

CIVIL AIR PATROL
WINGSPAN
MAGAZINE



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FALL 2015



**WING HOSTS
AMBASSADORS**

**GROUP 3 TOURS
COAST GUARD**



**CADETS SELECTED FOR
AIR FORCE ACADEMY**

**Challenge Accepted:
Record Breaking Encampment**



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Col. Henry Irizarry
Florida Wing Commander

Capt. Tyler Lahnen
Director of Public Affairs
Editor, *WingSpan*

COMMANDER'S COMMENTS

Pursuit of Excellence

As I travel the wing attending different activities I have had the privilege of meeting the superb volunteers we have in our great organization from all over the state. It is amazing to see the sense of pride, volunteerism and dedication that strives from within our organization.



*Colonel Henry Irizarry
Commander, Florida Wing*

Likewise, I have had the pleasure of talking to many of you in either a group or individual setting. In those conversations, I have expressed the importance for the pursuit of excellence. So, what do I mean by that?

The pursuit of excellence is commonly mistaken with the pursuit of perfection. Excellence and perfection are absolutely not the same. Perfection focuses on small details to try to be perfect. On the other hand, excellence focuses on small details to be of better service to the people

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ON THE COVER:

Cadets overcome challenges on the obstacle course at Camp Blanding during Summer Encampment 2015.

Photo by: 1st Lt. Gail Arnold

TWO CADETS FROM SEMINOLE COMPOSITE SQUADRON EARN APPOINTMENTS TO USAFA

By SM Diana Learned, CAP

Seminole Composite Squadron Public Affairs Officer

Cadet Lt. Col. Boughton and Cadet Maj. Fransbergen have been awarded United States Air Force Academy appointments. These young men have worked hard to achieve this once in a lifetime opportunity. Seminole Composite Squadron witnessed the development and growth of such highly motivated cadets who knew how to persevere and accomplish the goals they set out to do throughout their high school years. They advanced through the CAP cadet program successfully and pursued the Air Force Academy with tenacity by fulfilling all of the requirements to apply for the USAFA, such as outstanding high school scores, taking challenging high school courses, and being involved in extracurricular activities, that honed into physical, leadership, and academic excellence.

Cadet Lt. Col. Boughton was raised in Mexico until the age of 14 when his family moved to The United States and started pursuing an appointment to the USAFA. As a student at Mt. Dora High School he was a member of the AFJROTC and the National Honor Society. He also attended Lake Sumter State College where he completed his A.A. as a dual enrolled student and was a member of the Phi Theta Kappa Honor Society. In 2014 while his family was vacationing in Alaska, Cadet Lt. Col. Boughton was able to attend and graduate from the Bush Pilot School in Wasilla, Alaska. As member of the Seminole Composite Squadron he attended several Civil Air Patrol Leadership Academies, Civil Air Patrol Encampment, and Civil Air Patrol's Hawk Mountain. It was only fitting that Cadet Lt. Col. Boughton successfully would complete his final year at Seminole Composite Squadron as the



Photograph by Lt. Theresa Stalnaker

cadet Commander.

Cadet Maj. Fransbergen's uncle inspired him to fly since the age of 6. He has pursued different opportunities to make his dream of flying come true as he made it a point to start flight lessons at the age of 12. He attended Mt. Dora High School where he was Squadron Commander of the AFJROTC and was a member of the National Honor Society. At school he was Senior Class Vice President and Captain of the Varsity High School swim team. He participated in the Future Business Leaders of America, the Key Club, and the Jefferson's Awards club. Cadet Maj. Fransbergen holds a private pilot certificate and has six combined national awards in AFJROTC and CAP. At Seminole Composite Squadron he served as executive officer.

The fact that two cadets were selected from one CAP squadron in the nation to attend USAFA is something Seminole Composite Squadron doesn't take lightly. It is actually a great honor and privilege! Their dedication, commitment to excellence, and their hard work bring great credit to themselves, their squadron, and the Civil Air Patrol.

Congressional Gold Medal Recipients: *Profiles in Service*

*By Maj. Jennifer Richards, CAP
Florida Wing Historian*

In December 2014, Congress approved the Congressional Gold Medal to be awarded to members of Civil Air Patrol who served during World War II. This prestigious medal is to honor those who volunteered and served their country at a very difficult time. These members provided an essential service in the defense of our country during the war. Civil Air Patrol was founded on December 1, 1941 and opened Coastal Patrol Bases along the East and Gulf Coasts. At the time, German U-Boats were destroying our ships just off the shores and in transport. The mission of the Civil Air Patrol pilots was to fly the coastlines and search for German U-Boats and report their position so they could be “handled” by the military. Eventually, with their success, the mission of Civil Air Patrol expanded to include escorting oil tanker ships safely into and out of the area to prevent the German U-boats from

sinking them. It also included assisting the military in the training of their pilots.

Civil Air Patrol was not only for adults...teenagers were also joining Civil Air Patrol as Cadets to help in the country’s defense. These cadets were taught military customs, courtesies, drill, and had classes in various areas such as, communications and aircraft identification. For the majority of the cadets, their participation in Civil Air Patrol instilled a sense of confidence, leadership, and interest in aviation that later led to successful careers in and out of the military.

Florida Wing would like to take this opportunity to say a sincere thank you to all of you who served as members of Civil Air Patrol at this very important time in our country’s history. Civil Air Patrol would not be what it is today without your participation, service, and sacrifice!



Photo Credit: Maj. Steve Lampasona, Group 3 Commander

Some of the members include:

Marvin S. Findling, Cadet Master Sgt., USAF (Ret.)

Cadet Master Sgt. Marvin Findling held a critical position in Civil Air Patrol from March 1943 to November 1945—he was the Assistant Communications Officer for Group 1, which at that time, was located at Chapman Field in South Miami. During his time at Chapman Field, Cadet Master Sgt. Findling helped to establish new communications procedures and a communication station, while also teaching classes each week on radio operations to the cadets within the squadron. In November 1945, Cadet Master Sgt. was called to active duty with the US Army. Cadet Master Sgt. Findling was the active duty USAF Liaison NCO to the Rhode Island Wing for two terms—1959-1963 and again from 1964-1968.

Lt. Col. Buddy Harris

Buddy Harris began his Civil Air Patrol career in New York Wing in 1943. Since then, he has had a long career in CAP, accumulating many honors along the way.

At the age of 15, Buddy Harris earned his pilot's license and the next year joined the Bronx Civil Air Patrol Squadron in New York where he was a courier, communications instructor, and flew submarine and coastal patrols until 1944. At that time, Buddy enlisted in the Army Air Corp as an Aviation Cadet.

From 1957-1990, Buddy took a break from Civil Air Patrol to focus on his professional career in the Army Air Corp for three years and then in various forms of architecture.

In 1990, Buddy Harris returned to Civil Air Patrol as a member of the Marco Island Senior Squadron, where he was the Public Affairs Officer and Administration Officer. Not one to leave the Emergency Services mission behind, now Lt. Col. Buddy Harris, was the Mission Coordinator of 89 U.S. Air Force missions and became a Mission Observer with 22 finds to his credit.

With all of his experience, Florida Wing came calling. In 1992, Lt. Col. Harris was transferred from the Marco Island Senior Squadron to Florida Wing staff and became the editor/publisher

of "Florida Facts" magazine (a predecessor to WingSpan). He was the Chairperson of the Blue Ribbon Task Force-CAP National Magazine and a technical advisor for the creation and publishing of the CAP Volunteer magazine. Lt. Col. Harris also found time to serve as a staff member for four years at the Southeast Region Staff College.

Lt. Col. Buddy Harris has received numerous accolades for his work in Civil Air Patrol. These awards include earning the Gil Robb Wilson Award, the highest professional development level in CAP, three exceptional service awards, two Lifesaving Certificates, and a host of other awards and recognition. The Congressional Gold Medal can now be added to his long list of accomplishments.

Thomas Jones

Thomas Jones joined the Easton, PA Civil Air Patrol squadron while in high school, as a cadet. As a cadet, he was given instruction in navigation, meteorology, and communications. Often they would travel to McGuire/Ft. Dix to participate in training and missions.

Because of his communications training, one of the tasks he had was to be stationed in the observation tower and radio in what he heard. He was also part of a squadron that went on coastal patrols and dropped bombs. One of the assignments observers had while on a patrol was to look for oil slicks or debris floating on the surface, which would indicate a possible sub under the water. He remembers the odd debris that would be located in the water and that had washed up on shore: movie ticket stubs and receipts from local stores and restaurants. The Germans would slip on shore once it became dark, go into the nearest town, buy supplies, food, etc. and then sneak back to their sub before the sun came up in the morning.

Mr. Jones earned his pilot's license before he was able to get his driver's license, which led him to a career in aviation. He flew a number of different aircraft from the L2, 3, and 4's, Stinson's, WACOS, and J3 Cubs to jets when he was serving in the Air Force.

He went on to a marvelous career in the Air Force, attaining the rank of Colonel, and says he owes almost everything to his time spent in Civil Air Patrol as a cadet.

Ronald Lunstrum

Ronald Lunstrum was born on July 8, 1927 and joined Civil Air Patrol in 1942 as a member in Terre Haute, IN. He loved to fly and anything related to planes. While a CAP member, he was the squadron commander for three years before enlisting in the USAAF Reserves when he was 17. He then went on to active duty on August 6, 1945, where he had a successful career. Mr. Lunstrum was also a member of Honor Flight in October 2008, which takes WWII veterans to Washington, DC for a tour of various historic sites and to be honored for their service. Mr. Lunstrum passed away on April 9, 2009.

Harold McClamma

Harold McClamma was a member of the Lakeland, FL Civil Air Patrol squadron during World War II. One of the activities he participated in was the bombardier training. This was training where Civil Air Patrol pilots practiced their aerial bombing techniques by dropping sacks of flour on various targets. During these training missions, the squadrons from Lakeland, Tampa, Sarasota, and Ft. Myers worked together. They would fly over specific targets and drop their “bombs” from the planes and then ground crews would go out and measure the distance between the target and where the “bomb” actually landed. There were occasions where someone would forget to tell people at the local shipyard, or other installation, that contained guns, that Civil Air Patrol was doing a training exercise. Luckily, no one was shot down due to the lack of communication in these instances.

Robert Mosley

Robert Mosley was taught to fly by his older brother, Zack Mosley, when he was 16 years old and earned his pilot’s license in early 1942. Robert flew with Civil Air Patrol from 1942-1943 accumulating approximately 200 hours of flying.

Mr. Mosley enlisted in the USAAF Aviation Cadet Program and was called to active duty in April of 1943. During his active duty time stationed in the Pacific, Robert flew 53 combat missions.

Between the end of WWII and the beginning of the Korean Conflict, Robert worked as an assistant cartoonist with his brother, Zack, on the comic

strip, “Smilin’ Jack.”

He returned to active duty during Korea and then stayed in the Air Force working in a variety of areas related to aviation, including flying 707s, B-52s, B-47s, being a maintenance and experimental test pilot. In total, Robert accumulated approximately 13,000 flight hours and over 182 combat missions.

While in the Air Force, he was able to continue his education, earning a Master’s Degree in Engineering Management and then retiring from the Air Force in 1973 as a Lt. Col. After retiring from the Air Force, Mr. Mosley worked on the Space Shuttle program as a program engineer for another 16 years.

Zack Mosley

Zack Mosley was a pilot and an instrumental force in the history and public awareness of Civil Air Patrol. His career began as an art student in Chicago and went on to create the popular comic strip, “Smilin’ Jack”. As a pilot, he became a member of the Coastal Patrol Base located in Lantana, FL, while still working on his comic strip. Zack created the squadron patch, which is still in use today. While a member of Civil Air Patrol, he flew over 300 hours and was awarded the Air Medal for his service. He also portrayed Civil Air Patrol in his comic strip, which was read by people all over the country and gave them an insight into the great work the members were doing, the service they were providing their country, and spreading the word that more members were needed. From 1944 to 1946, Zack Mosley became the 3rd Wing Commander of Florida Wing. After that time, he moved on to work with Civil Air Patrol National Headquarters in the Public Affairs directorate. Zack Mosley’s legacy and importance to Civil Air Patrol continues on.

Crystal Mowry

Crystal was intrigued by aviation since her youth growing up in Oklahoma and Colorado and always knew she wanted to fly. After her family moved to Florida, Crystal broke the barriers that existed for women in aviation. She worked hard and defied odds to become the first female parachutist in Miami and saved the money she earned

to take flight lessons. Eventually, after a few starts and stops, Crystal finally did earn her private pilot's license. During her career in aviation, she set the mark for four world records relating to aviation, including altitude and speed records. Crystal joined Civil Air Patrol Coastal Patrol Base #7 located in Miami as a pilot. In 1946, she was killed in a plane crash but her pioneering spirit lives on.

John Reaver

John Reaver came from Columbus, Ohio to join Civil Air Patrol Coastal Patrol Base #14 located in Panama City. Johnny worked as mainly as an aircraft mechanic, but also logged hours as an observer and pilot. This base was responsible for protecting the area from Pensacola to Cedar Key from German U-Boats and escorting oil tankers and freighters. They would fly three patrols each day lasting approximately three hours in duration each time. While there, Johnny also met Clark Gable!

Once the base closed, John transferred to Glendale, California to continue his Civil Air Patrol service working at Tow Target Unit #7. This duty consisted of flying with targets being towed behind the aircraft to provide the military pilots with practice.

When the war ended, Mr. Reaver moved back to Panama City and became the general manager of the municipal airport. That led John to opening and operating his own airport, Skyland Park.

Donald Ross

Donald Ross was one of many Civil Air Patrol members at the Panama City, FL squadron who originally came from Columbus, OH. Donald had earned his private pilot's license at the age of 16 and met his future wife, Iris, as a member of the Columbus squadron. He became a member of Coastal Base #14 as a pilot in September of 1942 and remained there until September 1943. Donald then joined the US Army Air Force, completing Officer Candidate School, and being assigned to fly in the South Pacific as part of the Air Transport Command.

Iris Smith

Iris Smith was also a member of the Columbus, OH squadron, where she met her husband, Donald, in 1942. After Iris completed her flight lessons and all of the required courses and training, she became an observer and flew many missions with her husband.

Helen Pearson Wayne

Helen Wayne lived in Havelock, NC where her father worked Security at Marine Corp Air Station Cherry Point and was a member of the teenage "Get-Together-Club." Amazing similarities to her future husband Leo Wayne. Helen, also known as Maxine, was one of the 30 members of the club that joined Civil Air Patrol at the urging of Leo. Her father and brother also became members of Civil Air Patrol. As a member of Civil Air Patrol, Helen was in charge of the Cadet Women's Drill team and led all of the training activities for the cadets. She achieved the rank of Cadet 2nd Lieutenant, which now is known as the Billy Mitchell Milestone.

During her time in Civil Air Patrol, she also participated as an observer in surveillance missions. She then moved to Melbourne, FL with her husband, Leo and became active in the community. She passed away on December 27, 2008.

Leo Wayne

At the age of 17, in 1942, Leo and his family moved to Havelock, NC where his father was working Security at Marine Corp Air Station Cherry Point. While there, Leo was president of the teenage "Get-Together-Club" on base. After he heard about Civil Air Patrol, he convinced all of the 30 members of the club to join Civil Air Patrol. His initial intent was to join temporarily until he was able to be inducted into the military. That did not happen as Leo was deemed "unfit" for military service. Like most other Americans, Leo still wanted to do his part for his country, so he continued his membership in Civil Air Patrol. He became the Chief Training Officer of the squadron located in Beaufort, NC. In addition, Leo also flew as a spotter on surveillance missions and assisted in bombardier training. His job was to measure the distance between where the sacks of flour landed

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Standards/Evaluation Officers Help Ensure Safe Flight Operations

*By Maj. Andrew Reitz, CAP
Florida Wing Assistant Stan/Eval Officer*

There are more than 3000 pilots nationwide in Civil Air Patrol (CAP). Nearly 1000 of these pilots are Instructor Pilots, Check Pilots, or Mission Check Pilots. These pilots make up the Standardization and Evaluation (Stan/Eval) branch, which has the duty of ensuring that our 550 aircraft are operated safely. The DOV chain extends from the unit level, individual instructors and check pilots, to the national level, a National DOV and National Stan/Eval advisors, with DOV officers at every level in between, Group DOVs, Wing DOVs, and Region DOVs.

The Stan/Eval Officer, or DOV in CAP-lingo, has two primary roles regardless of level in the organizational structure. The CAP Stan/Eval Officer is responsible for both ensuring that all CAP pilots operate in a standardized manner, and evaluating the performance of these pilots. These roles, while very different in nature and technique are bound tightly together. In fact, it is safe to say that each cannot exist without the other. CAP National Headquarters defines the role of the Stan/Eval officer as “providing safe, effective, and efficient, standardized guidance to those who fly in Civil Air Patrol.”

What does this mean, to provide standardized guidance? Merriam-Webster defines standardization as “changing things so that they are similar and consistent and agree with rules about what is proper and acceptable.” Another part of standardization is “to compare with a standard” and “bring something into conformity with that standard.” In other words, CAP Stan/Eval pilots are charged with assessing CAP pilots’ skills and behavior, and ensuring that they are in line with the rules and regulations that the CAP National Board has deemed appropriate. Standardization means that any CAP crewmembers can be paired to fly together, and will be able to safely and efficiently accomplish nearly any mission. They know what is expected of them in each seat or mission role.

Adhering to standard operating procedures (SOPs) and CAP policies reduces mental workload. This reduced mental workload, allows aircrews to concentrate on the specifics of the current, unique mission. Following these SOPs also drastically mitigates risk. For example, utilizing the checklist for each phase of flight reduces the risk of missing an item due to fatigue or other physiological factors. The CAP SOPs are carefully designed to balance workload and task assignments and to aid in crew resource management. Again, adherence to the standards should allow any qualified crewmembers to fly together, regardless of experience level, qualifications, or demographic background.

The second part of the job is evaluation. Evaluation is defined as “judging the value or condition of someone or something in a careful or thoughtful way.” Evaluation is simply assessing the performance of the pilot, as it relates to the established standard. It is the first part of the standardization process. Evaluation can be either a formal process, in the form of Form 5 or Form 91 check rides (named for the number of the corresponding reporting form) or informal, through flight instruction, transition training, proficiency flying, or ground schools. While the latter events are not formal checks, it is still necessary to properly evaluate the pilot’s performance before teaching.

There are several essential skills that make up a successful Stan/Eval pilot, whether they are check pilots, instructor pilots, or mission check pilots. First, it is critical that the Stan/Eval pilot be technically competent with a thorough understanding of CAP regulations and procedures. In order to uphold the standard, one needs to know, understand, and properly apply the standard. After all, how can someone teach something that they do not comprehend themselves?

A second important skill is the ability to relate to the pilots that the Stan/Eval officer works

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Safe Flight Operations

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with. There are nearly limitless ways to instruct in an aircraft, including instruction, demonstration, counselling, mentoring, or even correcting. Students will absorb knowledge and learn in different ways, and situations will demand varied methods. Therefore, the instructor needs to be able to recognize how a particular student will learn most efficiently, and adapt his or her style to teach in that manner. Flight instruction is not a “one-size fits all” method. The instructor with the widest range of techniques will be the most effective.

The Stan/Eval pilot must also be objective. He, or she, must be able to set aside personal feelings, both positive and negative, and apply the standard uniformly to everyone. This means giving consistent check rides, not being harder on some people and not “going easy” on others. This does not necessarily mean that the check ride needs to include every item on the form. Rather, the ride should be appropriate for the level of certification of the pilot receiving the check. However, the same standards should be applied across similar candidates.

Finally, and most importantly, the Stan/Eval pilot must have the fortitude to make the tough calls, when necessary. He or she has a duty to protect the organization and its members. Holding someone to the standards, ensuring that they can, and will, safely operate the aircraft in the manner prescribed by National HQ is the best way to protect everyone. It is often much harder to fail someone on a check ride, or recommend that they receive additional training, than it is to simply pass them and hope for the best. Yet, sometimes, that is exactly what a Check Pilot must do. It is essential that the Stan/Eval pilot be willing to do this, when necessary.

The CAP Stan/Eval officers’ actions represent a critical part of flight safety for CAP. They are often the last line of defense in protecting the pilot, the organization, and the passengers that fly in our aircraft. The Stan/Eval pilot needs to thoroughly know and understand the standards, uphold those standards without exception, and most importantly, follow those standards in a consistent manner. In conclusion, the Stan/Eval officer must serve as the example for all pilots to emulate, in both actions and words. 

Gold Medal Recipients

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to where the actual target was located.

Leo went on to become a metalsmith and worked as an Aviation Sheet Metalsmith for NASA. While working in this position, Leo participated in numerous projects, including the Mercury, Gemini, and Apollo capsules, and the Moon Rover and Lunar Modules. This position also allowed him to work closely with Werhner Von Braun as well as the astronauts, including the Mercury Seven.

To this day, Leo continues to serve his community in a variety of ways.

Shirley Whitehouse

Shirley Whitehouse was born in Pennsylvania in 1929, the daughter of a Spherical Balloon Pilot, which began her interest in aviation. In 1943, while her family was living in Charleston, SC, Shirley heard about Civil Air Patrol and joined the squadron located at the Citadel. During her time as a member of that squadron, she learned about aircraft identification, aviation, and military customs, courtesies, and drill. Her opportunity to fly came after her family moved to Cleveland, OH, where she flew a J3 Cub.

After moving to West Palm Beach, Shirley became a member of the Ground Observer Corp where her job was to spot, identify, and report on aircraft flying in the area. The knowledge gained as a member of Civil Air Patrol assisted her in this important task.

Shirley and her husband, Walter, continue to be members of Civil Air Patrol, assisting in Cadet Programs and Emergency Services as they are able. Shirley and Walter began a tradition with their dedication to Civil Air Patrol, as four generations of her family are, or have been, members of Civil Air Patrol. 



Are You Watching Me??

By Lt. Col. Phil Zedonek, CAP

What?? Are you kidding?? Yes, you are being watched by everyone, every day whether you are outside in public, in a store, driving your car or at someone's house. Don't be so naive to think your every action isn't being scrutinized, analyzed and yes...recorded by those around you who possess the power to share your actions, deeds, misfortunes, and mishaps with potentially millions via social media.

Do you own a phone (no, not a rotary dial or even pushbutton princess) but a basic "are you smarter than a fifth grader phone" which can take pictures or video?? If you answered yes (and I presume most of the readers of this article will) then you are part of the hundreds of millions individuals capable of ruining someone's life by photographing or recording the actions of others. Yes, it is a scary thought to think our every action can be made public by pushing a few buttons or swipes but it is today's REALITY.

You may ask "What about my right to privacy?" and the simple answer is there is little privacy whenever you are anywhere public. Just think about traffic cameras, store/parking lot surveillance cameras, cameras in homes and those just mentioned handy dandy phone cameras. It is virtually impossible to identify a private place if you are with anyone. With that being

said, why do so many of us participate in SICA?? Okay what is SICA?? In its simplest form it is "Self-Inflicted Character Assassination." Basically, an individual or friends of a person videos or takes pictures of another person doing something illegal, immoral, unethical or just plain dumb and shares the digital images via a number of social outlets. Is our need for attention or recognition so great we are willing to sacrifice ourselves and our future for a few "likes" or having our video go "viral"? Remember, once it is posted it can never be totally deleted and future employers, possible fiancés, neighbors, civic organizations or anyone will be able to view your behavior.

So how can one mitigate the possibility of our very essence being vilified via an electronic media? The only sure method is for us to practice one of our essential core values, INTEGRITY. Integrity, along with our other values of volunteerism, excellence and respect form the foundation for how we as individuals and leaders should act at all times. Webster defines integrity as "fidelity to moral principles, honesty" and is often defined as how one should act when no one is watching. Well, by now we know we are basically being watched all the time. So with that being established we must always be on guard wherever we are or whatever we

are doing so we will not be put in a compromising, embarrassing or illegal situation which is captured for others to view.

Take a moment to think about the number of Politicians, Military Leaders, Wall Street Moguls, Presidents, Prime Ministers, Religious Leaders and Sport Figures who have fallen from grace, been imprisoned, been removed from office and have had their lives ruined as the result of their lack of integrity. Why do you think so many prominent individuals in a variety of leadership roles fall victim due to their own actions? Do they think they are above it all, live by their own rules and their actions or words won't be noticed by others? Many of the scandals these individuals create are just fuel for the fire for others to photograph record and publish. In essence, prominent individuals/leaders in all walks of life are susceptible to "Trophy Targeting". This means the more influential, important or empowered one is then the greater the likelihood everything you say and do will be more closely watched by many. A comparison to hunting is simple since most hunters would be more likely to shoot a trophy instead of some inferior specimen. The higher you are up the food chain in an organization the bigger the target you possess and the more imperative we internalize integrity in all our actions and remain

Watching Me??

Cont- . . .

above reproach.

Are you watching me? The unequivocal answer is YES. We all are being watched by everyone all the time and the ability for someone (or if we want to inflict character assassination on our self) to share our actions with countless others is a simple process. We must truly be aware of our surroundings, our associates, what we are doing and have ultimate situational awareness as we progress through the ranks into positions of leadership. Don't do anything to make yourself an easy target. As members of Civil Air Patrol we must embody all our core values, especially integrity, and practice it daily in all our actions to ensure we are acting in a respectful, responsible, committed and professional manner which will bring credit to ourselves, our members and the organization.

Lt. Col. Zedonek, a former Florida Wing Vice Commander, is a regular contributor to WingSpan Magazine. His columns focus on effective communication and leadership. Lt. Col. Zedonek holds a BS in Public Relations from the University of Florida, a MA in Psychological Counseling from Ball State and a MS (ABD) in Communications Research and Theory from Florida State University.



Learn, Lead & Serve

as a **Volunteer**
In the **Civil Air Patrol**

Are you looking for a way to make a difference in your community? Do you want to honor and serve America? Then become a volunteer in the Civil Air Patrol, the U.S. Air Force Auxiliary.

When you join the ranks of more than 56,000 CAP volunteer members, you may participate in a variety of activities:

- General aviation search and rescue
- Mentor youth in our cadet program
- Join other federal and nonprofit organizations to provide disaster relief
- Help local educators teach students about aerospace education
- Support CAP's communications network, one of the most extensive in the nation
- And much more ...



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Commanders Comments

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within our organization and those surrounding us.

In my over 20 years of military service, I not only learned about leadership and teamwork but also about the standard of excellence. In fact, Excellence is one of Civil Air Patrol's core values -- Integrity, Volunteer Service, Excellence and Respect.

So, how can we pursue excellence? Easy, you probably already practice some of these methods but here are some things that I do:

- Always give more than is expected of you
- Believe that what you do matters and makes a difference
- Always follow through and follow up
- Learn from your mistakes and every experience
- Finally, have a passion for what you're doing

Let's continue to improve our great organization, serve our community and strive for excellence in all we do. I am right there with you.

**Train to respond,
Respond to Succeed,
Succeed in our Service**



Over 20 Pilots Attend Joint Group 6 & 7 Flight Clinic

*By Maj. Art Saluk, CAP
Group 6 Director of Operations*

CAP 842 cleared to land, runway 15.....

Cap 827, cleared to land, runway 15, number 2, follow company traffic...

CAP 833, Cleared to land, runway 15, number 3, following company traffic

And so it went, until all five CAP aircraft from Groups 6 & 7 were neatly lined up on the Sheltaire ramp at Pompano Airpark, Pompano Beach, Florida. This was the flight clinic involving over twenty pilots, five aircraft, six instructor pilots, and a dedicated ground staff whose sole purpose was to keep the activities flowing smoothly. And it did.

Under the watchful eye of Lt. Col. Bruce Smith, pilots flew from a selection of profiles designed to increase their skills on different aspects of flight. Lt. Col. Smith and his staff made sure that all mission reporting entries were correct, weight and balance performed, Operational Risk Management was complete before the keys to the aircraft were handed over to the pilot. The pilots flew with their instructors in a non-threatening learning mode. These were flights where you couldn't fail, but only learn. By doing this, each pilot chose a profile which contained tasks he was weak on, and gave him the opportunity to improve their skills.

When not in the air, pilots were absorbed

in ground schools being held throughout the day. These short seminars covered such topics as Weight & Balance, The Pre & Post Flight Inspections, The Perfect Landing, CAP Regulation 60-1, and other pertinent subject matter. With six instructors and five aircraft, there was always a CFI on the ground conducting a ground school. At the days' end, all the attendees were worn out from flying, ground schools, hangar flying, and reconnecting with associates from the other group. As Capt. Kevin Burr said at the end of the day, "It was a wonderful day of learning, increasing flying skills, and making new friends. Only in CAP can you have this experience."

The exceptional positive feedback from all the attendees, and the request to have more flight clinics elicited this from the Group 6 Commander, Maj. Jaime Lichi; "We will continue to improve the proficiency of our pilots through activities such as this flight clinic, training exercises, as well as individual proficiency flights."



Sarasota Cadet Color Guard Present Colors at McKechnie Field

*By 1st Lt. Larry Leetzow, CAP
SRQ Composite Squadron Asst. Public Affairs Officer*

Five Cadets with the Sarasota Composite Squadron Color Guard presented the colors at McKechnie Field in Bradenton during a special Marauders baseball game honoring all veterans.

The cadets along with the Sarasota squadron's Deputy Commander of Cadets, 1st Lt Ann Kozloski, braved the threatening weather that blanketed Florida's west coast throughout the day in order to present the Colors prior to the start of the Bradenton Marauders vs the Dunedin Blue Jays baseball game.

The game featured a presentation honoring military veterans who received free admission to the game. Most of the U.S. service branches were represented at the game and the first pitch by Marine Corps veteran, Michael Monteleone, Commandant of Marine Corps League Desoto Detachment #588, was thrown to the Marauder's team mascot named Marty.

"The cadets have practiced many hours in recent weeks to perfect their drill skills," said Kozloski. "They are scheduled to present the colors at several area functions over the next few months. In addition to the personal impact from the extensive honor guard training, their work helps to bring greater awareness to the CAP Cadet program."

The cadets who participate in the honor guard program are ambassadors for Civil Air Patrol. They earn the right to wear the Ceremonial Uniform, which is steeped in rich tradition and history. To be part of the unit color guard, cadet members must maintain high standards in academic achievement, appearance and conduct. They must possess an aptitude for ceremonial duty, professionalism, and the dedication and will to make a difference to the future of America.

It is important that Honor Guard members present themselves in the best possible light at all times. Their duties include assisting with recruit-



(L-R) Cadet Senior Master Sgt. Jesse Yong, Lead Rifle; Cadet 2nd Lt. Joshua Buck, American Flag; Cadet Senior Master Sgt. Gabriella McCoy, Florida State Flag; Cadet Airman Shelby Watson, Squadron Flag; and Cadet Master Sgt. Douglas Lumpkin, Rifle.

ing and promoting the Drug Demand Reduction Program. They also perform duties such as public speaking, congressional receptions, VIP escorts and representing the USAF Auxiliary for change of command and retirement ceremonies. They work with schools and organizations for Drug Awareness and assist other military units when needed during ceremonials like Veterans' Day and Memorial Day.

The cadets agreed that it is a great privilege to honor the country's flag, their state and CAP flag. They stand sharp and crisp, motionless by choice, because they have voluntarily chosen to represent every past and present member of our nation's military service, and especially those of the United States Air Force and Air Force Auxiliary – Civil Air Patrol. They appreciated the opportunity and feel a personal sense of pride to be a part of the team.

Group 3 Civil Air Patrol Tours USCG Air Station Clearwater

*Capt. Todd Curabba, CAP
Group 3 Public Affairs Officer*

Thirty members from Group 3 were granted an amazing behind the scenes opportunity to tour USCG Air Station Clearwater, FL, the largest Coast Guard air base in the country. There the USCG operates two primary aircraft: the C-130 Hercules, and the H-60 Jayhawk helicopter.

Upon arrival at the base our guide LTJG Kellen Brown, USCG, provided a guided tour of the facilities. After a short introduction and safety brief, CAP members were taken to the C-130 hangar for an aircraft walkthrough to become familiar with the Hercules, while a ground crew was preparing another C-130 with palletized seating so that CAP members could participate in a scheduled training flight.

Cadets and senior members were completely surprised to learn they would be going to Key

West, Florida to participate in takeoff and landing exercises at NAS Key West. While on the flight, crew members allowed cadets to visit the flight deck and see how the pilots navigate SAR cases from 1000' feet above the water. They explained the mission of the USCG by demonstrating how to lower the loading ramp while in flight. This provided a clear understanding of how rescue equipment is deployed while at a cruising altitude. After the two hour-long training flight we returned to Saint Petersburg – Clearwater International Airport, the group gathered at flight ops where missions are planned and aircrews are briefed. Here Lt. Brown explained the sequence of how rescue missions are carried out and coordinated with other agencies with the operations center.

Next we were off to the base galley where







cadets and senior members had an opportunity to dine with Coast Guardsman from Air Station Clearwater. Pilots and crew shared stories with the cadets and inspired many to become future aviators.

After lunch we headed to the helicopter hangar where the aircraft are kept and maintained. Air Station Clearwater has the capability to perform all aspects of helicopter maintenance on site from engine replacement to major airframe refurbishment. Here we learned about the H-60s capabilities from Lt Brown, who is a helicopter pilot currently in advanced training for search and rescue missions.

Once the aircraft presentations were done, it was off to the survival and rescue equipment shop, to meet with a Rescue Swimmer. Once inside we were greeted by a room filled with life jackets hanging from the rafters. This was an impressive site as we learned that each life jacket represented all the lives saved from the heroic efforts of the USCG. We were briefed on the evolution of water rescue from aircraft, the

development of specialized equipment for the mission, and learned of the backgrounds and training required to become a rescue swimmer.

These Coast Guard crews are a group of highly trained and dedicated men and women. They are available to assist in maritime search and rescue 24 hours a day 7 days a week. This was an amazing trip and the Civil Air Patrol is proud of the service this branch of the military provides in securing our homeland.

There was a definite feeling of pride and unity at the air station from the people we met there. Members of Group 3 were thrilled to be a part of this amazing tour of Air Station Clearwater and thanked our hosts for providing inspiration to our future leaders.

Article contributions by Maj. Steve Lampasona, Cadet Chief Master Sgt. Annika Sonderegger and Cadet Capt. Toni Barnes.

Group 1 Hosts Professional Development Weekend

*By Capt. Staten Corbett, CAP
Group 1 Public Affairs Officer*

The Florida Wing, Civil Air Patrol Commander, Col Henry Irizarry, opened the Group 1 Professional Development Weekend training at Eglin AFB, Florida. The Group 1 Commander, Maj. Rafael Salort, Project Officer, Lt. Col. Christopher Rousseau and eight current or former Squadron Commanders provided local leadership, administrative programs and managing volunteer members to eighteen students of Groups 1 and 2. The courses included the Squadron Leadership School (SLS), Corporate Learning Course (CLC) and Unit Commander's Course (UCC).

The Squadron Leadership School provides CAP adult members with a basic understanding of CAP operations at the squadron level and how those operations affect CAP's national missions. Additionally, members learn more about CAP customs, core values, and communications. Case studies, discussion, and group assignments are integral facets of the course.

The Corporate Learning Course discusses relationships CAP squadrons have with the next major echelon of command -- the wing. Specifically, CLC discusses how wing-level operations help

to accomplish CAP's three missions of aerospace education, emergency services, and cadet programs. It describes the working relationships wing staff officers have with each other, and their squadron level counterparts.

The Unit Commander's Course provides expert advice and guidance on leadership, management and ethics in a standardized format for the training of current and potential squadron & group commanders throughout the Civil Air Patrol. Squadron and group commanders are responsible for providing local leadership, administering programs, and managing the volunteer members in the field as they perform the critical missions of the Civil Air Patrol as well as provide support to the United States Air Force as the official Air Force Auxiliary. The UCC discusses the traits and skills new unit and group commanders will need to develop to effectively lead and manage their units. Topics include command responsibility and accountability, recruiting and retention, safety, how to work with families, management, leadership, communication, and elements of successful units and leaders.



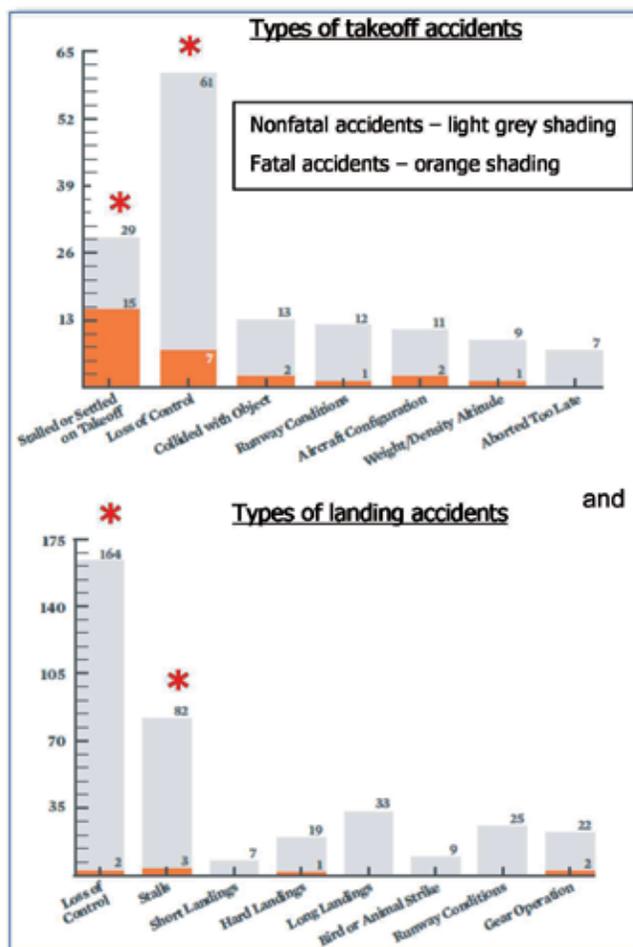
Staff, Instructors and students of Florida Wing, Group 1 Professional Development Training weekend.

Loss of Control in Flight: Associated with energy mismanagement and risk mismanagement

*Maj. Michael Banner, CAP, CFII, MEI
Instructor and Mission pilot
Group 2, Marion County Composite Squadron*

Loss of control in flight (LOC) or departure from controlled flight is regarded by the National Transportation Safety Board (NTSB) as a significant flight safety issue. Over 40% of fixed wing general aviation fatal accidents occurred because pilots lost control of their airplanes. NTSB promulgates that takeoff and climb, landing, and maneuvering are the deadliest phases of flight for LOC accidents (Figure). Because general aviation pilot proficiency requirements are much less rigorous than those of airline and military pilots, this may offer insight into why these pilots are unprepared for situations that can lead to LOC. A flight review every two years (one-hour ground training, one-hour flight training) for assessing and maintaining flight proficiency and the hope pilots will maintain and improve skills on their own may be wishful thinking.

Because pilots lose control of their airplanes due to inadvertent aerodynamic stalls/spins, proficiency training should focus on how to avoid situations approaching wing critical angle of attack (AOA) and/or low airspeed. The NTSB advocates pilots install an AOA indicator as a tool to minimize inadvertent stalls and LOC accidents. Airplane weight, center of gravity (CG), turbulence, and maneuvering loads affect an airplane's stall characteristics by affecting wing loading, i. e., greater wing loading, the higher stalling speed and vice versa. The greater the weight, the greater wing loading; the more forward the CG, the greater tail down force needed by the elevator to maintain level flight, thus the greater wing loading; the greater velocity and intensity of upward wind gusts associated with turbulence, the greater wing loading and AOA; and the greater the positive G's generated due to maneuvering, for example, rapidly pulling up and steep constant altitude turns, the greater wing loading.



Source: AOPA Air Safety Foundation, Joseph T. Nall Report

Energy mismanagement and Risk mismanagement - predisposing factors for LOC accidents

Energy mismanagement

“Energy” is the capacity to perform work, and work is force times distance. An aircraft is an energy

system. Energy management consists of four parameters.

1. Thrust: Generated by power plant – adds energy to the system
2. Kinetic energy (airspeed): Can be converted to potential energy by pitching up
3. Potential/stored energy (altitude): Can be converted to kinetic energy by pitching down
4. Drag (parasitic and induced): Removes energy from the system

For flight safety, good pilots always think energy management, i.e., controlling, monitoring, and maintaining appropriate amounts of energy for all flight conditions. The following pilot behaviors are examples of how mismanaging energy resulted in LOC.

- Takeoff – insufficient kinetic energy

Following abrupt rotation at the published rotation speed (V_r) while in an underpowered single engine airplane during high density altitude conditions (for example, 2,000 ft.), the airplane stalled 20 feet in the air (LOC). It then settled down hard on the runway damaging the landing gear, propeller (engine), and wings. The pilot should have held the airplane on the runway longer to generate more kinetic energy; a higher V_r was needed. V_r is a “moving number” and changes depending on aircraft weight and density altitude. More kinetic energy and a less abrupt, more gradual rotation should have been used.

During initial climb out following takeoff with the power plant generating takeoff power, the pilot aggressively pitched the nose up for a high rate of climb. As a result, kinetic energy eroded precipitously to a low level, critical AOA was exceeded, and a fatal low altitude, power-on aerodynamic stall and spin LOC accident ensued. With an underpowered piston single there may not be sufficient thrust to maintain kinetic energy needed to sustain high rates of climb.

- Takeoff – impact of ground effect and AOA on kinetic energy

In fixed-wing aircraft, ground effect may be defined as the increase in lift (force) and decreased aerodynamic (induced) drag that an aircraft’s wings generate when they are close to the surface (ground or water), thereby increasing the aircraft’s lift-to-drag ratio. When a wing is flown very close to the surface, wingtip vortices are unable to form effectively due to the obstruction of the surface; this results in decreased induced drag. The closer to the surface the greater is ground effect and vice versa. When taking off, ground effect may temporarily decrease stalling speed (V_s) allowing the pilot to fly over the surface within an altitude equivalent to the airplane’s wingspan at a low airspeed (low kinetic energy). Also while in ground effect, the wing requires a lower AOA to produce the same amount of lift.

In a situation the pilot attempted a soft-field takeoff in a Cessna 172 and became airborne while in ground effect at a lower than normal airspeed. Before the airplane gained sufficient kinetic energy (best rate of climb speed), the pilot aggressively increased AOA to climb, whereupon an inadvertent aerodynamic stall LOC accident ensued about 20 feet above the runway. The airplane descended in a nose-down attitude on the runway, substantially damaging it and the pilot was seriously injured. While in ground effect over the runway, the pilot should have allowed kinetic energy (airspeed) to increase to best rate of climb speed before attempting to climb. Pilots need to remember that higher airspeed is needed to remain airborne out of ground effect, than in ground effect.

- Landing – insufficient potential and kinetic energy (“low and slow”)

Low energy states are deadly and need to be avoided. Insufficient potential energy means the airplane is dangerously close to the ground. Insufficient kinetic energy means the airplane is moving too slowly and is close to a stall. The combination of “low and slow” (for example, $\leq 1.3 V_s$ and < 500 ft. AGL) is especially dangerous because a pilot does not have the option to pitch up to convert limited kinetic energy to potential energy to avoid obstacles and the surface or pitch down to convert potential energy to kinetic energy to prevent a stall. In a “low and slow” situation the pilot pulled back too much on the stick/yoke in an attempt to gain altitude which resulted in a precipitous decrease in kinetic energy (airspeed). Critical

AOA was exceeded and an inadvertent aerodynamic stall and spin LOC fatal accident ensued. It would have been better to add energy to the airplane by increasing power/thrust to increase potential energy and then adjust pitch appropriately to increase kinetic energy.

- Landing – too much potential and kinetic energy (“too hot on final”)

In an attempt to land with too much potential energy (altitude) over the runway, the pilot pitched the nose down and dived for the runway. This action converted potential energy to increased kinetic energy (airspeed). As a result, the airplane flew over the surface of the runway at too high an airspeed. Realizing the runway was coming to an end, the pilot pitched the nose down forcing the airplane to land. This action caused the nose wheel to strike the runway in a fast downward motion resulting in the airplane bouncing up and down (“porpoising”) out of control on the ground and causing it to cartwheel over and strike objects on the surface. The pilot sustained injuries and the airplane was damaged significantly.

It is possible to frame landing goals in energy terms. To mitigate LOC accidents, the target energy path should be a gradual reduction in total energy (kinetic energy + potential energy) so that an appropriate amount of energy is maintained at touchdown.

Risk mismanagement

Up to 80% of LOC accidents have poor risk management as a root cause (R. Wright, Aviation Safety, May 2015). NTSB advocates that pilots need to utilize aerodynamic decision making techniques (ADM) and flight risk assessment tools during both preflight planning and inflight to mitigate flight hazards leading to LOC. One method is to use the PAVE model (FAA-H-8083-2, Risk Management Handbook). “P” stands for Pilot. Pilots must make decisions about their competency, condition of health, mental and emotional state, and level of fatigue to determine their fitness to conduct a flight (see “IM SAFE” model). In-flight distractions due to health reasons may result in a stall and LOC. “A” stands for Aircraft. The aircraft must be appropriately maintained and airworthy, have appropriate equipment and fuel to accomplish the mission, and loaded in the proper weight and balance ranges. A thorough preflight evaluation of the aircraft must be performed to assess correctness of all systems. Pilots must thoroughly understand and be proficient operating all aircraft equipment, especially equipment used for navigation. “V” stands for enVironment. Pilots must thoroughly review weather conditions for a proposed flight and plan accordingly to complete the flight safely. For example, if instrument meteorological conditions (IMC) are forecasted, then an instrument rating is needed to safely conduct the flight, mitigating the chances of spatial disorientation and aerodynamic stall/spin LOC. Other factors include TFR’s, navigational aids, terrain, takeoff and landing areas, and surrounding obstacles. “E” stands for External pressures. Factors that create a sense of pressure to complete a flight include paying customers, company management, personal acquaintances, and personal goals/pride (“get-there-itis”). These factors can be sources of considerable pressure that may intimidate a pilot to depart, even though the pilot is aware of significant safety issues concerning himself, the aircraft, and/or the environment that jeopardize the flight which may lead to an inadvertent aerodynamic stall/spin and LOC. 

SUPPORT OUR CADETS

. THEY ARE OUR FUTURE!!!



Florida Wing International Air Cadet Exchange 2015



By Capt. Christina English, CAP

Upon landing in Central Florida, Orlando International Airport, six exciting individuals met with their Civil Air Patrol (CAP) escorts for 10 days of education and fun. As one Escort and two Cadets from New Zealand walked out of the gate, three more smiling faces accompanied them from South Korea and were received with anticipation from Cadet Ambassador 1Lt. Cole Frank and Florida Wing (FLWG) members. The visitors traveled back to their rendezvous point with host families and planned their week full of exciting events and many opportunities to experience the rich aerospace education in Florida.

After a weekend at King's Bowl and the Orlando Eye, the group traveled to Kennedy Space Center. Accompanied by Lt. Col. Andrew Feldman (Spectrum Manager, Civil Air Patrol National Headquarters (CAP/NHQ) for the first leg of the tour, they learned about the Apollo missions and the lay of the land during that time period. After traveling to the Visitor's Center and walking through the various exhibits, Major Gary Dahlke (FLWG Director of Aerospace Education) met the group at the base of the External Fuel Tank and gave a detailed tour of the Atlantis Space Shuttle and the Shuttle Program that he worked on for many years. The guests were amazed at the depth of knowledge they received and excited to see all of the space history up close. As the week progressed, rain delays minimized the ability for Orientation Flights and the Lakeland Tigers Baseball Game, but other fun prevailed. Between shopping and taking in the Florida culture, the guests visited Epcot to enjoy and discuss Science, Technology, Education, Math (S.T.E.M.) and how it is used in all of our Cadet Programs along with picking their two favorite rides, Test Track and Mission Space. Friday took them to Universal Studios where their highlights were riding the



Hulk and exploring the Wizarding World of Harry Potter. Most of the Cadets were familiar with the books and the movies, but seeing the exhibit first hand sparked a half a day of involvement in the authentic storybook stores and rides. It was by far their most exciting adventure. Saturday brought them to the Animal Kingdom Lodge where they visited with FLWG Commander, Col. Henry Irizarry. The rain, once again rolled in moving the group inside to a private lounge where many laughs about their trip and exchange of gifts took place during the meet and greet. The international visitors were most pleased with their trip as they exchanged their favorite stories with Lt. Col. Skip Pfeiffer, at their farewell dinner.

Departure to the airport left many faces wiping tears and exchanging emails and communications with each other, promising to be best friends always. The entire experience was a great cultural opportunity opening the understanding and appreciation of the different regions around the world, but that teenagers are all the same no matter where they are in the world, from their clothing; to their habits; to their tastes in music. All people are genuinely kind, compassionate and loving and we live on such a large planet, but home is where the heart is.

Tallahassee Composite Squadron Looses a Leader and Mentor

*By Capt. C. Wayne Hooks, CAP
Florida Wing Deputy Director of Public Affairs*

Lt. Col. Robert J Miller, also known by his self-imposed moniker “the old curmudgeon” passed away quietly at home in the company of his wife, Ellen, and daughter Kelly. He is also survived by his son, Christopher. He was a good husband, father and brother.

Lt. Col. Miller was born in 1942 in Miami, FL, where he grew up. In 1967 he joined the Miami Springs police, where he served until 1995, rising to the rank of Lieutenant.

He first came to the Civil Air Patrol (C.A.P.) in 1971 until the early 90’s, and then joined again in 2000. I asked him once why he left the C.A.P. for a while and he said “Well you know life gets in the way sometimes.” He went on to explain that between kids and career, he had to let something go for a little while and understandably that was C.A.P. He always gave his all in anything that he did either home, police or C.A.P.

You will understand as you read on. During his 35+ years in C.A.P., he was a squadron commander and a group commander. He commanded several encampments and professional development seminars. For these and other duties, he received the Civil Air Patrol Meritorious Performance and Exceptional Service award 16 times and President’s Call to Service award celebrating 2 years and over 4000 hours of volunteer service. He received many other awards for his

C.A.P. service, too numerous to mention in this short article.

In 2011, upon moving to Tallahassee, he honored the Tallahassee Composite Squadron with his membership, service and mentorship. He served in several duty positions, not the least of which was the position of Deputy Commander for Seniors. He led by example. He directed trained, counseled and mentored seniors and cadets alike. He often included inspirational quotations in his email signatures, and posted them at the squadron building.

The Tallahassee Composite Squadron was well represented at his service, to include a few of the cadets for whom he was a positive influence. It was quite apparent he will be missed by all he touched, to include this C.A.P. member. Finally, with apologies to General Vasquez, this was one time when there were definitely public displays of emotion in uniform.



Lt. Col. Robert J. Miller

*We are what we
repeatedly do.
Excellence then,
is not an act, but a habit.
~Aristotle*

The Rains Came and the Winds Blew

By Capt. Wayne Hooks, CAP



The command was sent: “Exercise Exercise Exercise. Meteorologists have been monitoring a broad area of low pressure located several hundred miles off the Cape Verde islands for three days. This morning, the National Hurricane Center has officially classified the system as Hurricane Grace tracking westward at about 15 mph.”

With that, the Southeast Region 2015 Hurricane Exercise had begun. Starting on August 1st and running until the 9th, Civil Air Patrol members from Florida, Georgia, Alabama, Mississippi, Tennessee, Kentucky and North Carolina went into action. For the next nine days incident command posts and incident commanders were on station performing the jobs and tasks sent to them by state warning points across the region.

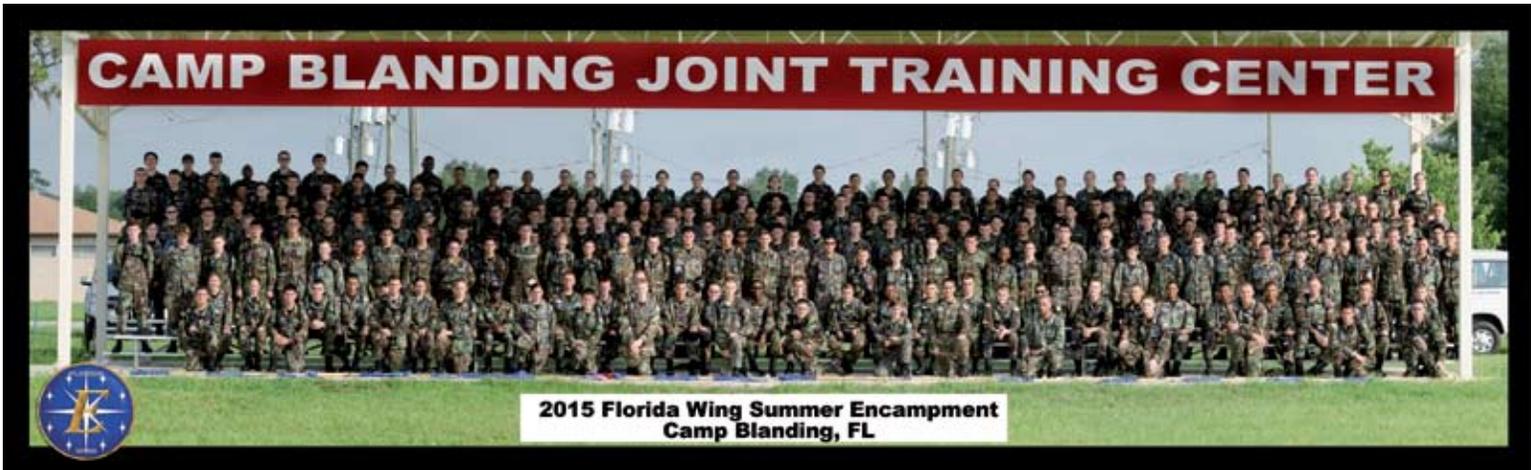
Communication networks were set up, planes and other equipment were evacuated to “safe staging areas” and personnel were at the ready for what they may be tasked with. Personnel and equipment were checked on a daily basis to ensure their well-being and readiness to perform.

As the exercise marched on, Hurricane Grace grew in size and intensity, moved across the Caribbean, made landfall on the Atlantic coast of Florida, moved across the Florida peninsula into the Gulf of Mexico and across the Florida Panhandle into Alabama. Grace grew to become a very large category five hurricane, causing great amounts of damage in Puerto Rico and along the Atlantic coast of Florida.

At some point during the exercise, there was seismic activity of a somewhat large magnitude along a fault line in the state of Tennessee. As if a category five hurricane was not enough for the Southeast Region to deal with, now they had damage and injuries from an earthquake to consider in that area. The good news is this was the Exercise. In reality, the wind did not blow, the ground did not shake, property was not damaged by this group of circumstances, and lives were not lost. Yes, this was an exercise, which displayed the training, readiness and ability, of Civil Air Patrol personnel. In many cases, performance by all could be described as stellar.

However, life being what it is, reality does indeed happen. In the area of the state known to Florida Wing members as group 3, an area covering a good portion of the West Coast of the peninsula, the rain did fall, in great amounts, flooding did occur, some personnel did have to be evacuated and “real world” disaster relief missions were assigned.

Civil Air Patrol members of the Florida Wing were assigned airborne photography missions, in order to survey the damage and extent of the flooding, so that state agencies could determine what assistance would be necessary. As “Citizens Serving Communities,” the volunteers of the Civil Air Patrol performed their tasks with expertise and professionalism to ensure that their communities would get the assistance that they needed to recover.



Summer Encampment 2015

*By Lt. Gail Arnold, CAP
Charlotte County Composite Squadron Asst. Public Affairs Officer*

The hot days of summer roll around every year and in Florida that is especially true. As most teenagers wait for summer family vacations,

summer camp, & summer school, cadets of the Civil Air Patrol count the days until Summer Encampment. Hundreds of cadets from Florida





and the surrounding states descend upon the fields and barracks of the 72,000 acres of Camp Blanding, near Starke, Florida. This Joint Training Center is the primary military reservation and training base for the Florida National Guard, both the Florida Army National Guard and certain non-flying activities of the Florida Air National Guard. From July 11 – 18, 2015, we were welcomed with open arms by these men & Women and this place.

There have been months of planning and 3 full days of training to make a great encampment happen for these anxious cadets. At this encampment 57 line and support staff cadet members and 27 senior members are there to make this a reality. After check-in, the cadet staff received their assignments, which kept them busy for the duration of encampment. This is followed by

flight-time during which the flight staff assessed their abilities.

To begin the first order of business, safety personnel combed the grounds for various hazards, and found fire ants, spiders, and a hornets nest-which which was promptly destroyed and removed from the entryway of one of the almost 20 buildings utilized for the 2015 summer encampment.

While this occurred, our food services staff under the direction of Lt. Col. John Clark with the assistance his staff of cadets prepared a scrumptious dinner of tossed salad, homemade lasagna, fresh dinner rolls and ice cold water or Gatorade. Lt. Col. Clark continued to lead his staff by starting as early as 3am each day as he has done for many encampments before.

After the cadets had signed in, the paperwork was processed, and the cadet staff worked into the



evening organizing a fun exercise routine to keep the basic cadets motivated and - always guessing - “what is next.” The first day ended as all days of encampment do – lights out at 10 PM.

Yes, the cadets arrive anxious, some nervous, a few may even be scared having never been away from home before. According to first timer Cadet Airman Lara Shelatz, “by the second day it was already both fun & challenging.”

Each day brings a new excitement, challenge, a new discovery about oneself. On this day after breakfast the cadets were surprised with a visit to the counter drug facility, where they were greeted by six National Guard Army Rangers, comprised of Green Beret, mountaineer, and other unit members. They demonstrated how to clear a house using different modes of communication such as, loud and confusing-over-talking of each other. This example showed disorganization, an obvious, incorrect, form of communication, which made the demonstration very interesting. The training provided an important visual, verbal, and none—verbal, communication as

part of leadership skills.

“Look Mom I’m On the Radio!!” After hands on training with the Florida Wing Director of Public Affairs, Captain Ty Lahnen, the first WingSpan Radio Show was heard at a summer encampment. With Cadet Capt. Andrea Slouha, as host the duties of a co-host were handled by, Cadet Senior Master Sgt. Vanessa Curtis. Cadet Chief Master Sgt. Hannah Guertler was also present and looking on as Captain Lahnen displayed for all of us how to set up the radio show equipment with all of its wires and buttons, which the cadets quickly mastered. The secret to making the show a success, “hand a teenager a microphone.” The show had a different guest each day and always reviewed the happenings of the day with a bit of humor. You can hear the podcast by going to [speaker.com](https://www.speaker.com) and searching for WingSpan Radio Show.

During the week of encampment the cadets were challenged every day physically, mentally, and emotionally. They have been learning much



about themselves and what it means to be a team. They have formed a bond, a unit that works well together. The teams have learned that with their flight commander or flight sergeant along with each of their team members, while acting as one, they are a capable and able force, unstoppable, able to accomplish anything.

At last the day had come, a chance to test oneself, to rise above, and then suddenly - there was no leader. The flight Commander and the flight sergeant were removed from command; their duty was to watch from afar as the "student cadets" were left to their own devices at the *Leadership Reaction Course*. Each team was out of the line of sight of another, and each team was assigned a different mission. The allotted time to complete the assigned task was 20 minutes broken down to 5 minute briefing, 5 minute planning, and 10 minutes for execution. It took no time to realize that without their leader they were at a complete loss for direction. The cadets were talking over each other, all had something to say, yet no one was listening. They soon realized the assigned

mission would not be completed, and failure was on the horizon. Upon that realization and with little hesitation the cadets began to hear those with stronger ideas, those voices came through stepping into the gap left by the leaders. A "new" team evolved to complete the task at hand.

More than one mission was accomplished that hot summer day through the *Leadership Reaction Courses*. The cadets saw another side to all they had seen and heard both in the classroom and in the field during encampment. These cadets now realize what is inside each of them, what their strengths are and what weaknesses need to be worked on. Will they be good leaders or good followers? There are many important roles that create a successful team: One just needs to recognize his or her place in that team for success to happen.

So in just 7 hot summer days in Florida more than 260 young men and women, cadets in the Civil Air Patrol, had a fun and challenging time while learning a little something about themselves along the way. Already some of them are planning for the Winter Encampment!