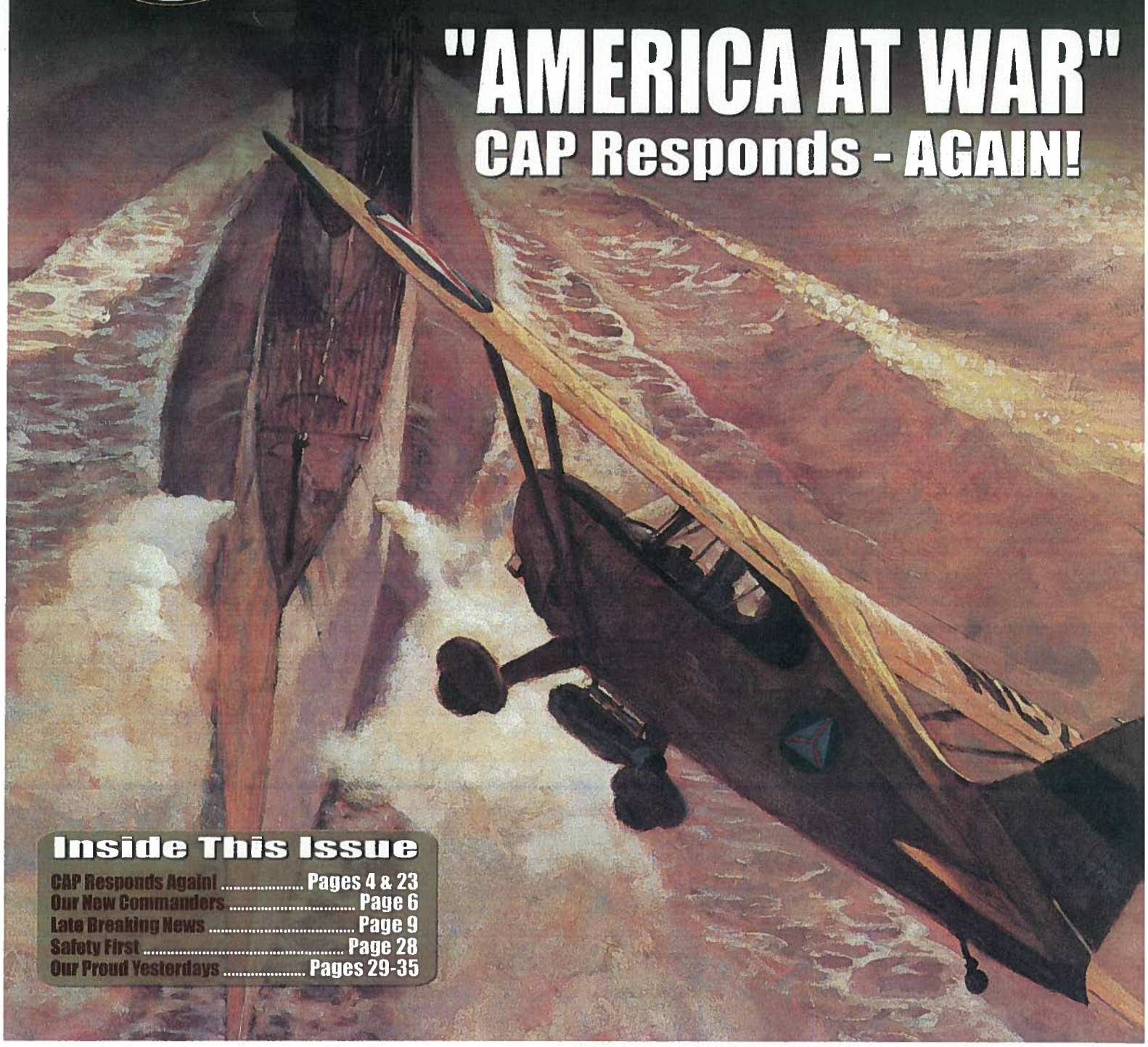
CIVIL AIR PATROL • FLORIDA WING • UNITED STATES AIR FORCE AUXILIARY

FLORIDA FACTS

Florida Wing News Magazine | Fall 2001 Volume 6 Issue 3

http://flwg.cap.gov



"AMERICA AT WAR"

CAP Responds - AGAIN!

Inside This Issue

CAP Responds Again! ..... Pages 4 & 23
Our New Commanders ..... Page 6
Late Breaking News ..... Page 9
Safety First ..... Page 28
Our Proud Yesterdays ..... Pages 29-35

COMMANDER'S COMMENTS

In past years, I have read every COMMANDER'S COMMENTS" with great interest and am now extremely proud to write my very first one as your new commander.

The events of the moment cause me to compare the Civil Air Patrol's very first mission after December 7, 1941-Pearl Harbor Day and after September 11, 2001-terrorist's attack on the United States. After both "Days of Infamy", CAP immediately provided homeland security, aerial surveillance, transportation of defense agency personnel, delivery of critical supplies, and support of the general aviation community.

LT. COL. MATTHEW R. SHARKEY
Florida Wing Commander

This time, without a moment to stand down, we provided an additional array of services in response to the devastation caused by Tropical Storm Gabrielle. The level of your performance during these various missions was excellent and instantaneously responsive. The State of Florida's Emergency Services Agencies are ecstatic with the professionalism they were provided by CAP.

During this extremely heightened level of emergency activity, a Change-in-Command of Florida Wing occurred. I am very proud to report to you that this had absolutely no effect on the performance of our numerous missions. I am also humbly proud to have been appointed and to have accepted the responsibility of serving as commander of Florida Wing. I propose to not request any changes in our wing staff complement. I have immediately appointed officers to fill the critical gaps caused by those wing staff members who transferred to the Southeast Region. Additionally I have requested expressions of interest and submission of resumes for those wing staff positions that presently are vacant. By the end of October, each open position will be assigned. The current team of wing staff officers—of which I served as Chief of Staff—have been responsible for elevating the capabilities of Florida Wing and achieving national recognition for being one of the largest wings in the nation, one of the most active, one of the most proficient and one of the most dependable group of dedicated volunteers.

In the next issue of our wing's magazine, FLORIDA FACTS - which I assure you will continue to be published - I will present to you my intended goals and objectives for our fine organization. In the meantime, I pledge to:

- always strive to make the right decision rather than the most comfortable decision.
- dedicate myself to working hard in your behalf.
- never forget that you, the members are the mainstay of Florida Wing.
- communicate effectively and concisely.
- continue to keep us on the leading edge of technology.
- strive for the highest levels of effectiveness and efficiency on all fronts.
- make myself readily available to participate with you at annual, special purpose, and ceremonial functions.
- represent you in interactive activities with national CAP, Southeast Region, State of Florida, the United States Air Force and other Emergency Services Agencies.
-

Finally, I ask each of you to say a prayer for Lt. Col. Amy Ruth Boxwell, our recently departed Aerospace Education Director . She was an outstanding achiever and a true friend.

FLORIDA WING OFFICERS
Commander
Lt. Col. Matthew R. Sharkey

Vice Commander
Lt. Col. Richard J. Valone

Chief of Staff
Lt. Col. Valerie Brown

Assistant Chief of Staff
Lt. Col. William Brockman

FLORIDA FACTS STAFF
Editor/Publisher
Lt. Col. S. Buddy Harris
Director of Design
Captain Dan Thompson

FLORIDA FACTS is published quarterly for members and friends of Florida Wing-Civil Air Patrol.

The opinions expressed herein are those of the editor/publisher and are not necessarily those of either the Civil Air Patrol or the Florida Wing.

All letters and/or articles submitted are the opinions expressed by the author and are not necessarily those of the editor/publisher.

Deadlines for submission are 1 March, 1 June, 1 September, 1 December.
Materials submitted to be sent to:
Lt. Col. S. Buddy Harris,
23343 Blue Water Circle,
Boca Raton, FL 33433.

Phone: 561-338-3099
FAX : 561-338-4999
Mobile:561-389-1419
E-Mail: sbharris@att.net

SOUTHEAST REGION COMMANDER

Colonel Anthony Pineda

To members of Florida Wing,

I am honored to serve Civil Air Patrol in my new assignment as your Southeast Region Commander. Florida Wing will still be a part of my responsibility and will remain my home, so this is not—in any sense of the word—goodbye.

I look back with a great deal of pride at our many accomplishments. Each of you has contributed to the success of Florida Wing in your own way during these last few years. You have made Florida Wing an outstanding organization. Whether you assist with cadets at a local unit each week, or assist with a Cadet Encampment once each year, or you fly missions as a pilot or crew member, or process the promotions of fellow members, you each make the difference.

We have met many challenges together. Long-standing logistics issues are finally resolved. Our wing financial policies and systems have been upgraded and instituted. Our Operations team coordinates efforts more effectively. The use of technology provides more efficient communications, search and rescue, and broader access to information through our web site, egroups and Florida Facts. The transition to the Incident Command System is well under way. Continuity of service to our members has been facilitated by smooth transitions between staff members during my command.

As we face this newest transition of command, many challenges are still apparent for Florida Wing. First and foremost is the safe operation of our aircraft in the air and on the ground. Our mission response must be maintained as we adapt to recent changes in our Emergency Services policies and procedures. These new requirements will take extra time for additional training of all mission personnel. More accountability and business-like practices will be necessary as the CAP responds to USAF requirements. In the short run we may face increased demands upon our time and resources, but in the long run I believe each of you and our organization will be more productive.

I approach my new command with the hope toward making Region Headquarters and staff a resource for every one of the six wings in the Southeast. I would like to restore the SER Search and Rescue competition so that we may work together to improve our capability. The development of a Regional Mutual Aid Plan , particularly for Disaster Response, would provide improved resources and quicker response. I believe we will be able to provide exciting and productive SE Region Conferences to encourage greater participation from the region. These are just a few of my goals.

I know you will give Lt. Col. Matthew Sharkey, your new wing commander, the same level of support and outstanding performance that you have given me.

Tony Pineda

PROP WASH

"I am pleased to announce the appointment of Capt. Karl Geng to the position of Chief of Program Management for the Advanced Technologies Program.", stated Lt. Col. Drew Alexa, National Director Advanced Technologies, Civil Air Patrol.

"Karl brings to the Advanced Technologies Program many years of high tech engineering experience as well as his management expertise as a former CEO and President of a major international corporation. Additionally, Karl is a rated pilot both in airplanes and helicopters and has been a long time CAP member."

"Karl has served for over two years as Special Project Officer with the CAP-STK Program before accepting this new position."

Capt. Geng stated, "We've come a long way from when I first joined CAP when we had Gonsett VHF 'lunch boxes' and radio teletype nets and we have a longer way to go. I am pleased to accept this challenge and anticipate major strides and achievements as we move CAP into the Space Edge."

Lets all remember that on 21 September-10 days after our nation was thrust into war and heroes were recognized on a minute-by-minute basis-we also recognized another breed of American hero-our POW/MIA's. America can be proud.

With the change in command, Wing Commander Sharkey announces that Lt. Col. Richard J. Valone will serve as wing Vice Commander, Lt. Col. Valerie Brown shall be the Acting Chief of Staff. She assumes major responsibility for working with wing staff in preparation for the forthcoming Compliance Inspection by the USAF.

An additional goal responsibility will be the training of the next wing Chief of Staff. Sharkey has requested submission of resumes by those staff members desirous to serve in the capacity of Vice Commander No. 2, Chief of Staff, and Vice Chief of Staff. Appointments for these positions are expected by the end of October.

Major Gary Owen has been appointed to serve as wing Inspector General, Major Dave Auerbach is Director of Personnel, Captain Sharon Freeburg is Director of Finance, Major Bud Borner is CD Officer and Chaplain Major Dewey Painter is wing Chaplain.

On the Command side, Major Walt Lane has accepted command of Group Four and Major Joseph Martin has accepted the position of Group Seven Commander.

It is significant to note that Wing Commander Sharkey did not request nor does he want to accept resignations from any wing staff officers.

Two brand new Cessna 172R's have been picked up at the Cessna plant by Lt. Col. David Lehtonen, Lt. Col. Mike Brown and Major Morris Groover. These are not additions to our state fleet but are replacements for two of our oldest aircraft. Official assignment of these aircraft will be announced by the wing commander. N74SM has taken to the sky again and N4949N should be 'wheels up' very shortly.

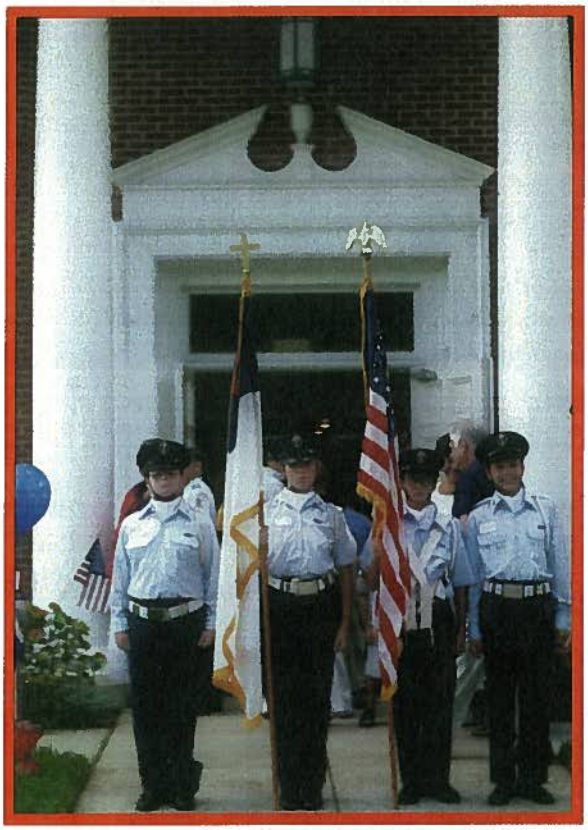
Florida Wing remains 'at-the-ready' for tasking by the USAF in providing assistance in securing control of certain major facilities that might be terrorist targets.

Wing's website might be back on-line in the very near future. Once up and running it will be updated on a current basis as in the past.

Each of us should keep in our prayers Lt. Col. Amy Ruth Boxwell who recently passed away. Amy Ruth was the Director of Aerospace Education and was responsible for recruiting hundreds of teachers to the program. She was dedicated to CAP's mission and was a friend to all.

SQUADRON CLIPS

Lt. Col. William Chegwin, Chaplain of the **New Smyrna Beach Composite Squadron**, was honored by his congregation of the First Presbyterian Church for his twenty-five years of service. Chaplain Chegwin wore his CAP uniform as he gave his farewell sermon. It was curious that LTC. Chegwin, a former Chaplain of the Year for CAP, was making his last appearance as pastor as the CAP Cadet Honor Guard assigned to post the colors was making



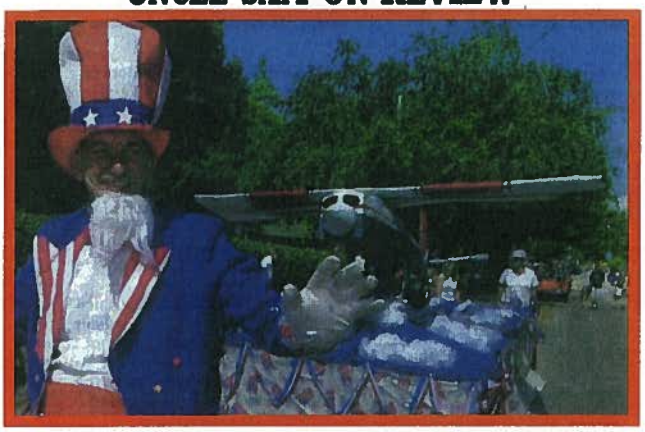
its first appearance. The congregation was extremely impressed with the large squadron turnout all wearing the CAP uniform.

Major Dave Minor, PAO

Eighteen cadets of the **Central Florida Composite Squadron** participated in a program celebrating the 50th anniversary of the Korean War. The cadets marched slowly onto the field in a reenactment of a U.S. Army unit on patrol in Korea. Suddenly, they froze in a pose exactly like the metal soldiers of the Korean War Memorial in our nation's capital. All Korean War veterans stood and were recognized, some wiping tears from their eyes.

C/1Lt. Ben White

UNCLE SAM ON REVIEW



BRUCE HOSKING/Tribune photo

Major William Westcott of the **North Tampa Cadet Squadron** portrayed a familiar figure for the parade festivities viewed by a huge crowd in Lutz. The all day celebration included a 1k and 5k run, a cookie contest, a cake and pie bake-off, a barbecue, all topped off with a thrilling fireworks display.

A coincidental side note –during the parade a brush fire required the response of a fire truck which had to travel on the parade route. The driver sounded the truck's horns and sirens, but the crowd simply waved in appreciation assuming this was part of the festivities. Finally, a deputy coaxed parade units to the side freeing the truck to speed away in answer to the emergency call. The North Tampa Cadet Squadron won first prize for Patriotic Float and the above photo appeared in the Tampa Times, Tampa Tribune, and the Carrollwood News.

"Civil Air Patrol ready to rescue" was the headline of a major story about the **Boca Raton Composite Squadron** in the Sun Sentinel. It went on to describe the state of emergency response readiness of the 86 member squadron and the missions activity that the squadron experienced during the past month. Major Murray Cohen said "I'm an airplane owner and it's comforting to know if I ever went down, there would be the CAP looking for me."

OUR NEW NATIONAL COMMANDER

Civil Air Patrol leaders unanimously elected CAP Brig. Gen. Richard L. Bowling as the Air Force Auxiliary's new national commander.

Bowling took command of 1700 Civil Air Patrol units across the United States and Puerto Rico as well as nine overseas units from Brig. Gen. James Bobick.

Brig. Gen. Bowling's primary duty is to lead the CAP in fulfillment of its three mission elements—Cadet Programs, Aerospace Education and Emergency Services. As such he directs 8 regions, 52 wings and 9 overseas squadrons.

As national commander he serves on the CAP Board of Governors, CAP National Board, as well as the Civil Air Patrol National Executive Committee.

Brig. Gen. Richard L. Bowling

Bowling joined CAP in 1961. He is a mission pilot, master observer and FAA flight safety counselor. He previously served as Southeast Region commander. He holds a bachelors, masters and doctoral degrees in education. The General also completed CAP Cadet Officers School, CAP Regional Staff College, CAP National Staff College, and the U. S. Air Force's Squadron Officers School.

General Bowling has earned many CAP awards and decorations including the Distinguished Service Medal, Exceptional Service Award, And the Meritorious Service Award.

OUR NEW SOUTHEAST REGION COMMANDER

Col. Anthony Pineda was appointed Commander of the Southeast Region. In that capacity, he will direct six wings—Georgia, Mississippi, Tennessee, Florida, Alabama, and Puerto Rico.

Col. Pineda previously served as Commander of the Florida Wing and is well experienced in the responsibilities of a wing commander.

In Florida, Col. Pineda guided the wing toward earning many national and regional awards both on cadet and senior member levels. He introduced a Finance Program—budgeting and cost control that was a first in the state, established an Emergency Services program that today provides a broad range of services to the State of Florida Emergency Management Office, increased the membership of nearly every unit, realigned the boundaries of the eight Groups, introduced space age technology –STK Program—to all units and initiated production of a full color, multi-page, magazine that is distributed to every wing member.

Brig. Gen. Richard Bowling [l] turns over command of the Southeast Region to former Florida Wing Commander, Col. Anthony Pineda [r].

WELCOME to our NEW CAP-USAF COMMANDER

Colonel Albert A. Allenback has recently been assigned the position of Commander, Civil Air Patrol-USAF and will be headquartered at Maxwell AFB, Alabama.

In this position he is responsible for providing Air Force advise, liaison, and oversight to the more than 60,000 CAP members throughout the United States and Puerto Rico plus several Air Force installations overseas.

Colonel Allenback entered the Air Force in 1974. Following his completion of undergraduate pilot training as an outstanding graduate, he was an instructor pilot, and flight examiner in the A-10 Thunderbolt II.

Colonel Albert A. Allenback

He has commanded at the base, squadron and group levels. Prior to his present assignment, the colonel served as Commander, 42nd Air Base Wing at Maxwell AFB. He was commander of the 609th Air Support Squadron and chief of support plans for the 9th Air Force Headquarters at Shaw Air Force Base, S.C. He established and commanded the 9th Air Expeditionary Group, Ali Al Salam Air Base, Kuwait, during Operation **DESERT THUNDER** and was Vice Wing Commander, 4404th Wing, Prince Sultan Air Base, Saudi Arabia.

Col. Allenback has more than 2,400 hours in the A-10.

LETTER TO THE MEMBERS

My Fellow CAP Members,

I want to personally thank each of you for your recent actions in response to our national crisis. You have again shown me why Civil Air Patrol is the premiere volunteer organization in America. Absolutely everything, from the manning and communications support you provided in almost every state's emergency operations center, to the damage assessments missions many of you flew, to the incredible amount of blood and other critical medical supplies you transported across great distances, was accomplished in an outstanding professional manner. You not only brought great credit upon yourselves, but to the Civil Air Patrol and the United States Air Force as a whole.

Many personnel have and will continue to provide support for these tragic events, but we must also look to the future. These events may be just the beginning. My staff and I, as well as the United States Air Force and our national leaders are still evaluating what we need to do to better position ourselves to serve our communities, states and nation as a whole. Civil Air Patrol has a long history of coming to the aid of those in need and "homeland defense" is not a new concept to us. We may be called upon for expanded roles and missions causing changes in the way we are accustomed to operating. Some of these changes may not be easy, but I know you will do what needs to be done professionally and proudly.

I cannot adequately express how proud I am to serve as your National Commander at this time of national peril. I wanted each of you to know how much I appreciate all that you have done for our citizens over the last few days. Thank you, good luck, and Godspeed!

Sincerely
[signed]
RICHARD L. BOWLING
Brigadier General, CAP
Commander

LETTER TO SOUTHEAST REGION COMMANDER

Colonel [CAP] Antonio J. Pineda, Jr.
Commander, Southeast Region CAP
Plantation, FL 33323

Dear Colonel Pineda

Thank you for your letter of congratulations on my assignment as Commander, Civil Air Patrol-USAF, and Senior Air Force Advisor to CAP. It was great to meet you and the many other dedicated CAP volunteers at the National Board in August. I was impressed by the professionalism and enthusiasm of all the folks I met.

Thank you also for forwarding "FLORIDA FACTS". This is an extremely well done publication superbly detailing the many activities the Florida CAP wing performs daily to help the Air Force support our great Nation. "FLORIDA FACTS" is absolutely first-class!

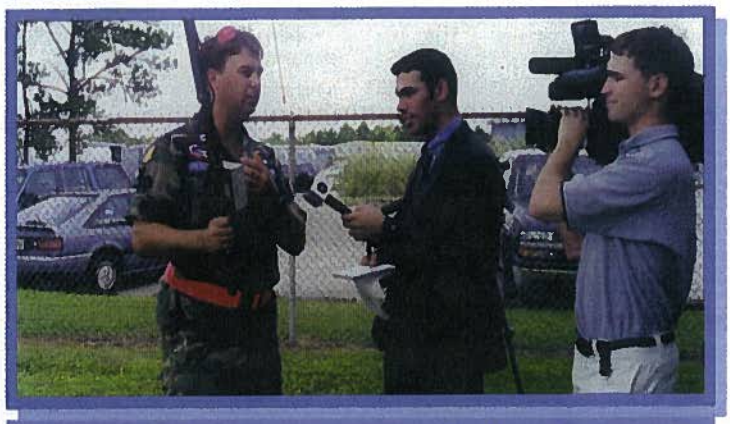
Sincerely,

[signed]

Albert A Allenback, Colonel, USAF
Commander

PHOTO MAT

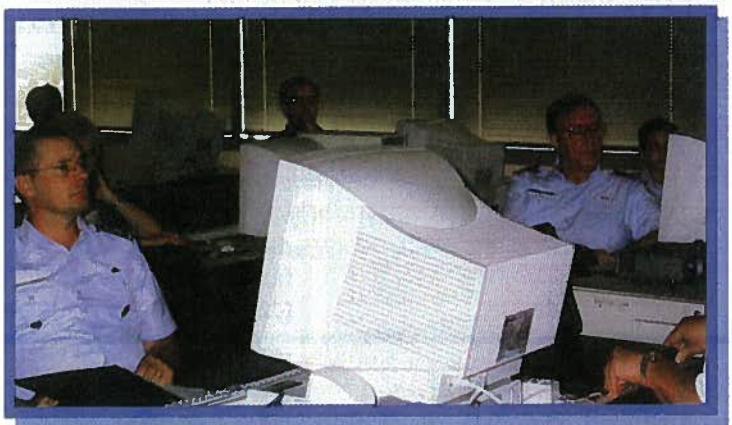
At a recent CAP function, Col. Pineda practices the long-standing custom of eating pizza in lieu of the gourmet meal. The origin of this custom is somewhat nebulous as is the person who places the order.
Photo by Lt. Ed Kessler



Gainesville T.V. Channel 20 learns how Capt. Van Vredenburg, Central Florida Composite Squadron, uses the Directional Finder in the search for a missing aircraft in the Palatra area.

Blue Beret Cadets tie down a Cessna aircraft as part of their training during a Search and Rescue Exercise at the MacDill United States Air Force Base.

[l. to r.] Capt. Ray Spengler, Incident Commander and Col. Jerry Angley, USAF Florida Wing Liaison Officer inspect the flight line during the SAREX at MacDill AFB.



Class attends hands-on training in the new space technology program STK that will advance the resource of CAP in performance of its aerial Search and Rescue missions.

[l. to r.] C/Capt. Sean O'Key and C/Capt. Robert Slusser of the SRQ Composite Squadron receive their hard earned Amelia Earhart Certificates.

LATE BREAKING NEWS

CAP MAKES DELIVERY TO N. Y.

CAP's New York Wing expedited delivery of $30,000 worth of Noise-Canceling headsets donated by the Bose Corporation to the search teams working the World Trade Center site. These headsets were connected to listening devices used by rescuers to detect the faintest sounds of possible survivors in the rubble.

A New York City Civil Air Patrol crew flew a follow-up aerial photography mission over the World Trade Center. The national media reported spotting a light aircraft circling the 'ground zero' area only to learn that the plane belonged to the Civil Air Patrol and was performing those flights at the request of N.Y. Governor George E. Pataki. "For the first three days following the attack, the Civil Air Patrol flights were the only non-military aircraft in the skies", said Col. Rick Greenhut, Northeast Region Commander. "The flights were authorized by NORAD, who invoked wartime aviation restrictions following the infamous action."

Civil Air Patrol provided the first direct aerial perspective of the disaster site for the State of New York," said Dan O'Brien, Graphic Program Information Manager for the State Emergency Management Operations Center in Albany, N.Y.

A CAP Cessna 206 and pilot were provided by the CAP to transport FEMA staff members and supplies in support of the N.Y. State Department of Environmental Protection Agency.

The CAP also provided risk-assessment flights over the New York City watershed. The streams and reservoirs that make up the watershed extend 140 miles north of the city.

"To be a Civil Air Patrol volunteer is to stand ready to jump into action in the instance of any scale disaster," said CAP National Commander, Brig. Gen. Richard Bowling.

MISSION VIGILANT MESSENGER

Tuesday, September 11, 2001 will be added to the annals of America's darkest days. As the Federal Aviation Administration [FAA] closed the air lanes of our nation, the State of Florida knew that with numerous active airports in the state, more was needed to assure that all pilots were aware about the airspace closure. Thus mission Vigilant Messenger was initiated.

The CAP was tasked to provide an advisory team at every uncontrolled airport in the state. This assignment required a major deployment of CAP personnel. Between 11 September and 13 September, 320 CAP members were awake and on post around the clock at more than 80 airports.

MOTHER NATURE WAITS FOR NO ONE

Even before the smoke had cleared over the southern tip of Manhattan, N.Y., another challenge was thrust at Florida Wing. Tropical Storm Gabrielle was rearing her head in the Gulf of Mexico...target Florida!

With terrorist response mission "Vigilant Messenger" in full swing and a tropical storm heading for a Florida landfall Florida Wing geared up for a double demand. Florida was going to EOC Level-1 and the State was counting on CAP. Initial briefings showed the storm hitting at Cedar Key and with the Florida National Guard committed to the N. Y. emergency, the Florida ESF-5 personnel assigned CAP to pick up the slack. In response to requests for air reconnaissance and ground team recon for impact assessment, CAP became the eyes and ears for the State.

Aircrews from Fernandina, St. Augustine, Marco Island, Pensacola, Tallahassee, Orlando, Sarasota and Vandenburg flew sorties that logged nearly 43 hours principally photographing and downlinking of aerial photos of the storm's damage.

Captain Chip Maher
FLWG Director of Emergency Services

WING'S WORDS OF WISDOM

On 18 August, Brig. Gen. Richard Bowling, new CAP National Commander named his executive staff officers and immediately thereafter, named Col. Anthony Pineda, our wing commander, as our new Southeast Region Commander. In that capacity, Col. Pineda officially appointed Lt. Col. Matthew R. Sharkey as our new wing commander and scheduled the Change of Command ceremony for the next SER staff meeting.

Colonel Ernest Lewis, formerly a Florida Wing Commander said it well in the following dispatch:

"To Colonel Pineda—Congratulations on your selection as Region Commander. I have a high level of confidence that you will be as successful in your new assignment as you were with Florida Wing.

To Lt. Colonel Sharkey—Congratulations and best wishes as you assume leadership of the most challenging wing command in the Civil Air Patrol.

Lt. Col. Sharkey is deserving of our most hearty THANKS for the job he did as Chief of Staff. He set a new standard for that position. I wish you 'Fair Winds and Following Seas" in this next leg of your voyage on the CAP Sea'

To Lt. Col. Valerie Brown—With your prior experience as Chief of Staff I'm sure you will build on the re-engineered foundation Matt has laid. 'May all the SAM's Go Ballistic—CHECK SIX!"

Florida Wing Vice Commander, Colonel Martin wrote, "Lt. Col. Sharkey's dedication and service to the Florida Wing as Chief of Staff has been second to none. At the same time, we all look forward to great things in his next appointed assignment."

"He was instrumental in helping create what has been a successful, knowledgeable and efficient Florida Wing Staff. He was also instrumental in bringing the wing into the electronic age through many advancements in electronic communication media including the formation of electronic communications lists as well as the creation of a viable, informative and professional Florida Wing web page. His efforts to bridge the gap between Florida Wing Staff Officers and Command Staff resulted in an increased ability of the wing to accomplish its various missions."

Wing Commander Sharkey, following his appointment, immediately commended all wing members who gave so generously of their time in fulfillment of missions for Operation Vigilant Messenger and Tropical Storm Gabrielle. The sustained operations of two difficult and demanding missions are noteworthy.

ATTENTION ALL UNIT COMMANDERS and MAINTENANCE OFFICERS— It is important to remember that it is Florida Wing policy for each aircraft to be washed no less frequently than at the 50 hour oil change and at the 100 hour/annual inspection. It is the responsibility of the Aircraft Maintenance Officer to make sure that this is done and documented each time as this is an inspection item by the Air Force during the SAV. Please notify Capt. Steve Drew of your documented wash log. Additionally all those aircraft that have new engines or cylinder replacements, the break-in procedure is to fly the first 25 hours with mineral oil at 70% power. Some people have been ignoring the policy of no check flights, no O-Rides, no ES missions until that time is flown off. All pilots flying these aircraft during this period should have viewed the break-in video to make certain what is being asked of you.

LTC. David Lehtonen,
Florida Wing Director

Capt. Ray Hayden, Florida Wing Director of Professional Development has been given a slot at the MECI 100 AFIADL Course. This course is open to those who are, or who will be authoring the distance education program that AFIADL offers like the Scanner, Observer and the actual Air Force distance training programs.

Ray intends to learn the skills required to rewrite The Corporate Learning Course [CLC]. This rewrite is already in process.

CADET CAP'ERS

CAP CADETS IN HEAD-ON COLLISION

Personal Experience of 1st Lt. Richard A. Coppola

On Sunday, I loaded the Group 6 van with nine cadets from the **Stuart Cadet and Treasure Coast Squadrons** to transport them to the summer encampment. As we approached the 292 north mile marker, a four door sedan crossed the center median, spinning out of control, and hit us head-on. When the van came to rest in the soft shoulder, I asked if everyone was O.K. and then gave the word to exit the van. I was dazed and a little confused. I had not noticed my prescription sunglasses were gone.

I was snapped to when a cadet handed me my regular glasses that had been thrown out the broken front windshield and I was able to focus on the scene around me. We practice all the time for emergencies, but always in the safety of a controlled environment. Without having to give a command, the nine cadets had grouped together to assess their injuries. The First Aid Kit was opened and a call to 911 was already made, all this without the hint of panic and with the demeanor of professionals who go through this circumstance every day. With minor wounds dressed, cadets came to me to make sure I wasn't hurt, never getting in the way of the emergency crews or police which seemed to be everywhere.

This may not seem exceptional until the severity of the accident is understood. The van was hit by the car at a combined speed of no less than 90 mph. I had no time to apply the brakes. I-95 was shut down to allow the emergency crews access to the scene. A MedVac helicopter was dispatched to take the driver of the car to Jacksonville, and it took fire fighters almost 45 minutes to cut the other people out of the car.

After one phone call to our Group Commander Major Gary Owen, it took only minutes before my cellular phone received the first of many calls...the Wing Commander followed by the Encampment Key Personnel and many concerned and helpful members of CAP. A van was dispatched from the encampment and before too long we were safely on our way to our original destination.

I cannot adequately state how proud I was of those nine cadets and every person from CAP that came through for us that day. It was great to see the end result of all the leadership and teamwork training we do with the cadets. Special thanks goes to 2Lt. Glenn Powers and family from New Smyrna Beach who went out of their way to take me part way home. To Major Owen for being there for me when we needed him the most and to the toughest nine cadets I have ever seen.

CADETS RECEIVE EURO-HELICOPTER INFO

During their monthly Powered Orientation Flight Day, cadets of the **Pasco Cadet Squadron** received instruction about the Bay-Flite Emergency Helicopter Service from Merle Bythe, a former Army chopper pilot. The cadets learned about the twin-turbine engine, carrying capacity and service data.

1Lt. Lilli Bartoletti, PAO

COMMUNITY PARTNERSHIP AT WORK

The Homestead Power Squadron arranged for the **Homestead Cadet Squadron 802** to hold their weekly meetings at their facility and the Pan Am Horizon Federal Credit Union representative presented cloth bags to the cadets to enable them to carry their many aerospace books and materials in while training with the Civil Air Patrol.

This combined effort of the Homestead Power Squadron, Pan Am Horizon Federal Credit Union, Blue Lagoon Branch, and the Civil Air Patrol, Homestead Cadet Squadron 802 shows what community partnership is all about—Helping each other to help themselves to a better future.

1st Lt. Kathy E. Paine, Squadron Commander

THANKS TO OUR COMMANDERS!

Florida Wing expresses sincerest thanks to the four commanders who have diligently extended all efforts and support toward making Florida a larger and more successful wing. Brig. Gen. James Bobick, our retiring National Commander and Vice Commander Brig. Gen. Richard Bowling who is now the National Commander, Col. Joseph Meighan, Jr. former SER Commander now the National Comptroller, and Col. Anthony Pineda, former Florida Wing Commander and now Commander of the Southeast Region. During their terms of service, Florida Wing's membership has expanded in both Senior Membership and Cadet Membership, our Aerospace Education program advancement is unprecedented, search and rescue capabilities are considerably enhanced with GPS and STK bringing CAP to the leading edge of space technology, and our interactive relationship and responsibilities to the United States Air Force as its auxiliary have been expanded, clarified and officially adopted.

l to r National Commander, Brig. Gen. Richard Bowling; SER Commander, Col. Anthony Pineda; retiring National Commander, Brig. Gen. James Bobick and National Comptroller, Col. Joseph Meighan, Jr.

CAP Chief Check Pilot Robert Becka has been designated a Master Certified Flight Instructor [CFI] by the National Association of Flight Instructors. To put this achievement in proper perspective, of approximately 79,000 CFI's in the nation, fewer than three hundred have achieved this 'black belt' in the aviation community.

Lt. Col. Drew Alexa, Lt. Col. Michael McNeely and Nicole Alderfer conducted a full day seminar at the Citrix Headquarters in Satellite Tool Kit technology. The seminar was attended by eighteen wing and group officers. This was a hands-on learning experience geared toward space technology and Emergency Services. By the end of this year, all 1700 CAP units will have this computer program donated to them at a worth of multi-millions of dollars..

C/Lt. Col. John Helms, former Cadet Commander of Marion County Cadet Squadron is presently Commanding Officer of the Forest High School Air Force JROTC. He won the trophy for first place as best drill team commander and his team took first place in regulation drill at the recent JROTC Drill Team Championship Competition for the Air Force, Navy, Army and Marine Corps. 42 states competed some from as far away as Japan and Hawaii.

Coral Springs Cadet Squadron provided an emergency fill as color guard for the "National Day of Mourning" held before a huge crowd in a huge stadium on 15 September. The police color guard had been called out for emergency duty.

Squadron cadets also manned doors and provided crowd control as requested by city officials. A senior citizen commented, " It was comforting to see the Civil Air Patrol there."

MISSION MEMOS

CAP BRACED FOR TROPICAL STORM BARRY

Tropical Storm Barry slammed ashore, washed out roads, sank cars and left Tallahassee covered in muddy water—but Florida Wing CAP was there waiting. Over the next 36 hours CAP aircrews flew about a dozen sorties in support of the State Division of Emergency Management [DEM]. CAP squadrons from Milton, St. Augustine, Jacksonville, and Orlando worked the mission from the Tallahassee Mission Base. Flights were conducted over Walton County, Wakulla County, Liberty County, and Leon County. Missions ranged from general damage assessment, flood and wind damage, slow video scans over damaged condominiums at Seagrove Beach, to observation of targeted rivers that were approaching hazardous conditions.

In spite of foul weather, CAP fulfilled every mission request and the DEM now considers CAP as a mission essential resource.

Though the time to get ready was extremely brief, the Tallahassee Composite Squadron had mission base totally prepared in accordance with the new CAPR 60-3 and 60-4. The Incident Commander's paperwork was waiting, mission personnel were signed in on ICS 211 and 218, communications equipment was set up and tested, a Communications Plan was prepared and an Incident Plan was started...all prior to 0700, base opening time.

Lt. Col. Matt Sharkey, Florida Wing Commander stated, "My congratulations to all the participating Emergency Services personnel for a job well done. It makes us proud to have a professional group that so well illustrates our high level of competence and dedication to service."

AIR FORCE SAREVAL TAKES PLACE DESPITE FOUL WEATHER

Mission certified personnel from all eight Groups in Florida Wing participated in the biennial Air Force Search and Rescue Evaluation.

The exercise involved two separate missing aircraft and numerous disaster relief taskings that placed a heavy burden on CAP's resources. Sorties were delayed by bad weather and the airborne repeater needed an IFR pilot in order to launch and orbit at its assigned altitude. Ground teams combed the area doing ramp checks, interviews, and electronic search.

Back at mission base the planning section continued to process information and generate sorties, while the operations section controlled the tactical resources deployed in the field..

The bad weather added a very realistic tone to the mission. It placed a stress on the team, just as would have been done were this an actual mission.

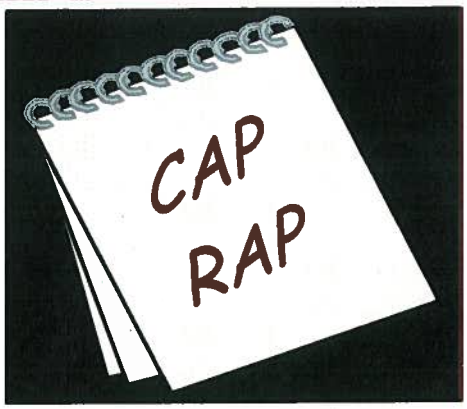
Each Mission Base staff member had an assigned Air Force observer as well as members from the television media watching their every move. This added not only challenge but tension to the exercise demands.

How did we do? Florida Wing received an overall rating of "Outstanding" on the 2001 USAF SAREVAL Exercise. Capt. Chip Maher, FLWG Director of Emergency Services said, "Florida Wing has earned an Outstanding rating the past two USAF evaluations. We know we are skilled and well trained, but there is always room for improvement. The bar for each evaluation is raised and we have to be sharper each time. We train hard so that we can perform easily. Florida Wing is lucky to have a large core of dedicated members who are willing to always strive for excellence."

CAP SEARCHES FOR MISSING AIRCRAFT

A RED AND WHITE Cessna 172 was overdue on a VFR flight plan from Melbourne to Daytona Beach. The aircraft was supposed to be in Daytona by 8:32 a.m. and had a fuel exhaustion time of 12:49 p.m. Ramp checks by the Melbourne Police Department and the Daytona Beach Fire Department were negative.

In less than an hour, mission base was operative, three ground teams were briefed, two aircrews were ready for launch and a flight operations team was in place. In 67 minutes, the plane was located on the ground and the mission was closed.



Civil Air Patrol-U. S. Air Force announced conversion of 89 liaison officer and liaison non-commissioned officer positions to federal service positions, which is intended to create efficiencies in supervision.

Since 1995, the liaison positions have been employees of corporate CAP, yet they reported to CAP-USAF for their oversight duties. These positions are now included in the federal service General Schedule pay scale. The LO positions are classified as airplane pilots, and the LNCO positions are Civil Air Patrol liaison specialists.

The LO's duty title is now State Director of CAP-USAF Liaison Office. The State Director must be a pilot with a Federal Aviation Administration Commercial Rating.

Florida Wing's State Director is Col. Jerry Angley. His job responsibilities include extensive travel, supervision of the Liaison Office, providing advice and oversight to our Florida Wing Commander on all aspects of the operation, planning and implementing inspections and training exercises, and advice and oversight of logistics such as aircraft, vehicles, communications equipment, maintenance and supplies.

Involvement during weather-related disasters, rescue operations and searches for missing planes and/or individuals are also inclusions of the responsibilities.

A working knowledge of recruiting, the CAP Cadet Program, aircraft operation, and a variety of specialized subjects are also critical.

The State Director must maintain an FAA Class II physical condition.

Col. Angley, as State Director, attends all Florida Wing Headquarters meetings, assists the wing directors in the fulfillment of their responsibilities, coordinates the needs of Florida CAP with the USAF, and provides guidance to CAP cadets interested in attending the Air Force Academy or joining the USAF.

The Florida LNCO's are M/Sgt Rey Rodriguez and M/Sgt Randy Whitesell.

Fernandina Senior Squadron proudly announces that Lt. Tom Hinds has successfully completed-with outstanding performance-the requirements for Certified Flight Instructor. When Lt. Hinds joined the squadron he only had a Private Pilots License. At his own expense, he has acquired a Commercial Rating, Instrument Rating, and has been checked out in various types of aircraft. Currently, Tom is working on his multi-engine rating and has agreed to become a Form 5 Check Pilot. As a Mission Pilot, he has already logged over 30 missions.

Florida Wing Commander, Lt. Col. Sharkey reacted with a "That's what we need, outstanding examples of self motivation, progress and achievement for all our members."

LTC. Jerry Kawecki, Sq. Commander

It must be apparent to you, the reader, that the cost for producing this 36 page, full color magazine is substantially more than that for the previous 20 page, black and white FLORIDA FACTS newsletter. Costs have been further impacted by the recent Bulk Mail increase by the U. S. Postal Service.

Instead of imposing the obvious solution—increasing the membership dues— the Executive Committee adopted a policy known as 'householding'. Multiple members of the same family sharing the same address will receive only one copy of each issue of the FLORIDA FACTS magazine. This effort will reduce printing and mailing costs and will, hopefully, forestall the necessity for increasing the membership dues.

It is realized that 'householding' may be totally unworkable for certain member families, for example those few with four or more members. If for any reason it is preferred that a member family receive more than a single copy, just submit your request to Editor/Publisher Lt. Col. Buddy Harris and explain the reason and number of issues requested.

Lt. Col. Matthew Sharkey, Wing Commander, thanks you for your understanding and cooperation and hopes you continue to enjoy reading Florida Wing's magazine—FLORIDA FACTS.

From The MAILBAG

The Editor reserves the right to edit letters for brevity, clarity, good taste and accuracy; to reject letters and to prevent libel or slander of others.

After the last edition I don't know how you can top it but I'll bet the bank you will.

Lt. Col. Warren H. Bernstein, IG Staff

• • • •

Outstanding job. The vibrant artwork, photographs and detailed editorials have certainly placed this magazine on a par with nationally syndicated publications. Thank you again for continuing to bring the highest standards to Civil Air Patrol.

Col. Thomas Stufano, Vice Commander
Southeast Region

• • • •

I regret I will not have the pleasure of attending the Change of Command Pass in Review because I will be attending the Air Force Association National Convention. I have no doubt this activity will be another success story for the Florida Wing-the most respected in the nation.

Richard Ortega, VP/AFA, Florida

• • • •

Fantastic FLORIDA FACTS. This is the finest CAP publication I've ever seen.

Lt. Col. Monte Lazarus

• • • •

Great issue of FLORIDA FACTS. Beautiful job. This has to be the premiere publication for CAP wings across the nation

Lt. Col. Dale Robinson, Commander
Eglin Composite Squadron

• • • •

FLORIDA FACTS set new standards for CAP publications worldwide. Keep raising the "bar" and blazing the trail for others to follow.

Capt. Ray Spengler, FLWG Logistics Officer

• • • •

Great issue of FLORIDA FACTS. Thanks for the work you are doing and the effort and love you put into our magazine. I look forward to and read the newest edition without delay. It always proves to be interesting and informative.

Major Virginia Montalvo, Commander
Ft. Lauderdale Composite Squadron

• • • •

Great job on FLORIDA FACTS and keep up the good work. This issue will be included in the portfolio of information that I am putting together for my forthcoming meeting and presentation to the Martin County Commissioners.

Major Gary W. Owen

• • • •

The latest issue of FLORIDA FACTS was the best yet. It was well balanced in content and I particularly liked the front cover layout. Keep it up—you have a good thing going.

Capt. Karl Geng
Chief Program Management
Advanced Technology Group

• • • •

Just saw your magazine. Though I am not a member, I know of your fine organization. This issue is fabulous. I like the "Inside This Issue" feature on the cover and the layouts throughout. The color-work is superb.

Miriam Leinwoll

• • • •

I've heard great things about FLORIDA FACTS. Could you add me to your mailing list?

Brenda Allison
Southeast Region Public Affairs
Griffin, Ga.

• • • •

This is one of the best things the Florida Wing could do. Cadets love it, they get to see what's going on in the wing, not just in their squadron or group. Job well done.

TFO Aaron Chasse
Deland Composite Squadron

• • • •

Congratulations to the FLORIDA FACTS staff for an outstanding publication! You and your staff are examples to all of the Florida Wing Senior Members of the Core Value of "Excellence" in all that we do. The new color magazine is beautiful and eye-catching. You have quite a variety of information from and about Florida Wing and its groups and squadrons. I get ideas from each issue of things to consider doing in my squadron in Aerospace Education. Again, congratulations; I look forward to each new issue.

1Lt. Linda Trimpey, AEO
North Tampa Cadet Squadron

• • • •

The FLORIDA FACTS Summer Issue looks Awesome! Graphics and articles are great. I can't wait to get each issue in the mail.

C/Lt. Col Draupadi Beloved.
Cadet Commander,
Florida Wing Summer Encampment 2001

• • • •

Editor's Note: Capt. Ray Hayden, FLWG Director of Professional Development has been advanced to serve as Asst. PD Dir. of Southeast Region. The following is excerpted from his recent letter:

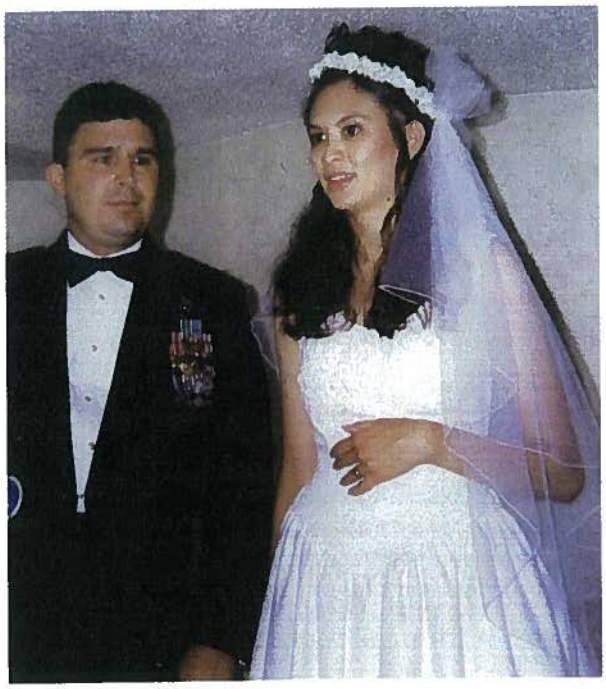
By taking on the challenges at the Region level, I have the opportunity to learn even more and develop my skills to a higher level. I can take what I have learned so far and apply it to new opportunities over a larger geographic area. I also have the opportunity to see what the other five wings are doing. With this knowledge I can revise what I do and how I do it to be that much more efficient. Lastly, what kind of example am I if I do not take the opportunity to Professionally Develop myself when that is all I have been talking about?

CAP RINGS WEDDING BELLS

Captain Lisa Golden joined the McCoy Cadet Squadron under the command of Major David Younce and took on the duty of Administration Officer. Later, Lisa moved to Daytona to attend the Embry Riddle Aeronautical University. Major Younce subsequently followed and they both transferred their CAP membership to the Daytona Beach Composite Squadron.

Approximately four years later Lisa and David rang the wedding bells. On that momentous day, Major Younce wore his Civil Air Patrol Mess Dress uniform which complemented Captain Golden's flowing white gown and veil. Both David and Lisa felt that this would be a proper tribute to the CAP which brought them together.

Major Younce and Captain Younce have now transferred to the Maryland Wing having moved to Columbia. On behalf of Florida Wing, we wish you well.



GROUP TWO BOARDS THE USS NIMITZ

Cadets and Senior members of Group Two led by Commander LTC. David Mitchell boarded the aircraft carrier USS Nimitz as special guests of Executive Officer, Captain Dave Dykhoff, USN.

The Nimitz is impressive stretching over 1100 feet and is a floating city. It supports a crew of 6000 from barber shops to a fully equipped hospital. The catapult launches aircraft at the rate of 310 feet per second, thrusting a plane into the air in excess of 170 miles per hour in just three seconds.

Ninety eight CAP members toured the entire ship, climbing nine stories to the top bridge and then descending to the lowest hangar deck and ending in the Enlisted Mess Hall for a full meal.

Small groups were escorted to the Combat Plotting Room, Operations Room, Air Control Deck and, Ship's Control Deck.

The Nimitz has the ability to remain on station in international waters indefinitely. All she needs is planes, helicopters and supply ships to bring food, parts, personnel and fuel.

Capt. Dykhoff personally guided many of the groups through the flight deck operations and spent more than an hour answering the questions of totally intrigued cadets. All attendees had a memorable time and were exhausted after traversing this giant of a war ship. The only problem encountered during the entire day was getting folks to leave after the event was over.

Chaplain, Major Dewey Painter

AROUND THE WING

AIRCRAFT FINDS CAP

Here's pictorial evidence of a turnaround of events. Lt. Col. David Mikelson has performed many Search and Rescue missions looking for downed aircraft. On a recent balmy day, an aircraft looking to make a forced landing nearly found Lt. Col. Mikelson.

During a normally busy workday, Mikelson was deep in thought while staring out the window of his corner executive suite when he saw a plane take off from the Lauderdale Executive Airport seemingly intent on joining him. As the plane got closer it banked and belly landed on the street immediately in front of Dave's office building.

Not surprisingly, Lt. Col. Mikelson was one of the first on the scene. The pilot, thankfully, had nothing more than a few scrapes and a rather badly dented undercarriage.

CAP IS GOING HIGH TECH

Visualization technology, imaging, high speed communication networks, wide bandwidth radio links, spatial analysis and data base management are all technologies Capt. Karl Geng has developed and gained recognizable expertise. National CAP has very wisely tapped these incredible capabilities by convincing Capt. Geng to head this newly created effort. Though premature, it is reasonable to assume that in the not too distant future, Karl will develop high tech programs that will reduce CAP's need for assets and vastly increase CAP's search capabilities.

Capt. Geng, with the help of Lt. Col. Monte Lazarus of the Marco Island Senior Squadron recently completed the design and fit out of an acquired ambulance with air and ground frequency VHF and HF radios, mobile Fax, computer, printer, coordinate locating and Directional Finding instrumentation, first aid equipment and stretcher, and a host of other search and rescue equipment.

Capt. Karl Geng is also a member of the STK program team which has successfully moved that program from the multi-faceted planning stage to the programming/implementation stage.

AIR FLEET NEARLY REPAINTED

Thanks to the untiring efforts of Capt. Steve Drew, FLWG Maintenance Officer, nearly all of the Florida Wing's 21 aircraft have been repainted and interiors refinished with all upgraded communication radios, GPS instrumentation, panels and upholstery.

E-MAIL EMISSIONS

In spite of the recent change of command, the USAF IG Compliance Inspection of Florida Wing will be conducted on schedule...3 and 4 November. All wing directors are requested to review their Compliance Inspection requirements and to be thoroughly prepared. I know we will receive an "Excellent or Outstanding rating".

Lt. Col. Matthew Sharkey
Florida Wing Commander

As former commander of the SRQ Cadet Squadron and now Assistant Chief-of-Staff of Florida Wing I approach my new responsibility carrying forward the pledge of my squadron. At the close of every meeting, the cadet corps in formation would take one step backwards and in unison would shout "Second To None". That shall be my goal for Florida Wing.

Lt. Col. William Brockman

The Florida Wing's South Headquarters Office shall remain operative until a more central location is established.

Lt. Col. Valerie Brown
Chief of Staff

It is the intention of CAP National Headquarters to provide a computer for every unit in the State of Florida. Electronic communication has now been proven to be a most effective mode of information transmission. As these units become available, a distribution plan will be prepared and submitted for the wing commander's approval. In the interim, each unit commander would be well served to consider the member to be assigned as computer operator and to initiate 'up-front' training so that the unit will be at 'the ready'.

The code for lock box access at CAP/MacDill AFB will be changed as of 1 October. All wing officers requiring 'after hours' access ability to the wing headquarters should request the new access code.

Capt. Ray Spengler
FLWG Logistics Officer

In order to be more responsive and to provide an elevated level of service to each unit in Florida Wing, the following STANDARDS OF WING SERVICE are established:

- All submitted forms/requests shall be acted upon and turned around within 30 days.
- Any inadequacies of such submissions shall be resolved at wing level, whenever possible, rather than be returned to the submitting unit.
- Phone calling, FAX, E-mail shall be used to expedite these standards.
- Logging and tracking procedures will be maintained and utilized by all directorates.
- Monthly activity/ satisfactory completion reports shall be submitted to the Wing Commander by each wing director.

Additionally, creation of the following Resource Boards is being evaluated:

- Aircraft Resource Board
- Transportation Resource Board
- Communication Resource Board
- Operations Resource Board.

To assure multi-level representation, each Resource Board is planned to be composed of :

2 Wing Directors
2 Group Commanders
1 Member-at-Large
1 Emergency Services Officer

All too many human cases of West Nile Virus have been discovered in Northern Florida. Aerial spraying to control mosquitoes is currently underway under the blanket of security measures that are in force. For information on how to minimize exposure to aerial pesticide spraying and to understand how you can reduce your risk to this mosquito borne virus visit the web site at http://www.tallytown.com/redcross.

Chris Floyd, Disaster Services Director
Capital Area Chapter, American Red Cross

A Note Of THANKS

Whenever I get a chance to visit units throughout the wing I realize what it takes to make the Civil Air Patrol the outstanding organization that it is. It takes a lot of dedicated people willing to volunteer their time, effort and personal resources to help others. When I speak to a senior member who has spent several hours the night before searching for an Emergency Locator Transmitter [ELT] alarm signal or a cadet who gave up his entire Saturday to practice for drill competition I realize just how fortunate we are.

Col. Jerry Angley
USAF/CAP Liaison Officer

Florida Wing leads the nation in Emergencies Services response. We complete more Air Force Rescue Coordination Center [AFRCC] missions than any other wing in Civil Air Patrol. This means that our members are volunteering thousands upon thousands of hours searching for missing aircraft and tracking down ELT's. Our disaster relief operations are just as impressive. Whether it's a county, state or federal declared disaster Florida Wing is always there to assist.

We support Air Force installations throughout the state. Group One flies fire patrol missions for Eglin Air Force Base. We assisted both Patrick AFB and MacDill AFB with huge air shows this year. We fly orientation flights for AFROTC units at six universities throughout Florida. We are an integral player in the war on drugs. With our strong Drug Demand Reduction Program and the multitude of aerial reconnaissance missions that our aircraft fly we are able to attack the drug problem from two fronts.

Florida has more cadets than any other wing in the nation. The leadership training, aerospace education and physical fitness they are provided takes hours and hours of instruction. The wing hosts two major encampments each year and each one involves months of preparation. All this time and effort is definitely worth it. I honestly believe that Florida has the finest cadets in the nation.

Our members are constantly training, and education and training is essential to success. Whether you are taking Professional Development courses or accomplishing the prerequisites to become a mission pilot or observer definitely takes commitment. Having taken some of these courses I know how much time and effort is involved.

I cannot think of any other organization whose members are willing to volunteer as much of their time and energy as the Florida Wing Civil Air Patrol. I salute your efforts and wish you continued success in all your endeavors.

The Air Force Liaison Office and the officers and non-commissioned officers in the Florida Wing Reserve Assistance Program are always looking for ways for the Civil Air Patrol to improve. Many times we forget to say "Thanks" for all the outstanding contributions that CAP is already making.

The Air Force is very fortunate to have CAP as their official auxiliary. The nation is realizing huge dividends from a relatively small investment. The state and its communities benefit enormously from the emergency services, damage assessment, drug demand reduction , aerospace education and personal assistance that the Civil Air Patrol provides on a day-to-day basis. To all of the members of the Florida Wing, 'thanks again' for all your hard work and dedication.

It is indeed a pleasure working with so many outstanding individuals. Serving alongside of former commander, Col. Anthony Pineda has been exciting, challenging and gratifying. I look with great anticipation toward working in closest harmony with Lt. Col. Matthew Sharkey, Florida Wing's new commander.

FROM PULPIT TO PEN

LT. COL. RALPH E RIVERS
SOUTHEAST REGION CHAPLAIN

It seems like only yesterday that I wrote the first of many columns for the Florida Wing FLORIDA FACTS magazine. I've watched FLORIDA FACTS go from a good newsletter to a great, full color, magazine. I thank Lt. Col. Buddy Harris, Editor/Publisher and his staff for a job well done.

Florida Wing must be proud of the progress it's made over the past three years. The high degree of professionalism shown by the nearly 4000 members in achieving goals is a credit to committed leadership at all levels. Things are really shaping up in training, mission preparedness, and cadet programs. I hope this continues at even higher levels of accomplishment.

Florida Wing has an outstanding Chaplain Service. This year, as has become the custom, more Florida Wing Chaplains and Moral Leadership Officers attended the Southeast Region Chaplain Service Staff College at Maxwell AFB, Alabama, than any of the other five wings in the Southeast Region. Moral Leadership Officers from Florida Wing gave outstanding presentations during the Staff College as part of the requirements to advance in the career track for MLO's. Florida Wing Chaplains provided leadership in other areas of the Staff College. In addition to the SERCSSC, Chaplain Service personnel attended the Southeast Region Staff College as students and staff. Increasing numbers of Chaplains and MLO's from Florida Wing are planning to attend the forthcoming National Staff College. In addition, Chaplains and MLO's from our wing are enrolling in ECI 13. This course is not a requirement, but many are seeing the benefit of this additional training. As is apparent, the Chaplain Service is equipping itself for expanded and elevated service to the wing members.

There is a downside to my comments. Every unit in Florida Wing presently does not have a Chaplain. Those that don't have a Chaplain are missing out on the services of an important staff member. Commanders are missing out on the wisdom, experience and counsel of someone who could make a commander's job a bit easier. Chaplains don't fall from trees, you have to go out and recruit them. I hope each of the aforementioned units will do just that.

As I move up the line of responsibility to serving as your Southeast Region Chaplain, I know that Florida Wing will continue to excel under the leadership of the new Commander, Lt. Col. Matt Sharkey. I am honored that the new SER Commander, Col. Pineda has the faith and confidence in my abilities and dedication to CAP service to have selected me for this new position. I approach it with confidence and prayer.

May God bless you and keep you, may God's face shine upon you, and give you peace.

NEWS FLASH

256 channel, 50 watt Johnson VHF/FM radios are available. Send requests and explanation of need to Major Paul Blystone, Director of Communications, FLWG.

Effective immediately, only the new CAPF 83, Civil Air Patrol Counterdrug Application will be accepted. Instructions for filling out the form may be found at the nhq/do/cd web site. Remember, the wing commander's signature is required on all applications. Samuel L. Harrison, Chief, Counterdrug Operations advises that the usual 90-day phase-in period has been waived to implement this new form.

CAP members who participated in Operation Vigilant Messenger-FL-SERT-059 and hold a valid CAPF 101 card are eligible for the Disaster Relief Ribbon with "V" device. Those who already have earned this ribbon may apply for a bronze clasp. Group Commanders may approve issuance of this ribbon upon presentation of the required documentation as set forth in CAPR 39-3, para 21 [g]. FLWG Director of Personnel, Major David Auerbach sends, "Congratulations to all who qualify to wear this ribbon proudly".

"I would like to express my appreciation to Lt. Col. David Lawson and Capt. Christine Ferry for years of dedicated service in developing the CD [Counterdrug] program in Florida. The wing extends its thanks for a job well done," said Lt. Col. David Lehtonen, FLWG Director of Operations. The new wing CDO is Major Bud Borner, Assistant CDO for USCG activities is 1Lt. Don Gerarde, Assistant CDO for EPIC is Major John Tuszi, Assistant CDO for SEADS/SPADE is Capt. Jeff Birks, and Assistant CDO for DEA is Capt. Ken Feiock. Lt. Col. Lehtonen also announces that Capt Ferry shall continue in a trainer mode.

Florida Wing is the only wing in the nation to receive three AEF Grants. These $250 grants were received by Capt. Russell Blaser, Commander of the Gainesville Composite Squadron, Major Charles Walter, Commander of the Hernando County Composite Squadron and Major William Brockman, Commander of the SRQ Composite Squadron, announced Richard A Ortega, Vice President of the Aerospace Education/Air Force Association. Applications for the next AEF CAP Grant Awards must be submitted no later than 31 December 2001.VP Ortega commended CAP Commanders in Florida for their firm commitment to keeping lines of communication open with their local Air Force Association Chapters. "With your expert guidance and leadership, I am certain the CAP instructors in the Florida Wing will continue to distinguish themselves as they prepare their cadets to become the future leaders of the United States Air Force-the most respected airpower in the planet," stated Richard Ortega.

In less than three weeks following Lt. Col. Matthew Sharkey's being advised of his appointment as Florida Wing Commander, he scheduled a meeting with his 80 wing staff officers. This rapid action was compounded by MacDill AFB being on 'Threatcon Charlie', a level of high security in response to the 11 September attack. An alternate meeting place was scouted and the Brevard County Community College in Melbourne was chosen. In spite of a torrential downpour which precipitated flood warning announcements, the majority of wing officers were in place to welcome Commander Sharkey to his 'first' meeting.

AMERICA AT WAR!

CAP RESPONDS—AGAIN.

As the Civil Air Patrol instantly responded sixty years ago on the day of infamy - the onset of World War II, so did CAP respond on September 11 following the horrific, cowardly, terrorist attack on America. The following is a summary of some of the assistance missions performed by Florida Wing:

September 11, 2001:

- All Groups report they are on standby for immediate activation response.
- Members flood blood banks and supply far exceeds demand.
- Emergency HF Radio Net is activated and all radios monitor, relay emergency communications, and take hourly check-ins.
- For security reasons, all CAP facilities signs are removed, personnel maintain low profile, and all personnel, air crews/aircraft prepare for deployment.
- Chaplain issues a prayer for America and the Civil Air Patrol.
- State Department of Emergency Management requests CAP to deploy personnel for round-the-clock monitoring of every non-towered airport in Florida.
- By 10:30 p.m. 98% of all non-towered airports are manned by CAP personnel.
- Mission Bases are established throughout state.

September 12:

- FAA authorizes CAP aircraft to be airborne for Search and Rescue missions, Disaster Relief missions, and other 'Operation Vigilant Messenger' missions. All other General Aviation aircraft are grounded.
- Florida Wing placed on full alert-Level One.
- More than 300 personnel are deployed to non-towered airports.
- Central FAX established at Area Command Base.
- All Chaplains mobilized to provide counseling and support.
- All Emergency Services personnel and resources are at the ready.
- Federal Emergency Management Agency {FEMA} reduces National Emergency Communications Center to 'Conditions Normal'.
- FAA expands flight authorizations to include transportation of blood, supplies, equipment and personnel. Other flights still grounded.
- Seven Incident Command bases are operative with over 200 members on 24/7.
- Air transportation of officials provided.

September 13:

- Uncontrolled airports within 20 mile radius of Class "B" airports to continue to be manned. Area Command Post manned and operative in Orlando.
- Airborne transporting of emergency officials continues.
- Manning of non-towered airports continues and CAP is tasked to inform all General Aviation pilots of ATC flight restrictions.
- Orders for removal of facilities signs and maintaining of low personnel profile are rescinded.

September 14:

- Order to "Stand Down" for 'Operation Vigilant Messenger' received. Mobilization for Hurricane Gabrielle is requested by State Emergency Operations Center Coordinator.
- Florida Wing Hurricane Radio Net is activated.
- Eight CAP aircraft evacuated from storm area.
- Gabrielle hits coastline. Severe flooding and wind damage experienced. Ground Assessment teams and Aerial Reconnaissance teams launched. DOS and EOC team air lifted to Tallahassee-EOC.

September 15:

- Nine sorties flown for damage assessment video taping and airborne management flights of county officials.

September 16:

- Ten sorties for damage assessment video and still photography plus ferrying DEM personnel and airborne management flights for county officials.
- Mission Bases secured. State EMS extends "Heartfelt thanks. Impressive job well done."

Continued on Page 23

CAP RESPONDS—Again

Continued from Page 22

Civil Air Patrol volunteer members, highly trained in varied aspects of Emergency Services, responded to emergency preparedness agencies throughout the nation, as follows:

- CAP volunteer members from North Carolina transported 50 cases of blood from Raleigh, N.C. to the American Red Cross facility in Baltimore, Md. on Tuesday, September 11.
- Volunteers in California have provided air transportation to government officials.
- CAP's New Mexico Wing members placed on alert for blood transport.
- Kentucky Wing answered the call for help by flying blood platelets from Kentucky to New Jersey, Tuesday, September 11.
- Connecticut, Massachusetts and Rhode Island Wings flew 12 sorties and delivered 3000 lbs. of blood and medical supplies to JFK International Airport for delivery to Mt. Sinai Hospital in New York.
- The Idaho Wing transported blood and medical supplies to California and Nevada for the American Red Cross.
- CAP volunteers of the Virginia Wing manned the State Emergency Operations Center [EOC].
- The Pennsylvania Wing provided manpower and communications support to the Allegheny County Emergency Management Agency and the Federal Emergency Management Agency's [FEMA] mobile Emergency Operations Center.
- The Pennsylvania Wing was placed on 'stand by' to provide aerial imaging of the crash site of the 4th hijacked plane crash.
- Civil Air Patrol personnel from the Northeast Region provided communication and coordinating support to FEMA Region 1 ROC.
- South Carolina CAP personnel provided communications support to the state's EOC.
- FEMA Region III placed the Delaware Wing on a one-hour, rapid response standby.
- The New York Wing was on standby for pos-support at the state EOC.
- Georgia Wing transported robotic supplies for robots used by the U.S. Army DARPA personnel at the disaster site to Hanscom AFB in Massachusetts from Dobbins ARB in Georgia.
- Illinois Wing assisted with commercial flights diverted into local airports that were unprepared to handle them. Crews were on standby for additional support.
- Maryland Wing assisted the North Carolina Wing by providing lodging for their personnel transporting supplies to Baltimore, and provided manning and communication support at the state EOC .
- Michigan Wing provided manpower and communications support to the state and local EOC's.
- New Jersey Wing provided manpower and communications support to the state EOC and flew real-time video missions.
- Oregon Wing provided transportation for blood and blood samples from Portland to Los Angeles and San Diego via relay with California Wing.

REGION HEADQUARTERS

- Pacific Region alerted each of its wings, contacted each state governor to offer support, and established command posts in each wing with aircraft and crews on alert.
- Southeast Region alerted each of its wings to be on standby for additional support, and personnel monitored communications throughout the region.
- Tennessee Wing flew camera equipment –Real Time Video System—to Trenton from McGhee-Tyson ANG, also flew blood transport flights.
- Texas Wing was fully manned and provided a standby alert for blood transport missions as needed.
- West Virginia Wing provided manning and communications support to the state EOC.

GOD BLESS AMERICA!

SUMMARY OF NATIONAL BOARD MEETING

The Agenda of the National Board Meeting was rather extensive and there were a number of items discussed and/or acted upon. The following are certain of those Agenda items;

The Board members received a report of a proposed state-of-the-art 406 MHz satellite-based global personnel recovery system. The system relies on an electronics package carried on the next generation of GPS satellites. This system is not yet deployed nor is there a timeline for the deployment. This depends on DoD funding.

Our new National Commander, Brig. Gen. Richard Bowling was elected for a non-renewing three year term. The immediate past National Legal Officer Col. Dwight Wheless was elected National Vice Commander for a one year term. Col. Wheless served on the committee that worked on the new cooperative agreement and statement of work with the Air Force.

The lighter blue golf shirt [not the dark blue embroidered shirt] will be phased out on 31 December 2002. A number of new patches were considered and all were rejected. The light blue baseball hat and the light blue one piece jumpsuit will be replaced with a dark blue hat and jump suit made from better material and more pockets.

A CAP Historical Coffee Table Book will be produced. The publisher assumes all work and costs and CAP will have full editorial control.

A new 39-1 will be published at least every five years. The Southeast Region dues was approved for an increase.

The initial concept for creation of a Corporate Aircraft Distribution [CAD] Committee was passed. Change 2 of CAPR 35-2, para 3a[9]-Discrimination in Termination of Cadet Membership was revised to delete pregnancy as a cause for termination.

Effective 1 September CAP's new textbook, Aerospace: The Journey of Flight replaces Aerospace The Challenge for Senior Members AEPSM.

The CAP Historical Foundation has secured a fireproof storage site for CAP memorabilia until a CAP Museum is built.

During the last week of November the History Channel's T.V. program "This Week In History" will be devoted to the founding of CAP.

THESE THINGS WE DO - SO THAT OTHERS MAY LIVE.

Counter Narcotics Operations - In 1986, the Civil Air Patrol joined the "War On Drugs" with the US Air Force, Customs Service, DEA, U.S. Forest Service, and the U.S. Coast Guard. During 1997, CAP counter narcotics missions resulted in the seizure of over one billion dollars worth of illegal narcotics destined for the United States.

Aerospace Education - The Aerospace Education Program promotes understanding and appreciation of the importance of aviation and space exploration as related to society and national security. This program is presented to more than 500,000 students each year through in-school presentations or educating of teachers.

Communication Network - CAP members are the best trained, most proficient and most active body of communicators in the nation. CAP organizes and maintains a reliable, nationwide point-to-point, air-to-ground/ground-to-air, and ground mobile system for use during national emergencies and natural disasters with more than 16,000 radios and 25,000 trained operators.

Emergency Service Missions - Civil Air Patrol has the largest fleet of civil aircraft in the world composed of 530 planes, 23 gliders, and 2 hot air balloons. Another 4,490 member-owned aircraft are authorized for mission flying. CAP logs more than 60,000 flying hours each year with one of the best safety records in general aviation. CAP performs more than 85% of inland Search and Rescue missions for the US Air Force. CAP owns more than 1,000 ground vehicles to support our missions and many are equipped with sophisticated communication and electronic equipment.

Cadet Program - Young people between the ages of 12 to 21 develop their leadership skills. Without exception, CAP cadets are the 'cream of the crop'. Approximately 450 cadets are in the U.S. Air Force Academy, 200 at Army Academy at West Point, and 174 at the Naval Academy. Cap cadets also actively participate in the drug demand reduction program.

FINAL FLIGHT

Major Richard Randle
Santa Cruz Composite Squadron

S/M Joseph S. Michalowski III
Group 6

Lt. Col. Amy Ruth Boxwell
FLWG Director, Aerospace Education

These members, each in his or her own way made a difference in their families, their communities and in the causes they supported. Each will be missed by those who knew them and those who benefited from their work.

We thank God for each of them and offer our prayers for their families, their friends, and for all who inherited their legacy of hard work, joy in fellowship, and collegial support.

Lt. Col. Ralph Rivers,
Florida Wing Chaplain

TRAINING, TRAINING *and more* TRAINING

Sunday morning finds many people in church, others at the beach, and a few more sleeping in. However, a group of dedicated CAP members spent a recent Sunday in learning how to be more effective on emergency missions. The first in a series of classes designed to train mission base staff in the intricate requirements of various specialties was a resounding success.

Planning Section classes included Resources Requirements, Intelligence Gathering, and a mission scenario exercise of investigating a missing aircraft which required planned search strategy and coordinating of resources. All students were pleased with the course and everyone wished the class was longer. There's a switch!

Most of the attendees were certified Incident Commanders. Students who were not earned 101-T cards for mission staff assistant status.

Particular thanks goes to Captain John Bayne for developing the missing aircraft scenario and Capt. Mike Goblet who taught the resources portion of the class.

Capt. Chip Maher
FLWG/DOS

HEAT STROKE PROVES FATAL TO CAP MEMBER

CAP Senior Member Joseph S. Michalowski recently died as a result of a heat stroke after taking a Physical Fitness test in the Marine Corps which he joined merely two days before. This test involves 20 dead-hang pull-ups, 100 crunches in two minutes and a three-mile run in 18 minutes or less. The test is a prerequisite for applicants to the Marine Commissioning program.

"Mike" was born 22 January 1974 in Valdosta, Georgia. He graduated Choctawhatchee High School in 1992 and attended the University of Southern Alabama for four years and was a member of Pi Kappa Phi fraternity.

He maintained many joyous hours flying by obtaining his private pilot license and being an active member of both the Civil Air Patrol and Eglin Aero Club. Mike also had a 100-ton boat Captain's License. He was a member of the British Boy Scouts and American Boy Scouts and became an Eagle Scout while in Bitburg, Germany in 1990.

Mike truly enjoyed each day to the fullest. Nothing pleased him more than riding his motorcycle, driving his Porsche, boating, flying, and being with his friends. He spoke Russian and Spanish and being the son of an Air Force colonel, enjoyed living in various places all over the world.

Mike graduated with a degree in Microbiology from the University of West Florida in December 2000. He was actively pursuing a Marine aviation career and was sworn into the Marine Corps on July 9, 2001. On July 11 he suffered the fatal heat stroke.

Mike's passing leaves a gap in the hearts of many and he is now flying with his grandfather and never having to pay for all the flight time he is racking up.

Lt. Col. Dale Robinson, CAP
and
Kimberly Blair, Northwest Florida Daily News

COMMUNICATIONS

Capt Paul Blystone
FLWG Director Communications

All **non-wideband** VHF/FM radio equipment will have to be removed from service no later than 31 December, 2001. All HF radio equipment that is **not NTIA compliant** must also be removed from service.

No new Radio Station Authorizations [RSA's] will be issued for **non-wideband** VHF/FM of for HF radio equipment that is **non-NTIA compliant.**

Any stations that do not have a compliant radio **REGISTERED** by 31 December, 2001 **must cease operating** . Member call signs will be held for a 90 day grace period or until 31 March 2002 to secure and register new equipment.

Registration may be done via E-Mail, FAX or US Mail. Include your name, address, Call Sign, Make, Model, Serial Number, and power level of radio plus how it is to be used i.e. mobile, fixed, portable, or aircraft. This information can be E-Mailed to bcolbert@usa.net, or FAXed to 407-302-3877, or mailed to 1 Lt. Bob Colbert, P.O. Box 5446, Winter Park, FL, 32793-5446. If you have already registered a piece of equipment, you do not have to do it again. Members who have provided an E-Mail address will be notified if there is no equipment listed in their records. You can also E-Mail a request to learn if we have your valid equipment on file. You can also call to check on your status at 407-467-3123 [NEXTEL 158*41*62525], but this is only to check on a status-**not to register equipment**.

For those interested in buying new radio equipment, make sure that you are buying compliant equipment. If in doubt have it checked out. Some advertisements have already been known to be misleading. The safest way is to go to CAP National Headquarters web site, http://capnhq.gov, find the communications page, click on either VHF or HF radio equipment list, click on the manufacturer and then look for the particular radio of interest to see if it has been checked out by National.

The major manufacturers i.e. Yeasu, Kenwood, ICOM, and Motorola have many good HF radios to offer. Most of these are designed for Amateur Radio and have to have an option installed that brings them into tolerance as required by NTIA. The cost of the option is around $200.

There are currently HF and VHF radios that are compliant with or without options. A list of these with approximate prices are available upon request.

Using handheld radios and amplifiers as mobiles changes the specifications and does not meet standards when used that way. They are compliant radios ONLY when used as intended.

EMERGENCY SERVICES

MY EMERGENCY SERVICES PHILOSOPHY

BY Captain Chip Maher
FLWG Director, Emergency Services

As your recently appointed Director of Emergency Services for Florida Wing, I would like to take this opportunity to outline a bit of my philosophy about ES and how the program will grow. Florida Wing has a rich history of excellence in ES operations. We are the largest wing in the nation and are always one of the top three wings for missions assigned. Frequently we hold the number one spot!

These missions place a large burden on the Director of Emergency Services [DOS]. One of the major jobs for the Emergency Services wing staff is being there to help YOUR squadron and YOUR Group in YOUR mission responsiveness.

CAP is making major advances in the ES field. More training than ever will be required to become ground team rated, or to move up the ladder into mission management. What is even more exciting are the new opportunities that present themselves for the CAP member to work within ICS at mission base and have a real impact on how the missions are implemented. There is also a push on for us, CAP, to become more proficient in our disaster relief response. We have defined mission types that the State of Florida has asked us to do. Does your unit know them? What this means is more and more training, and training that will be new to many seasoned members.

The ES officers will be scrambling to get this training done and wing will help you. FLWG ES Staff is committed to providing the best available ES training to all those members who wish to serve. You also have my personal promise that I will assist you in any way possible with training and other ES needs. Some of the training opportunities that will be provided include the following:

a. General ES Courses
b. Urban DF Team Training
c. Ground Team Training
d. Disaster Response Training
e. Mission Base staff training for FLOP Chiefs.
f. Mission Base staff training for Unit Leaders

Even some joint training in subjects like Flood First Responder; Rope Rescue I, SARTECH II and FEMA-CERT are on the drawing board or in pilot programs.

I will be the first to tell you that the ES staff can not do this job alone. We need help, and it has to come from you. Units that are serious about ES need an Emergency Services Officer. All group and squadron commanders need to make sure they have appointed an ES officer who WANTS the job and is excited about doing it.

Over the next 24 months we have to re-train EVERYONE who holds a 101 card in their rated specialties. We also have to keep advanced training ongoing for those who have their sights set on higher ratings. We need to keep the pipeline open to train new members in general emergency services and helping them advance through the ranks of ES. We need to standardize equipment, procedures and operations. We need to prepare for the worst by being the best!

We have a lot to do. It almost seems like too much, and it would be if it were just me trying to do it. But it's not just me, or me and my staff...It's ALL OF US working as a single TEAM! Together we can accomplish all this and more. The ES Mission of CAP is one that places the largest burden on members. America has placed an important mission into our hands. Emergency Services is not a game, it's life or death, we have to be skilled at our jobs. We owe it to those we serve to be the best we can, and do the best we can. It's not easy and it calls for sacrifice We must be mission oriented, we must be ALWAYS VIGILANT...**that others may live!**

SAFETY FIRST

Major Tek Konkel, Group 4 Safety Officer

How much thought have you ever given to how safe you are in your own home? What hazards exist? Those are questions, if answered, can save you and your family from some serious consequences.

Do you know the meaning of corrosive, reactive, toxic and flammable? These words on the label of many common household products describe some of the less desirable properties of chemicals. Of those terms, reactive probably is the most dangerous. Reactive means that the chemical burns if exposed to air or water. Flammable is nearly self explanatory. Means that the chemical catches fire easily. Easily-not automatically. They are safe to use if used in the manner they are intended and reasonable precautions are taken. Corrosive is used to describe a material that burns the skin or eyes **on contact.** Again, corrosive materials can be used if prudent care is taken. Toxic indicates that you can become ill if you swallow even a small amount of the chemical. Know the hazards of the chemicals you use. Remember, you are exposed to hazardous materials by breathing, eye contact, skin contact and swallowing.

While there are many sources of information on all types of chemicals, the best place to start is reading the labels on the container. No Label! Don't use it. Use materials only for their intended purpose. Use personal protective equipment such as goggles and gloves, if indicated. Dispose of substances properly. Know which substances in your home or workplace are hazardous. Use proper precautions and determine beforehand the proper medical treatment in case of accidental exposure.

What about poisons? All medications can be poisonous in some circumstances. Other items currently found around the home that are poisonous if improperly used, include: toilet cleaners, drain openers, laundry detergents and bleach, bug killers [sprays, liquids and granular], anti-freeze, windshield washer solutions, kerosene, gasoline and lamp oils.

Nearly all accidental poisonings involve children under the age of seven and can easily be prevented by practicing the six P's—***Proper planning prevents poor performance.*** Buy products with child-resistant caps. Tightly close all caps after each use—**Always.** Keep medicines and cleaners out of sight in cabinets with child-resistant latches. Don't take medicine in front of children—children will copy what you do. Don't put poison in empty food containers-someone might eat it. Destroy out-dated medicines, they may be ineffective but still poisonous to children. Clean up after working around the house, car or garden. Throw out leftover cleaners, sprays, and kerosene immediately. Look for and purchase products that contain a **bittering agent.** Poisons with a bittering agent will taste so bad children often stop eating them. Do not store toxic products where food is kept.

In the event of poisoning it is vital that you take action immediately. Most toxic substances have remedial instructions on the labels. Follow instructions to the letter. In the event these instructions are not available, as in the case of medications, call your Poison Control Center **[Florida Poison Information Center 1-800-282-3171].** Your local emergency number, usually 911, or as a last resort, your local hospital or doctor. Keep Ipecac Syrup on hand but do not use it unless told to do so. Ipecac Syrup causes vomiting which is important for many poisons but dangerous for others. When phoning for help have the following information ready; the child's age and weight, any health problems, circumstance of the poisoning, the poison container, what, if any, first aid has already been administered, and has the child vomited. Follow instructions carefully. Remember, prevention is the best cure.

A reminder for all commanders—The annual Safety Survey is due at your Group Headquarters by 31 October.

Think safety, act safely, be safe.

OUR PROUD YESTERDAYS

The Civil Air Patrol celebrates its Diamond Anniversary - 60 years of service on 1 December 2001. In honor of CAP's proud yesterdays, this issue features the second of a two part series. Florida Wing Historian, Lt. Colonel Roger Thomas expended many research hours in Florida Wing's historical archives. His compendium of Florida Civil Air Patrol reported activities and photos during World War II has never before been assembled. Major Virginia Montalvo and Lt. Col. Chester A. Blucher have generously loaned their photo albums from the 1940's for this series. Materials obtained from the Library of Congress, CAP National Headquarters, CAP/USAF manuscripts, Florida Aviation Historical Society, Air University, Chronological History of Coastal Patrol Base No. 5 and the Editor's personal experiences are the basis for Part Two of this series.

Lt. Col. S. Buddy Harris
Editor-Publisher

FLORIDA WING'S HISTORY

Florida Wing of the Civil Air Patrol has one of the most colorful, vivid, varied and proud histories of any CAP wing in the nation. The story is an epic of individuals performing heroic tasks in troubled times and the fulfilling of duty assignments with flare and panache.

It all started in that greatest of all perilous times, the beginning of the Second World War. Any number of organizations had begun preparations for the struggle that was so clearly discernible to the visionaries and so completely hidden to the man on the street. As we all know, the Civil Air Patrol just barely made the cut to operational status. Had CAP not been chartered one week prior to Pearl Harbor it is almost certain that the military would not have been willing to allow any civil flying despite CAP's ability, desire and resources. In Florida, prior to CAP's formation, there were aggressive programs to recruit volunteer pilots for para-military duty. The Aircraft Owners and Pilots Association {AOPA} had an activated program for the registration of members who were willing to serve. The "Florida Defense Force" [FDF] was a state sponsored organization that was essentially an air national guard and was intent on developing an air branch by direct recruitment of pilots. In the end, FDF pilots who were eligible joined the military and those disqualified for regular service joined CAP. Reasons for disqualification included need for eye glasses, too short, too tall, too young, too old, medical, and a host of other reasons.

The limited service initially assignable to CAP pilots included border and beach patrol for detection of saboteurs and spies but specifically excluded over water patrols.

Coastal Air Patrol

Within a matter of weeks, the German Navy was inflicting disastrous damage to United States merchant marine convoys. See Figure 1. Bowing to pressure from the shipping industry that was losing more ships, cargoes and men than the Navy had lost at Pearl Harbor, the military agreed to the establishment of three CAP Coastal Patrol Bases on a trial basis.

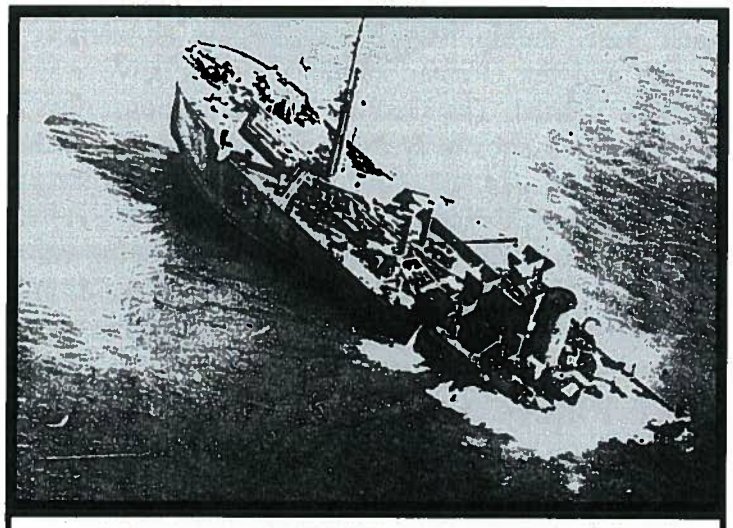


Figure 1: This ship loaded with tanks and trucks was torpedoed and sunk about two miles off the Florida Coast.

President Franklin Delano Roosevelt signed Executive Order 9158 on 11 May 1942 activating CAP's Coastal Patrol function. Florida Wing's contr-

Continued on Page 30

Continued from Page 29
OUR PROUD YESTERDAYS

bution to this experiment was Coastal Patrol Base 3 at Lantana. The first Florida Wing Commander, Major Wright Vermilya took concurrent command of this new base.

Program Results

The effectiveness of the Coastal Patrol was almost immediately evident. The German submarine wolf packs which had a field day in sinking vessels, were reduced to only occasional attacks. Allied ship's crew morale rose rapidly with the prospect of timely rescue following extremely less frequent U-boat raids. Few submarine captains were willing to stick around and determine whether the plane reported by their lookout was a "putt putt" or an army bomber. It took nearly a minute to dive the U-boat and a high speed bomber could be on top dropping killing ordinance within two minutes. So the "Alarm flugzug" "Dive Dive" was sounded more frequently than any submarine captain would prefer. Any attack that the U-boat had in progress was lost and the CAP plane would warn away all shipping in the area and others to be on alert to the imminent danger. When the CAP air crews reported an actual sighting to their base, the military would initiate an earnest search and the German submarine's initiative was quickly aborted. The German Navy's response was to move their subs to areas less frequently patrolled by air reconnaissance. CAP responded by building more and more Coastal Patrol Bases.

As Florida CAP moved toward getting organized, the first wing conference was held in Tampa. Attendance at the 16 August 1942 event was 88 members from all over the state.

CAP Planes Are Armed

Coastal Patrol Base #3 was credited with an assist in a successful attack on a U-boat when an air crew observed an oil slick that they reported to a Navy destroyer that delivered the knock out blow. A critically frustrating event occurred when a submarine stuck on a sand bar off Cape Canaveral eventually escaped because no military planes were able to get to the scene in time. This event resulted in the arming of Civil Air Patrol airplanes. See Figure 2.

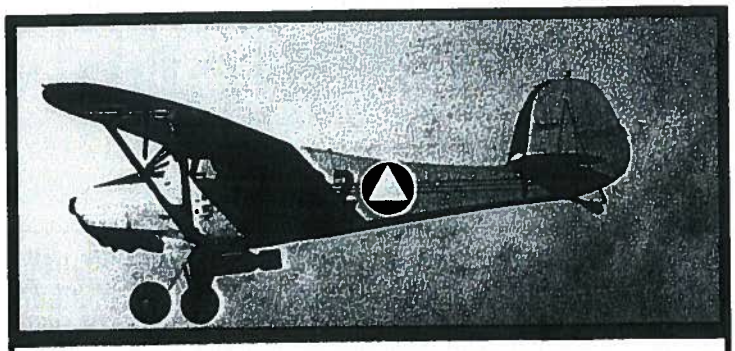


Figure 2
Civil Air Patrol plane with belly bomb flying Coastal Patrol mission.

A complete history of Coastal Patrol Base #5 at Flagler Beach was compiled in August 1943 by Flight Officer C. Y. Nanny, Jr. It is interesting that the contents are noted, "The entire contents was approved by Captain Lawrence W. Grabe, Intelligence Officer of CAP, Coastal Patrol Base #5, Flagler Beach. Florida. The text and pictures herein are RESTRICTED MILITARY INFORMATION, Registered Copy No.____.". The history documents "16,000 combat operational hours on Coastal Patrol and is proud of its record of having lost only three planes in the 'drink' and NONE of their crew" Typically, the history reports six two-ship patrols would leave CPB#5 during the day, half flying south and the other half north. The northern patrols would land at CAP Airport Jacksonville [now Craig Field] where female CAP members had refreshments waiting and cadets refueled the planes. It was not unusual for the last patrol out to have to layover for the night due to bad weather or sundown. CPB#5 crews are credited with 21 attacks on Nazi U-boats.

Coastal Patrol Base #7 was located at Chapman Field south of Miami. Its air fleet was composed of Stinson Voyagers, Reliants, Cessna 180's and a Laird Biplane. Though this group lost two aircraft, the crews were rescued. When the Coastal Patrol mission was discontinued the unit began to tow targets for the Army Air Corps.

Coastal Patrol Base #13 was given a primary mission of Search and Rescue, though they remained on constant vigil for U-boats. Tough this group originally started at Tampa, they mostly flew out of Sarasota to be more central to their very large patrol area.

Coastal Patrol Base #14 operated at Panama City. The six lives lost on operational Florida Coastal

Continued on Page 31

Continued from Page 30
OUR PROUD YESTERDAYS

were from CPB#14. This group operated up to 14 aircraft—Stinson's, Waco's, Cessna Airmasters, And Fairchild 24's. See Figure 3.

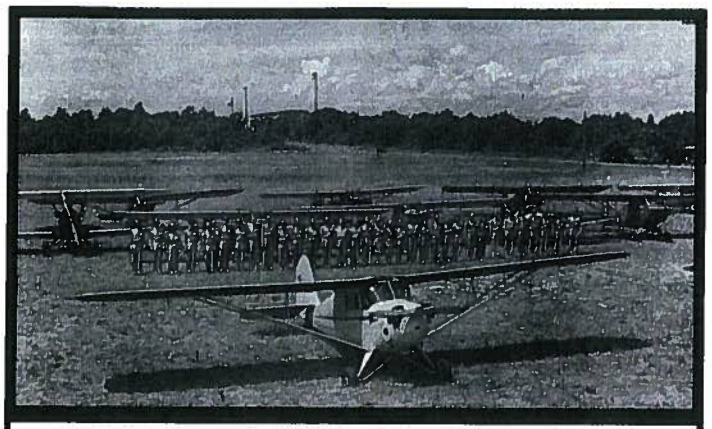


Figure 3
Formal inspection of members and aircraft of Coastal Patrol Base #14 in September 1943.

Their area of responsibility was from Mobile, Alabama to Light House Point, Florida which is approximately halfway to Tampa. They practiced bomb dropping on a target submarine shape drawn on the sand with empty oil barrels stacked up to look like a conning tower. Practice bombs were sacks of flour and occasionally smoke markers. After six weeks of over-water flying with home-made survival gear, the U.S. Navy provided Mae Wests, life rafts and other current issue. The Army Air Corps provided instrument flying training, one 100 pound bomb per plane and armaments training. Living conditions slowly improved from 'tent city' to Conservation Civilian Corps camp barracks to shared cottages for married pilots. CPB #14 history claims a sighting that resulted in the Navy sinking one submarine.

The Duck Club

In the early part of WWII, the average air time for an engine was about 350 hours before failure. Given the amount of over-water flying time, it was inevitable that a large number of planes would make forced landings at sea. CAP air crews that were forced to ditch automatically became members of the exclusive fraternity—the DUCK CLUB! See Figure 4.

The intended solution was to provide an amphibian aircraft at each CPB. At Lantana no amphibian was available. Robert Royce's floatplane flying out of Chalk's Seaplane Base served as the substitute. The usual pilot was his son, Robert Jr. [Bob] who always drew the longest over-water missions since command considered the aircraft to have the highest level of survivability. Late one afternoon, Bob and his observer

FIGURE 4

joined the Duck Club. They swam to an abandoned torpedoed shipwreck that had settled up on a reef and had upper parts above water. They held on until morning when they were sighted by a CAP Search and Rescue air crew and saved by the Coast Guard.

Polk County Squadron lost five airplanes in a hangar fire on March 6, 1943 but that didn't reduce their mission accomplishments. By September 11, 1943 they conducted 15 plane leaflet drop 'raids' on 11 cities. Similarly in September, the Miami Squadron conducted a leaflet drop from six airplanes in support of the Army Air Corps recruiting program.

CAP provided armed security at all the civilian airports that were permitted to remain operative during the war, air crews to fly at night without lights so that searchlight crews could practice locating them, and instructors for training air raid wardens in the aerial identification of enemy and allied war planes.

Continued on Page 32

Continued from Page 31

OUR PROUD YESTERDAYS

During World War II, thousands of young people passed through the CAP Cadet Program. In major cities, the program could be taken for high school credits. The cadet program directly reflected the Army Air Corps [AAC] training program and allowed cadets to get advanced qualifications for the AAC before actually entering the service. Conversely, Air Corps aviation cadets who were in the service but under the age of 18 were placed into the Civil Air Patrol for one year prior to beginning their pilot training. Cadets of that period talk about occasionally being allowed to fly in over-water flights and fly Coastal Patrol missions. Several cadets from Jacksonville relate going to Briggs Army Airfield in Tallahassee and actually loading the machine guns on P-51 fighters. One of the most popular cadet programs of that era was rifle marksmanship.

The first cadet in Florida Wing was Perry Snell of Fort Myers and his story is told in the book "Florida The War Years 1938—1945"

One of the earliest and longest known senior membership records in the CAP is that of Lt. Col. Chester A Blucher currently with the Stuart Cadet Squadron. LTC Blucher's career in CAP is extremely varied from his becoming a CAP member in the Wisconsin Wing in October 1943. In 1946 he transferred to the Michigan Wing and served as Group Operations Officer. From 1949 to 1951 he was an EXO and Instructor Pilot in the Indiana Wing returning to the Michigan Wing as the commander of many squadrons until 1960. He then transferred to the Connecticut Wing until 1988 where he held many command positions. From that date to the present he has been a member of Florida Wing and is still active having served as a continuous member of the Civil Air Patrol for 58 years. See Figure 5. Lt. Col. Blucher's original membership card reads " **The member named on the back of this card is voluntarily enlisted in the Civil Air Patrol and is authorized to wear the uniform prescribed for C.A.P. by the War Department.**

Armed Forces, Police and Civil Authorities are requested to cooperate with this member in the performance of war duties.

If found, return to Civil Air Patrol, 500 Fifth Avenue, New York, N.Y."

Figure 5
2nd Lieutenant Chester A Blucher—July 1947

Among the most colorful CAP members to fly Coastal Patrol was Col. Zack Mosley, the creator of the famous "Smilin' Jack" comic strip. Mosley was a member of Florida Wing 41 CAP/AAF-A headquartered at 115 Court House, West Palm Beach, a Coastal Patrol pilot and a cartoonist for the squadron's newsletter "The Barracuda Bucket". In the early days of CAP, when it was still being organized at Morrison Field and was starting Coastal Patrol on a wing and a prayer, the modern life raft was not available. The Barracuda Bucket was an old inner tube from which a shroud of canvas hung and into which the air crew survivor would climb, float and still be protected from the vicious attacks of sharks and barracuda. Zack Mosley's drawing of one is seen in Figure 6. Mosley was awarded an Air Medal by President Harry Truman. The citation read " ***For meritorious achievement while participating in antisubmarine patrol missions during World War II. The accomplishment of these***

Continued on Page 33

Continued from Page 32
OUR PROUD YESTERDAYS

missions in light commercial type aircraft despite the hazards of unfavorable weather conditions reflects the highest credit upon this valiant member of the Civil Air Patrol. The high degree of competence and exceptional courage he displayed in the voluntary performance of a hazardous and difficult task contributed in large measure to the security of coastal shipping and military supply lines. His patriotic efforts aided materially in the accomplishment of a vital mission of the Army Air Forces in the prosecution of the war.

Signed **Harry Truman**
THE WHITE HOUSE"

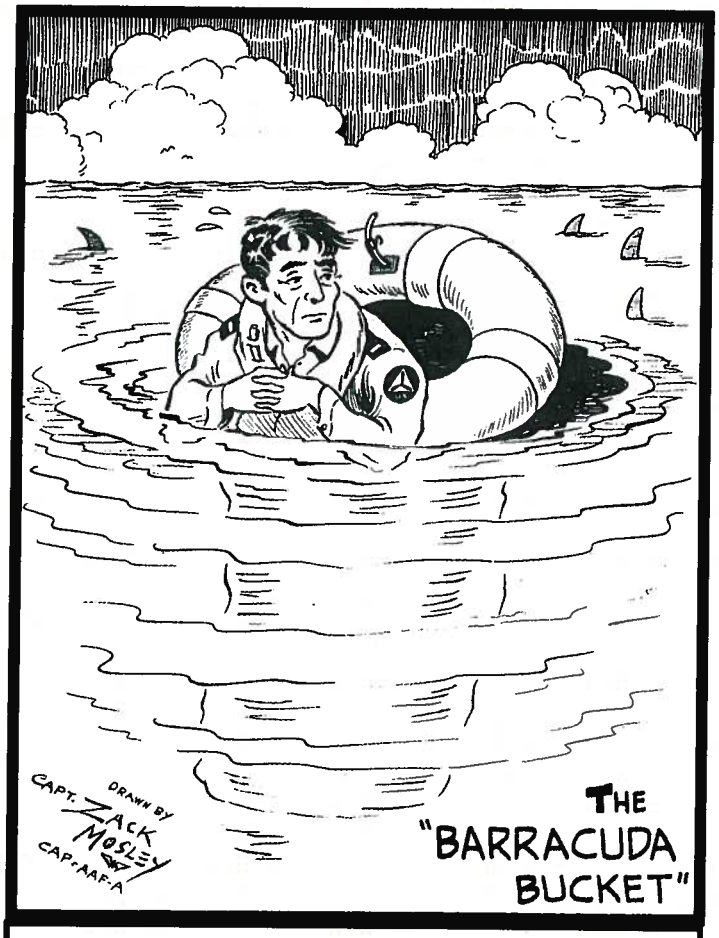


Figure 6
The BARRACUDA BUCKET as drawn by Capt. Zack Mosley - May 1944

Coastal Patrol Is Successful

By August 1943, the experiment of Coastal Patrol was deemed a complete success and CAP units were withdrawn from the hazards of open ocean patrol. The mission of Florida Wing switched to target towing, forestry patrol, liaison flights, courier service, Search and Rescue, and the Cadet Program. There were some hard feelings about losing the patrol missions just when the U-boat battle was won. However, it was fortunate that CAP was withdrawn for the submarine tactics was also transitioning and the U-boats began to fight it out with attacking aircraft. The number of flak guns on German sub decks were tripled and a number of British Coastal Command ASW Bombers were lost before the allies realized that non-diving submarines were not necessarily signs of mechanical failure or slow diving response. The anti-aircraft equipped U-boats certainly would have given CAP's planes a mauling if they had been left at risk. In support of the new assigned missions to CAP, the Army Air Force provided replacement, as well as additional, aircraft to most flying squadrons. See Figure 7.

Figure 7
TAMPA GETS PLANE—Formal presentation of an Army Air Force plane for use of the Tampa CAP Squadron was made by Major Richard Robbins, Florida Wing Commander [left], to Lt. Eugene R. Ekes, Tampa [right], as Capt. Zack Mosley, creator of the comic strip "Smilin' Jack", looks on.

By war's end Civil Air Patrol in Northeast Florida mustered 35 planes, 130 cadets and 142 senior members for an anti-saboteur exercise. The City of Miami had four squadrons with 60 airplanes and 108

Continued on Page 34

Continued from Page 33
OUR PROUD YESTERDAYS

pilots available for duty. The Daytona Beach Coastal Patrol Base had a cadre of Intelligence Officers that planned the day's flying missions against German submarines. Ultimately, a total of 39 aircraft were assigned to the base. Accidents were a routine part of daily life and the group lost three aircraft at sea. Florida Wing averaged 300 flights a week for the entire Coastal Patrol period which peaked at approximately 600 flights during the first week in October 1942. MacDill Army Airfield in Tampa [now MacDill Air Force Base] was dedicated on April 15, 1941. The airfield was named in honor of Army pilot Colonel Leslie MacDill who was killed in a plane crash near Washington, D.C. on November 9, 1938. The base served as the home of the Third Bomber Command.

Coastal Patrol Insignia

On August 26, 1942, It was determined that Coastal Patrol planes would have different insignias than other CAP planes. The distinctive marking was a blue circle superimposed with a white triangle **without** the red three bladed propeller. These distinctively marked aircraft were only permitted to be flown on Coastal Patrol missions. When airplanes were relieved from Coastal Patrol service, the red three bladed propeller insignia could be superimposed on the white triangle. See Figures 8 and 9.

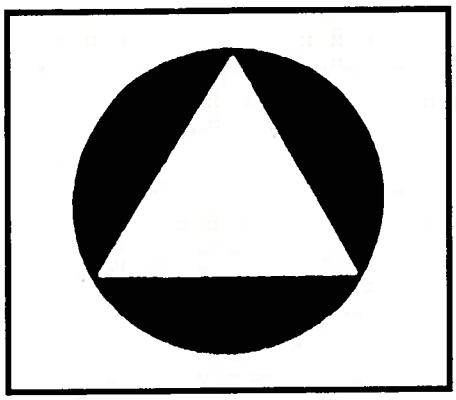


Figure 8
Distinctive insignia solely for display on CAP Coastal Patrol airplanes.

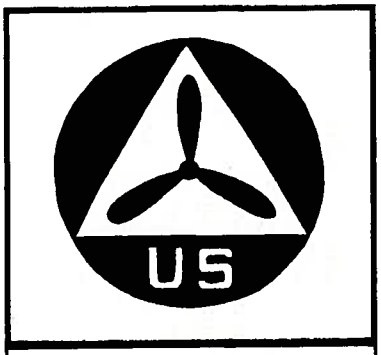


Figure 9
Official insignia with red three bladed propeller for use on CAP airplanes, not on CAP Coastal Patrol aircraft.

CAP Cadet Program

A new world—the air world—was opened wide to American youth on October 1, 1942. On that day the Civil Air Patrol began its Cadet Program under the supervision of Captain Kendall K. Hoyt, Recruiting and Public Relations Officer for National Headquarters. At the outset, membership was held down in order to insure a solid foundation for the program. Each senior male member was permitted to sponsor a young man and each female senior member was allowed sponsorship of a young lady. Youngsters from fifteen to seventeen years of age, in their last two years of high school, were eligible provided they were physically fit and up in their studies. The program caught on and the first cadet squadron in the country was chartered in Minnesota with 39 cadets. Within six months, more than 20,000 teen-agers were actively involved.

History shows the CAP Cadets have an astounding record:

The first CAP Cadet to become a Wing Commander was Samuel H. duPont Jr. in the state of Florida-August 67 to March 68; The first CAP Cadet The first CAP Cadet to become Chairman of the National Board, Brigadier General Samuel H. duPont Jr-Oct 70 to Oct 73; the first CAP Cadet to become a Region Commander Johnnie Boyd-Southwest Region March 76 to September 78; first CAP Cadet to become National Commander Brig. Gen. Johnnie Boyd-September 79 to August 82; first CAP Cadet to become a four star Air Force General Bennie Luke Davis, USAF; first CAP

Continued on Page 35

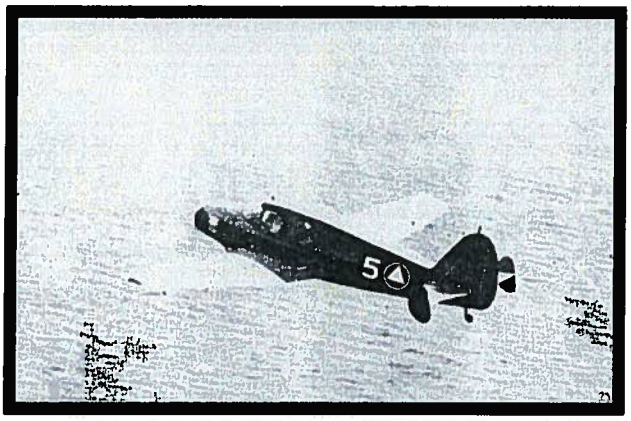
Continued from Page 34

OUR PROUD YESTERDAYS

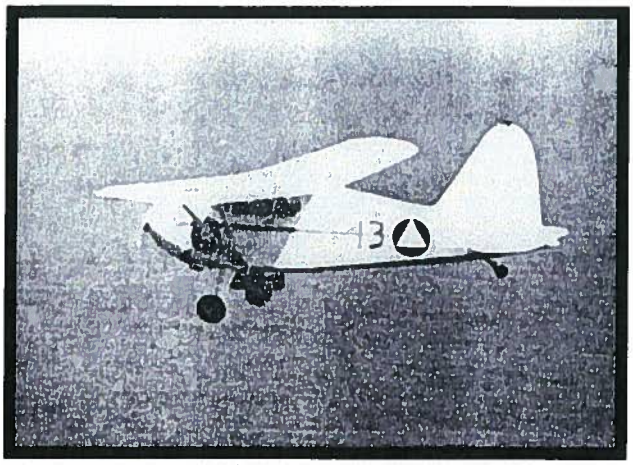
Cadet to be an Astronaut, Frank Borman, Apollo 8; and the first CAP Cadet to become an Air Force Chief of Staff, General Micheal E. Ryan, USAF.

Lost Aircraft/Saved Crews

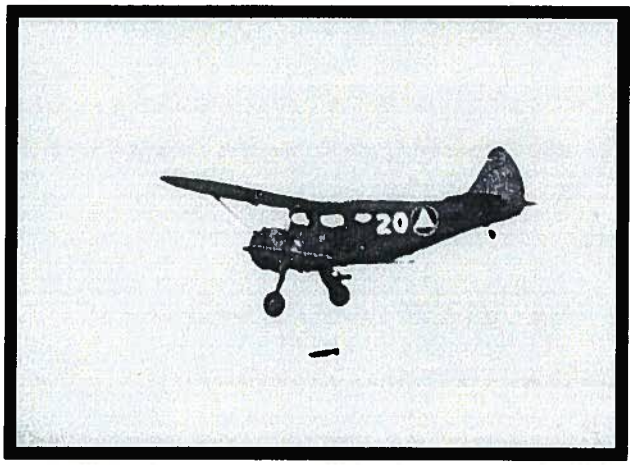
Ranger Fairchild, owned by Lt. Albert Crabtree made its owner and Lt. McLaughlin members of the "Duck Club" when it hit the 'drink' off St. Augustine October 28, '43



Major Gresham's and Lt. Harry Clinton's low wing Bellanca carried Lt. Rhodes and Lt. Clay to their membership in the 'Duck Club" off Daytona Beach November 22, '43



Another of Lt. Grisham's planes, a Stinson Voyager dunked Lt. Wallace and Lt. Wimp and made 'Ducks' of them on February 24, '43



Flight Officer Bailey dumped his bomb prior to a crash landing by Lt. Booher. The landing gear damaged on take-off is seen dangling in this picture taken by Lt. Bob Hammons. As a result of Lt. Booher's skilled landing, both he and Bailey walked away from the 'wash-out' crash uninjured. The WACO was owned by Lt. Tamm and Flight Officer Bailey.

CAP Receives Recognition

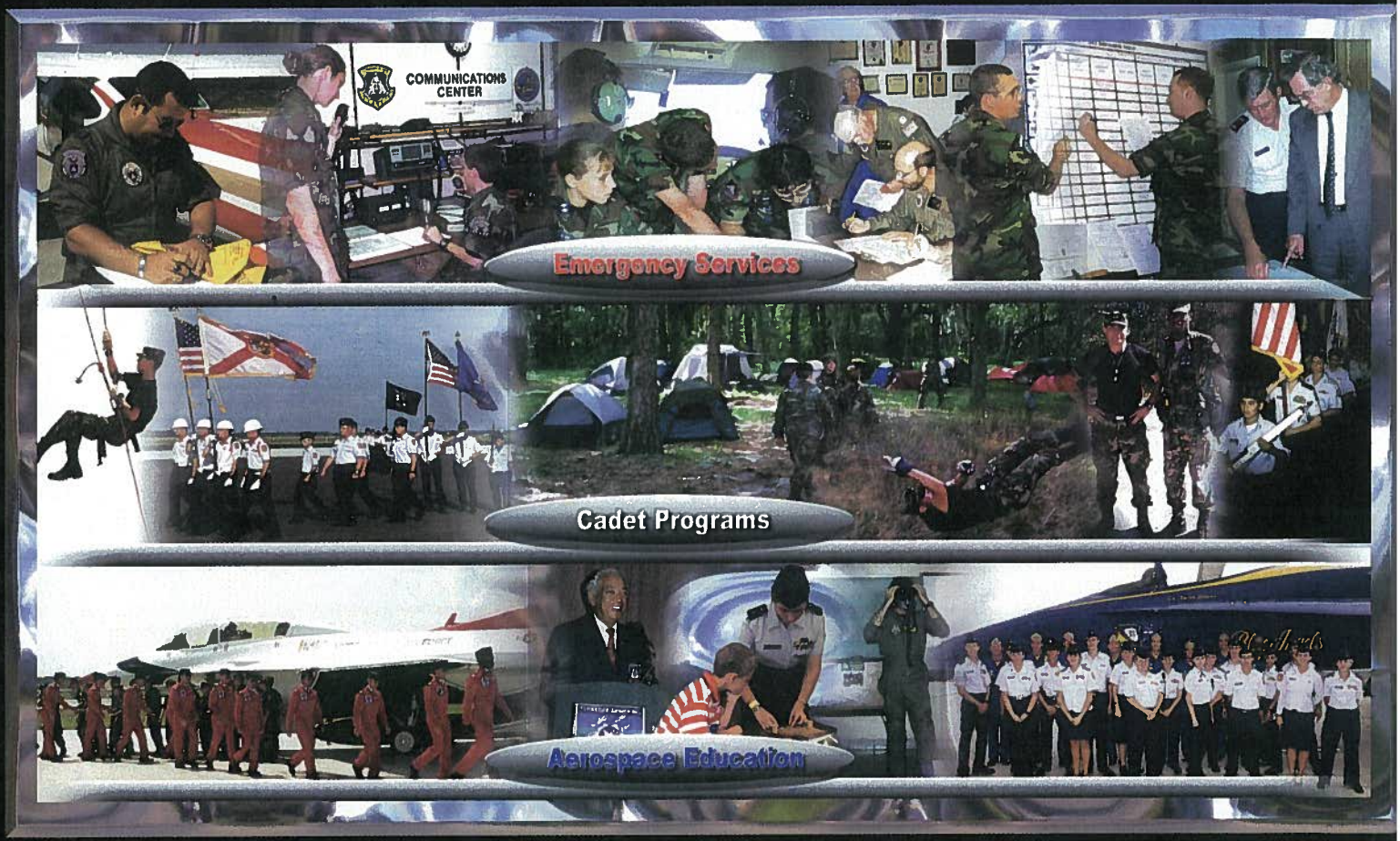
Of the 824 air medals earned for CAP Coastal Patrol service throughout the nation, Florida received a disproportionate 145. Two of Florida's Coastal Patrol Bases were also awarded Presidential Unit Citations. Peter J. Sones, Commander of Coastal Patrol Base # 13 at Sarasota received an Exceptional Civilian Service Medal.

Today, CAP flies more than 85% of all inland Search and Rescue missions for the US Air Force. Our corporate aircraft numbers 540 fixed-wing aircraft, 25 gliders and 4 hot air balloons. There are another 4500 member owned aircraft authorized for CAP missions. This largest civilian aircraft fleet in the world logs more than 60,000 flying hours each year in volunteer service to our nation, with one of the best safety records in aviation.

FLORIDA WING

CIVIL AIR PATROL

Where imagination takes FLIGHT



FLORIDA
UNITED STATES AIR FORCE AUXILIARY
CIVIL AIR PATROL

http://flwg.cap.gov

Civil Air Patrol Florida Wing
2700 Eagle Staff Court
MacDill AFB, FL 33621-5208

NON PROFIT ORG
U.S. POSTAGE
PAID
Permit # 171
Tampa, FL

**********AUTO**3-DIGIT 330
116561
Joseph Martin
3530 SW 147th Ave
Miramar FL 33027-3732