



NEW YORK WING

# SOUTH EASTERN GROUP

## *PROPS & FOGGLES*

*SEMPER VIGILANS*

NOVEMBER/DECEMBER 2008

### **Giving Thanks**

By Chaplain, Maj Christopher L. Smith  
South Eastern Group Chaplain

Thanksgiving is just around the corner. This is a time for us to take stock of all the things we are thankful for. Many families have a tradition of going around the table and naming something they are thankful for before they eat a feast on a crisp Thursday in November.

As we prepare for Thanksgiving, think about the things for which you want to give thanks. For many of you, this list will include family, friends and things that have occurred during the year. I would encourage you to also think about those things that do not come to mind right away when you give thanks: gifts that you have not used for a while, the small things that bring a smile to your face, or people who have had a positive influence on your life. By the time you read this, the wing commander should have appointed a group commander – take time to be thankful for those who command your unit and those that have historically led this group (on a permanent or interim basis).

How do we give thanks? Acknowledging our appreciation verbally is important. However, if you want to live out our values of respect and excellence, you might think about taking it to another level. Consider making sure the other person knows you appreciate them or what they did. Consider allowing your thanks to overflow as you emulate what you are thankful for to others.

So, in this season, give thanks.



### **Women in Civil Air Patrol**

By 2d Lt Rocky Cipriano  
Public Affairs Officer NY-219

Both locally and on the national level, women are rising to senior leadership positions and breaking through the proverbial glass ceiling in the Civil Air Patrol (CAP) – the official auxiliary of the United States Air Force.

Capt (Dr.) Jill T. Silverman recently took command of the Westchester Hudson Composite Squadron based at Westchester County Airport in White Plains, NY. Besides serving as Squadron Commander, Capt Silverman is a pilot and has served in numerous Civil Air Patrol missions in a variety of crew and mission base assignments. Capt Silverman is a clinical health psychologist with a private practice in Greenwich, CT and is on the medical staff of Greenwich Hospital. She treats adolescents and adults and has a particular interest in trauma and disaster mental health.

“I originally joined Civil Air Patrol as it allowed me to combine my love of flying with my interest in giving back to my community,” said Capt Silverman. “I quickly came to appreciate the important role Civil Air Patrol plays in the safety of our community, both in the air and on the ground, as well as providing an

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organization in which teenagers can learn about aerospace and pursue their own flying ambitions through our Cadet program.”



Capt (Dr.) Jill T. Silverman

When asked what it felt like to command a squadron comprised primarily of men, Capt Silverman replied, “The squadron has been really supportive of me from the day I first joined. It has felt to me that it hasn’t mattered whether one was a man or woman, what has been important is getting the job done, safely and efficiently. We are a team with great respect for one another and a great tradition to uphold.”

Capt Silverman represents a major shift that is taking place in Civil Air Patrol, as well as the branches of the military; that of women attaining more senior leadership positions. Just last month, Major General Amy S. Courter, became the first woman to become Civil Air Patrol’s National Commander, the highest-ranking leadership position within the organization.

## North Castle Composite Squadron Visits American Airpower Museum

By Senior Member Madeleine Cohen  
Public Affairs Officer NY-238

North Castle Composite Squadron took seven cadets and three officers on a field trip to the American Airpower Museum in Farmingdale, NY on 27 September. Funded by a 2008 Civil Air Patrol Aerospace Education Foundation Grant, the excursion was a great success, illuminating the role of air power in WWII and subsequent conflicts in American military history. The group was greeted by *Günter*, their flight-suited tour guide, who shared detailed stories from his own history. Growing up as a child in Germany during the Second World War, Günter detailed how his community was often bombed and what citizens did during those raids.

North Castle members sat in a replica WWII ready room, complete with wallboards, curtains, hanging lights, a potbelly stove, and wooden benches. Cadets and officers were treated as American flight officers and went through an actual mission briefing (at the time, enlisted personnel received a separate, more general briefing). During the session, an elderly gentleman entered the room, sitting with Civil Air Patrol members. He turned out to be a B-17 pilot who showed members his binder with pictures and a list of thirty-three wartime missions.

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Capt Silverman plans a search and rescue exercise with fellow Civil Air Patrol officers: L to R Andres Bermudez, Mitchell Kaplan, and Ken Haehnel (background).  
(Photo: 2d Lt Rocky Cipriano)

### CADET CORNER

#### Promoted to Cadet Airman First Class:

Brendon Bonsignore, NY-249

Harris Henshaw, NY-249

#### Promoted to First Lieutenant:

Austin Rivera, NY-249

#### Wright Brothers Award:

C/CSSgt Nicholas Miraglia, NY-249

**CONGRATULATIONS!**



## Taking Pictures from Small Planes

By Diane Miller  
Freelance Photographer

*Airplanes provide some unique photo opportunities. You can get some wonderful shots from the air, and at air shows and airports (with permission) you can shoot airplanes on the ground and in flight. As with any type of photography, there are ways to maximize your chances of success. Each day this week I'll look at a different aspect of this subject.*

Yesterday I talked about shooting from airliners. Today we'll look at shooting from smaller planes such as a floatplane charter to a fishing lake in Alaska or the helicopter ride to the top of an awesome powder ski run, or just going out for a "hundred dollar hamburger" with a pilot friend.

All the things I discussed yesterday still apply, but here you can ask the pilot about the scenery and the direction of the sun. You might even be able to negotiate a slight course change to get a shot, but this should be discussed as far ahead as possible.

Vibration can be a bigger factor in a small plane than in an airliner. Don't let the camera or even your arm touch anything. If there is a lot of vibration I go so far as to pick my feet up off the floor just before I shoot. Besides, it's good for the abs. Image stabilization is a must.

Air turbulence can be more of a factor in smaller planes than in airliners. There is a documented phenomenon in which pressing the shutter causes you to hit a bump. It is uncanny. If the air is rough shoot in burst mode or shoot several in rapid succession. One may be better than the others. And hang onto your camera. I had a heavy SLR in my lap one day (holding it, I thought) when we hit a huge bump and it flew up and hit me in the chin, hard. I saw stars for quite a while.

And keep your seat belt fastened, tight. A plane can hit turbulence without warning. FAA regulations are not something to mess with, and no picture is worth a broken neck.

If you can afford the light loss, a polarizer will help cut through the ever-present haze. It can also quench reflections on the windows, but unfortunately it does these two things at opposite rotations. (The windows on most light planes won't cause the color patterns that you can get from an airliner window.) But I have quit using a polarizer except for reducing reflections. With Photoshop you can replicate many of the effects of a polarizer other than quenching reflections, and the results continue to amaze me. I'll be writing a tutorial on that early next year.



Keep the shutter speed as high as practical. And be ready. The scenery moves much faster in a small plane than in an airliner. When you see something that looks good, don't stop to think about it. Shoot first and ask questions later.

*Diane Miller is a widely exhibited freelance photographer who lives north of San Francisco, in the Wine Country, and specializes in fine-art nature photography. Her work, which can be found on her web site, <http://www.DianeDMiller.com>, has been published and exhibited throughout the Pacific Northwest. Many of her images are represented for stock by Monsoon Images and Photolibrary. She is also an accomplished Pilot.*

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This article is Part III: Day 47 of the Adorama series "100 Photographic Tips in 100 Days" and is run with permission.

For more tips go to  
<http://www.adorama.com>

## Heads Up! November/December 2008

By 1st Lt Bob Kelly  
SEG Aerospace Education Officer

As the month of November progresses, take a glance at the sky in the evening after sunset. Bright Jupiter will slowly move lower in the western sky each night. Even brighter Venus will be getting a little higher in the sky each evening until the two brightest planets start hanging out together in late November. Around 1 December, the moon will join Jupiter and Venus in the southwestern sky in a tight triangle. It will be hard to miss.

Venus will continue to move further up into the sky and be a beacon shining after sunset through the beginning of 2009.

As Jupiter gets lower in the evening sky in late December, Mercury will pop up and hang with Jupiter low in the southwest from 27 December through 5 January. If you missed Mercury's recent appearance in the morning sky, bright Jupiter will draw everyone's attention to tiny Mercury. The moon swings by the scene 28 and 29 December.

Saturn will be in the morning sky. A telescope will show the planet looking like a ball on a stick, since the rings are almost edge-on from now through 2009. A moderate telescope will show its large moon Titan as a dot near Saturn.

With the sun low in the sky, the moon takes the opposite tack and spends much of the time from the winter solstice on-

ward high in the sky. Even with binoculars, we can see more detail on the moon than we can with the most powerful telescope on any other feature in the universe. Try a telescope and spend some minutes scanning the craters and mountains along the terminator and discover a new world on your own.



**The moon's surface shows striking contrasts of light & dark.**  
(Photo: Lunar & Planetary Institute)

## Aerospace Events

By 1st Lt Bob Kelly  
SEG Aerospace Education Officer

### International Space Station Sighting (ISS) Times

- 1-12 November; morning sky.
- 18 Nov-10 December; evening sky.
- 16 Dec-8 January; morning sky.

This pattern may change if the STS-126 shuttle flight, scheduled to be launched no sooner than 14 November, provides a boost to keep the ISS into a sufficiently high orbit.

For more information go to Heavens-Above at <http://www.heavens-above.com/>



**Space Shuttle Endeavour docked to the Pressurized Mating Adapter on the International Space Station.**  
(Photo: NASA)

### Upcoming Space Shuttle Launches

- STS-126, *Endeavour*; 14 November—delivery of a multi-purpose logistics module to the International Space Station. This is the 27th shuttle mission to the ISS.

### Winter Solstice

Winter begins when the sun shines at its southernmost location in the sky on 21 December at 12:04 GMT (0704 EST) marking the solstice and beginning its "trip" back to the northern hemisphere. In ancient days, this time was celebrated a few days after the solstice when it was apparent that the days were slowly starting to get longer and summer would actually return.

## New Format for Terminal Forecasts

By 1st Lt Bob Kelly  
SEG Aerospace Education Officer

There are two important changes starting 5 November 2008 to terminal forecasts (TAFs) you need to know about.

- One: The times on the forecast will include the day of the month.
- Two: Some airports with lots of international traffic will issue a forecast out to 30 hours. Locally, this includes JFK and BDL. Other airports will still have a forecast for 24 hours.

TAFs, Terminal Aerodrome Forecasts or Terminal Area Forecasts, are local forecasts, produced by human forecasters, for weather conditions in the area surrounding airports. This coded message provides the forecast out 24 hours and 30 hours at some international airports. TAFs are developed with the concerns of the aviation pilot in mind, but have other uses. Often, TAFs are more precise as to the forecaster's thinking as to time of precipitation, wind shifts or advection of clouds than the public forecast. It can be changed more rapidly as conditions or forecast information changes. This precision can be useful for Civil Air Patrol members during search and rescue missions or for planning activities. Of course, one needs an airport nearby to have access to a TAF.

Many small airports don't have TAFs for their specific location. For ground forecasts of these areas the National Weather Service issues Aviation Area Forecasts, designated FA. The FA is a forecast for areas, often divided by state, which is less convenient than at TAF because of the wide area they have to cover in a tightly coded message. Following is an example of a 30 hour TAF, taken from the NWS web site:

TAF KABC 152335Z 1600/1706 13018KT P6SM  
BKN020  
TEMPO 1608/1612 17025G45KT 1SM TSRA  
SCT010CB BKN020  
FM170100 15015KT P6SM BKN020

Translation: TAF for Anywhere ST issued on the 15th of the month at 2335 UTC valid from the 16<sup>th</sup> 0000 UTC to the 17<sup>th</sup> 0600 UTC; surface wind direction 130 degrees; wind speed 18 knots; visibility

greater than 6 statute miles, sky condition broken at 2000 feet. Temporarily between 0800 UTC on the 16<sup>th</sup> and 1200 UTC on the 16<sup>th</sup>...surface wind direction 170 degrees; wind speed 25 knots gusting to 45 knots; visibility 1mile in a thunderstorm with moderate rain, scattered cumulonimbus clouds at 1000 feet and broken clouds at 2000 feet. From 0100 UTC on the 17<sup>th</sup>...the surface wind direction 150 degrees; wind speed 15 knots; visibility greater than 6 statute miles; and broken clouds at 2000 feet.

Airports with a 24 hour TAF will use the same format as the 30 hour forecasts. I think it would be great to have 30 hour TAFs at more locations, especially since the weather at JFK is very different from other sites in our area, due to its location on the south shore of Long Island. However, extended aviation forecasts are provided in the local forecast offices' weather discussions found on their public weather forecast pages and as seen here for the New York City Forecast Office <http://www.erh.noaa.gov.okx/aviation.shtml>

For more information about TAF changes see <http://aviationweather.gov/notice/taf30.php>

TAFs are plotted and translated at: <http://adds.aviationweather.gov/tafs/>

The web site for public FAs <http://aviationweather.gov/products/fa/>

### South Eastern Group staff

Commander	Capt Michael Heath
Deputy Commander	
Chaplain/DDR	Maj Christopher Smith
Aerospace Education	1st Lt Bob Kelly
Communications	1st Lt Peter Gottlieb
Emergency Services	1st Lt Steven Dewey
Finance	1st Lt Eric Morrow
Inspector General	Capt Eric Steinberg
Logistics/Transport	1st Lt Jan Desiato
Operations	Capt Michael Heath
Personnel/Recruiting	1st Lt Sharon Brana
Professional Development	Lt Col William Bernfeld
Public Affairs/Newsletter	Capt Peter Milano
Safety	1st Lt Peter Gray
Standardization/Evaluation	Maj Howard Kravitz

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The tour proceeded to a dressing room where cadets tried on lead flak jackets weighing up to forty pounds, and saw crew gear, including electric heated underwear, oxygen masks, helmets, gloves, parachutes, etc. Temperatures inside the aircraft could get as low as 60F degrees below zero! The group also toured the original control tower for the local airfield and found it quite amazing how little equipment the flight controllers had to work with in the mid-20th century.



Capt Richard Johns, Capt Edward Miraglia, C/1st Lt Austin Rivera, C/AB McKenna Fay, C/A1C Jack O'Brien and C/A1C Brendan Bonsignore, C/SSgt Nicholas Miraglia, C/Amn James Fulgenzi, C/AB Jonathan Reyes, Lt Col Johnnie Pantanelli, NY238/CC, Günter.

(Photo: SM Madeleine Cohen)

The Air Power Museum contains many hands-on exhibits, and lots of opportunities to get close up to historical planes and jets. Cadets were able to ask questions of the tour guide and museum staff, and the facility also offers a terrific aviation related gift shop. The projected two hour visit turned out to be a stimulating four hours, and NCCS's Aerospace Education Officer, Capt Edward Miraglia highly recommends this museum to other CAP squadrons.

Visit the American Airpower Museum online

<http://www.americanairpowermuseum.com/>



## NORTH CASTLE COMPOSITE SQUADRON AWARD CEREMONY



Please join our special guests, South Eastern Group and squadron members in celebrating cadet leadership, awards and promotions, including the Eaker Award to C/Maj Natasha Cohen

### *Honored guest:*

Michael J. Meese, PhD, Colonel, US Army Professor and Head, Dept. of Social Sciences, USMA and the Combating Terrorism Center at West Point.

**Wednesday Evening, 26 November 2008**

**7:30 – 9:00 pm**

**American Legion Hall**

**35 Bedford Rd.,**

**Armonk NY**

**RSVP to [pao@ny238.com](mailto:pao@ny238.com)**

**Visitors, Friends and Family are most welcome!**

**Refreshments will be served.**

**CAP members, please wear blue uniforms.**

For directions and information, visit our website at

[www.ny238.com](http://www.ny238.com)

Parking and entrance are in the rear of the building.

If you would like to add any awards or promotions to the proceedings let us know in advance.

**COLUMBUS DAY PARADE**  
**White Plains, NY**  
**5 October 2008**



**North Castle Composite Color Guard.**  
(Photo: SM Madeleine Cohen)



**Lt Col Johnnie Pantanelli, Commander NY-238**  
(Photo: SM Madeleine Cohen)

**FLIGHT DECK**

**New Form 5 Pilot:**

SM Christina Nikolov, NY-219

**CONGRATULATIONS!**

**Letter to the Editor**

31 Oct 08

I was surfing the internet looking to see who is doing what while I'm overseas and have time on my hands. I see South Eastern Group has once again pulled a rabbit out of the hat. SLS with 30 plus attendees and a new player in your group, Col Zigg, a true feather in your flight caps! With a last minute change in leadership and also command, yet a rabbit to boot! Can't wait to again get reacquainted, and meet the new players.

After the elections are over, will watch and see what happens with SEG command.

Again all the best  
Col D. P. Blinchinski



**NCCS Color Guard in front of reviewing stand.**  
(Photo: SM Madeleine Cohen)

## CAP Announces New National Officers

By Julie DeBardelaben

National Deputy Director, Public Affairs

MAXWELL AIR FORCE BASE, Ala. – Three new national officers, appointed by Maj. Gen. Amy S. Courter, were confirmed by vote of the National Board on 28 September 2008.

The following were selected:

- Chief of staff: Col. Russell E. Chazell of Salina, Utah;
- Contoller: Col. William S. Charles II of South Lyon, Michigan; and
- Chief of Chaplain Service: Lt. Col. Whitson B. Woodard of Rocklin, California;

Chazell, as national chief of staff, will direct and oversee the organization's national staff and advisors. He has been a CAP member since joining as a cadet in 1978. He has served in various command and staff positions during his Civil Air Patrol career, most recently as the Rocky Mountain Region commander, leading more than 3,100 CAP officers and cadets in 100 units located throughout Colorado, Idaho, Montana, Utah and Wyoming in their performance of CAP's primary missions of emergency services, cadet programs and aerospace education. He is also a qualified CAP pilot and mission observer. He received his Juris Doctor degree at Thomas M. Cooley Law School in Lansing, Michigan, and is a master's degree candidate in nuclear engineering at the University of Utah, Salt Lake City.

Charles, as national controller, will assist the commander in managing the organization's financial and property assets. He has served in CAP for more than 30 years, taking on a variety of leadership roles, including Great Lakes Region commander from 1999 to 2003 and national inspector general from 2003 to 2006. Most recently, he served as the national equal opportunity officer responsible for compliance issues concerning Civil Air Patrol, Air Force and Department of Defense regulations and policies related to nondiscrimination. Before joining CAP, he served with distinction during the Vietnam War as a member of the U.S. Air Force, earning the Air Force Commendation Medal. After 19 years of service as a police officer, Charles retired from the Novi, Michigan, police department in 1993.

Woodard, as chief of CAP's Chaplain Service, will guide and support the efforts of CAP's 900 chaplain service personnel nationwide. He joined Civil Air Patrol as a Florida Wing cadet in 1954 before active duty service in the U.S. Air Force. He was appointed to CAP's Chaplain Service in 1967, and he served in a variety of capacities before his most recent assignment as Pacific Region chaplain. He has more than 12 years' experience as a law enforcement chaplain, senior chaplain, training officer and administrator. He earned the prestigious Master Chaplain diploma from the International Conference of Police Chaplains. As the California Wing liaison officer for assistance to active duty chaplains at Travis AFB for several years, he earned praise from the Air Force for his participation in Operation Enduring Freedom. Woodard served as chaplain to an Army Reserve unit when its assigned chaplain was deployed to Germany and provided chaplain services for the Army Signal Corps High Tech Training Facility in Sacramento, California.

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## Commander's Notes

By Capt Michael Heath

SEG Interim Commander

New York Wing is now within a few days of deciding who will lead South Eastern Group and be our next commander. Whatever the outcome, I want to say *thank you* to all that helped make my time as interim commander a pleasant experience.

In the past few weeks SEG has been exceptionally busy. We have, with excellent staff (Lt Col Bernfeld), completed a Squadron Leadership School. Several members completed ICS-300 and AFRCC courses. Local units held ROA class as well as other training. A Mission Aircrew School is scheduled and CAC seems to be in good form under the new leadership of Chaplain Maj Smith.

So, as we wait for Wing's decision, let's continue making South Eastern Group the best group in NYW. Thank you for volunteering and spending your valuable time with Civil Air Patrol.

Visit the new CAP Web Site for members

<http://members.gocivilairpatrol.com>

### NOVEMBER/DECEMBER 2008 CALENDAR

11/6	SEG Group Meeting	SEG HQ	7:30 p.m. - 10:00 p.m.
11/8 & 11/9	Mission Aircrew School	SEG HQ	7:30 a.m. - 5:00 p.m.
11/9	CAC Meeting	SEG HQ	3:00 p.m. - 5:00 p.m.
11/26	Award Ceremony	North Castle	7:30 p.m. - 9:00 p.m.
12/4	SEG Group Meeting	SEG HQ	7:30 p.m. - 10:00 p.m.
12/13	SEG Dining Out	Joint News	7:30 p.m. - 11:00p.m.
12/14	CAC Meeting	SEG HQ	3:00 p.m. - 5:00 p.m.

### South Eastern Group Contact Information

Website: [www.nywg.cap.gov/seg/](http://www.nywg.cap.gov/seg/)

Phone: (914) 428-8426 E-mail: [pao@capseg.org](mailto:pao@capseg.org)

### Submission Guidelines

Send submissions via email to [pao@capseg.org](mailto:pao@capseg.org) in MS Word format (limit to approximately 250 words).

Photos should be sent as attachments, in JPG or TIF format.

Include photo credits, cutline information, and an electronic copy of the associated story.

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**Deadline for the January-February issue is 5 January 2009**

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Civil Air Patrol  
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*Civil Air Patrol, the official auxiliary of the U.S. Air Force, is a nonprofit organization with more than 56,000 members nationwide. CAP performs 90 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center and was credited by the AFRCC with saving 90 lives in fiscal year 2008. Its volunteers also perform homeland security, disaster relief and counter-drug missions at the request of federal, state and local agencies. The members play a leading role in aerospace education and serve as mentors to the nearly 22,000 young people currently participating in CAP cadet programs. CAP has been performing missions for America for more than 66 years.*