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# The Ghost Writer

**Canandaigua Composite Squadron**

New York Wing, Civil Air Patrol

Canandaigua, New York

Volume 3 Issue 5, September 2002

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## Show Me the Money

*Your advanced is worth dollars*

From The Commander:

Well I'm sorry that I missed the last newsletter. I was on vacation and very busy working on my house. There just isn't enough time in a day!

Congratulations go out to the cadets who graduated from their first New York Wing Encampment. Hopefully we will see them return next year as staff cadets, which will help you all in your leadership skills that you have learned.

Congratulations go out to C/Maj. Jaclyn Bradley who has successfully completed the ECI-13. Great job! Good Example!

Thank you goes out to Maj. Preston Pierce for all the work he put into for our West Point trip. Those that went on the trip had a great time at both Rhinebeck and West Point. It was a very educational trip, and we did run into some of our fellow comrades from New Hampshire and also some friends from Albany Squadron. You all should have been there! It was a blast!

We are going to try and reschedule some more orientation flights here in the very near future. I hope to see more of the cadets getting involved. Remember, in order to get the plane, we need to get cadets. If you sign up for a flight be there or you may find yourself helping the pilot pay for the plane. If you sign up and do not show, the pilot is stuck with the bill. Wing will not pay for the flight.

September 11 has come and gone, and I hope that you all take a moment to reflect on all we have to be thankful for, or take a moment to pray for our lost friends or relatives. To all our military members out there: Thank you for watching over us and keeping us safe and free.

*Capt John E. Bradley III*

### Cadet Programs

Hello and welcome to Civil Air Patrol for those new cadets. In this article I am going to outline my expectations that every cadet should live up to, and some of our goals for the next six months. My expectations are fairly simple and easy to follow. First, I expect every cadet to show up to the meeting on time, unless you have a valid excuse. If you know you are going to miss a meeting, call the next person in your chain of command. Being absent from a meeting shows lack of motivation and responsibility. I expect every cadet to be wearing the proper uniform of the meeting. I will not tolerate cadets being out of

uniform. For most cadets, you have been in CAP long enough to know what uniform is worn on what week. If any piece of your uniform is missing (i.e. rank, flight cap, boots...etc.), you are to wear proper civilian clothing, which means nice pants and shirt. A neck tie! is optional. As far as PT night goes, you can wear civilian attire, but it must not have any profanity or promote any illegal activity. Basically, keep it professional and clean. Cadets will no longer wear their BDUs to PT. I expect all cadets to use proper customs and courtesies. Show respect to your higher ranking cadets and senior members. They have worked hard to wear the rank they wear. I will task the flight commander to brief the flights about this issue. If you have questions about customs and courtesies, feel free to talk to me. Your cadet commander is probably a good person to ask before me. Also, I will not tolerate any mistreatment of any cadets. If you feel you are being singled out, don't hesitate to talk to your chain of command or myself. My last expectation, which should rightfully be my first is integrity. Integrity is essential, it is the inner voice, the source of self control, ! and the basis for the trust that is imperative in today's military. It is doing the right thing even though nobody is looking. Don't just memorize the words, put the words into action. You cannot lead others if you can't lead yourself.

My goals for the next six months are going to be challenging but fun. First, every cadet should have a personal goal in CAP to which they want to achieve. My first goal is for every cadet to be competent in basic drill. Drill takes a big part in self-discipline, which is another one of my goals. Finally, I will be setting up counseling sessions with the cadets with new positions. This is because I want you to know what your position requires of you. I will be giving the new flight sergeants a general knowledge question at the beginning of each meeting. Each flight is to answer the question and turn it into me by the end of the night. Points will go to the flight with the correct answer which will count toward Honor flight, I will explain this in more detail later. That is all I have. Good luck and study up. Recruit, Recruit, Recruit.

*2Lt. Miller*

*Deputy Commander for Cadets*

From the Wing Commander

To all Personnel of the New York Wing:

Since the National Board, many things have occurred, some wonderful and some not. In our "Wing Family", just like in our personal lives, we experience and share good times and bad.

It is with great sadness that I must inform you of the passing of L.M. "Tim" Nelson, the husband of Col Joy Nelson, former Wing Commander. I had the pleasure of meeting Tim on more than one occasion and recall fondly our conversations and his smile. I was made aware of his passing a few days ago, but did not have enough information to pass along to you.

The family has requested that you do NOT send flowers, but to please contribute to your favorite charity. Col Nelson is also off-line due to computer problems and will not be able to respond to e-mails for a while. Cards may be sent to the family at:

Box 5  
Oakdale, NY 11769-0005

Please keep Colonel Nelson and her family in your thoughts and prayers.

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The National Board was an interesting experience -- always good to see old friends and fellow CAP'ers and make new friends too! There were a few items that the Board acted on that I want to bring to your attention.

First, a good number of regulations were ratified by the Board and should be posted shortly to the National Website and distributed via the unit mailing. Among them were:

CAPR 35-6, 50-4, 50-11, 50-17, 60-1 c1, 60-3 c1, 60-5, 70-1 c1, 100-2, 123-3, 173-1, 280-2.

I won't bore you with the details of all of them, as some changes were relatively minor. However, CAPR 50-17 was modified such that ALL Seniors must complete Level 1 and CPPT before being assigned to ANY position in the unit. CAPR 60-1 c1 is also a very significant change in that it specifies CAP Aircraft Operations under FAA Exemptions and CAP Missions and Pilot Limitations. This has put a kink in our DEPCAP Program, as Pilots must hold at least a Commercial rating per this change. This was also verified by members of the Wing in attendance at the Board and cannot be waived, so we need to work on upgrading our pilot's ratings to continue to perform this valuable service.

Speaking of members in attendance, the NY Wing had an excellent showing at this National Board. Past Wing Commanders attending were: Colonels Herman Botie, Herbert Lavin and Joy Nelson; Wing Vice-Commander (North), Lt Col Steven Perta; Wing DOV, Lt Col Rollie Zavada; Wing LGM, Lt Col Norm Greenberg; Wing DOS, Lt Col Bill Hughes and Wing XR, Lt Col Pat Magee. Group Commanders in attendance were: Lt Col Ed Giampoli, SEG; Lt Col Randy Johnson, SCG; Major Larry Model, CMG and Lt Col Jim Pierson, FLG. There were also many other Senior and Cadet Members in attendance.

Your Wing also was recognized for both individual and Wing-wide performance. The National Senior of the Year, Lt Col Diane Wojtowicz of the Condor Composite Squadron, Finger Lakes Group, and the National Cadet of the Year, C/Col Jennifer

Neville of the Rockland Cadet Squadron, Catskill Mountain Group, were recognized during the morning Awards Ceremony by the Air Force Association and later that evening by the CAP Organization at the Banquet.

The Northeast Region -- all 9 Wings -- was also recognized with yet another Unit Citation Award. I'll have more details on this shortly as soon as I can obtain a copy of the orders.

For Wing-wide performance, I was very honored to accept on your behalf the following awards:

2002 Disaster Relief Award - For excellence in Disaster Relief

2002 Counter Drug Award - For excellence in Counter Drug Activities

For the first award, 11SEP01 would stand out as a major factor, but remember also all the many other missions that you were asked to -- and responded to -- throughout the year. Your efforts in improving your Emergency Services skills and active participation truly exemplifies what all the other Wings should follow. I congratulate you all on your superior performance. Lt Col Bill Hughes has done a superior job as Wing DOS and the mission activity and results prove this.

For the second award, although many of our CD Pilots, Aircrew and Admin folks have done an absolutely outstanding job in the spotting and reporting of cannabis, I think we can all agree that the focal point for our energies are due to Major Bill Cox, Wing DOC, who has championed this Wing Staff assignment for many years with great enthusiasm and determination. He has worked hard to get as many folks CD qualified as he can. (Believe me, I've signed a lot of CD applications so far!)

While I give credit to the 2 Directors for these awards, it is ALL of us that are the true winners here. This Wing keeps on proving it over and over again. Let me try another example:

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I received a fax of a letter sent to Cadet Colonel Adam Cucchiara, CAP; of the Rochester Composite Squadron (NY273) from BGen Richard Bowling, our National Commander, congratulating Colonel Cucchiara on receiving the 1,471st Carl A. Spaatz Award. This is the 3rd Cadet achieving this most prestigious Cadet Award this year. Well done, C/Col Cucchiara !!!!!

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So, when we total it all up thus far for 2002:

National Drill Team Champions  
National Senior of the Year  
National Cadet of the Year  
2 National Awards - SAR and CD3 Spaatz Award Recipients  
Numerous Senior and Cadet Awards

(And the list keeps on growing !!!!!)

Now, this is the New York Wing I remember of years past ..... let's keep it going!!!! I mentioned in an earlier update of how this Wing is capable of achieving so much. You all played a part in this and deserve credit. Together, we will achieve even so much more!!!!

Sincerely,

(Austyn)AUSTYN W. GRANVILLE, JR., Colonel, CAP  
NY Wing Commander

## West Point Trip

On 17 and 18 August eight member of the Canandaigua Squadron took a field trip to West Point. MAJ Preston Pierce, CAPT John Bradley, 1LT Keith Delmar, 2LT (first name) McClure, 2LT Melissa Herrmann, C/Maj Jaclyn Bradley, C/Arm Brayden Hawkins, and C/SrA Tracy McClure all gathered at 0545 at the Army Reserve Center to begin the trip to West Point.

The first destination was the Wilcox Campgrounds to sign out at campsite. Swimming, golfing, and much more was there at the convenience of the campers to entertain and make the stay more enjoyable. After settling in and pitching all the tents, the group loading in the group van to attend Old Rhinebeck Aerodrome.

At Old Rhinebeck, aircraft from the past were on display such as the Louis Blariego ‘the oldest flying aircraft with a 3 cylinder engine,’ the Amiette flying bicycle, and many WWI aircraft such as the Sopwith Camel and Albatros D5A.

An unexpected surprise was meeting two New Hampshire Cadets Airman Poitras and Technical Sergeant Labombard. Members of the squadron talked with these cadets from Lebanon Composite squadron about the ever-so-famous ‘Pops’, LtCol Blair Biddle, Director of New York Wing’s Cadet Programs, problems within the squadrons (RECRUITING!!!!), and Civil Air Patrol in general. Both squadrons were given a warm welcome by the announcer at the beginning of the air show.

The air show was described as ‘no real fancy flying’ but flew all of the WWI aircraft of display such as the Navy trainer called the ‘Jenny’, made in 1918, the very model the Charles Lindbergh learned to fly in.

In Old Rhinebeck’s museum there were many aircraft such as a replica of the Wright flyer ‘Kittyhawk’, which was the first aircraft to achieve powered, controlled, sustained flight on 17 December 1903. Also on display was the ongoing project of the building replica of the Spirit of St. Louis, which made the first successful non-stop flight across the Atlantic Ocean in 1927, flown by Charles Lindbergh.

When arriving back at the Wilcox campgrounds, we were waved down by CAPT Suessle, the squadron commander of the Dutchess County Cadet Squadron. Again, for almost two hours the members of our squadron talked ‘CAP business’ with her and her husband.

Eighteen August started by a delicious breakfast at a local Greek Diner called the Odyssey., then our journeys brought us to the West Point campus. In the tour of West Point we stopped at Trophy Point, famous for the found and retrieved enemy canons of 5 different wars. Two of the canons are the oldest ones around dating back to the American Revolution. Also on Trophy Point were benches with West Point’s values engraved in their sides such as Responsibility, Loyalty, Integrity, etc.

In West Point’s Museum we saw a vast history of previous wars, famous leaders, and many types of field artillery. Also encased was the United States Military Academy diploma dated in 1843 which was awarded to Ulysses S. Grant, a West Point graduate. Another encased piece of history was the winter service cap and coat of General Dwight D. Eisenhower.

The field trip taken this weekend was very worthwhile and educational. Many thanks go out to MAJ Preston Pierce for all his

time put into organizing this squadron activity. It proved to be very enjoyable by all who participated.

*C/Maj Jaclyn Bradley, CAP*

## ROTC Field Training

On the morning of 1 August, I boarded a plane for San Antonio, TX. I was heading for Lackland AFB which by the way is the ‘Gateway to the Air Force’. It is called this because it is the largest Air Force training base in the United States. I stayed there for four weeks in the blistering hot sun. The temperature never dropped below 90. When we arrived at the airport, we got on a bus and headed for Lackland. The first people to greet us were the MTIs (military training instructors). We unloaded our bags and stood in line. After in-processing, we were broken up into our flights and met our fellow flight mates and our CTAs. I don’t quite remember the rest of TD-0. That night I was sweating in my bed thinking what the hell I’m doing here.

Morning came, and reveille sounded and the CTAs (cadet training assistant) came screaming into the bays banging on garbage cans at 0400. We had 5 minutes to get into our uniforms and be outside ready to go to chow.

Dining hall procedures comes with practice. First your flight had to arrive within a 3 minute window of your chow priority. When you were not doing anything, you were reading your warrior knowledge handbook at attention. All other times you were getting yelled at for screwing up. If you did that, you were doing push-ups or getting a demerit or a form 341. Once you made it into the dining hall, you had 8 minutes to eat everything on your plate. You were not allowed to look around except straight ahead or at your food with your feet flat on the floor and your back off the chair.

The rest of the day was spent either in the classroom listening to briefings, drilling, physical fitness, ultimate frisbee, inspections, group leadership projects, lunch and dinner...etc.

The physical fitness test was done early in the morning before the sun rose. First event was the sit-up. You had 2 minutes to do as many as possible. The next event was the push-up and you had 2 minutes to do as many as possible. The final event was the 2-mile run. The test was out of 500 points. We took the PFT once a week.

At different times during the camp, each cadet has to complete an IDE (individual drill evaluation). You had to drill a flight of 9-12 people in a 50 foot by 50 foot box. You had 3 minutes to complete a drill card which had about 15 commands. Points were deducted for various things such as calling a command on the wrong foot or if you broke the time limit...etc.

Each cadet during the encampment had to hold at least one leadership position. The camp was divided into two groups each headed by a group commander and staff. Next you had squadron commanders, then flight commanders. The positions that I held was deputy squadron commander and flight commander.

Each flight had an FTO (field training officer) and a CTA. The CTAs are cadets who have already completed field training. The structure is similar to the CAP encampment.

If you were lucky, you got to go on Jet-O. That’s jet orientation. The top cadet in each squadron got a ride in a T-38. All others got either the T-37, T-6, T-1, or the T-43. We went to Randolph, AFB and met some pretty cool pilots. I went up in a T-

1, which is part of the heavy track undergraduate pilot trainers. It looks like a lear jet.

There was also the obstacle course which drained a lot of your energy. We visited that twice along with the LRC which stands for leadership reaction course. It challenges you to complete an obstacle with a time limit. It's like a GLP. If you have any questions about ROTC and field training, come talk to me. I will be receiving a DVD of my camp. Ask to see my year book as well.

*2Lt. Michael Miller, CAP*

#### Department of Defence Links to CAP

As a point of information, the Department of Defense has established two websites for the purpose of providing information on the War on Terrorism and Homeland Security.

The USAF Special Link for Operations Noble Eagle and Enduring Freedom ([www.af.mil/news/efreedom/index.shtml](http://www.af.mil/news/efreedom/index.shtml)) has links to other services and agencies. Listed right between the National Guard Bureau and NORAD is Civil Air Patrol.

The DoD website for it's Defend America initiative ([www.defendamerica.mil](http://www.defendamerica.mil)) lists CAP at the top of its "How to Help" section.

Its great to see that the people at NHQ have pursued the opportunity to get ourselves presented to the public in this way!

*Maj Jim Edmonds*

*NYWG Army & Air National Guard Liaison Officer*

#### New NASA/NOAA Web Site Now open

The Nimbus 1, a whimsical blimp-like weather lab in the sky, is ready to transport you to the world of weather science. SciJinks, at <http://scijinks.nasa.gov>, is a new, highly interactive Web site launched by NASA and NOAA. Its purpose? Science fun for middle-schoolers. Run the Bad Weather Joke Machine, write Wild Weather Stories, travel the World of Weather Folklore, take a Weather Challenge, prepare your family to weather any disaster, learn how to do a weather science fair project, and more. Learn about the GOES (Geostationary Operational Environmental Satellites) operated by NOAA and how their orbits allow them to hover over the same spot on Earth keeping a watch on our environment. SciJinks will eventually add other topics related to technology and space and Earth sciences. For now, come visit SciJinks and find out more about our planet's weird and wild weather.

*Nancy Leon*

*Education and Public Outreach Lead*

*NASA Space Place Program*

#### Historical Civil Air Patrol Aircraft Markings

Historical research has indicated that from 1942 to 1949 the following method of Aircraft marking ensued within CAP. Based originally upon Army Air Corps (AAC) and later US Army Air Force (USAAF) Directives that describes placement of identifying markings on all military aircraft.

The design by it circular nature readily addressed itself to be used as a rondelle. CAP Regulations, Memorandums and Directives all called for the proper placement, and size

relationship to the aircraft to which it was applied. Aircraft Civil Aeronautics Administration (CAA) numbers placement should comply with a practical sense for CAP is the Mission

#### Civil Air Patrol

Operational Directive No. 2 February 12, 1942, (OD No. 2) – National Headquarters, Civil Air Patrol Office of Civilian Defense (Washington)

The Civil Air Patrol insignia (blue disk with superimposed white triangle and with red three-bladed propeller superimposed on white triangle) shall be placed on the wings and fuselage of all aircraft engaged in official Civil Air Patrol Missions. Any aircraft while displaying such insignia shall be flown exclusively by members of the Civil Air patrol.



Insignia disks placed on wings shall be centered on the topside of the left wing and the bottom side of the right wing at a point one-third of the distance from wing tip to the fuselage. The diameter of said disks shall not exceed two-thirds of the wing cord at point of application

Insignia disks placed on the fuselage shall be centered on both sides of the fuselage at a point one-third of the distance from the leading edge of the horizontal stabilizer to the trailing edge of the wing. The diameter of said disks shall not exceed two [thirds of the depth of the fuselage at the point of application.



#### CAP Coastal Patrol

General Memorandum-29, May 25 1942, (GM-29) with special classified addendum only for Coastal Patrol personnel and operations section. Now required the removal of the **red three bladed propeller** from the CAP aircraft emblem on all aircraft assigned. The official CP insignia now consisted of a **blue circle with white isosceles triangle** was the only authorized insignia for CAP-CP aircraft This was in keeping with the current practice of the AAF to avoid confusion with Japanese emblem. This directive and practice remained in effect till the Coastal Patrol units were disbanded in 1945.

#### CAP Missions

But throughout CAP's war time efforts duties and reassignments as its transfer from the Office of Civilian Defense, to the War Department on 23 April 1943, to the Commanding General Army Air Forces on 4 May 1943, it was always directed that **all other** CAP aircraft assigned and/or used for, Border, Forest, Tow Target, Search-Light Spotting, Liaison, Courier and Missing Aircraft Search service were directed to use the standard

Civil Air Patrol insignia which included the red 3 bladed propeller.

TSA awards scholarships

They benefited from CAP's Cadet Program, and now they're giving something back.

The Spaatz Association is awarding Aerospace Leadership Scholarships to three outstanding CAP cadets.

The \$2,500 scholarships will help the cadets, who have already soloed in an aircraft, attain their private pilot's license. A portion of the scholarship may also be used to attend a CAP leadership activity.

The 2002 Spaatz Association Aerospace Leadership Scholarship recipients are:

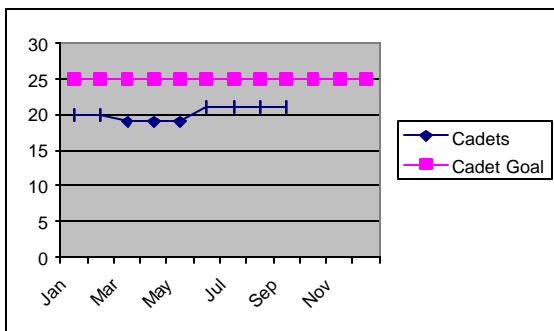
- C/Lt Col Josh Hall Pennsylvania Wing
- C/2d Lt Brandon Harmon South Carolina Wing
- C/Lt Col Robert Lowery III Missouri Wing

The Spaatz Association is a non-profit organization of Spaatz Award recipients working to support today's generation of CAP cadets.

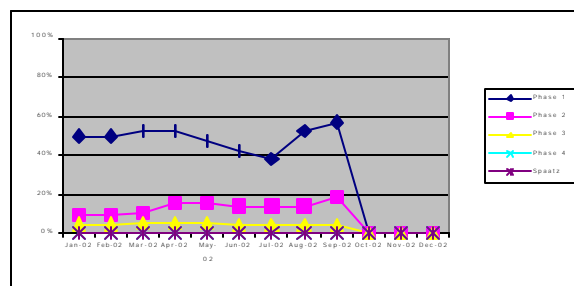
For more information about The Spaatz Association and the ALS scholarship, visit [www.spaatz.org](http://www.spaatz.org).

Where do we stand at the moment?

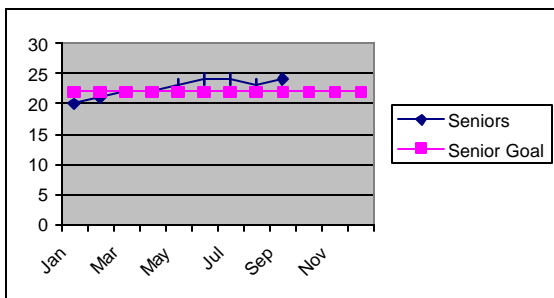
These next couple of charts will show you where we stand in regards to cadets, senior members, and a squadron for 2002.



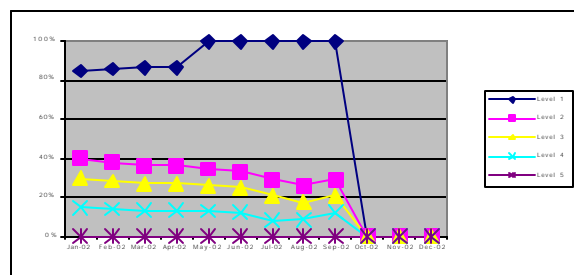
Cadet Recruiting



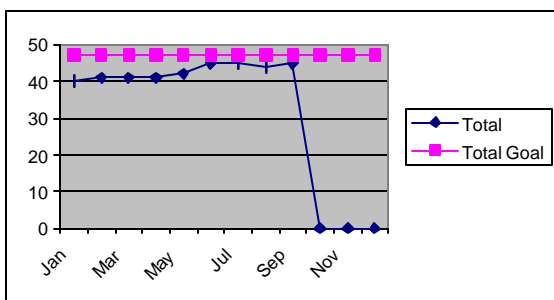
Cadet Progression



Senior Member Recruiting



Senior Progression



Total Squadron Recruiting

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

**Cadets: 4 under goal  
Seniors: 2 over goal**

**Recruit! Recruit! Recruit!**

## What's Happening in New York Wing

 - Indicates a Suspense

\*\* - Indicates New Item

October

16 Squadron Annual Awards Selection

26-27 Squadron SAREX


28 Finger Lakes Group Meeting @RIT

November

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 @ 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

18 Squadron Christmas Party

23 Finger Lakes Group Meeting @RIT

## Have News?

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

Canandaigua Composite Squadron

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