



October – December 2011

# The Minuteman

*The Official Newsletter of the Massachusetts Wing*

- **Civil Air Patrol Celebrates 70 Years Anniversary**
  - Members honor World War II "unsung hero's"
- **Local Squadron Hosts "Dining-Out" and Dignitary**
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  - Bridgewater State University Aviation Program Partners with CAP

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The Minuteman is  
published quarterly.  
Deadline submissions are:  
1<sup>st</sup> Q – 20 March  
2<sup>nd</sup> Q – 20 June  
3<sup>rd</sup> Q - 20 September  
4<sup>th</sup> Q – 20 January

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## CIVIL AIR PATROL CELEBRATES 70<sup>th</sup> ANNIVERSARY AND HONORS WWII'S 'unsung heroes'

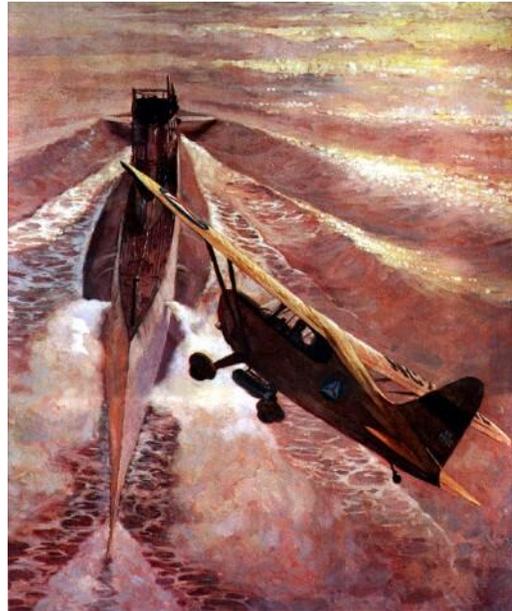
On Dec. 1, Civil Air Patrol, the official auxiliary of the U.S. Air Force, observed 70 years of vigilant service. But the celebration won't be complete until CAP's earliest members – now in their eighties and nineties – are "rightly honored" with the Congressional Gold Medal.

CAP, an all-volunteer service of more than 61,000 members, was founded 70 years ago on Dec. 1, 1941, less than a week before the Japanese attack on Pearl Harbor led to America's involvement in World War II.

Known at the time as the Coastal Patrol, members soon proved their worth by conducting aerial missions at the request of the Office of Civilian Defense, displaying heroism that discouraged and eventually stopped deadly German U-boat attacks on supply ships leaving American ports headed to support the Allied war effort.

The "subchasers" flew at great personal risk. In all, 90 CAP planes were forced to ditch at sea. Of the 59 CAP pilots killed during World War II, 26 were lost while on Coastal Patrol duty and seven others were seriously injured while carrying out the missions. Their wartime service was highly unusual because they were civilian volunteers flying combat missions in their own aircraft at a time when the military could not adequately respond to the U-boat threat. The military decided to arm their aircraft soon after the patrols began and, all told, they sank or damaged two or more submarines and attacked 57.

Legislation has been introduced and is pending in both houses of the U.S. Congress, H.R. 719 and S. 418, that would award CAP a Congressional Gold Medal for its World War II service. It will be a diminished victory, however, if none of the World War II-era CAP members are alive to see this law's passage.





“These members from our earliest days as an organization helped save lives and preserve our nation’s freedom,” said Maj. Gen. Chuck Carr, CAP’s national commander. “They were truly unsung heroes of the war, using their small private aircraft to search for enemy submarines close to America’s shores, towing targets for military practice, transporting critical supplies within the country and conducting general airborne reconnaissance. They provided selfless service, without fanfare, in defense of their homeland.”

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

“Each week, each month, others are lost,” said Carr. “We want to make sure those who remain, and those who have passed, are rightly honored for their great service to America.”

These early CAP heroes included men like 94-year-old Charles Compton, the father of ABC News Radio White House correspondent Ann Compton.

He was in his early 20s when he left dual jobs in Chicago — one as an advertising salesman for the *Daily News*, the other working in a plant that manufactured aircraft parts — to go to the East Coast as a CAP citizen volunteer based on “a desire to be more actively engaged in the war effort.” There he was part of the flight staff of Coastal Patrol Base 1 in Atlantic City, N.J., flying missions to search for enemy submarines or to provide an escort for American convoys as they sailed along the Eastern Seaboard.



During the war, CAP operated 21 such units up and down the Eastern Seaboard and into the Gulf of Mexico. The duty was dangerous, Charles Compton recalled. “There was nothing like GPS,” he said, as he told about using partially sunken American merchant ships, which were plentiful, as a navigational tool.

Wylie Apte Sr., who died in 1970, was a seasoned pilot, having flown with the Army Air Corps during World War I and later owning and operating White Mountain Airport in North Conway, N.H. As a CAP member, Apte was assigned to a unit of the Coastal Patrol based in Portland, Maine, to search for enemy subs off the coasts of Maine, New Hampshire and Massachusetts.

Flying his own Waco YKS-7 biplane, Apte trailed an antenna, longer than 100 yards, for communication back to his land base, which would in turn be used to notify the military to dispatch fighters and bombers in the event a sub was spotted.

Propelled by duty and love of country, Joseph W. Leonard joined CAP the day it was established, six days before Pearl Harbor. Leonard, who remained a CAP member until his death in March of this year, was a member of the Pennsylvania Wing's Chester Squadron. He flew out of Coastal Patrol Base 2 at



Rehoboth Beach, Del. Base 2 was populated by such CAP heroes as Eddie Edwards, who received the first Air Medal of World War II from President Franklin D. Roosevelt for his daring all-night rescue of a downed CAP pilot from the Atlantic waters.

In a journal he left behind, Leonard wrote: "On my day off I was in the habit of going surfing. There I had a close encounter with a torpedo that was fired at a convoy a few miles offshore and missed. I was about a half mile beyond

the breakers, watching a convoy heading north. I was focusing on the ships and didn't notice the bubble trail approaching me until it was pretty close. I rolled the surfboard to one side, and the German torpedo slid by me."

To support CAP's Congressional Gold Medal legislation, contact federal legislators, both senators and representatives, and ask them to cosponsor H.R. 719 and S. 418. In both houses, two-thirds of the membership must sponsor a bill before it can be brought up for a vote.

Meanwhile, anyone with information on adult CAP members who served the organization during World War II is encouraged to upload their information into the World War II Congressional Gold Medal database at [www.capmembers.com/goldmedal](http://www.capmembers.com/goldmedal)





## MASSACHUSETTS WING PARTICIPATES IN WREATH-LAYING SALUTE TO VETERANS

Members of several Massachusetts Wing squadrons were proud to partner once more with Wreaths Across America, a nonprofit initiative that recognizes the courage and sacrifices of U.S. veterans by placing wreaths on the graves of the fallen during the yearend holiday season.

“Our mission is to remember the fallen, honor those who serve and teach our children the value of freedom,” said Karen Worcester, executive director of Wreaths Across America. “Thousands of CAP members participate each year to help us do just that, and, with CAP’s help, this project has continued to see remarkable growth.”

This year, in tribute to the 25 million men and women who have served in the U.S. armed forces — guarding and preserving America’s freedom throughout history — wreaths from Worcester Wreath Co. in Harrington, Maine, were placed on 200,000 veterans’ graves at more than 500 cemetery or memorial sites in all 50 states, as well as 24 foreign locations. Civil Air Patrol and its members led or participated, often with color and honor guards, in many of the ceremonies at cemeteries and war memorials.

Wreaths Across America culminates on Dec. 10 with thousands of wreaths placed on gravesites at Arlington National Cemetery and numerous ceremonies held at many of Arlington’s memorials, including the Tomb of the Unknowns. Several other ceremonies, new this year, will be held later that day, including one at war memorials along the National Mall. Simultaneous ceremonies were held throughout the day at veterans’ cemeteries and memorials nationwide and abroad.

“Each year, we look forward to the opportunities provided by Wreaths Across America,” said CAP National Commander Maj. Gen. Charles L. Carr Jr. “Laying the wreaths is an honor to our veterans, a service to our communities and a learning experience for our cadets and officers.”

Twenty years ago, Morrill Worcester of the Worcester Wreath Co. donated the first wreaths to Arlington National Cemetery, starting an annual tradition that continues today as Wreaths Across America. The initiative began in 2006 as an offshoot of Worcester’s Arlington National Cemetery wreath project. Since its inception six years ago, Wreaths Across America has experienced tremendous growth.

*"There is a need to build a strong network to help one achieve professional success."*



## Dr. Sheila Widnall, 18th Secretary of the Air Force, is Honored Guest at "Dining-Out"

Members, family, friends, and honored guests of the Hanscom (MA) Composite Squadron enjoyed a traditional "Dining-Out" Mess to celebrate the past year's activities and accomplishments. CAP Major Stephen Hood, Hanscom squadron commander, presided over the event held on the 108<sup>th</sup> anniversary of the first manned, powered flight by the Wright brothers.

Dr. Sheila E. Widnall, who served as Secretary of the Air Force from 1993-1997, delivered the keynote address, emphasizing the importance of core values to guide both professional and personal conduct. As Secretary, Dr. Widnall promulgated the current Core Values of the USAF: "integrity first, service before self, and excellence in all we do". These form the basis for the

CAP Core Values: "integrity, volunteer service, excellence, and respect"

Recalling her childhood near Tacoma, WA, Dr. Widnall noted her interest in aviation was kindled by watching military aircraft arrive and depart from nearby McChord AFB. That fascination led her to graduate degrees and a tenured faculty appointment at MIT in Aerodynamics and Astronautics, where she has additionally served as Chair of the Faculty of Engineering and Associate Provost.

Appointed as Secretary of the Air Force in 1993 by President Bill Clinton, Professor Widnall was the first female to serve in that role. She was a strong supporter for modernization of the Air Force and also promoted measures to improve the quality of life for USAF personnel and their families.

Addressing the assembled CAP cadets, Professor Widnall stressed the need to build a strong network to help one achieve professional

success. She encouraged each cadet to seek a mentor and, in return, to be a mentor to those who follow.

After her speech, Dr. Widnall presented the Gen. Billy Mitchell Award to C/2d Lt. Julianne Braden, a sophomore and Naval ROTC midshipman at Georgia Tech. The award, which marks the transition to Cadet Officer, honors the late Brigadier General Billy Mitchell, aviation pioneer, advocate, and staunch supporter of an independent Air Force for America. Braden previously served as Cadet Commander of Hanscom Composite Squadron.

The squadron presented a plaque to Dr. Widnall to commemorate her participation in the event.

(PHOTO: Dr. Sheila E. Widnall, 18<sup>th</sup> Secretary of the Air Force and Institute Professor of Aeronautics and Astronautics, MIT. *photo credit: Capt. Reid Leonard, CAP*)

*By Capt. Reid J. Leonard, CAP  
Public Affairs Officer, Hanscom  
Composite Squadron, Massachusetts  
Wing*

# WESTOVER CADETS COLLECT TOYS FOR SHRINERS HOSPITAL

By Sy Becker



A visit from Santa himself couldn't have made the children at Springfield's Shriners Hospital any happier than they were on Sunday. Cadets and seniors from Westover Composite Squadron stopped by to drop off the nearly six hundred toys they had collected over the December 17th weekend.

This is the second year the Westover Squadron Cadets have collected toys for the young patients at the Shriners. The Cadets did pretty well convincing shoppers to buy a toy at K-Mart in the Springfield Shopping Plaza. "It's good to see that people are still willing to donate toys that they might not have a lot of money. We haven't had any problem getting people to come out and help us get the toys," said Captain

Stephen Edelman,  
Westover Air Reserve  
Base.

Some of these toys went to these children for Christmas. Others will get the rest of these gifts during important moments of their hospital, such as when they're recovering from surgery.



Nursing Supervisor Rene Mackechnie told local news station, 22News, she knows what all this will mean to the children who are spending their holiday season in the hospital. "It's just wonderful that not only did they take their time to be out in the community and gather these gifts for us, that families are so generously giving during this time so It's great," said Rene Mackechnie.

Air force reservists who spearheaded the toy collection drive with the cadets told 22News, the 568 toys they collected were far more than they had expected.

**Civil Air Patrol's** defending CyberPatriot III champion, Team Wilson from the Florida Wing's Orlando Cadet Squadron, leads 217 other CAP teams competing in CyberPatriot IV, America's ultimate high-school level security challenge that asks students to defend against computer threat scenarios

## CAP PROGRAM TAKES FLIGHT AT BRIDGEWATER STATE UNIVERSITY



The Massachusetts Wing, Civil Air Patrol announced its partnership with the Bridgewater State University's Aviation Program.

According to Colonel William Meskill, Massachusetts Wing Commander "We are excited with the opportunities and benefits a connection of this caliber brings to the community". Through partnerships with institutions like Bridgewater State University, Civil Air Patrol's Program is fulfilling its mission of developing tomorrow's leaders.

Loren Herren, BSU's Chief Flight Instructor has been working towards building relationships between the BSU Aviation program, high schools and other programs similar to the Civil Air Patrol. Mr. Herren also serves as BSU Aviation's Chief Instructor and is active with the FAA Safety Team.

The BSU Aviation Science program utilizes single-engine aircraft along with single and multi-engine flight training devices in the training courses. The flight training concentration combines academic studies and flight training, in order to prepare graduates for a wide variety of positions within the air transportation industry, including general, airline and military aviation

Members of the BSU Aviation program will join Civil Air Patrol's Brockton Composite Squadron located at Taunton Municipal Airport. While it is not a requirement for membership, Senior Members are provided with their own professional development program and are encouraged to progress within it. Progression in the Senior Member Program is a requirement for promotion.



The new senior members will provide a vital role in the Civil Air Patrol participating in tasks such as mission air crews and ground team leaders. These positions provide an important part of the Civil Air Patrols' mission as seen in the immediate aftermath of 911 and today with Homeland Security missions

## LONG TIME MASS WING MEMBER PASSES



Massachusetts Wing was saddened to hear of the loss of one of its members. Lt Colonel Harry E. Mottley Jr. died Friday, December 16, 2011, peacefully at home [in Pittsfield]. Born in Farmville, Va., on March 29, 1932, a son of Harry E. and Thelma Garrett Mottley, Sr., he attended local schools in Farmville; graduated in 1948 from Fort Union Military Academy in Charlottesville, Virginia.

In 1952, he received his Bachelor of Science degree in Electrical Engineering from Virginia Tech at Blacksburg. While at Virginia Tech, he was named distinguished military graduate. He was on the varsity track team for four years, and was the Collegiate and AAU Champion of the 880 yard run and mile relay.

In 1954, he earned a Master of Science degree in Electric Engineering from the Air Force Institute of Technology in Dayton, Ohio, and in 1974 earned a masters degree in business administration in industrial management from Fairleigh Dickinson University of Teaneck, New Jersey. He later earned his Doctorate Degree from Walden University.

A Korean War veteran, he enlisted with the United States Air Force in August 1952 and served until June 1964. He continued as an active reservist from 1964 to 1984 retiring with the rank of Lt. Col.

Lt Colonel Mottley served with the Civil Air Patrol, and was Past Squadron Commander in New Jersey. He also held various positions with the Westover Composite Squadron, Westover Air Reserve Base, and Massachusetts Wing Headquarters at Hanscom AFB.



# COMMANDERS CORNER

*Colonel William Meskill,  
Massachusetts Wing Commander*

## ***Happy New Year!***

Last year as we entered 2011 I suggested some resolutions to make to keep our Massachusetts Civil Air Patrol safe and strong. Now that we are beginning 2012, I'd like to mention some of our accomplishments and plans.

In 2011 we were there for our State, our Nation, and our members. We worked Tornadoes, Hurricanes, Electronic Searches, Visual Searches, Disaster Relief, Cadet Programs, Aerospace Education, and everything else we were asked to do. We trained Air National Guard Pilots, trained ourselves, trained our cadets, and prepared for Missions, Contingencies, and Eventualities. We supported the Army Corps of Engineers, we kept one another safe, we mourned the passing of members, and we celebrated the accomplishments of those who came before us. We laid wreaths at the final resting places of the brave men and women who insured our freedoms by their sacrifices. We have started a Massachusetts Wing Legislative Unit which is having positive results already, and we began to position ourselves for the future of CAP.

In 2012 we are looking to expand what we do into our Schools and Universities, we are beginning a fundamental redesign of our operational ground teams to make them more relevant to the actual tasks that they will be asked to perform, we will be working with our sister Wings on large disaster response scenarios, and we continue to position ourselves for our future. We have a very bright future and the road ahead looks great.

There is work to be done, and I know we have the team to do it. Thanks for being a member of the team, thank you for what you do and what you have made possible. As we move forward, keep you currency up and look forward to more success. As Colonel Don LaCouture, one of our Coastal Patrol Base 18 sub chasers, told me; "Take good care of CAP, it took a lot get it started". Thanks again for what you do, what you give up to be a member, and I want you to know that it is a distinct honor to be your Commander.

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## **COASTAL PATROL 18 CADET VOLUNTEERS FOR THE TROOPS**

On Sunday Nov. 20th: A1C Cadet Austin Degregorio, of the Coastal Patrol 18 squadron helped out many volunteers putting packages together for Cape Cod Cares for the Troops at the Trowbridge Tavern in Bourne, MA. The packages were shipped to deployed members of the military.



## PILGRIM SQUADRON HOSTS AWARDS NIGHT



Plymouth North High senior and cadet 1<sup>st</sup> Lt. Connor O'Dwyer took over as cadet commander of the Pilgrim Squadron of the Civil Air Patrol at its annual Christmas/Holiday party Tuesday evening.

Cadet Major Heidi Schneider of Mattapoisett handed the ceremonial flag over to O'Dwyer at the change of command ceremony at the CAP headquarters at Plymouth Airport. Schneider held that post since last year at this time. She will be heading to either Norwich University or the Air Force Academy in the fall.

Earlier in the evening, State Representatives Vinny Demacedo and Garrett Bradley presented the Billy Mitchell Award to cadet 2<sup>nd</sup> Lieutenants Catherine Clemons, of Hanson, and Kevin DeCoste, of Hull. The Mitchell Award signifies the transition of a cadet from cadet

NCO to cadet officer and occurs only after rigorous training, testing and active participation in squadron activities.

In other promotions that evening, Zachary Hoyt, of Plymouth, and Conor Roth, of Pembroke, were promoted to cadet airman; Patricia Backlund, also of Plymouth, to cadet senior airman; Jake DiMartinis, of Duxbury, to cadet staff sergeant; and Cameron Lucier, of Norton, to cadet technical sergeant.

The Air Force Association Cadet of the Year Award was presented to cadet 1<sup>st</sup> Lt. Alyssa Goodall and the Air Force Sergeants Association NCO of the Year Award was given to cadet chief

master sergeant Matthew Balboni, both of Plymouth.



**Cadet 1st Lt. Alyssa Goodall accepts the Air Force Association award from Air Force Master Sgt. Brent Whitby**



**State Rep. Vinny Demacedo presents the Billy Mitchell Award to cadet 2nd Lt. Cathy Clemons.**

Goodall, who came to the party on crutches after having her knee operated on in the morning, also was honored as the Pilgrim cadet Officer of the Quarter and Cadet of the year for her outstanding contributions to the squadron program in 2011.

## WESTOVER SQUADRON HONORS U.S. VETERANS

The public was invited to attend this ceremony to be held at the Massachusetts Veterans Cemetery, Agawam, MA, on Saturday, December 10th at 12 noon. The Westover Composite Squadron organized the local event with assistance from various veterans and civic groups; the Springfield Military Entrance Processing Station; and the cemetery staff. Civil Air Patrol is proud to partner with Wreaths Across America, a nonprofit organization that recognizes the courage and sacrifices of U.S. veterans. The ceremony's purpose is to remember the fallen, honor those who serve, and teach our children the value of freedom, especially during this holiday season.

## LOCAL SQUADRONS CELEBRATE RED RIBBON WEEK

Members of Massachusetts Wing promoted a healthy, drug-free lifestyles during a local observance of Red Ribbon Week.

The oldest, largest drug prevention campaign in the U.S., Red Ribbon Week is a nationwide observance on Oct. 23-31 with a campaign themed "It's Up To Me To Be Drug Free!" Civil Air Patrol wings distribute red ribbons with the slogan "Better Things To Do Than Drugs" and conduct educational programs as a way to show support for a drug-free lifestyle. Using the new Red Ribbon Leadership Academy curriculum,

### Local Squadron Involved In Community Outreach

Captain Donald Morrison, a civil air controller affiliated with the Brockton Composite Squadron, recently taught a lesson in rocketry by shooting rockets over Seekonk Meadows.

CAP cadets visited schools to speak out against drug use and share leadership lessons with local middle school students.

The U.S. Air Force and Civil Air Patrol became involved with Red Ribbon Week in 1994 as a way to improve the lives of service members' families and children. CAP has

since expanded its role to include a year-round Drug Demand Reduction Program with three major elements – education, training and community outreach. Each element is designed to bring an anti-drug message to the community, students throughout the nation and CAP members.

The origins of Red Ribbon Week date back 26 years to a local effort in Imperial Valley, Calif., to honor the memory of former resident Enrique Camarena, a U.S. Drug Enforcement Administration agent slain in March 1985 in Mexico. Members of Camarena Clubs began wearing red ribbons in the slain agent's memory. In 1988, Congress proclaimed the final week of October as "Red Ribbon Week for a Drug-Free America."

Red Ribbon Week has since grown to be the nation's best-known drug prevention program. Participants annually include schools, businesses, government, military, service organizations, law enforcement, religious institutions, adults and youth who wear the red ribbon to show their support for the campaign.

## 218 CIVIL AIR PATROL TEAMS ENTERED IN ULTIMATE CYBER SECURITY CHALLENGE

Civil Air Patrol's defending CyberPatriot III champion, Team Wilson from the Florida Wing's Orlando Cadet Squadron, leads 217 other CAP teams competing in CyberPatriot IV, America's ultimate high-school level security challenge that asks students to defend against computer threat scenarios.

"No guts, no glory – we will not rest until we earn the CPIV All-Service Division national trophy – the good Lord willing," said team leader Cadet Tech. Sgt. Isaac Harding. Harding's teammates for the 2012 competition include his brother, Cadet Airman Basic Gabriel Harding, as well as Cadet Chief Master Sgt. Matt Medla, Cadet Master Sgt. Kyle Miller and Cadet Airman Basic Stephen Miller.

Established by the Air Force Association in 2009, CyberPatriot is an initiative designed to inspire students toward careers in cyber security or other science, technology, engineering and mathematics, or STEM, disciplines critical to the nation's future.

The first competition, CyberPatriot I, involved only CAP and Air Force Junior ROTC cadets. Now in its fourth phase, CyberPatriot is the nation's premiere cyber defense competition, open to all accredited public, private and parochial high schools, CAP units, Junior ROTC units from all services and registered home school programs.

"We're pleased Civil Air Patrol continues to take the lead in this prestigious competition organized by the Air Force Association," said CAP National Commander Maj. Gen. Chuck Carr. "Registration among CAP teams is up 45 percent – from the more than 150 teams entered last year – and, of course, we are proud CAP is the defending champion."

"Over the next few months, these young competitors will learn the basics of cyber security in a competitive environment, while also developing skills in teamwork and critical thinking. This will surely be another exciting season," said CyberPatriot Commissioner Bernie Skoch.

Teams enrolled in CyberPatriot IV consist of two to five members and up to five alternates. Competitors must be high school students and at least 13 years old. During each of three rounds before the national championship competition, teams are faced with realistic computer network threats from their home locations.

Each team will have six hours to seek out weaknesses in simulated online networks and work to defend those networks from threat scenarios. Teams are scored according to how quickly and effectively they establish and maintain secure networks. To accommodate the different time zones involved, there will be a 36-

hour block to compete, starting at noon today and closing at 11:59 p.m. Saturday, Eastern Daylight Time.

The scores from the first and second preliminary rounds will be aggregated to determine the top 36 teams, which will advance to the third round. The top 12 qualifying teams emerging from the third round then receive all-expenses-paid trips to the national championship competition March 22-23 in National Harbor, Md.

In addition to the hands-on experience entrants receive in all rounds of CyberPatriot IV and a distinguishing resume entry especially for high school summer internships, winning team members from the championship round also receive scholarships and prizes from supporting CyberPatriot sponsors.



# AWARDS & PROMOTIONS

## Senior Member Awards

### **Level One Completion**

-  Chris Bates \_ Hanscom Sqdn.
-  Colin Murray - Hanscom Sqdn.

### **Benjamin O Davis Award**

-  Reid Leonard
-  Sam Westover

### **Paul Garber Award**

-  Lt Colonel Tim Nelson

### **Grover Loening Award**

-  Captain Jennifer Allard
-  Captain Robert Boucher

### **Cadet Member Awards**

#### **Gen. Billy Mitchell Achievement**

-  Thomas C. Cooper
-  Kenny H Le
-  Garrett Greene
-  Kevin Decosta

#### **Amelia Earhart Achievement**

#### **Promotions:**

#### **From Hanscom Composite Squadron:**

-  John Gusler was promoted to 2nd Lieutenant
-  Bryan Halter was promoted to 2nd Lieutenant
-  Samuel Westover was promoted to 2nd Lieutenant
-  Reid Leonard was promoted to Captain
-  Brian Clancy was promoted to C/A1C
-  Jacob Clancy was promoted to C/A1C
-  Jordan Tierney was promoted to C/A1C
-  John Halling was promoted to C/Amn
-  Anthony Carreon was promoted to C/CMSgt
-  Jonathan Tuxbury was promoted to C/CMSgt
-  Eli Mattingly was promoted to C/SMSgt
-  Isabel Greene was promoted to C/SrA
-  Jonathan Larios was promoted to C/TSgt

#### **From Pilgrim Composite Squadron**

-  Zachary Hoyt was promoted to C/Amn
-  Conor Roth was promoted to C/Amn
-  Patricia Backlund was promoted to C/SrA
-  Jake DiMartinis was promoted to C/SSgt
-  Cameron Lucier was promoted to C/TSgt

#### **From Wing Headquarters**

-  Tim Nelson was promoted to Lt Colonel

#### **From Minute Man Composite Squadron**

-  SM Bucchino was promoted to 2nd Lieutenant
-  SM Chang was promoted to 2nd Lieutenant



## HISTORY

### **Major Gen John F. Curry Achievement**

MAJOR GENERAL JOHN F. CURRY served as CAP's first national commander. His tenure coincided with the early days of WWII, a time when ordinary citizens were searching for ways to help the war effort. So great was the desire to serve that Curry quickly built a force of 100,000 "flying minutemen" from across the nation. As a flier himself, he believed in airpower, so Curry knew that to win the war, America had better make use of the airplane's capabilities. Because of Curry's leadership, CAP aircrews were tasked with missions that were of national importance, but which the military did not have the time or ability to complete. CAP volunteers began flying aerial search missions, watching the US / Mexico border for espionage, towing aerial targets for the Navy, and most famously, searching the Atlantic for (and sinking!) Nazi submarines. Although General Curry served as national commander for only 4 months, he set CAP on a course for success.

# AEROSPACE & BEYOND!

## CHUCK YEAGER RECIPIENTS

 John Doherty	MA-044
 Jan R I Jonsson	MA-019
 Ellen DeGregorio	MA-044
 Patrick Haskell	MA-006
 Steven M Churchill	MA-007
 Robert McManus	MA-001
 David Newman	MA-001
 Brian Silva	MA-006
 John Gusler	MA-043
 John Flattery	MA-044
 Raymond LaRose Sr.	MA-015
 Albert Chang	MA-059
 James O'Connell	MA-015
 James Wolfgang	MA-015
 James Dupuis-Menard	MA-015
 Warren Delaria	MA-071
 Daniel Lyszczak	MA-071
 Bryan Zelle	MA-043
 Steven Brown	MA-006
 Samuel Westover	MA-043
 Edward Teague	MA-007
 Ronald Marotta	MA-044
 Michael Barrette	MA-000
 Richard Shafner	MA-001
 Jason Moore	MA-006
 Emily Oles	MA-043
 Christopher Bates	MA-043

## *AE Display Contest for 2012 MAWG Conference announced!*

The theme for this year's conference is "Aerospace Defends the Home." We are looking for "out-of-the-box" thinking for new ideas for Homeland Security.

As an example, a hummingbird sized UAV that flies on the border with Mexico is OK. A missile defense system is OK. By "outside the box" we mean for cadets to come up with creative ideas. While a missile defense shield or F-22's providing national defense are certainly within the category, neither is very creative.

**Good Luck!**



The Civil Air Patrol is proud to continue the collaborative partnership initiated in spring 2010 with DoD STARBASE Academies across the nation.

The missions of both the Civil Air Patrol and DoD STARBASE include the need to educate young people about the importance of aerospace, both now and in the future. Science, technology, engineering and math (STEM) education initiatives are paramount in fulfilling this mission, and both organizations provide a multitude of STEM opportunities for young people. CAP and STARBASE agree: producing ethical and technologically-prepared future citizens is of prime importance in maintaining global competitiveness and national security; early educational intervention being key to future goal setting for our youth.

# NEWS FROM OPERATIONS

Major Derrell Lipman - Director of Operations

## **News alert: Missions Resume!**

The majority of the restrictions on mission activity have been rescinded. Except for A3 operations (Counter Drug), we are allowed to resume mission activity. We do need to continue to be fiscally responsible, and funding is likely to remain somewhat limited, however.

## **STAFFING AND DUTY UPDATES**

### **EMERGENCY SERVICES**

Captain David Kent has joined the MAWG Ops team as interim Director of Emergency Services. For the past many weeks, Capt. Kent has been coming up to speed on ES at the Wing level, and is eagerly developing plans to work with squadron ES officers to improve ES training throughout the Wing. He is also organizing upcoming wing-wide training activities.

Lt Colonel Effie Kyridis has return to Wing staff after a long hiatus, and is now working in the ES department, assisting with planning and organization, particularly with ensuring that mission paperwork is in proper order and maintained properly.

1st Lt. Jessica Lowell has been assisting in Wing ES (ADY from Hanscom Squadron) for a number of months. 1st Lt Lowell is now involved in activity planning, working with Capt Kent.

Major David Copeland is currently on leave, but is slowly returning to service and is working with the ES Department in a limited capacity.

### **STANDARDS/EVALUATION**

Lt Colonel Chris Camuso handles mission finances, ensuring that every penny is properly accounted for. He has also, until recently been handling maintenance of pilot records, and I'd like to thank Lt Colonel Camuso for his years and years (and years and years and years and years) of detailed precision in these roles.

Major Mark Jacobs, Standardization/Evaluation Officer, is now personally handling pilot record maintenance. Henceforth, please contact Major Jacobs instead of Lt Colonel Camuso with pilot record-related questions.

Major Alan Bugos, Assistant Stan/Eval Officer, is now scheduling Form 5 and Form 91 checkrides

## ***2011 Recap***

- *MAWG pilots flew 1,078 total hours*
- *MAWG mission teams participated in*
- *12 ELT missions*
- *3 Disaster Relief Missions*
- *MAWG Mission Teams had 5 mission finds.*
- *MAWG pilots flew 211 cadets*

## *"GMS class gets different view to develop skills"*

### RELATING MATH TO THE REAL WORLD

JOHN TILTON Recorder Staff \*12/14/2011



C.J. Guglielmo was a pilot on Friday. His plane pitched around violently in the wind, and the pressing question on his mind was did he have enough fuel?

This was the situation Civil Air Patrol First Lieutenant Daniel deLesdernier posed to Guglielmo and the other students of Mr. Sullivan's seventh-grade science class at Greenfield Middle School. The students were studying math problems that relate to time and motion on Friday. The kind of math problems that any parent would remember beginning "if a train leaves for Albuquerque traveling at 40 mph "

However, deLesdernier, a

with Greenfield Middle School science teacher Patrick Sullivan.

Using a series of projector transparencies, deLesdernier demonstrated the effects of the wind on the path of an airplane. The bottom transparency had the flight path from point "A" to point "B." The top transparency was blank. DeLesdernier traced the flight path on the top transparency while moving it to simulate the wind. The result demonstrated that getting from point A to point B in the air follows a different path than the ground. The "wind" pushed the plane along a different path. If the path was longer, the plane would need

more fuel to get to point B. "It's important to get your math right," said deLesdernier, "because there are no options up in the air." Sullivan said that this kind of hands-on learning can grab the attention of the students. "With me talking, it can just be in one ear and out the other," said Sullivan. "This connects the concept to something in real life."

When he was learning math in elementary school and middle school, deLesdernier said that he found it boring, because he could not think of a way to apply it to something he enjoyed doing. So, by taking mathematics out of the classroom and into the air, his goal was to show the students that math has real world "fun" applications.

"Here they can see an application for it, and an outlet to connect math with an interest," said deLesdernier. "The more you can connect the subject matter to something the students are interested in, the more interested they will be in the subject matter."

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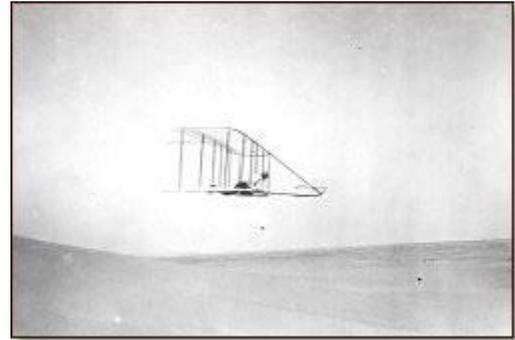
## The Wright Brothers - First Flight, 1903

"The Wright Brothers - First Flight, 1903", EyeWitness to History, [www.eyewitnesstohistory.com](http://www.eyewitnesstohistory.com) (2003).

On December 17, 1903, Orville Wright piloted the first powered airplane 20 feet above a wind-swept beach in North Carolina. The flight lasted 12 seconds and covered 120 feet. Three more flights were made that day with Orville's brother Wilbur piloting the record flight lasting 59 seconds over a distance of 852 feet.

The brothers began their experimentation in flight in 1896 at their bicycle shop in Dayton, Ohio. They selected the beach at Kitty Hawk as their proving ground because of the constant wind that added lift to their craft. In 1902 they came to the beach with their glider and made more than 700 successful flights.

Having perfected glided flight, the next step was to move to powered flight. No automobile manufacturer could supply an engine both light enough and powerful enough for their needs. So they designed and built their own. All of their hard work, experimentation and innovation came together that December day as they took to the sky and forever changed the course of history. The brothers notified several newspapers prior to their historic flight, but only one - the local journal - made mention of the event. "I found the control of the front rudder quite difficult"



Wilbur flies a glider in earlier tests  
Kitty Hawk, Oct. 10, 1902.

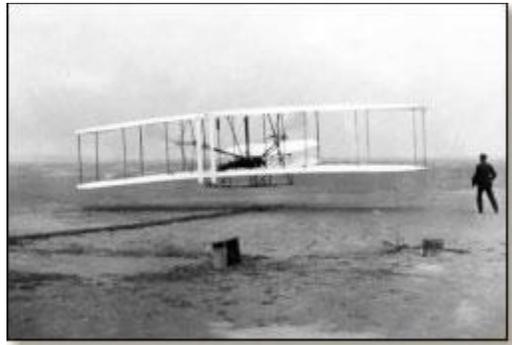
*The conditions on the morning of December 17 were perfect for flight - high, consistent winds blowing from the north. At about 10:30 that morning, Orville Wright lay down on the plane's wing surface and brought its engine to life in preparation of launching it and himself into history. His diary tells the story:*

"When we got up, a wind of between 20 and 25 miles was blowing from the north. We got the machine out early and put out the signal for the men at the station. Before we were quite ready, John T. Daniels, W. S. Dough, A. D. Etheridge, W. C. Brinkley of Manteo, and Johnny Moore of Nags Head arrived.

After running the engine and propellers a few minutes to get them in working order, I got on the machine at 10:35 for the first trial. The wind, according to our anemometers at this time, was blowing a little over 20 miles (corrected) 27 miles according to the Government anemometer at Kitty Hawk. On slipping the rope the machine started off increasing in speed to probably 7 or 8 miles. The machine lifted from the truck just as it was entering on the fourth rail. Mr. Daniels took a picture just as it left the tracks. I found the control of the front rudder quite difficult on account of its being balanced too near the center and thus had a tendency to turn itself when started so that the rudder was turned too far on one side and then too far on the other. As a result the machine would rise suddenly to about 10 ft. and then as suddenly, on turning the rudder, dart for the ground. A sudden dart when out about 100 feet from the end of the tracks ended the flight. Time about 12 seconds (not known exactly as watch was not promptly stopped). The lever for throwing off the engine was broken, and the skid under the rudder cracked. After repairs, at 20 min. after 11 o'clock Will made the second trial.

The course was about like mine, up and down but a little longer over the ground though about the same in time. Dist. not measured but about 175 ft. Wind speed not quite so strong.

With the aid of the station men present, we picked the machine up and carried it back to the starting ways. At about 20 minutes till 12 o'clock I made the third trial. When out about the same distance as Will's, I met with a strong gust from the left which raised the left wing and sidled the machine off to the right in a lively manner. I immediately turned the rudder to bring the machine down and then worked the end control. Much to our surprise, on reaching the ground the left wing struck first, showing the lateral control of this machine much more effective than on any of our former ones. At the time of its sidling it had raised to a height of probably 12 to 14 feet.

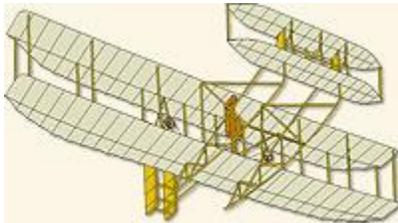


Wilbur looks on as Orville pilots the first powered flight

At just 12 o'clock Will started on the fourth and last trip. The machine started off with its ups and downs as it had before, but by the time he had gone over three or four hundred feet he had it under much better control, and was traveling on a fairly even course. It proceeded in this manner till it reached a small hummock out about 800 feet from the starting ways, when it began its pitching again and suddenly darted into the ground.

The front rudder frame was badly broken up, but the main frame suffered none at all. The distance over the ground was 852 feet in 59 seconds. The engine turns was 1071, but this included several seconds while on the starting ways and probably about a half second after landing. The jar of landing had set the watch on machine back so that we have no exact record for the 1071 turns. Will took a picture of my third flight just before the gust struck the machine.

The machine left the ways successfully at every trial, and the tail was never caught by the truck as we had feared.



After removing the front rudder, we carried the machine back to camp. We set the machine down a few feet west of the building, and while standing about discussing the last flight, a sudden gust of wind struck the machine and started to turn it over. All rushed to stop it. Will who was near one end ran to the front, but too late to do any good. Mr. Daniels and myself seized spars at the rear, but to no purpose. The machine gradually turned over on us. Mr. Daniels, having had no experience in handling a machine of this kind, hung on to it from the inside, and as a result was knocked down and turned over and over with it as it went. His escape was miraculous, as he was in with the engine and chains. The engine legs were all broken off, the chain guides badly bent, a number of uprights, and nearly all the rear ends of the ribs were broken. One spar only was broken.

After dinner we went to Kitty Hawk to send off telegram to M.W. While there we called on Capt. and Mrs. Hobbs, Dr. Cogswell and the station men."

*Congratulations to Captain Dave Druga from the Hanscom Composite Squadron and serving as Deputy Commander of Cadets. Captain Druga has recently been accepted to attend Boston University School of Medicine.*

## Civilian Aircraft of Yesterday



Aircraft #1



Aircraft #2

Can you correctly identify these aircraft?

If you said Aircraft #1 was the 1932 Taylor E-2 Cub then you were correct. And Aircraft #2 would be the 1943 Piper J-3 Cub.

### 1943 Piper J-3 Cub

#### The Classic Trainer Aircraft

The simple, inexpensive, easy to maintain and fly J-3 Cub is one of the most popular airplanes of all time. Civilian and military flight schools used Piper Cubs as trainers. It is estimated that nearly 75 percent of the pilots serving in World War II received their first training in a Piper Cub. Cubs also served the Army and Navy as liaison and observation aircraft. A special, engineless, 3-place training glider version (TG-8) of the Cub was produced to train new glider pilots for the U.S. Army. Piper Cubs were built with different engines ranging from 4-cylinder Continental A-40, A-50, A-65; Lycoming O-145; Franklin 4AC-150 or 176; and even a 3-cylinder Lenape "Papoose" radial engine. The Cub was also available as a seaplane on Edo D-1070 or 54-1140 twin-floats.

The fuselage is built up of welded-steel tubing. The wings are made of extruded aluminum spars (early model spars were solid spruce), stamped aluminum alloy ribs with leading edges covered in duralumin metal. The tail-group is a welded-steel tube structure, and the horizontal stabilizer is adjustable in flight. The entire aircraft is fabric-covered and painted in the familiar Cub yellow with black trim. The aircraft came equipped with a Sensenich wooden propeller and dual flight controls. Brakes were optional.

### 1932 Taylor E-2 Cub

#### Civilian Basic Trainer

Introduced by C. Gilbert Taylor and William T. Piper, the Taylor E-2 Cub had an enormous impact on civilian aviation. In the design lay the foundation for what eventually became the famous Piper Cub. The E-2 Cub was somewhat underpowered but fairly light on the controls with good response. The E-2 Cub was well behaved in all basic maneuvers and was very popular with small flying-school operators. The E-2 combined the fun of open-cockpit flying with good wind protection.

The fuselage is built of welded steel tubing and the wings are made of solid spruce spars, riveted drawn aluminum ribs and a dural metal-covered leading edge. The tail-group is a welded steel tube structure, and the horizontal stabilizer is adjustable in flight. The aircraft is fabric-covered and came equipped with a wooden propeller, dual controls but no brakes.

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