



# THE NORTHEASTER

## NORTH EAST REGION, CIVIL AIR PATROL

Col Robert Diduch, Commander  
North East Region

**March, 2007**

Maj Dennis Murray  
Editor

## NORTHEAST REGION IS GOING TO WEST POINT MILITARY ACADEMY, NEW YORK.



This year the Northeast Region Conference will be held at West Point the United States Military Academy located on the Hudson River in New York. The dates for this special event will be **August 3 - 5, 2007**. Currently planned are the following:

- Cadet Ball at The Thayer Hotel on August 3rd (Friday evening)
- General Assembly will be held in the Eisenhower Hall (Saturday morning)
- Military campus tours after the General Assembly
- Banquet at the Officers Club (Saturday evening)
- Commander's Call for all Region Staff, Wing Commanders, and their designee (Sunday morning) Earlier registration will be necessary. West Point will require all attendees to be registered on their MSA list 90 days prior to the event. CVS Col Dave Mull is working out all the details as to exactly what West Point's requisite will be for this process. Because of the MSA list, NER will need to have a **"drop-dead"** date for registration. No exceptions; if you are not on the West Point's MSA list you will not be allowed on campus.

### Inside this issue:

NER Conference at West Point	1
Hot Off the Wire	2
Failed to Complete Assignment	3-4
Trivia Quiz	4
Mass. Conference Toys in Space?	5
Mass Wing Aircrews	6
	7-8
Trask Retirement	9
Birth of CAP	10-13
Coming Events	14
Memorable Flight	15
Fleet Week 2004	15-17
Aerospace Education	18
Wreaths Across America Final 2006	14

The good news is that CVS Col Dave Mull hard work will allow CAP to pay the military price for hotel accommodations and no taxes. The hotels have also agreed to hold the price per room not per person providing us with extra beds at no charge (we believe up to 4 people per room). There will be another e-mail coming out shortly which will give you the price break-down for the conference and more event details. AT THAT POINT, we will need your registration commitment on or before the "drop-dead" date. Thank you for your support and everything you do for this great organization. This conference is oriented towards cadets and family's as a once in a lifetime activity. We look forward to seeing you at West Point!

**Col Robert Diduch, NER CC**

**Challenge Coins to be issued to all attendees of the Northeast Region Conference at West Point. See page 17 for artist conception of coin.**

# Hot Off The Wire!

## **Wreaths Across America Selects Civil Air Patrol to Spearhead National Project**

**Maxwell Air Force Base, Ala.** – The Civil Air Patrol and Wreaths Across America held a press conference on Thursday, March 1, at 3:00 p.m. at the Crystal Gateway Marriott in Arlington, Va., to kick off the 2007 Wreaths Across America project, which will provide members of the public a first-ever opportunity to sponsor the placement of holiday wreaths on veterans graves across the U.S.

The wreath-laying ceremonies will be held on Dec. 15, 2007. Wreaths Across America began in 2006 as an off shoot of the Arlington National Cemetery wreath project, which was started in 1992 with the annual placement of 5,000 wreaths donated by Worcester Wreath Co. of Harrington, Maine.

The Wreaths Across America ceremonies were conducted largely by CAP wings and squadrons with the help of veterans' organizations; private citizens; the Maine State Society of Washington, D.C., which annually assists with the laying of wreaths at Arlington; and the Patriot Guard Riders, an organization consisting of nearly 80,000 motorcyclists whose primary mission is the attend the funeral of fallen heroes nationwide.

In its first year, Wreaths Across America wreath-laying ceremonies were held at more than 240 national and state veterans' cemeteries across the country and in Puerto Rico. In addition to sponsored wreaths, 10,000 holiday wreaths for Arlington National Cemetery and 4,000 holiday wreaths for ceremonies in all 50 states plus off shore veteran's cemeteries around the world will be donated by Worcester Wreath Co. in 2007.

"Our mission is to **Remember** the fallen, **Honor** those who serve and **Teach** our children the value of freedom," said Karen Worcester, Wreaths Across America executive director. "Thousands of CAP members last year participated and helped us to do just that, and this year's Wreaths Across America promises to take this worthwhile endeavor to even greater heights."

"CAP is a proud partner with Wreaths Across America," said CAP National Commander **Maj. Gen. Antonio J. Pineda**. "This project will provide citizens across the country the opportunity to join with CAP members in celebrating the freedom we all enjoy by honoring those who made it possible -- our fallen heroes."

CAP Co-Directors for this project Maine Wing Majors Wayne Merritt and Dennis Murray also attended the press conference and answered questions from the CAP Wing Commanders from around the nation. The Majors can be contacted at the following;

Maj Wayne Merritt, (WAA HQ) 207-283-2039 or email to [wmerritt@mewg.cap.gov](mailto:wmerritt@mewg.cap.gov)  
(General questions about the Wreaths Across America Project)

Maj Dennis Murray, (Home) 207-427-3421 (Cell) 207-214-9844  
Or email to [dmurray@mewg.cap.gov](mailto:dmurray@mewg.cap.gov) or [dwmurray1@verizon.net](mailto:dwmurray1@verizon.net)  
(Assignment of cemeteries or memorials, Contacts of Lead Groups, logistics)



**Karen Worcester, Executive Director, Wreaths Across America and Major General Antonio Pineda, CAP National Commander, sign an agreement to partner with WAA for 2007.**

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

**Region Commander**  
Col Robert Diduch

**Vice Commander, North**  
Col. Austyn Granville, Jr.

**Vice Commander, South**  
Col David Mull

**Newsletter Editor**  
MAJ Dennis Murray, PAN  
[dmurray@mewg.cap.gov](mailto:dmurray@mewg.cap.gov)

**Headquarters**  
Northeast Region  
P.O. Box 16132  
McGuire AFB, NJ 08641-6132

THE NORTHEASTER is an unofficial newsletter published quarterly in the interest of the Northeast Region, CAP. Any opinions expressed or inferred by the writers herein are their own and not to be considered official expressions by the Civil Air Patrol or the Department of the Air force

# They Failed To Complete Assignment Now What?

## What to Do With Members Who Fail to Complete Assignments

“No I don’t want you” is never the correct response to a volunteer. But some volunteers are less reliable. Here are two things you can do with members who fail to complete their assignments. You can avoid tasking them and you can get them help with the task. The best way to avoid tasking the unreliable is to ask someone else.

One on one - Instead of making a general appeal for staff, ask individuals to do a particular task. This has three benefits. First, most people are flattered by the personal approach. It is also harder to say “No” face to face. Second, you tend to fill the job with the person you want. Third, you don’t have that awkward moment of dealing with the undependable or unqualified volunteer.

Proven track record – Ask people with a proven track record to do a particular job. Ask them to recommend others with good track records for open slots. You get what you got. Good people tend to select good people. (The reverse is also true.) Ask good people to recruit their own assistants/subordinates (subject to your approval). Once someone has recommended and selected a subordinate, they have a vested interest in seeing the subordinate succeed. You can not know every good member in the organization. This multiplies your network.

Once you have good staff, you must communicate clearly with them. Clearly specify the task. Clearly specify deadlines. Clearly tell your leaders that you may send them assistants that they are uniquely qualified to develop or if you feel they need help. Check on the tasks and send them help when they need it.

A big task – Some tasks are too big for one person. Ask a person with a good track record and experience in an area to divide the task and lead groups of staff that are inexperienced in their positions. This has four benefits for the leaders. It makes the task possible. It gives them leadership experience. It can give them vicarious experience if they have not done all the jobs under them. They are also training their own replacements for when they move up or can not return.

The good assistants learn – The assistants benefit immediately. The new people don’t have to reinvent the wheel. The new people feel more confident because they get experienced guidance. The assistant gets experience, the vicarious experience of peers. They and the organization benefit in the long run. They are ready to move up when their leader moves up or can not return. It also adds to continuity in the future.

Assistants as auditions – Some volunteers are unknown quantities. With an unknown quantity the assistant slot is a good place to start. It is good for the volunteer and the organization. It gives them a place to show what they can do. They may turn out to be great. If they can do very little you have a proven immediate supervisor who can take action before it gets too late.

The known underachiever - Some times volunteers are part of a package deal or a “favorite son”, or a legacy, or known to be unreliable, or just don’t live up to the job. There are several things you can do with this type of volunteer. Give them a task at which you know they can succeed. Assign them a bonus task or tasks. Bonus tasks are things that would be nice to get done but are not critical. Move them around until they find their niche. You might be pleasantly surprised. Use them as part of the “flying squad”. Assign them as an assistant to a position that will not need a great deal of reliable help. Use their supervisor as a coach who is patient and focuses on the positive more than the negatives.

Reinforcements – The task is not getting done on time. In private ask an untasked person to “lend a

*(Continued on page 4)*

(Continued from page 3)

hand". This is particularly effective with has beens, and people "just hanging around". The larger version of this is the "flying squad". The squad is one to four people who float from task to task when the push is on. This is a good spot for a generalist, or someone who wants to volunteer after the staff is set.

The Reserves - If you have a big or long term project over-staff. Put people with a variety of experience in as assistants that you expect to be under-utilized or as an extra whatever "in case we get more people than we think". Then if/when someone gets in trouble or drops out you have a ready reserve to put in that slot. Even good staff fall behind some times and a little support at the right time can make the difference.

We have talked about people as support for the underachiever but there are other things as well that will help those who fail to complete assignments.

Ops Plans— An Ops Plan is a list of objectives, and organizational chart, job description and a task list with due dates. This clearly defines what is expected of the volunteer. It sets limits to the task and people are more willing to agree if they know what they are getting into. It helps the volunteer (and you) find out if the job is suited to their skills and interests. It gives you cues on when to follow up and to decide if you need to send in the reinforcements. It also scares away the unambitious and less than reliable.

Continuity Books - Continuity books are notes, calculations, check lists, useful publications, contact info and alike that have been gathered by people previously in the job. By looking in the book they know that the average person at the cookout eats 1.5 hamburgers and the best place to get them is Fred's on North Main St. It gives the new person an example of what to do or not do. It makes it easier for the rookie and those with less initiative.

Positive Feedback - You are all aware of positive reinforcement as a behavior modification tool and motivator. But it can be a development tool with underachievers. When providing feedback be descriptive not evaluative. Say "You missed the deadline for this report.", rather than, "You did a bad job on submitting this report." Explain the consequences of their action, "Because you were late with the report we missed out on ..." Then give them ways to improve.

We have three choices with volunteers who fail to complete assignments. We can avoid them, or we can develop them, we can scare them off. One is the short term answer, one is the long term answer and one is the wrong answer.

**Col Bryan Cooper**

**NER Director of Professional Development**

## Trivia Quiz



**Henry ("Hap") Arnold, chief of the U.S. Army Air Forces during World War II.**

We have an award named for H.H. Arnold.  
What do the H's stand for?  
Hap does not count.

Major Arnold spent May 1919 to August 1924 in California. He served with a number of aviation notables. Who were they?

### HINTS

They were all Military Officers—hence the word "Served."

CAP has awards named for all of them.

See the bottom of page eight (8) to see if you got it right!

# Massachusetts Wing Celebrates “Achievements”

**Maj Bill Duffey, CAP  
MAWG PAO**

“Achievements.” That was the theme of the recently completed Massachusetts Wing Conference held at the Best Western Conference Center in West Springfield, Ma. Over 200 Mass Wing members, both seniors and cadets, attended the two-day conference.

This year's conference, attended by CAP commander, Maj Gen Tony Pineda and Northeast Region commander Col Robert Diduch, centered on the Achievements of CAP's programs and its individual members. During addresses given at the General Assembly and at the evening banquet, Gen Pineda, Col Diduch and the Mass Wing Commander, Col David Belcher, all spoke on the topics of CAPS successes in the past, its activities in the present and its goals for the future.

During his address, Gen Pineda advised the attendees of the many upcoming changes in CAP concerning uniform wear, regulatory changes, improvements in cadet program venues and many other administrative goals. Col Diduch took the opportunity to further explain some of CAPS planned changes and improvements and provided some insights into his personal plans and programs as the NER commander.

Attendees at the conference were treated to the presentation of numerous awards and citations to its members in areas ranging from individual accomplishments such as Senior of the Year and Cadet of the Year to group accomplishments such as Squadron of Merits and unit Commanders Commendation awards. A listing of awards received may be viewed at [WWW.MAWG.CAP.GOV](http://WWW.MAWG.CAP.GOV).

Also appearing as guest speakers were Brig Gen Wade Farris, USAFR, commander of the 439<sup>th</sup> Airlift Wing located at Westover Air Reserve Base and C-5 pilot Capt Cory Aiken, both of whom spoke on the importance of CAPS cadet programs in today's world. Present also was West Springfield, Ma., Mayor Edward Gibson, who presented Col Belcher with a proclamation declaring March 10<sup>th</sup>, 2007 as 'Civil Air Patrol Day.'



**This picture shows C/SSgt. Kaitlin Giunta, Hanscom Composite Squadron, who is receiving a special 'Spirit Award'.**



**Armed Services  
Dedication Table**



**Squadron Commander of the Year, Lt Col. Jeff Tensfeldt, Hanscom Composite Squadron, (receiving award for LtCol. Tensfeldt, Major Bill Schillhammer)**



# Toys In Space?

By Maj Bill Duffey, MAWG PAO

Cadets and Senior members of units of the Massachusetts Wing were treated to an unusual demonstration of zero gravity recently when they attended a presentation on the effects of micro-gravity held at Hanscom AFB in Bedford, Massachusetts.

Ms Glenna Pearson, an aerospace education teacher at the W. Boylston Middle High School, and the Air Force Association's Massachusetts Teacher of the Year for 2006, enthralled the attendees with practical demonstrations on the effect of zero gravity on everyday objects.

Utilizing common, everyday toys and items such as tops, yo-yo's , candles, etc., Ms Pearson conducted a program in which objects were placed into a plastic chamber, which was then hoisted, by rope and pulley, several feet off the floor in a framework built by Members of her class.



Inside the box were mounted a video camera and a scale. When students released the pulleys, attendees were able to see split second images of the items as the floated in free-fall. Students were asked to guess what they thought would be the result of release of items such as a lit candle, polarized magnets, etc. before the items were released.

Ms. Pearson, who developed the demonstration from a NASA seminar she attended a few years ago, also showed the cadets and seniors a video in which toys such as tops, gyroscopes, basketballs, were all used by astronauts aloft in the space shuttle. Again, students were asked to guess what the effect of zero gravity would be on the items performance.

Ms Pearson, on the right, who was accompanied by Mr. John Hasson (left) of the Air Force Association, was assisted by the Hanscom Composite Squadrons DCC, 2<sup>nd</sup> Lt Mike Sherrod. (center)



## Statewide Flight Improves CAP MA Wing Aircrews' Readiness

By 1Lt Mike Harrison, CAP and 1Lt Chad Murphy, CAP

HANSCOM AFB, BEDFORD, MA – There are 98 airports spanning seven states within the Massachusetts Wing (MAWG) flying boundaries. Forty one (41) are within Massachusetts, and fifty seven (57) are in the neighboring states of NH, ME, VT, NY, CT and RI. All are airports that MAWG Mission Pilots and aircrews might be expected to fly to for mission support.



Photo by 2Lt Paulo Costa  
**CAP Hanscom Composite Squadron's Capt Steve Goldman acts as Pilot in Command during a Wing-wide mission covering seven states and 97 airports.**

In an exercise designed to improve the readiness of its aircrews, members of the Hanscom Composite Squadron, Massachusetts Wing, carefully planned and executed a mission that required landing at every one of those airports during daylight to make notes, take photographs, and provide detailed information for other MAWG aircrews. In just two days time, Capt. Steve Goldman and 2ndLt Paulo Costa were able to fulfill the mission requirements, and, they did it safely.

Precise flight planning, air traffic control procedures, and crew resource management were key to the mission's success. 2Lt Costa empha-

sized that proper management of winter's short daylight hours was vital. Precision time management and navigation practices throughout the mission made coverage of all non-lighted airports possible.

Conducting operations at these numerous airports provided the crew with a heightened familiarity with the fields within the Wing's operational area; which they will share with other aircrews and mission planners in the Wing.

Capt Goldman noted, "[recently] there was an emergency locator transmitter going off at Cranland [airport]. Most guys didn't know it [the airport] existed. I immediately had a mental image of it, and I knew it had no lights. Therefore a ground team would be necessary to [search for the beacon's signal] on the airport...this [kind of] information is great for pilots and just as important for Incident Commanders to know what assets have to be mobilized."

Excellent planning also contributed to the safety of the mission. Foreseeing conditions conducive to frost the morning of the statewide flight, the crew arranged to have the mission aircraft hangered at the Hanscom Air Force Base Aero Club overnight. Frost is a danger to flight, as it spoils the aerodynamic characteristics of an airplane's wings and other surfaces. Keeping the airplane frost-free overnight saved precious time that would have been spent on a defrosting operation. Crew resource management (CRM) was another focus of the mission. The exercise built proficiency and experience with

*(Continued on page 8)*

*(Continued from page 7)*

operations including flying in Boston's Logan International Airport's Class Bravo airspace. Non-pilots can think "Bravo," or "B" as in "big." Challenging workloads can come along with these operations, so effective CRM is a must. "Flying in Class B airspace, landing, taxing and taking off with the heavy iron at Boston on runway 33L certainly made the flight memorable," said Capt Goldman.

Goldman went on express his gratitude to Massport, the agency in charge of Boston's Logan Airport, for all their assistance in light of the mission's operational nature. In addition to ATC work, the officers' pilotage skills were also put to the test. "It was a challenge finding and landing on snow covered airports," said Capt Goldman.

The aircrew flew into the 41 airports of Massachusetts on December 31, 2006, and flew again on January 12, 2007, reaching all 57 of the "Wing Outer Ring" airports to complete the mission of landing at all 97 public airports and Otis Air National Guard Base at Cape Cod.

The pilots expressed their gratitude to everyone at their home squadron. Many of these CAP officers aided in checking their flight plan for glitches in the route plan and otherwise lent encouragement. 2Lt Costa summed up the value of the mission saying, "I believe that among so many lessons learned with this experience, the most important aspect of our flight was to observe how powerful and motivating teamwork can be. The experience created a bond extremely important to successful completion of our CAP duties."



**Photo by Capt Steve Goldman**  
**CAP Hanscom Composite Squadron's 2Lt Paulo Costa**  
**enjoys a humorous moment while piloting a Cessna 172**  
**over the Massachusetts Wing area.**

#### **Trivia Quiz Answers from page four.**

**Henry Harley Arnold is his full name and "Hap" is just a nickname.**

**James Doolittle, Ira Eaker, Carl Spaatz and Henry Arnold became acquainted with Billy Mitchell who was not stationed in California during the same period. Now you know!**  
**Col Brian Cooper**



## Lt Col John Trask, CAP Retires after 20 Years

Caribou Maine: LtCol John Trask retired last Tuesday night, March 13, 2007 after 20 years of service to the Civil Air Patrol, County Composite squadron. John started his aviation career in 1947. He retired from the United States Air Force as a Major and B-52 Pilot. John first joined the Civil Air Patrol as a Mission Pilot with the rank of Major. During the next 20 years John played a major roll in the operations of the County Composite Squadron or 33<sup>rd</sup> Squadron Maine Wing located at the Caribou Municipal Airport. Former Maine Wing Commander, Col. Sammons thanked John for his taking up the position of Incident Commander during Col. Sammons first United States Air Force evaluation.

John had many stories of his adventures, a sly smile would show up and the twinkle in his eye told me he was reliving each one as he told it. During the Midwest flooding on 1993, LtCol Trask and several other aircrew members from the Maine Wing, acted as Air Traffic Control for aircraft entering and leaving the flood relief area while orbiting the area at 9,000 feet in a Cessna 172.

The County Composite Squadron was again called on the assist in the search for a downed aircraft near Saddleback Mountain. The Caribou Aircraft was in the air 1 hour and 52 minutes after initial notification.

In March of 2004 LtCol Trask and Maj. Tom Goetz get a find on a yellow research submarine off the coast of New York. After leaving Caribou they launched out of Lakehurst New Jersey. They found the submarine "Glider Ru02" after the Coast Guard and other search agencies failed to find it.

As the Civil Air Patrol is being called upon for some Homeland Security missions, LtCol Trask flew air escort and security missions for the Queen Mary when she last visited Portland Maine.

One of his favorite stories which I had heard a few times before was the time He and Maj Goetz flew as a target aircraft for the F16s from an east coast base. As the mission came to an end Col Trask asked to F-16s to make a slow photographic pass on his aircraft. As LtCol Trask's aircraft was much slower than the F16's, as they tried to maintain airspeed, they maintained quite and Angle of Attack. They ended up flying back and forth across the nose for the photo pass.

A retirement ceremony was held in Caribou, Maine with friends from around the Wing in attendance. . Current Wing Commander Col. Chris Hayden, Maj Merrie Knightly and Capt Gagnon flew there to help celebrate and pay tribute.

LtCol Trask works as the local FAA examiner in Presque Isle Maine. John is used to flying out of many airports along the east coast and around the world. Please don't forget your friends and your welcome to fly into the Caribou Air Base anytime, Well Done.

**1Lt Ray Burby, PAO**



**Lt Col John Trask receives Certificate from Maine Wing Commander, Col Chris Hayden at retirement party held for Lt Col Trask.**

**The Certificate reads in part; "The Civil Air Patrol Presents this Certificate to Lt Col John H. Trask. In Recognition Of 20 Years Outstanding and Faithful Service to Civil Air Patrol."**



# **“Gill Robb Wilson and the Birth of the Civil Air Patrol”**

**Colonel Frederick G. Herbert, CAP  
NER Historian**

Copyright © 2006, Frederick G. Herbert, all rights reserved

To celebrate the 65th anniversary of the Civil Air Patrol, this article relates the 1930s activities of Gill Robb Wilson, prior to World War II that led to the establishment of the Civil Air Patrol.

The idea of unitizing civilian pilots and aircraft in the defense of the United States came from Gill Robb Wilson long before 1941. Wilson, a fighter pilot in World War I, became the Director of Aviation for the State of New Jersey. He was subsequently elected President of the National Aeronautic Association and served in both positions for several years. He was well aware of the aviation professionals and facilities across the United States, especially in New Jersey.

Wilson studied the technical aspects of airships and was a frequent visitor at the Naval Air Station, Lakehurst, N.J. In 1936, he flew to Germany aboard the Hindenburg to gain knowledge of German aviation rearmament since the end of World War I. The German military had secretly been building up their air power since losing the First World War, not always with the German government's sanction. However, beginning in 1933, the new Nazi government supported the secret rearmament programs. In 1935 the Nazis lifted the secrecy and wanted to show off their new air power and use threat of it for diplomatic advantage.

Because of his aeronautical positions and the desire of the Nazis to intimidate aviation officials of the allied nations with their air supremacy, Wilson was given the run of the Hindenburg on the flight to Germany. Furthermore, upon arriving in Germany, he was treated as a dignitary and a German Army Major was assigned to travel with Wilson to arrange visits to aircraft plants, airports and interviews with aviation officials. The Nazis wanted to impress Wilson with their aeronautical achievements and the power of the German Air Force. (Luftwaffe)

The German Major told Wilson that he had been a submarine officer during World War I and had sailed along the eastern sea board of the United States. The Major told Wilson how he would leave the submarine at night, go ashore at Atlantic City, walk along the boardwalk unnoticed and buy white bread for his crew. He thought the eastern coast of the United States could become the best submarine hunting ground in the world.

When Wilson returned from Germany he was convinced that a European war was inevitable and that the United States would be dragged into the conflict as we were in the First World War. He was very knowledgeable of the American aircraft, civilian and military pilot training programs and aviation resources. He knew that German aviation development was far ahead of other nations. He understood that the United States would need time to develop and manufacture modern aircraft. He was especially concerned that

the country's civil aviation assets of aircraft and pilots would not be recognized as valuable resources to provide defense during the initial phase of hostilities while the U.S. military were being trained and equipped.

Wilson started making speeches warning of the Nazi threat and calling for American rearmament and a plan to initially use civil aviation in the defense of the nation. His speeches were not well received. He was called a war monger. German aggression against Austria, Czechoslovakia, Poland, Norway, Denmark, France and Russia had not started. People thought that a civilized country such as Germany would not start a war. Wilson discontinued trying to persuade public opinion; instead, he started to list the number of available civilian pilots, aircraft, mechanics and aviation facilities in his home State of New Jersey that would be useful as a first line of defense. He asked his National Aeronautic Association col-

*(Continued on page 11)*

*(Continued from page 10)*

leagues to survey the same aviation assets of their states. Therefore, he was able to compile national available civilian aviation resources that could be used in time of emergency. Wilson thought that the Army and Navy would look down upon civil aviation as a nuisance without professionalism and real capability. Since the American Red Cross trained to respond to disasters and emergencies, he decided that they would be the agency to approach with the idea of utilizing civilian aircraft. Wilson contacted the President of the American Red Cross with his proposal but never received a response.

Wilson continued to work closely with his friends in the National Aeronautic Association and State Aviation Directors, across the nation, to establish on paper a civil aviation organization complete with operational objectives and listed potential leaders. Remembering the German Major's comment in regard to the ease with which German submarines could operate along the east coast of the U. S., he also conducted experimental flights in his personal airplane off the New Jersey shore to study light aircraft over water reconnaissance.

In 1939, Wilson again approached the Red Cross and this time was allowed to make a presentation to its President and his staff. There was some interest but no action was taken to organize civil aviation as a component of the Red Cross. The need to organize civil aviation for national defense simply was not acknowledged by the Red Cross or any other agency.

European war events then began at a quick pace. Germany invaded Poland on September 1, 1939. England and France declared war on Germany on September 3<sup>rd</sup>. (Many historians consider this as the start of World War II) Russia, then a member, with Germany and Italy, of the Axis powers, invaded Finland on November 30, 1939. Germany attacked Norway and Denmark on April 9<sup>th</sup>, 1940 and invaded Belgium, Luxembourg and the Netherlands on May 10<sup>th</sup>, 1940. France surrendered to Germany on June 22<sup>nd</sup>, 1940 and French generals predicted that England would fall in three weeks. These events caused many Americans to feel that there was indeed a war threat to the United States. President Franklin Roosevelt requested each city to organize its own "Civil Defense" system in preparation for the looming war danger. (Some citizens called Roosevelt a War Monger)

The States started to organize State Defense Councils. (Some States named these councils: War Councils). Eleanor Roosevelt worked to achieve participation of woman and young people. Youth under the age of 16 years volunteering their services were enrolled in the Junior Citizens Service Corps. (After the Japanese bombardment of Pearl Harbor and our entry in the War the volunteering really increased. The State Defense Councils would eventually become responsible for 11,400 local Defense Councils of Cities and Towns across the country in which there were enrolled approximately 11,000,000 volunteers! That's right, 11 million! The functions of these councils evolved into today's State and Local "Offices of Emergency Management".)

In the middle of August, 1940 Five years after Gill Robb Wilson's initial Red Cross proposal, , the director of the Red Cross for New Brunswick, New Jersey, contacted him and requested assistance to obtain a pilot and aircraft to train with his unit in preparation for emergencies. Wilson had several local pilots who owned airplanes offer their services to the New Brunswick Red Cross Chapter.

On August 21, 1940, Wilson wrote to Audley Stephan, the Chairman of the New Jersey Defense Council requesting that civil aviation in New Jersey be utilized in the defense of the State. He also said that if it was worth doing for New Jersey, it was worth doing on a national basis. With the concurrence of the New Jersey Governor and the support of Army Air Corps General H. H. "Hap" Arnold, Wilson established the New Jersey "Civil Air Defense Service". This unit became the operating model for the Civil Air Patrol.

In his letter to Audley Stephan, Wilson had also written:

"If the National Defense Council, which is presumably coordinating the activities of the various state De-

*(Continued on page 12)*

*(Continued from page 11)*

fense Councils, think there is merit in what I suggest, it is then their responsibility to clear this matter through the service channels and secure their approval. If this approval is secured, I will then, as president of the National Aeronautic Association, call in the key man from the various states, have them go to work in the establishment of such civil assistance as the various state Defense Councils would desire, and I can assure you that within a space of three months we can have a program set up in every state in the Union..."

Wilson again attempted to persuade public opinion toward his objective of using civilian airmen and their airplanes in the national defense. As president of the National Aeronautic Association, he traveled across the country addressing Rotary, Kiwanis, Lions, etc, and other civic organizations. He set up breakfast meetings for members of congress in Washington. Breakfast was served at 7 am and the meeting was over by 8:45 in time for attendees to be in their offices by 9 o'clock. There were no speeches at these gatherings; Wilson only answered questions. Two hundred people attended these popular meetings; members of congress, the press and on occasion, Mrs. Roosevelt. Wilson's foresight was finally becoming recognized. Fewer people were calling him a war monger. The importance of civil aviation in the national defense began to be accepted by higher level officials.

Wilson and his civil aviation colleagues continued to refine their preliminary civil aviation organization efforts. They envisioned local Flight Units with between 3 and 8 airplanes and with between 3 and 15 pilots. Squadrons would contain 2 to 4 Flights and Groups would contain 2 to 5 Squadrons. All Groups within each state would be subordinate to a Wing. Each state and territory would have one Wing.

On May 20, 1941, President Roosevelt, by Executive Order, established the Office of Civilian Defense. Fiorello La Guardia was appointed Director. (La Guardia, a friend of Wilson's since World War I, served without salary. He was one of the 11 million war effort volunteers.)

Wilson had a copy of General Arnold's July 28, 1941 letter to the Office of Civilian Defense approving the establishment of a civil air cadre for emergency services. In his letter, General Arnold wrote: "The organization of existing private flying resources is highly desirable from a National Defense standpoint."

On October 6, 1941 the Navy department approved the general plan for utilizing civilian aviation and the War and Commerce Departments approved on October 7th. (The War Department was the predecessor of the Department of Defense.)

Civilian aviation was ready to organize and to start training but could only be mobilized by direction from the President. Wilson had drafted such an order and sent it to the White House; but no action was taken. Efforts of the President's son James, who was sympathetic to Wilson's proposal, did not achieve the necessary directive.

Frank Gannett, who would later become the first Maine Wing Commander, telephoned Wilson that Mrs. Roosevelt was about to visit Maine. (Mrs. Roosevelt served as an assistant to the Director of the Office of Civilian Defense; she was another one of those 11 million volunteers.) Gannett asked Wilson for a briefing on exactly what was wanted and said he would ask for Mrs. Roosevelt's intervention with the President.

Soon after Mrs. Roosevelt's trip to Maine, La Guardia received authorization to organize civilian aviation under the Office of Civilian Defense. He appointed Gannett and Wilson to a committee to complete the planning and to activate the organization. They decided on the name of "Civil Air Patrol" and provided La Guardia with an organization chart and designation of Wing Commanders. Gill Robb Wilson was appointed Executive Director and Commander of the region that would become the Northeast Region.

On 1 December, 1941, one week before the Japanese bombardment of Pearl Harbor, the Civil Air Patrol

*(Continued on page 13)*

(Continued from page 12)

was formally established by the Director of the office of Civilian Defense. LaGuardia wrote:  
"To the end that opportunity for voluntary service by especially qualified citizens may be provided, in line with the traditions of this Nation, and pursuant to the authority conferred upon me as the United States Director of Civilian Defense, by Executive order of the President of the United States, I do hereby order established under the Office of Civilian Defense, the Civil Air Patrol".

The rest is history.



## Submitting Articles is Easier Than You Think!

Submitting articles for publication in the "Northeast" is really not as difficult as some would make it out to be. As long as the article is "Timely" and pertains to the Northeast Region and/or any of the Wings therein, it will be considered for publication. As with any submission to a media source, there are a few things you can do to make sure your article is printed. I am always available to answer questions and help you with your article. Things do come up that can bump your article at the last second, but we try to hold those to a minimum. Here are some hints.

Write your article in Microsoft Word so you can do a spell check to make sure everything is correct. After performing spell check, reread the article to make sure the proper words have been placed into the article. Seems simple, but you would not believe what I have sent to me.

Pictures should be as close as possible to the subjects) as they will be reduced to fit into the newsletter. If you are taking pictures of members in uniform, make sure they all are complying with regulations. I received a picture of a model rocketry contest and the cadet who won first place was in BDU's and his hair was over his shoulder and he was not wearing a cover. Great contest and good story but picture was not useable. I am sure the writer and cadet were upset that they did not get published but when I asked for another picture of him with a regulation haircut, I was told he wouldn't get it cut. Oh well as the story goes.

Once you have your article written, you can send as an attachment or copy and place in an email. Attach your pictures to the email (in .jpg) and be sure to name them. Make sure your Cut Lines or what the picture is about is somewhere at the bottom of the article or email. In photos with 4 or less people, please name the individuals from left to right. If you did not take the picture, please give a photo credit to whom took the picture.

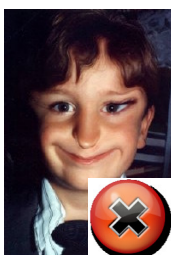
Do not submit articles that have a copy write unless you are the author. They will not be considered unless you have received permission to submit them for publication and this permission comes with the article.

You can email me at [dmurray@mewg.cap.gov](mailto:dmurray@mewg.cap.gov) or [dwmurray1@verizon.net](mailto:dwmurray1@verizon.net) or call me at (207) 427-3421 and I will be glad to help you place an article. Thank you.

Maj Dennis Murray, Editor  
"Northeast" newsletter



**Correct Shot  
(Center is not a Member)**





## **Wreaths Across America 2006 Final Results**

"From Sea to Shining Sea including Puerto Rico" would be how I would describe this year's first ever, **Wreaths Across America Project**. We started out with a dream of the Worcester Family to hold ceremonies all across the country that would "Remember the fallen, Honor those who serve and Teach our children the value of freedom. Our goal was to see that all 245 State and National Cemeteries and Major Memorials participated in this event. As it turns out we were unable to cover 10.20% of our goal but Civil Air Patrol came through with 51.43% covered. After it became apparent that we needed help, the Patriot Guard Riders stepped up to cover 23.67% and other groups which included Scouts, American Legion, VFW, DAV, DAR, Sea Cadets, Active Duty Sailors, Blue Star Mothers and a host of other groups stepped in and covered 14.69%.

The local Lead Groups took this very simple ceremony and turned it into something we all can be proud of. Currently, we are collecting data and pictures from the lead groups which will be displayed on the website for all to see and review. So far, we have reviewed information from lead groups that showed a simple ceremony to groups where a Fly Over was held with Taps and Color Guards with full Honor guard participation. All of you amazed us with your ideas.

As we start to set up for the 2007 Wreaths Across America Project, we know that CAP will be a bigger part of this year's project. The press that Civil Air Patrol received on this event was more than just nationwide, it was worldwide. Many Cadet and Officer interviews were aired on TV and Radio Stations around the nation. Major Newspapers and Magazines wrote about our project and how Civil Air Patrol was coordinating the project nationwide for the Worcester Family. All in all, it was a good day for CAP. On behalf of the Worcester Family, Co-Director Maj Wayne Merritt and myself, we thank you for your support and participation in this great project. We all look forward to working with you again next year.  
**Maj Dennis W. Murray, Co-Director, Wreaths Across America**

## **Coming Events**

### **2007 Wing Conference to be held at West Point**

Now is the time to start saving and make plans to attend the 2007 Northeast Region Conference which will be held at West Point. Plans have already started to firm up and you will want to encourage your cadets as well as officers to attend this once in a lifetime experience for all ages. There will be plenty of projects for cadets as well as officers in this three day conference. Check back on the NER Website and watch for more information in this newsletter in March of 2007. We look forward to seeing you there.

### **2007 Maine Wing Conference "Cadets— Our Future"**

20-21 April, 2007. White Birches Country Club, Ellsworth, Maine.  
Special Guest, **Brigadier General Amy Courter**, CAP NHQ Vice Commander.  
Many special activities for Officers and Cadets.  
Call Maine Wing at 207-626-7830 for registration forms or more information.

## **First Ever CAP PAO Academy**

**Save the Date!**  
**What:** First ever CAP PAO Academy  
**Where:** Atlanta  
**When:** August 7-8, 2007  
Please notify all subordinate PAOs

If you have upcoming events that need to be shown in this area, please send the information to Maj Dennis Murray at [dmurray@mewg.cap.net](mailto:dmurray@mewg.cap.net) or to [dwmurray1@verizon.net](mailto:dwmurray1@verizon.net) If you must send by USPS send to P.O. Box 220, Baileyville, ME 04694. Thank you. —Editor

# Aerospace!

## My most memorable flight

by 1Lt Milton Josephs, CAP



I started flying 20 years ago when, as an eager 18 year-old in England I flew my first solo with the Air Cadets in a Venture TMk 2 motor glider. Since then, as a GA pilot, I have been fortunate enough to have had many wonderful and memorable flying experiences. I have flown in two different fast jet fighters that the Royal Air Force operates, spent many a happy hour in a DeHaviland Chipmunk, part owned a YAK52, gained my US instrument rating and am a volunteer search and rescue pilot with the Civil Air Patrol to name but a few. As an Air Cadet instructor in the UK, I have instructed hundreds of cadets over the years as well as sending quite a few of them on their first solo's.

However, this all pails into insignificance when I recall my most memorable flight that happened this past week-end. I took my three year-old daughter, Lily, flying in a

PA28 for the first time. It was just her and me. Although not her first experience of flying, (she has flown many times commercially) it was her first time in a GA airplane. She knows her father has a love of aviation, and she is always pointing out airplanes to me, but to have her sitting next to me, as I flew her around the pattern at Republic, Long Island (KFRG), will remain engraved in my memory for ever. She sat patiently and quietly while I went through the pre-flight checks, and was as good as gold, while we were taxiing out to runway 1. We had to wait at the hold short line while a number of other aircraft departed in front of us but she was excited and asking me lots of questions about what was happening and when we were going to 'go up in the air'. Finally we got our clearance to depart and although we only flew one circuit, the conditions could not have been better. It was severe VFR and there was not one ounce of turbulence. Coming in on the approach, she looked at me with a huge grin on her face. She had been talking to me all the way round the circuit, telling me what she could see. When we touched down, she asked if we could go again. I told her that was for another flight – leaving it on a high! I have dreamt of this day since she was born – to inspire her with the same love of flying that I have. Sure, I was nervous, but oh, ever so proud as well.

People tell me that GA is in decline. Rising costs of flying and sometimes onerous regulations and restrictions often force pilots to fly their simulators rather than their airplanes, but I sincerely hope that my daughter has caught the same bug I was infected with at an early age – the one all pilots have. Who knows, maybe one day in a few years time, you will be flying somewhere and the confident voice of my daughter Lilly will come from the flight deck, "Ladies and Gentlemen, welcome aboard....."



---

## A "FIND" – FLEET WEEK 2004

By Capt George Lurye, CAP

It was Memorial Day weekend 2004 and as usual, the mighty United States Navy was in New York City for the annual Fleet Week. This year, as in years after 9/11 the turn out was small. The US Navy sent an LHD, an LPD, one Aegis Class, and once missile cruiser. The US Coast Guard had an ice breaker

*(Continued on page 16)*

(Continued from page 15)

and the USCGC Escanaba present. The Japanese Coast Guard brought their cutter and the Irish Navy brought a frigate.



As with years present, the NYC Group of CAP went on higher alert. Not because there are so many boats in the harbor to watch the ships. Not because it's New York City and the threat of a terrorist attack is elevated. No, the reason why we go on alert is because the Navy, in their infinite wisdom, tradition and training always manages to set off something.

This year was no exception. Around 1600 hrs on Saturday I got a phone call from our Group ES officer, Capt KB. He tells me the SARSAT has a hit on the Manhattan's East Side and that I should get ready, but stand-by. At 1800 hrs another call... a +1 hit on the Lower West

Side. We deploy. I drove the Group CAP van while KB, with his extensive UDF experience did the tracking and navigation aided by a lap top hooked up to a hand held GPS.

An hour into the mission we were approaching Manhattan from the Gowanus Expressway in Brooklyn and for those who don't know, the Gowanus is an elevated highway, 100 feet above the surface. We get a great view of the skyline and suddenly, we hear nothing on our 243.00 scanner. It's not that we got a signal; it's just that we lost the static. Having been on a recent SAREX designed by KB himself we both immediately smiled and yelled out, "silent signal!"

The signal kept disappearing into an abyss of static and reappearing again as it so often does in the concrete jungle of Manhattan, but along the West Side Highway it was clear that we had a big one. In our minds we knew it had to be the Navy, so we let the IC know what we've got. He called the USN SAR team that was stationed on one of the ships and we were told they dispatched their crew. The rat race had begun. I've had two prior missions where the signal's just dropped off. In fact, on one, it shut off as we were walking onto the Marina. I wasn't going to let some sailors have the find this time! We head out the Holland tunnel to check things out from across the Hudson River and after driving up Jersey City and Hoboken's riverside, we finally had our bearing. The big gray ships moored at the 49th Street Pier! Back through the Lincoln Tunnel and to the gates.

We walked along the ships to confirm what we knew all along... "It's this one!" KB said. "The port side." The call to the IC followed. Chap (Maj) CS was the IC on this one as he usually is in NYC. He's been in contact with the Admiral of the fleet the whole time. Turns out the Navy SAR team found nothing and came back to their ship. We informed of our signal tracking and requested to come aboard. After about 2 hours we were escorted up to the USS Iwo Jima, LHD-7.

The watch officer (I presume), a commander showed us in and took us to the command room where we briefed him and a bunch of other senior officers on board. None of them understood the concept of a silent open frequency. We were escorted up to the flight deck to search the helicopters and question the Air Boss. All helos came back negative and the Air Boss (a Marine Lt Col) told us his SAR team went over their aircraft and gear to check for beacons and came back negative. KB noticed that the signal was coming from the inside of the ship, from the mid section. We went inside to get a read, but everything was metal and shielded. So, to the Ops room we go. The ops room on this type of ship is an amazing place. This is the control center for Amphibious Assaults. 1500 Marines, tanks, LCACs, Helicopters, even Harriers get their orders from this room. The place was wall to wall wide screen TV's and

(Continued on page 17)

(Continued from page 16)

computers. Maps everywhere! However... it wasn't some top secret briefing on those 50" inch flat panels, it was the X-Box. Yes, someone was playing SOCOM in war central.

Anyway, the only person who seemed to know what we were talking about was a Lt Jg. A 5ft 7in, about 120 lbs blonde, USN RESERVE, Lieutenant Junior Grade! She immediately had a petty officer patch the signal through to the PA and then to the radio room we went. KB had mentioned that the signal was probably coming from the main antenna array, and the radio room was the logical place to go. The door opened and a PO2 was standing there, with an understandably puzzled look on his face as he stared at two guys in BDU's with blue name tapes (officers???) and a Commander. We asked him if any of his radios were on and explained that we are getting a silent signal on the Guard freq. He said he'd be back in a second and about 30 seconds later, "I found it!". "The guy who was on shift yesterday ran a test on two of the radios and must have forgotten to shut this one off.", he said. We shut it off and with huge smiles on our faces make our way out. On the way out, a sailor says, "Hey! Civil Air Patrol! I used to be a cadet back in the day!"

So home we went, at 0140 hrs as happy as can be! No, we didn't get to save a life. We didn't even get to try to recruit anyone. Heck, we didn't really even do that much walking. We were smiling because we, a couple of 20 something CAP'ers got to wake up an Admiral (the USS Iwo Jima was his ship for the trip to NY), frighten a bunch of high ranked Navy officers by telling them there was a radio on their flag ship transmitting silently (and they didn't know anything about it), show up a Navy SAR team who couldn't even track a signal on their own ship, and in general do good deeds on behalf of the volunteers of CAP and the Air Force.

Now I don't know if this mission was all that and a bag of chips, but I sure won't forget it.

---



## Northeast Region and the West Point Crest Challenge Coins!

Artist conception of the Northeast Region and the West Point Crest, which is going to be put on a challenge coin for all attendees to the NER Region conference.



**Front**

**Back**





# Aerospace Education

March 13, 2007

*The following article was written by Jacqui Sturgess, director of aerospace education for the Northeast Region of the U.S. Air Force Auxiliary, better known as the Civil Air Patrol. It previously appeared in a publication of the New Jersey Chapter of the Ninety-Nines, and on Women in Aviation-International's website. It was written shortly after Ms. Sturgess performed her first solo flight in February 2000.*

I wanted to write this article as a way to celebrate my first solo. It being the month of February, certain women have been on my mind a lot and I wish to salute and honor them.

If women make up only 6 percent of American pilots today, then it is likely that less than 1 percent are women of color. In 1997 there were not quite a dozen African American women pilots flying for the major airlines. The only captain was Patrice Clarke-Washington, who at 36 was flying a DC-8 on long haul trips for UPS. A graduate of Embry-Riddle Aeronautical University, she learned to fly in order to see the world.

In 1967, a 50-year old doctorate student at NYU left her studies and drove out to La Guardia for her first flying lesson, completing a dream she'd held since high school. She didn't stop there, but that same year founded the Ida Van Smith-Dunn Flight Clubs to teach children about aviation through a ground school course covering its history, basic navigation and aircraft operation.

Evie Washington wanted to join the U.S. Air Force — so she could learn to fly — at a time when not only was the Air Force not accepting women pilots, but didn't have many black pilots either. Instead she worked hard to pay for her flying lessons, working her way up to an ATP license in order to pursue her goal of working for the airlines. Along the way, she too has made an effort to introduce children to aviation careers through orientation flights and lecturing at airports and schools.

After earning a Master Mechanics Certificate, then learning to fly, Willa Brown Chappell didn't stop with her commercial pilot's rating, but also obtained a CAA ground school instructor's rating. In 1940, she persuaded the Civil Aeronautics Authority to accept that her students proved that blacks could become qualified pilots and be accepted into the Army Air Corps. She then campaigned successfully for the Air Corps to train blacks as pilots. This led to the legendary program at the Tuskegee Institute. Two years later, Willa and her pilot husband opened the first formal flying school owned and operated by blacks and approved by the government. This school was responsible for the initial training of the men who became pilots in the 99th Pursuit Squadron, the highly decorated all-black fighter squadron of WWII. Willa then joined the Civil Air Patrol (CAP), becoming the first black woman to become a member, and then the first black to hold the rank of officer in that organization. She continued teaching until her retirement in the mid-1970s and took her last flight in June of 1992, at the age of 86.

Lastly, my thoughts naturally turn to the daredevil aviator known as "Queen Bess" who had to learn French and cross the Atlantic in order to find a school that would teach her to fly. Bessie Coleman's Fédération Aéronautique Internationale license is dated June 15, 1921, the first black woman ever to win a license from that prestigious organization — the only one at that time whose recognition granted one the right to fly anywhere in the world.

At 29, Bessie was a great trailblazer, single-handedly opening the frontier of aviation for blacks. In fact those Tuskegee Airmen can trace their beginnings to her example. She is a woman who exemplifies and serves as a model to all humanity: the very definition of strength, dignity, courage, integrity, and beauty.



**Major Jacqui Sturgess  
NER AEO**

**Maj Jacqui Sturgess, NER  
Aerospace Education Officer**