



# THE NORTHEASTER

## NORTHEAST REGION, CIVIL AIR PATROL

Col Robert Diduch, Commander  
Northeast Region

**April, 2006**

LTC Lisa Van Clief, PA  
Northeast Region

### Fellow Members of the Northeast Region,

As I observe the activities going on in the Northeast Region, I am struck by the diversity of talent and level of dedication exhibited by you, our volunteers. You are truly a special breed of people. Volunteers make a difference not just in their own lives but the lives of their neighbors, their states, and their country. Northeast Region members continue to devote vast amounts of time and ability to improving Civil Air Patrol's volunteer missions.



**"Moving Forward"** was the theme of last year's region conference. Building on our past, highlighting the present, and creating a new future. We are doing well on this journey. Changes have been made to improve the region's effectiveness and morale. More changes will come in an effort to spur advancement, consistency, communication, teamwork, and improvement. We are coming together to work as a united team focused on making the Northeast Region the best region in CAP.

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I continue to maintain an open door policy within the chain of command. Suggestions and complaints are given my full attention and should be submitted through the proper channels whenever possible. By the way, please have the courtesy to sign your name to your submissions. This gives credibility to your request and promotes trust. If something is wrong we need to fix it and if something is going well we need to promote it. We are all working together to move this truly exceptional organization forward. The results of this moving forward will bring you greater satisfaction and a greater sense of belonging.

Your efforts, professionalism, and experience are in demand. As the Civil Air Patrol grows into new areas of responsibility, I am convinced the Northeast Region will be on the leading edge making positive contributions to our missions for America.

**Col. Robert Diduch**  
**NER CC**

**Coming Events 13 NJ Conference 15**  
**Editor speaks 14 Plus a lot more...**



# Hot Off The Wire!

**MEMORANDUM FOR:** NER WING COMMANDERS AND STAFF  
**FROM:** NER-001/CC  
**SUBJECT:** Change of NER Mailing Address and Mailing Procedures

1. Please update your records for the NER HQ mailing address to:

**HQ Northeast Region**  
**PO Box 16132**  
**McGuire AFB, NJ 08641-6132**

2. To speed processing of personnel actions, awards, and other NER business requiring department specific attention please send correspondence directly to the address listed for the director of that department. Specific addresses can be found in the NER directory.

3. To speed processing of your requests all CAP forms should be typed. CAP forms are available as easily filled in MS Word documents that are downloadable from the National website. Illegible handwriting has caused major delays in processing and will be returned to the sender.

**ROBERT DIDUCH Col, CAP**  
**Commander**

## **THE NORTHEASTER** Northeast Region Newsletter Civil Air Patrol

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### **CADETS PAY RESPECTS**

Color guard members of New York Wing's Col. Francis S. Gabreski Squadron paid respects to fallen servicemen and women at the Vietnam Veterans Memorial in Washington, D.C. The cadets proceeded in formation through crowds of visitors, stopping at the center of each monument and rendering honors. People around them joined the impromptu ceremony. This display of respect was appreciated by many veterans and active military visiting the memorials -- by 1st Lt. James Ridley, Photo by Maj. Lou Fenech

## NH WING CAP SAREX GOES TO THE DOGS

Excerpted from article by Aaron Nobel Connecticut Valley Spectator

GRAFTON.....With high winds thwarting the CAP's chance to use airborne tracking methods to locate a simulated aircraft crash site, the Grafton K9 Search and Rescue Team stepped into the picture. Lebanon City Councilor Dean Sorenson who had volunteered to be the victim, was suffering from a simulated broken leg, and was stranded in the wilds of Grafton for six hours before Buddy, a border collie owned by Kathy Lund, tracked his airborne scent despite the whipping winds. This was the first time the NH Wing CAP had joined with search and rescue dog teams. The collaboration came about due to a chance encounter at a local radio station. Maj. Charles Freeman, Lebanon Composite Squadron Commander, was there on CAP business and Grafton Fire Engineer John Babiarz was there announcing the fire dept. bean supper. They got to talking and Babiarz mentioned the newly formed Grafton K9 Rescue Team.

The SAREX scenario had Lebanon Mayor James Dean, City Councilor and their "pilot" William Daugherty or Meriden on a Friday night flight back to Lebanon Airport that never arrived. CAP members gathered at Signal Aviation's south hangar at Lebanon Airport at 0800 along with members of the Southern Grafton County Amateur Radio Emergency Service, Lief Jopak of the Grafton K9 unit and Grafton Fire Dept. Fire Engineer John Babiarz. Both the dog teams and the ham radio operators proved indispensable as the high winds precluded any flying that day. The lack of an airborne repeater coupled with Grafton's terrain which tends to bounce and baffle ground signals put CAP at what would have been a distinct disadvantage without the help of the other agencies. "The ham operators really shone in this instance", said Freeman. They were the key to the whole thing. Had it not been too windy to fly the whole exercise would have been wrapped up 2-3 hours earlier. Freeman had kind words for the dogs. "I was quite impressed with them", he said. The "victims" lost the antenna of the emergency beacon on their way into the woods and the dogs found it. That's pretty impressive. The dogs track human scent in the air, not on the ground, and are non-discriminate, meaning they don't need an article of clothing or anything that smells like a specific person. They just track human scent. "There's more potential for problems with technology than with a dog's nose", said Dotti Ernst, K9 unit's commander. The dogs generally train every weekend. The CAP members were useful with the GPS and the hams got communications established which a help to the dog handlers was. The "rescue" took a lot longer than it should have. There was concern that the "victim" would become hypothermic. It took a lot longer to get the dog teams and fire personnel on the trail as everyone was trying to locate the aircraft and beacon. Babiarz, an EMT, said other EMT's from Grafton and Canaan went to the rescue site and simulated an IV for Sorenson. One surprise was that Sorenson actually became colder once he was placed in the litter. Babiarz theorized that Sorenson was wearing a very warm jumpsuit but not layers which are crucial. About 60 CAP members participated along with 12 ham operators, five fire dept members, three Grafton ambulance corp personnel and the dog teams. Mayor James Dean had a pretty good day. He was on the trail at 0630 and he and Daugherty left the "injured" Sorenson at the crash site at 0730 to go for help. They zigzagged through the woods to "give the dogs something to do". They quite enjoyed the hike, but as the afternoon wore on and the cold got colder they thought it more realistic to make their way to RT 4 and back to the fire station. They arrived there at 1400. By then Kathy Lund and her dog Buddy were hot on the trail of Sorenson, more than six hours after he had been left in the woods. The locator beacon had been broadcasting since 0800. The exercise pointed out some areas in need of improvement especially in coordinating communications among the various organizations, but the experience was for the most part successful. CAP plans to work with these groups in the future.

**Submitted by Maj. Penny Hardy**  
**NH Wing Public Affairs Officer**



**Civil Air Patrol Major Charles Freeman of Lebanon speaks to a crowd of CAP cadets and senior members recently at Signal Aviation's south hangar at the Lebanon Airport.**

# Maine Wing Winter Survival A Success!

True Stories written by real people who survived the Winter Survival School February 24-25 in Bangor, Maine. If you were lost in the woods in the winter with temperatures dipping below 17 degrees below zero, could you survive? They did.



C/SMSGT Alex Parks  
In Warmer Days.

I attended my fourth WS this year, bringing the full complement of ES winter gear: Matches, 3 lighters, a bunch of rope, two knives, 2 electric glow stick/flashlight combos, 2 regular glow sticks, food, trash bag, canteen cup, orange vest, more matches, 2 whistles, blah, blah, blah... When we left the Horizon, I had my food, water, sleeping bag/ground cover, 1 knife, change of clothes, and winter clothing. I was paired with Rossignol (sorry, I just butchered that name) and we searched and searched until we discovered the coolest tree in the world. Not only could we climb it and use it as a multi-story couch, but we used its lowest branch to lean big sticks against. Covering those with pine boughs, we thought we'd be fine. We ate, answered trivia (frozen peanut butter cups are much better than the regular ones; I actually liked them that way) and went to bed. I got into the too small shelter first, and only too late realized that:

1. The shelter was too low for me to be able to zip up my sleeping bag without taking out the whole thing.
2. My water, there to get warm through the night because it had frozen, was at my feet, where it would not only not get warm, but freeze my feet off.
3. I could barely move without fearing the wrath of gravity and a bunch of big sticks; that shelter was really small.
4. I had forgotten to remove my insulating snow pants. Thank God for small favors.
5. Our layer of pine boughs was no match for the wind. I kept re-learning that all night.
6. Later, my damp (and subsequently frozen) earmuffs had still not thawed even a bit, and they were in my sleeping bag! Does that speak of cold or what?

All in all it was a very educational night:

\* Never make your shelter so small that you cannot move inside it.

\* Use too many pine boughs: the more you have, the better.

\* Never be too proud to ask for help: we spent most of the day on that shelter, and then the rest of the advanced team came over to help. Ten minutes later, it was done.

\* Use your resources and do not be picky: even small branches

will work as a pine supporting platform, and snow would have insulated much better than what we had. My partner thought of that, but me, in all my wisdom, said there wasn't enough. There definitely was, and sorry, sergeant, for being so stupid.

\* No matter what, ZIP YOUR SLEEPING BAG!!!!

\* Walking really helps: I put on my hood and jacket (another smooth move: I left said coat outside all night) and walked about 500 yards or so with Col. Jordan. By the time we came back, I felt wonderful and ready to face the world. If not the world, then at least my breakfast tray.

Well there. My fourth WS, and I still learned a lot and had a good time, despite the negative twenty (or lower) temperatures that literally numbed my hands in two minutes Saturday morning. I recommend the advanced course to all, and, if you have never been, Go. It is an incredible thing, and you will not be able to help but live if the situation were ever real. Good times, but so cold. Ever tried putting on a jacket that is literally frozen stiff when you are already shivering violently? Definitely better to get you up in the morning than any coffee, let me tell you.

C/SMSGT Alex Parks



Cadets Woodman and Labbe  
(Cumberland County) wondering  
what the temperature is inside their  
shelter.

## My Night Under A Blue Tarp

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Once again I attended the winter survival-training course. I have been getting my annual refresher in cold weather survival since 1996 thanks to CAP. The instructors did a great job in preparing the class with the skills and attitude necessary to survive, if it ever becomes necessary in a real life situation. I didn't think there would be any snow for this year's event, but the scattered flurries gave us a few inches of powder snow to make it really look like winter. The loss of traction for the vans also gave everyone the opportunity to pack all of their gear into the bivouac sight. It wasn't long after arriving, that the job of shelter building got underway. We selected a wooded site out of the wind. This year's shelter was the classic tarp suspended by a rope between two trees design. The East and West sides were held in place with light rope tied to trees and weighted down with heavy tree limbs. The North end was sealed with fir boughs, and the doorway was facing south. The floor was a natural forest pattern with traces of snow, covered with balsam boughs, all covered with a 6 mil translucent plastic tarp. Light and heat (which didn't seem to be working) was provided by a small candle lantern. While turning in for the night, the lantern slid down the rope towards our feet, since there wasn't room to really sit up, and being in the mummy bag is a lot like being tied up with duct tape, we decided to leave it there and make it into a night light until it burned out. My nose touching the heavily frosted tarp woke me up at 0430. I did a standard rate roll to the right (couldn't go left as it was slightly uphill) into the mummy bag to get my face under cover and into the warmth of the interior of the sleeping bag. I had to muster the right attitude to leave the warmth of that sleeping bag to enter the 2-degree air of the shelter (-28 F. wind chill outside) to get dressed, which I did in record-breaking time. I'd like to commend our Cadets who took the training: Anthony Griffin, Ray Hall, Alex Parks, Chris Slininger, Valene Whitty, Young and Cahill  
**LT Col Jim Jordan, CAP**



**Capt Marc Brunelle was toasty in his shelter. Notice he is not present? That is because he is taking the pictures you see here.**

### **Maine Wing Winter Survival Training – a Pilot's Perspective**

This year I attended Maine Wing Winter Survival Training for the first time. With a limited idea of what to expect, I found it to be a real "eye opener". I now have "religion" about survival in a big way. Cumberland County Composite Squadron (CCCS) sent Capt. Marc Brunelle, five cadets, and me to the Bangor Air National Guard Base for the training. We left on the 23<sup>rd</sup> of February, a Thursday evening, in the CCCS van and endured some fairly slippery conditions enroute. After arriving safely and spending a comfortable night in the Horizon Inn, the training began. That next morning after chow, Maj. Schwab and Maj. Day filled our heads with very interesting and informative survival knowledge. Their presentation was both educational and entertaining. After lunch, we were transported to the training site and put our new found skills to work. Everyone was given about three hours to find a spot and build a shelter in which they would spend the night. The afternoon was concluded with lessons in fire craft. I spent about two hours building my shelter from three small tarps and Para-cord. This was combined with a pine bough mattress and log weights. The set-up was topped off with a sleeping pad and a Government Issue mummy bag. Camped next to me was Maj. Schwab who built a palace from nothing more than a toothpick and a candy wrapper. He helped me adjust my structure to make it stronger and more wind resistant. This was a good thing seeing how the wind was going to howl all



**CAP/USAF Maj Derik Day and C/ Senior Airman. Simmons are all smiles while still in the Horizon Inn.**

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night and keep changing direction. The group gathered at the vans about sunset to return to the chow hall for dinner. Once dinner was complete, it was time for our “final exam”. Once more the intrepid trainees ventured forth to the training site. After spending several hours enjoying the camaraderie around the campfire, most of us turned in for the night. I wiggled into my bag and was soon fast asleep. According to Maj. Day, who was making the rounds, both Maj. Schwab and I were snoring loud enough to be heard 100 yards away. I suspect that we sounded like a twin with badly tuned engines going in and out of synch. The next morning, I awoke at about 0600 after a remarkably good night’s sleep. One thing that I did learn early on in the night was to cinch up the face hole in the mummy bag to make it as small as possible so that all the lovely warm air does not leak out. After that “learning experience”, I was toasty warm the rest of the night. We all learned that morning that the temperature had dipped to 2° F with a wind-chill of -28° F. After a brief gathering, the troops collected their gear and trudged back to the vans, looking somewhat like the retreat from the Chosen Reservoir. We returned to base for chow and a hot shower. After that we saddled up for the trip home. During the ride down the Turnpike, Capt. Brunelle and I both looked at the woods lining the way with new eyes. Periodically, one or the other of us would point and say, “That looks like a good spot”. My outlook on surviving after a forced landing in a remote area has changed dramatically now that I have seen what it takes first hand. I assure everyone that my current survival kit will be upgraded based upon what I have learned. As I mentioned earlier, I now have “religion” regarding survival. I would highly recommend that every pilot in the wing, who has not taken this training, take advantage of it next year. It might just save your life!



**If you survive this, can you survive the elements until we arrive?**

**1<sup>st</sup> Lt. Robert S. Baker**

**Cumberland County Composite Squadron.**

# Public Affairs and CAP

## THE AMELIA EARHART AWARD

When a cadet has earned the Amelia Earhart Award, he or she has learned over half of the cadet program. The cadet has shown an interest in the achievements in CAP like, going to an Encampment, being 101 qualified as a Radio Operator or perhaps a Ground Search & Rescue Team qualified member.

Your states recognition brings with it, a state document noting the achievements, not only as a member of Civil Air Patrol, but also what the cadet has done in school, the cadets' extra curricular school activities, other organizations participation, church participation, etc. We want to present a well-rounded person to the state for the state to note on a document that could put the cadet into the college or his or her choice or even get the cadet the position he wants after college.

A state document like this which sights the achievements of a cadet is very impressive to the interviewer of the college the cadet wants to attend. It is a Character Reference. It will also impress the interviewer to show that person a copy of the resolution when the cadet goes for a position of employment.

This state document is presented to the cadet by a member of the upper house of the state, generally known as the State Senate, a state senator's term is usually longer than a member of the lower house. The lower house is generally known as the House of Representatives or the State Assembly.

This document provides an opportunity for the legislator to have a better understanding of what Civil Air Patrol is and how it works by covering not only the Search and Rescue part but also the vital cadet program. The legislator gets copies of some printed matter that can be obtained from National Headquarters. Also, please remember that states that give money in their budgets need to know that they are

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getting their monies worth.

Good Press Releases including the background material on Amelia Earhart and what the cadet has to do to earn the Earhart Award, and a photo for the local newspapers and the opportunity to have the legislator present this state recognized document is also a good newspaper opportunity. A legislator is always willing to be shown in the newspaper with youth and its importance to let the legislator know what CAP it about. It's not just about Search and Rescue; it's about the fact that we have an active program for the youth of our country. Our youth are our future and Civil Air Patrol helps prepare them for our future. We are building leadership for the future of this country through the cadet program.

After an Information Questionnaire is filled out by the cadet, the cadet turns it back to the PAO and the PAO writes the legislator a letter pointing to what the cadet has submitted to the PAO on the questionnaire. That is the basis for what goes onto the state document sighting the accomplishments. In New Jersey, it is called, A JOINT LEGISLATIVE RESOLUTION, it is an official document of the State of New Jersey. Arrangements can be made to have the cadet and members of the Squadron, or Wing, go to the legislator's District Office to present the state document, or have the legislator come to a meeting of the squadron to give the document to the cadet. THIS IS MORE PUBLICITY FOR CAP.

VERY IMPORTANT! The home town of the cadet may be in a different legislative district than where the town in which the unit is located. Legislative Courtesy dictates that the resolution MUST come from the representative who represents the home town of the cadet even though that town is adjacent to the town where the squadron meetings are held.

For those of you who are interested in finding out, who your upper house and lower house members are, please check out <http://www.50states.com>.

### THE CARL A SPAATZ AWARD

The same information applies to the Spaatz Award recipient, a Cadet Colonel, but instead of a document from the legislature, the Spaatz Cadet will receive a GUBERNATORIAL PROCLAMATION. The Spaatz Award has been in existence since 1964 and very few, one-tenth of one percent of CAP Cadets receive this award. That is what makes the Spaatz Cadet VERY SPECIAL.

A press release indicating what the cadet had to go through in order to earn the Spaatz Award and a little history of who Carl A. Spaatz was could be given to the press.

This requires the same questionnaire to be sent to the cadet and returned to the PAO, so that the letter to the Governor's Office can be sent with the information from the questionnaire to be listed on the Proclamation. This is, again, RECOGNITION BY THE STATE ON THE ACHIEVEMENTS OF THE CADET. This document can be presented to the cadet when the cadet receives his Spaatz Award by the General who is presenting the award, or by the Wing Commander or even a representative of the Governors' Office or by the Governor himself.

Public Awareness, something that is lacking so far as Civil Air Patrol is concerned. This program could be very helpful for CAP to be better known to the public and our legislative representatives. Civil Air Patrol has been trying to get "out of the closet," for sometime now. By putting good press releases out concerning this program between our cadets and your state legislators, is one way of building Public Awareness of Civil Air Patrol.

**Lt Col Constance M. O'Grady**  
**Assistant Northeast Region PAO**



**A military Haz-Mat team prepares CAP Cadet Sarah Hlavac for the decontamination shower during a joint military/civilian disaster drill in Syracuse in March.**

**Photo by 1<sup>st</sup> Lt. Mike Kieloch**  
**Complete story Page 10**



## Cadet's Quick Action Saves Father's Life

Monday, February 13, 2006 started out like any ordinary school day for Civil Air Patrol cadet **Amberly Bonilla**. That changed very quickly when her father, James A. Bonilla, who suffers from severe vascular problems, emerged from the shower with a ruptured blood vessel in his left leg. Mr. Bonilla details what happened next in a letter that he sent to Major Michael Davidson, former commander of the Rutland Composite Squadron.

In the letter, he states the following; "To Whom It May Concern: My daughter, Amberly Bonilla saved my life on February, 13, 2006. It was about 9 o'clock in the morning when my vein on my left leg burst and started to bleed uncontrollably. I have severe varicose veins and they burst when least expected. Amberly immediately started to help control the bleeding. Once the leg was wrapped and covered with a garbage bag, Amberly drove me to the emergency room. Amberly never hesitated once during this emergency situation. She was in control the whole time and drove under a great deal of pressure and stress to the hospital emergency room. I attribute her competency for handling this emergency situation to the training that she has received in Civil Air Patrol. If she would not have been home at the time and acted in such a professional manner, I would not be alive today."

During the trip to the hospital, Mr. Bonilla lapsed into unconsciousness due to shock and blood loss. Upon their arrival at the emergency room, Amberly immediately alerted hospital staff to the situation. Her father was transfused with three units of blood and spent the next several days in intensive care. He is currently at home and doing well thanks to Amberly's quick and professional response.

Miss Bonilla has been in Civil Air Patrol since April of 2003 and currently holds the grade of Cadet Chief Master Sergeant. She recently passed her Mitchell exam, a rigorous one hundred question test and is working hard to complete the remaining steps to be promoted to the next level, Cadet Second Lieutenant. During a recent two-day training exercise held at the Rutland Composite Squadron in North Clarendon, Amberly was involved in teaching and overseeing several classes, including Emergency Services and preparing a military style pack for search and rescue missions. Using items from her own medical kit, which she keeps packed and ready at all times, proved instrumental in her being able to respond quickly to the emergency situation in her own home on February 13th.

Miss Bonilla is being recommended for commendation for her heroic actions from the National Headquarters of Civil Air Patrol, as well as the Vermont Wing Headquarters. Civil Air Patrol is the official auxiliary of the United States Air Force and operates cadet programs such as the one that Amberly is involved in, throughout the United States.

### **SM Cheryl Loizeaux**

Public Affairs Officer

Rutland Composite Squadron

Vermont Wing



## Tuskegee Airman Speaks to Cadet Squadron

Tuskegee Airman Col. Ed Monroe spoke to New York Wing's Nassau Cadet Squadron in January. Colonel Monroe flew a Mustang P51 in World War II with the Tuskegee Airmen. He also saw action in Korea and Viet Nam. He told the cadets leadership and disciplines are the keys to a good organization.

Photo by 1st Lt. Dawn Kennedy

# CAP National Board Approves New ID Card

The CAP National Board recently approved an optional picture membership card for senior and cadet members. The cost of this optional card is \$4.00. The Air Force has given final approval on the design and we have begun the process of working with a contractor to procure these cards. Specifications for the type and file size of photos will be forthcoming. If you pre-purchase your card now you will be first in line to receive this new card when it is available! **Your card will be charged at the time of purchase.** Delivery of your new card is anticipated to be during the fourth quarter of FY06, barring any delays from the vendor. To order your card, go to National E-services site. **–Editor**

## CREIGHTON CADETS GO TO WASHINGTON

Two cadets from the Thomas Creighton School in Philadelphia, Cadet Damon Raynor and Cadet Subee Jacob, along with two senior members, Deputy Commander Katherine Smith and Lt. Llyn Carter, helped represent the 31st Wing of the Civil Air Patrol on Legislative Day, Thursday, March 2. The cadets and senior members joined Lieutenant Colonels Mark Lee and Robert Meinart on their appointments with legislators. It was a long day with extensive walking, but also with many benefits. Our group began the day at 7:30 A.M. with a briefing on the significant issues we should address during our meetings. Most important to our cadets was the funding cut in the Air Force budget. Once they understood how this could effect the future of our school squadron, they were ready to get on with it. Then, we were off to navigate the D.C. Metro from Crystal City to Capitol Hill.



From left to right, Lt Llyn Carter, Cadet Subee Jacob, Congresswoman, Allyson Schwartz, Cadet Domon Raynor and SM Katherine Smith

Once on the Hill, we followed Colonels Lee and Meinart from one building to another tracking down the offices of the congressmen and senators who had granted us appointments. Our day began with Congresswoman Allyson Schwartz and her Legislative Assistant. We were warmly welcomed. We felt very fortunate that our first meeting was with this Philadelphian because we knew she was interested in our schools and innovative programs for our students. She listened respectfully and promised to consider the issues we discussed. As our day continued, we met with Senator Rick Santorum, Congressmen Phil English and Charles Dent. Unfortunately, Senator Arlen Specter had a committee meeting that arose, but we met with his Legislative Assistant. We also stopped by the office of Congressman Chaka Fattah. Even though we did not have an appointment, his Legislative Director, Nuku Ofori, met with us. It helps to be constituents! Everyone participating in Legislative Day were treated to a buffet lunch in the Rayburn Building. During lunch, General Pinada addressed the group. Four cadets who had attended the leadership program held this week also spoke. In addition, several elected officials dropped by and addressed the group. The whole day was an enormous civics lesson for our cadets and senior members alike. They learned that elected officials will talk face to face with voters and constituents about their issues and concerns. Without exception, every congressman and senator wanted to hear from the cadets themselves. Our cadets saw firsthand that many of these elected officials had been CAP cadets themselves. Our cadets also learned a lot more about the scope of the Civil Air Patrol. As eighth graders, our cadets were easily the youngest cadets present. They met and interacted with other Civil Air Patrol members of all ages and ranks. They heard about activities and missions of the Civil Air Patrol firsthand. This experience made our cadets much more aware of the experiences they could have if they remain active with CAP. Exhausted, with sore, swollen feet, we headed home Thursday evening. By Friday afternoon, we were already talking to our principal about who might attend this event next year and how we might send more cadets. We wonder who we might meet next year and what the issues will be.

**Senior Member, Katherine Smith**, Creighton Cadet Squadron 821

## NY CADETS PARTICIPATE IN CIVILIAN/MILITARY DISASTER DRILL

SYRACUSE, NY -- Central New York Group cadets participated in an emergency response exercise designed to test how civilian medical volunteers work with military units. The drill, held March 25-26 at the New York State Fairgrounds, paired civilian Medical Reserve Corps, firefighters and ambulance corps personnel with medical teams from both the Army and Air National Guards. This type of live-action drill, pairing local emergency response volunteers with military units, is believed to be the first of its kind in the nation. The responders were not briefed in advance that the situation would involve a hypothetical leak of hydrogen fluoride gas, which becomes an acid upon contact with skin.

Cadets from F. R. Sussey Composite Squadron and Syracuse Composite Squadron acted as mock victims. Civilian medical personnel dressed the cadets in donated clothing and moulaged the cadets to appear like real accident victims, using fake blood and other materials. Once the simulated disaster took place, military and civilian personnel triaged the cadets and ran them through an extensive decontamination line before they were brought to the civilian medical workers for treatment.

Military medical personnel from the Air National Guard's 174th Fighter Wing coordinated much of the decontamination process. The people staffing the decontamination line were in full hazardous materials (haz-mat) suits as they washed and sanitized the cadets, and then checked them for any remaining contaminants or radiation.

Participating as mock victims were Cadets Susan Dickenson, Sarah Hlavac, Michael Weekes, Melissa Campbell, William Coons, Kirsten Schueler, and Marshal Anthony. Senior members present included Group Commander Maj. Thomas Carello, Deputy Group Commander Capt. Carl Anthony, Group Cadet Programs Officer 1st Lt. Michael Kieloch, Group Stan/Eval Officer Capt. Grant Sussey, and Syracuse Composite Squadron Emergency Services Officer 1st Lt. George Lurye.

**1st Lt Michael Kieloch**

## NY Cadets Interview Astronaut Buzz Aldrin

UNIONDALE, NY -- "That's one small step for man... one giant leap for mankind." With those words Astronaut Neil Armstrong became the first man to step foot on the surface of the moon on July 20, 1969. Seconds later his Lunar Module co-pilot Buzz Aldrin became the second. Last September, with the



**C/TSgt Steven Ervin, C/TSgt Colin Martin, Astronaut Buzz Aldrin, C/MSgt Linda Kelsey, and C/SMSgt Jim Ridley**

backdrop of the final Lunar Module ever built, Dr. Aldrin gave interviews to the local media including four Col. Francis S. Gabreski Squadron cadets who were there as "Kidsday Reporters" representing NY Newsday's Kidsday Section. Dr. Aldrin, a retired Air Force colonel, was present to sign his latest book written for children entitled "Reaching for The Moon". It was inspired by children's artist Wendell Minor who contributed all the artwork for the publication. The book describes Aldrin's NASA experience and serves to illustrate to youth that they too can dream and with hard work "reach for their own moons". Cadets C/MSgt Linda Kelsey, C/SMSgt Jim Ridley, C/TSgt Steve Ervin and C/TSgt Colin Martin were present to ask the former astronaut questions about his life. Each was given an autographed copy of his new book. He also donated an autographed copy for the Squadron's archives.

The event took place at Long Island's Cradle of Aviation Museum. The Lunar Excursion Module, or LEM, which carried the two astronauts and those who followed to the moon, was built on Long Island by the Grumman Aircraft Corporation. The last module, which is on display in the museum, never made it to the moon due to budget cuts.

Afterwards the cadets were interviewed by a local news station, News12 Long Island.

Buzz left the cadets with some good advice. "Never stop reaching for your moon, because one day you will get it."

# NY Squadron Flies with 109th Airlift Wing

Sixteen members of Central New York Group's F. R. Sussey Composite Squadron joined the 109th Airlift Wing from Stratton Air National Guard Base in Scotia on a training mission March 15.

Air Cmdr. Maj. Danny Lincoln gave a briefing that included mission objectives, crew introductions and emergency procedures. The mission involved a training scenario for members from the 139th Aeromedical Squadron. Cadets participated as mock victims and patients while on the four-hour flight to Ontario-London, Canada and back.



**Cadets board C-130 Aeromedical Transport at Stratton Air National Guard Base in Scotia, NY. Photo by 1st Lt. Mike Kieloch**

There was also an opportunity to discuss the various duties and talk with the flight crew. Major Lincoln and co-pilot Maj. Rick McKewen have both served in the military about 15 years. They have logged nearly 5000 hours as C-130 pilots. Lincoln has had active missions to Afghanistan and Iraq as well.

The 109th Airlift Wing performs about two flights a week. They have been to the Antarctic and were the first aero-med crew to arrive in Louisiana after Hurricane Katrina.

"I really thought the approach and landing was awesome as I felt the plane and us going to the side," Cadet Sarah Hlavac said. Cadet Susan Dickenson said she "felt like a VIP walking on the tarmac and hav-

ing clearance to go on the plane."

Overall, the cadets were "psyched about the experience and thought that the view was cool," as Hlavac put it. When asked if they would want to be a part of this type of air crew, they enthusiastically said, "Yes." Hlavac would like to be the pilot.

Other participating members included: CAP Cpts. Earl Holdren and Grant Sussey; CAP 1st. Lt. Michael Kieloch, Senior Member Jennifer Holdren, and cadets Cody Benac, Cody Collar, Kaelyn Cromie, Holden Fenner, Timothy Jacobs, Devin LaMay, Donald Lamb, Nicholas Mercier, Robert Mortimer and Patsy Stauring.

**2nd Lt Jennifer Holdren**



**Maj. Gen. Robert A. Knauff, Deputy Adjutant General/New York National Guard, and Congressman James T. Walsh, 25th Congressional District, listen to Secretary of the Air Force Michael W. Wynne (center) during his visit to Syracuse.**

**Photo by MSgt. Kevin Brody, 174th Fighter Wing**

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## AF SARY GETS BRIEFING ON CAP/CASECRET

Civil Air Patrol support of the 174<sup>th</sup> Fighter Wing and the 274<sup>th</sup> Air Support Operations Squadron was part of the briefing that Secretary of the Air Force Michael W. Wynne received when he visited the Hancock Air National Guard Base in Syracuse on Feb. 25. Civil Air Patrol/Close Air Support (CAP/CAS) missions have enabled candidate Joint Terminal Attack Controllers (JTACs) and Air Liaison Officers (ALOs) to receive quality training before being deployed to Afghanistan and Iraq. A conversation between CAP Maj. Jim Edmonds, New York Wing military relations officer, and Lt. Col. Mike Wells, then-commander of 274<sup>th</sup> ASOS, blossomed into an opportunity for joint CAP and Air National Guard training, employing Central New York Group's Cessna aircraft, communications network, and air and ground teams.

"Plans were put together for the CAP/CAS concept of operations to include how the 274<sup>th</sup> ASOS would provide funding for the CAP/CAS missions and how the onboard JTAC would integrate with the CAP crew," reported Lt. Col. Richard Smith, 274<sup>th</sup> ASOS commander. "...One of the main benefits of having a JTAC onboard the aircraft was that we were able to provide the JTAC with a pilot's perspective of the CAS environment. This was an extremely important side benefit... Now the JTACs, who do not have a flying background, could empathize with the difficulties and limitations imposed on pilots due to ground cover, foliage, snow, and atmospheric effects like smoke and haze in the target area."

He continued: "Using...radios on the CAP frequency we are able to conduct the CAP/CAS missions in various locations around Syracuse, get our future JTACs quality mic time, minimize lost resource time in the event of weather cancellations, and give our on-board JTACs the opportunity to see Close Air Support from the pilot's perspective. All together it makes CAP/CAS a great training opportunity for the 274<sup>th</sup> and CAP while building a working relationship between the two organizations for future operations." Lt. Col. Smith also reported: "We have the capability to send and receive data from the CAP aircraft and ground stations within the radios' LOS range. If the CAP aircraft was called upon to perform a State mission they could provide near real-time data (pictures) to a ground unit. The possibilities are limited only by the time it would require a team from Syracuse to get to the desired target location..."

The 274<sup>th</sup> ASOS is a Tactical Air Control Party (TACP) unit. TACP is generally a two-airman team, working in an Army ground unit. Their mission is to advise US Army Combatant Commanders on how to best utilize US and NATO assets for Close Air Support (CAS). While mirroring the maneuver capabilities of the Army on the battlefield, the TACP assumes command and control of NATO and US strike aircraft when friendly forces are in close range of enemy forces. The TACP's job is to identify the target and make sure the fighter aircraft neutralize the threat. Once the fighters are inbound to the designated target, the Joint Terminal Attack Controllers (JTACs) provide final attack control to the pilots while minimizing the danger to nearby friendly forces.

## LI GROUP RAISES \$13,931 FOR HURRICANE RELIEF

HOLBROOK, NY -- For the second time in one year, cadet and senior members of the Long Island Group stood in front of supermarkets, store fronts and even an opening day crowd for a local youth football organization last October in order to collect money for disaster relief – this time for victims of hurricanes Katrina and Rita in the Southern states.

Group hurricane relief project leader, Maj. Mike Kelly, and Group Commander Lt. Col. Norman Greenberg presented a check for \$13,931.67 to Paul Vincent of the Salvation Army. Mr. Vincent thanked CAP for its efforts and noted: "We're there for the long haul."

Squadron 10 members collected \$11,168 of the \$13,931, which surpassed the amount the Group had collected in February 2005 for tsunami relief in Asia.

**1st Lt. James Ridley, Sr.**



# Upcoming Events

28-Apr	to	29-Apr	CT Wing Conference	
28-Apr	to	30-Apr	NY Wing Conference Tredway Inn, Owego, NY	
30-Apr		Every 90 Days	Has inventory of testing material been taken in the last 90 days?	CAPR 50-4 Para 2-6
30-Apr		Every 90 Days	Has quarterly internal finance audit been done in the last 90 days? (wings and region HQ)	CAPR 173-2 Para 5f
30-Apr			Wing PAO Reports Due	CAPR 190-1, PG 4-5
30-Apr			Send vehicle and aircraft use data and forms to headquarters	LGT/DO
3 to 4 May	OR	12 to 13 May	is the NEC Meeting	
15 May			Quarterly SE reports due to NER/SE	
15-May	to	19-May	NER Chaplain Staff College - Navy Chaplain School, Newport, RI	
19-May	to	21-May	NER NCC and NCGC - NETC, Newport, RI - <a href="mailto:ctredwell@ner.cap.gov">ctredwell@ner.cap.gov</a>	
19-May	to	21-May	CT Eval (LTC Webber 609-754-2567)	
20-May			NYW National Check Pilot Standardization Course	

Do you have an event you want posted? Contact me at [dwmurray1@verizon.net](mailto:dwmurray1@verizon.net) -Editor



This is the CAP Memorial Stone in Arlington National Cemetery with the following inscription; **“Dedicated In The Memory of Civil Air Patrol Members Who Gave Their Lives In Service To This Nation So that Others May Live.”** This Stone has been there for sometime as you really have to get close to read it. At the top of the stone is the CAP emblem which is almost gone. Perhaps this could be a project for a Squadron, Wing or Region to take on and refurbish the headstone so future generations can see that Civil Air Patrol remembers our fallen members. (Holiday Wreath placed by members of Maine Wing, Civil Air Patrol.)  
-Editor

Each year members of Maine Wing travel to Arlington National Cemetery and place over 5,000 Holiday Wreaths on Veteran’s grave sites. This project started with one squadron and has grown to include five squadrons last year. Many of the cadets and senior members that are involved with this project start by decorating the wreaths and end by placing the wreaths on the grave sites. Wreaths are donated by Worcester Wreath Company in Harrington, Maine. Thank you Mr. Worcester for allowing us to participate.



## Baileyville, The Village of Woodland, Maine

Hello fellow members of the Northeast Region of Civil Air Patrol. My name is Maj Dennis Murray and I am the new **Editor** of the “**Northeaster**” newsletter. As you can tell from the header, I live in Baileyville, Maine, which is not “the end of the earth” but I can see it from here. It is a small town in the “Downeast” section of Maine, near the Canadian Border, where we consider it a traffic jam if four cars are coming at us at once on the highway. We have two local weekly newspapers, one by monthly County newspaper, one radio station and one public access television station. Quite a nice place to live and raise a family, if you don’t need an income to eat and pay your bills. The fishing and hunting up here is great if you can find the time and gas to enter the wilderness. Don’t tell anyone, but the bass fishing is the best I have ever found.



Why I tell you this is because CAP has established the St Croix Composite Squadron in this little town. We have 30 members who are all active in the Squadron and Wing affairs. Each year we pair up with other squadrons in the wing and travel to Arlington National Cemetery and lay over 5,000 holiday wreaths on veteran’s gravesites. We have traveled to Washington, DC, Dayton, Ohio, Rhode Island and many other areas too many to mention. This year is the fifth year in a row that we will receive the Aerospace Education Excellence Award from National Headquarters. We have participated in many actual missions and a whole lot of training missions since we received the charter for the squadron in 2000. Almost everyone in the squadron is ground team qualified and two are Ground Team Leaders.

As you may have guessed, I am very proud of this squadron and their many accomplishments to date. We appear in the local papers about every other week and now we are on the radio station almost daily. The public access TV station has run just about everything we have sent to them and with the help of National Headquarters we have more coming. In this little town and surrounding areas the general public knows who we are and most know what we do in Civil Air Patrol.

Our Region is made up of nine Wings. Each Wing has a number of Groups and squadrons under its control. Each squadron has a Squadron Commander who appoints a Public Affairs Officer. Now if each Public Affairs Officer were to submit a news article to the local papers just once a month and we did that region wide, wow what publicity we would have for Civil Air Patrol. I am a true believer that the Public Relations Program for CAP starts at the squadron level and goes up. A squadron newsletter is a must for any squadron who wants to succeed. Our local squadron newsletter “Sierra Charlie” is mailed to the members as well as local businesses and VIP’s in the area. I have received calls from all over the country from people who have picked them up and read them. We also publish the newsletter on line and that goes worldwide. Commanders, are you listening? Make sure you support your local PAO. They make all of us look good and will keep us successful. Local PAO’s, make sure you support your Wing PAO, as they too will help you to succeed.

Now back to the “Northeaster.” The NER has a lot of interesting projects going on that those of us that live at “the end of the earth” would like to know about. I admit that when I first joined CAP, all I knew was the local squadron and what they did. Once I started to understand the squadron, I branched out and went to wing training and functions. My knowledge was growing daily. I then took the plunge and attended Regional Staff College. What a wake up call. I then knew there was a lot that I did not know and I wanted to learn more. That is why we have the “Northeaster.” We want to inform our members about what is taking place in the region on a quarterly basis.

I am looking for articles from Wing PAOs’ on Wing Functions and activities that may be of interest to all of us in the region as well as your wing members. I am also looking for stories about our current and future leaders in the Wings that tell the story about Civil Air Patrol and why we are a great group to belong to. This newsletter is about all of us. It is the region newsletter and it should contain news about the entire region. As I mentioned before, I am the Editor of the newsletter. You send me the articles and pictures and I will do my best to include them in the “Northeaster.” I may edit it as necessary for space but I assure you the meat of the article will be there. I am available by email at [dwmurray1@verizon.net](mailto:dwmurray1@verizon.net) Just let me know how I can help you to get published on these pages.

**Maj Dennis Murray, Editor**

# New Jersey Wing Holds Annual Conference

**McGuire AFB, NJ:** The New Jersey Wing, held it's annual conference on McGuire AFB, for the first time. There were a few events out of the norm of the usual conference. Tours of the base, static displays of a C-17 and KC-10, Aerial Port Operations, K-9 Demo and Cadet DDR treasure hunt. As well as the usual seminars: PAO Networking, FAA runway incursions and Wings Program CRM, Aerospace, Honor Guard Chaplain/MLO workshops, How to Survive the Cadet Selection Board, Preparing for the Military Academy and an ES forum. There was even a cadet ball, on Friday evening.

The guest presenters and speakers were, **Maj. General Glen Rieth**, Adjutant General in the 514<sup>th</sup> Air National Guard, and Colonels **Robert Diduch**; NER Commander and **Richard Greenhut**, Homeland Security Director, CAP national headquarters.

**Lisa Van Clief, Lt Col, CAP**  
**NER PAO**



**C/Col. Donald DeGarmo receiving his Spatz award from Maj. Gen. Glen Rieth.**



**Colonel Robert McCabe, NJ Wing Commander**

## News From National HQ

As a result of our ongoing efforts to streamline membership services for our members and move toward a paperless operating environment we are pleased to announce the release of a new on line Member Transfer System. Web Security Administrators can now assign program use permission to the Personnel Officer, Administrative Officer, Professional Development Officer, or others at the discretion of the commander.

A request to transfer a member into the unit can now be entered through the online transfer system and flow immediately to the approving authority for final approval action. Commanders will automatically receive an email notification of any transfer action requiring their approval or disapproval. The transfer will be effective upon commander approval and the member's personnel record will be immediately updated. This action will also automatically generate a new membership card for the member. The system also closes the loop with the losing commander through a courtesy email notification of the transfer. The losing commander retains the right to reverse the transfer within 60 days in accordance with CAPR 39-2, paragraph 1-11d.

Commanders needing additional information or assistance can contact Membership Services at 1-877-227-9142. For technical assistance please send an email to: [webmaster@cap.gov](mailto:webmaster@cap.gov)

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Information will be updated periodically - Please check back with us - or even better ....Ask to be on our email list! Send your request to Claudine Edelblute at [edelblutec@si.edu](mailto:edelblutec@si.edu)