
The Ghost Writer

Canandaigua Composite Squadron

New York Wing, Civil Air Patrol

Canandaigua, New York

Volume 2 Issue 6, November 2001



Miller does well in Annual Awards

Congrats to all winners

From The Commander:

Good luck to 1Lt. Sarah Waggoner, C/Capt Jaelyn Bradley, and C/CMSgt Aaron Parsons in their continued search to better themselves with a college education. Canandaigua Composite Squadron wishes you both the best, and we will surely miss your presence.

Congratulations go out for recent promotions. In June, we promoted C/SMSgt Aaron Parsons; C/MSgt Mike Miller; C/TSgt Yann Schutter; C/SrA Joshua Compton; and C/A1C Nicole Bradley. In July, we promoted C/A1C Jamie Callard; C/CMSgt Aaron Parsons, C/SrA Greg Horrocks, C/SrA Nicole Bradley. In August, we promoted C/SrA Isaac Henkel, and C/Amn Aaron James. In September, we promoted C/SMSgt Mike Miller. In October, we promoted C/SrA Brendon Roach and C/Amn Max Phelps. Finally, in November we promoted C/MSgt Yann Schutter. Way to go! Keep those promotions coming and reach for that Spaatz Award! I can feel it coming... Hooah!!!

Congratulations to C/SMSgt Aaron Parsons for receiving the Sempì Fidelis award for music at Naples High School, and Nicole Bradley for a History and Spanish achievement award. It is so good to see the cadets not only gaining in the CAP program but also keeping the schoolwork up to date.

Congratulations to C/SMSgt Mike Miller who received his FCC license.

For July: Five cadets attended the 2001 NYW Encampment at Fort Drum. I take great pride in your representation of our Squadron. C/A1C Joe Miller not only attended and completed the encampment, he was recognized as the most improved cadet of the encampment. GREAT job!! Also C/SMSgt Aaron Parsons was picked out to be part of the color guard for the pass and review graduation and C/MSgt Mike Miller was the Guidon Bearer for the NCO Flight. Again I am so proud of my cadets, keep up the good work.

In the past month we have gained two more senior members and lost two great cadets. I would like to welcome C/LtCol Sarah Waggoner; and C/1Lt Jeff Radcliffe to the Senior Program. As cadets they both did an outstanding job, and I do look forward to working with the both of them in our Senior Program. They have truly proven they are a great asset to our Squadron. Welcome!!

Congratulation to 1Lt John DeWolfe for completing the Level II of the Senior Program and achieving the Certificate of Proficiency. Nice job John... knew you could do it!!

Maj. Stan Skrabut should be congratulated for a great job in the PAO position. He not only does a great job, but due to his fine work the Rochester D&C paper did a big article on the Civil Air Patrol. I hope everyone saw it! Great job Maj Skrabut!!!

John E. Bradley III, Capt. CAP
Commander

Miller Selected as Cadet of the Year

FARMINGTON, NY--- Cadet Senior Master Sergeant Michael Miller has been nominated as Canandaigua Composite Squadron's Cadet of the Year.

Cadet Miller is currently serving as the Cadet First Sergeant for the Canandaigua Composite Squadron, and has been a Civil Air Patrol member for over two years. He is a graduate of McQuaid Jesuit High School and is currently attending Rochester Institute of Technology where is also a cadet in the Air Force Reserve Officer Training Corp program.

The Cadet Member of the Year selection is based upon a demonstration of outstanding leadership in CAP and academic excellence in school. The winner receives a 1-year membership in the Air Force Association, a commemorative plaque, plus a \$1,500 scholarship for his or her college of choice.

Cadet Miller will now compete at the group level, which consists of five other Civil Air Patrol squadrons in the Finger Lakes area.

Miller Selected as Cadet Noncommissioned Officer of the Year

FARMINGTON, NY--- Cadet Senior Master Sergeant Michael Miller has been nominated as Canandaigua Composite Squadron's Cadet Noncommissioned Officer of the Year.

Cadet Miller is currently serving as the Cadet First Sergeant for the Canandaigua Composite Squadron, and has been a Civil Air Patrol member for over two years. He is a graduate of McQuaid Jesuit High School and is currently attending Rochester Institute of Technology where is also a cadet in the Air Force Reserve Officer Training Corp program.

The Cadet Noncommissioned Officer of the Year selection is based upon a demonstration of outstanding leadership in CAP and academic excellence in school.

Cadet Miller will now compete at the group level, which consists of five other Civil Air Patrol squadrons in the Finger Lakes area.

Miller Selected as Air Force Association Award to Outstanding CAP Cadets Winner

FARMINGTON, NY--- Cadet Senior Master Sergeant Michael Miller has been nominated as Canandaigua Composite Squadron's representative for the Air Force Association Award to Outstanding CAP Cadets.

Cadet Miller is currently serving as the Cadet First Sergeant for the Canandaigua Composite Squadron, and has been a Civil Air Patrol member for over two years. He is a graduate of McQuaid Jesuit High School and is currently attending Rochester Institute of Technology where is also a cadet in the Air Force Reserve Officer Training Corp program.

This annual award was established by the Air Force Association to recognize the outstanding CAP cadet in each squadron.

Miller Selected as Air Force Sergeant's Association Award to Outstanding CAP NCO of the Year Winner

FARMINGTON, NY--- Cadet Senior Master Sergeant Michael Miller has been nominated as Canandaigua Composite Squadron's representative for the Air Force Sergeants Association Award to Outstanding CAP Cadet Noncommissioned Officer (NCO) of the Year.

Cadet Miller is currently serving as the Cadet First Sergeant for the Canandaigua Composite Squadron, and has been a Civil Air Patrol member for over two years. He is a graduate of McQuaid Jesuit High School and is currently attending Rochester Institute of Technology where is also a cadet in the Air Force Reserve Officer Training Corp program.

This annual award was established by the Air Force Sergeants Association to recognize the outstanding CAP cadet NCO in each squadron.

Frost Selected for Veterans of Foreign Wars Cadet Officer Award

BLOOMFIELD, NY--- Cadet Second Lieutenant Jason Frost has been nominated as Canandaigua Composite Squadron's representative for the Veterans of Foreign Wars Cadet Officer Award.

Cadet Frost is currently serving as the Cadet Commander for the Canandaigua Composite Squadron, and has been a Civil Air Patrol member for five years. He is currently a student attending Honeoye Central.

This annual award was established by the Veterans of Foreign Wars to recognize the outstanding CAP Officer Cadet in each squadron.

Miller Selected for Veterans of Foreign Wars Cadet Noncommissioned Officer Award

FARMINGTON, NY--- Cadet Senior Master Sergeant Michael Miller has been nominated as Canandaigua Composite

Squadron's representative for the Veterans of Foreign Wars Cadet Noncommissioned Officer Award.

Cadet Miller is currently serving as the Cadet First Sergeant for the Canandaigua Composite Squadron, and has been a Civil Air Patrol member for over two years. He is a graduate of McQuaid Jesuit High School and is currently attending Rochester Institute of Technology where is also a cadet in the Air Force Reserve Officer Training Corp program.

This annual award was established by the Veterans of Foreign Wars to recognize the outstanding CAP Noncommissioned Officer Cadet in each squadron.

Herrmann Selected as Communicator of the Year

MACEDON, NY---Captain Jim Herrmann of Macedon has been nominated as Canandaigua Composite Squadron's Communicator of the Year.

Captain Herrmann is the Assistant Deputy Commander for Cadets in the Canandaigua Composite Squadron, and has been a Civil Air Patrol member for ten years. He is a network administrator for Electronic Data Systems.

The Communicator of the Year is an annual award to recognize a current member who has made a significant contribution to the CAP Communications Program as a whole. The selection is based on the member's lifetime contributions to the communications program, not just his/her accomplishments during the year nominated.

Captain Herrmann will now compete at the group level, which consists of five other Civil Air Patrol squadrons in the Finger Lakes area.

Van Benthem Selected as Brewer Aerospace Education Award Winner

CANANDAIGUA, NY---Major Paul Van Benthem of Canandaigua has been nominated as Canandaigua Composite Squadron's representative for the Frank G. Brewer-Civil Air Patrol Memorial Aerospace Award.

Major Van Benthem is serving as the Aerospace Education Officer for the Canandaigua Composite Squadron of the Civil Air Patrol. He has been a member for three years.

The Frank G. Brewer-Civil Air Patrol Memorial Aerospace Awards are the highest CAP awards given to individuals and organizations within and outside of CAP who have made exceptional contributions to the advancement of youth in aerospace activities .. The selection is based on the member's contributions to the aerospace education program during the year nominated.

Major Van Benthem will now compete at the national level.

Pierce Selected as Historian of the Year

GENEVA, NY---Major Preston Pierce of Geneva has been nominated as Canandaigua Composite Squadron's Historian of the Year.

Major Pierce serves as the Historian for the Canandaigua Composite Squadron, and has been a Civil Air Patrol member for one year. He is a retired teacher from Victor Junior High School. He is presently working as the Ontario County Historian.

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

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

Public Affairs Officer of the Year

GENEVA, NY---Major Stan Skrabut of Geneva has been nominated as Canandaigua Composite Squadron's Public Affairs Officer of the Year.

Major Skrabut serves as the Public Affairs Officer and Deputy Commander for Senior Members of the Canandaigua Composite Squadron, and has been a Civil Air Patrol member for fifteen years. He is the webmaster for Hobart and William Smith Colleges.

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

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

Moral Leadership Officer of the Year

GENEVA, NY---First Lieutenant David Herrmann of Geneva has been nominated as Canandaigua Composite Squadron's Moral Leadership Officer of the Year.

Lieutenant Herrmann serves as the Moral Leadership Officer for the Canandaigua Composite Squadron, and has been a Civil Air Patrol member for nine years.

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

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

Skrabut Selected as Senior Member of the Year

GENEVA, NY---Major Stan Skrabut of Geneva has been nominated as Canandaigua Composite Squadron's Senior Member of the Year.

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

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

Major Skrabut will now compete at the group level, which consists of five other Civil Air Patrol squadrons in the Finger Lakes area.

Herrmann Promoted to Lieutenant

CANANDAIGUA, NY---Melissa Herrmann has been promoted to 2nd Lieutenant in the Civil Air Patrol.

Lieutenant Herrmann is the Professional Development Officer for the Canandaigua Composite Squadron, and has been a Civil Air Patrol member for six years. She works for Wegmans in Canandaigua.

Radcliffe Promoted to Lieutenant

CANANDAIGUA, NY---Jeffrey Radcliffe has been promoted to 2nd Lieutenant in the Civil Air Patrol.

Lieutenant Radcliffe is the Assistant Emergency Services Officer for the Canandaigua Composite Squadron, and has been a Civil Air Patrol member for six years. He is a student at Finger lakes Community College.

CPPT Required for Certain Cadets

The National Board voted in their August meeting to require Cadet Protection Policy Training (CPPT) for all cadets 18 and older.

Cadets, 18 and older, can receive credit for CPPT training that occurs on 1 November 2001 and later.

These cadets simply participate in the standard CPPT courses provided to our senior members. These cadets can participate in the same CPPT where senior members are present.

The CAPF 11 is used to certify the training. The CAPF 11 is submitted to NHQ CAP/ETP for processing.

Cadets must complete CPPT within 6 months of turning 18 or they will not be allowed to associate with other cadets directly until such training is completed.

For those cadets already over 18½ by 1 November 2001, they must complete CPPT within 6 months from 1 November 2001 or they will also not be allowed to associate with other cadets directly until such training is completed.

These changes are the result of one of the National Cadet Advisory Council's (NCAC) proposals last year to our National Board.

Chainsaw Safety

Fall is finally here. The cold weather will motivate you to scout out some good firewood. To enjoy your fire however, you must cut the wood without a chain saw accident. Despite safety enhancements to chainsaw design, the U.S. still experiences over 30,000 chainsaw accidents per year.

Here are some precautions to keep in mind: First, read the operating and safety instructions. Here you'll find techniques to minimize "kickback" which is a phenomenon caused when the nose of the guide bar contacts the log. It can send the saw screaming back towards your body. Some saws are even equipped with devices to prevent kickback; don't remove these devices! Following the recommended procedures will also

minimize binding of the chain in the wood. It goes without saying that eye and hearing protection is a must. Also, wear snug fitting clothes and protective gloves. Don't start cutting until you have a clear work area with firm footing. Be sure to hold the saw with both hands, with thumbs and fingers encircling the saw handle. Run the saw at full speed and keep the chain sharp; a dull chain is a big contributor to chainsaw accidents. Stand slightly to the side of the cutting plane to reduce the risk in case you lose control of the saw. Don't overreach or cut above shoulder height; you'll tire quickly and have less control over the saw.

So as you start cutting up the firewood, remember...

It's not the tool that causes the accident but the way you use it.

Tailwind

His autobiography was published (1994) by the Sunflower University Press of Kansas. His aviation career spanned the "time before space," as he called it; 1929 to 1958. Honored by the Aviation Pioneers Hall of Fame, and a feature story on the NBC "Today" show, his last plane is on display at the Combat Air Museum in Topeka. A test pilot (later, Chief of Flight Test), Boeing project engineer, pioneer meteorologist and early air mail pilot, his work on the B-29 played a significant role in winning World War II. His development of in-air refueling helped win the Cold War and contributed enormously to American strategic air power. He worked closely with military aviators like Generals Benjamin Foulois and Ira Eaker. Yet, in his hometown he is almost unknown.

Elton H. Rowley grew up near Bristol Center. He had strong ties to Ontario County. His brother's construction company built the original section of what is now Bloomfield Central High School. His father, John Rowley, was a farmer and an Ontario County Sheriff's Deputy. His mother, Grace Holcomb Rowley, was descended from a pioneer family. His life, inspired by a barnstormer, is a stunning example of the old proverb that "mighty oaks from little acorns grow."

A ride with a local barnstormer inspired Elton Rowley when he was 10 years old. He and his cousin, Clark Holcomb, began tinkering with homemade hang gliders and scratch built airplanes in their grade school years. The local blacksmith-mechanic helped them assemble one "aircraft" powered by an old automobile engine. None of their efforts ever flew more than a short distance—including the hang glider which was launched by a huge slingshot made of sliced inner tubes removed from auto tires. Rowley's parents wanted him to consider a career in law or construction. He only wanted to fly.

Upon Rowley's 1929 graduation from Canandaigua Academy, he took a job which paid enough for his lessons at the Times-Union aviation school operated by Gannett Newspapers at Rochester airport. He attended ground school three nights a week, and flew weekends with his flight instructor, Otto Enderton, a former pilot with the German airforce. That same year, Rowley soloed in a Curtiss Oriole, a popular bi-plane of that time. By 1930 Rowley had his pilot's license and a burning desire to move up in aviation.

Like many aspiring aviators since then, Elton Rowley enlisted in the US Army in 1931. After training at Ft. Monmouth, New Jersey, he was assigned to a new job specialty, meteorology. For

the three years he spent in the Army he was a high altitude weather specialist at Scott Field, Illinois, serving with the 15th Observation Squadron. There he was a pioneer in aviation weather forecasting and became a rated military observer and pilot despite his lack of a commission. Prior to World War II all of the services had enlisted pilots. During his years at Scott Field, Rowley worked on the establishment of airmail routes and flew one for a year. He was also involved in the "Explorer I" high altitude balloon experiments. He also worked with a not-yet-famous General Patton on the application of meteorology to large-scale mechanized tactics.

In 1934 Rowley took his discharge, married "the girl back home," and moved to Milwaukee where he was a partner in a small air charter service and operated a small airport for three years. With a child on the way, a depressed economy, and pressure from his child's grandparents to move closer to home, he applied for apposition at the Curtiss Aviation plant in Buffalo in 1937. Working as a production coordinator, applying the skills learned in the army and in Milwaukee, Rowley advanced through a series of projects with ever-increasing levels of responsibility. Seizing opportunities, Rowley advanced his formal education through what today would be called "distance learning." At Curtiss, Rowley got his first experience in the development of military aircraft and became a true test pilot.

The years just prior to World War II saw a frenzy of airplane developments by some of those nations who would soon be called the Allies. In 1940, Elton Rowley worked on two Curtiss projects (P-36) for France and Turkey. However, Rowley felt his opportunities were limited at Curtiss where management maintained a tight "old boy" network. When the opportunity came to move to Tulsa, Oklahoma and work for Spartan Aviation Rowley seized it. There he worked on the design and testing of the Navy NP-1 primary trainer.

Rowley's stay with Spartan was short for several reasons. The corporation was owned by Skelly Oil at the time. However, it was shortly taken over by J. Paul Gutty, who liked Rowley, but brought his own staff thereby limiting Rowley's opportunities once more. In addition, the Boeing Aircraft Company offered Rowley more money and more critical (and therefore, prestigious) projects in 1943. Boeing was developing and testing the B-29 "Superfortress." That airplane was a major technological leap forward, would deliver the atomic bomb, and would ultimately end the war. The landing strips it needed were the reason for taking many of the islands in the central Pacific. In 1943, however, the new machine needed much testing and many revisions. Elton Rowley joined the Boeing organization in Topeka to be part of the B-29 development.

For Elton Rowley, the major problem with the B-29 was its power plant; four engines that did not work well at extremely high altitude, 35,000 feet at that time. Within a year Rowley, and the Boeing flight test engineers, had the B-29 ready for massive deployment to the 20th Air Force. A side project was called "Grand Slam." Rowley personally flew the test missions with the two massive conventional bombs fastened to external racks under the wings. At 140,000 pounds they were the heaviest conventional payload flown during World War II. What Rowley and his team at Boeing did not know at the time was that "Grand Slam" was the alternative program to be used in case the

"Manhattan Project" failed. In addition, in August, 1945, the United States had only two atomic bombs. If Japan had not surrendered after the second one fell on Nagasaki, the country did not have another one to use. "Grand Slam" was the back-up.

After the war, Rowley stayed on at Boeing working on the B-47 and B-50 projects. The B-47 "Stratojet" was our first jet propelled bomber. The B-50, oddly enough, was the last piston engine strategic bomber. Although he worked on the initial development of the B-52, the vision of the B-47, that project went to Boeing-Seattle and Rowley retired from Boeing as production geared up on that staple of the Cold War arsenal now being readied for use in the 21st Century. One of his last pioneering projects began in 1948 as "Operation Drip," the technique of in-flight refueling, initially invented by the British.

Elton Rowley entered a family automobile business in Topeka in the 1960's. Returning to his youthful fantasies, he built a reproduction of the famous Curtiss "Jenny" which he flew in air shows. He also built a glider. He took pride in his 56 years as a test pilot and commercial aviator holding every piston engine

rating the FAA would grant. His accident-free record, and his many hard-earned honors, were a source of personal pride.

Rowley's book, *Time Before Space: An Airman's Odyssey...From Biplanes to Rockets*, can be purchased from the Bristol Historical Society or Sunflower University Press, Manhattan, Kansas. However, a quick check of the on-line catalog of the Rochester Regional Library Council (RoaringCAT) shows that the only public, college, or school library to have a copy is the Bristol Public Library. It is well worth reading.

Elton Rowley passed away in Topeka, Kansas, in 1998. His nickname among his aviator friends was "Cactus," a reference to his life-long propensity to get "under the skin" of those he wanted to jump-start. Rowley worked for many organizations with inspiring mottoes. However, his own life reflects the old dictum, *carpe diem*, "seize the day" and the resources at hand. Rowley was a man who believed in luck. The harder he worked, the luckier he got.

Major Preston E. Pierce

What's Happening in New York Wing

- Indicates a Suspense

December

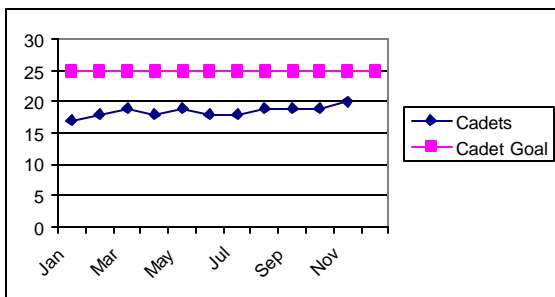
- 1** CAP 60th Anniversary
- 9** CAC Meeting @ MEG HQ's (Tentative)
- 15** Senior Member of the Year Applications Due @ NYWG HQ's
- 15** Cadet of the Year Applications Due @ NYWG HQ's
- 15** Cadet NCO of the Year Applications Due @ NYWG HQ's
- 15** Air Force Sergeants Association Award to Outstanding 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
- 15-16** Canandaigua Squadron Training

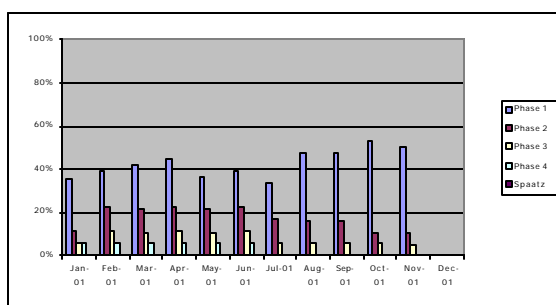
Have you seen our web site lately? Check out <http://mdl.n.hws.edu/cap/index.html>

Where do we stand at the moment?

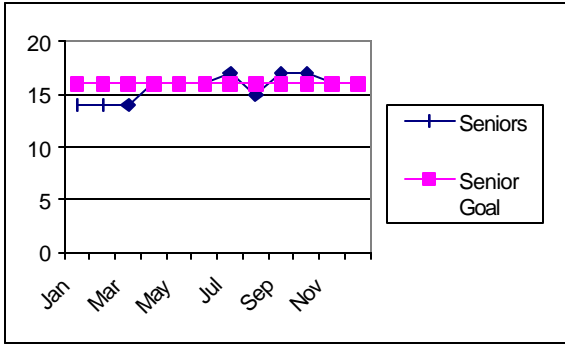
These next couple of charts will show you where we stand in regards to cadets, senior members, and a squadron for 2001.



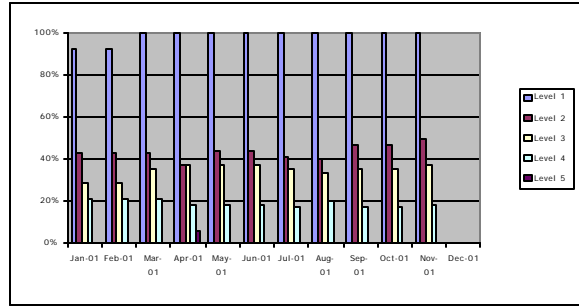
Cadet Recruiting



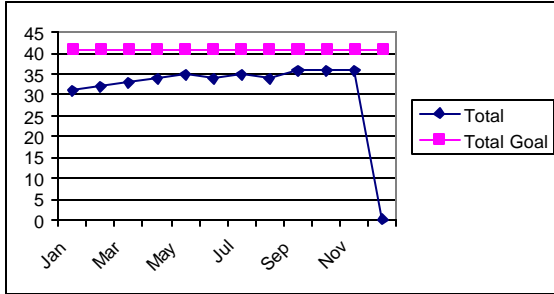
Cadet Progression



Senior Member Recruiting



Senior Progression



Total Squadron Recruiting

Only three members from this years goal!!!

Recruit! Recruit! Recruit!

Have News?

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

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