



AIR TRAILS

CAP-WESTERN NEW YORK GROUP NY-024
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LARGEST FLIGHT TEST PROGRAM IN HISTORY – An F-35 Joint Strike Fighter, marked AA-1, lands Oct. 23 at Edwards Air Force Base, Calif. The F-35 Integrated Test Force staff concluded an air-start test. (U.S. Air Force photo/Senior Airman Julius Delos Reyes)

F-35 COMPLETES AIR TEST AT EDWARDS AFB

EDWARDS AFB, Calif. – The prototype F-35 Joint Strike Fighter completed an air start test in late October validating the aircraft's ability to shut down an engine and restart it in flight.

This insures the aircraft, which is called the Lightning II, can regain power and fly safely in the event of an unanticipated engine flameout.

The test marks the beginning of the “largest flight test program in history.” said Doug Pearson, the Lockheed Martin vice president in charge of the F-35 Integrated Test Force.

“This is the most comprehensive flight test program ever assembled,” Mr. Pearson said. “We performed the test here because we needed to understand how we can support this complex piece of machinery. We also needed to understand how our team, both contractor and government, can function.”

“It is a great day for our country and our friends, allies and partners around the globe,” said Col. William Thornton, 412th Test Wing Commander. “The F-35 is a significant increase in combat capability, but more importantly, it will provide America’s crucial dominance in airpower.”

Edwards AFB was chosen for the air start testing because of its “unmatched combination of location, facilities and people,” Colonel Thornton said. “Its remote location allows us to test advanced aerospace vehicles safely. We have miles and miles of lakebed runways. With this testing, we continue to learn how great an aircraft the F-35 is.” (AIR FORCE NEWS SERVICE)

SAVINGS ON PRINTING AND OFFICE SUPPLIES – From your Group Recruiting Officer:

For those of you who were not at the last Commander’s Call, I mentioned that I work at Office Max in Lockport. I am able to use my employee discount for CAP purchases. Please feel free to have me purchase whatever your squadron may need. I work mainly in Impress (the printing department) and can print forms, posters, brochures, or any other printed/copied materials you may need. If you wish, feel free to email documents to me for printing. I can use .PDF, JPEG, DOC, and Publisher formats the easiest, although there are others available to me at Office Max. Please call or email me to discuss other formats. I may need you to send me the money in advance if the cost is above a few dollars. I will also be happy to get a quote on costs to you as needed.

Office Max also has a new program where the local stores, not the corporate office can make decisions regarding donations. At this time,

requests can be made to your local store, or through me, for donations or larger discounts, ONLY FOR MATERIALS AND PRINTING DIRECTLY RELATED TO SUPPORTING THE EDUCATION OF K-12 PUBLIC SCHOOLS. I interpret this as meaning CAP can only use this offer for Aerospace Education programs involving these age groups. As I learn more I will keep you informed.

Please feel free to contact me at any time with questions about the above.

Phone: 716.433.3166

Email: NancyRitz@aol.com (please indicate CAP in the subject)

AMERICAN FLAG -- On Friday Sept 19,2008 Niagara Frontier Senior Squadron (NFSS) presented an American Flag to Mercy Flight, the Flag will be used in the meeting rooms. The Flag was presented by: Lt. Col. John F. Galuski, squadron commander, Capts. Dr. Ralph J. Wynn, Larry Skerker, deputy group commander, and Samuel Goervich, group executive officer. Also present at the Pre Grand Opening were New York State Senator and Civil Air Patrol Major Mary Lou Rath, [who will be attending Niagara Frontier Squadron meetings regularly] and Mercy Flight Check Pilot Stan Snopawski, a former CAP Cadet. In Appreciation for having our monthly meeting there, NFSS donated the Flag.

SAFETY WARNING -- CAP must always be proactive when it comes to asset management and the safety of our personnel.

As our Corporate-Owned Vehicles (COV) age, rust becomes a problem.

While it is expected that surface rusting and pitting will occur, particularly in the Northeast, this can usually be taken care of with a little sanding, priming, and white touchup paint (Grey for bumpers). Frequent washing and waxing also helps.

However, when rust appears on lower door panels (front and rear for vans) or tailgate in SUVs, and particularly in rear wheel wells, there is a greater concern. That concern is not only noxious fumes entering the passenger compartment, but more seriously: odorless, colorless, and potentially deadly **Carbon Monoxide**.

Units with COV are instructed to printout and insert these two (2) articles in the COV Binder.

Drivers are instructed to inspect wheel wells and bottoms of all doors to determine if rust has created openings. This is now part of every pre-drive inspection.

Of concern is COV five or more years of age. If rusting is discovered, immediately notify NYWG/LG(T) and include on the COV CAPF 73 write up.

Please make sure all drivers are aware of this safety item. (This problem also can occur in POV as well as COV.)

Thank you for your cooperation.

INTERIM CHANGE – An Interim Change Letter to CAP Regulation 39-2, CAP Membership, was issued on 4 September 2008 announcing a change to the CAP Form 12, Senior Member Application Form. This new version of the form is the only CAP Form 12 that will be accepted by National Headquarters after 1 October 2008. To avoid any delay in processing new memberships, please ensure your squadron uses this new Form 12 and that both sides are completed. National Headquarters will be unable to process any application that does not contain all required signatures. A copy of the [new Form 12](#) is attached for your convenience.

Additionally, Wings and Regions are given an opportunity to adjust their dues at the beginning of each new fiscal year. This year two regions and 13 wings changed their dues. To ensure processing of any new membership isn't delayed, please check the FY09 dues chart for the current membership price in your area before submitting the application to National Headquarters. The [FY09 dues chart](#) is posted on the CAP website as well as attached to this email for your convenience.

If you have any questions or need assistance you may contact Ms Susan Parker at National Headquarters by email at sparker@capnhq.gov or by calling 877-227-9142, extension 212.

121.5 PHASE OUT -- Owners of 121.5 mhz Emergency Position Indicating Radio Beacons will need to replace their units with 406 mhz EPIRBS as of Dec. 31 according to new FCC regulations.

The International Maritime Organization and the International Civil Aviation Organization have planned to remove all EPIRBS operating on

the 121.5 mhz frequency by February 1, 2009 when satellite processing of these distress signals will be terminated worldwide. Until that time, 121.5 mhz devices will be authorized only for use with Emergency Locating Transmitters (ELT) carried on aircraft or to man overboard devices that operate on this frequency.

The Coast Guard will continue to respond to emergency signals from 121.5 mhz EPIRBS after Dec. 31, but recommends that all mariners make the necessary switch to the category I or category II 406 mhz devices. These units have numerous advantages over the 121.5 mhz units including: quicker notification, more accurate position, and registration information. Aviators are also encouraged to purchase 406 mhz ELTs for their aircraft prior to the Feb. 1, 2009 deadline. The Coast Guard does not expect to penalize boat owners whose 121.5 mhz beacons activate in emergency situations, but may fine owners whose devices activate in accidental or false emergency situations.

Beacon owners are required by law to register their 406 mhz beacons in the national database operated by NOAA at: <http://www.beaconregistration.noaa.gov/> or by calling 1-888-212-SAVE. Registration information includes owner contact information, emergency contact information, and characteristics of the boat or aircraft. If a beacon is other than U.S. coded, owners should register their beacons in thier country's database or the international beacon registration database at <http://www.406registration.com/>.

Beacon owners must update their information every two years or whenever it changes. Additional information concerning EPIRBS can be found at: http://www.uscg.mil/HQ/G-O/G-OPR/EmergencyBeacons/emergency_beacons.htm

HURRICANE IKE – The Texas Wing has moved its Hurricane Ike mission base from San Antonio to West Houston Airport, making it easier to launch flights to photograph storm damage in Houston, Galveston ad other parts of East Texas.

Thousands of digital images taken by CAP's aircrews are helping to expedite recovery after the massive storm. Photographs of critical infrastructure, including roads, bridges and power lines, assist state and federal officials in assessing priorities in restoring essential services to the costal communities

CURTISS FLYING BOAT — An accurate replica of the huge Glenn Curtiss flying boat flew Sept. 13 at Hammondsport. The original was intended for a 1914 Atlantic Ocean crossing – only 11 years after

Kitty Hawk – but that flight never took place. A later Curtis flying boat, the Navy's NC-4, became the first aircraft to fly across the Atlantic in 1919. The 72-foot wingspan and roaring OXX-6 engines of the replica easily lifted it into the upstate New York air as some 600 people watched. Pilot Jim Poel and co-pilot Lee Sackett flew two large circuits of Keuka Lake and did it again the following day, after which the airplane was returned to the Glenn H. Curtis Museum at Hammondsport, where it will be on permanent display. For more information, please visit www.GlennHCurtissMuseum.org.

NASA SCHOLARSHIP — NASA's Aeronautics Research Mission Directorate will accept scholarship applications from Sept. 5, 2008, through Jan. 16, 2008, for the academic year beginning fall 2009. NASA expects to award 20 undergraduate and five graduate scholarships to students in aeronautics in related fields. Undergraduate students in their second year of study will receive up to \$15,000 per year for two years and a summer internship with a \$10,000 stipend at a NASA center. Graduate students will receive up to \$35,000 per year for three years and two summer internships at a NASA center with \$10,000 stipends. All applicants must be U.S. citizens. For more information, visit www.NASA.ASEE.org/nasaasp.

NER SAFETY POLICY — **The mission is paramount...and safety is inextricably linked to mission accomplishment. The hallmarks of a world-class flying and emergency services organization are discipline, obedience, and precise execution. Discipline includes adherence to the law, regulations, standards, checklists and organizational procedures. Obedience is loyalty to the organization to its core values. Safety can not be bypassed for the sake of convenience. Leaders at every level are charged with enforcing existing standards and ensuring everyone applies sound risk management in instances not specifically covered by the rules. Commanders and supervisors will be held accountable for compliance.** **LEADERSHIP...ENFORCEMENT...ACCOUNTABILITY.** Established by Col. Robert Diduch, Northeast Region Commander, this policy is effective immediately and will continue in effect until further notice. All members must read and understand this policy. It is to be incorporated into all new members' Level 1 training. Also, it must be reviewed with each member when a CAP Vehicle Operator's Permit is issued, and when a CAPF 5 and CAPF 91 checkride is given.

SUBMISSIONS WELCOME – If your squadron has an item of interest for the group newsletter, please e-mail me at flyboy@flmtgif.org. Thanks to Col. Robert Diduch, Lt. Col. John Galuski, First Lt. Nancy Haas, Lt. Col. Terry LeFeber, Lt. Col. George Fillgrove, the U.S. Air Force and NASA news services, and NHQ CAP for contributions to this issue.
