). Their company, and UNIVAC, was later sold to Remington Rand. The Census Bureau became the first federal agency to use UNIVAC in 1950.

World War II ended before ENIAC could be applied to the problems of that conflict. Its first calculations were used to estimate the feasibility of the hydrogen bomb at the start of the Cold War. Clearly, the computer was "in the service" before 1951.

Former Maj. Wilbur R. (Andy) Andreson, wartime commander of the 7th SCU, spoke to a reunion of its members in May, 1968. He reminded them of the pre-war Harvard heritage of the SCU-MRU data management concept. He recounted to his listeners the development work of men like Harvard's Dr. Learned and Robert Lovett (Assistant Secretary of War for Air), as well as Col. Charles "Tex" Thornton who was Chairman of Litton Industries by 1968.

Were those World War II era "IBM machines" computers? Accounts of computing history always include them. What the Air Force actually debuted half a century ago was **electronic** data processing; "universal computing" capable of a wide range of logical decisions and mathematical calculations produced by electronic stored programs using high-speed magnetic tape. The men and women of the SCUs and MRUs worked with electro-mechanical machines capable of limited programming by physical media (paper tape and punched cards).

The greatest contribution made by the computers of World War II was their function as a force multiplier, enabling us to win the war. However, they served another purpose revealed in the reunion notes sent by members of the 7th SCU.

In his 1968 reunion speech, Maj. Andreson told his fellow veterans of the 7th SCU that he had "always looked at it as the lucky 7th because it became the spring board for a very successful career."

Roland H. Crabtree, another member of the 7th SCU was a certified public accountant by 1968. He sent a note to his wartime buddies telling them "the background that I obtained while at the 7th SCU was been most valuable in providing an understanding of data processing and, the ability to discuss it half way intelligently with colleagues and clients."

Former T/Sgt Olney J. Smith stumbled into a civilian job with an Army records unit right after the war. By May, 1968, he was at the peak of his career with the US Army Data Support Command in Washington. Previously he served with the Army Research and Development Command installing worldwide data processing systems.

The veterans of World War II, who served in the data processing units of the Air Technical Service Command, paved the way for post-war computer integration into American society.

That is something really worth noting; like Civil Air Patrol, on its 60th anniversary!

Maj. Preston E. Pierce

Historian, Canandaigua Composite Squadron

Stay in the Know

Here are a number of mailing lists you can join to stay abreast of CAP news:

AE News:

http://www.caphq.gov/nhq/aeroed/ETA/Member_EUs.asp

How to subscribe to CAP- listserve

Are you subscribed to the national AE listserve, cap-ae-digest? It is a discussion of topics interest to CAP's AE mission. Questions, answers, and resources are posted there. Every AE officer should give it a try.

To subscribe, send an email to:

majordomo@lists.sempervigilans.org

with the following command in the body of your email message:

subscribe cap-ae-digest

Once you subscribe, you will receive one message per day containing all messages sent to the list by AE officers around the country. (On days where no one submits any messages, you will not receive anything.) Once subscribed, you may send in questions or ideas by addressing your email to:

cap-ae@lists.sempervigilans.org

Your message will be included in the daily email to all subscribers. You will see helpful responses from around the country. No AE-related question is out of place!

You may contact me with any questions at

malcolm@aya.yale.edu

For those of you involved in other areas of CAP, there are other lists, which may be subscribed to the same way. These include:

cap-cadet-digest
 cap-es-digest
 cap-comm-digest
 cap-forum-digest
 cap-announce-digest

CAP National Staff College

What: The Civil Air Patrol National Staff College is the executive level, in residence course for senior members who aspire to high level leadership in CAP. The purpose of the college is to provide CAP field grade officers the types of developmental experiences required to manage complex programs. The curriculum includes advanced studies in communications, leadership and management. The faculty is composed of CAP personnel, Air Force Reserve officers faculty members of various Air University professional military education Schools.

Who: Attendees must hold the rank of major and above and have attended a Region Staff College. Commanders at all levels are especially encouraged to apply.

When: **22-27 Sep 2002** (Travel days are 21 Sep and 28 Sep)

Registration fee is \$125. Billeting and meals at Gunter Annex at individuals' expense.

Where: Maxwell Air Force base-Gunter Annex, AL.

How: Applicants should refer to paragraphs 2-7b and 7-2 of CAPR 50-17 for details. Forward CAP Form 17 through unit and wing (region staff members only, need region commander endorsement) for endorsement by each, to Nation Headquarters Civil Air Patrol/ETP, 105 S. Hansell St., Bldg.714, Maxwell, AFB, AL 36112-6332, **by 15 August**.

Region Staff College

What: Region Staff College is a formal in-residence program required for completion of Level IV. The purpose of each college is to help prepare selected CAP officers to execute duties and responsibilities associated with executive-level CAP command and staff positions. Courses include lectures and seminars covering interpersonal communications, leadership and management, and training techniques.

Who: CAP officers who have completed Level III and who hold command or staff positions.

Northeast Region Staff College

Director: Col Bryan Cooper, CAP
 45 Griffith Drive Riverside, RI 02915-2414
 Phone: (401)433-4755

Fax: (401)433-4755

Email: bryanwc@juno.com

When/ Where: 14 - 20 July, NCO Academy, McGuire AFB,

NJ

How: Apply through channels on CAPF 17. Cost \$75 (includes registration, lodging, picnic, books, and dining-out). Make check payable to NER-CAP or to your Wing HQ for approval, then forward to NERSC, Director by June 1. Billeting

at NCO Academy dorms 1 person to a room. Meals at Falcon dining hall cost 5 to 6 dollars.

ON THE LIGHTER SIDE

Stuff old aviators will remember and young aviators should memorize and live by.

- ❖ Keep the aeroplane in such an attitude that the air pressure is directly in the pilot's face. - Horatio C. Barber, 1916
- ❖ When a flight is proceeding incredibly well, something was forgotten. - Robert Livingston, 'Flying The Aeronca'
- ❖ The only time an aircraft has too much fuel on board is when it is on fire. - Sir Charles Kingsford Smith
- ❖ If you can't afford to do something right, then be darn sure you can afford to do it wrong. - Charlie Nelson
- ❖ Never fly the 'A' model of anything. - Ed Thompson
- ❖ Never fly in the same cockpit with someone braver than you. - Richard Herman Jr.

Taking critical out of the critical days of summer

This Memorial Day weekend there should be more than enough time for me to drive to Wisconsin and back. While I'm home i can see my girl friend, my old roommate, my mom and dad, do some fishing, play a little ball, do the laundry, change the oil, look for a new car, play some poker and drink some beer with the guys.

If you can relate to this type of trip planning, you're a typical young sailor or marine who's unintentionally elevating the hazards and risk to which you'll be exposed. This type of planning can lead to cutting corners and taking risks that may permit you to accomplish everything on your wish list. It may also make you wish you'd done more thorough planning - if you're lucky enough to survive it.

Don't let the first hints of summer and plans for wall to wall fun cloud your judgement. Every year Memorial Day kicks off the critical days of summer. They're critical because more sailors and marines are killed during the period starting Memorial Day weekend and ending Labor Day weekend than any other.

Basic risk management can reduce your chances of being hurt or killed by taking steps to avoid summer-time hazards. The big ones are:

- ❖ Swimming - know your limits; swim where there are lifeguards, use the buddy system and check water depth before you dive. Do not practice extended breath-holding and hyperventilation. Never ever turn your back on children. Monitor them constantly. A moment's inattention can be deadly.
- ❖ Boating - take a boating course. Even if you're a seasoned boater you'll learn something new. Ensure your boat meets all USCG safety requirements and everyone aboard wears a pfd, particularly non-swimmers. File a float plan, and keep a watchful eye on the weather. If you drink while boating you may end up behind bars.
- ❖ Sports - football, basketball and softball are the leading causes of recreational injuries. Poor conditioning, failure to

wear PPE, aggressive play, and poor playing surfaces contribute to injuries. Regardless the sport, warm up first. Stretch before and after play. Wear PPE and keep yourself and the game under control. Combat is meant for the battlefield not the playing field.

- ❖ Home repair - cleaning gutters, painting, caulking, and trimming branches usually require a ladder. Before use, inspect for damage and repair or replace. Never extend or lean too far; move the ladder as needed. Retired General Shelton, former JCS chairman, is still recuperating from a fall he took from a ladder at home.
- ❖ Alcohol - very seriously affects your judgement and reflexes. Drinking to the point where you are incapacitated and hurt in a mishap or die from alcohol poisoning is not macho or cool. It's a ridiculous and unnecessary waste. Moderation is the key. Leaders, educate your sailors and marines about the dangers of alcohol. Sailors and marines look after your buddies and be responsible for yourself.
- ❖ Getting there - driving home to see a friend or even just to the beach is where most of us get in trouble. Traffic crashes are the number one killer of sailors and marines. It's not the road trips that are so bad, it's what people fail to do. High on the list is proper planning. Driving reasonable distances with proper rest after ensuring the good mechanical condition of your vehicle. Making that last one for the road a coke or coffee, buckling up or wearing a helmet and driving as if their life depends on it. Placing children in approved safety seats is another lifesaver. Vehicle crashes are generally so violent there are few second chances. Getting it right the first time is vital. If you're a leader, help your people survive.

There's a lot to consider when planning your holiday. It's more than just hopping in your vehicle at 1600 on Friday and driving to Wisconsin. While its often not feasible to draw up a risk management plan for all of your activities, paying close attention to the really big hazards will help ensure your survival. Take time to think about the ones you're likely to face and ask yourself the important "what if" questions. Make common sense prevail. This Memorial Day weekend take the "critical" out of the critical days of summer. Make a plan to survive. Do it now, you'll be happy you did. Lean forward, have fun, be safe.

Contributed by Maj. Paul VanBentham

Need a topic for your next safety meeting?

Lt Col Douglas Tindal, the Iowa Wing Safety Officer, has put together the Safety Officer's Briefing Book, which not only discusses Safety Officer duties and has some useful forms for tracking safety meetings and attendance, but also contains 130 different safety briefings tailored to CAP!

You can access this book on the Iowa Wing website: <http://www.iawg.cap.gov/> Just click on the "archives" section and look under "safety".

Special Interest Notice to Airmen (NOTAMS)

Since the events of September 11, 2001, the National Flight Data Center NOTAM system has become even more crucial to flight planning. Many new NOTAMS are in effect, including but not limited to, the following: ·

- ❖ Rules against circling or loitering over nuclear sites, power plants, dams, refineries, military sites, industrial complexes, and similar facilities. ·
- ❖ Monitoring of Guard frequency (121.5 MHz) and understanding of intercept procedures. ·
- ❖ Temporary Flight Restrictions (TFRs) over major professional or collegiate sporting events or other major open-air assemblies. ·
- ❖ Special TFRs concerning flight in the Boston, New York and Washington, D.C. areas. ·
- ❖ New rules for operating into and out of Mexico and Canada. ·
- ❖ New rules for foreign aircraft.

Because notices, restrictions and advisories may change at any time without warning, it is no longer sufficient to just check NOTAMS before a flight. Pilots should now check NOTAMS before each leg of a planned flight. Current NOTAMS are available from Flight Service Stations by calling 1-800-WX-BRIEF.

Contributed by Maj. Paul VanBentham

Wearing the Uniform Correctly

CAP ribbons can be worn on the white aviator shirt

There is a "ribbon checker" tool located on the Middle East Region web site.

It's an ingenious web page that lets you specify which ribbons you've earned, then gives you a color diagram of how to arrange them.

For Cadets: http://www.mer.cap.gov/ribbons/check_cdt.html

For Seniors: http://www.mer.cap.gov/ribbons/check_sr.html

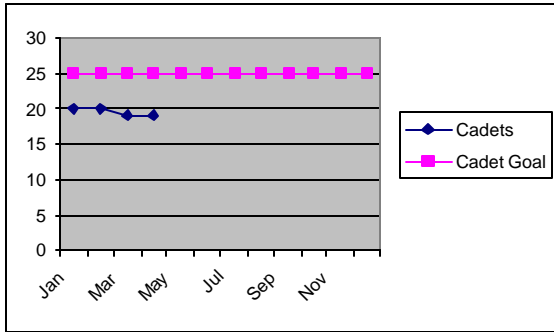
Want to Fly?

In the next decade, 40,000 pilots will turn 60 and face mandatory retirement. And that does not include an expected increase in the number who will leave to become personal pilots for top executives and other wealthy travelers. In 1997, anticipating a shortage, a nonprofit organization called "Be A Pilot" was organized. It offers a \$49.00 introductory flying lesson. If you are interested, visit www.beapilot.com or call toll free

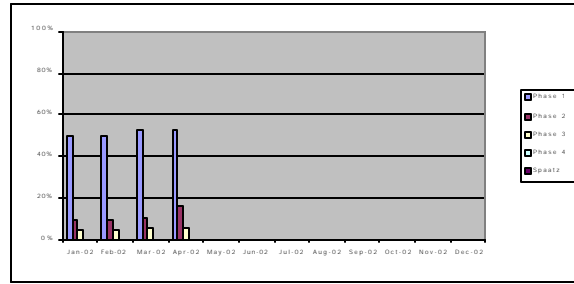
1-888-232-7456

Where do we stand at the moment?

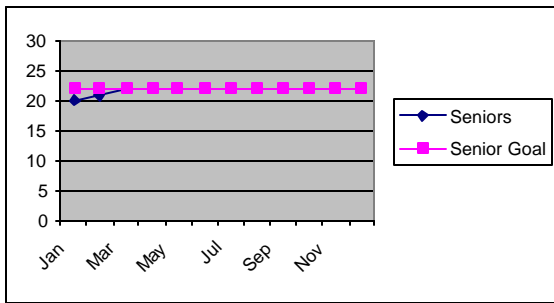
These next couple of charts will show you where we stand in regards to cadets, senior members, and a squadron for 2002.



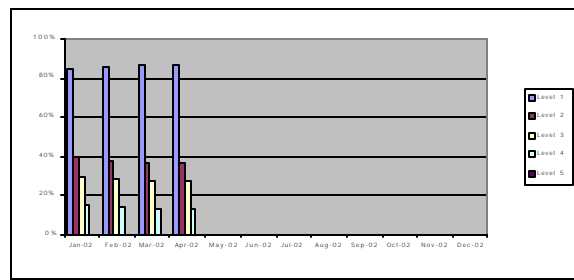
Cadet Recruiting



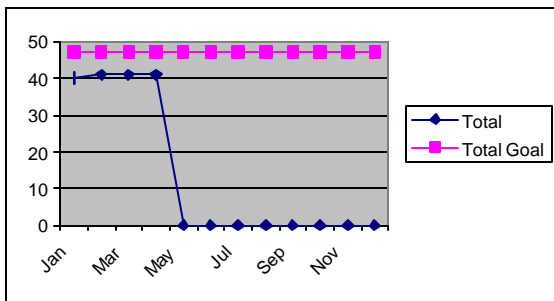
Cadet Progression



Senior Member Recruiting



Senior Progression



Total Squadron Recruiting

Only six members from this year's goal!!!











**Cadets -1
Seniors +2**

Recruit! Recruit! Recruit!

What's Happening in New York Wing

 - Indicates a Suspense

** - Indicates New Item

- May
- 27 Finger Lakes Group Meeting @RIT
 - **31 USAF Evaluation
- June
- **1-2 USAF Evaluation
 - 24 Finger Lakes Group Meeting @RIT
 - **/29 Deadline for encampment Applications to NYWG
- July
- 14-21 NER Staff College
 - 22 Finger Lakes Group Meeting @RIT
 - **27 Start of Ft. Drum Encampment
- August
- **4 End of Ft. Drum Encampment
 - 13-17 National Boards @ Philadelphia, PA
 - 24-25 Squadron SAREX
 - 26 Finger Lakes Group Meeting @RIT
- September
- **6-8 NER SAR Competition
 - **13-15 NER Conference @ Worcester, MA
 - 21 Counterdrug Telecast
 - 21-22 Squadron SAREX
 - 23 Finger Lakes Group Meeting @RIT
 - **21-27 National Staff College, Maxwell AFB, AL
- October
- **12-13 Squadron Leadership School (Niagara Falls)
 - 16 Squadron Annual Awards Selection
 - 26-27 Squadron SAREX
- November
- 28 Finger Lakes Group Meeting @RIT
 - 16-17 Squadron SAREX
 - 25 Finger Lakes Group Meeting @RIT
- December
- /15 Senior Member of the Year Applications Due @ NYWG HQ's
 - /15 Cadet of the Year Applications Due @ NYWGHQ'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
 - 15-16 Canandaigua Squadron Training
 - 18 Squadron Christmas Party
 - 23 Finger Lakes Group Meeting @RIT

Have News?

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