

LEADING EDGE

CONNECTICUT WING



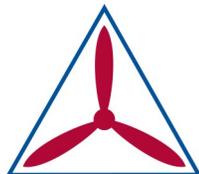
Connecticut Wing Father and Son Receive CAP Awards

de Andrade Named CTWG Senior of the Year

CTWG and Northeast Region Conduct First Joint Conference

Ethics For Command

Hot Aircraft Operations News!



**CONNECTICUT
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Cover Photos

Photo Top Left: CAP National Commander Maj. Gen. Joseph Vazquez (r) with C/ Col. Adam Hocutt at the CTWG/NER Conference. (Photo: Captain Jennifer Lichlyter, CT-004)

Photo Bottom Right: 801st Color Guard prepares to open the 2014 CTWG/NER Conference. Cadets from left to right C/Captain Jake Stoffel; C/Major Connor Guzda; C/Chief Master Sergeant Alesandro Ripari; C/Captain Kevin Jenkins. (Photo: Major Joseph Testman, CT-058)



Commander's Comments

Colonel Ken Chapman, Connecticut Wing Commander



The Connecticut Wing-Northeast Region (CTWG-NER) Conference was an overwhelming success. The conference was well attended and allowed the wing to showcase everything that is great about Connecticut Wing. While there were many accomplishments in FY2014 (October '13 - September '14), here are just a few that were highlighted at the conference:

- Membership for Senior Members hit a new high -- the most number of senior members in Connecticut Wing in over 15 years.
- Membership in the State Legislative Squadron has nearly doubled.
- An Aerospace Education Member from Connecticut Wing, Rachael Manzer, was awarded the National Scott Crossfield Airspace Educator of the Year.
- Seventy-five percent of the squadrons in Connecticut Wing won the Quality Cadet Unit Award, one of the best showings in all of Civil Air Patrol.
- Glider cadet orientation flights were flown in Connecticut for the first time in over 15 years.
- The wing ranked among the top ten wings in all of Civil Air Patrol in aircraft utilization (hours/aircraft).
- The wing was second in Northeast Region in total hours flown by the pilots of the wing.

There are many more accomplished and successes that were achieved across the wing in FY2014. These are just a few of the highlights. I would like to thank all of the members and congratulate everyone for having a great year. I look forward to seeing what Connecticut Wing can do in FY2015.



Colonel Ken Chapman
(Photo: CTWG PAO File)

SEMPER VIGILANS



Connecticut Wing Father and Son Receive CAP Awards

Captain Jennifer Lichlyter, Public Affairs Officer/CT-004

Cadet Colonel Adam Hocutt (103rd Composite Squadron), of East Windsor, was honored with the highest award in the Civil Air Patrol cadet program on Saturday, October 18 – The General Carl A. Spaatz Award. He was also recognized as Connecticut Wing’s Cadet of the Year. His father, First Lieutenant Ronald Hocutt, received the Connecticut Wing Aerospace Education Officer of the Year Award.

“Cadet Colonel Hocutt is a dedicated cadet, mentor, and role model for cadets in the Civil Air Patrol,” said 103rd Composite Squadron Commander Major David Stansfield. “It has been a pleasure to watch him grow into an outstanding leader and role model.”

The Spaatz Award is given to cadets who successfully complete all 16 phases of the Civil Air Patrol cadet program and the Spaatz Award examination consisting of a comprehensive leadership and aerospace education written examination, a graded essay and a physical fitness



C/Colonel Adam Hocutt (l) received the General Carl A. Spaatz Award, the highest award in Civil Air Patrol’s cadet program. His father, 1st Lt. Ronald Hocutt (r) received the CTWG Aerospace Officer of the Year Award

(Photo: Captain Jennifer Lichlyter)

test. The Spaatz Award is the most difficult honor to earn in the CAP cadet program, with only about five in one thousand cadets (one half of one percent) achieving the Spaatz during their service as cadets.

Hocutt served as Deputy Cadet Commander at the 2013 Connecticut Wing Summer Encampment, and Cadet Commander at this year’s Encampment. “The encampment is senior-supervised but cadet-run, which means he and his team were responsible for the successful outcome of the week including schedules,

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activities, and results, said Hocutt's father, 1st Lt. Ronald Hocutt. "To pull this off successfully, a cadet commander has to ensure that he/she has the best team in place, and to know when to delegate responsibility, handle conflict, maintain order, adhere to standards, stay on schedule, identify and solve problems, discipline appropriately, teach, encourage, and lead by example; all while keeping a primary focus on the mission, which is leading and training new basics and junior staff to go higher and achieve their personal best."

C/Col. Hocutt is currently enrolled in the honors program at Central Connecticut State University, majoring in Business. "Civil Air Patrol has provided him with opportunities for leadership that no other teenager outside of this organization could possibly get," said Lt. Hocutt. "All the fantastic one-of-a-kind activities such as National Blue Beret and glider orientation flights have given him the confidence to go out into the world well prepared. And as he does so, he'll be bringing along a resume that's full of proven leadership capability." After college, Cadet Hocutt plans on employing what he's learned in CAP with a leadership role in the corporate world.

First Lieutenant Ronald Hocutt received the Connecticut Wing Aerospace Education Officer of the Year Award for his outstanding contribution to the aerospace education program. Lt. Hocutt has served as the Aerospace Education Officer for the 103rd Squadron in East Granby for the past two years, and was instrumental in the acquisition of two STEM Education Grants to help fund cadet rocketry and remote-controlled aircraft programs.

"Lt. Hocutt has made dramatic impact on our squadron's cadet aerospace education program," said Major Stansfield. "He brings excitement and hands on activities to aerospace education."

The awards were presented at the joint Connecticut Wing and Northeast Region Conference held October 17-19 at Bradley International Airport in Windsor Locks, Connecticut. Civil Air Patrol's National Commander, Major General Joseph Vazquez was a keynote speaker at the conference, and presented the Spaatz Award to Cadet Colonel Hocutt.



deAndrade Named Connecticut Wing Senior of the Year

Lieutenant Colonel Stephen Rocketto, Public Affairs Officer/CT075

Thames River Composite Squadron Lieutenant Colonel John deAndrade was selected as Connecticut Wing Senior of the Year. deAndrade was cited for exemplary service as a member of Connecticut Wing during the current calendar year and has demonstrated consistent and superior long-term performance at both the squadron and wing level over an extended period of time.

As a member of Thames River Composite Squadron, deAndrade holds positions as both Standards/Evaluation Officer and Communications Officer. In the former position, deAndrade has observed and critically reviewed aircrew training and provided support and training for squadron aviation missions. In the latter position, he established an Introductory Communications User Training (ICUT) program which at one point achieved 100% qualifications by active senior squadron members. The program continues with new enrollees and has as its goal the earning of ICUT communications proficiency by the time members reach Level One.

Lt. Col. deAndrade is an active squadron member, flies Long Island Sound Patrols, counter drug missions, search and rescue missions, and trains members. He dedicated long hours and served as mentor and primary flight instructor for Cadet Major Brendan Flynn who earned the private pilot rating and gained entry to the United States Coast Guard.

At Connecticut Wing, deAndrade worked assiduously to upgrade his qualifications, achieved Incident Commander 3, and has served in this position on three search and rescue exercises. During the last year, deAndrade was Incident Commander for two Air Force Rescue Coordination Center (AFRCC) assigned missions. One of these missions resulted in a find in which deAndrade directed the Civil Air Patrol aircrew to stand by a distressed vessel and wait for the arrival of the Coast Guard, a critical decision since the USCG could not pick up the distress signal. In addition, he has served with the Standards/Evaluation section and has been re-

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(Continued from page 6, deAndrade Named Connecticut Wing Senior of the Year)

sponsible for upgrading the G1000 database for the last six years.

A U.S. Air Force Academy graduate, deAndrade holds a Master Level in Standards and Evaluation, a Senior Level in Emergency Services, and Technician Levels in Operations and Flight Operations. Emergency services achievements include the previously mentioned Incident Commander 3, Air Operations Branch Director, Planning Section Chief, and Operations Section Chief.



Col. Dan Leclair (L), Northeast Region Commander, Maj. Gen. Joseph R. Vazquez (c), CAP National Commander, and Col. Ken Chapman (r, background), Connecticut Wing Commander, congratulate CTWG Senior of the Year Lt. Col. John deAndrade from Thames River Composite Squadron

(Photo: Lt. Co. Steve Rocketto)

He also holds almost all Civil Air Patrol flight qualifications up to and including G1000 Instructor Pilot, Check Pilot Examiner and Instrument Pilot. A graduate of the USAF Academy, deAndrade was a rated USAF pilot and flew the North American Rockwell B-1B, Boeing B-52s and KC-135s. He currently flies the Boeing 757 and 767 for Delta Airlines.

The professionalism, judgment and enthusiasm he exhibits serves as a paradigm for Connecticut Wing and squadron officers. His tenacity is especially noteworthy. Once he accepts a mission he does not quit, but will expend considerable energy to meet his commitments.

Lieutenant Colonel deAndrade's dynamic contributions to our programs exemplify the spirit and volunteerism which is the foundation of Civil Air Patrol operations. The recognition of his contributions are richly deserved.





Connecticut Wing and Northeast Region Conduct First Joint Conference

Lieutenant Colonel James Ridley Sr., Connecticut Wing Chief of Staff

For the first time in memory Northeast Region joined forces with one of its wings, Connecticut, and together they jointly planned and executed a conference to remember. This is the first such joint wing-region conference in Northeast Region and one that all who attended will remember.

The conference was held at the Sheraton Bradley Airport Hotel, Windsor Locks Connecticut, on the weekend of October 17-19 and included among other things four senior member development courses which included a Senior Inspector General course, Training Leaders of Cadets course, Aerospace Education course and a Unit Commanders course. The conference began with the commanders social on Friday evening hosted by Colonel Ken Chapman, Connecticut Wing Commander, and Colonel Dan Leclair, Northeast Region Commander. Guests included CAP's National Commander and his wife, Major General Joseph Vazquez and Lieutenant Colonel Leslie Vazquez, aviation icon Colonel Mary Feik, CAP, CAP's National Operations Director John Desmarais and its Chief of Professional Development Bobbie-Jean Tourville.



CAP WWII members and soon to be Congressional Gold Medal recipients Col. Mary Feik and Col. Johnny Pantanelli.
(Photo: Captain April Krason)

The day began with the conference's general assembly on Saturday, October 18. Colonel's Chapman and Leclair spoke before giving the podium away to Maj. Gen. Vazquez who presented on the state of Civil Air Patrol and the strategic plan, and Lieutenant Governor Nancy Wyman of Connecticut. These speeches were followed by the presentation of both the Connecticut and Northeast Region's annual 'Of the Year' awards, cadet milestone achievements

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(Continued from page 8, Connecticut Wing and Northeast Region Conduct First Joint Conference)

including three Mitchell, one Earhart and two Spaatz awards. Included in the awards presentations were the Gill Robb Wilson senior member development awards given to five officers from Connecticut, New York and New Hampshire wings. Lt. Gov. Wyman along with two State of Connecticut Representatives, Dan Carter and Jack Hennessey, were presented with their CAP membership packages and CAP commanders commendations.

The afternoon included breakout sessions prepared for pilots, emergency services, cadet programs, chaplains and other specialty tracks taught by experienced CAP officers and national staff personnel. The cadet program included visits to the New England Air Museum and a cadet aerospace education contest among squadrons which was judged by the region commander and chief of staff along with Mary Feik who presented her history by PowerPoint to the cadets. That evening a banquet was held in the Sheraton's Windsor Locks Ballroom. Music for the banquet was provided by the 102nd U.S. Army brass band and included speeches given by the region, national and wing commanders who also assisted in the presentation of the wing and region cadet, cadet NCO and senior members of the year awards. A special presentation was made to the family of Captain Kevin Shea, Connecticut's 2012 Senior Member of the Year Award recipient who died prior to it being presented; on hand to receive it were his brothers.



Maj. Gen. Joseph Vazquez (l) and Col. Dan Leclair (c) present a challenge coin to Lt. Gov. Nancy Wyman of Connecticut (r). (Photo: Captain April Krason)

The conference concluded on Sunday with the Region Commanders Call meeting before seeing the final departure of the last members who attended the weekend's events. While this was the first such joint wing region conference in the Northeast the membership won't have to wait long for another as the second one is currently being planned for the spring of 2015 in Gettysburg, Pennsylvania.

Royal Charter Squadron Participates at Simsbury Fly-in

Captain April Krason, Deputy Commander of Cadets/CT-071

The largest of its kind in New England, the 28th Simsbury Fly-in & Car Show took place on Sunday September 14, 2014. Every year the show features activities, vendors, exhibits, an antique car show as well as nearly 200 planes that fly in from places as far away as Canada and Florida.

Major Lenny Kimball & Captain April Krason, of the Royal Charter Composite Squadron, were co-leaders for Connecticut Wing's participation at the Fly-In. Kimball and Krason worked with members of the Experimental Aircraft Association (EAA), sponsor of



Cadet Tech Sergeant Tyler Carlson (CT-071) marshals aircraft.

(Photo: C/A1C Michael Kean, CT-071)



Royal Charter Squadron cadets C/TSgt Benjamin Young, C/SMSgt Tyler Carlson and C/SrA Peter Ludwikow prepare to marshal aircraft at the Simsbury Fly-in & Car Show

(Photo: Cadet Airman First Class Michael Kean, CT-071)

the event, to coordinate air marshalling for aircraft, logistics of aircraft parking and crowd control.

Connecticut Wing supplied two airplanes for the static display. Visitors were able to sit in the planes and have questions answered about flying and Civil Air Patrol. The cadets and seniors from Royal and the Stratford Eagles marshaled nearly 200 airplanes both into and out of the all-day event.

New Seniors Join Thames River Composite Squadron

Lt. Col. Stephen Rocketto, Public Affairs Officer/CT-075

Senior Member Jeffrey Stone started as a CAP cadet at Westminster High School in Colorado in 1973.

Educated and working as a teacher, he joined the Army and worked as a crew chief and flight engineer on the Boeing-Vertol CH-47 Chinook. He also qualified as an SAR swimmer and completed airborne training. Stone transferred to the U.S. Navy, was commissioned, and completed the Naval Flight Officer course. His assignments led him to crew a wide range of maritime service aircraft: F-14A, OV-10C, AH-1 and AH-1C, HH-60, P-3C, and ES-3A.

U.S. Navy Commander Keith Powell currently serves as the Commanding Officer of Navy Operational Support Center New London. Originally from Cape Cod, Mass., he began flying during high school and got his private pilot's license in 1991. He enlisted in the Navy after high school and received an appointment to the Naval Academy, graduating in 1997 with a degree in oceanography and selected Naval Aviation. His flying tours have included flying the T-34C, TC-12, P-3C, P-3(SP), C-40A, and C-37B. He has flown over 3,500 hours with the Navy. While in the Navy, Cmdr. Powell earned a Masters in Aviation Safety and Operations from Embry-Riddle and a Masters in National Security and Strategic Studies from the U.S. Naval War College.

Stratford Eagles Squadron members helped support the 5K Mud Run at Short Beach in Stratford,

Stratford Eagles Support 5K Mud Run

Captain Chet Galemba, Logistics Officer/CT-022

Connecticut on October 4, 2014. The event raises funds for the Food Pantry and Resource Connection Programs at Sterling House Community Center.

Several squadron seniors and cadets attended the event which ran from 6:30 a.m. to 3 p.m. At the request of Pauline Mize, Sikorsky Memorial Airport Manager, members provided perimeter security for the aircraft parking area and runway, in addition to parking over 200 vehicles over the course of the day.

The constant rain didn't deter squadron members from completing this volunteer mission with integrity, respect and excellence. One young cadet came into HQ soaking wet and asked if he could call home and have a pair of dry boots sent over to replace his wet shoes? A senior member told him he could be relieved as the event was almost over. The new cadet replied, "Sir, I cannot leave until the day is over." This type of dedication shows we are on the right track with these remarkable cadets.

The squadron offered this as a non-paid activity to further cement their relationship with the City of Bridgeport and Town of Stratford. A certain amount of fundraising is necessary to keep a squadron running, yet these events are equally necessary to promote Civil Air Patrol and give back to our communities.



CADET AWARDS & PROMOTIONS



LIEUTENANT COLONEL

Eaker Award

Jason Lesick CT-058



MAJOR

Operations Officer

Connor Guzda CT-801



SECOND LIEUTENANT

Billy Mitchell Award

Alec Albright CT-022

Matthew DiBlanda CT-042

Jessica Carter CT-075

Sabrina Rautter CT-801



SENIOR MASTER SERGEANT

Doolittle Achievement

Tyler Carlson CT-071

Virginia Poe CT-075

Michael Rautter CT-801

Jorge Wismar CT-801



MASTER SERGEANT

Lindberg Achievement

John Chiarizio CT-014

Carson Hadley CT-074



TECHNICAL SERGEANT

Rickenbacker Achievement

Luis Goitia CT-071

Timothy Ferrigno CT-074



STAFF SERGEANT

Wright Brothers Award

Nathaniel Nunez CT-022



SENIOR AIRMAN

Feik Achievement

Amelia Farquharson CT-014

Fecundo Cremel CT-014

James Vigar CT-042

Jacob Leon CT-074

Jacob Waite CT-074

Matthew Drost CT-075

Christopher Catania CT-801

Marc Dispenza CT-801



AIRMAN FIRST CLASS

Arnold Achievement

Lawrence Carter CT-022

Nicolas Barney CT-062

Matthew Lucibello CT-073

Kory Rautter CT-801



CADET AWARDS & PROMOTIONS



AIRMAN

Curry Achievement

Gianna Molinari	CT-004
Joshua Acevedo	CT-011
Michael Deluca	CT-022
Alexandre Ferreira	CT-022
Alex Ghajar	CT-022
Pik Hoi Lam	CT-042
Brian Silk	CT-042
Craig Wilk	CT-058
Taylor Alward	CT-801
Frederick Zering	CT-801

SCHEDULE & TRAINING OPPORTUNITIES

Wing Wide Pilot Meeting

November 8, 2014
Meriden Airport, Meriden, CT

Squadron Leadership School

January 10 - 11, 2015
Meriden Airport, Meriden, CT
see page [27](#) for additional information

Corporate Leadership Course

February 2015, Stratford
- Details to follow -

Mission Aircrew School

April 25 - May 2, 2015
Joint Base McGuire/Dix/Lakehurst, NJ

CONNECTICUT WING “OFFICER OF THE YEAR” AWARDS

Aerospace Education

1st Lt. Ronald Hocutt

Cadet Programs

Capt. Greg Sweeney

Cadet Of The Year

C/Col. Adam Hocutt

Cadet NCO

C/SMSgt James Pergolizzi

Character Development Instructor

Maj. Robin Wojtcuk

Chaplain

Capt. James Solomon

Communications

1st Lt. Jeff Jenkins

Counter Drug

Capt. Johnny Burke

Finance

Capt. Joe Bisnov

Historian

Capt. Christopher Keenan

Professional Development

Maj. Heather Murphy

Public Affairs

Maj. Peter Milano

Safety

Capt. Joseph Tortora

Senior of the Year

Lt. Col. John deAndrade

Squadron of Merit

New Fairfield Cadet Squadron (CT-801)



CAP's Aerospace Education Program for Senior Members

Lieutenant Colonel Stephen Rocketto
Aerospace Education Officer/CT001

Better known as the Yeager Award, earning this ribbon should be a goal of every Civ-

il Air Patrol Senior Member. CAP has three congressionally mandated missions: Cadet Programs, Emergency Services, and Aerospace Education. Only Aerospace Education is a duty of every member of CAP. The Yeager Program, officially known as the Aerospace Education Program for Senior Members (AEPSM) is an excellent way to acquire a wide body of knowledge and it is one of the most interesting courses in the CAP catalog.

The study material is a text, *Aerospace: The Journey of Flight*, which is available in printed form and on-line. The material is similar to much of what the Cadets study in their six volumes titled *Aerospace Dimensions*. It contains 25 chapters which cover the history of air-power, principles of flight and navigation, the aerospace community, meteorology, rockets, and space. The writing is clear and understandable and is accompanied by illustrations.

Members who have struggled through other CAP courses (remember ECI-13?), say that the Yeager program is not only fun but provides useful information. Passing the course is easy. It is a 100 question, multiple choice, open book exam which can be taken on-line. The best way to study for it is to answer the questions at the end of each chapter. If this is done, success is guaranteed.

To find the material, sign in to eServices, click on "Aerospace Education" in the left hand column, then click on "AE Downloads and Resources" from the "Applications" menu. A panel will open which contains pictures of the covers of many of CAP's AE manuals. *Aerospace: the Journey of Flight* (Edition 3) is the third icon in the second row. It is downloadable.

Once you prepare for the test, go to eServices and click on "CAP On-Line Courses and Exams." The Yeager test is located in the left hand column. Click on this section and a new

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(Continued from page 14, CAP's Aerospace Education Program for Senior Members)

screen will open up. Two versions of the Yeager test are located at the bottom of the section labeled "Aerospace Education." Click on one of them and you will get a test with no time limits and a 70% required pass score.



The following senior members have earned their Yeager Ribbon this year:

- 399th Composite Squadron (CT-042): 2nd Lt. Brian Waldron.
- 186th Composite Squadron (CT-058): 1st Lt. Luis Arroyo, 1st Lt. Timothy Sawyer, 1st Lt. Hollis St. Germain, 2nd Lt. Christian Carter, 2nd Lt. Robert Wyant, and 2nd Lt. Charlene Ross-Testman.
- Royal Charter Squadron (CT-071): 1st. Lt. Kristina Kana, Major Leonard Kimball, and Senior Member Daniels Leone.
- Danielson Cadet Squadron (CT-074): Captain Everett Hadely.
- Thames River Squadron (CT-075): 1st. Lt. Emily Ray and SM Jeffrey Stone.

Only 49% of Connecticut Wing Senior Members have earned this award! It is not only a requirement for Level III Professional Development, but also a vital source of knowledge with which a CAP officer can fulfill duties in Aerospace Education. Last year 19 officers earned this award. This year the CTWG goal is 24 awards. At present, 13 seniors have qualified. Squadron Commanders and Aerospace Officers are asked to encourage completion of this useful and novel exercise.

Cadets, Senior Officers & Squadron Public Affairs Officers

Submit your news, photos and event listings for publication to
publicaffairs@ctwg.cap.gov

This is a great time to start listing upcoming activities to make sure members
 have plenty of planning time to attend your event or training.



**Deadline for the December
issue is November 23**



Aerospace History

Japanese Balloon Assault on U.S. Mainland

Lieutenant Colonel Stephen Rocketto, Aerospace Education Officer/CT001

The third of November marks the 66th anniversary of the start of a desperate effort by the Empire of Japan to attack the continental United States. Previously, Imperial forces had struck against U.S. facilities in North America. In 1942, here are two recorded cases of submarines shelling an oilfield in California and Fort Stevens in Oregon and a submarine launched seaplane dropped incendiary bombs on a forest in Oregon. Also in 1942, Japanese troops landed on Kiska and Attu in the Aleutian Islands, Territory of Alaska and occupied them for about a year.

But the most bizarre strike by Japan against the United States in World War II was the Fu-Go balloon campaign, arguably the first case of deployment of an intercontinental weapons system. Japanese researchers planned to take advantage of the jet stream winds which had first been tracked by a Japanese meteorologist, Oishi Wasaburo, in the 1920s. The jet stream is a high speed flow of air, west to east, found in the layer of the atmosphere known as the tropopause, between about 25,000 and 40,000 feet above sea level depending upon the season. Geographically, the flow occurs in the temperate and sub-polar regions.

Under the command of Maj. Gen. Sueyoshi Kusaba,'s Army Number Nine Research Laboratory, the weapon was perfected, constructed, and launched with the hope of setting forest fires and weakening the morale of the American people. Most of the balloons were made of a special paper, manufactured from mulberry bushes. They were about 30 feet in diameter and inflated with around 20,000 cubic feet of hydrogen. Rigging suspended an aluminum ring below the balloon and bombs, sand bag ballast, and a timing mechanism was attached to the ring.

In principal, the balloons, launched from the eastern shores of Honshu and drifting westward across the Pacific at about 100 mph, would reach North America in about three days.

(Continued on page 17)



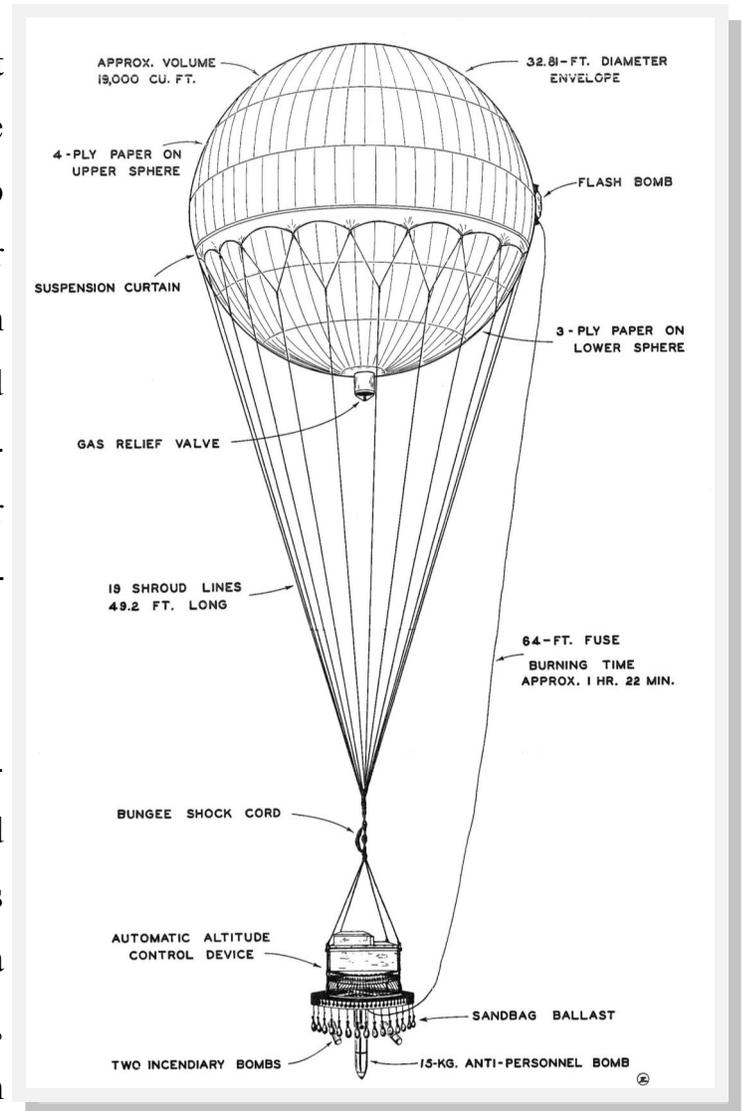
(Continued from page 16, Japanese Balloon Assault on U.S. Mainland)

Sunlight caused the balloons to rise at night as the gas expanded but to descend in the cool night air. A barometer was connected to a mechanism which either vented gas or dropped sand bag ballast in order to maintain an optimal altitude between 30,000 ft. and 39,000 ft. After three days or so, a period calculated from forecasts of the winds, the timer dropped the bombs and initiated a self-destruct mechanism on the balloon.

The balloon raids were highly unsuccessful. Most of the balloons were launched during the U.S. wet season so few forest fires were set. Six people were killed. In 1945, a Sunday school group, picnicking in Oregon, found one of the bombs on the ground which exploded, killing six children and the pregnant wife of the pastor. Ironically, one balloon caused a short power failure at Hanford,

Washington, the Manhattan Project plant producing plutonium for the atomic bomb dropped on Nagasaki. Production was halted for a short time. Over nine thousand balloons were launched and about 10% reached North America. They were found as far north as Alaska and as far south as Mexico. Some actually reached Michigan.

Once the U.S. military realized that balloons were being employed, countermeasures were authorized. Aircraft were alerted and one balloon was downed by a P-38. At first, the authorities did not believe that the balloons were being launched from Japan. They suspected off-



General arrangement of a Japanese paper bombing balloon.

Robert Mikesh, *Japan's World War II Balloon Bomb Attacks on North America* (Smithsonian Institution Scholarly Press, 1990)

(Continued on page 18)



(Continued from page 17, Japanese Balloon Assault on U.S. Mainland)

shore launches by submarines or onshore launches by saboteurs and fifth columnists. However, army intelligence analyzed the sand recovered from one of the ballast bags and determined from its chemical makeup, physical properties, and included organic matter that the source was certain beaches in Japan. The US military also kept a tight lid on information about the attacks so no publicity resulted. Consequently, the Japanese could gain no intelligence about their successes and failures and consequently, could not plan improvements in the system.

Fortunately, the Japanese did not consider the use of chemical or biological agents in their bombs. Their infamous Army Unit 731 had done serious research into the efficacy of weaponry utilizing anthrax, bubonic plague, smallpox, and cholera to name just a few. They carried out numerous experiments on human beings and deployed the weapons in China. The results of their use over the continental United States might have caused significant casualties.

Aerospace Current Events

Third x-37B Flight Ends

Lieutenant Colonel Stephen Rocketto, Aerospace Education Officer/CT001

The U.S. Air Force's unmanned space plane, the Boeing X-37B, returned to Vandenberg Air Force Base in California after a record 674 day orbital mission. Launched on December 11, 2012, this is the third flight for the vehicle and its total time in space, 1,367 days, exceeds the total time of all 135 NASA Space Shuttle missions by 33 days.



**X-37B touching down at
Vandenberg Air Force Base**

(Photo: Boeing)

Although most of the Space Shuttle flights were public, the X-37B's missions are cloaked in a blanket of secrecy. An Air Force publicity release states that a wide range of technologies are being tested but no specific information has been released.

Chaplain's Corner

CAP Chief of Chaplains, Ch. Colonel James Hughes

Ethics For Command



The primary mission of the CAP Chaplain Corps is to promote the role of CAP core values in all Civil Air Patrol activities through education, presence and advice. Let me share with you another principle that I found to be helpful as a wing commander -- Don't Be Insecure.

Insecurity is a disease that commanders cannot afford to have. It creates a suspicious approach to leadership that does not allow or encourage success among the commander's staff and subordinates. My mentor in ministry continually reminded me that my wall reveals what others think of me. On my wall are the diplomas, plaques, and awards that I have received. But if I want to know what I think of myself, I need to look at my associates. The caliber, skills and vision of those I chose, or hire, or recruit is very revealing. Do I surround myself with people who will never exceed my wisdom or accomplishments? Am I assuring that no one will ever be more successful than I am? Or do I support, enable and celebrate the success of others? I have served on the staff of a commander who had to receive all the credit, all the glory and all the attention. That was a very discouraging experience for everyone associated with the situation and led to ultimate removal of the commander.

The structure of CAP bestows numerous responsibilities on the commander. Because of these responsibilities, the commander can become a bottleneck to the functioning, growth and creativity can transform the atmosphere and effectiveness of all the members.

One final thought, insecurity is a choice. There will be continuous temptations to allow our choices to be influenced by our mistrust of the people around us. Being secure in yourself is not arrogance, but a balanced awareness of our own gifts and skills, and our own limitations.

Being a leader who is not insecure is one of the best ways to demonstrate the core value of "integrity."

Ethics for Command is the second in a series of articles by the National Chief of Chaplains, Colonel James Hughes. As well as his ministry in the Chaplain Corps, Chaplain Hughes Civil Air Patrol service includes a term as Georgia wing commander. Reprinted with permission from the Fall issue of The Transmitter, the CAP Chaplain Corps newsletter.

You and CAP with the Changing Seasons

Lieutenant Colonel Michael Heath, Emergency Services Officer/CT-001

It's getting darker earlier, as well as colder, and soon snow and ice will be with us. Traditionally we have fewer EPIRBS and ELT's in the winter, but with temperatures dropping we need to be even more prepared for cold missions. Safety must always come first.

In the dark a flashlight and a few spare batteries will no doubt come in handy, as well as gloves and a heavy jacket. This is all common sense, but a detailed review of your winter equipment is also in order.

You might also want to think about your family's preparedness. You live in the Northeast. If we have an ice storm the electricity usually goes out. Without this one commodity that we take for granted, the furnace stops, the electric stove quits, the family house gets dark, cold, and you are hungry. If this should happen Civil Air Patrol may be called upon, and you in turn, to help getting people to warm shelters and hospitals. But will you leave your family cold and hungry to help others?

If you came to CAP to help others, and invested many hours in training, you might want to complete your preparation at home with food, water, a small suitcase-size generator and possibly a wood stove should you have a fireplace.

I don't think anyone will disagree we can't leave our families in the dark, cold and hungry to help others. Now is the time to get our homes prepared.



Fall Back November 2, 2014

Daylight Saving Time ends on the first Sunday of November

On Sunday, November 2, move your clocks back one hour from 2 a.m. DST time to 1 a.m. standard time.



Connecticut Wings

Captain Johnny Burke, Standards & Eval Officer/CT001

CAP IFR Take-Off Minimums

I considered writing about WMIRS 2.0 this month, but WMIRS 2.0 is changing so quickly, the information would be out of date before the article could be published. So, I decided to write about something which we have more control over, Civil Air Patrol Instrument Flight Rules (IFR) take-off minimums. Hint: there are none.

Most of you probably remember that until recently, CAPR 60-1 required us to have at least IFR landing minimums before we could take-off IFR in CAP aircraft. That seemed like a sensible requirement, since we are flying single engine aircraft and might need to return to our departure airport very quickly. Sensible or not, that requirement has been removed from CAPR 60-1.

We operate under FAR part 91, and there are no IFR take-off minimums required under FAR part 91. I've never understood why commercial operators, who train for low visibility take-offs, do have IFR take-off minimums; while private pilots, who generally do not train for low visibility take-offs, don't have IFR take-off minimums.

As the old saying goes, "Rocks don't care which part of the FARs you are operating under." Apparently snowplows don't care either. Recently, the CEO of giant French oil company TOTAL, was killed in his Falcon 50 departing a Moscow airport. It was night, snow was falling, and visibility was little more than a thousand feet. The Falcon 50 hit a snowplow shortly after lift-off. The snowplow had mistakenly wandered onto the runway in the poor visibility. The crew requested a return to the airport, but the badly damaged landing gear collapsed on touchdown, and the aircraft was consumed in fire. All three crewmembers and the only passenger onboard were lost.

Even at Cessna speeds, a thousand feet visibility (less than ¼ mile) will not give you much time to react to an unexpected obstruction on the runway.

Everyone has to set their own "personal minimums," and personal minimums can be adjusted, up or down, depending on the conditions. Having said that, I'd like to recommend you keep IFR landing minimums as your personal minimum for an IFR take-off. Your family will be grateful and your passenger's families will be grateful.



Connecticut Wings

Captain Johnny Burke
Standards & Eval Officer/CT001

DOV Tip of the Month

Employ the IMSAFE check list before every flight:

- ♦ **Illness** - Do I have any symptoms?
- ♦ **Medication** - Have I been taking prescription or over the counter drugs?
- ♦ **Stress** - Am I under any psychological pressure in any part of my life?
- ♦ **Alcohol** - Have I been drinking within 8 hours? Within 24 hours?
- ♦ **Fatigue** - Am I tired or not adequately rested?
- ♦ **Emotion** - Am I emotionally upset?

The IMSAFE checklist should be a part of your effort to maintain continuous medical fitness, meaning that you continue to meet the standards in Title 14 Code of Federal Regulations (14 CFR) part 67 at all times. *—FAA Safety Briefing, Oct 14.*

Read back issues of
Connecticut Wing News



- [LEADING EDGE MAGAZINE](#) -

Wing Wide Pilot Meeting

There will be a Wing Wide Pilot Meeting (combination o-flight day) at Meriden Airport (MMK) on Saturday, November 8, 2014.

The plan is to conduct o-flights from 0900 to 1300, pilot meeting (lunch provided) from 1300 to 1500, then fly home.

The meeting agenda will include Colonel Ken Chapman speaking to the pilots about implementation of FY15 flying, as well as future flying plans and possibilities for Connecticut Wing. Time permitting, we may also address WMIRS 2.0 and form 104 issues.

If you can fly a CTWG plane in, please do so. Plan to arrive in time to start conducting o-flights at 0900. The cadets who need o-flights and ground staff to handle the o-flight WMIRS entries will be there.

If you can fly in and do o-flights, or if you will be driving in, please let me (stonyburke@hotmail.com) or Major Roger Malagutti (RMalagutti@aol.com) know so we can plan lunch.

Hot Aircraft Operations News!

Captain Johnny Burke, Standards & Eval Officer/CT001

Pilot Proficiency Flight Profiles Updated!

Pilot Proficiency Flight Profiles have been updated to include a Takeoff & Landing Proficiency Flight Profile. The updated Air Force Approved Proficiency Flight Profiles can be found on the [CAP Pilots Web page](#) or [click here](#) to go directly to the Pilot Proficiency Flight Profiles web page. *DOV Staff / 22 Oct. 14.*

Following is the new Profile #10. Notice it can be flown by Orientation Pilots, TMPs and SAR/DR Mission Pilots. Also note the requirement to summarize training activity in the 104 results/deliverable section.

Takeoff and Landing Proficiency Flight Mission Profile

The following is an approved profile for takeoff and landing proficiency flight training for mission pilots and should include a mission observer and scanner as appropriate. This profile may be used to update pilot's currency requirements in order to maintain readiness to perform flight duties of a mission pilot. No instructor is required for this proficiency profile. This proficiency profile provides a flexible way for CAP mission pilots to accomplish takeoff and landing currency-related flight items and will be accomplished locally or within 50 NM of the aircraft's departure airfield. Mission pilots may fly this training profile with or without an instructor as often as needed as a non-reimbursable B-12 mission.

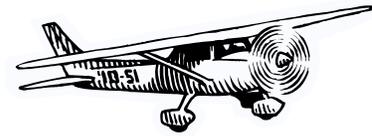
For missions reimbursable with AF training funds, the following additional rules apply: This profile will be flown by SAR, DR, Transportation, or Orientation Ride mission pilots desiring to update or maintain currency items in order to maintain readiness to perform flight duties of a mission pilot. Pilots will document a summary of syllabus training activity accomplished on the sortie 104 in the results/deliverables section. Sortie duration should not exceed 1.8 hours. This proficiency flight is an Air Force Assigned Mission authorized by the LR and is released by a flight release officer using mission symbol A-12. Requests for this training pro-

(Continued on page 24)



(Continued from page 23, Takeoff and Landing Proficiency Flight Mission Profile)

file will be made through WMIRS.



Planning & Pre-flight Activities

- Review procedures for planned flight activities as required.
- Brief crew member mission responsibilities as appropriate. Review ground and in-flight emergency procedures, taxi, takeoff, and in-flight procedures with each crew member.
- Prepare and file a flight plan if necessary.
- Review POH checklists and amplified procedures for takeoffs to include short field, soft field, and crosswind control procedures.
- Review POH checklists and amplified procedures for landings to include short field, soft field, balked landing, and crosswind control procedures.
- Conduct an aircraft pre-flight inspection as a crew to include tire inspection.

Takeoffs and Landings (recommended profile, perform as many as conditions/time allow)

- Perform a normal takeoff and partial flap landing to analyze crosswinds.
- Perform a normal landing using full flaps.
- Perform a short field takeoff and landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the FAA Practical Test Standards (PTS).
- Perform a soft field takeoff and landing to a full stop using the procedures recommended in the AFM/POH.
- Perform no-flap landing to a full stop.

FLY SAFE

Post-flight

- Shut-down, Refuel, and Tie-down/Hangar as appropriate.
- Close the flight plan if necessary.
- Conduct an aircraft post-flight inspection as a crew to include tire inspection.
- Debrief the sortie with the crew.

Check the CAP Pilots page frequently for the latest “[Hot News](#)”



CITGO, CAP partner to celebrate Congressional Gold Medal

Steve Cox, Public Affairs Manager, National Headquarters

MAXWELL AIR FORCE BASE, Ala., Oct. 21, 2014 – CITGO Petroleum Corp. has partnered with Civil Air Patrol to honor CAP members for their service during World War II.

As a premier sponsor of CAP's Congressional Gold Medal presentation, CITGO is sponsoring the purchase of replica Congressional Gold Medals to be awarded to CAP World War II veterans who will travel to Washington, D.C., for the medal presentation, as well as the celebratory reception/dinner. Those who are unable to travel to Washington will be presented a replica medal by CAP in their hometowns.

The CAP Congressional Gold Medal bill – Senate 309 – was signed into law on May 30 by President Barack Obama; the medal is expected to be presented to CAP sometime between December and April.

Congress awarded the Congressional Gold Medal to CAP in recognition of its founding members' role in warding off deadly German U-boat attacks on vital merchant shipping off the East and Gulf coasts – especially oil tankers – during World War II. Prior to CAP's coastal patrols, CITGO, then known as Cities Service Co., lost five tankers to enemy attack, with a cost of 73 lives and 260,003 barrels of various types of oil.

CAP escorted thousands of convoys and ships as well as tankers belonging to companies that ultimately became part of seven present-day oil companies – CITGO, BP, Chevron, Exxon, Sinclair, Sunoco, and Tesoro. CAP's efforts helped push the submarine threat well away from coastal shipping lanes at a critical time for the nation when the military did not have enough resources.

Col. Frank Blazich, CAP's chief historian, notes that one of the members of the Petroleum Industry War Council – the body that advocated and supported using CAP for coastal patrol service – was W. Alton Jones, president of Cities Service Co. during the war. “On March 4, 1942, the committee approved forming the Temporary Committee on the Protection of Tankers which in turn that same day recommended using CAP aircraft for patrol duty off the East Coast. Thus, the experiment for coastal patrol bases and flights was born,” said Blazich.

“CITGO has a unique connection to CAP's history,” said Rafael Gómez, vice president of government and public affairs with CITGO. “CAP's World War II members performed missions that were not only vital to the war effort but also vital to CITGO, which was Cities Service at that time.”

“Our connection to CAP goes beyond the foundation laid during World War II,” he added. “Civil Air Patrol's Louisiana Wing and the local Lake Charles Composite Squadron have served CITGO and the petrochemical industry as a longstanding air support provider. Since both organizations emphasize community service, I am certain our relationship will continue as

(Continued on page 26)



(Continued from page 25, CITGO, CAP partner to celebrate Congressional Gold Medal)

we work together for the good of the community.”

On Oct. 16, CAP participated in CITGO’s 70th anniversary celebration at the company’s Lake Charles Manufacturing Complex in Sulphur, Louisiana. In addition to celebrating the accomplishments of its operations, the event honored CITGO retirees who served during World War II. Vintage CAP memorabilia was on display, including items associated with Coastal Patrol Base 9 at Grand Isle, Louisiana.

“CAP aircraft are a part of CITGO’s emergency action plan that enables CITGO emergency managers to view aerial imagery from Civil Air Patrol aircraft,” said CAP National Commander Maj. Gen. Joe Vazquez. “Following Hurricane Rita, CAP aircraft flew numerous disaster assessment sorties over the CITGO refinery, which were provided to the Air Force and state and local emergency officials. CITGO also did its part in providing assets to fuel Southwest Louisiana’s recovery following Hurricane Rita.”

CAP’s highest-profile activity during World War II was its coastal patrols. Eventually, CAP established 21 coastal patrol bases that extended from Maine to the Texas-Mexico border. Coastal Patrol Base 9 at Grand Isle was activated on June 25, 1942.

All told, the coastal patrols flew 24 million miles to safeguard oil tankers and other merchant traffic from German U-boat attacks. For 18 months, from March 1942 to August 1943, CAP members flew over the waters of the Atlantic and Gulf of Mexico for that purpose, reporting 173 sightings of suspected submarines and occasionally attacking suspected submarines with small demolition bombs.

CAP’s more than 200,000 founding members were volunteers, a legacy of service that continues to this day. CAP’s World War II members flew their own airplanes at their own expense and at great peril, with little or no safety measures to fall back on. A total of 65 CAP members died in service to the nation, and though this rich history of service is well-documented, those who stepped up to protect the home front were never recognized ... until now. Fewer than 120 of these men and women are still alive.

From Louisiana, the families of the late Trent Lane of Baker and the late Emma Moss of New Orleans will receive a replica Congressional Gold Medal in honor of their loved ones’ CAP World War II service.

Visit www.capgoldmedal.com for more information about CAP’s Congressional Gold Medal or to register a CAP World War II veteran for the award.

Please note that Civil Air Patrol National Commander Maj. Gen. Joe Vazquez has launched his first monthly update for CAP members. “National Commander’s Update” can be accessed by going to capmembers.com and clicking on those three words in the menu bar in the lower left-hand corner of the homepage.

Or simply go to http://www.capmembers.com/national_commanders_update/.





Important Facts

- Dates: 10 -11 January 2015
- Cost: **FREE**
- Location: Meriden Airport, 213 Evansville Ave. Meriden, CT 06451
- Required for completion of Level II of the CAP SM Professional Development Program.
- Every Senior Member needs an SLS and CLC to advance in the CAP senior member program.
- Classes taught by experienced CAP officers, command and staff.

Contact

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Welcome to the Winter 2015 Squadron Leadership School

Purpose of the School

Squadron Leadership School (SLS) provides Civil Air Patrol's adult members with a basic understanding of CAP operations at the squadron level and how those operations affect CAP's national missions. Additionally, members learn more about CAP customs, core values and communications. Case studies, discussion and group assignments are integral facets of the SLS program. Squadron Leadership Schools are administered at group or wing level and last from 12 to 16 class room hours. Students completing SLS are awarded a certificate of completion and this training is noted on their permanent record.

SLS is open to all seniors in CTWG and Northeast Region

What courses are being taught?

- Officership & The Public Trust
- Introduction to Professional Development
- Squadron Staff Officer
- Squadrons: The Heart of CAP
- Introduction to Leadership
- The Staff Officer as a Communicator
- Creative Thinking and Problem Solving
- Best Practices
- Learn How to Become a Good Squadron Officer

Requirements

- Be a CAP Senior Member in good standing
- Completion of Level 1
- Be motivated!
- Completed and signed CAPF17 mailed to CTWG HQ
- UOD: AF Blues or corporate.
- Registration cut off date: 1 Jan 2014

Morning coffee and donuts will be provided, lunch is on your own.

- Register on the Connecticut Wing Professional Development Webpage -

<http://ctwg.cap.gov/professional-development.html>



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Submission Guidelines



Send submissions in Microsoft Word format or in the body of your email:

publicaffairs@ctwg.cap.gov

Edit copy according to Associated Press Style.

Photos should be sent as attachments in JPG format and must meet uniform compliance.

Identify all persons in photo's and include credits.

Deadline for the December 2014 issue is 23 November

Civil Air Patrol, the official auxiliary of the U.S. Air Force, is a nonprofit organization with 60,000 members nationwide, operating a fleet of 550 aircraft. CAP, in its Air Force auxiliary role, performs about 85 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center and is credited by the AFRCC with saving an average of 70 lives annually. Its unpaid professionals also perform homeland security, disaster relief and drug interdiction missions at the request of federal, state and local agencies. The members play a leading role in aerospace education and serve as mentors to more than 25,000 young people currently participating in the CAP cadet programs. Performing missions for America for over 70 years, CAP will receive the Congressional Gold Medal in 2015 in honor of the heroic efforts of its World War II veterans. CAP also participates in Wreaths Across America, an initiative to remember, honor and teach about the sacrifices of U.S. military veterans.

Visit

www.gocivilairpatrol.com www.capvolunteernow.com www.capgoldmedal.com

