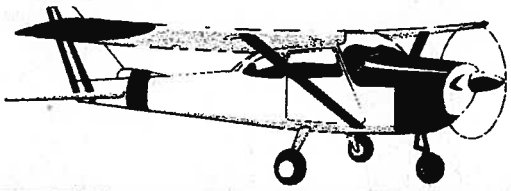
FLORIDA FACTS

OFFICIAL NEWSLETTER OF THE FLORIDA WING, CIVIL AIR PATROL

VOLUME 1, ISSUE 2 JANUARY 1997



MEET FLA WING'S NEW COMMANDER

CAP Biography
Colonel Andrew E. Skiba, CAP

1953-56 Cadet, Somerville Comp. Sq. Somerville, NJ first airplane ride as a CAP Cadet

1956-60 Airman, USAF. Radio/Radar Tech. Served 3 years in Great Britain

1960-68 Rejoined CAP as Sr. Somerville SQ./NJ Wg. Assignments mostly Ops/ES. Rated Mission Coordinator at age 23. Obtained most pilot ratings during this period. Commercial, Inst; CFI, etc.

1965 Completed CAP/FAA T-34 Instructor Course at FAA Academy.Okla. Assigned as Chief Check Pilot NJWG. Served under Command of Col. Nanette Spears, affectionately know as "Dragon Lady"

1968-78 Moved to Pittsburgh. Transferred to PAWG. Served as Stand/Eval, Emerg. Svcs, Dir. Of Operations, Vice Commander, and Wing Commander. Established the first cadet solo flight scholarship in Wing. *Awarded first Distinguished Service Medal at completion of this assignment.

1978-92 Moved back to NJ and served in the NJ Wg in numerous assignments including WG/ES-DO. Chief Ck Pilot, etc., Sq. CC. Asked to take Wg Command of NJ and PA Wg during this period. Declined due to professional and family commitments.

1988 Selected as NJ Sr. member of the Year. Recognized by FAA for outstanding contribution to Aviation Safety Program. Set record for number of pilots completing FAA Wings program in district. (All CAP Pilots)

1992 Appointed as Vice-Commander, Northeast Region

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THE VIEW FROM THE PERCH

Florida Wing Commander's Message January 1997

With the change of leadership in any organization, there is always an unsettled feeling until the new leader has had an opportunity to talk to the members of the organization and establish his or her goals and objectives, both immediate and long term.

As your newly appointed Wing Commander, I have had the opportunity to view the Florida Wing, and it's members from a position similar to a fighter pilots flight position called "The Perch". The perch is somewhat removed from the immediate activity but close enough to get a good overall view of the action, or situation.

Since I moved to Florida in mid-July as a full time resident, I have had an opportunity to participate in numerous Florida Wing activities and visit several units in my position as the Advisor to the National Commander for Safety. In every case , I was impressed with the "CAN DO" attitude of everyone I came in contact with.

In December, at the National Safety Seminar being held in Atlanta, I was asked by our National Commander, General Bergman, if I would accept the position of Commander of the Florida Wing. Having been both a Wing and Region Commander in my CAP career, I gave his request considerable thought before I accepted the appointment.

There were several reasons for accepting, but the most important one was my strong belief that the Florida Wing has the people and other resources to make our Wing the very best in the nation.

I have no plans to make changes in either the wing staff,

—Continued on Page 18

Florida Wing's First (Annual?) Air/Ground Operations School A Big Success!

Emergency Services in Florida Wing got a notch or two better thanks to a week-long intensive training program that took place in July at Camp Blanding. Thanks to the tireless efforts of several persons over a 3 year period, the first AGOS got off the ground this summer. Nearly 30 Florida Wing members, 2/3 cadets, 1/3 seniors braved the summer heat and the threat of Hurricane Bertha to undertake the training.

The goal of AGOS was to provide a comprehensive training experience in all aspects of CAP Emergency Services work. Every student would graduate with a 101 card and ROP card by the end of the week. But the results were even better than the planners had anticipated. Not only did the entire curriculum get covered, but a real ELT mission and a bevy of new friendships were thrown in for good measure. Best of all, everyone learned a valuable lesson: AIM-ITS!

From Monday morning through graduation Friday night, every waking moment was spent either in class or in the field. Classroom instruction was provided by a variety of senior member specialists in various areas. Emergency Services overview & paperwork, Disaster Relief, Communications, Ground Team Search techniques and leadership, map reading, survival in the field, map work, land navigation and compass work, Electronic Search techniques using the L-Per and moral leadership.

There was even a lesson on how to make our boots more comfortable by lacing them in a special way! There were only 2 periods of "free time" during the entire week! It was non-stop learning day and night.

Capt. Larry Gray of Seminole, FL was the School Commander. His able assistant was 1Lt. Betty Bass of Daytona Beach. The School's Mission Coordinator was Maj. Robert Smith of Brooksville (now the Wing Operations Director.)

During the week, cadets and seniors alike worked through the classroom sessions and the practicals in the field. Thursday night featured a bivouac in a nearby wooded area where cadets built shelters and everyone enjoyed the haute cuisine of MRE's. Friday morning, a golden opportunity presented itself in the form of a real ELT mission in nearby Jacksonville. The student body divided into two groups and under the direction of MC Smith, traveled toward the target. With the aid of an aircraft out of Group 2, the ELT was located aboard a vacant sailboat in a marina in Jacksonville.

The mission provided an appropriate opportunity for students to use the skills they learned during the week.

Friday night, Wing Commander (at that time) George Pringle accompanied by LO Mark Lee visited the school to participate in the graduation ceremony. Everyone succeeded and was awarded a 101 card, ROP card, graduation certificate and special gifts from the staff. Saturday morning, the barracks at Camp Blanding were policed, bandannas were autographed and everyone departed for their home units ready to spread the gospel of emergency services expertise.

During the course of the week, a theme began to evolve. During one of the classroom presentations, an important message was driven home with forceful persistence. The message took on a personna in the form of an acronym that became the "war cry" of the student body. So as you meander through the maze of Florida Wing email, letters, bulletins and meetings, if you see "AIM-ITS" or "SIM-ITS" sprinkled about as the salutation between members, you'll know they are AGOS grads. If you're curious about what it means, you can ask, but better yet, consider attending the next AGOS to be scheduled very soon.

AIM-ITS! SIM-ITS!

1Lt Frank N. Haas
FL Wing Comm Staff
AGOS '96 Grad & Evangelist
email: headrat@worldnet.att.net

SOME OF THE SENIOR STAFF AT AGOS: LEFT TO RIGHT WILLIAM T. RANKIN, DARWIN J. CULBERTSON, JOSEPH DECORDRE, STEVEN FRIEDMAN, DAVID REISNER, FRANK HAAS (DUCKING)

MEET FLA WING'S VICE COMMANDER (NORTH)

LTC BOB PETTIGREW

Bob Pettigrew was born in the city of Baltimore, Maryland on 28 June 1920. He is the second oldest son in a family of five boys and three girls. Bob completed Grade School at Town Neck Elementary in Severn Park, Maryland and graduated from High School at Bates High in Annapolis, Maryland in 1937. He continued his schooling through ICS (International Correspondence School) and DeForest Radio School home study courses. Later Pettigrew attended Johns Hopkins University after starting employment at the Glen L. Martin Co. on Nov. 3 1941 and entering the Armed Services under the PAC (Pre-Aviation Cadet) program for the Army Air Corps 1944-46. His studies include Engineering, Business Administration, Management Science, Aeronautics and Communications. Bob holds B.S. and Ms Degrees from Rollins College Orlando, Florida. He also has a Student Pilots License and a General Class Amateur Radio License. Bob is also a Commissioned State of Florida Notary Public.

During his work career, Bob Pettigrew had many recognized achievements. He was a first Minority Labor Supervisor with a major construction company at age 19 (1939). Bob was the first minority employee at Martin Marietta Corporation, transferred from hourly Instrumentation Developer to salaried Engineering Technician(1954). Later he was promoted to Electronics Engineer, Manufacturing Engineering Test Lab Supervisor, and Manager of College Relations for the Martin Orlando Division. He retired on 2 Jan. 1986 after 44 yrs. of service.

Some of Pettigrew's Community Service Activities include: Charter Member Orlando Task Force on Youth Employment; Chairman of the Orange County Florida NAACP Housing Committee; Executive Board Chairman of the Central Florida Red Cross; Executive Director of the National Alliance of Business(Cent. FL.); Director of Employment and Training at the N.A.B. Headquarters Office Washington, D.C.; Squadron Commander in CAP; Director of Personnel Florida Wing. Headquarters CAP.

Awards conferred upon Bob Pettigrew include: Outstanding Service award in 1973 & 1979 at the Martin Marietta Corporation; President USA Commendation Award in 1979, President USA Citation Award in 1980; Rollins College Distinguished Alumni Award in 1985; CAP Senior Member of the year (AFA) in 1989; CAP Commander's Commendation Award.(3); Meritorious Service Award in 1990; CAP Exceptional Service. Award in 1991 & 1993; USAF/CAP Outstanding Service Performance Award in 1993.

Bob is married to Rose D. Pettigrew (from Baltimore, Maryland); He has three children; Robert L., graduate of Lehigh University with a B.S. in e.e./physics; Iris E., graduate of Johns Hopkins University with a PH.D. in Nursing Science; Bryan A., graduate of the University of Pittsburgh, BA, currently an Ensign in the USNR.

1996 CADET CONFERENCE

The Second Annual Florida Wing Cadet Conference was held in Clearwater on the weekend of November 29 through December 1, 1996. The conference was held at the Clearwater Holiday Inn Express, with classes held at the *Bella Bistro* restaurant on Saturday.

Organized by C/Col Billy Westcott, Wing CAC Chairman and new Spaatz cadet, and LTC Matt Sharkey, Cadet Programs Officer, everything ran smoothly. Classes, taught by senior cadets, were on AFROTC, Recruiting/Retention, Scholarships/Special Activities, Space Exploration, NCO/Airman Leadership School, Medical/First Aid, Aerospace History, NCC/National Color Guard Competition, Cadet Staff School and Principles of Teaching.

After the classes there was a delicious banquet, followed by a dance that was enjoyed by all. You should have seen the senior members dance to the Marcarena!

The Sabal Cadet Squadron, which has only been in existence for two years, brought 12 cadets to the conference. There is no reason why every Squadron can't bring that many - or more.

These cadet conferences are for cadets to get together to learn from each other and to have a good time socializing.

Next year the conference will most likely be in November, but not on Thanksgiving weekend. Be looking for an announcement in this newsletter about next year's conference.

C/FO CHRIS JOHNSON OF SABAL CADET SQUADRON RECEIVED HIS MITCHELL AWARD AT THE BANQUET

IN THE NEWS

This article appeared in ***The Deland Beacon*** October 2, 1996 issue on page 5A in a local gossip column by Grace Ellen Kaiser.

—submitted by Bill Latham

Daisy Poss, a Captain for the Deland Civil Air Patrol, has just returned from Calif. where she spent 11 days at Beale Air Force Base. A flight instructor, she volunteered to attend a CAP Cadet Flight Encampment. 26 teenagers, male and female, from all over the US attended the 9 day encampment where they received intensive training learning to fly a Cessna 172.

Part of each day was spent in ground school and part was spent in actual flying. At the end of the encampment more than half the cadets were able to fly a plane solo while their instructors watched from the ground. By Federal Aviation Rules, only cadets 16 years and older were eligible to fly solo.

Living on the base enabled the cadets to see firsthand what military life was like. Some have expressed a desire to attend the Air Force Academy.

The CAP is an auxiliary of the US Air Force where men and women, pilots and non-pilots, volunteer their time. Some services the CAP performs are searching for lost aircraft, assisting in local and national emergencies and providing aviation and aerospace education. CAP meetings are held on the first Monday of the month at the CAP building on the Deland Municipal Airport.

Maj. Alex Kaplan, GP5/CC, accepted on behalf of his Group, the FAA "Aviation Partnership in Safety Award". This award was given in recognition of the Group's long-standing and continuing efforts to promote safety in all aspects of aviation throughout Palm Beach County. Maj. Kaplan noted to the assembly that GP5 was the direct lineal descendant of Task Force 3, that flew out of Lantana Airport on anti-U Boat patrol during World War II. He also reminded the guests that CAP has been a presence in Palm Beach County for 54 years, and that we hope to be around for at least another 54 years.

Also honored was LTC Seymour Orgel, GP5 Safety Officer and Governmental Liaison, whom the FAA presented its "Counselor of the Year Award"...a very prestigious award as LTC Orgel was nominated by all of the other Counselors and by many in industry within FSDO 17.

Of special note to CAP, was the presentation of the FAA "Charles Taylor Award" to Owen H. Gassaway, the owner of Florida Airmotive, the prime FBO at Lantana Airport. Mr. Gassawaw was a pilot in Task Force 3, CAP during WWII, and still owns and hangers at Lantana one of the original CAP aircraft.

A number of other ex-CAPers were also honored for various awards. It was very pleasing to see such a strong CAP presence at what was primarily an FAA function.

SOARING

Several Florida Wing cadets had a unique opportunity made available to them and took advantage of it.

Members of the Tampa Bay Soaring Society, flying out of the South Lakeland Air Park, gave the cadets a brief class on what to expect out of the flight, what to do and what not to do, and took them up for the ride of their life. These flights were arranged under the direction of LTC Joe Lill, from the St. Petersburg Squadron, a member of the Tampa Bay Soaring Society.

Cadets Chris Spradley, Chris Reveiz, Joseph Brumm, Brandon Cigainero, Greg Grantham and Shane Turner were the first from the Orlando Cadet Squadron to go up on Saturday, September 21. Sunday, September 29 four more cadets from Orlando Cadet Squadron got the chance to soar. This time cadets JB Angel, Jim Bahr, Joel Flores and Murtice Tucker took their first glider flights.

Here are comments from some of the cadets:

Tucker: "It gives you a whole new outlook on flying."

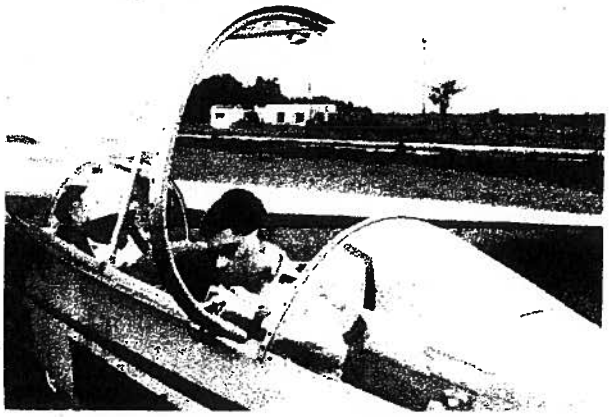
Spradley: "The view was excellent. I could see cities from both coasts - and Disney World."

Turner: "On my first flight when it was overcast I found it interesting that I could reach out and literally touch a cloud. (It was wet)."

Other cadet squadrons in Central Florida also had the chance to soar in Lakeland. Members from Oakhurst Cadet Squadron and Clearwater Composite squadron flew during the month of September. Some of these members were: C/LTC Brian Lau, C/LTC Andy Gray, C/Lt Josh Schumacher, C/FO Nadia Saxman, C/MSgt Nick Zambetti, C/A1C Dan LaSpesa & C/A Doug Gray from Oakhurst and C/TSgt Dan Reese C/A1C Mark Maliszewski and C/A Joseph Priolo from Clearwater.

Next time the call goes out to go soaring, I hope more cadets will be in line to go. It is an experience of a lifetime. There is even a possibility of a Florida Wing glider encampment in the future where cadets can earn their glider pilot license.

Many thanks to the pilots and ground crew from the Tampa Bay Soaring Society: Lou Szarka, John Macki, Bob Scheurer, Maynard Hirshon, Hans Konle, Don Thomasson and Steve Boser.



C/FO SHANE TURNER PREPARES FOR HIS FIRST GLIDER FLIGHT

EDITORIAL

Civil Air Patrol: A Place in the 21st Century?

by Maj Dale K. Robinson, Eglin Composite Squadron, FloridaWing

Civil Air Patrol began in 1941 with a group of aviation enthusiasts who wanted to be able to fly and aid their country in the coming war. And they did both, quite successfully. Civil Air Patrol members performed non-combatant duties on the homefront, freeing able bodied men for combat duty overseas. After the war, CAP continued to assist by performing air search and rescue for the Army Air Forces, by promoting aerospace education, and, thus, air power (which contributed to the call for a separate Air Force), and through the Civil Air Patrol Cadet Program, which coupled the adventure of aviation and space with training in leadership and morality. And it all worked pretty well over the next few decades. But now CAP is entering its second fifty years of service and standing on the threshold of the 21st century. Where does it go from here?

Ever sophisticated technology, in the form of SARSAT and global positioning systems has all but rendered the traditional aerial search a thing of the past. Today, the SARSAT detects the emergency locator transmitter in a crash, alerts the Air Force Rescue Coordination Center, and a CAP search team is dispatched within several hours with coordinates for the signal that are accurate to within a few feet. A mission can be opened, teams dispatched, the objective found, aid rendered as necessary, and teams recovered to their home base in a matter of hours. It's not always that easy; sometimes the search has to be done the hard way, the way it was done decades before. But as technology advances, the need for CAP's SAR capability will diminish. As the need for SAR capability has diminished, CAP's emergency services function has gravitated toward disaster relief and will continue to do so. CAP can offer unique resources to local emergency management officials, such as aircraft and aircrews trained to perform damage assessment or to transport critical supplies in and out of stricken areas. CAP can also field organized, trained, and self-disciplined teams of volunteers to assist in recovery efforts. CAP can provide communications for stricken areas. It is vital that CAP commanders at all levels make their units' capabilities known to state and local emergency management officials. They won't use the resources if they don't know they are there. Likewise, they won't use the resources if they don't know the capabilities.

Aerospace education will continue to be a vital part of CAP's mission into the next century. America's superiority in aviation and space technology and exploration are threatened as budgets are cut and the military and NASA downsize. CAP can help keep alive the adventure of aviation and space, much as it helped foster air power in the late 1940's and the 1950's. This will require close cooperation with educators at the elementary and middle school levels. As the Federal Aviation Administration loses its charter to promote aviation in order to focus on aviation safety. CAP should be prepared to step in and fill that void.

The Civil Air Patrol Cadet Program is arguably the most important of CAP's three missions. In the era of the "Me Generation", a program that teaches self-discipline, ethics, morality, leadership, and responsibility to America's young people is invaluable. As our nation enters the next century, the CAP Cadet Program must grow. The Middle School Program is a step in the right direction; offering the program to younger people will expose them to the values CAP teaches while they are still in their formative years. The earlier they enter the program, the greater the difference it will make in their lives. The Cadet Program will be Civil Air Patrol's show piece in the next few decades. A strong, viable, cadet program will be essential to maintaining CAP's relationship with the Air Force and may become CAP's very reason to be.

And what of CAP's relationship with the Air Force in the future? I foresee the Air Force taking greater control of CAP's affairs if the relationship is to be maintained. Secretary of the Air Force Dr. Sheila Widnall has said she considers CAP as part of the "Total Force". In order for CAP to be a viable part of the total force concept, CAP's roles and missions must fit into the Air Force's Aerospace Doctrine. CAP can and does provide "force support" for the Air Force by performing air search and rescue and other emergency services missions, by performing low level route surveys, counterdrug operations, and through assistance to the Air Force recruiting service and Air Force ROTC. CAP could fill other areas, but the Air Force could be unwilling to fill those duties with personnel that they have no control over. If CAP wants to fill those duties with its volunteers, CAP will have to relinquish at least part of its autonomy.

Civil Air Patrol does have a place in the next century, one of its own making. It will have to adapt to meet the advances in technology; it will have to stand ready to fill the gap left by downsizing and mission changes among government agencies. It will have to make the Cadet Program its number one priority and expand it. And finally, CAP will have to mend its relationship with the Air Force if it is to be considered part of the "total force" in the next century. In a time when budgets are ever decreasing, CAP needs to prove its value to the Air Force and the nation on a daily basis. Its commanders need to be beyond reproach, with a reputation for being fair and ethical. Its members need to be professional and competent people who conserve and effectively use the resources provided to them, whether those resources came from taxpayer dollars, private industry, or private parties. The place CAP has in the 21st century won't be decided by a senator or a congressional committee. It will be decided by each individual member.

AIRCRAFT MAINTENANCE

To all Maintenance Officers and Commanders:
Lorans that are not economically fixable are to be sent to:

CNC Aviation Services
Att:Jules Moffett
Frank Sikes Airport
PO Box 341
Luverne, AL 36049-0341
Tel. 334-335-6213

Call Waldy Malouf LtC Wing Maint. Off. Tel/fax 1-813-784-1116
Waldymalouf@juno.com

Be aware that if we ever get GPS's through National there will be a great deal of intense training to master even the basic uses. As it stands now National is not buying GPS units. It appears that hand helds, $700 to $900 as opposed to panel mounted, over $2,000 plus installation, are criticized because passengers and observers have difficulty viewing the instrument. I have a hand held Garmin 95 that is readable to both front and back seats. The further criticism is that the handheld is easily stolen. I admit there is credence to this argument, however I think care and thoughtful management can overcome. More importantly, the manufacturers, it appears, may be able to update the panel mounted GPS (Garmin, I understand, won't) to IFR status approved by the FAA . There are about seven models if we opt to enter the IFR GPS arena. All priced from about $850.00 to $2,800 with an average of $2,000 to install. The KLN 90B appears to be at the top of the heap. This unit needs a cooling fan installed with discount for a whole unit - $ 7,000.00. We have 19 aircraft in our fleet and our budget runs $12,40.00 to $14,00.00 a year. The KLN has about all you could ask for although the moving map, according to aviation consumer, is not up to Argus standards - they believe the North Star is easiest to use. The Garmin GPS 155 got the reputation of being most difficult to use "in retrospect not any more difficult than Bendix-King products". Getting the selected GPS into the plane can have serious problems. The FAA are working on standards. Some units and some components are TSO'd or PMA'd and some are not! Thus it appears that it will be a long time before we get panel mounted approved IFR GPS units. We have one plane in our Wing fitted with a GPS. There may be problems such as frequency interference or outdated database. In short, if in hard IFR sole reliance on our existing GPS units is foolhardy as dangerous especially on final approach without at least a VOR or ADF also working. We will have to understand what OBS/hold is about, also setting up approaches not already in data base. Northstar, according to ***Aviation Consumer*** may in their M3 do the approach automatically, including course guidance, timing for course reversals, guidance around DME arcs. It goes on to say that its logic may serve as a model for WAAS approach implementation.

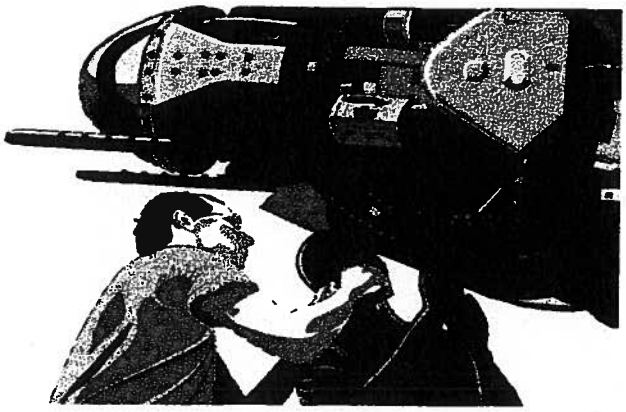
In the name of safety I ask all maintenance to be ever vigilant. Cast a critical eye on the plane in your care and if you have any doubts about the plane or any of its systems call me or Skip Munger at Headquarters. Don't ignore a small problem, it can escalate. Do not let some gung-ho member over rule your decision to ground the plane. Your squadron and group commanders will back you until the problem is rectified or explained. If a member damages the plane, CAP has a $500 deductible the member must pay the first $500 - more importantly he/she must own up to doing the damage. We have had a number of bent and smashed tail tie down rings nobody knows how it happened!! Nobody bent over to look under the tail on the pre-flight inspection, nobody did or does a postflight inspection.

I would like to see our 19 aircraft the best mission ready fleet in the country. This can be done if each member treats the aircraft as a work of art-mechanical piece of art - and not equate it as an automobile or a collision derby candidate.

Maintenance Officers should order a spare set of tires to keep on hand, especially when the plane is on a mission. There is nothing worse than to have a bad or flat tire without a ready replacement. It might make the difference between success or failure or life or death!!

I notice, in my rounds to different squadrons that there are cliques where only a certain few hog the plane. I also notice that many commanders make great effort to encourage and make opportunity for seniors and cadets to get involved with their particular assigned aircraft. I think a well supervised preventive maintenance program where all members from Wing commander and entire staff to the newest cadet in Appalachicola and Tamiami participate is best. Sometimes our planes sit for days with no one at least visiting the plane. Two or three seniors, with one or two cadets, could visit and look over the plane even for nothing else than to make sure the tires are properly inflated and that no vandalism or damage has ocurred and the tie down ropes are tight and not worn out. I might add that not only does a pilot get a better feel of the plane by doing some work on it but he/she saves the Wing a substantial amount of money.

Good maintenance is the early recognition that something is not right. One must know what a good healthy system is before one can recognize a bad one. Experience with different aircraft is one way. Another is to be familiar with the limits and specifications of the system in question.



KSC OPEN HOUSE

by
C/A1C Jesse Lapin-Bertone

These are the voyages of the Coral Springs Cadet Squadron, its ongoing mission to explore aerospace education, promote cadet programs and boldly participate in emergency services like no squadron has done before.

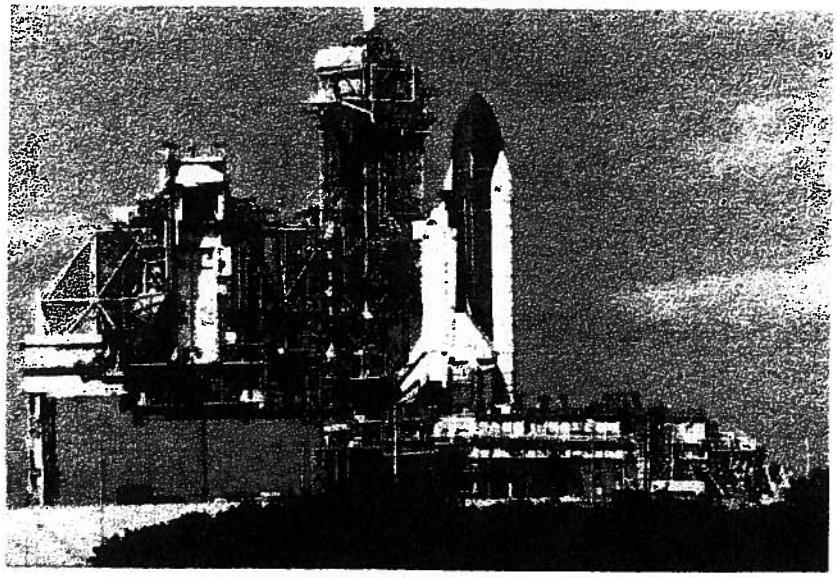
When Kennedy Space Center had its community appreciation day, and Capt. Kevin Keenan offered the squadron free passes, we could not refuse. I went to my squadron commander, Capt. Linda Rose, and informed her that I would love to be project officer for this exciting trip.

We left Coral Springs at about 0525 hours , took I -95 to Kennedy. Sixteen cadets in blues, two senior members and two parent escorts divided into a three van convoy. Along the way, the vans communicated via VHF radio, on CAP frequencies, and cadets practiced their radio communication skills.

We arrived at KSC around 0900 and the first thing we saw was the Operations and Checkout Building in the Industrial Area. After that we went to Launch Complex 39, where we viewed the Vehicle Assembly Building, 525 feet high! The public was allowed to step a couple feet into the building. Once you stepped inside, the updraft was unbelievable! Then we had lunch and got our vans on line to view Launch Pad 39B with Columbia ready to launch. We were less then 100 feet away from the shuttle, following the same road that the Crawler Transporter uses to take the shuttles to the launch pad.

Once we finished taking about 2 zillion pictures of Columbia, we went to Spaceport USA. We saw the 3D Imax movie, ***First City in Space***, then browsed through the gift shops, and visited the Astronaut Memorial.

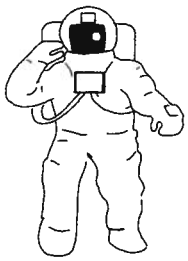
The cadet project officer was C/A1C Lapin-Bertone, and the senior member project officer was 2Lt. Rhonda Harrison. Capt. Michael Goldberg drove the squadron van, and parents Lopez and Muller transported cadets in their personal vans. Other cadets participating included C/Amn Lupole, C/Amn Thaw, C/A1C Johnson, C/Sgt. Linn, C/Sgt. Massa, C/Amn Mendes, C/2Lt. Monroy, C/A1C Velez, C/Amn McGuire, C/Amn Muller, C/Amn Lopez, C/A1C Dozois, C/Sgt. Boehnker, C/Amn Serrano and C/A1C Harris.



WHAT A VIEW WE HAD!

CAPT. MICHAEL GOLDBERG,
C/A MENDES & C/A1C JOHNSON
VISIT THE CLEAN ROOM

Editor's Note: Several other CAP members were able to visit the Space Center during Community Appreciation Day and were awed by the experience. Many thanks to Capt. Keenan and others who were able to obtain passes and give them to CAP members.



FLORIDA'S FIRST "IN SCHOOL" CADET SQUADRON CELEBRATES

Submitted by
Maj. Joel Katz

As the parents and guests began arriving at the Miami Beach Senior High School auditorium on July 11, 1995, they were puzzled by the fact that it was under construction, with scaffolds and tarps along the outer walls. But this did not distract from the presentation which brought the City of Miami Beach its first Civil Air Patrol Squadron in thirty years.

When Captain Elizabeth Kendrick called the room to attention for the presentation of the colors from all of the units in Group 10, a feeling of accomplishment was felt by all. It was a hard road, one that really started back in 1990 when Captain Joel Katz, the Florida Wing Weather Officer, and Executive Director of the Florida Alliance For Technological Education (FAFTE) met with Mr. Paul Bell, the Superintendent of Dade County Public Schools (DCPS), regarding CAP Shortly thereafter, Capt. Katz scheduled a meeting with Colonel Donald Cunningham, the Florida Wing Commander, Mr. John Stokesberry, Executive Director of Florida Elderly In Service To Youth, (FEISTY), Mr. Roger Cuevas and others at the School Board Administration Building.

Out of those meetings came the verbal approval for CAP to use the Community Schools for their meetings throughout the District, and to encourage the students throughout Dade County to get involved in the program. In fact, Mr. Cuevas, who at that time was in charge of all volunteer programs mentioned that he was the first DCPS official to approve the use of one of their schools (Ponce deLeon Junior High School in Coral Gables) for a CAP Squadron some thirty years prior.

Shortly after the working plan was completed and presented to Mr. Bell, he passed away. When the idea was presented to his successor, it was placed on a long list of possible plans, most of which were never was approved.

Then in January of 1995 a Cadet Ajamu Alacan from the Puerto Rico Wing, now going to Miami Beach Senior High School, enters the picture. There is no CAP Squadron within close proximity of Miami Beach, and his mother calls the CAP number listed in the phone book. Lt. Col. David Mikelson, the Group 10 Commander met with the school Principal, Dr. William Renuart, and asked Captain Katz to get involved, not knowing that Dr. Renuart and Joel had worked together on other very successful educational projects in the past.

In February, Capt. Katz met with school staff, and made a presentation to the members of the Full Service Committee, a team made up of administrators from all of the schools within the Beach High feeder pattern. Most were impressed with CAP and approved the concept of starting a "School Club / CAP Squadron" at the Senior High. This was very important, as the cadets could assist the school in its special activities, and receive funding for dues, uniforms and Squadron functions from their school based account. If they needed to take a day off from school for a CAP activity, it would also be a school activity, and could be credited as "special assignment time".

In meeting with Dr. Renuart and his management staff, it was decided that Hector Lopez, one of his school security officers, who enjoys working with kids be trained as the Commander. This was an excellent choice, as the cadets know and respect him, and his wife and two of their teenagers wanted to be involved. Dr. Renuart, Mr. Lopez, Cadet Alacan and others who were present at many of the preliminary meetings suggested that the cadets meet once a week after school and since it would be a "School Club", they could also meet once a week during school time.

On March 13 nine students along with their parents assembled in the school library for a presentation about CAP. Captain Kendrick and C/1Lt. Kathryn Rodriguez from North Miami Cadet Squadron spoke about the cadet program, Flight Officer Elena Machado inspired them with the idea of flying by telling them about the solo wings she received because of her participation in the program. Major Janet Kendrick and Lt. Col. Mikelson explained how a Squadron operates, and Captain Katz and Lt. Edward Vinson of Miami Senior Squadron 1 spoke about the special activities and missions of CAP. Mr. Lopez suggested they meet every Monday in the Library until they get enough active members to request a permanent home within the school.

The biggest event of the new unit came on July 11, 1995, when the parents and guests were invited to the CAP Squadron Chartering Ceremony. The sign in sheet looked like a Who's Who of VIPs in the area. Dr. Michael Krop, School Board Member, John Stokesberry, Director of the Alliance for Aging (his staff assisted with news releases) Ramona Frischman, from the Department of Community Involvement, her husband Len who is a senior mentor at Beach High, PTA officers and members, and Belle Katz, Captain Katz's 84 year old mother who is a Senior Mentor with Dade County Schools. Also in attendance were; Col. Stanley Bodner, USAFR and an officer of the local AFA chapter, Lt. Col. Bateman Blair, USAFR, Wayne Chandler, a former Miami Senior Squadron 1 member and Major William (Bill) Albig, US Army Retired, both active FAFTE members. All of the local Squadron Commanders were in attendance with senior members from around Group 10, and cadets with their color guards to participate in the massing of the colors for the opening ceremony. Most important, the parents, friends and teachers of the cadets who wanted to show their support for the new unit.

Instead of an invocation, Rabbi Howard Sief, a long time resident and student in Miami Beach mixed the idea of education, religion and moral integrity into a very moving presentation. He brought out the true meaning of involvement in a group like a CAP squadron, and how every member must support the other. Lt. Col. Mikelson praised the cadets and

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seniors who helped get the unit on its feet. He also stated that this was the first In School CAP Squadron in Florida Wing that he knew of. During the ceremony, Senior Member Christopher Plummer received his Spaatz Award from Dr. Krop and Col. Bodner and six Miami Beach Cadets received their Curry ribbon. Mr. Lopez was promoted to 1st Lt., Cadet Captain Rodriguez, who devoted one night a week and every other Saturday to this unit, while attending her regular meetings at North Miami Cadet Squadron, and maintaining her grades at Miami Dade Community College was promoted to Cadet Major, received a Commander's Commendation and after waiting seven months, received her Earhart Award along with Cadet Captain Shauvne Jerome. Cadet Isaac Mishkin of North Miami Cadet who helped build the color guard at Beach, received a Certificate of Appreciation, and was presented with his Mitchell Award by his Squadron Commander. Dr. Krop, who came only to show his support for the program spoke to the audience about the need for more programs like this. Dr. Renuart was very open about his initial feelings towards this project, and stated that "When I see the cadets marching in the hallways during school, or training new cadets in the proper presentation of the colors, I get a feeling of enthusiasm and patriotism".

Now, on September 24, 1996, twenty months after that first meeting, the unit held an awards ceremony to show everybody that had their doubts, that CAP is going to stay at Beach High. Colonel Tony Pineda, the Wing Commander (at that time) attended the program along with other Florida Wing Staff members and most of the people who helped build this unit. Col. Pineda explained to them that "The hardest part of your job was to recruit and retain enough members to make a squadron, and you have done that. Now you need to build on what you have, and show the rest of the Wing that Miami Beach can do it." He also presented Mrs. Sotomayor with her shoulder boards making her a 2nd Lt.

Major Katz presented certificates of Appreciation to Captain Vinson, Lt.'s. Mark Lighterman and Elena Machado, North Miami Cadet Squadron, Miami Springs Optimist Squadron, and the Staff of Miami Beach Senior High School for making this dream of one grow into a family of young leaders who have changed their lives because of CAP. He also commented on the fact that Mrs. Maria Cruz, the school Full Service Coordinator had been behind the program 100%, and assisted in arranging for the Key Club to help pay for the Squadron Charter and membership fees. Without them, the unit would not be where it was today.

The most moving part of the ceremony was when Major Katz read a letter from cadet Hugo Arzac which stated; " My feelings about CAP are very strong for two reasons, first because it changed my life. I used to be really immature and didn't care about anything. I used to be spoiled, but now I'm well kind of normal, because I can follow orders and I'm a whole lot more disciplined. The second reason is, my grades in school, my behavior towards teachers, I owe my high school diploma to CAP because if I would of stayed like I was, I would probably have dropped out. Well, CAP changed me in all aspects of my life."

As a footnote to this story, Major Katz visited the unit a few weeks after this presentation and was given another letter from a new cadet which read: "This program (Civil Air Patrol) hopefully will change my life. I joined today October 15, 1996. Before I found out about Civil Air Patrol I was in a gang. Well involved in several gangs, illicit activities etc. My peers have persuaded me into leaving the lifestyle, but I did not listen. When a young man by the name of Ajamu Barroto *(a fellow classmate and friend) approached me and told me about CAP. I told him I'd think it over. Well 2 weeks after he approached me I was out of the gang life style and out of trouble Today I join and hopefully I'll stay.

* The student used the incorrect last name- it should have been Ajamu Alacan

AWARDS

Citrus County Composite had their annual covered dish awards dinner. The room was packed and everybody ate too much and still had to send food back home for leftovers.

The Squadron Cadet of the Year was awarded to Cadet 2nd Lt. Kenneth Garner. The Squadron Senior of the Year was awarded to Lt.C Mel Weiser.

It is with great pride to announce the Cadet and Senior of the Year for the Sarasota-Bradenton Composite Squadron. Doolie of the Year is Cadet Airman Dustin Black, Cadet of the Year is Cadet 1st Lt Andy Bennett and Senior of the Year is 2Lt Clarence Morton. This is the third year in a row that cadet Bennett has been named squadron Cadet of the Year.

Also, during the Family Night festivities the following personnel were promoted to the ranks indicated.

SM Clarence Morton -to 2Lt, SM Marjorie "Tina" Black -to 2Lt, SM Kenneth Reed -to 2Lt, SM Donald Winter -to 2Lt and C/Lt Brian Eurice -to C/Capt (also awarded the Earhart Award)

At the annual Christmas party for the Charlotte County Composite Squadron Cadet Amn William Vankirk received Cadet Of The Year.

SAREX

submitted by
Capt Gene Carter
Milton Senior Squadron

The Milton Senior Squadron (08424) held a search and rescue exercise (SAREX) on 16 Nov 96 at the Milton Peter Prince Airport. The thirty-five cadets and senior members of Group XI that participated in the all-day mission represented Pensacola, Eglin, Crestview and Milton squadrons as well as the Group XI staff.

During this exercise, cadets and senior members worked side by side managing every position used during a full-blown SAR mission. The scenario called for a Beechcraft Musketeer that was missing enroute from Mobile, Alabama to Tallahassee, Florida. The first reports indicated that the aircraft had made it as far as the Crestview area and expertise allowed that they were probably flying along Interstate 10. The first SAR crew departed to begin a visual grid search east of the Bob Sikes Airport and north of the I-10 boundary. During the timed turn on the north end of the first track, the crew picked up an ELT signal and discontinued the gird search. Soon the crew discovered what appeared to be a downed aircraft in a field north of the Bob Sikes Airport and called for a ground team to be diverted to the new coordinates.

Believing the aircraft was the missing Musketeer, the first aircraft was recalled while a second aircraft was launching from Milton. Enroute to the site, the second aircraft picked up a strong ELT signal west north west of the Bob Sikes Airport and began to work the signal. But as the second aircrew was attempting to verify if the ground crew had arrived at the crash site and turned off the ELT, the ELT signal disappeared altogether. Simultaneously, the ground team had turned off the ELT of the crashed aircraft. But the aircraft turned out to be a Cessna 172 rather than the subject Musketeer. Then the second aircraft contacted the ground team to discover that the ELT had already been turned off but that it was not the Musketeer. So the crew continued on to the crash site to assist the ground team.

As details unfolded, a second ground team was making a ramp check at Bob Sikes and discovered a Beechcraft Musketeer in the maintenance hangar. Upon further examination, the Musketeer was determined to be the subject aircraft and apparently landed at Crestview with engine trouble. The Musketeer then required maintenance so the crew elected to rent a Cessna 172 to continue their trip. But shortly after departure the Cessna departed controlled flight and crashed.

Back at the crash site, the ground team began the search for information and survivors with the airborne crew over head looking as well. The ground team made contact with residents in area to find that the survivors had been taken to a local hospital and confirmed they were in good shape.

But what about the stray ELT signal found west of the Bob Sikes Airport? As the whole team debriefed the afternoon of the exercise, it turned out that a second ELT had been found in the trunk of a car at the mall in Crestview. The car belonged to a local in Crestview who had been dismantling parts of his aircraft for restoration purposes and transported in the trunk of the car. But his mom borrowed his car during the day to go shopping and the ELT was accidentally activated.

What this scenario does besides exercise the normal procedures and activities, is to make rescue personnel think outside of the norm. Search and rescue operations have guidelines to go by, but other than the techniques used by both airborne and ground teams, rescuers have to be on their toes and thinking outside of the box. Could this scenario have actually happened? Of course, but is it highly likely. No matter what your position during an operation-ground team, airborne or base operations - all of us have to pull together and be constantly be analyzing the information that we gain through all the sources.

Go cautious - be vigilant!

WOLFF IN PUERTO RICO

On November 21st, 1996 at 8:30 a.m. a 6 story building collapsed after a large explosion occurred in Puerto Rico. 30 people were killed and over 60 were severely injured requiring hospitalization.

LtC. Ed Wolff (Fl CAP 1500), team leader for the Florida Wing Communications Response Team-South was dispatched as the Communications Unit Leader for a Federal Emergency Management Agency, Urban Search and Rescue Advanced Incident Support Team. LtC. Wolff as part of the advanced team had 2 hours to be on a commercial flight out of Miami headed to Puerto Rico for a deployment of up to 10 days away from home.

Upon arrival in Puerto Rico he was assigned to establish and maintain all communications requirements of the Incident Support Team and for the 2 US&R Task Forces that were to be later dispatched. The requirements of this operation dictated the setting up of 2 UHF repeaters for which a local 12 story bank building was used and the establishment of a secure satellite communications link.

Florida Task Force 1 (Metro Dade Fire-Rescue) and Florida Task Force 2 (South Florida US&R Task Force) were dispatched to handled the incident. The teams stayed on sight for 7 days and worked 24 hour shifts before returning home just before Thanksgiving.

LtC. Wolff is the Communications Unit Leader and is a Search Team Manager for the South Florida Urban Search and Rescue Task Force (Florida Task Force 2) and is a Communications Unit Leader on a FEMA Advanced Incident Support Team.

An Incident Support Team is a 22 person team that responds within 2 hours of any major disaster incident to do

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ALWAYS ON DUTY

submitted by
Maj. Rob Smith

On December 18, Major Robert Smith, FLWing DO, was returning home from church with his family when he noticed the sheriff's helicopter flying overhead with its spotlight on. A deputy's car was also patrolling the street where he lived. Smith flagged the deputy and asked what was going on. The deputy told him that there was a missing person who wandered away from a local nursing home. Major Smith informed the deputy about CAP's role in search & rescue. The deputy gave him the name of the duty sergeant serving as the Incident Commander, Sgt. Alan Murphy. Major Smith called Sgt. Murphy and briefed him on CAP capabilities. The sergeant was impressed with the lost person behavior knowledge that the CAP expressed, and wanted our assistance in doing a night search. A cold weather front was sweeping in, so time was critical. Sgt. Murphy was instructed to call the AFRCC to activate CAP resources. Major Smith called the AFRCC to alert them to expect a call.

The AFRCC contacted Major Smith, who served as the MC, at 10:06 PM. Smith contacted the Hernando County Composite Squadron and the Citrus County Composite Squadron to meet at the sheriff's staging area.

Members of the Wing DO team who lived locally were also called. Sgt. Murphy called Major Smith for more clues into the lost person behaviors of an elderly male Alzheimer's patient. Smith suggested that the subject probably was incapacitated in some way because he had not been found in the 5 hours, or so, that the sheriff's department had been searching. Major Smith suggested that the search concentrate on a wooded area that lay between the subject's last known position and the nursing home.

As Major Smith arrived on the scene at 10:40 PM, the sheriff's helicopter, equipped with FLIR [forward looking infrared radar] spotted the subject in a ravine laying in water (in the wooded area between the last known position and the nursing home). Smith asked the Wing Alert Officer, Jim Webster, to broadcast a recall of the ground teams that were within minutes of arriving on scene.

Sgt. Murphy commended CAP for its rapid response and knowledge of search techniques. He stated that he didn't even know that such an organization existed. He assured Major Smith that the Hernando County Sheriff's Department would call upon CAP immediately the next time they have a missing person search.

The subject is recovering at Brooksville Regional Hospital suffering only a few cuts and mild hypothermia. The AFRCC has credited CAP with a save for their assistance in this effort. There were 11 CAP personnel responding to this emergency. Major Robert Smith, FLWing DO, 1LT Vanessa Rowley; FLWing Senior Programs staff, 2LT Joe deCordre; FLWing DOA, 2LT. Arthur Bentley, 08301, Cadet Jami deCordre, 08301, CAPT Ken Stanley, 08315 CC, 2LT Christine Holderness, 08315, +4 more (they were ordered to turn back within minutes of arriving.) A job well done by a professional volunteer organization!

Time contacted by AFCC 10:06 PM (local)
Time first Ground Team launched: 10:16 PM
Time subject found: 10:40 PM
Time mission closed: 01:40 AM
(allowed time for all CAP elements to return home, completing paper work, etc.)
TOTAL TIME: 3.5 Hrs.

The Wing DO just received the following letter from the sheriff of Hernando County. Thought that all of you would enjoy hearing some good news.

"I would like to take this opportunity to offer my sincere gratitude for you and your teams assistance in locating an endangered missing adult on 12/18/96. As you are aware, besides the normal concerns in a situation like this, a severe weather front was coming through making time a crucial factor. With manpower limitations, it was very gratifying to know you and your team were available in a timely fashion. Fortunately, the gentleman was located as all parties were in the process of setting up, but the joint operation and use of resources was reassuring. In closing, let me once again say 'Thank You' to you and your team for your offer and timely mobilization.

Sincerely,
Thomas A. Mylander,
Sheriff"

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the initial size up of the scope of the problem and to established the needed support functions to assist FEMA US&R Task Forces that later respond.

The South Florida Urban Search & Rescue Task Force is one of 25 FEMA Task Forces in the United States and is on call 24 hours per day, 7 days a week for disaster response. LtC. Wolff is also part of a select team that can respond Internationally to disasters around the world.

AEROSPACE FIELD TRIP

Eight cadets and four Eglin Composite Squadron members attended the Naval Air Station Pensacola Open House on Saturday, November 9th. Highlights of the show included an Air Force B-2 Stealth Bomber fly-by and a finale by the Navy's aerial demonstration team, the Blue Angels, flying F A-18 Hornets. Static displays included the B-1B Lancer bomber, the E-2 Hawkeye and the AC-130 Specre gunship.

Cadets Patrick Draper, Patrick Woodcock, James Blanchet, David Deptula, Isham Hipsha, Brandon Wish, Chris Robinson and Hector Bauza attended the show under the supervision of deputy commander for cadets, Captain Tom Leslie, Jr. Other seniors attending included squadron commander Captain Martha Woodcock, Major Tom Woodcock, and Flight Officer Chris Tillis.

CRASH!

James K. Massey, LtCol,
Mission Coordinator

It started simply enough. Joe Hinson alerted the MC at 10:03 in the morning concerning an ELT mission from RCC. Of course, the holiday season and Sunday to boot, made getting anyone to work the mission a little harder, but wow - like this one was going to be in daylight.

Nearest aircrew was found in Deland (good old, N734WA) piloted by Capt Bob Jester and Capt Bill Latham, with 2Lt Ken Laney sitting in the back seat getting a Scanner Training Ride. Two ground teams got started pretty quickly as well. One with LtCol Don Wood, and Lt James Woods from Palatka and another with LtCol Fred Swearingen, C/1Lt Don Anderson, and C/Sgt Swearingen. The Palatka unit was sent toward Keystone Heights (a likely airport for the listed merges), and the Gainesville crew was positioned in Starke in case things needed to move northward.

The initial signal was picked up by the aircrew SE of Keystone and appeared to be stronger toward the south, over Melrose way. However, concern about the DF equipment prompted a landing at Keystone to check the equipment with LtCol Wood.

Before N734WA was again airborne, two more merges placed the signal further to the north than the initial search estimates. After clearing the restricted area around Camp Blanding through Jax Center, N734WA headed north of Keystone and did, indeed, find the signal stronger in that direction.

About this time, LtCol Wood, ever questioning, overheard someone talking about a missing Ercoup. He got the contact information and radioed it back to mission base. After the MC checked the facts, and given new information from N734WA, both ground teams were moved to the Spencer Airpark area. There it was determined that the ELT was nearby. After more investigative work by the ground teams, and confirmed ELT site coordinates from the aircrew, the Clay county Sheriff's office was called in and the DFing got started in earnest on the ground.

Spencer Airpark is a private aviation community, and the possibly missing pilot was known to take off in the pre-dawn hours and fly a round-robin cross country route to practice night landings at Keystone and St Augustine. Today he had left early, and had not returned by his usual time. There was more than normal concern because others had noticed the severe early morning fog. However, no one thought enough about it to notify the FAA. The MC call to Gainesville FSS asking if they had any information was the first contact they were aware of.

By now, the CAP ground teams and circling CAP aircraft had attracted considerable attention of the local residents, and they joined in the "search" for the possibly missing aircraft. Several residents with hunting vehicles volunteered to ferry the GT members out toward where their L-per indicated the ELT was located, and several other residents took off in other aircraft, including an ultralight.

The area is very heavily wooded, swampy from all the recent rain, and was giving everyone a real challenge to move in the suspected area. Because it was taking so long to make progress, the MC began alerting backup ground teams from Daytona. Lt Frank Haas did an excellent job of getting the ball rolling to round up a night qualified field team in case they would be needed.

The Sheriff's office team, Fire/rescue, and a helicopter requested from Duval County arrived just as the site was confirmed in the north edge of the Camp Blanding Military Reservation, south of Spencer Airpark. It was a heavily wooded, swampy area and the ground team began to coordinate line searches into the suspect area. As luck would have it, relatives of the pilot were the first to identify the crash site itself, but among the first on-scene was LtCol Wood, who was chosen to accompany the EMS personnel who were subsequently directed to the site to check the pilot. Unfortunately this was not a survivable crash and the ending from this effort was not a happy one. LtCol Wood searched the scene, located the activated ELT and silenced it and then returned to the team rendezvous area and released N734WA to return home. After debriefing with Clay County Sheriff's Dept. personnel the ground teams were brought back to their vehicles and they returned home.

It started off like all the rest, a simple ELT search. But this time there was more. It is true that Prior Planning Prevents Poor Performance. Most of the time, that performance is for a false alarm, but sometimes it isn't. All the crews, air and ground, performed professionally. Due to the DF fix done by the aircrew, and the coordination work done by the ground teams, RCC has agreed that this warrants a Find award to both groups. Thanks for a job well done. There was no chance for a save this time, but all that practice and continued response on each ELT as if it were real may lead to that special one that will be a save. Maybe that very next one....

ESF8

by
Capt. Larry Gray

ESF8... If you are like me, you were probably trying to figure out what the heck ESF8 means. Being CAPers we probably deduced that ES stood for Emergency Services and F? .. the 8 was obviously the 8th occurrence of ESF... WRONG! ESF8 is Emergency Support Function and the 8 denotes Medical. The state numbers its Emergency Support Functions according to specialty and 8 is medical.

Two cadets and I arrived to find Bob Gray, Maj. Mom, a crew of their cadets and several of their senior members already there. We were all up early Saturday morning and attended the 0700 CAP briefing. It was most gratifying to me to see so many AGOS graduates there. The IC, Comm. Director, Ground Ops, Safety Officer, Staging Area director, two cadets and one additional Senior - all AGOS Grads. AIM-ITS! Shortly after 0700 the cadets and seniors from Citrus County Composite arrived - they were to be the victims.

After the CAP briefing we went our several ways. Most of the cadets from Panama City and the two from Oakhurst were assigned various security (not law enforcement) duties. Before I was dispatched to my area, I saw the LTC's Pettigrew and Croft arrive and not far behind was LTC Phil Curry from our LO office. LTC Mark Lee was in the air enroute to the exercise but had to turn back because of weather. Other Wing Staffers were Frank Haas, Alan Colon, Vanessa Rowley, Joe deCordre, Group 6 Commander, Jorge Del Rio, Steve Fedderman, John Bayne and several others who I worked beside but never got to learn their names.

My specific duty for the day was to help place the victims and declare the areas safe so that the operation could begin. Then I was to observe the ESF8 ground crews noting their techniques. Minutes before we were to depart, the sky opened up accompanied by thunder and lightning. "HALT!" declared the State Director - and we waited. This gave me an opportunity to walk around the area and see what everyone else was doing. I met some old friends and made many more new ones. I even encountered an old nemesis who is now a friend.

I was very impressed with the equipment the State has for Emergency Support - the 100 foot portable tower and power generator as well as the two trailers one stuffed full of electronic communications equipment.

I visited with the cadets being made up as victims. Their wounds looked so real. But it was funny watching a cadet with a severely lacerated hand playing pool with another cadet impaled by a PVC pipe.

The Salvation Army was there with a Canteen of hot coffee and other goodies. They also had a shower facility which was appreciated by all.

But best of all I met dozens of doctors, nurses and EMTs from all over the state who were volunteering their time to become trained to help out in case of emergency right here in Florida.

I have been told that CAP is out of the rescue business. The ESF8 people I talked with admitted that search is a little out of their area. It only took a sentence or two before we agreed that our organizations were made for each other. With our search experience and their rescue experience we could truly become an awesome SAR unit if we worked together.

I guess this is what Bob Gray, Rob Smith and a few others in and out of CAP had in mind when they got us all together in the wilds of the State Forest north of Brooksville.

The rain snuffed out our field exercise and this is a major disappointment - but if we didn't get rained out, I probably would not have met so many neat medical people nor discovered a new mission for my squadron.

From all I heard, the Civil Air Patrol cadets and seniors made quite an impression on the people from the State. I am encouraged that we will become even more involved in subsequent training exercises.

One final note to the 20 or so other males in the big tent. If you awake in the middle of the night and Eddie is saying "honey, your fur coat tickles" RUN FOR THE HILLS!

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by
LtC Bob Gray

It has finally come to fruition. The exercise is over and I can tell you that the last six months have been an "E Ticket Ride."

Participation - While I do not have the final count, over forty people participated in various roles at various times. We probably could have had 400, but the state put some very restrictive limits on us. There were over 250 participants in total. The following were the CAP team leaders:
Mission Coordinator - Maj. Rob Smith, ERU Set-up Team Leader - Lt. Anne Conley, Communications Team Leader - Lt. Frank Haas, Operations Team Leader - LtC Don Wood, Safety Officer - Capt. Larry Gray, Transportation Team Leader - Lt. Eddie (The Bear) Decker, Moulage Team Leader - Lt. Brian Newhouse, Cadet Commander -C/Lt. Chris Conley.

As I recall, almost everyone who responded early on in the process were plugged in to the exercise.

Communications - The Central Florida Communications Jump Team (Frank, I hope I got that right) provided an impressive array of equipment and the expertise to handle it. A digital link was established between the CAP and the state command post as well as a full range of other comm. capabilities.

Operations - We were scheduled to handle four helicopter operations and all were canceled because of significant weather. The team was ready, cleared the airport (FOD walks) in preparation, but no aircraft. With the people we had, we were ready and could have handled numerous operations (all dressed up and nowhere to go).

Transportation - This was a last minute tasking by the state and our members responded well. We were responsible for various duties in traffic control as well as

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key and vehicle control. To perform these tasks, we closely coordinated with both ESF8 security and logistics.

Emergency Response Unit (ERU) Set-up -The CAP has the responsibility for setting up the three trailers (one of them is a 100' antenna tower). The team was soaking wet from the rain which occurred during most of the set-up.

Moulage - Our Moulage team (under the direction of the VA) provided some very realistic (barf) victims that were, unfortunately, not able to perform due to the weather.

The Results - Due to the exemplary performance of the members of the Florida Wing, we have, in the eyes of Dr. Gray and the state EMS personnel, risen 49 points on a 50-point scale. By Dr. Gray's declaration, we are a permanent and integral part of the state's emergency medical response program. With that comes additional support from the state and additional requirement for us to work toward achieving excellence. A complete mission report from this officer will be available at Wing headquarters by 31 December 1996.

Future Activities - We are working to provide the necessary training for set-up operations teams in other areas of the state in the near future. Please, when called upon to support the mission, respond. We need to develop a minimum of four teams that can respond to the state as necessary.

by
1LT Vanessa Rowley

I have never heard so much praise, gratitude, and appreciation about CAP in such a short time period as this past weekend. Everyone I talked with was very impressed with the discipline, cooperation, and willingness of all the CAP personnel. They were highly impressed with the cadets. I did not hear one negative remark about anyone from CAP.

Even though the weather canceled out the main activity, the fact we were able to accomplish our assigned tasks, as well as other unexpected assigned tasks with such efficiency surprised many folks.

I would encourage all CAP units to contact the DMAT team closest to them. I think you will find them very willing to join the joint team training program. These two organizations would make a good match.

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by
Maj Rob Smith

During a statewide disaster CAP is typically involved working with the Air Force Rescue Coordination Center [AFRCC] turning off ELTs or flying for the State Department of Transportation [DOT] performing aerial damage assessment. But these tasks are only the beginning of another major mission for Florida Wing CAP.

Thanks to the outstanding efforts of LTC Bob Gray, the Civil Air Patrol has demonstrated its professionalism to the State Director of Medical Services during a recent State "Emergency Services Function 8 [ESF8]" exercise held at the Withlachoochee State Forest near Brooksville, Florida.

During a statewide disaster, the Emergency Operations Center [EOC] is divided into 15 major specialties. The 8th specialty area is titled "Medical Services" and encompasses the treatment and medical care of the mass population during a disaster. The State has developed Disaster Medical Assistant Teams [DMAT] comprised of doctors, nurses, and healthcare providers to meet the mass care needs during a disaster like a bombing or a hurricane.

FLWing CAP was permitted to participate in this exercise and was given two tasks: handle the Air Operations and set up the Emergency Response Units [ERU].

Several helicopters were expected to assist in this simulated disaster. The State needed an organization that knew how to manage air operations, set up heli-spots, and marshal helicopters. Florida Wing CAP met this challenge and beyond! A group of Cadets and selected Seniors from the Panama City Composite Squadron were selected to train on the set up and tear down of the ERUs. The most time consuming unit was the 100 foot portable tower that had to be manually set up in the field safely. These fine folks mirrored realistic conditions by setting up the tower in a continual rain.

Air Operations duties fell to LTC Don Woods, CAP, and his excellent team that assembled only the day before. Unfortunately, the weather took a sharp turn for the worse on the fly-in day with nearly 3 inches of rain dumping the heli-spot during that day. All air operations were canceled.

LT Frank Haas, CAP, and the Central Florida Rapid Response Communications Team was tasked to handle all CAP traffic and to monitor all traffic during this exercise. It was later discovered that the State had its own Communications trailer but did not have any qualified operators. The State asked our team to learn their system and to "man" their trailer.

Mission Coordinator [MC] for this exercise, MAJ Robert Smith, with the assistance of LTC Bob Gray, and LTC Bob Croft, implemented the Incident Command System [ICS] during the exercise. This is the first time in CAP history for the nation that the ICS was folded into the mission functions. Florida Wing has been granted permission from National HQ to develop a program to incorporate ICS into CAP.

CAP was only given 25 "slots" to attend this event, but thanks to the Staging Manager, LT Joe deCordre, 43 total CAP members participated in this exercise. The Staging Manager set up a CAP Staging Area away from the exercise where all CAP processing occurred and assignments made. Administration was handled very efficiently by LT Vanessa Rowley, CAP. Other participants in this exercise included the two Wing Vice Commanders (the Wing Commander was forced back due to weather), LTC Phil Curry, USAF LO, and LTC Mark Lee, our Wing LO.

Because of the hard work and diligent efforts exerted by these cadets and seniors, the State Director of Medical Services, Dr. Ellery Gray, has tasked CAP to be the major provider of support for all future ESF8 missions.

CHECK PILOTS

by
LtC Valerie Brown

The FAA Safety Center in Lakeland, FL, one of only two in the country, was recently host to the 1996 National Check Pilot Standardization Course (NCPSC) for FLWG. CPT Luis Garcia, FLWG Standardization/Evaluation Officer began coordination six months prior to be able to deliver the finest quality training. CPT Garcia contacted Orlando FAA FSDO Aviation Program Safety Manager Obie S. Young to assist with the program. Mr. Young, also a LTC in the CAP, was happy to provide assistance in the areas of personnel and facilities. The FAA Safety Center at Lakeland is equipped with a full video production studio, classrooms for up to 300 students, two conference rooms and an AM radio broadcast station and is centrally located in Florida, providing the perfect site and an outstanding opportunity for all personnel involved.

When CPT Garcia contacted COL Walter Schamel, Oklahoma Wing Commander and creator of the NCPSC, for assistance and expertise, COL Schamel offered to personally assist with the course and provide additional staff.

On Friday evening, October 26 staff and students began arriving at Lakeland/Linder Regional Airport. By 7AM Saturday morning, 12 corporate aircraft of FLWG's fleet of 19 had arrived with 40 students ready to begin two days of intensive training. Each student attended classes on Evaluation Techniques, Cockpit Resource Management, Evaluating the Evaluator, and Judgment, six hours of classroom work presented by COL Schamel and COL Andy Skiba, Nat'l Hqs. Staff.

Students were then assigned to groups for alternating flight duties and ground instruction. The flight portion comprised of two sorties, 1.2 hours each. Two Check Pilot applicants performing a Check Ride in the front seat with an evaluator in the rear to critique and offer guidance. Each student in the Ground instruction group prepared and delivered a 15 minute presentation about a private pilot maneuver. Sunday the groups reversed duties.

All corporate aircraft present for the activity were submitted to an FAA Aircraft Courtesy Evaluation (ACE). Under the scrutiny of Ben Coleman, FAA Inspector and MAJ Michael Brown, FLWG Current Operations Officer, a check of all logbooks and airworthiness directives was completed to ensure compliance with maintenance standards. Our commitment to Safety begins with properly maintained aircraft and well trained Check Pilots.

It would have been impossible to conduct the largest National Check Pilot Standardization Course to date without the professional efforts of Obie S. Young and the Lakeland FAA Production Staff, COL Schamel and the Oklahoma team, LTC Bradberry, LTC Sharratt and CPT Terrell. Special thanks are also due to COL Skiba, FLWG Gp 3 Staff for their local support, and FLWG Staff CPT Garcia, MAJ Mike Brown and CPT Jay Jeffries whose efforts produced a quality training activity.

RADIO SHOW

In September the WODX 1480 AM "Take Two" radio show featured the Marco Island Senior Squadron. To get first-hand experience, reporter Chris Curle recently flew on a Marco Island Sundown Patrol and taped an in-flight interview of the crew. The pilot was Maj. Richard Mandell, observer was LtC Monte Lazarus and ground radio operator was Maj. Buddy Harris. Special flight authorization had to be obtained form CAP/USAF headquarters since Ms. Curle is not a member of CAP.

Sundown Patrol flight took Chris over Ten Thousand Islands, the Black Water River and the Gulf of Mexico. She said she was "tremendously impressed with the remoteness of the area and how small a boat appears to be in that vast ecological wilderness." Chris continued, "It must be very reassuring for boaters to see the CAP-RESCUE plane up there at sundown every evening to check on their safekeeping. I was also impressed with the level of safety thoroughness practiced by the air crew. In spite of my continuous questioning, they were never distracted from the job each had to do. The Civil Air Patrol is truly a fine group of dedicated, non-paid professionals. I was honored to fly with them and am pleased to include the Civil Air Patrol story on my Saturday morning "Take Two" radio show," Chris Curle concluded.

Squadron commander Donn May told Ms. Curle that her telling of the CAP story could save lives. "The more boaters who know of our Sundown Patrol, the more 'saves' we will make, since ev
ery boater will know how to recognize and signal the CAP-RESCUE plane when they are in trouble" May said.

Reporters Don Farmer and Chris Curle are veteran journalists. They are news anchors in Atlanta and were formerly anchors with CNN. Chris Curle has extensive overseas experience and has been a reporter in Washington, DC and Houston.

LTC MONTE LAZARUS, NEWS ANCHOR CHRIS CURLE, MAJ BUDDY HARRIS, & MAJ RICHARD MANDELL

HOW TO HAVE A BIG SIGNAL ON THE FL WING HF NET

by
Frank N. Haas
1Lt/FLCAP47/KB4T

Florida Wing's High Frequency Net takes place every morning and nearly every night. Members from all around our Wing check in on this "long haul" radio circuit and share information about current events, training opportunity as well as mission status reports. The HF frequencies, 4.469 and 4.582 MHz, come alive whenever there is a major mission in the Wing.

To be heard well on these frequencies, you must have a good antenna system. The purpose of this series of articles is to explain in detail how you can have a "big" signal on the Florida Wing HF Net. This first part details the materials you will need. Succeeding parts will explain how to put it all together and get it in the air. The antenna system described in this article series is currently in use by several net members most of whom are considered "big guns" on the net despite the fact that the radios they are using output 100 watts or less. The difference between being heard well and being in the noise is the antenna. If you don't have a good antenna, a million watts of power won't get you out of your own backyard. While there are many good antenna designs to choose from, the one described here is cheap, easy to build and erect. Best of all, it works great!

You can spend as little as $10 for all the materials or as much as $50. Your resourcefulness will determine the total cost of this project. The antenna will perform just as well with materials pulled from a recycle bin as it will with items purchased new from the best antenna parts supplier.

You will need the following materials: 120 feet of antenna wire or cable, 3 insulators with holes in each end, enough RG-58 or RG-8X coaxial cable to get from the center of your antenna to the radio, strong, sun damage resistant rope to support the ends and middle of the antenna and a single PL-259 UHF connector. A small amount of Silicone Seal or similar weatherproof sealant is also needed. If you want the antenna to work on multiple bands (7635 kHz is an alternate HF frequency that is used from time to time) substitute 300 to 600 ohm "twin lead" or "ladder line" for the coaxial cable and shop around for a simple antenna tuner designed to be used with "balanced wire" antennas. Everything except the antenna tuner can be purchased at Radio Shack. You can use scrap wire, too, though solid copper wire typically used for home electric service tends to stretch and break in Florida breezes.

Insulators can be made of wood, plastic or just about anything strong and non- conductive. In fact you can eliminate 2 of the insulators and just use rope to tie up the ends of the wire. Insulators are preferred because they don't cut through the rope over time. I use "ladder line" (a special type of twinlead antenna feedline) and an antenna tuner because I'm an Amateur Radio Operator and I use my antenna on several bands ranging from 1.8 to 29 MHz. The antenna tuner

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ACCIDENT

submitted by
members of MacDill
Composite Squadron

On 20 Dec 1996 at 2000hrs 1LT Stephen Ziegler and 1LT Jon Ayers came upon an accident involving a pedestrian and motor vehicle. The pedestrian was hit at the corner of S Manhattan and Fair Oaks in South Tampa. 1LT Ziegler and 1LT Ayers where the first responders to the accident. Upon arrival at the accident scene 1LT Ziegler and 1LT Ayers performed a preliminary scene evaluation which included determining the condition of the accident victims and calling 911. 1LT Ziegler blocked and rerouted traffic and performed crowd control around the scene on S Manhattan while 1LT Ayers tended to the victims. When emergency crews arrived on the scene 1LT Ziegler and 1LT Ayers assisted them in traffic and crowd control. The pedestrian was stabilized at the scene and air lifted by St Josephs helicopter to the hospital. The condition of the pedestrian (an elderly man) is unknown at this time. No other injuries where incurred in the accident. 1LT Ziegler and 1LT Ayers were on the way to the movies when they happened upon the accident. This just goes to show that you never know when and where you will be called into action and stresses the importance of maintaining proper training and equipment to be of service to your community, state, and nation.

AFA

The Air Force Association is currently soliciting members of the CAP to join their organization. The AFA was instrumental in helping out the CAP when we were facing those Congressional budget cuts and they have helped our units with AE Grant money. All CAP Squadrons in Florida should submit applications for $250 AEF Grants (contact Richard Ortega for forms) for CAP Instructors so as to arrive at AEF as soon as possible, but no later than January 1, 1997.

The AFA is continuing to be supportive of both the CAP and the AFROTC. Dues are $30.00 per year for officers, and they have made us a special deal by allowing CAP cadets to join for only $15.00 per year - a 50% savings over the normal membership dues. And, of course, both memberships include a subscription to Air Force Magazine. For membership applications, contact: ROrtega671@aol.com or (407) 671-1162 or

Air Force Association
1501 Lee Highway
Arlington. Va 22209

1-800-727-3337

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can be purchased for as little as $20 used from a ham or pawn shop, $50 from a mail order catalog to as much as $150 from some mail order catalogs. The difference in price has to do with how much power the tuner can handle and the quality of the components. The $50 models work well but are often made with cheap parts that fail over time. I lean toward quality. Vectronics, Nye-Viking, Barker & Williamson, Dentron, and Johnson are quality names. MFJ is the cheapest and poorest quality I have found. You can buy good used antenna tuners at hamfests and ham tailgate events. Ask any local ham for information on these events. If you can find the parts, you can build your own too.

The best antenna wire is 14 gauge, stranded, tinned, copper clad steel. The Wireman, Inc. in South Carolina is my favorite vendor for the best antenna wire/cable. They offer a shiny, silky, stranded antenna cable that is perfect for any kind of wire antenna at attractive prices. Call them at 800-727-9473 to order everything needed except the tuner. Be sure to get their WireBook III, the absolute best encyclopedia on antenna wire, feedline and accessories. ($3.00 or free with an order.)

If you decide to go with coaxial cable, choose a quality cable because cheap cable fails early and has higher signal loss. The WireMan is a great source here too. I prefer RG-8X cable because it is stronger and has lower signal loss than RG-58. Always choose coaxial cable with a stranded center conductor. Solid center conductor coaxial cable will fail quickly forcing you to repair your antenna often! Radio Shack coax is OK but I haven't had good luck with it. The cable they offer today is better than in previous years but I'm still wary. You will need to get enough cable to make a single run from the center of your wire antenna to the radio. Try to keep it under 100 feet if you can.

You will need a PL-259 UHF connector to mate the coaxial cable to your radio or a short length of coax with PL-259s on each end to connect the antenna tuner to the radio. Radio Shack sells pre-fabbed cables with these connectors if you don't know how to do it right. It is vital that the PL-259 be installed correctly. If these connectors are not properly attached, you will have loads of headaches with your antenna. Nearly every "bad" antenna system I have ever fixed has had an incorrectly installed PL-259 connector or faulty coaxial cable. If you don't know how to solder or have someone who can do it for you, buy a cable assembly from Radio Shack.

While you are assembling all your materials, start looking around your property to determine how you are going to erect your new antenna system. The antenna needs to be as horizontal as possible though it will work very well with its center higher or lower than the ends. The smallest angle that the center-to-ends can be is 90 degrees. Ideally, the antenna would run horizontal for its 105 foot length at a height of about 60 feet but few people have that kind of real estate. The antenna will work very well with the center at about 25 feet and the ends up only 15 feet (my installation and that typically used by the Communications Response Team.)

You want to orient the antenna wire so the center will be inline with the point of entry into the house as possible to keep the coaxial cable or ladder line as short as possible yet allow the ends to be tied up as conveniently as possible. Ideally, the antenna wire should be as far as possible from nearby objects and shouldn't rest on anything. Yet the antenna will work remarkably well if it happens to pass close to nearby tree limbs and buildings. Many people believe that orienting the wire so it runs east-west is better than north-south to "cover" the state better. My experience has shown that this orientation detail isn't really important if the antenna is 50 feet or less above the ground. When mounted low, the antenna exhibits an omnidirectional operating pattern. The antenna wire doesn't have to be straight either. I have seen this kind of antenna supported so it was shaped like the letter "S" and it worked just fine. That's the beauty of this antenna system: You have real flexibility and can erect it almost any conceivable way and it will work.

Feel free to experiment. Keep in mind that the antenna wire should be safely erected. That is, your antenna wires should be hung in such a way that people will never get near them. Even at low output power levels, radio transmitters can cause dangerously high voltages to appear on antenna wires and people can be seriously injured if they touch an antenna wire while you are transmitting. So get the wires as high as you can and out of the way.

The rope used to support your antenna system needs to be able to survive extended life in the sun. I use black colored 3/16ths inch dacron cord (from the Wireman) for my antennas. It is strong and survives well in the Florida sun. The rope is used to support both ends of the antenna wire as well as the center. If you like you can set up pulleys to allow the antenna to be raised and lowered easily but generally this isn't necessary. You can be as fancy or simple as you like.

In the next article of this series, we'll start assembling the antenna system.

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NEW COMMANDER
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1993 Appointed as Commander, Northeast Region * Awarded second Distinguished Service Medal at completion of this assignment.

1994 Assigned to CAP National Headquarters , and appointed as Chairman of National Operations Committee.

Jun 1994 - Appointed as Chairman, National Commander's Select Working Group on HQ CAP Reorganization. Chaired the panel that completed the reorganization of NAHQ from USAF assigned staff to a civilian corporate employee staff. * Awarded third DSM for this assignment.

Oct 1994 - While maintaining the chairmanship of the National Operations Committee, I accepted the additional assignment as Vice-Commander, Northeast Region.

Aug 1995 - With the election of Gen. Paul Bergman as National Commander, I was selected for assignment as Gen. Bergman's Advisor for Safety. I continued to serve as Region Vice-Commander.

Jul 1996 - Moved to Florida. Continued assignment as Advisor for Safety

Dec 1996 - Appointed Commander, Florida Wing.

CAP Special Activities and Assignments

1965 CAP/FAA T-34 Instructor Course FAA Academy, Okla.

1966 Chief Check Pilot NJWG.

1968-78 PAWG Assignments as previously noted

1975 Student, National Staff College, Maxwell AFB, AL selected as outstanding graduate of program

1976 Seminar Advisor, National Staff College, Maxwell AFB, AL Commander's commendation for performance

1984 Competed in First National SAR Competition, Whiteman AFB, MO.

1985-93 Flight Instructor, Cadet Flight Encampment, Lakehurst, NJ. Qualified as check pilot in all land aircraft in CAP inventory including T-34, and Beech U-8

1994 IACE Escort Officer to Sweden

1995 Advisor to National Commander for Operations

1996 Advisor to National Commander for Safety

1996 Encampment Commander, National Cadet Flight Encampment-NJ

CAP Awards and Decorations

Distinguished Service Medal (3) Meritorious Service Award (6) Commanders Commendations (10) NJ Wg Sr. Member of the Year (1) Unit Citation (2) Save Ribbon Find Ribbon Gill Robb Wilson Award

Aviation Ratings & Background

Airline Transport Certificate, Certified Flight Instructor-Airplanes, Single and Multi-Engine, Instruments. Commercial Certificate- Single Engine Land and Sea.

Type Rated in the following aircraft: Learjet, DC-9, Boeing 737, 757, 767, Fokker FK-100

Total Flight Time: 19,000hrs

Have Flown in "Sky Warriors Air Combat " Program (T-34) Completed "Fantasy Fighters Warbird Aerobatic Training T-34

Retired USAir Captain

Aircraft Owner

Non-CAP Activities and Awards

1968-1992 Air Line Pilots Association member board of directors. Served as council vice-chairman and chairman member various aircraft evaluation committees. Master Council Officer Chairman of Contract Negotiating Committee. 5000+ pilot contract

1988-91 Air Force Association Chapter President, State Vice-President Aerospace Education Foundation- Scott Associate Presidential Citation - NJAFA

Education and Personal Background

Rutgers University Metallurgical Engineering Program Married; 1 son and 3 grandchildren; spouse, Betti is a CAP member and rated CAP pilot; son, Christopher is a former CAP cadet, former USAF Captain, (13 years active duty) and is currently employed by a large, multinational corporation in Toledo, OH.

VIEW
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or commander structure at the present time. Additionally, those activities that have already been scheduled, will remain as originally scheduled. The Commander's Call scheduled for 11 January, will be my first opportunity to meet many of you and I look forward to that meeting.

As I go through the learning curve as your new Wing Commander, I ask you all to continue doing all the good things you do for our fellow Americans.

USAF STAMPS

In 1997 the U.S. Postal Service will pay tribute to the U.S. Air Force with a stamp commemorating the 50th anniversary of the USAF.

The Air Force's Thunderbirds jets are featured in the desingn, flying in a classic diamond formation.

The stamp will be issued on September 18, 1997 - 50 years to the date of the National Security Act that formed the Air Force as a separate armed forces organization.

The 1997 Air Force stamp is the third announced commemorative issue to picture aircraft. The U.S. Postal Service will issue a pane of 20 32 cent stamps depicting 20 classic American aircraft. An additional two panes are shown on the selvage of the pane.

On October 14, 1997 a single 32 cent stamp commemorating the first supersonic flight will be issued at Edwards Air Force Base in California. A side view of Chuck Yeager's Bell X-1 as it breaks the sound barrier is depicted on the stamp.

Editor's Note: The above article was rephrased from an article in the December 23, 1996 issue of Linn's Stamp News. Article was submitted to Florida Facts by LtC Bill Kidney, Florida Wing Historian