

CIVIL AIR PATROL

NINER magazine

serving NER's nine wings

WINTER 2012



Bi-Planes: Magnet for Cadets



Honoring Vets: from Maine to Arlington





Col. Christopher Hayden
Commander

Col. Merrie Knightly
Vice Commander/North

Col. Joseph Sirois
Vice Commander/South

Lt. Col. Donald Blumenfeld
Chief of Staff

Capt. Robert Stronach
Public Affairs Director
and Editor

Maj. James Ridley Sr.
Co-Editor

NINER Magazine is a publication of Civil Air Patrol's NorthEast Region (**NER**). It is by, for and about the **nine** wings that the region encompasses: **Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, and Pennsylvania.**

WINTER 2012
JAN-FEB-MARCH

Send stories and photos to:
Robert Stronach
EditorRob@yahoo.com



ACROSS THE REGION

- 3** Wreaths journey to Arlington
- 4** Commander's Message. NER Conference is coming!
- 5** Bi-Planes are cadet magnet.
- 6** PA's 'Christmas in the Air'. 500-year flood levels in PA.
- 7** CT Wing a 'Godsend'. Prayer Shawls for PA vets.
- 8** History: Heroic beginnings.



8

- 9** History: Subchaser remembers.
- 10** History: NH's WWII members. Gold Medal for WWII service?
- 11** History: in PA it's living.



11

- 12** CT Wing Conference. 2 teachers get AE grants. CAP flight sims at Carnegie.
- 13** MA Wing partners with college. NY paper tells need for pilots. CAP teams with LI Masons. CAP assists at PA crash site.



- 14** Soaring at Glider Center of Excellence. 4 Glider Academies in 2012.
- 15** PA Wing Conference. PA doc in Afghanistan. NY radiological drill.
- 16** Notables around the Northeast.



16

ON THE COVER

Where there are old planes, there are fascinated cadets, as was the case at the Bayport Aerodrome on Long Island, where New York Wing cadets practiced search-and-rescue and rode in vintage bi-planes. Photo by Maj. James Ridley Sr. See Page 6.

When Maine wreaths traveled to Arlington National Cemetery, C/CMSGT Olivia Fowler of Maine Wing's 058th Composite Squadron was there to honor the sacrifices of veterans. She was among 19 cadets and senior members from Maine to accompany the Wreaths Across American convoy. Photo by Lt. Janet Driensky. See Page 3.

With the Civil Air Patrol celebrating 70 years, NINER devotes a few pages to CAP's heroic beginnings along the Northeast coast. See Pages 8-11.

MAINE WREATHS JOURNEY TO ARLINGTON

Maine Wing Members Accompany 'Wreaths Across America' Convoy

By Capt. Mary Story.

Maine Wing members once again joined the Wreaths Across America convoy headed south from Harrington, Maine to Arlington, Virginia.

Lt. Col. Wayne Merritt of the 075th Composite Squadron, who has made this trek with the wreaths since 1992, was among the 19 from Maine Wing who joined more than 100 folks for the journey -- Veterans of Foreign Wars and American Legion members, Patriot Guards, drivers of eight tractor trailers packed with wreaths, a bus with Gold Star Mothers, Maine State Police and Maine First Lady Ann LePage, and Morrill and Karen Worcester of Worcester Wreath Co.

The dream that Morrill Worcester had as a young boy that a wreath should be placed on every grave site at Arlington is

certainly coming true; this year 91,000 wreaths were placed in Arlington.

Wreaths have been distributed to 740 locations in the United States and 24 countries. There were 325,000 wreaths donated in 2011.

The route from Maine to Washington D.C becomes one of the longest annual celebrations in support of veterans. The Wreaths Across America convoy was welcomed with open arms and hearts, a total of 20 stops along the route, flags waving, many a salute, tears as well. The Gold Star Mothers make a beautiful sight, waving and smiling to all. The memorials, the middle and high schools students and staff members; military academies' cadets there to greet the Wreaths convoy, sharp and neatly pressed; cadets in awe to see the

statue of Liberty in New York, flags flying from high upon the fire departments' ladder trucks, Taps being played on a hillside with echos across a valley, a list so long -- showing youth how to remember and honor the sacrifices that military veterans made.

As Maj. Gen. Charles Carr, CAP national commander, put it: "Laying the wreaths is an honor to our veterans, a service to our communities and a learning experience to our cadets and officers."

With Wreaths being CAP's premier community service project, Col. Dan Leclair, Maine Wing commander, called it a privilege to make Wreaths Across America happen every year and to teach "our next generation that freedom is not free."



The Maine Wing contingent had the chance to meet National Commander Maj. Gen. Charles Carr (center). The contingent included Lt. Janet Driensky (left), Lt. Col. Scott Higgins (rear). The cadets were from the 058th Portland Composite Squadron, 075th Composite Squadron and 035th Composite Squadron. Photo by Capt. Warren King.

F-15s CONDUCT INTERCEPT DRILL WITH CAP PLANES

ALBANY, NY -- F-15D Fighters from Massachusetts Air National Guard conducted interception exercises over Rome and Albany Nov. 17, the NY State Division of Military & Naval Affairs announced.

The aircraft, from the 104th Fighter Wing at Barnes Air National Guard Base in Westfield, Mass., intercepted Civil Air Patrol planes over Rome mid-morning, and over Albany in mid-afternoon.

The exercises were part of the Air Guard's proficiency training. Fighters based at Barnes are responsible for responding to airborne threats in the northeast.

NER SPELLS SUCCESS IN MISSIONS AND TRAINING

Commander's Message by Col. Christopher Hayden

I wish to thank you all for your incredible service to Civil Air Patrol, the US Air Force, FEMA and your state emergency management agencies over this past year. From Pennsylvania to Maine we all experienced very unusual weather from heavy snow fall and blizzard condition early in the year, to the tornado that tore through Massachusetts in August, to Hurricane Irene and Tropical Storm Lee in September and the heavy snow storm in October that struck Connecticut extremely hard.

With each of these crises, the members of Northeast Region Civil Air Patrol came together to assist our communities with shelter operations, damage assessment from the air and ground, and transportation of federal and state officials.

In all we successfully completed 181 air sorties and 35 ground sorties.

These events not only involved the Northeast Region



Col. Christopher Hayden

as a whole, it also involved the Middle East and Great Lakes Regions. The success of these region-wide and cross-region missions proves to me that we are all capable of working as one CAP. That is why we have added multi-wing exercises as part of annual training.

Northeast Region launched its Glider Center of Excellence program in 2011 -- a program required by NHQ to make better and more-available use of the gliders. We held four very successful Glider Academies and Cadet Orientation Flights. For 2012 we are planning four more

Glider Academies and more-available Orientation Flight locations around the region. One object of the Glider Centers of Excellence was to increase the usage of the gliders. Among all eight regions, NER achieved the highest number of flights, exceeding the minimum by 168%. This was all made possible by our incredible Glider COE teams based in PA, NJ and NH/VT.

Our cadet programs enjoyed two full and accredited Region Cadet Leadership Schools (RCLS). The first was held in the south at McGuire AFB in NJ in July and the second was held in the north at the NH National Guard Training Facility in Stafford, NH in December. Next year the southern RCLS will be held at the PA National Guard Base at Indian-town Gap, PA.

Our cadets and several from out of the region also enjoyed a National Powered Flight Academy, an annual event hosted and run by

Maine Wing. Aircraft and CFIs from throughout the region participated, resulting in 15 of 17 cadets soloing in CAP Cessna 172s.

WHAT'S ON FOR 2012?

This is the year of the Northeast Region Conference. It will be held 12-14 October 2012 on Long Island, NY, and will be significantly different as it will feature both a cadet conference and a senior conference running in parallel at the same location. The big local attraction will be the Long Island Air Power Museum where we plan to have special tours for conference participants.

We also plan more multi-wing exercises, a Senior Incident Commander School, Mission Aircrew School and a Mission Communication Manager's School.

I look forward to meeting most of you at the various wing conferences, award ceremonies and in October at the NER Conference.

NER CONFERENCE IS COMING!

Learn and have fun at the Northeast Region Conference Oct. 12-14: The *Civil Air Patrol in the Cradle of Aviation*, where Charles Lindbergh took off for his non-stop flight to Paris, where World War II Coastal Patrols operated, where aviation industry pioneers like Curtiss, Fairchild, Sikorsky and Grumman launched manufacturing empires.

- **Hotel:** Long Island Hilton Huntington, Melville, NY, where conference rooms are in the same wing for easy access. The Hotel Grand Ballroom hosts the Saturday evening Banquet.

- **New cadet experience:** Cadet Conference at nearby Air Power Museum. Cadets in action...among world-class exhibits.

- **Special venue** for NER Commander's Dinner: the nearby 56th Fighter Group Restaurant, overlooking World War II aircraft display.

- **Plenty of attractions** for the whole family: Museums, malls, restaurants, theaters, golf, amusement park, railroad to NYC.

For updates/registration, see NER website: ner.cap.gov/conference.



2012 NER CONFERENCE
Long Island, NY • 12-14 October 2012
Civil Air Patrol in the Cradle of Aviation



CADETS TAKE TO THE AIR IN ANTIQUE BI-PLANES

Search and Rescue Bivouac Culminates in Thrill of Flying

By Maj. James A. Ridley Sr.

BAYPORT, NY – Cadets from several Long Island squadrons bivouaced at the Bayport Aerodrome in August, practiced search-and-rescue, then provided assistance to the Antique Flying Club of New York's Annual Fly-In -- and got to enjoy the thrill of taking to the air in antique bi-planes.

As cadets and seniors of Leroy R. Grumman Squadron made their way to the Bayport Aerodrome, they were joined by members from the Col. Francis S. Gabreski Squadron and Suffolk Cadet Squadron 10. They arrived Friday evening and pitched tents for bivouacing outside the open hanger bays on the north end of the airfield. That evening the cadets took part in an Emergency Services class conducted by Maj Darren Cioffi, New York Wing Emergency Services officer, and then proceeded out in ground teams in search of an Emergency Locator Transmitter hidden on the airfield. After a barbeque of hot dogs, hamburgers and ribs, it was time for lights out and a good night's sleep.

After breakfast on Saturday morning, the CAP personnel were joined by other Long Island Group members and proceeded to assist the flying club with any tasks that needed to be taken care of. By 1 p.m. the cadets were offered rides in the club's bi-planes. Over the course of the next four hours, each of 34 cadets took to the air in Stearmans, Wacos and Piper Cubs. "This was a blast," commented



ABOVE: A vintage Stearman, sporting Navy colors, approaches the landing field at Bayport Aerodrome.



LEFT: The smile says it all...for Cadet Lt. Col. Carissa Lackey. She is in a Stearman sporting Army colors.

Long Island Group Commander Maj. Alan Gibbs. "Seeing the smiles on the cadet's faces was well worth the trip down here."

By the end of the day the CAP personnel proved themselves a valuable asset to the Aerodrome members and were told that they were welcomed back any time. That was music to the cadet's ears who can't wait to get back in the front seats of these air-planes.



BELOW: Cadet Airman Basic Jack Adams gets set to strap himself in the cockpit of the Stearman.

PA SQUADRON HELPS INTRODUCE YOUTHS TO FLYING -- AND SANTA

by Maj. Maria T. Kantner

READING, PA -- Reading Composite Squadron 811 participated in the "Christmas in the Air" event Dec. 10 at Reading Regional Airport.

The aim was to introduce children aged 8 to 17 to the world of aviation through the "EAA Young Eagles Program." With 12 pilots available, 230 youth got to fly in general aviation airplanes for approximately 20 minutes each.



Santa, Mrs. Clause and friends arrived in a jet. Santa is Capt. Terry Sroka and the elf next to him is Maj. Maria Kantner.

A Christmas theme added to the excitement. Santa, Mrs. Claus, elves and a few mascots flew into the airport, by jet, in order to greet the crowd anx-

iously awaiting their arrival. (Santa and one of his elves are members of the squadron.)

CAP members provided information on registration,

escorted children to the airplanes, assisted in Santa's workshop and with photos with Santa, and staffed the CAP recruitment stand.

PA WING RESPONDS AS FLOODS HIT 500-YEAR LEVELS

PENNSYLVANIA -- When storms struck in September, floodwaters ravaged a six-county area of northcentral Pennsylvania. Homes and businesses were damaged, along with 1,700 roads and bridges.

Thanks to aerial missions by members of PA Wing, disaster officials were able to assess damage and determine that flooding hit a 500-year level, reports Capt. Geoffrey Knauth, commander of Williamsport Composite Squadron.

Knauth was one of those flying the missions. He took up Lycoming County Hazard Mitigation Planner John Lavelle, allowing him to take his own photos. The Williamsport Sun-Gazette featured one of Lavelle's photos on the front page, Knauth notes, and "in the story that accompanies the picture, Lavelle says that from the pictures he took, comparing mud lines with flood plain maps, he determined that some areas experi-

enced 500-year flood levels."

CAP crews and county officials took hundreds of photos.

"From a local CAP perspective," Knauth adds, "in this tight fiscal environment, the flight that Capt. Ron Gardner and Maj. Carl Jenkins made on Thursday (Sept. 8) helped convince state and federal officials that more flights were needed to assess the disaster; and the flights I made with Lycoming County and Wyoming County officials on

Friday (Sept. 9) helped with official disaster declarations to help those in need get assistance that might be available."

In addition to aerial missions, CAP members helped with sandbagging, traffic control and searching flooded areas for anyone in need of assistance.

"Throughout the state, CAP was busier than ever responding to the flood," Knauth reports. "In fact, CAP resources from surrounding states came to Pennsylvania's assistance."

PA WING'S GROUP 2 SQUADRONS ASSIST IN FLOOD RESPONSE



Mission Pilot Capt. Timothy Roth from York Composite Squadron 301, C/2d Lt. Connor Valan from Jesse Jones Composite Squadron 304 in Lancaster; Mission Scanner SM Jim Lichlyter from Harrisburg International Composite Squadron 306 head out to provide aerial flood damage assessment. Photo by PAO Jennifer Lichlyter.



Cadets from Jesse Jones Composite Squadron 304 in Lancaster check IDs before allowing drivers to proceed down restricted roads in Marietta, Pa. Photo by Capt. Carol J. Whitaker.

CAP WAS A GODSEND, CONNECTICUT TOWN OFFICIAL SAYS

WING MEMBERS STEP UP AFTER EARLY SNOW KNOCKS OUT POWER

By 2nd Lt. David Nelson

CONNECTICUT – After a rare October snowstorm left more than 2 million in the Northeast without power, Connecticut Wing was again asked to commit resources and manpower to disaster relief. This time the request came right from the top.

Gov. Dan Malloy mentioned Civil Air Patrol by name in his letter to President Barack Obama requesting a major disaster declaration for the state in response to Winter Storm Alfred. A delegation led by U.S. Sens. Richard Blumenthal and Joseph Lieberman quickly followed with their support of the request, again pointing to CAP's role.

Shortly after the storm knocked out power, leaving much of Connecticut in the dark, local officials in New Fairfield contacted the state Emergency Operations Center to request assistance in running an emergency shelter. The state immediately



Connecticut cadets load supplies at New Fairfield Emergency Shelter.

contacted CAP National Headquarters at Maxwell Air Force Base, Ala., and within hours a mission was assigned.

Maj. Michael Heath, wing emergency services officer, was assigned as incident commander. Maj. Ken Chapman, commander of the 801st Cadet Squadron in New Fairfield, was point man for the mission and led CAP's efforts at the New Fairfield High School emergency shelter.

Capt. Jim Vigar, who helped at the shelter almost

daily, sometimes as late as 1 a.m., commanded the Danbury effort and went above and beyond the call of duty, in Chapman's estimation.

"CAP was a godsend," said New Fairfield Selectman Susan Chapman, who ran the shelter every day.

With cadets and officers working side-by-side and shifts that sometimes lasted 12 or 13 hours, volunteers distributed more than 100,000 bottles of water and 1,600 cases of Meals Ready to Eat (MREs).

Cadets placed cases of water in waiting cars, served meals and provided information to those in the shelter seeking aid.

The shelter went into action Oct. 30 and closed a week later, on Nov. 5. In all, 2,500 people received daily hot meals, water, showers and overnight shelter, if needed. It marked the third time in six months that Connecticut Wing played a role at the shelter. Earlier, Hurricane Irene and a tornado had put CAP members' responsiveness to the test.

CAP MEMBER HELPS BLESS POCKET PRAYER SHAWLS FOR VETERANS

By 2nd Lt. Jennifer Lichlyter

HARRISBURG, PA. -- Maj. William Alford, commander of Harrisburg International Composite Squadron 306 and rector at St. Andrew's Episcopal Church in Harrisburg, joined with Right Rev. John P. Croneberger, Assistant Bishop to the Diocese of Bethlehem, and Rev. Terry Wible, St. Luke's, Lebanon, to bless more than 200 Pocket Prayer Shawls during a Veteran's Day service Nov. 10 at VA Hospital in Lebanon.

The shawls were created by members of Sacred Stitches

from St. James Episcopal Church, Lancaster, and Hooks and Needles Prayer Shawl Ministry from St. Luke's, Lebanon. Members of both churches were present along with about 100 veterans and VA hospital employees.

"Pocket" prayer shawls can be carried in pockets or used in situations where a large shawl is not appropriate or allowed, such as intensive care units or by troops in combat. Essentially, they are "Prayers you can hold on to". The prayer shawls were distributed to veterans in the hospital.



Maj. William Alford helps bless pocket prayer shawls.

Photo by Lebanon Daily News

DEC. 1, 2011 MARKS 70TH ANNIVERSARY

CAP SPOTLIGHTS HEROIC BEGINNINGS ALONG EAST COAST

by CAP Public Affairs

The Civil Air Patrol, an all-volunteer service of more than 61,000 members, was founded on Dec. 1, 1941, less than a week before the Japanese attack on Pearl Harbor propelled America into World War II. Known at the time as the Coastal Patrol, members soon proved their worth by conducting aerial missions at the request of the Office of Civilian Defense, displaying heroism that discouraged and eventually stopped deadly German U-boat attacks on supply ships headed to support the Allied war effort.

The “subchasers” flew at great personal risk. In all, 90 CAP planes were forced to ditch at sea. Of the 59 CAP pilots killed during World War II, 26 were lost while on Coastal Patrol duty. Their wartime service was highly unusual because they were civilian volunteers flying combat missions in their own aircraft at a time when the military could not adequately respond the U-boat threat. The military decided to arm the aircraft soon after the pa-



Coastal Patrol plane (Stinson 10A) readies for takeoff at Bar Harbor, Maine, home of Coastal Patrol No. 20. (Library of Congress)

trols began and, all told, they sank or damaged two or more submarines and attacked 57.

The early CAP heroes included men like 94-year-old **Charles Compton**, the father of ABC News Radio White House correspondent Ann Compton. He was in his early 20s when he left dual jobs in Chicago — one as a Daily News ad salesman, the other working in an aircraft parts plant — to go to the East Coast as a CAP citizen volunteer based on “a desire to be more actively engaged in the war effort.” There he was part of the flight staff of **Coastal Patrol Base 1 in Atlantic City, N.J.**, flying missions to search for enemy submarines or to provide an escort for American convoys as they sailed along

the Eastern Seaboard.

During the war, CAP operated 21 such units up and down the Eastern Seaboard and into the Gulf of Mexico.

Compton recalled using partially sunken merchant ships, which were plentiful, as a navigational tool.

Wylie Apte Sr., who died in 1970 and who had operated White Mountain Airport in North Conway, N.H., flew out of the Coastal Patrol base in **Portland, Maine**, searching for enemy subs off the coasts of Maine, New Hampshire and Massachusetts. He flew his own Waco YKS-7 biplane.

President Franklin Delano Roosevelt presents the first two Air Medals ever awarded by the U.S. to CAP subchasers Maj. Hugh R. Sharp Jr., center, and 1st Lt. Edmond I. ‘Eddie’ Edwards, right, for the heroic rescue of 1st Lt. Henry Cross. Looking on is James M. Landis, wartime chief of the Office of Civilian Defense. (CAP Historical Foundation)



Charles Compton
WWII CAP Member

Joseph W. Leonard joined CAP the day it was established, six days before Pearl Harbor. Remaining a CAP member until his death in March 2011, Leonard was a member of **Pennsylvania Wing’s Chester Squadron**. He flew out of Coastal Patrol Base 2 at Rehoboth Beach, Del. Base 2 was populated by such CAP heroes as **Eddie Edwards**, who received the first Air Medal of World War II from President Franklin D. Roosevelt for his daring all-night rescue of a downed CAP pilot from the Atlantic waters.



Sikorsky rescue amphibian at Base 1, Atlantic City, N.J.



NAZI U-BOATS SPUR CAP'S WWII ROLE ON EAST COAST

SUBCHASER RECALLS FLIGHTS OUT OF NEW JERSEY

By Adam Hurburt
Black Hills, SD Pioneer

More than 500 oil tankers were sunk by Nazi U-boats off the East Coast during World War II. By the summer of 1942 the German submarines were sinking 50 ships a month in an oil shipping lane between Texas and Maine. The assault began in January, 1942. There were no oil pipelines in the U.S. then. Oil from refineries in Texas had to be shipped to the East Coast in tankers. For German U-boats the East Coast was a shooting gallery.

The U.S. government and the wartime media felt the panic brought from releasing this info would critically undermine the war effort. Only the intimately entangled knew.

Maybe this is why we don't know the heroes, the brave civilians who turned the Nazi U-boats back to Germany. In 2011, the 70th anniversary of their assemblage, a bill was introduced proposing a Congressional Gold Medal for the Civil Air Patrol's WWII service. At 94, Northeast Region Subchaser **Vern Kraemer** of Nemo, SD is ready for his medal.

The Civil Air Patrol was founded on Dec. 1, 1941.



A young Vern Kraemer. RIGHT: Low wing monoplane and radio operator at Base 1 in Atlantic City, NJ.

They were a group of citizen pilots who flew their own personal aircraft on home front missions. Those on the East Coast saw the most action. Their mission: follow supply ships, scout for U-boats and radio the military upon sighting.

Kraemer came to the **Atlantic City, N.J., Civil Air Patrol base** in April of 1943, a few months after the government agreed to arm their planes with bombs.

"The problem with notifying the military when sighting anything was that, by the time they showed up to bomb the ships, they were gone," said Norma Kraemer, Vern's wife. "That's why they finally armed the Civil Air Patrol."

This marked the turning point of the German blitz on the East Coast. Small, single engine planes had 100 pound depth charges lashed to their bellies. Larger, twin engine planes carried one 325 pound

depth charge under each wing.

These civilian aircraft were not meant to be armed; there were no targeting systems of any kind on these planes. This is not to say that the Civil Air Patrol didn't sink any U-boats. Out of the 57 total German subs that Civil Air Patrol members attacked, two or more sank or sustained damaged. But what the Civil Air Patrol lacked in accuracy, it made up for in intimidation.

CAP planes flew up to 50 miles from shore, up to 500 feet above the water in all weather conditions with nothing but compasses for navigation. And the weather just off the coast was often miserable.

"I can remember one time with a low (visibility) ceiling, about 400 feet, and the water was just as smooth as glass. We were escorting a ship up the coast, and all at once, for some reason or other, I see the ship up in the sky," Krae-

mer said. "You know what happened? I got going around and around and there was no horizon or anything and I got vertigo. And, man, I'll tell you, that was the fastest thing I've ever done, was get that airplane righted around and get on the gauges."

Unfortunately, close calls like Kraemer's didn't always end positively. Of the 59 Civil Air Patrol pilots killed during World War II, 26 died on coastal patrol duty.

The coastal patrol missions were discontinued in August of 1943 when the Nazis withdrew their U-boats from the East Coast. The Civil Air Patrol had accomplished its most important mission. Kraemer continued to work with the Civil Air Patrol in New England where, among other things, members flew with tow targets buffeting in the air behind their planes, essentially volunteering to be shot at for military training.



The Fairchild 24 was a mainstay of the Coast Patrol fleet – large with a robust single-engine. Other typical planes in the fleet were the Stinson 10A and the Sikorsky (opposite page). In fact, every base had a rescue amphibian like the Sikorsky, since unreliable early engines often failed far from shore, initiating their crews into CAP's "Duck Club." (CAP Historical Foundation)

CAP HOPES TO HONOR UNSUNG HEROES WITH CONGRESSIONAL MEDAL

Civil Air Patrol leaders think the 70th anniversary celebration won't be complete until CAP's earliest members – now in their eighties and nineties – are “rightly honored” with the Congressional Gold Medal. Legislation has been pending in both houses of Con-

gress to award CAP a Congressional Gold Medal for its World War II service.

Time, instead of a German submarine, is now the enemy of the roughly 60,000 CAP volunteers from World War II. Only a few hundred of them are still alive today.

“We want to make sure those who remain, and those who have passed, are rightly honored for their great service to America,” said National Commander Maj. Gen. Chuck Carr.

To support the legislation, contact senators and representatives, and ask

them to cosponsor H.R. 719 and S. 418. In both houses, two-thirds of the membership must sponsor a bill before it can be brought up for a vote. Sample letters and other details, including a list of current cosponsors, are available at www.cap-members.com/goldmedal.



Col. Rita Carter

NH POSTPONES PARTY UNTIL WWII MEMBER CAN MAKE IT

CONCORD, N.H.— CAP's 70th anniversary celebration here was postponed because the 85-year-old guest of honor was recovering from back surgery, the Associated Press reported.

Col. Rita Carter of Keene, who was 16 when she signed up a year after CAP's inception, is the longest-serving member of the New Hampshire wing.

Carter, who earned her pilot's license in 1952, said she was driven by patriotism and a passion for flight. It annoyed her that she had to wait until her senior year at Keene High School to take a newly added course on aeronautics, but once she did, “It was like pouring kerosene on a fire.”

NH WING COMMANDER HONORS WWII MEMBER

By Maj. Penny Hardy

At the Seacoast Composite Squadron's Open House on Dec. 1, World War II CAP member Daniel Webster Harvey was presented a framed copy of the Commemorative 70th Anniversary poster by Col. William Moran, New Hampshire wing commander.

Harvey, who was a charter member of the former Portsmouth Squadron, said he had helped construct a hangar at the old Portsmouth Airport, now the home of the New Hampshire Air National Guard and formerly Pease Air Force Base. He sometimes stood watch as CAP was charged with providing security at the airport even though it was controlled by the Navy. He was very inter-



Photo by Maj. Penny Hardy

ested in flying and flew as an aircrew member during the war. Later on he got his pilot's license and flew cadet orientation rides. He even owned a few airplanes at one time.



FALMOUTH, MA

The flight line at Base 18 in Falmouth Mass. (CAP Historical Foundation)

PA WING BOASTS A LIVING HISTORY SQUADRON

Members from Other Wings Join Unit for Annual WWII Weekend

Pennsylvania Wing boasts a World War II Living History Squadron, which attracts participants from other wings at an annual World War II encampment.

The “main goal is to inform CAP members and the general public why 70 years ago Civil Air Patrol was created to serve our nation as in no time since the American Revolution have civilian men, women, and young adults from all walks of life joined for a common cause to protect our country,” noted CAP Tech Sgt. George Brizek, PA Wing assistant historian.

“We take pride in their accomplishments by recreating a War World II CAP encampment with period equipment, aircraft and personnel. In doing so we hope they will have a better understanding of the challenges, hardships and sacrifice that Civil Air Patrol personnel endured.” The encampment features a tent with communications,

logistics, and other period items, vintage aircraft such as a 1940 Fairchild-24R and Stenson 10 that was once flown out of Base 2 in Rehoboth, Del. The personnel includes senior members and cadets.

“Last year was our biggest ever encampment,” Brizek said, “with 18 members from Pennsylvania, New York, New Jersey, West Virginia and Maryland Wings.”

For the past 21 years, the first weekend in June, Mid-Atlantic Air Museum at “Spatz field” in Reading, PA has hosted a three-day event called World War II Weekend.

“This event is truly a great backdrop to tell and recreate some of CAP history!” Brizek noted. “This is not your typical air show/re-enactment.”

Check out the web site for more information -- maam.org/maamwwii.



Lt. Bob Sloss of PA Wing talks on a field phone and checks a map as part of the Living History Squadron. BELOW: Staff Sgt. Paul Casalese of NJ Wing types out Morse code in the communication's center.



Lt. Col. Sean Neal of NY Wing poses in front of his Fairchild 24-R with a German U-boat re-enactor.



CELEBRATING IN A BAKE-WAY

At Pennsylvania's Group 6 Annual Awards Banquet, CAP's 70th Anniversary was celebrated in a BAKE-way. Dawn Edwards, baker-friend of CAP member 1st Lt. Kim Galford, made the cake replicating the 70th Anniversary theme. Photo by 1st Lt. Colleen Wilver.

CHANGING ROLE THEME FOR CONN. WING CONFERENCE

Using Technology to Better Serve Customers Highlights Presentations

By 2nd Lt. David Nelson

The world has changed, and so has the Civil Air Patrol's mission. That was the prevailing theme for the Connecticut Wing Conference held at the Bradley International Airport Sheraton on Oct. 21.

Wing Commander Col. Cassandra Huchko drove home the point that CAP was the "best kept secret" in the U.S. arsenal, ready to adapt to a changing world and take on new missions.

In her state-of-the-wing report, she noted that despite adverse weather conditions, the wing flew over 278 hours per aircraft, for a total of 1,392 hours. Cadet orientation, counter-drug, and Long Island Sound patrol flights were part of the mix. Cadet flight training hours are up more than 100%, with two receiving private pilot's licenses.

The afternoon featured Disaster Relief Ribbons for air crews, ground teams and staff for efforts in dealing with Hurricane Irene and its aftermath.

Attendees got a peek at CAP's future role and the arsenal of new technology



Ryan Chapman
Cadet of Year

available to meet that challenge. A presentation by Northeast Region's emergency services officer, Lt. Col. Paul Ghiron, focused on cutting edge programs like the GIEP (Geospatial Information Interoperable Exploration Portable) system.

With air reconnaissance rapidly becoming an important mission, Wing Director of Emergency Services Maj. Michael Heath conducted a workshop on how to use existing technology, like the Nikon D-90, to produce a better product for customers. Equipped with the latest GPS technology, CAP can now



Lloyd Sturges
Staff Officer of Year

provide high resolution air recon photos embedded with latitude, longitude, altitude and direction.

When night fell, the stars came out for the awards dinner, where the guest of honor, U.S. Air Force Maj. Gen. James M. Skiff, provided an in-depth view of the military's changing role during his 44 years of service to his country. Skiff, who flew combat missions in Southeast Asia, Bosnia and southern Iraq, also assured his audience that "cadets are the next great generation."

A hush came over the room when Master of Cere-

monies Maj. Jeff Travers read the details of Capt. Lenny Kimball's heroic efforts during an in-flight emergency when he and his crew experienced an on board electrical fire during a recent training mission. His professionalism and quick thinking helped avert a potential disaster, bringing his aircraft and crew to a safe landing at Oxford Airport in Waterbury.

A highlight of the evening was Colonel Huchko's presentation of the Connecticut Wing and National Cadet of the Year awards to the parents of Cadet Col. Ryan Chapman. Ryan is in his first year at the U.S. Military Academy at West Point, N.Y., and was presented with his award on campus. Commanding two cadet squadrons, he set a wing record for the number of cadets simultaneously receiving the Billy Mitchell Award.

Colonel Huchko told the audience the last award was the toughest to decide. Cheers erupted when Col. Lloyd R. Sturges was presented with both the Commanders Award and Wing Staff Officer of the Year award for 2011.

2 NER TEACHERS GET GRANTS

Air Force Association provided \$250 Aerospace Education (AE) grants to CAP AE teachers selected in a competitive grant application process for fall 2011. Two are from Northeast Region:

- Mike Hansen, Linden School, Malden, MA, "Spectrometer Identification of Composition of Stars."
- James Johnson, Children's Center for Treatment & Education, Custer City, PA, "Orthographic/Isometric Rocket Design."

CAP FLIGHT SIMS AT CARNEGIE

PITTSBURGH - Visitors to Carnegie Science Center got to try their hands at piloting a CAP Cessna and an F-15 fighter jet Dec. 17, thanks to flight simulators provided by Squadron 712 in Butler in celebration of CAP's 70th anniversary and the 108th anniversary of the Wright Brothers' first flight.

Both simulators use computers with flight simulation software and enhance the "pilot's" experience with realistic aircraft controls and visual displays. Maj. Kevin Berry, squadron commander, oversaw construction of the flight sims to advance the unit's Aerospace Education.

MASS. WING PARTNERS WITH COLLEGE AVIATION PROGRAM

Students, Faculty May Train for Aircrews, Ground Teams

by Lt. Col. Keith Raymond

The Massachusetts Wing in December announced a partnership with the Bridgewater State University's Aviation Science Program

Students, instructors and administrators of the BSU Aviation program will join the wing's Brockton Composite Squadron located at Taunton Municipal Airport.

As members of CAP, they will have the opportunity to



train and serve on mission air crews and ground teams.

"We are excited with the opportunities and benefits a connection of this caliber brings to the community,"



Col. William Meskill

Wing Commander Col. William Meskill said, noting that through such partnerships, the Civil Air Patrol is fulfilling a mission of developing tomorrow's leaders.

Loren Herren, BSU's chief flight instructor, said he has been working towards building relationships with schools and programs like CAP.

BSU uses single-engine aircraft along with single and multi-engine flight training devices. The curriculum combines academic studies and flight training to prepare graduates for a variety of positions in the air transportation industry, including general, airline and military aviation.

PAPER TOUTS NEED FOR PILOTS, NOTES STORM RESPONSE

They have planes and missions, but now they need more pilots to fly both, states a Dec. 4th *Ithaca Journal* feature on New York Wing's South Central Group.

In recent years, Civil Air Patrol has been increasingly tasked to help in disaster response, such as the April tornado in Danby and flooding in the wake of Hurricane Irene, according to mission pilot Vince Monticello. This increased demand for services, mostly aerial photography, has created a need for volunteer pilots, he said.

The aerial photos of disaster areas give incident commanders valuable information to guide their responses to those

incidents, Monticello explained. In addition to helping incident commanders assess tornado damage in Danby and recent flood damage in Owego, the photos allowed the state Department of Environmental Conservation to evaluate the strength of Broome County dams swollen with rain and runoff from Hurricane Irene, Monticello said. The aircrews photographed 17 Broome County dams in 2 1/2 hours, he said.

"We were able to do that very quickly and effectively, and get them those photos so they could do assessments. They were very happy about that."

LI CAP, MASONS HOLD BLOOD DRIVE

by Capt. Jimmy Ridley II

NEW YORK – Continuing what's become a biannual activity, Long Island Group teamed up with Suffolk Masonic District-Long Island for a blood drive at group headquarters in Holbrook. "The turnout was good and we did more in donations than in blood drives of the past," said Maj. Alan Gibbs, group commander. "We collected 50 pints of blood."

For seven hours, donations came from a steady stream of CAP members, Masons, their families, friends and people who simply stopped by after seeing the blood drive sign.

CAP ASSISTS AT CRASH SITE

HARRISON TOWNSHIP, PA - Four people were injured Nov. 17 when their small plane had engine trouble and crashed into a barn, *Williamsport Sun-Gazette* reported. The pilot and three passengers extricated themselves before the barn became engulfed in flames, police said. Once the fire was extinguished and scene secured, the **Wellsboro Civil Air Patrol** assumed control of the scene.



Some 141 cadets from around New York Wing and from New Jersey, Delaware, Pennsylvania and Virginia graduated the NY Wing Cadet Leadership Encampment held in July at Stratton Air National Guard Base in Scotia, NY. And they lined up on the tarmac to prove it.

MEMBERS SOAR AT GLIDER CENTER OF EXCELLENCE

CADETS CAN SOLO, ADULTS CAN EARN FAA CERTIFICATE

This past August, 24 cadets entered into the world of soaring at the Hartness State Airport in Springfield, Vermont through the NER Glider Center of Excellence program.

They were part of two glider academy encampments at Hartness. Earlier in the summer two glider encampments took place in Pennsylvania.

Each cadet earned the Civil Air Patrol pre-solo glider pilot wings, and many went on to solo.

The encampments are open to CAP senior members who wish to become licensed glider pilots if the cadet selection for any camp is not filled.

“This achievement was possible because of the one of a kind, outstanding program CAP provides for all mem-



There were a lot of smiles on graduation day at the glider academy in Vermont. Photo by 2nd Lt. Diana Hayes.

bers, cadets and seniors alike,” noted Maj. John Williams, one of the flight instructors. “The CAP Glider program is the only CAP program where members with no prior flying experience at all, can learn to fly and acquire their FAA Private Pilot Certificate and continue their training through

Commercial Glider Pilot and even Certified Flight Instructor with Glider Rating.”

He added: “The absolute beauty of the glider program is that cadets can legally solo a glider at only 14 years old and then earn their FAA Pilot’s Certificate on their 16th birthday. It’s an incredible

concept to ponder; cadets can fly their parents around in a glider all day long, but are probably not able to drive their parents to the airport, because they are still too young to drive a car.”

In just one week’s time, Williams said, many of the “cadets progress from never having seen a glider before in their life, to being able to solo one on their own.”

“If this isn’t the ultimate CAP feel-good story, then really nothing is.”

The Vermont program was commanded by the Lebanon Squadron’s Lt. Col. Charles Freeman. Deputy commander was Col. Dale Hardy, New Hampshire Wing glider ops officer and a commercial helicopter pilot.



Flight instructor John Williams poses with some cadets who soloed. From left: Cadet Roman Birchwale from Teterboro Squadron, NJ; Cadet Ashley Keenan from New Fairfield Squadron, CT; Cadet Sydney Blain, formerly from Manchester Squadron, NH, and Cadet Adam Commo from Green Mountain Squadron, VT.



Cadet Dominic DiDominic from Lebanon Squadron, VT, checks out controls after receiving a safety briefing from his flight instructor, Thomas Scheidegger. Photo by 2nd Lt. Diana Hayes.

NER TO HOST 4 GLIDER ACADEMIES IN SUMMER OF 2012

The NER Glider Center of Excellence will again host four glider flight academies during the 2012 summer special activity season, announced Col. James Linker, director. They are:

Academy 12-01: 23 June - 1 July at Farmer’s Pride (9N7), Fredericksburg, PA (slots for 16 cadets). Lt. Col. Patricia Devlin is activity director.

Academy 12-02: 21 - 29 July at Grimes Field (8N1), Bethel,

PA (slots for 16 cadets). Col. Mike Flynn is activity director.

Academy 12-03: 4 - 12 August at Hartness State Airport (VSF), Springfield, VT (slots for 12 cadets). Lt. Col. Charlie Freeman is activity director.

Academy 12-04: 18 - 26 August at Hartness State Airport (VSF), Springfield, VT (slots for 12 cadets). Lt. Col. Charlie Freeman is activity director.

NEW PA COMMANDER SWORN IN AT WING CONFERENCE AWARDS SPOTLIGHT CADET AND SENIOR MEMBER OF YEAR

by 2d Lt. Jennifer Lichlyter

GRANTVILLE, PA –More than 200 senior members and cadets gathered for the Pennsylvania Wing Conference Nov. 11-13 in Grantville, Pa. to honor the achievements of members state-wide and to participate in seminars ranging from safety and aerospace education to public affairs and terrorism 101.

The highlight of the awards was the Wing Cadet of the Year, presented to Cadet Maj. Abigail Hawkins from Allegheny County Squadron 602 in



Cadet of Year Abigail Hawkins, Member of Year Annette Carlson, Wing Commander Sandra Brandon.



Pittsburgh, and Wing Senior Member of the Year, which went to Maj. Annette Carlson of Pittsburgh, the wing's pub-

lic affairs officer and director of professional development.

A highlight of the event was the Change of Com-

mand ceremony as Col. Sandra Brandon became the first woman Pennsylvania Wing commander.

PA CAP DOCTOR IN AFGHANISTAN

A member of Pennsylvania Wing staff, who is deployed to Afghanistan as an Army National Guard doctor, attributes his interest in the military and emergency medicine to the Civil Air Patrol. "I became involved in emergency services and search and rescue through the Hawk Mountain Ranger School," he told American Forces Press Service, which

did a feature on him Nov. 28.

His search and rescue experience led him to become an emergency medical technician before deciding to go to medical school. "Being able to help in times of crisis and emergencies is very rewarding."

Back home, Cheslock is an ER physician at Geisinger Wyoming Valley Medical Center in Wilkes-Barre, Pa.



Army Maj. (and CAP Lt. Col.) Tim Cheslock examines a patient at the New Kabul Compound clinic in Afghanistan. U.S. Army photo.

3 NY SQUADRONS PARTICIPATE IN COUNTY RADIOLOGICAL DRILL

By 2nd Lt. Steven Kahaner

BREWSTER, NY – Members of Putnam County Cadet Squadron, Westchester Cadet Squadron and Amelia Earhart Squadron, all part of NY Wing's South Eastern Group, participated in a second radiological emergency response planning exercise at Brewster High School Nov. 9, following a similar exercise in August.



Cadet Adrian Kahaner monitors vehicle for contamination.

The Squadrons worked with

Putnam County Bureau of Emergency Services, Entergy (operator of Indian Point Energy Center), State Emergency Management Office and other

groups to train their members to complement the county's preparedness planning for Reception Centers; facilities that would provide mass care,

monitoring, decontamination (if needed) in the event of a radiological emergency.

Cadets and senior members learned procedures for indoor and outdoor radiological monitoring and decontamination.

The training is in preparation for the testing and demonstration of Putnam County's incident preparedness to be reviewed by the Federal Emergency Management Agency (FEMA) in 2012.

NOTABLES AROUND THE NORTHEAST



THE SMILE SAYS IT ALL: MAINE CADET SOLOS AT 16
 Cadet Chief Master Sgt. Olivia Fowler of Freeport, ME turned 16 in July and two days later soloed in the “Ugly Betty,” a CAP Cessna 172. Her dream is to get her private pilot’s license on her 17th birthday. She did most of her training at Portland Jetport with Lt. Col. Roger Plant, a certified flight instructor. She is a member of 58th Composite Squadron. Photo by 2nd Lt. David Fowler.



3 GENERATIONS OF NEW HAMPSHIRE PILOTS
 C/1st Lt. Christopher (C.J.) Clarkson took his check ride in a Cessna 172S and got his private pilot’s license in July, continuing a family tradition of pilots – which include his grandfather, former NH Wing Commander Col. Don Davidson, and his flight instructor-uncle, Maj. Don Davidson Jr. A member of Greater Nashua Composite Squadron, C.J. began aviation studies at Jacksonville University in the fall.



THE THRILLS OF AEROSPACE EDUCATION

Whitwater rafting was one of the thrills experienced by MA Wing’s Goddard Cadet Squadron when 25 cadets and five senior members took a six-day aerospace adventure to Colorado in August. Thanks to the efforts of Deputy Commander of Cadets Capt. Wendy Mullane, a former Air Force officer, they visited the Cheyenne Mountain Complex (built into a mountain during the Cold War) at Cheyenne Mountain Air Force Station, received a private briefing by the base commander at Schriever Air Force Base (home of 50th Space Command and Space Warfare Center), got a private tour of the U.S. Air Force Academy (by Captain Mullane’s brother, Lt. Col. Eric Waters, an engineering prof) and toured the Air & Space Museum at Peterson Air Force Base.

MEMBERS ACHIEVE PILOT LICENSES IN GLIDER CENTER OF EXCELLENCE PROGRAM



NER’s newest Glider Private Pilot is Charlie Freeman, shown at left with CFI-G Thomas Scheidegger in front of a CAP Blanik L-23 in Springfield, Vermont. Both pilots are from the Lebanon, NH Squadron. RIGHT: NER’s newest Glider Commercial Pilot is Matt Towsley (left) from the Nashua, NH Squadron, shown with Designated Examiner Bill Stinson in front of the Schweizerr SGS 2-33A in Springfield, Vermont. These are the first CAP members to earn their FAA Glider Certificates since the Glider Program returned to New England, reports CFI-G Maj. John Williams.