


THE NORTHEASTER
NORTH EAST REGION, CIVIL AIR PATROL

**Col Robert Diduch, Commander
North East Region**

Sept. 2007

**Maj Dennis Murray
Editor**

2007 NER Conference Held at West Point

**Captain James
Ridley, Sr., PAO**

WEST POINT, NY – August 4, 2007. The historical backdrop of the United States Military Academy at West Point made this year’s NER Conference one of the best in recent in years in both attendance and activities. The conference opened with a reception on Friday evening, and got down to business on Saturday morning with the General Assembly at Eisenhower Hall.

The masters of ceremonies for the assembly were C/ LtCol Trent Schill, C/LtCol Noah Schill, and C/Maj Zachary King. The Assembly began with the introduction of the official party which included Maj Gen Antonio J. Pineda, the National Commander, Brig. Gen. Amy S. Courter, National Vice Commander, Col Robert Diduch, the Region Commander and other dignitaries from Maxwell AFB. After the colors were presented, the Region Chaplain, LtCol Van Don Williams delivered the invocation.



**CAP Executive Director
Donald Rowland speaks at
the General Assembly**

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The guest speakers included Gen Pineda, the CAP National Commander, Mr. Ronald Rowland, the Executive Director of CAP, Col Russell Hodgkins, the Commander of CAP/USAF and Col Douglas Anderson, the Commander of the 305th Medical Group. The main theme of the day was public service and homeland security. Col Hodgkins stated that “the military can not make this war on terror without the citizen warriors” referring to the members of the Civil Air Patrol.

After the opening remarks, several awards detailed below were presented to NER members for their actions and duty performance. The most noteworthy awards went to three cadets who were recognized for saving a life in May 2007 at the scene of an accident. Two Cadets received the National Commander’s Commendation Award and one received the CAP Bronze Medal of Valor.

Following the assembly members could choose from a number of activities including target shooting with 22 caliber rifles on the small bore rifle range,

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participation in a Leadership Reaction Course or getting an insider's tour of the USMA. Later that evening a banquet was held for all the attendees.

AWARDS PRESENTED AT THE NER CONFERENCE

NER Staff Member of the Year:

Wing Safety Award:

Jack Sorenson Award (Cadet Programs Officer):

Bud Payton Award (Public Affairs Officer):

Senior Chaplain of the Year:

Chaplain of the Year:

Moral Leadership Officer of the Year:

Logistician of the Year:

Finance Officer of the Year:

Brewer I Award:

Brewer II Award:

Brewer III Award:

Brewer IV Award:

2006 CAP Officer of the Year:

Cadet of the Year:

Col David Mull	
New Hampshire Wing	NH-001
Capt Theodore Kryzak	ME-001
Maj Dennis Murray	ME-076
Ch LtCol William Stone	PA-001
Ch Capt John Allegri	NJ-009
LtCol Albert Clark	PA-060
Maj Patricia Zelenak	PA-004
Maj DeEtte Riley	PA-016
C/1st Lt Carlos Pineda	NJ-102
Maj Steve Tracy	NJ-001
Mr. John Hasson	AFA, MA
Major William A. Shafer	NY-292
Capt Jeffery Dill	CT-071
c/LtCol Noah P Schill	VT-005

Bronze Medal of Valor:

C/Lt Col Eric Perron

National Commander's Commendation:

Cadet Marshal Nye & Cadet Leanne Doucet NH-056

Exceptional Service Award:

Col David Mull

Col Robert McCabe



NER Commander Col Robert Diduch With NYW Commander Col Kenneth Andreu who accepted the Brewer Award on behalf of Maj William Shafer.

THE NORTHEASTER
 Northeast Region Newsletter
 Civil Air Patrol

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Meritorious Service Award:

- Col Donald Prouty
- Col Fred Belden
- LtCol James Pierson
- LtCol Robert Smith
- LtCol John A. O'Grady
- LtCol Constance M. O'Grady
- Maj Robert Seaton
- Capt James Ridley
- Capt Heather L Sterner
- SM Clifford Morey
- C/Lt Col Samuel Imbriale
- C/Lt Col Peter Imbriale

Professional Development Awards

- The Paul E. Garber Award:** Col Robert Diduch
- Gill Robb Wilson Award:** Col Robert McCabe





NER Drill Team Competes at National CAP



By: Maj Penny H. Hardy
Photo by: Lt Marc Behr

The Civil Air Patrol drill team made up of cadets from Seacoast Squadron in Portsmouth, Highlanders Squadron in Rochester and Hawk Squadron in Laconia recently competed in the drill team portion of the National Cadet Competition to represent the Northeast Region (NER) of Civil Air Patrol. They were eligible to compete due to having won first place at the NER competition back in May. The National competition was held at Wright-Patterson AFB, Dayton, Ohio on June 30 and July 1, 2007. At the competition the team received second place trophies for their scores in the panel quiz and the written exam. They also placed third in the innovative drill. They received a fourth place overall with the total of their scores in the panel quiz, written exam, volleyball, inspection, standard drill, innovative drill and mile run. Cadet 2/Lt. Michael Piazza of the Seacoast Squadron received an 84 on the written exam, the second highest score of all teams entered in the competition. Cadets Adam Behr and Alecia Hagman from Highlanders tied for 9th in the same written exam. This is the second year in a row that the NER team has been to the national event.

The National Cadet Competition is an annual competition for drill teams and color guard teams from each of the nine regions of Civil Air Patrol in the country. Each region first place team is eligible to compete at the National event. The first place winner in the drill team was the Southeast Region team from Puerto Rico.



Team members were: Sebastian VanDintel (commander), Julian Davila, Michael Piazza, Alecia Hagman, Vincent VanDintel, Steven Chick, Rebecca Behr, Ryan Tarr, Adam Behr, Crystal Champion, David Roche, Kristi Hayes, Meridith Leno and advisor Mark Leno.

Congratulations!
From all of us in the North East Region
Civil Air Patrol.
You make us proud to be associated with CAP
And it's membership!

“Falcon, Falcon, this is CAP Flight 4518 with emergency traffic.... I have an engine out and this is not a drill” ...

**By: Lt. Col. Eugene F. Jackson, CAP
Group I Commander, Virginia Wing**

The day started out like so many others, routine. But with the cool air and blue skies, it was going to be a beautiful day to fly. I met 3 new cadets at the hangar at 8:30 am and watched the eyes of their nervous moms and dads as we prepared for their flight. Today's ride was special for them. These 3 cadets were getting to fly in a Civil Air Patrol (CAP) aircraft to the Virginia Wing Encampment at Ft. Pickett while their gear and others from the Squadron had traveled by car the night before.

Seeing the nervous twitch on one mother in particular, I encouraged the parents to participate in the preflight of the airplane. Out comes the checklist and by the book we preflight the airplane together, all of us. I also took the opportunity to tell the parents how our CAP airplanes receive very thorough inspections at set intervals and as the Group Commander, I'm especially picky about how we take care of our airplanes. My wife is also a Civil Air Patrol member and I am also the father of 3 CAP cadets. The airplane we are using had just undergone an oil change and had a top overhaul 90 hours ago so it is in great shape I assure them. I could see their uneasiness pass as we did the preflight together, parents, cadets and myself.

Checklists run, I yell “Clear Prop” and a purr from the engine greets us. I taxied out to the departure end of the runway and after more checklist items; we are wheels up and headed to Blackstone, VA. The excitement of attending the Virginia Wing encampment for these 3 new cadets is growing. We arrived at Blackstone uneventfully and our cadets joined the ranks of the other 140 cadets who had come for a week of CAP. I did a quick trip to Richmond International Airport to pick up a young man who flew in from New York and had no way to Blackstone and then joined the encampment staff for a wonderful lunch at the chow hall.

Back at the airport and my preflight showed 10 quarts of oil, 40 gallons of gasoline, more than enough gas for the 40 minute flight home to Danville. I thanked the Encampment Commander, Major Mark Evans for running me back to the airport in his vehicle. Listening to him talk on Channel 1, I overheard that his radio call sign was “Falcon”.

I was wheels up very shortly and gave a quick radio call on Channel 1 to Falcon telling him I'd see him again on Monday night when I fly back to teach a First Aid Class to his encampment cadets. Yes, a typical day so far. Beautiful skies, cool air, perfect flying weather.

As I reached 4500 feet and began to trim the plane for cruise flight, I reduced the engine rpm down from 2500 to 2300 rpm. But wait, something just didn't sound right. A vibration, a different pitch, hard to put my finger on it but just something different than what I'm used to hearing from the purr that this big 6 cylinder Continental engine has, the very plane that I've flown for so many years.

Back up to 2500 rpm and no improvement. “Time to climb, and do it now” I told myself. Full power, full RPM and a Vx (best angle) climb and I make it to 6000 feet before the engine did the unthinkable, it quit on me. These things don't just do this, I thought to myself. “Well designed, well built, and well maintained” is what I told those parents just this morning. “Safer than driving to the encampment” I said. The smell of hot oil is like the smell of burning flesh, you never forget it, ever. And I now had a nose full in the cabin. Suddenly there was a strong shake, one like I have never felt before. Watching the yoke shake from your hands is quite a sight. Back comes the throttle, right to idle because letting the engine continue to shake like this can cause it to come right off the firewall and that's a very bad thing to have happen.

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All those things your instructor drills into you now become reality. “Fly The Plane” comes booming from the memory bank. Trim for the best glide - 70. Turn toward the nearest airport. Use the checklist. No luck getting back a smooth running engine so this is going to be the real thing today – an emergency landing at a very small airport that is now 10 miles away. My quick calculations tell me I have around 12 miles of glide distance at best.

“Falcon, Falcon, This is CAP Flight 4518 with emergency traffic. I have an engine out and this is NOT A DRILL. I am gliding towards CXE / Chase City Airport for an emergency landing. Come get me.” I knew that just a few minutes behind me were 140 cadets, 40 senior staff (most with advanced ES ratings) and nearly 10 CAP vehicles. The best help any man could ever ask for in one of these situations.

So much went through my mind in those few short minutes of extreme quiet as I was gliding with no engine toward the smallest runway I've ever seen. It was only 50' wide and 3000' feet long. Certainly not the big wide 6500' runway I'm accustomed to. My thoughts turn to my 3 day old infant son at home... my wife and the other children....

How would they manage without me? Why I even had a quick worry that I might not have put on my best underwear that morning. You remember the ones your mom said to always wear? Clean underwear, just in case you were in an accident??? I had just a moment to giggle on that one as I began to set up for my one and only shot at putting this airplane on the runway, this small, small runway way out in the middle of nowhere.

Obviously by your reading this, you know that all went well. I was able to make my turns and adjust my speeds and altitude and safely landed the airplane within the first 200' of the runway, exactly where my flight instructor demanded I put the wheels last year as I completed my Commercial pilot training. At the time – I just didn't understand why he was being so strict on me, nearly unreasonable I thought at times. Well, now I know why – because it really mattered.

To those pilots who fly and think like I've thought these past 33 years of flying, it won't happen to me... you better think again. “Them that have, them that will” and all the other little pilot sayings come to mind now. You must not become complacent in the cockpit, no matter how well you think you know your airplane. No matter how well maintained it is, it can still fail you and you must be ready for when it does.

I'm no hero because I safely landed an airplane in an emergency; I'm just another Joe Pilot. But I'm one who plays by the rules, following my checklists and flying like I was trained. Today that discipline let me see my newborn son, wife and kids again. Will you be that disciplined when your engine quits? It is important to take the time to practice those emergency maneuvers again, right?

CLEAR PROP !!



Tonawanda, NY -

TAK Squadron (NY-173) Cadets set up a recruiting display at the Vietnam Veterans of America (VVA) Museum. VVA Western New York Chapter 77 runs the museum, located in Tonawanda NY.

**Photo by: Capt J. Sager, CAP
TAK PAO**



U.S. Civil Air Patrol Joins Forces with CERT

Photos and Story By: Lt. Mike Miller

Organized by NJ Wing training director **Lt. Col. Richard Olszewski**, U.S. Civil Air Patrol volunteers recently completed a new kind of training, marking the first Civil Air Patrol wing to join with the Community Emergency Response Team. Members from just about every county were represented, making this CERT class unique. Olszewski coordinated with the NJ Office of Emergency Management's (OEM) [State Police] Lt. Joseph Geleta.



Lt J. Geleta, NJSP, briefs the first CERT Team as they prepare for the first test – a search for victims of a train wreck.

In his youth, Geleta was a member of the Civil Air Patrol in New Jersey. "New Jersey CERT is now over 10,000 members and Civil Air Patrol was a part of a large number of teams that completed training that placed us over the 10,000 mark," said Geleta.

CERT members give critical support to first responders in emergencies, provide immediate assistance to victims, organize spontaneous volunteers at a disaster site, and collect disaster intelligence to support first responder efforts.

NJ Wing members were trained and tested in how to quickly assess a situation and determine how to best assist other personnel. Training began in February. They covered basic first aid, family disaster preparedness, disaster fire suppression, triage medical operations, CERT operations, disaster mental health, basic emergency management, disaster simulations and how to effectively work as a team while working under the stress of an emergency.

Do you know what you should do to protect your family during a disaster? Does your neighbor have the knowledge required to survive a catastrophe? Part of the solution is rooted in common sense, but much more depends upon effectively applying learned survival skills. Becoming a member of CERT team can not only help volunteers boost their chances of survival, but can provide them with skills that can last a lifetime. In times of calamity, having a sense of purpose can be the only thing to help anyone through the disaster. Keeping the mind occupied and knowing what to do in case of emergency, instead panicking, can make the difference of survival.

A photo gallery of the entire day of NJ Wing CERT training activities can be seen at <http://schweiker.njwg.cap.gov/cert/>.



Photo By NJTF1 Len Dotson (Firefighter) CERT members who attended the final testing /graduation class.



CERT members triage their mock victims in this exercise.

Search Suspended for Missing Long Island Aviator

Captain James Ridley, Sr., PAO/MIO

EAST MORICHES, NY – August 27, 2007. On Saturday, August 25th, 76 year old Kennworth Eaton II, a pilot with 30 years experience, took his single-engine Piper Cherokee aircraft on a test flight from the Spadaro Airport in East Moriches to the Gabreski Airport just a few miles away when he disappeared in foggy weather.

There was no ELT signal and local airport ramp checks found no indication of Eaton's plane landing. His son-in-law Mike Prisco said Eaton had taken medication around the time of his flight and an air traffic controller indicated that he sounded disoriented over the radio.

CAP's South East Group mission base in Westchester coordinated the mission over a 3 day period with aircraft from the South East Group, the Long Island Group and the Connecticut Wing along with those of the Coast Guard. They searched over 30 square miles in a coordinated effort to attempt to locate the missing plane. Ground teams from the Long Island Group were also mobilized to search the local coastline for any signs of aircraft debris.

"This one's a real mystery" stated Dennis Michalski, a spokesman for the New York State of Emergency Services, Michalski went on to say that "the Coast Guard has exhausted all search area's and search patterns". They suspended the search as of Monday evening alerting their routine patrols to keep a look out for the aircraft. As of Tuesday morning CAP suspended their operations as well.

CAP Maj Paul Ghiron, Commander of the SE Group and the Incident Commander said that "this was the first missing plane mission in NYS for several years. This is why CAP treats Search and Rescue Exercises (SAREX) and training like the real thing." He continued, "You never know when a real emergency like this will come up and we have to always be prepared."



Map of the area of Long Island in which the Mr. Eaton disappeared as seen on wnbc.com.



Piper Cherokee aircraft similar to the one flown by Mr. Eaton.

Massachusetts Wing Completes Encampment 07

Lt Col Bill Duffey, CAP

Cadets and Senior members of the Massachusetts Wing recently completed nine days at Encampment 07, held on the Massachusetts Military Reservation in Bourne, Massachusetts. Approximately 58 'basic' corps cadets and another 50 or so supporting cadet/senior cadre members began reporting to the encampment site on August 17th, with the corps cadets reporting on the 19th.

During the encampment, the cadets were immersed in the basic encampment curriculum of Drill and Ceremony, Chain of Command, Physical conditioning, etc. They were also treated to numerous activities, including Black Hawk helo rides, tours of the on-base Coast Guard Station and the 102nd Fighter Wing and other activities such as armored vehicle rides in the scrub brush, and usage of the U.S. Army's obstacle course, leadership Reaction Course and Rappel tower. It must be confessed that more than one grinning senior was seen participating in all the great events!

The theme of this years Encampment was 'Teaching *and* Learning' in which the principle that everyone there, from corps to cadre, had both something to learn *and something to teach!*

The encampment began wrapping up on Saturday night with the cadet social. All the cadets and the seniors had a ton of fun, getting wet in a dunk tank, chowing down on burgers, dogs, and chicken, assisted by the cooking skills of the State Director, **Mr. Bob Isabelle**, and even getting to see some of the cadet Command Staff cut loose with a stirring dance routine when the song 'Hey, Macarena' came on!

Graduation was held at the base theatre, with **Col David Belcher**, Ma Wing CC, in attendance.

Serving as Encampment Commander this year was **Maj John Flaherty, CAP**, with **C/Lt Col Stephanie Grezlak** serving as Cadet Commander.



Cadets Enjoying A Shoe Shining Party at Encampment 2007



Encampment Cadets Preparing for "Pass In Review"

The Connecticut Wing's new Long Island Sound Patrol scored their first "find" on August 11 when an aircrew spotted a vessel in distress. The aircrew radioed the Coast Guard, and the boaters were rescued in short order. "We started up the Long Island Sound Patrol earlier this year" said Col Peter Jensen, the Connecticut Wing's commander. "We have now had a great working relationship with Sector New Haven of the Coast Guard. Our aircrews look for vessels in distress, toxic spills, and suspicious activities. In planning this initiative, we drew on the Maryland Wing's expertise - they have been patrolling Chesapeake Bay for years." The aircrew members were pilot Lt Col Tony Cichocki, observer 2nd Lt Mike Egan, and scanner 1st Lt Derek Schwalenberg, all of the Royal Charter Composite Squadron in Hartford.

U.S. Representative John “Randy” Kuhl, R-NY Appointed a LTC in the U.S. Civil Air Patrol (USCAP).

BATH, New York – U.S. Representative John “Randy” Kuhl, R-NY, recently was appointed a lieutenant colonel in the U.S. Civil Air Patrol (USCAP).

No stranger to the USCAP, Congressman Kuhl once helped man a U.S. Air Force Ground Observer Corps observation post in his Hammondsport, N.Y., and hometown as a USCAP cadet back in the late 1950s and early 1960s. The new lieutenant colonel is assigned to USCAP Headquarters at Maxwell AFB, Alabama.

Present for his appointment were Lt. Col. Andrew J. Liddle, Northeast Region government relations officer, and Maj. George Fillgrove, commander of USCAP’s Western New York Group. USCAP is the U.S. Air Force’s all-volunteer Auxiliary. Formed on Dec. 31, 1941, less than a week before the Japanese attack on Pearl Harbor brought the U.S. into World War II, USCAP initially performed anti-submarine patrol operations of the Atlantic Coast and Gulf of Mexico. Now the USCAP performs 95 percent of continental U.S. inland search and rescue missions as assigned by the Air Force’s Rescue Coordination Center and is credited with saving 58 lives in 2006. Its volunteers also perform various homeland security, disaster relief and counterdrug missions at the request of federal, state, and local agencies. Also a federal not-for-profit, its members play a leading role in public aerospace education and serve as mentors to 22,000 young people currently participating in the USCAP Cadet Program.

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For more information, contact 1Lt.Carolynn Fillgrove, WNY Group Public Affairs Officer, 716-372-2695.



CONGRESSMAN APPOINTED – Congressman John “Randy” Kuhl, (center) accepts his appointment certificate as a lieutenant colonel in the U.S. Civil Air Patrol, the U.S. Air Force’s all volunteer Auxiliary, from Maj. George Fillgrove (left), commander of the New York Wing’s western New York group, CAP-WNYG NY-024, and Lt. Col. Andrew J. Liddle (right), Northeast Region government relations officer. **(USCAP Photo by 1Lt. Carolynn Fillgrove)**

Two former cadets from Squadron 10, LI Group, New York Wing, are currently serving our country. **Capt Sean Howlett**, presently at Little Rock AFB, is a 2002 graduate of the Air Force Academy. Capt Howlett served two deployments in the Middle East as part of the 311th Air Lift Wing stationed at Peterson AFB. Prior to his second deployment he was featured in the Air Force Times for his work with the Make-a-Wish Foundation at Colorado Springs, CO. His brother, **2Lt Patrick Howlett**, West Point Class of 2006 and an honors graduate, is currently with the First Armored Division, Ft. Riley, KS. Both credit their CAP involvement as a major contributor to their military careers.

Capt. Chuck Howlett, NYG 106th Air Group.

CAPT MORISON NH WING ASST. CHAPLAIN CHOSEN 2005 CHAPLAIN OF THE YEAR



Chaplain, **Captain Michael Morison** holds a bachelor of Philosophy & Theology and a Master's of Theology from Loyola University of Chicago, and a Master of Divinity from Weston Jesuit School of Theology in Cambridge, MA. Currently, Chaplain Morison has completed his coursework and is a Candidate for a Doctor of Ministry degree from San Francisco Theological Seminary in San Anselmo, CA. Morison also attended the Northeast Region Chaplains College in Rhode Island. This award was just presented to him at the 2007 NH Wing Conference because Morison was not available to receive it last year.

In 2005 Chaplain Morison received the New Hampshire National Guard's Highest Honor - the Distinguished Service Medal for his work with family members of deployed soldiers and his work with returning soldiers. He received the Meritorious Service Award from the Civil Air Patrol for this work as well. In addition, Chaplain Morison received a Commander's Commendation for outstanding work as a Chaplain in support of the Wing's staff and squadron's.

Chaplain Morison was recognized by the Northeast Region for his enthusiasm for "service to his people." This included developing and implementing a "meaningful and operative partnership" between the NH National Guard's Chaplain's Office and the NH Wing's Chaplains Service. He served under Civil Air Patrol/USAF Military Service Authorization to the NH National Guard's Chaplains Office for twenty seven months. During this period he participated in the direct support for Guard Families, returning soldiers, participating in developing programs, providing invocations and benedictions at family support meetings and welcome home ceremonies, assisting with the marriage enrichment program, and supplementing the NH National Guard's Chaplain's. In addition, Chaplain Morison assisted the Hawaiian National Guard in launching its first marriage enrichment program for returning troops.

This award also recognizes Morison's outstanding service to the Civil Air Patrol as the Assistant Wing Chaplain. Chaplain Morison served as a staff member and presenter for Corporate Learning Courses and Squadron Leadership Schools, visited squadrons without chaplains, provided spiritual care for senior members and cadets, provided ethical guidance for command staff and Moral Leadership Officers, served as the Chaplain for the Cadet Encampment, and providing support for the Wing Chaplain, LTC, Gordon Cheney. Chaplain Cheney noted, "Chaplain Morison has demonstrated his unique ability to render to the members of the New Hampshire Wing the quantity and quality of service they expect from a member of the Civil Air Patrol Chaplain Service. The New Hampshire Wing has been the principal beneficiary of Chaplain Morison's dedication and enthusiasm for his 'calling' to serve our Lord, the members of Civil Air Patrol and the NH National Guard."

Penny H. Hardy
Maj., USCAP
NHWG PAO



Long Island Group Honors 50 Year CAP Veteran

**Captain James
Ridley, Sr., PAO**

Holbrook, NY – September 6, 2007. The monthly Long Island Group Commanders' Call Meeting at the Long Island Group Headquarters gave way to a rare celebration in the Civil Air Patrol. Major Bob Poggioli of the Col Francis S. Gabreski Squadron was recognized for being a CAP Member for 50 years!

Major

Poggioli began his CAP career on April 28, 1957. He began as a cadet member and rose through the ranks, and several wings, to reach the rank of Major. During this time period he served his country in the United States Air Force and has held many positions during his career at the squadron, group and wing levels. Maj Poggioli has recently retired from a career at Japan Airlines and joined the Gabreski Squadron.

Maj Poggioli received an ornate plaque and a "50 Year Pin" from LI Group Commander LtCol Jack Ozer along with the congratulations of the NY Wing Commander Col Ken Andreu.



Major Robert Poggioli receives a plaque for 50 years of service to the Civil Air Patrol from the Long Island Group Commander, Lt Col Jack Ozer.



AUBURN NATIVE HONORED BY NATIONAL HEADQUARTERS CIVIL AIR PATROL

Manchester, NH--The National Headquarters of the Civil Air Patrol (CAP) has begun recognizing those persons who were members of the Civil Air Patrol during World War II. For his service to CAP during World War II, George A. Eaton an Auburn, NH native, was recently recognized at the New Hampshire Wing CAP banquet held in Manchester on Sept. 8th. Eaton was presented with the Distinguished Service Medal, a life time membership in Civil Air Patrol and promotion to Colonel. Major General Kenneth Clark, NH National Guard Adjutant General and Col. Donald Davidson, NH Wing Commander made the awards presentations. George A. Eaton joined CAP on January 1, 1942, and reported to Coastal Patrol base Falmouth, MA as an apprentice mechanic. He worked on all types of aircraft doing whatever was required. There were two shifts of about 8 hours each day. He served there until the base closed in September of 1943, providing the support necessary to enable the Civil Air Patrol aircraft to fly coastal patrol missions during the war looking for enemy submarines. He attained the rank of Sergeant in CAP before joining the Navy as an aviation machinist mate where he served three years.



**Photo by Capt. Harold Wheeler
L-R M/G Kenneth Clark,
George Eaton, Col. Donald
Davidson**

Penny H. Hardy, Maj., USCAP, NHWG PAO

Changes Made in the Northeast Region Health Services Program

Standby by For Takeoff!

By: Maj (Dr) Chuck Middlestead, NER Director of Health Services

The CAP Health Services Program is designed to facilitate the acquisition and maintenance of knowledge, skills and abilities related to health, physical fitness and the provision of basic emergency care. The program is administered at all levels by Health Service Program Officers. Upon their entry into CAP, these officers are appointed to officer grade based upon their professional, educational and licensure qualifications.

Unfortunately the program has never really taken off and at best, is in a holding pattern. Today, most Northeast Region (NER) Health Services Program officers (also called Medical or Nurse Officers depending upon their license) serve double or triple duty in *other* CAP roles because there is really not much to do in the area of the Health Services Program. But there are changes in the wind.

Major Chuck Middlestead, the NER Director of Health Services, announced the new changes to the program at the Commanders Call at the August Conference at West Point. The development plan was warmly received by all nine Wing Commanders and enthusiastically supported by the Region Command Staff. The general consensus from all who have heard the plan is "it's a go for launch!"

The plan involves (1) massive information dissemination across all Wings and Groups in our Region; (2) the start of a large-scale health professional recruiting effort in the nine Northeast states and (3) and innovative ideas for retaining the Health Services Officers we already have in the system as well as those that join CAP.

"We must find a way to make the work of our Health Services Officers relevant, challenging and rewarding. My vision is to have new Health Services Officers recruited and professionally developed much the same was us the U.S. Army Medical Department (AMEDD) works with their health professionals. They would have very clearly defined roles in the direct provision of First Aid, CPR, AED and Blood-Borne Pathogen/disease prevention training to all search and rescue personnel (ground, air and mission base). Our customers will be all of the Squadron, Group and Wing Commanders across the entire Region. We would have health services conferences and eventually CAP-sponsored CMEs/CEUs."

If you are currently a CAP Health Services, Medical or Nurse Officer and would like more information about the changes and how you can help implement them, please contact Dr. Chuck Middlestead directly (cell: 717-320-2126; cgmittle@gmail.com). Also visit the new NER Health Services Website: www.healthservicesprogram.info.



Maine Wing

Forty Nine, 49, members of Maine Wing CAP representing 7 Units and Maine Wing gathered September 7,8, and 9th in beautiful Greenville, Maine for the annual International Seaplane Pilots Association Fly In. This was Civil Air Patrol's 14th consecutive year of providing Safety, Security, and Aircraft Marshalling services for the association. All 49 CAP members formed a great cohesive team that got the job done in fine style and had a good time doing it. The association has already expressed their unanimous high praise and thanks to us for the excellent services we provided them this weekend. In the words of the current association President Telford Allen II " all you guys did a great job and we couldn't do this Fly In without you". On Saturday with near record high temperature of 89 degrees and record breaking humidity for that date and Sunday with a drastically changed 70 degree low humidity day this team did Civil Air Patrol and the United States Air Force proud with excellent service to our customers. Major Merritt and I wish to thank all this years participants. We are already making plans for next years fly in on September 5,6,7, 2008. Mark your calendar today so you won't miss out next year.



Lt Col Michael L. Pellerin, Co Director
Maj. Wayne Merritt, Co Director
Greenville SPA Fly-In



The Northeast Region Staff College Lamplighter Award is given to the "Outstanding Student" of the college. Lt Col Mary Lynch, NERSC Director Emeritus (1984-2001), created the Lamplighter Award. According to Lt Col Lynch "The Lamplighter Award is presented to the student who exemplifies outstanding leadership qualities as selected by the student body of the Northeast Region Staff College."

The Maj. Margaret Rowley Memorial Scholarship accompanies the Lamplighter Award. Peggy came on staff in 1987 and served at RSC until her premature death in 1996. Peggy was an example of professionalism, a model of dedication.

The students of the RSC select the Lamplighter who is chosen from the entire student body. Students choose someone who has shown the qualities of a lamplighter: professionalism, knowledge, dedication, leadership and community service.

The Lamplighter Award for 2007 was presented to **Major Merrie Knightly** of Maine Wing at the Dining Out on 20 July.



**Disasters Take Many Forms
From Man Made To Natural
Are you **Prepared** to be part of
The solution or
Part of the problem?**

Submitted By: Lt Col William Bernfeld

The story of the bugle call that we know as "Taps" has been offered in many ways. Many, such as the Union soldier-father finding the writing on the body of his dead Confederate soldier-son are urban legend. I offer you the true and documented story of "Taps."

Shortly after the Battle of Malvern Hill, Virginia (July 1, 1862), Future Medal of Honor winner, Brigadier General Daniel Adams Butterfield (1831-1901), a former New York businessman (Union College graduate, former superintendent of the American Express Company) called his bugler, Oliver Willcox Norton (1839-1920), a former Pennsylvania school teacher, and (co-founder of the American Can Company) into his tent. Butterfield had been unhappy with the regulation call, "lights out." He felt it was not musical enough and did not express his impression of an evening encampment of tired soldiers lying down to a peaceful night's rest. Butterfield whistled a tune for Norton and asked him to sound it. After some additional co-aberration with his bugler, the call was written down on the back of an old envelope. Butterfield directed Norton to use this call thereafter in place of the regulation call. As Norton sounded it for the first time, other buglers heard its enchanting melody and copied it. The calls were eventually adopted by the Army of the Potomac and later by the Western Armies as troops were transferred to that theatre of operations. "Taps" according to Catton is "...the drawn-out haunting call that puts the lights out for soldiers and that hangs in the still air over their graves at military funerals..."

Day is done, gone the sun,
From the hills, from the lake,
From the sky.
All is well, safely rest,
God is nigh.

Go to sleep, peaceful sleep,
May the soldier or sailor,
God keep.
On the land or the deep,
Safe in sleep.

Love, good night, Must thou go,
When the day, and the night
Need thee so?
All is well. Speedeth all
To their rest.

Fades the light; and afar
Goeth day, and the stars
Shineth bright,
Fare thee well; Day has gone,
Night is on.

Thanks and praise, for our days,
'Neath the sun, neath the stars,
'Neath the sky,
As we go, this we know,
God is nigh.



References:

"Glory Road," (second volume of "The Army of the Potomac Trilogy" 1952, Doubleday, Garden City, New York) by Pulitzer Prize winning author Bruce Catton "To the Gates of Richmond" by Stephen W. Sears (1992, Ticknor & Fields, New York) "Twenty-Four Notes That Tap Deep Emotions: The story of America's most famous bugle call" by Jari Villanueva



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Reading Father and Daughter Promoted Same Night by CAP

Reading teen Cadet **Senior Master Sergeant Kelly Buck** was promoted to Cadet Chief Master Sergeant during the closing formation of the Beverly Composite Squadron of the US Civil Air patrol. What was unique was that after returning to her position in the formation the squadron Commander, Lieutenant Colonel Jacquelyn Jones of North Reading announced to the squadron that one of the officers was out of uniform. After calling **First Lieutenant Andrew Buck** of Reading forward she announced his promotion to Captain, USCAP. The Squadrons newest C/CMSgt was then called forward to help the squadron commander replace her fathers Lieutenant Epaulets with Captains epaulets.

After the squadron was dismissed for the evening, LtCol Jones was asked how many father daughter promotions she has attended. "This was a first for me." She observed, "We've had several father son promotions over the years, but this was pretty special."

Even more ironic is a twist that even the squadron commander was not aware of. During the summer Sergeant Buck attended the USACP Honor Guard Academy. One of her advisors bought her a cadet Chief Master Sergeant Collar insignia. That advisor was promoted from Captain to Major during the Honor Guard Graduation Ceremony, to the raucous cheers of Eagle Flight. While congratulating the new major after the graduation ceremony, First Lieutenant Buck mentioned he was up for promotion to Captain very soon.

Reaching into his pocket, Major Marco Soave MER CAP took out the captain epaulets that had just been replaced with the gold oak leaves of a major. "Wear them in good health." He said cheerfully. And that is how Father and Daughter came to not only being promoted the same night, but came to wear grade insignia donated by a fellow USCAP member who was miles away at the time of the dual promotion.

"Kelly's next promotion will be to Cadet Second Lieutenant" Observed Captain Buck, "I look forward to pinning officer Epaulets onto her uniform, hopefully soon after the first of the year. I'm very proud of Kelly; I think she has done well in the cadet program. She has gotten a lot of encouragement from a lot of senior members along the way. The cadets Kelly has worked with in the squadron and at the Honor Guard Academy program have all been great kids, the older ones were good role models for her."

Reading Resident C/CMSgt Kelly Buck is a senior at Austin Preparatory School in Reading Massachusetts. During her four years in Civil Air Patrol C/CMSgt Buck has attended encampment, served on two Wing Champion Color Guard teams, and attended National Cadet Special Activities Honor Guard Academy for three years in Westminster, Maryland where she earned "Honor and Pride" cadet Eagle Flight 2007. A member of the Beverly Composite Squadron of the Civil Air Patrol, Cadet Chief Master Sergeant Buck is the Cadet Administrative officer and leads the Unit Color Guard training. Outside CAP and School, Sergeant Buck enjoys playing the piano, drawing Anime and 22 cal target shooting as a member of the Massachusetts Junior Olympic team. She is currently working on her NRA Expert rating.



**Captain
Andrew Buck**



**Cadet Chief Master
Sergeant
Kelly Buck**

New guidance on "saluting the flag"

WASHINGTON, D.C. - on August 17, 2007, U.S. Senator Jim Inhofe (R-Okla.) praised the passage by unanimous consent of his bill (S.1877) clarifying U.S. law to allow veterans and servicemen not in uniform to salute the flag. Current law (US Code Title 4, Chapter 1) states that veterans and servicemen not in uniform should place their hand over their heart without clarifying whether they can or should salute the flag.

"The salute is a form of honor and respect, representing pride in one's military service," Senator Inhofe said. "Veterans and service members continue representing the military services even when not in uniform. "Unfortunately, current U.S. law leaves confusion as to whether veterans and service members out of uniform can or should salute the flag. My legislation will clarify this regulation, allowing veterans and servicemen alike to salute the flag, whether they are in uniform or not.

"I look forward to seeing those who have served saluting proudly at baseball games, parades, and formal events. I believe this is an appropriate way to honor and recognize the 25 million veterans in the United States who have served in the military and remain as role models to others citizens. Those who are currently serving or have served in the military have earned this right, and their recognition will be an inspiration to others."

This Bill was passed July 25, 2007. Let your veteran friends know about the Passage of this Bill.



Core Values – Important then and now. . .

By: Lt Col Keith Raymond
NER Director of Professional Development

Back in 1999, Civil Air Patrol adopted a set of four basic "Core Values." These core values have served as the ethical foundation for our personal and professional conduct. These values were Integrity, Volunteer Service, Excellence, and Respect.

The Civil Air Patrol core values mirror the Air Force's core values of Integrity, Excellence In All We Do, and Service Before Self.

Integrity: it is more than honesty. Integrity also has the attributes of courage, responsibility, accountability, justice, openness, self-respect, and humility.

Volunteer Service: it is the willingness and ability to give of oneself. It also goes beyond giving of time; it extends to the willingness to obey the rules and regulations of CAP and the United States Air Force.

Excellence: means to continuously and persistently improve our humanitarian service to America. Our last core value is

Respect: The CAP has a diverse membership and we will treat each other with fairness, dignity, and compassion. By adopting the core values of respect, integrity, volunteer service, and excellence, we are able to work as an effective team.

Core values make the Civil Air Patrol what it is; without them we will not succeed. They are the values that instill confidence, earn respect, and create followers. These values are what we depend upon in difficult situations.

In essence, they are the pillar of our professionalism and provide the foundation of the CAP program.

CAP Awaits New Leads in Search for Fossett



Maxwell Air Force Base, Ala. — The Civil Air Patrol has shifted its operational focus in the search for famed aviator and entre-preneur **Steve Fossett** who has been missing since Sept. 3. CAP aircraft and personnel are readily available at the Minden, Nev., base of operations if new leads develop. CAP will continue to provide support to local, state and federal agencies when CAP assets are requested.

CAP volunteers from eight states – Nevada, California, Utah, Idaho, New Mexico, Texas, Oregon and Colorado -- have devoted in excess of 13,000 man hours and flown 474 flights totaling 1,337 flying hours.

“CAP and other agencies have searched thousands of square miles in the hope of finding Mr. Fossett,” said Acting National Commander Brig. Gen. Amy Courter. “The mission has been conducted using proven techniques designed to achieve the high-est probability of success and, in many cases, has involved multiple searches of the same areas. We are now waiting for new leads and as they develop we will check them out. CAP aircraft are on the scene in Nevada ready to launch when that occurs.”

“We still maintain hope that Mr. Fossett is alive and that we will find him,” said Courter. “We have seen cases in which people have survived much longer than this, and in consideration of the extraordinary accomplishments Mr. Fossett has made in his life-time, we are hopeful that this will be another achievement to add to his memoirs.

CAP, the Air Force Rescue Coordination Center (AFRCC), Nevada National Guard, Nevada’s Department of Emergency Management, California’s Office of Emergency Services and many other agencies are all working under a unified command structure in order to share resources and coordinate efforts. Also, the Hilton Flying M Ranch’s assets have worked closely with CAP and these agencies to ensure their efforts are not duplicated and safety is maintained at all times.

The search is the most massive ever conducted in Nevada. At its height, the search area expanded to over 20,000 square miles, with a considerable amount of effort concentrated in a 50-mile radius from the Flying M Ranch near Yerington, Nev., where Fossett departed on Labor Day for what was expected to be a two- to three-hour flight. This radius is believed to be the area of highest probability in finding Fossett.

“Since Mr. Fossett did not file a flight plan, CAP defined an area of possibility for the search for his airplane based on the amount of fuel on board, and wind and weather conditions at the time of the flight,” said Col. Dion DeCamp, Nevada CAP wing com-mander.

“That created a huge area,” he said, “so we focused on those areas that made the most sense – like radar tracks, which were analyzed for aircraft matching the Fossett aircraft’s profile. There were several and those areas were searched repeatedly. Additional attention was focused on radar drop-off points, which could mean a crash or, in mountainous terrain, simply that the radar could not ‘see’ the aircraft because it was operating at low altitude and blocked by the mountains.”

The search areas were plotted on a map and thoroughly documented, including weather conditions and time of flight. Searches of the same grids were conducted by different crews at different times of day with different sun angles to make sure we didn’t miss anything,” DeCamp said.

The search efforts have been hampered by mixed terrain, including low altitude desert valleys and lakes and the rugged Sierra Nevada mountains. Hot air balloons, glider operations and sky diving activities in the immediate area of the mission base in Minden have further complicated the search, but CAP volunteers are trained and able to overcome these challenges.

