

VOLUME 4, ISSUE 4

OCTOBER/DECEMBER 1999

DOWNED PILOT IS LOCATED

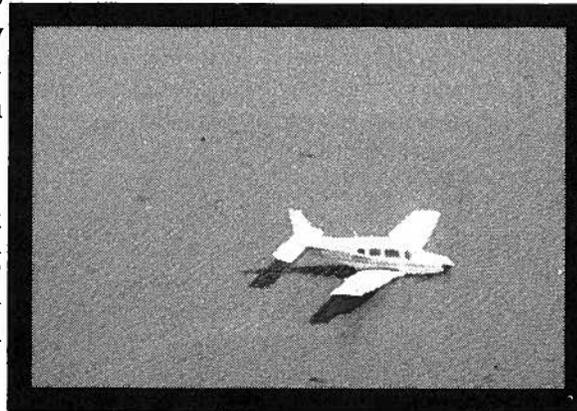
A CAP search and rescue team successfully found a crashed aircraft in the Gainesville area. Steven Logan, a student pilot, took off at 8 a.m. in a Cessna 152 from COMAIR Flight Academy based in Sanford. The pilot filed a visual flight plan with the FAA for his first cross-country flight from Sanford, to Melbourne, to Titusville with a return leg to Sanford.

One hour into the flight, pilot Logan contacted St. Petersburg Flight Service and informed them he was "totally lost and needed help." Flight Service tried to provide directional guidance but radio communications was broken and further contact with the aircraft could not be acquired.

At 1 p.m., a private pilot flying from Putnam County to Georgia heard a distress call on his aircraft radio. The caller reported that he had crashed his white/red Cessna 152 in a field and had no idea as to his location. The airborne pilot alerted the Gainesville Flight Service and they passed the alert to the United States Air Force Rescue Coordinating Center at Langley Air Force Base in Virginia. The Air Force immediately assigned the mission to the Florida Wing of the Civil Air Patrol which provides services for 85% of all inland USAF search and rescue missions.

A CAP mission base was promptly established at Daytona Beach under the direction of Incident Commander Captain John Bayne. Within minutes, CAP aircrews were launched from squadrons in Merritt Island, Gainesville, Ocala, Jacksonville, Deland and Group One. Personnel from Daytona Beach Composite Sq.,

Patrick Composite Sq., Central Brevard Senior Sq., New Smyrna Beach Composite Sq., Ormond Beach Composite Sq., and HQ/Group 4 served as mission base staff officers and provided extensive radio communication coverage.



CAP aircrews searched the original flight plan route, the Putnam County area where the distress call was picked up by the airborne pilot, and grid searches in other high 'probability of detection' areas, as assigned by Incident Commander, Captain Bayne.

The Ocala Squadron air crew, enroute to Daytona, acquired an Emergency Locator Transmitter [ELT] alarm signal at 4:56 p.m. They reported the alarm to mission base and were directed to electronically track and detect the signals location. Within 45 minutes, the ELT and the crashed plane was located in Gilcrest County, west of Gainesville and three miles south of Rudy's Glider Port.

The CAP aircraft was out of radio range of mission base so they transmitted the coordinates of their find to the Deland aircrew and the message was relayed to the Incident Commander. Captain Bayne contacted the Gilcrest and Alachua County Sheriff's Departments and a MEDEVAC and helicopter were instantly dispatched to the crash site. The CAP aircraft guided the rescue teams to the downed pilot.

The student pilot, Steve Logan was found alive with only minor injuries. His aircraft had a smashed wind-

See Page 26 - Crashed Plane

COMMANDER'S COMMENTS



COL. ANTONIO PINEDA
Florida Wing Commander

Thanksgiving Day this year was an inspiring holiday for me. Following a wonderful dinner with family and friends, I took a moment to relax [a rare occasion] and became somewhat reflective.

As your commander of one of the largest wings in the nation, I never lose sight of the extent of that responsibility. You and I know full well that any commander can only attain a

level of success that is directly equal to the level of dedication and effort expended by his staff and the wing members. We serve as a team, perform as a team and achieve as a team. I realized how much Florida Wing has accomplished and how grateful I am to so many. Each of these accomplishments are a credit to wing staff members, our Group Commanders, our Squadron Commanders and our outstanding members. Let's examine certain of these accomplishments and be ever thankful to those individuals who brought them to fruition.

USAF RELATIONSHIPS - An ever ready response of our CAP/USAF Liaison Office to our organizational requirements have been more than adequately fulfilled. As a result, our members' pride in serving as an auxiliary of the United States Air Force has been elevated to new heights.

ADMINISTRATION DEPARTMENT - A new and more functional administrative office has been established. In spite of the enormity of the task, the workload is on track and on schedule. The office staff is fully responsive to our members and their needs.

AEROSPACE EDUCATION - We have more Aerospace Education Officers in our units than ever before. Training programs have expanded in scope and frequency. Our hosting of and participation in NCASE '99 [National Congress on Aviation and Space Education] gained national recognition. Ten senior members graduated from the one week Region Staff College in

Knoxville, Tennessee and earned the Paul E. Garber Award.

CADET ADVISORY COUNCIL - Has been most effective in participatory programming and has served as an inspired representative of our Cadet Corps.

COMMUNICATIONS DIRECTORATE- A Communications Directory has been produced and distributed to the members. A record number of members have been certified as Radio Operators and participation on our daily VHF and HF Nets is on the increase. Equipment inventory control is in process and new equipment has been obtained.

EMERGENCY SERVICES - Our wing was assigned more emergency services and disaster relief missions than any other wing and more than some regions. Our response was professional, effective and noteworthy. We assumed nearly 200 missions, flew nearly 300 sorties and compiled nearly 600 flying hours. We were the recipient of a Unit Citation for the firestorm missions we coordinated. Our Sundown Patrols have rescued boaters in distress and many lives have been saved as a result of our readiness and responsive efforts.

FINANCE DIRECTORATE - Our FY '99 Audit is completed and is most satisfactory. For FY 2000 a budget was prepared, evaluated, modified and approved for the very first time in many years. Payments for services and supplies are no longer delayed and all wing assets are accounted for.

GOVERNMENT RELATIONS - More government officials on federal, state, county and municipal levels are now cognizant of our organization and the public services we provide. More government departments and agencies are aware of our diverse and highly professional capabilities and call on us much more frequently to assist them in serving our community.

INSPECTOR GENERAL'S OFFICE - Inspection of all units was completed in a timely fashion. The thoroughness and depth of the inspections prompted many beneficial changes and improvements.

JUDGE ADVOCATE GENERAL'S OFFICE - Our Legal Officers provided a thorough overview of all wing activities and assured against any oversights or organizational insufficiencies.

LOGISTICS DIRECTORATE - Records and accountability of all supplies and equipment were satisfactorily reported in a

timely manner to the Air Force and for the first time in many years we are no longer on a 'supply freeze'. Our vehicle fleet is scheduled in a prompt manner and our vehicles usage has been maximized by means of efficient programming.

HISTORIAN - Records and artifacts have been catalogued and a display of insignias, patches and medallions dating from CAP's inception in 1941 were a featured display at our successful Wing Conference '99.

GRANTS COORDINATION - Numerous applications for service organization grants - which are voluminous in content - have been prepared and submitted to various foundations and government agencies.

PUBLIC AFFAIRS - Our FLORIDA FACTS serves as a clarion of information to all of our members and to CAP/ National, Region and Wings. Additionally it is distributed to officials at DOD, USAF, USCG, DEA, and U.S. Customs. Our units have produced more newsletters than ever before. The Tico Talon, Lantana-Lake Worth News, Group 3 Bivouac Banner, Group One Guardian, Fernandina Senior Squadron/ Chamber Reporter and Pensacola Composite Squadron News are only a few that I read this month. The number of Public Affairs Officers who have had prepared news releases printed in the media and have had TV and radio spots, have exceeded my highest expectations. The general public now recognizes CAP.

MEDICAL SERVICE - Our blood pathogen, first aid, sun protection, foot protection, and heart failure advisory program has been disseminated to the entire membership.

OPERATIONS DIRECTORATE - Check Pilot School, Maintenance Seminar, wing-wide Maintenance Inspection, Air Crew Water Survival School, Survival Equipment Inspections and Safety Seminars were enormous successes. Our Glider Program was initiated and more than 150 Orientation flights were completed.

COUNTER DRUGS PROGRAM - Nearly 400 pilots, observers and scanners are certified for the Drug Demand Reduction Program. Several commendations for our efforts have been received from Drug Enforcement Agency [DEA], U.S. Coast Guard, Air National Guard and various law enforcement agencies. Our wing received the National Civil Air Patrol Counter Drug Award at the NAT/CAP meeting in Denver. Your efforts have helped to make a difference.

SAFETY OFFICE - Frequent seminars were conducted, safety notices distributed and safety inspections were instituted. Our safety record for the year was excellent.

GROUP COMMAND - Our seven Group Commanders and

staff have uplifted the members regard for our structure, methods and ethics. The Commanders interacted more closely and frequently with wing in deriving staff assistance for their member units.

SQUADRONS - Cadet and Senior Squadrons have successfully recruited and trained many new members, increased their level of air and ground team proficiency and promoted an elevated perception of our mission responsibilities. Daily displays of dedication to service were constant. The members well deserve the new perception by and appreciation of the general public for the volunteer service so readily rendered on a day-to-day basis.

I am grateful beyond words to every member at every level who participated, supported and served to achieve these outstanding accomplishments. I salute you all and pledge, as your commander, to serve you with pride and to serve as an example for your service in a proud organization with a proud tradition that is part of the U.S. Air Force family.

With the millennium upon us and with new challenges that we must address, I have every confidence that we are capable of making our mark on this new century.

The Civil Air Patrol will experience changes in our structure and in our methods. We have experienced many changes since our creation 58 years ago and in nearly every instance those changes served to enhance our organization.

For the Florida Wing, I would like to set forth some challenges. I would like to have a major increase in our cadet membership. To stimulate this recruiting drive, from now until 15 March 2000, every cadet who recruits ten or more new cadet members will have his/her summer encampment-2000 paid for by wing. Our cadet program is an excellent one for all the youth in our communities. CAP provides the opportunity to our cadets to participate actively in their unit's activities, to advance their education and training, and to prepare themselves to be of service to their community, state and nation.

I would also like to see our senior squadrons increase their membership since the seniors are the leaders who provide the knowledge, guidance and experience to our cadets.

I request that every unit commander, within the next six months, initiate a contact with their local news media and place articles about their unit and conduct an "Open House" to which are invited all members of their community to see who we are, what we do, how we do it and how proud we are to serve them in their time of need.

Finally, I ask each of you to make a personal pledge to conduct yourself in a safe manner in all of your activities on the land or in the air. Lets make Y2K an accident-free year.

PROP WASH

The new red/white/blue paint scheme on the CAP aircraft is outstanding. It was 'goose bumpy' to see the CAP fleet lined up on the tarmac at Lakeland Airport for the Check Pilot School and at MacDill Air Force Base for the Maintenance Check. We are proud and we look proud!

Membership in Florida Wing continues to grow. Chief of Staff Sharkey provides the following figures for each Group by Seniors/Cadets, as of November '99:

Group One-	177/106
Group Two-	252/163
Group Three-	364/423
Group Four-	305/293
Group Five-	329/303
Group Six-	255/225
Group Seven-	196/320
Wing-	165/3
ROTC-	40

TOTAL- 2081/1837=3918

Not all that far from Col. Pineda's stated goal of 4600 members by the end of 2000.

Recognition must be given to the SRQ Composite Squadron for having the largest complement of members. The squadron currently has 63 Seniors and 107 Cadets for a total of 170 members. Not sitting on their laurels, they are already planning membership drive programs throughout the year 2000.

A new Cessna 172R has been assigned to the Tallahassee Composite Squadron. This \$200,000 aircraft will be used for search and rescue missions, damage assessment flights and disaster relief efforts. Air crews from the Perry Composite Squadron will also fly the new aircraft in response to missions and various emergencies that are assigned to the Civil Air Patrol by community agencies. Capt. Christie Mathison, Tallahassee Squadron Commander said, "This aircraft is a most valuable asset to the Civil Air Patrol and will increase our emergency response abilities. This is an essential when human lives are at stake and every second is precious."

Major Luis Garcia, Florida Wing DOV, advises that the Operations, Maintenance and Aircraft Status web pages have been updated. New E-Mail addresses are provided and recently scheduled training dates are listed. These pages are links from the Florida Wing Web Site.

The National Congress on Aviation and Space Education - NCASE - will be held from 15 to 18 March in San Diego, California. Airlift for CAP members and CAP AEM's [teachers] will be provided. It is anticipated that the airlift from Florida will be from MacDill AFB on 15 March with a return on Sunday, the 19th. This is the 30th anniversary of the NCASE and it is anticipated that 80 to 100 Florida CAP members and teachers will attend.

If you want access to Air Force Public Affairs products e.g. biographies, fact sheets, Air Force News Service and more, log on to <ftp://ftp.afnews.af.mil>. Log on as "anonymous." Password is "guest".

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SQUADRON CLIPS

The Lake Composite Squadron received sustained applause along the entire route of the "Light Up Tavares" parade as flag carrying senior and cadet members strutted their stuff. Members carried flags of all the military services, plus two CAP flags - the current flag with four unit citation streamers and a historic CAP flag dating back almost 40 years.

Following the marchers was a Civil Air Patrol van with Search and Rescue signs on both sides and a yellow rotating flashing beacon that attracted the attention of crowds along the entire parade route.

This was only one of many holiday parades in which the squadron participated. The Lake Composite Squadron members form the nucleus of the Florida Wing Ceremonial Guard, a special flag carrying unit that is the only one of its kind in the state. Participation in these parade functions demonstrates to the public that the Civil Air Patrol is actively involved with their local communities.

Lt. Col. David Mosely, Commander



The following appeared in the Letters To The Editor Section of the Naples Daily News:

Our fellow citizens should know that the Civil Air Patrol participated in the rescue of John Harris. This gentleman fell off his boat in the Gulf of Mexico on Monday night. Combined efforts of the pilot, observer, and the radio operator of the Civil Air Patrol joined others in the search and expended a total of eight hours in their search effort.

The community of Naples is fortunate to have the United States Coast Guard, the Sheriff's Marine Patrol and the Fish, Game and Wildlife Agency, but also the Civil Air Patrol always ready to serve people in times of need.

Please, even though they often put their lives at risk for you and me, don't forget that members of the Civil Air Patrol are all volunteers.

Their motto is "We serve to save".

Major Humbert Gressani, Deputy Commander



Fort Lauderdale Composite Squadron honored Major Samuel Berkowitz for his steadfast forty year career in CAP. Major Virginia Montalvo, Squadron Commander, congratulated the 82 year old pilot, for his many years as a Mission Command Pilot and for just as many years as Squadron Commander both in New York and Florida. Presently this aviation enthusiast continues to motivate cadets with hands-on instruction in aerospace subjects. Group Six Commander, Major Jorge Del Rio and former commander, Major Jan Ferguson were in attendance at this well deserved presentation.

Submitted by 1 Lt. Ralph Farness, PAO



DeLand Composite Squadron Cadet Color Guard performed brilliantly at the head of the Veteran's Day Parade. As part of Airfleet '99 conducted at the DeLand Airport, the squadron set up a recruiting display, had CAPF 837 aircraft on static display, and filled a food tent with delicious goodies. The show attracted large crowds and a great opportunity was capitalized on to conduct recruiting for new members.



Daytona Beach Composite Squadron conducted a Change of Command Ceremony which installed Capt. David Younce as commander, taking over from Capt. John Bayne.

Major Frank Haas, Commander of Group 4, officiated and on behalf of Col. Pineda, Wing Commander, he presented the Exceptional Service Medal to Capt. Bayne for his outstanding service as Mission Coordinator during the 1998 brush fires. He also presented Capt. Bayne with the "Mission Coordinator of the Year" Award for his superb performance and will-do attitude during the many Search

and Rescue and Disaster Relief Missions in 1998. Major Haas said "Capt. Bayne is and continues to be a credit to himself and to Florida Wing."

Capt. Younce joined CAP in 1976 as a cadet in the Oregon Wing. He progressed through the ranks and became a Squadron Commander for four years of two squadrons in Florida. Capt. Younce has received many awards and decorations resulting from his service as a staff member of three wings and commander of squadrons. Col. Pineda made known that he is "extremely pleased that he is able to select commanders from experienced personnel who have excelled in their previous assignments. This is what makes possible the continued improvement to the level of professionalism that we are so proud of in our wing."

The squadron recently received approval from the Volusia County Council for a 10 year extension lease to the property on which the CAP headquarters building stands. This continues CAP's major presence at the Daytona Beach International Airport.

2 Lt. Lisa Golden



The Marco Island Senior Squadron has been authorized to equip and operate a mobile Communication Center for the Collier County Airport Authority. The renovated EMS ambulance will be home-based at the Marco Island Executive Airport and will belong to the airport authority. It will principally be used for aircraft incidents and for natural disasters anywhere in Collier County. The airport authority reserved the right to approve which CAP personnel will be authorized to man the vehicle and the squadron is assigned the training of three airport managers in the use of the mobile facility.

Lt. Col. Monte Lazarus, Commander



Lakeland Senior Squadron, the official host of Sun 'n' Fun fly-in at the Lakeland Airport and the Lakeland Cadet Squadron are now the Lakeland Composite Squadron SER-FL-274. The newly formed squadron benefits from having more personnel for many required positions. Lt. Col. Chuck Meyers, who developed systems for tracking the hordes of aircraft that arrive for the annual Sun 'n' Fun and for quickly locating overdue aircraft, credits Lt. Col. Virginia Cullity with providing the guidance and assistance in processing the "tons of data and forms necessary to close two squadrons, transfer assets of each and establishing a new squadron."

1 Lt Danny Swan will take command from former commanders 1 Lt. Randy Azzarelli and Lt. Rob Johnson. Lt. Col William Robinson, a long standing member of the senior squadron, will be retiring formally at the Change of Command ceremony.

1 Lt. Danny Swan



The West Broward Composite Squadron cadets and senior members participated in a Field Training Exercise [FTX] in the Everglades. 18 cadets and 4 seniors participated in ground team training and first aid training. An occasional wild boar was spotted, mosquitoes were plentiful and numerous snakes were in the area. Under the guidance of 1 Lt. Edward Villalba, 2 Lt. Ron Hady, Capt Beverly Clarke and Wing Staff, Capt. Eileen Parker, all participants returned with only a few mosquito bites and soggy feet.

S/M Diane Reid, PAO

“AWESOME” BARELY DESCRIBES IT!

“Awesome” is the only word in Webster’s Unabridged Dictionary that even remotely begins to describe the one week Southeast Region Staff College [RSC] recently conducted at McGee Tyson Air National Guard Base in Knoxville, Tennessee. Graduating fulfills the requirements for Level 4, the Paul E. Garber Award and eligibility for promotion to the rank of Lt. Colonel.

Check-in at the 1999 RSC was on Saturday, and long before the birds awoke and the sun even thought of climbing above the horizon, ignition keys were turned, cars backed out of driveways, planes lifted off and seventeen senior members were enroute to attend from as far away as Georgia, Mississippi, Michigan, Virginia, and Florida. Eighteen hours later, the last of the arrivals were in their dormitory room at the I.G.Brown ANG Professional Military Education Center.

RSC Director, Lt. Col. Kay Cunningham and her ten in staff greeted the class, completed registration processing, weigh-in, schedule briefing and an alert to all that nearly 200 USAF/ANG students were attending Officer’s Candidate School and would be cutting square corners and marching in formation. Therefore all RSC attendees would have to strictly conform to military uniform,

grooming, conduct and courtesy requirements.

Daily reveille was sensitively provided at 0530 by Commandant of Students, Lt. Col. Arthur Little who on Sunday blew the students out of bed with a recording of an exploding volcano, on Monday with a mentally disturbed rooster, and each succeeding day with ‘battle stations’ horn, air raid sirens, and a bomb burst, plus an interspersed absolute silence so that he could gain some late falling-out candidates for the Grog list.

Following breakfast each day, the class would fall-in for uniform inspection and close-order drill. The first two days, drilling was performed before sun-up so that no one would see that most didn’t know left from right. But by the third day, after extra-curricula nighttime practice sessions, the entire class looked really sharp.

The level of instruction, provided by full time USAF and Air National Guard training specialists, was intense and outstanding. Certain of the instructors reported for their sessions in spite of their being ‘on leave’. It made one proud to see the personal regard they had for the Civil Air Patrol.

Prior to the first class, it was apparent that many of the students were wondering, ‘what can senior CAP officers learn that they don’t already know?’ In one intensive week, the group learned TEN things that Leadership is,

FIVE things that Leadership is not, EIGHT ingredients of good Leadership, and ELEVEN principles of Leadership Command. Additionally, Leader Ethics, CAP Responsibility and Responsiveness, Moral Courage, Quality Management, Meeting Management, Speech Making and Writing, Computer Usage, Group Problem Solving, Diversity and Officership was learned.

A class trip to the Oak Ridge Nuclear Facility was a highlight. This birthplace of the nuclear age was a security fenced-in community, during World War II, for a population exceeding 10,000 nestled in the foothills of the Smoky Mountains. Even today, this facility has the largest security force of any facility in Tennessee.

Graduation exercises on Friday evening at a Dining-Out Banquet was attended by Southeast Region Commander, Col. Joseph Meighan, Jr. and SER Vice-Commander Col. and Mrs. Robert Davis. The dinner and diploma ceremony was directed by Mess President, Major S. Buddy Harris and Mr. Vice, Major Scott Clarkson. The camaraderie spirit and the intensive learning effort was acknowledged to be outstanding. As an Air Force Major said, “The level of excellence of this class is the instructor’s pay.”

REGIONAL STAFF COLLEGE CLASS OF '99



l to r Front Row: RSC STAFF-Maj. William Crueton III, Maj. Paul Sova, Lt. Col. Frank White, Lt. Col. Freeman Parker, Lt. Col. Arthur Little, Director Lt. Col. Kay Cunningham, Maj. Amy Ruth Boxwell, l Lt. Edward Lege Jr., Lt. Col. Russell Schmidt, Maj. Roderick O'Flaherty. Second Row: GRADUATES-Lt. Col. Frank Middleton, Capt. Harold Hixcox, Maj. S. Buddy Harris, Maj. Edith Street, Maj. Lenny Hann. Third Row: Maj. Donald Sanders, Capt. Scott Clarkson, Capt. Paul Blystone, Capt. Ralph Thomas, Maj. Larry Wilson. Back Row: Maj. Clarence Hauck, Maj. Edward Phelka, Maj. Mark McKirchy, l Lt. Roy Davis Jr., and Capt. Richard Dean.

INSTRUCTORS



S/MSgt Mike Duncan

T/Sgt. Konda Jones

M/Sgt. Mark Lane

Major Logan Van Leigh

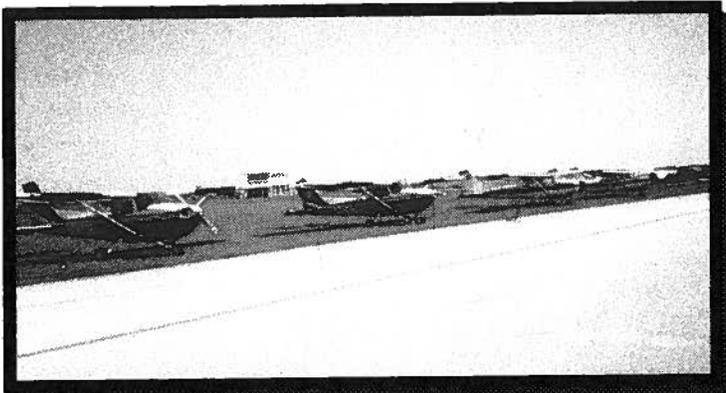
Lt. Col. Robert Smith, CAP

T/Sgt. John Hank

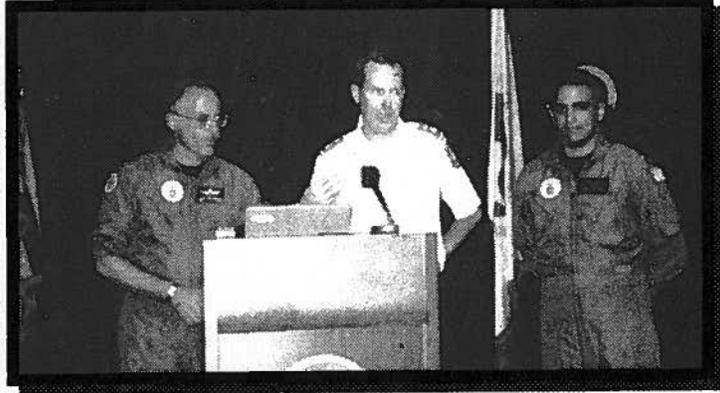
T/Sgt. Anthony Hupp



PHOTO MAT



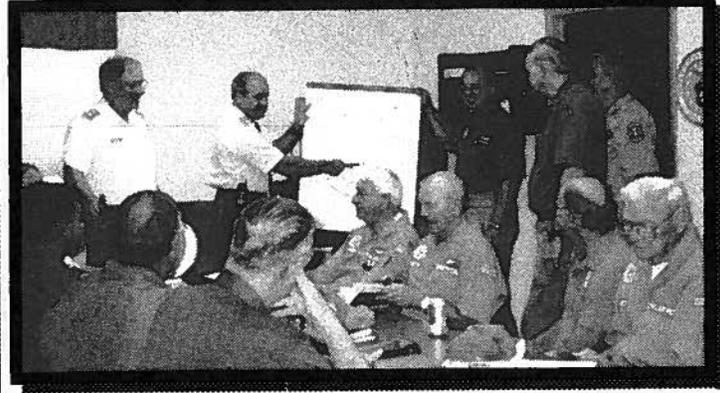
Florida Wing's fleet of newly repainted and refurbished aircraft look 'spit and polish' sharp lined up on the tarmac at Lakeland Airport. The planes were flown in by crews of pilots attending the wing's Check Pilot Standardization Course in collaboration with the Federal Aviation Agency [FAA]. Eighteen new check pilots were certified, one new mission pilot was approved and ten check pilots were re-certified. Additionally, eight renewing check pilots had their FAA CFI certificate renewed.



L to r. Florida Wing Officers Major Russ Reichman, Lt. Col. Matt Sharkey and Major Luis Garcia address the 41 attendees at the Check Pilot Training Course at the FAA Safety Center at Lakeland Airport. Courses that were presented included Judgment in Flight, Evaluating the Evaluator, Cockpit Resource Management, Accident Causes, Special Emphasis Items-FAA/CAP, and Flight Operations.



Pilots deep in study and discussion of FAA/CAP check pilot requirements prior to climbing into their aircraft for check rides by CAP Evaluators. The Check Pilot Standardization School was conducted for two days at the FAA Safety Center at Lakeland Airport.



Wing Aircraft Maintenance Officer, Capt. Ben Coleman addresses the Maintenance Officers at Florida Wing's first Aircraft Maintenance Seminar at MacDill Air Force Base, Tampa. Lt. Col. David Lehtonen, Wing Director of Operations looks on. Unit maintenance officers were briefed on airworthiness, safety and survival. Capt. Rainer Gonzalez, newly appointed Survival Equipment Coordinator participated in the seminar.



Captain Rainer Gonzalez, Florida Wing's Survival Equipment Coordinator, reviews dates of certification on all survival equipment in Civil Air Patrol aircraft at MacDill Air Force Base, Tampa. Capt. Gonzalez also inspected condition and readiness of Personal Flotation Devices [PFD's], life rafts-two, three and four person inflatable, Emergency Locator Transmitters and their batteries, hand-held radios, air crew survival kits and their contents.



FLWG Aircraft Maintenance Coordinator, Capt. Ben Coleman uses the F71 Checklist to check the maintenance status of the CAP aircraft flown into MacDill AFB, Tampa for the first wing conducted maintenance seminar and aircraft maintenance check. A check sheet was provided to each unit maintenance officer with instructions for erecting certain items found not to be acceptable. The fleet's new painting and interior refurbishing was given intensive scrutiny. All control cables were carefully checked to assure that all masking tape had been removed and all cotter pins had been replaced.



FINAL FLIGHT

Lt. Col. John C. McDonald
Former Florida Wing Deputy Commander

Lt. Col. Kermit Davis
Former Florida Wing Chaplain
South East Region Chaplain

NEW MAILING LIST FOR FLORIDA FACTS

FLORIDA FACTS will now be using a new mailing list based, principally, on CAPWATCH - the National Headquarters Membership list that is updated monthly. A format program has been developed to receive this list via Internet downloading and conversion to newsletter mailing labels. Credit goes to Ronald Meanor, Jr., NHQ/CAP/MSI; Capt. Karl Geng, Marco Island Sr. Sq.; Lt. Col. Mike Brown and Lt. Col. Matt Sharkey for development of the format and program. The list will be maintained by Major S. Buddy Harris, Editor-FLORIDA FACTS.

Be aware that U.S. bulk mail is not forwarded by the USPS. If your address is incorrect, your copies of FLORIDA FACTS will be discarded. Therefore, be certain that you advise NHQ/CAP and Major Harris of any address changes, whenever they occur



CVA ASSISTS CAP

A joint effort was initiated with the Christian Veterans Association [CVA] and the Florida Wing CAP. The CVA has agreed to supply the wing with computers, office furniture and other needed items on a donated basis. The combined efforts of these two organizations will help CAP cadets and senior members to better fulfill their mission.

The CVA provides material assistance to areas of need worldwide. Since 1994 they have donated over 7 million pounds of materials valued in excess of \$37 million in response to needs of 42 countries and 44 states.

General Dewey E. Painter, Sr. is the International Commander and Founder of CVA. He is also a member and chaplain of the Civil Air Patrol.



PROMOTION THROUGH THE RANKS

It is not usual for a CAP member to join a squadron with the rank of Senior Member and earn promotions to 2nd Lt., 1st Lt., Capt., Major and Lt. Col. The first to do that in the Marco Island Senior Squadron is Robert Warsaw, Operations Officer. Lt. Col. Warsaw is also one of the Supervisors of the Drug Demand Reduction Program for S.W. Florida.

He has flown over 1500 missions as an Observer and has accrued 25 'saves' to his record. Squadron Commander Monte Lazarus presented Warsaw with a plaque for his exemplary service to the Civil Air Patrol.

Submitted by: Lt. Col. Monte Lazarus



CAP HELPS TO LAUNCH SHIP

The West Broward Composite Squadron served as Color Guard at the Launching Ceremony of the Renaissance Cruise's new luxury cruise ship, the R-4.

The Color Guard performed sharply and the ceremony and fireworks were spectacular. It took numerous tries before the huge bottle of champagne broke on the ship's keel.

The Color Guard included C/MSgt. Terry Reid, C/MSgt. Sarah Gebo, C/MSgt. Alex Perez, C/MSgt. Janet Silverman, C/SrAmn. Victor Berriel and C/Amn. Hercules Allen. Wing Commander, Col. Antonio Pineda,; Major Ed Wasserman, Wing Staff; and Capt. Eileen Parker, Wing Administrative Assistant also attended.

Submitted by: S/M Diane Reid, PAO

WING'S WORDS OF WISDOM

National Headquarters/CAP sent thanks to Commander, Colonel Tony Pineda in a lengthy letter "for the outstanding support Florida Wing provided to the 1999 National Congress on Aviation and Space Education in Orlando." The letter closed with ".....NCASE would not be a success without the dedication and commitment from volunteers like you and your people. On behalf of the Civil Air Patrol please accept our deepest appreciation for your wing's tremendous contributions to the National Congress."

After a substantial amount of time and effort, the Wing web site has been moved to - <http://flwg.cap.gov> This URL will provide a much improved name recognition for Florida Wing. Special thanks to Capt. Richard Martin and Lt. Col. Matt Sharkey for a brilliantly designed site with significant information.

National CAP Cadet Program staff have concern about reports of the use of pushups for corrective action or punishment. Just a reminder — the use of pushups for that purpose has no place in the CAP Cadet Program. The same is true for screaming/yelling at cadets, ripping patches off uniforms, and other humiliating practices. These are con-

sidered to be forms of hazing which is not a permissible activity. This type of training has a purpose in military 'boot camp' training, where the drill and training instructors are taught about limits and proper use. However, they are unacceptable and unauthorized by CAP Regulations.

As mentioned in CAP RAP on page 14, NHQ is using www.capnhq.gov as the new address of it's web site. E-mail addresses for NHQ personnel also have changed. CAP corporate staff will use [person's name]@capnhq.gov. For example, If you want to send an e-mail message to James Tynan, Editor of CAPNEWS you would address it to: jtynan@capnhq.gov. Air Force personnel remain on the [person's name]@cap.af.mil. If you want to reach Col. John Salvador, CAP-USAF you would address your mail to jsalvador@cap.af.mil.

Welcome and good luck wishes to the Valencia Cadet Squadron, Group 4 - the newest squadron in the Florida Wing. The Commander is 1Lt. Jason Raimandi, formerly with the New Jersey Wing. The squadron meets at the Valencia Community College in S.W. Orlando on Wednesday evenings.

Col. Pineda proudly announces that Major David Mitchell has accepted command of Group One from Major Randy Haney and Major George Keeler has accepted the position as Vice Commander. Lt. Col. David Mikelson is welcomed back to Wing Staff in an 'additional duty' [ADY] role as Drug Demand Reduction Administrator. 2Lt. Robert Lynch has joined the wing team as Vehicle Maintenance Officer and Major Joe Widmayer, USAFR, is appointed as the Wing Reserve Coordinator replacing Lt. Col. Phil Curry, USAFR, who is now working with the Southeast Region CAP/USAF Liaison Office.

Lt. Col. Mike Brown, Air Operations Officer reminds aircraft custodians that there is a new FLWGF 43, dated 1 Aug. 99. All units must use that flight log and no other. An update reminder-Hobbs time is to be reported for all missions including AFROTC flights. Grab your pencil and note the Brown Family's new address: 2299 Osceola Forest Court, Switzerland, Fl. 32259-8308 Please excuse any delay you may experience in Mike's paper handling. He needs time to unpack!



CADET CAP'ERS



West Broward Composite Squadron Color Guard participated in the Naming Ceremony for Renaissance Cruise's new luxury cruise ship, the R4. **Lantana-Lake Worth Cadet Squadron** participated in the West Palm Beach Veteran's Day Parade. **Daytona Beach Composite Squadron** now has its own e-mail address - serfl049@hotmail.com **West Broward Composite Squadron** presented Mitchell Awards to C/2Lts. Terry Reid, E. Heather Norris, Brian Rothermel, Sarah Gebo, Janet Silverman, Alex Perez and Kathleen Anderson. **Palm Beach Senior Squadron, Lantana-Lake Worth Cadet Squadron, Stuart Cadet Squadron and Group 6 Staff** participated in the Stuart Air Show. A CAP recruiting booth and a CAP Cessna 182 was seen by over 30,000 attendees. **Boca Raton Cadet Color Guard** participated in the Veteran's Day celebration. Cadets joined with the vets during the ceremonies and provided clean-up services at the conclusion of a memorable day. The squadron will be getting a new member, Cadet Morden from the Connecticut Wing. **DeLand Composite Squadron** had a successful Leadership Training Day Encampment. Drilling and leadership classes preceded giving of awards and final formation. **Gainesville Composite Squadron** received a two-page article with photos in the Independent Florida Alligator newspaper. Featured was the outstanding glider flight program administered by Capt. Robert Oehl.

Tamiami Composite Squadron participated at the Week Air Museum WarBirds Fly-In and the International-Executive/Airport/Airofest. The cadets were kept extremely busy directing the parking of vehicles, providing area and aircraft security, aircraft registration, and recruiting for CAP. Maintenance of the cadet's energy level was more than adequately provided by Sonny's Real Pit Bar-B-Q.

2 Lt. Donald Smith



North Tampa Cadet Squadron was visited by Florida State Representative Victor Crist to present awards to C/Capt. Ashleigh Boyd, C/Capt. Brandon Bodnar and C/2Lt. John Boyd. Each cadet also received recognition letters from Col. Pineda, U.S. Senator Bob Graham, and Mayor Dick Greco. The squadron



West Broward Composite Squadron cadets visited the Air Force Space Command Familiarization Course in Colorado Springs, CO. They toured NORAD and HQ of the Air Force Space Command and were invited to a presentation from the Colorado Springs Rocketry Society. The visit was highlighted by their meeting with CAP National Commander, Brig. Gen. James Bobick.



l to r C/2Lt. Phillip Belnavis, Brig. Gen. James Bobick and C/2Lt. Scott Schaefer

presented a Certificate of Appreciation to Representative Crist for taking the time to join in the awards presentation.

Capt. Diane Westcott, PAO



Marion County Composite Squadron promoted C/Maj. John Helms to the rank of C/Lt. Col. after only 30 months as a cadet. He has served as Cadet Commander since 1998. Helms is also a captain in the AFJROTC and was a member of the National Drill Champion Team 1998-99. He is working on his private pilot license. C/SMSGt. Heather Day soloed to become the squadron's newest pilot. Flight Instructor Ron Towater along with Heather's father Richard Day traditionally cut the tail of her shirt. Retired Delta Air Lines pilot, Major Larry Wilson awarded her CAP solo wings.

Region Staff College-The Story.

I am extremely grateful for the dedication and willingness of the college staff who make the Region Staff College such a rewarding educational experience.

Col. Joseph Meighan Jr., Southeast Region Commander

No sooner than the dawn broke over the peaks of the Smoky Mountains in Knoxville, Tennessee on the day following Graduation ceremonies for the Southeast Region Staff College '99, than planning for Region Staff College 2000 began.

 College Director Lt. Col. Kay Cunningham convened an early morning wrap-up meeting with all the '99 college staff members. In attendance were Deputy Director Lt. Col. Frank White; Commandant of Students Lt. Col. Arthur Little; Chaplain Major William Cureton III; Curriculum Coordinator Lt. Col. Amy Ruth Boxwell; Public Affairs Officer Major Paul Sova; Seminar Advisors Lt. Col. W. Freeman Parker, Major Roderick O'Flaherty and 1Lt. Edward Lege Jr.

 Commitments from the staff for year 2000 service were confirmed. Additional college staff requirements were considered and it was decided that a Medical Officer, Logistics Officer, Communications Officer, Director of Safety, Program Analysis Officer, Finance Officer, Administration Officer, Transportation Officer and Protocol Officer would be added to the staff contingent.

 lass curriculum was reviewed and evaluated and suggestions for additions and modifications were submitted. Text materials were marked up for expansion and revision. Class projects were analyzed and it was determined that the seminar newsletters, speech writing and delivery competition and the guidon design/construct contest would be repeated. Numerous logistic, transportation, facilities, finance, and student eligibility matters were

assigned to various study committees for subsequent reporting and the lengthy meeting adjourned.

 The staff members then closed down the facilities, packed presentation equipment, supplies and personal clothing and all departed to various parts of the Southeast Region. Thus ended a three week intensive tour of duty.

 Yes, the college staff arrived at McGhee Tyson Military Educational Center two weeks prior to check-in time for the student body. Class rooms, meeting rooms and lecture hall availability was confirmed, dormitory rooms were assigned and other facilities were inspected. Instructors were contacted and training schedules were reviewed. Multitudes of outstanding tasks were completed and then the college was ready for classes to commence.

 During college week, Lt. Col. Cunningham conducted a staff meeting every evening following dinner. Plans for the next day were reviewed, schedules were confirmed, problems resolved and class materials prepared. It was rare for these meetings to conclude much before midnight.

 Staff are 'up and at 'em' at 5:30 a.m. in order to be 'on-station' for the student body. The day usually begins with breakfast, inspection, close-order drill, classes, lunch, classes, classes and classes, dinner, meeting, preparation for the next day and ending with an exhausted drop onto the bed.

Service above and beyond the line of duty??? It certainly is. This fabulous educational experience is the result of unstinting effort on the part of the college director and her staff. For those of you that have been thinking of attending Region Staff College, stop thinking and just do it!

MISSION MEMOS



ATTENTION: ALL FLYING SQUADRONS

ALL CAP AIRCRAFT MUST BE AT THE ORLANDO INTERNATIONAL AIRPORT NLT 0800 ON 29 JANUARY 2000 FOR A FLORIDA WING SAFETY/MAINTENANCE INSPECTION. THIS INCLUDES ALL AIRCRAFT THAT HAS BEEN PREVIOUSLY INSPECTED. NO CORPORATE AIRCRAFT IS EXCLUDED. ALL AIRCRAFT ARE TO PARK AT THE WEST SIDE OF THE FIELD BY THE FAA TESTING FACILITY.

****BY ORDER OF THE COMMANDER**

LIFE-SAVING ASSIST PROVIDED BY CADETS

On return from an overnight bivouac, members from the Lake Composite Squadron came upon a driver, of an overturned tractor trailer, laying face down. Cadets rushed to the aid of the injured man while a call was placed to 911 requesting police, fire and ambulance.

Cadets wearing orange vests were dispatched to both ends to direct traffic. As the ambulance arrived, they assisted in carrying spine board, jump kits, etc. The injured man's clothes were cut away in order to examine his compound fractured femur. Cadets held a signaling panel to discourage rubber-necking from passing motorists and to shield the injured man from the sun. Other cadets focused on containing the spilling diesel fuel in an attempt to reduce the risk of the vehicle catching fire.

Sq. Commander, Lt. Col. David Moseley was pleased to hear "Thank you, sir" from a deputy sheriff when the ambulance pulled away and traffic flow returned to normal. The cadets behavior, decisive action and teamwork reflected on their superb training.

Lt. Col. David M. Moseley

MISSING AIRCRAFT FOUND IN 22 MINUTES

A missing aircraft mission was assigned to CAP by the USAF Rescue Coordinating Center. It was a Cessna 172 that was 6.5 hours overdue on a flight from Folkston, GA to Daytona, FL. The plane had two persons aboard, weather at point of departure, enroute and at destination was good. Winds aloft would have created a ground speed of 135 knots. Cruising altitude was filed as 6500 ft. Just 30 seconds before declaring a mission alert, St. Petersburg Flight Service advised that the pilot called and closed his flight plan. He had been at Daytona, safe and sound, for more than five hours!

Mission Note - when all non-CAP agencies advise that all possible ramps have been checked, send out a CAP Ground Team to confirm.

Captain John Bayne, Incident Commander

MAN FOUNDERS IN GULF FOR 17 HOURS

When searching agencies discontinued efforts, after 14 hours, to find a missing boater, the Naples Senior Squadron persisted. CAP air crews continued to fly grid searches in areas with high 'probability of detection' factors.

After another 90 minutes of search efforts, the air crew, from 1000 feet altitude, spotted a floating life preserver. They radioed the coordinates to the Fort Myers Beach Coast Guard and a helicopter was immediately launched. The helicopter crew circled the PFD [Personal Flotation Device] at 500 feet altitude and requested a boat

for further investigation of the area.

Missing boater John Harris was located floating in the Gulf and was rescued after spending 14 hours in the water. The save was credited to the Naples Senior Squadron's determination to keep the search ongoing.

Captain Humbert Gressani

FOREIGN AIRLINES PILOT HAS ELT IN HOTEL ROOM

In pursuit of an ELT alarm signal as assigned by USAFRCC, the Jacksonville Squadron aircraft was launched by Air Operations Coordinator, Lt. Col. George Keeler. After receiving coordinates of the signal from the aircrew, Capt. Brooks Jones of the Gainesville Squadron Ground Team located the ELT, with his Directional Finder, in a room at the Holiday Inn in Lake City. It appeared that a pilot with a foreign airlines had checked in and was waiting to pick up a refurbished 727 at the airport in Lake City. The ELT was in his baggage and it had been going off intermittently since he arrived.

No sooner was the alarm silenced than Mission Coordinator, Lt. Col. Ken Massey received a second alert from AFRCC. Air Crew Capt. Paul Blystone and Capt. Ron Arrowsmith from Ocala Squadron was launched and their search located the alarm signal at Lake City Municipal Airport. The aircrew landed and with a handheld radio found the ELT in a C-130 being refurbished.

31 hours, 9 personnel, 2 airplanes, 8 hours total flight time to shut down two non-distress ELT missions.

Lt. Col. Ken Massey
Mission Coordinator

OVER-WATER FLIGHTS REMINDER

Some CD missions are being flown beyond the 25 miles allowed by CAPR 60-1. Lt. Col. John Salvador, HQ/CAP/USAF Director of Operations said, "Over-water flights beyond 25 miles need to stop immediately [Cat. A & B Missions]. I'm not aware of any waiver to CAPR 60-1 that was staffed through the AF for these missions."

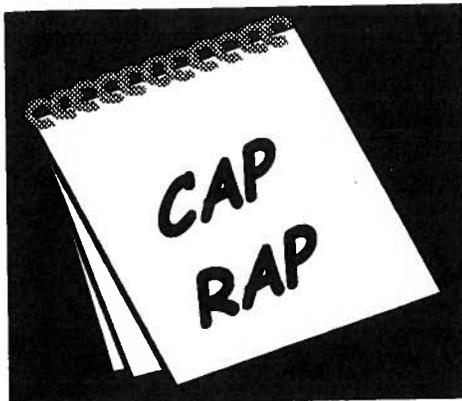
Major Luis Garcia
Florida Wing Stan/Eval

CAP IS OFFICIAL ORGANIZATION FOR FLORIDA SAR

Lt. Col. John Brennan, Tallahassee Squadron announced at the Florida Wing Staff Meeting that the Civil Air Patrol is now recognized as the national organization in the state of Florida for Search and Rescue Missions. A Memorandum of Understanding has been signed between CAP and Florida.

John also emphasized how important it is for the local units - Groups and Squadrons - to strengthen their relationship and interaction with their state elected representatives. Inviting them to Award Presentation Meetings, Change of Command and other special occasion ceremonies, National Holiday activities and even SAREX's are excellent beginnings.

Expanding legislative member's awareness of Civil Air Patrol and its mission enhances the efforts that Lt. Col. Brennan continues to expend in our state capitol on CAP's behalf. The recently printed 1998/1999 CAP Report To The Legislature will be distributed to every member by EOY.



Don't throw away those CD-ROM's you receive from Internet Service Providers, like America-On-Line. The discs make excellent signaling mirrors. They reflect a band rather than a spot of reflective sun light. The band appears more unusual than a glare spot. Keep one in your car, one on your boat, one in your back pack and one in your purse. They are free and they are unbreakable. What a deal!



Be aware that the new URL for NationalCAP web site is <http://www.capnhq.gov/> and it is now operative.



Thanks to the grueling efforts of Captain Karl Geng, Marco Island Senior Squadron and Florida Wing Y2K Task Force Director, the FLORIDA FACTS mailing list is now based on the CAPWATCH directory rather than the UFD/NINQ list, which is no longer maintained for current status by National CAP. Hopefully all members will now receive this quar-

terly newsletter. If any one in any unit is not receiving a copy, just send that name and address to Major S. Buddy Harris and they will be added to the mailing list immediately.



There was a time, in the not too distant past, that lack of communication within Florida Wing was an expressed problem by all too many members. As the then new Wing Commander, Col. Pineda stated his Goals and Objectives at his first wing staff meeting in September 1998. He placed a heavy emphasis on the need for improved communications. Since then, as a result of substantial work by many wing officers, Col. Pineda proudly looks upon his many accomplishments in just that one area. Today, Florida Wing has an active E-Mail network, a Monthly Wing Bulletin, a Wing Web Site with numerous web links, and this quarterly FLORIDA FACTS which is mailed to every member of the wing. Col. Pineda recently said, "If any member is not fully aware of activities within Florida Wing, it's only because that member is not reading all the communication resources available."



Let's spread the word to all boaters in our communities that it is wise to carry a cell phone on board their vessel in addition to the marine VHF radio. In the event of an emergency, a boater merely has to dial "CG" on the cellular phone and they connect directly to the United

States Coast Guard.



Wing Commander Tony Pineda, Vice Commander Richard Valone and Chief of Staff Matt Sharkey approved the Fiscal Year 2000 Budget as submitted by Finance Officer William Ferguson. This is the first wing budget that has been prepared, reviewed, modified, and approved in a long, long time. Just one more accomplishment of the Goals and Objectives as set forth by Wing Commander Pineda.



Lt. Col. Kay Cunningham, Wing Inspector General, is establishing the year 2000 schedule for unit inspections. She advises that all IG's will, in addition to all else, be checking the appearance of all CAP facilities. Look around and see if your headquarters' windows need cleaning, if carpets need vacuuming, if baskets and trash bins need emptying, and if repairs are completed. We are all proud to be affiliated with CAP and we therefore have to look proud to the general public.



FLORIDA FACTS is celebrating its 2nd anniversary as a wing newsletter distributed to every member. *This is your newsletter.* Are there any additions you would like to see made? Changes? Deletions? Expansions? Modifications? If so, just drop me a note and watch for the change.

The Editor



From The **MAILBAG**

Thank you for FLORIDA FACTS. I find them a great source of information and enjoy reading them.

Lt. Col. Kay Cunningham

.....

Received FLORIDA FACTS yesterday. It is really good reading. I will be sending you the name of a member to add to the mailing list. Thanks.

Capt. Paul Blystone

.....

Thanks for FLORIDA FACTS. For those of us who aren't that smart, what does PJOC and APJOC [see page 11 Issue # 3] stand for? Have asked many people and no one can answer the question! The newsletter is a great publication.

Major Larry Wilson

Editor's Note: According to Chief of Staff Lt. Col. Matt Sharkey, PJOC stands for Pararescue Orientation Course and APJOC stands for Advanced Pararescue Orientation Course.

.....

Thanks for quick response to my request. I look forward to reading the FLORIDA FACTS.

Major Donald Prachnick

.....

The last issue of FLORIDA FACTS was terrific and I found it to be especially enjoyable reading.

Lt. Col. Gerald Kaweck

.....

I just received my FLORIDA

FACTS and I believe you have topped yourself with this issue. I did note one mistake in the article on Page 24, "FLORIDA PLACES THIRD IN SER COMPETITION". In fact, they finished second.

Lt. Col. Matt Sharkey

Editor's Note: We all are looking forward to the Lantana-Lake Worth Cadet Squadron taking first place in the next competition now that they have more than five days advance notice.

.....

I have finished reading my copy of FLORIDA FACTS and you did a great job. How do I tell wing about the new Naples Senior Squadron Web Page?

Major Humbert Gressani

Editor's Note: Congratulations, it's a great web page. I informed Chief of Staff Sharkey about your creative effort and he has added the page to the wing web site as a link.

.....

Wanted to comment on the great job with the recent FLORIDA FACTS. Very professionally done.

Lt. Col. Lynn Puglise

.....

Just saw the article, albeit edited a tad, in FLORIDA FACTS today about the Tamiami Composite Squadron. Contrary to popular belief, there is "life south of Orlando".

Capt. David Leifer

.....

What a fine job you have done

again. What an enhancement to Florida Wing. I have been reading some "mumbling, grumbling" about dues being increased. You might remind everyone in FLORIDA FACTS that \$3.00 of that increase was so this fine publication could get out to every member. I'm sure the majority of them would have paid more.

Capt. Sharon Kingsley

.....

I have never received a copy of FLORIDA FACTS. I have been in CAP for years and have always heard that the "FACTS" was a newsletter for wing staffers. If that is not the case, and if there is really a FLORIDA FACTS for general distribution, I would be honored to have the last edition of the millennium be my first edition.

Major Rodney Noren, Comm. SER-FL259

Editor's Note: Major Noren has been added to the mailing list and a copy of Issue #3 was immediately mailed to him. If there are any other active members not receiving FLORIDA FACTS, be sure their addresses are provided to me.

.....

Dear Tony,

Thanks very much for sending me a copy of the April/June 1999 FLORIDA FACTS publication. It is an excellent publication..... It is very informative and contains something for almost everyone in the Wing. I'm looking forward to future issues.

Colonel John J. Lehr

Vice Commander, North Central Region

CAP PLANE GOES THROUGH EYE OF HURRICANE

SRQ Composite Squadron may have the unenviable distinction of having the only CAP aircraft that has been in the eye of a hurricane.

The squadron's Cessna 172 was badly in need of a new paint job. There were so many splotches of anti-corrosion primer on exposed bare spots of aluminum metal that it made N9828L look like it was painted with a camouflage



pattern. Many attempts to work out schedules for getting the bird to the paint shop came and went.

Then finally, all details were established - fly down to Miami, pick up a loaner aircraft, fly the squadron plane to the paint shop in Sebastian, FL, fly back to Sarasota in the loaner. The squadron plane was to be completely redone-new paint job and a totally new interior - in two to three weeks.

Five days following the drop-off, the squadron was notified by the FLWG Director of Operations that Hurricane "Floyd" was heading toward Sebastian and that the plane was to be relocated. Five days later, the plane was returned to the

paint shop and four weeks later, the squadron received a call that the plane was finished and ready for pickup.

At the same time, the squadron was again advised

that Hurricane "Irene" was expected to pass west of Naples and that the newly refurbished N9828L was not to be moved to Sarasota since that would place it in line with the hurricane's expected route. It was decided that leaving the plane securely tied down in Sebastian was the better approach.

Hurricane "Irene" decided to veer off its projected course and headed directly for Sebastian and the freshly painted plane. In less than an hour, "Irene's" eye passed directly over the SRQ bird with sustained winds of 80 miles per hour.

Squadron members in Sarasota paced back and forth like expectant fathers. When the storm finally passed and the winds diminished to 8-10 miles per hour, members raced to the Sebastian Airport. Happily, they reclaimed their newly painted plane-with absolutely no damage. Hurricane "Irene" gave CAP a free brushless washdown and the SRQ plane looked shiny and proud.

Submitted By:
Capt. Bruce Binkman, Flight Ops Officer

MAJORITY OF FLORIDA FLEET COMPLETES MAINTENANCE CHECK

Aircraft Maintenance Officers of ten of the wing's 19 aircraft attended an Inspection and Maintenance Seminar at MacDill Air Force Base and all aircraft went through a thorough maintenance check.

This seminar, the first ever scheduled in Florida Wing, was presented by Wing Capt. Ben Coleman. The term "Airworthy" was defined in detail as meaning 'when an aircraft or component meets its type design standard'. A major emphasis was placed on the extensive responsibilities and requirements of units that are assigned corporate aircraft.

Capt. Coleman additionally reviewed and explained the F71 Aircraft Inspection Checklist and then had each crew member report to their aircraft and perform the F71 inspection. This checklist is the baseline document that will shortly be provided to the wing Inspector General and the FLWG/USAF Liaison Officer.

Captain Rainer Gonzalez inspected all safety and survival equipment on board all the aircraft and issued current, recertified equipment as needed. All rejected equipment will be processed for recertification.

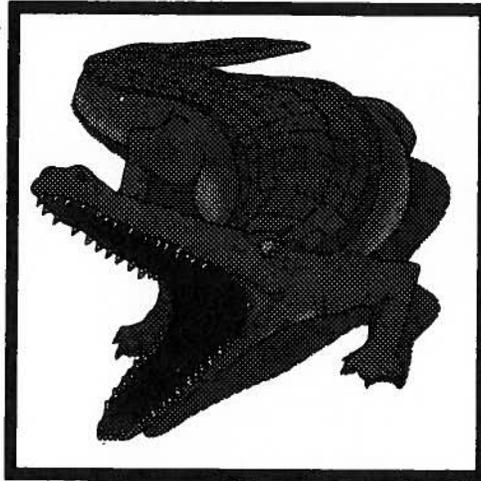
NEW SAFETY AWARENESS OFFICER FOR FLORIDA WING

I would like to introduce myself to you. I am 1st Lt. Ally Gator. I have been assigned to Florida Wing as your Safety Awareness Officer. It is my job to remind you of the Safety Program

within the wing and to monitor all of your unsafe habits.

Let me warn you that if you get careless or ignore my requests, I might BITE!

It is hoped that any time you see a picture of me or meet any member of my family, that you will remember our Safety Program. I further hope that when you see me, you will think safety in its



1st Lt. ALLY GATOR

broadest context - in your area, on the ground, at eye level, overhead and in the air. Danger lurks where you least expect it as well as where you know it exists.

I would like all units to hang my picture on your Bulletin Board and other key locations as a constant reminder that Lt. Ally Gator does bite!

Submitted by
Lt. Col. David Fuller
Wing Safety Officer



COMMUNICATIONS

Submitted By:
Capt. Paul Blystone

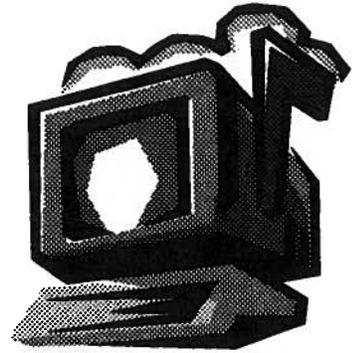
Civil Air Patrol is now working through the transition of getting all corporate radios changed from Wideband to Narrowband as required by NTIA [National Telecommunications and Information Administration].

This transition is a slow process and will take a few years. As a beginning, National CAP has accepted and recommends a new VHF/FM that is both wideband and narrowband compliant, the TAIT T-2020. This radio has 100 channels, 25 watt output power, 8 character alphanumeric display, scan capability, frequency coverage from 136 to 174 MHz, rugged construction, and a price tag of \$469.95 from the Civil Air Patrol Supply Depot. This radio was made by TAIT Radio Corp. exclusively for CAP. With an order of five or more of these radios, you will get one free set of programming software valued at \$86.25.

NHQ has also selected a new radio for all corporate aircraft, the NAT NPX 138N. This radio is switchable between wideband and narrowband and is compliant with NTIA. Transmit power of 1 watt or 10 watts is easily selectable and has user-friendly controls. NHQ has purchased 20 radios for the 20 new Cessna 172R's since they do not have VHF/FM in them. The fleet will be retrofitted at the rate of 80 per year in order to meet the Air Force deadline of 1 Jan. 2006.

Thanks to all who participated in the Annual Communications exercise on HF radio. We handled numerous messages requesting radio information and the information was returned over HF radio using the proper message format. An award certificate was given to the five quickest responders.

E-MAIL EMISSIONS



Effective immediately the reimbursement rate for Cadet Orientation Glider Flights has been raised from \$25 per flight to \$35 per flight.

2nd Lt. Scott MacFarlane has returned as wing Transportation Officer, Capt. George Navarini has been appointed as Deputy Director of Cadet Programs, Lt. Col. Fred Swearingen has been added to the Emergency Services Training Team, and C/Lt. Col. Mike Barron has been elected Florida Wing Cadet Advisory Committee Chairman.

Capt. Eileen Parker
Executive Assistant

1st Lt. Bruce Birkman wrote, "In the July-September issue of FLORIDA FACTS, page 21, you mention something about Windows 98 not being Y2K compliant and you list an incomplete phone number. Please advise correct phone number and any other information that you might have." *Editor's Reply: Mea Culpa! The phone number should have read 1-888-219-1302. When you get the operator, tell that person that you want "Windows 98 year 2000 Update" There is no charge. Thanks for reading FLORIDA FACTS so meticulously. I wish I had you as my proofreader.*

Cadet Heather Day soloed in CPF 822 - Cessna N98120 at Ocala Airport. She made three near perfect landings. Cadet Day is a member of the Marion County Composite Squadron.

Capt. Ron Towater

Cadet Mike Wilson just soloed at Sarasota and is continuing with flight training at a local flight school toward earning his Private Pilot's License. Cadet/ Major Brian Eurice is an undergraduate at the Embry-Riddle Aeronautical University in Daytona Beach and is a CFII. It was he who soloed Cadet Wilson.

Cadet Eurice attended the first flight encampment in Oshkosh, Wisconsin in 1995.

C/Maj. Brian Eurice

President Bill Clinton recently sent Lt. Col. David Mosely a letter of congratulations in recognition of his celebrating his 40th year in the Civil Air Patrol. David was presented with a Service Award at the party hosted for him by his squadron.

If you haven't been able to attend your high school Alumni Reunion, you can now do it through a listing of every high school in America which is on the Internet. When you are connected, you go to your city, pick your school and year, add your name and contact point and you can contact anyone from your class that is already registered. The list is very thorough. The URL is:

<http://www.highschoolalumni.com>

Capt. Bob Becka

CAP-STK [Satellite Tool Kit] is a new element for CAP's Aerospace Education Program and Emergency Services Program. STK offers a potential benefit to Search and Rescue Missions by allowing the mission teams to preview and analyze coverage of sorties to be flown prior to any aircraft actually flying. For additional information contact Capt. Mark Strobel, CAP-STK ES Program Chief at cap-stk@juno.com or Capt. Karl Geng, CAP-STK acting Coordinator, Florida Wing at geng@marcoisland.org.

The Boca Raton Senior Squadron had great story coverage in the Sun Sentinel and on WPEC-TV News. 25 CAP cadets boxed thousands of pounds of donated clothing and food and loaded it aboard 29 planes for an Angel Flight airlift to the Bahamas following the ravages of Hurricane Floyd.

Major Les Schwartz

IN RECOGNITION



A NOTABLE CAREER - CAP CADET to US AIR FORCE OFFICER

- 1976 - Paul Griffith Jr. joined the Civil Air Patrol as a cadet.
- 1980 - Advanced in rank to Cadet-Lt. Colonel.
- 1984 - Graduated Texas A&M, commissioned 2nd Lt. in USAF.
- 1985 - Began Flight Training
- 1986 - Began Undergraduate Navigator Training, 450th Training Squadron.
- 1987-1991 - Navigator, Strategic Air Command, 20th Bomb Squadron
 - *Earned 8th Air Force Blue Ribbon Award; First Radar Navigator to hit 3 targets in a row with conventional munitions; Developed tactics to defeat Iraqi ground defenses in Desert Storm.
- 1992 - Flight Commander, Asst. Operations Officer, 20th Bomb Squadron.
- 1994 - Training Officer, U.S. Air Force Academy.
- 1995 - Commanding Officer Cadet Squadron 26, USAFA.
- 1997 - Executive Officer and Commanding Officer Cadet Sq.27, USAFA
 - *Officer of the Year - 34th Education Group; USAFA Outstanding Educator Award; Mission Commander and Lead Instructor for over 40 T-43A missions.
- 1998 - Deputy Commander for Academics
- 1999 - Led six strikes for Operation Desert Fox against key Iraqis targets.
- April 1999-Present - Mission Commander for "most devastating strike of war", 135 tons of bombs dropped in 13 combat sorties against Serbian targets in Serbia and Kosovo.
- Assistant Operations Officer, Instructor Radar Navigator, 96th Bomb Squadron, Air Combat Command.



Major Paul A. Griffith Jr.

And through it all, Major Griffith maintained his membership as a Senior Member of the St. Petersburg Cadet Squadron, 1976 - present. *Florida Wing salutes you.*

Submitted by
Lt. Col. William B. Boyd

THIS PERIOD IN HISTORY

OCTOBER:

- 1947 - Air Force Major General Lucas V. Bean establishes peacetime role for CAP
- 1949 - Col. Joseph F. Moody is 8th Wing Commander and is the longest serving commander [13 years, 5 months] till 7 March 1963.
- 1991 - Major Clay Reid and Major James Mathews fatally crash during a life-saving mission.**

NOVEMBER:

- 1969 - AF Brig. General Richard N. Ellis becomes eleventh National Commander.

DECEMBER:

- 1903 - Wilbur and Orville Wright successfully did it!
- 1941 - Director Fiorello LaGuardia, Office of Civil Defense, creates CAP. **Happy 58th Birthday!**
- 1941 - Col. Vermilia Wright becomes first Wing Commander serving until 6 April 1943.
- 1941 - Maj. Gen. John F. Curry, USAAC, designated first National Commander. Gill Robb Wilson is first Executive Director.
- 1943 - 284 L-4's loaned to CAP by Army Air Force for pilot cadet recruiting. By 1944 more than the quota were recruited.
- 1996 - Col. Andrew E. Skiba serves as 23rd Wing Commander until 18 August 1998.

FROM PULPIT TO PEN

Time has a strange way of changing the way we look at things. If you think that's not true go take a good look in the mirror. No matter how you think you look, I'll bet the mirror will remind you that time has brought some changes. Darn those mirrors.

1999 will have come and gone by the time you read this. Now we are in the year 2000. Sounds kind of strange doesn't it? A good way to look at the new year is to think of it in terms of another milestone.

What kind of historical milestone will the year 2000 be? I have no idea but I suspect that we will have some input into how it turns out. Given the way things have gone in the past, there will be disasters, natural and otherwise. There will be discoveries all over the place. Some will make life better, some will make life uneasy. There will be opportunities conquered and opportunities missed. Sadly, there will be wars and rumors of war. There will be heroic sacrifice as well as dismal failures. Some folks might think that the new year will be just some more "same old, same old."

It doesn't have to be. If you noticed, most of the things I mentioned are matters involving human decision and human choice. All except the natural disasters. Folks like you and me have input into how things turnout. In fact, we have more input today than ever before. It's nearly impossible to be isolated from what's going on in a far away land. Click on the Internet and discover just how close you are to what's happening over there. Get a recipe from a chef in Paris. Buy a brass pot from a merchant in India. Be refreshed by taking in the art at the Vatican. It's getting harder by the moment to not be involved in what's happening on the world scene. Or shrug your shoulders at injustice and tyranny just because it's not happening next door. It's ours to choose to be involved or not.

Which brings me to some things I'd like to encourage for 2000. I'd like to encourage patience and good manners. I'd like to go back to a time when it wasn't necessary for folks to always "tell it like it is." Which is, by the way, simply one person's opinion on the matter. I'd like 2000 to be the year when we start to remember that other folks have feelings. I'd like organizations like Civil Air Patrol to recall the reason that they started in the first place and try to recapture some of the idealism behind it all. I'd like for folks to be a little less cranky and more filled with the spirit 'can do'. I could go on.

The point is you and I have a lot to say about how things work out next year. You and I will have input into the good or bad that happens over the next twelve months. It's all a matter of choices - yours, mine and ours. I hope our batting average improves over time.



LT. COL. RALPH E. RIVERS
FLORIDA WING CHAPLAIN

NEWS FLASH!

James Tynan, Editor of the CAP NEWS, the national headquarters newsletter, advises that all press notices, news stories or press releases must now be sent to him via e-mail.

All copy is converted electronically from e-mail to font typeset at a great time-saving.

Materials transmitted via mail or fax will either not be used or will be returned.

How's this for advance planning? Yes, you can mark your calendar for the Year 2000 Wing Conference. It will be held in the PGA Marriott Hotel at West Palm Beach in May. Exact date to follow. This advance notice should eliminate anyone having a conflict with dates.

The Lantana-Lake Worth Cadet Squadron Color Guard took second place at the recent Southeast Region Cadet Color Guard Competition. The competition was held at Columbus Air Force Base in Columbus, Mississippi. The team consisted of Color Guard Commander Cadet Master Sgt. Tommy Miller, Cadet Master Sgt. Erin Killian, Cadet Tech. Sgt. Jacqueline Broedell, Cadet Staff Sgt.

Jennifer Obranic, and Cadet Sr. Airman Hans Sharp. 1st. Lt. David Leali and 2nd Lt. Edith Miller worked closely with the cadets in preparation for the event.

Four other teams were present representing Georgia, Mississippi, Puerto Rico and Tennessee. Each team competed in physical fitness, inspection, standard drill, indoor and outdoor presentation of the colors, and a written exam.

Cadet Jacqueline Broedell set an all time record for the fastest female mile run and Cadet Hans Sharp ran the second fastest male mile.

On behalf of the Florida Wing, Col. Pineda salutes you all for an outstanding performance. He said, "I won't be the least bit surprised if they bring home the first prize next year."

While driving, be prepared to see planes taxiing on a highway in Broward County in the year 2001!

Lt. Col. David Mikelson advises that the skies over Ft. Lauderdale will be thick with planes when the Aircraft Owners and Pilots Association [AOPA] brings its 2001 annual conference to South Florida. One of the highlights will be the "Parade of Planes" in which 75 small planes will taxi from the airport onto South Federal Highway to make its way to the Broward County Convention Center.

Editor's Note: Knowing David, I am sure that CAP planes will be at the head of the line and our members will be providing crowd control and other valuable services.

Recent events cause Major Luis Garcia, FLWG/DOV to remind all pilots to review basic skills such as determining the airworthiness of an aircraft and the securing of an aircraft. Check Pilots and Mission Check Pilots should closely examine both skills.

Also be aware that FCIF 99-01, Over-water Operations is available for downloading from the FLWG Operations Web Site. Remember, you haven't had a successful flight until the aircraft is properly secured.

FLWG now has a number of web pages. All will be listed in the next issue, promises CoS Sharkey.

In case you haven't noticed, FLORIDA FACTS increased from 20 pages to 32 pages in the last issue. Thanks to all who regularly submit news stories of your unit's activities and accomplishments.

GOVERNOR BUSH SETS CAP WEEK

Governor Jeb Bush signed a proclamation and declared the first week of December CIVIL AIR PATROL WEEK. The following proclamation was presented to Col. Pineda by Lt. Col. John Brennan:

CIVIL AIR PATROL WEEK

WHEREAS, Civil Air Patrol, a civilian auxiliary of the United States Air Force, is dedicated to volunteer public service in the interest of the community, the state and the national welfare; and

WHEREAS, the more than four thousand members of the Florida Wing are prepared to give of their time and resources for the benefit of their fellow Floridians through aerial and ground Search and Rescue missions, through humanitarian and mercy flights, through counter-drug operations, through damage assessment surveys and many other unselfish acts in the time of human emergency; and

WHEREAS, the Civil Air Patrol volunteer members conduct an effective program of aerospace education and training for its members, student bodies and the general public; and

WHEREAS, the Florida Wing provides an outstanding program of leadership training and development and career motivation to its teenage cadet members; and

WHEREAS, December 1, 1999 marks the 58th anniversary of the founding of this unique organization, established six days before the infamous day of Pearl Harbor, to help America in its crucial hour of need during the dark days of World War II and which today is dedicated to the service of humanity and to the non-combatant service to this nation;

NOW THEREFORE, I Jeb Bush, Governor of the state of Florida, do hereby extend greetings and best wishes to all observing Civil Air Patrol Week.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Great Seal of the state of Florida to be affixed at Tallahassee the Capital, this 2nd day of December in the year of our Lord nineteen hundred and ninety-nine.

[signed] Jeb Bush

Governor

CADET CONFERENCE IS OUTSTANDING SUCCESS

The fifth annual cadet conference was conducted with a record attendance. One hundred and seven cadets and twenty eight senior members attended from nearly every unit in the state.

Following a night of ice skating at Sunblades Skating Center, Saturday was chock full of so many interesting seminars it was hard to choose which to attend. Certain of the seminar topics included Effective Communication; Eff-



ective Cadet Leadership; Dynamics of a Drill Team; Encampments; and Teaching With Spirit.

One of the highlights of the conference was the banquet followed by the dance. Members of the North Tampa Cadet Squadron posted the colors and the assemblage was treated to an address by the Wing Commander, Col. Tony Pineda. Presentations were made to cadets who earned their Mitchell and Earhart Awards.

Cadet Jason Mahaffey from the TiCo Composite Squadron was thrilled when Col. Pineda read a letter announcing that he had been accepted at the U.S. Air Force Academy. He was later treated to the traditional dunking in the hotel pool by fellow squadron members.

The banquet food was scrumptious and plentiful. and was followed by music suited to dancing by cadets and seniors.

At checkout on Sunday, old and new friends bid each other goodbye and resolved to not only see each other at the next Cadet Conference but to bring others as well. The Cadet Conference 2000 should be the biggest and best ever.

Submitted by
Captain Trish Turner



MARK YOUR CALENDARS NOW!



Submitted by Lt. Col. Matt Sharkey
Florida Wing Chief of Staff

1 January, 2000
8 January
22 January
22 January
29 January

5 February
12 February
19 February

1 March
15 - 18 March
18 March
25 March
25 - 26 March

1 - 2 April
8 April
9 - 15 April
15 April
5 - 7 May

1 June
17 June

15 July
31 July-7 August
17 - 19 August

1 September
16 September
16 September

14 October
14-15 October

11 November
11-12 November

1 December
9 December

HAPPY NEW YEAR

Water Survival Course, Patrick AFB
Florida Wing Staff Meeting
Group 4 - 6 Search And Rescue Exercise
Aircraft Maintenance Seminar

Special Activities Selection Board Meeting
Group 3 Banquet
Florida Wing Staff Assistance Visitation

Deadline for FLORIDA FACTS, Issue #1
NCASE Conference, San Diego, CA.
Counter Narcotics Orientation
Florida Wing Staff Meeting
Blue Angels Air Show, Punta Gorda

AirFest, MacDill Air Force Base
Cadet Drill Competition
Sun 'N' Fun, Lakeland
Florida Wing Staff Meeting
Florida Wing Conference 2000

Deadline for FLORIDA FACTS, Issue #2
Florida Wing Staff Meeting

Florida Wing Staff Meeting
IACE Host, Wing Phase
National CAP Board Meeting, San Antonio, TX

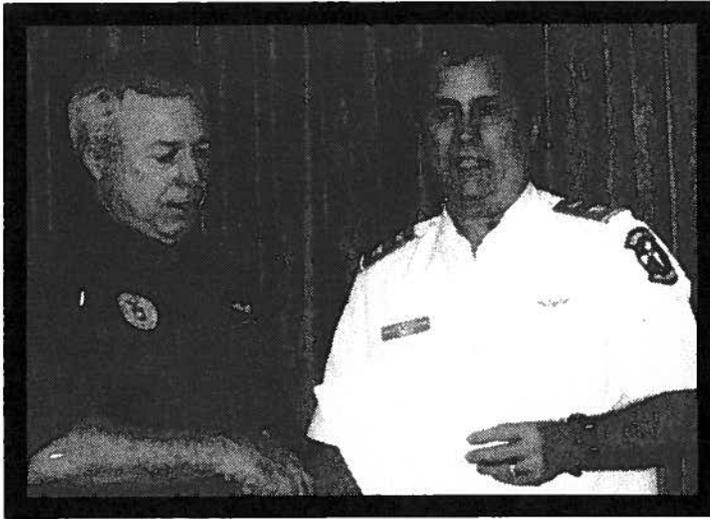
Deadline for FLORIDA FACTS, Issue #3
Counter Narcotics Orientation
Florida Wing Staff Meeting

Florida Wing Staff Meeting
Check Pilot's School

Florida Wing Staff Meeting
USAF Thunderbirds Air Show, Lake City

Deadline for FLORIDA FACTS, Issue #4
Florida Wing Staff Meeting

WELL DESERVED



Florida Wing Commander, Col. Antonio Pineda presents a Commander's Commendation to Lt. Col. John Brennan for his efforts and accomplishments in familiarizing our state elected officials with the missions, goals and objectives of our wing.



Lt. Col. David Lehtonen, wing Director of Operations accepts a Recognition Plaque in behalf of Col. Ralph T. Gwinn for his fifty years of dedicated service.

Col. Pineda presents a Commander's Commendation to Finance Officer, 1st Lt. William Ferguson for an outstanding job in the organizing and coordinating of wing's annual audit, preparing a detailed wing budget for FY 2000, and establishing control procedures for the professional managing and administering of accounts payable and accounts receivable.



Wing Commander Pineda presents a Commander's Commendation to Lt. Col. Evelyn Holdren, wing Administration Director for managing and maintaining the Florida Wing Headquarters offices at MacDill Air Force Base in an outstanding manner.

AIRWORTHINESS: IS THIS FLIGHT LEGAL?

Submitted by
Lt. Col. David E. Lehtonen, FLWG/DO

In a recent article by J. C. Boylls that appeared in the September 1999 "FAA Aviation News", Mr. Boylls writes that as a FAA Pilot Examiner in the San Diego FSDO, he is seeing a high applicant failure rate, due not to the pilot skills needed to fly the airplane, but to the Preflight Actions area of operation in the Practical Test Standards. While his article primarily addresses the CFI who is sending applicants to the FAA for a flight test, his comments are poignant and timely for Florida Wing pilots.

Recently, a Florida Wing aircraft was discovered to be in a non-airworthy condition and had been this way for three months, despite the fact that approximately twenty pilots had flown the aircraft including a check pilot giving a Form 5 to one of our members! The airplane's pitot static system and the transponder had run out of certification on 18 July 1999 causing these pilots' in command to violate FAR 91.430 (a) which states, "The owner/operator [PIC] is primarily responsible for maintaining that aircraft in an airworthy condition...." So, what makes an airplane legally airworthy?

Along with the AROW documents - Airworthiness Certificate, Registration, Operating Limitations, and Weight and Balance data - the PIC must ensure that six things in the aircraft's maintenance records are current:

1. Aircraft annual/100 hour inspection [FAR 91.409(a) (1) / (b)]
2. ELT battery date [FAR 91.207(c)]
3. ELT annual inspection [FAR 91.207(d)]
4. Transponder test within 24 months [FAR 91.413]
5. Altimeter/Mode C test within 24 months [FAR 91.411]
6. Record of compliance with all applicable Airworthiness Directives [FAR 91.417]

In addition, what about any open maintenance discrepancies on the aircraft? What about any inoperative equipment? Here, the PIC determines whether the aircraft is safe to fly - in consultation with a maintenance technician, of course. To determine if the airplane is legal and safe to fly with an inoperative instrument, the PIC must consider the following:

- Does the airplane have a Minimum Equipment List [MEL]? If so, then the PIC must use it. If not, then the flight may be conducted in accordance with FAR 91.213(d) which states that the PIC or a maintenance technician makes a determination that an inoperative instrument must be 'deactivated and placarded' and an 'appropriately rated' person must make a maintenance log entry.

Determining if an airplane is airworthy is a complex and time consuming task. It is up to the PIC to ensure that the airplane is airworthy before each flight as pointed out in FAR 91.7, Civil Aircraft Airworthiness. This regulation states "no person may operate a civil aircraft unless it is in an airworthy condition."

To make this task a bit easier for the PIC, the next revision of Florida Supplement 1 to CAPR 66-1 will have a single sheet that will contain all of the above information and be located in the front of the Airplane Information File. In this way, the PIC can tell at a glance if the proposed flight is legal.

FLY SAFE...and BE LEGAL.

Crashed Plane
Continued from Page One

screen, bent propeller and significant front end damage. The plane crashed in an open field.

Wing Commander Pineda praised the mission base staff and the mission response team for performing a 'book perfect' find. He said, "Our nearly instantaneous mission response, proficiency in locating the downed aircraft and efficiency in mobilizing a life-saving response is exactly what the Civil Air Patrol training accomplishes. Our volunteer members are some of the most effective search and rescue professionals in the nation. We are proud of the level of capability that our air and ground personnel bring to emergency missions."

Incident Commander John Bayne commented "As we know from experience, the vast majority of ELT searches prove to be non-life-threatening incidents. This mission reinforces our wing's policy for providing a life-saving response to every ELT alert."

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PROMOTION

North Tampa Cadet Squadron proudly announces the promotion of Captain William Westcott to the rank of Major.

□ □ □ □ □ □ □ □ □ □

This is what makes our service in CAP so worthwhile and gratifying:

Steve recalls how as a teenager he had become involved with drugs and criminal activities and how the understanding and motivation of a CAP Cadet Leader changed his life. He recently sent the following Thanksgiving Message via E-Mail: "Howard, I would like to wish you a very happy Thanksgiving. On holidays such as this, you tend to think about all the meaningful things that have had a profound and positive effect on one's life. You are one of the few people that I had, in my younger years, to look up to. Your honesty, integrity and thoughtfulness had an effect on my life. Thank you Howard for being my friend and like a father to me through all the trying times in my life. You are forever in my heart....Steve"

Submitted by
LT. Col. Howard Gelbman

**CAP's 58th BIRTHDAY CELEBRATED WITH
FLAG RETIRING CEREMONY**

Cadets of the SRQ Composite Squadron held a Flag Retiring Ceremony in concert with celebrating the 58th birthday of CAP. The flag had flown over the Desoto



Square Mall and had become too tattered and worn. The mall owners requested that the squadron properly retire the flag. The ceremony was conducted on the second busiest shopping day-two days after Thanksgiving. The flag was folded, presented for inspection and then placed on the fire. While taps was played, all stood at attention and saluted. While the flag was consumed by the fire, "Amazing Grace" was played on the trumpet. The detail then received a new flag from the mall owner and the flag was raised to the playing of the "Star Spangled Banner".

Many in the crowd complimented the cadets for an outstanding ceremony. The best comment was from a teary eyed gentleman who said "On behalf of the U.S. Navy, I thank you for a great job and for putting to rest many memories." The Desoto Square Mall recognized the SRQ Squadron and CAP's Birthday on their marquee and the event was covered on local radio stations and local newspapers.

Group 5 Commander, Maj. Steve Bell, Sq. Commander, Maj. Bill Brockman were the Inspecting Officers and Chaplain Maj. Terry Jordan gave the invocation. Cadets included C/1Lt. Kevin Merrick, C/MSGts. Andrew Emery, Jenifer Hart, Matt Townsend and Louis Vettraino, C/SSgt. Sean O'Key and Charles Chrisham, C/TSgts. Scott Fox, Ashley Bell and Sara Stanley.

Submitted by 1Lt. Robert P. Bayless

NEW GROUP COMMANDERS

Chief of Staff, Lt. Col. Matt Sharkey introduced Major David Mitchell, at the Wing's December Command Call, as the new Group 1 Commander taking the 'helm' from Major Randy Haney. Major Haney has been personally impacted by increased business demands.

Wing Commander, Col. Tony Pineda accepted, with deep regret, the retirement of Group 3 Commander Major Robert Ashman. Col. Pineda said, "Bob has served CAP in an outstanding manner for four years as Group Commander. He has successfully increased the Group's number of squadrons and members to where it now exceeds all other groups in the wing. Bob has more than earned his requested time off".



NEW GROUPS ANNOUNCED

Chief of Staff, Lt. Col. Matt Sharkey announces that Group 3, by virtue of its size and scope, will be divided and a new Group 8 will be established which will encompass Pinellas, Pasco, Hernando, Citrus and Sumter Counties. The new Group Commanders will be announced shortly.



LONGEVITY OF SERVICE IS RECOGNIZED

Col. Tony Pineda presented a plaque to Col. Ralph T. Gwinn for his 50 years of distinguished and loyal service in the Civil Air Patrol. Col. Gwinn served from 12 December 1949 to 12 December 1999.

RADIOS FOR CAP VANS

Communications Director, Capt. Paul Blystone is in the process of acquiring new VHF radios for fixed-in-place installation in all CAP vans, as directed by Col. Pineda.



FLORIDA FACTS IS ON THE NEWSSTAND!

An Air Force Blue newsstand, stocked with copies of the latest issue of FLORIDA FACTS, is now on permanent location in the lobby of Wing Headquarters at MacDill Air Force Base.



Guests, visitors and new members are frequently seen eagerly taking copies of the newsy, newsletter.



NO NOTICE INSPECTIONS

Inspector General, Lt. Col. Kay Cunningham announces that every squadron that is on flying status will have a 'No Notice Inspection' during the year 2000.



UNIFORMS DISTRIBUTED

During the December Florida Wing Command Call, all Group Commanders received quantities of the new Air Force blue uniform shirts, pants, belts and field caps plus battle dress uniform shirts and trousers.

Thanks to the efforts of Col. Jerry Angley, CAP/USAF Liaison Officer, these supplies, amounting to \$25,000, were provided by the Air Force for distribution to our cadets.



CAP MEMBER APPOINTED TO AIRPORT AUTHORITY

Capt. Karl Geng, Communications Officer of the Marco Island Senior Squadron was recently appointed to serve on the Collier County Airport Authority. His term will run through August 2001.

The authority oversees the Marco Island Executive Airport, Everglades Airpark and the Immokalee Regional Airport.

Capt. Geng holds a private pilot's license and has built his own helicopter.

ALTERNATIVE GRIDDING METHOD FOR SEARCH & RESCUE

Submitted By: Col. Henri Casenove

More than twenty-five years ago, the Electronic Locator Transmitter, or what we more frequently call the ELT, was introduced. National Headquarters/CAP decided that an Emergency Services program for locating these ELT's should be developed for CAP. CAPM 50-15 was revised and a search plan was developed which included 15 ft. search grids, standardized grid numbering system, various search patterns, wing null and triangular DF [Directional Finder] procedures.

Today, almost 30 years later, we are using the same procedures and plan. Our prime problem is interface between aircrews and ground teams. Aeronautical charts used by aircrews do not show ample indications of roads, trails, and other identifiers for aircrew or ground team use. These elements can not be graphically included in a two inch x two inch space on the chart that includes an area in scale of 200 square miles. State Road Maps used by ground teams to get to the target, do not show secondary roads and paths which impacts the time spent in their getting to the target. It also requires considerable communication between the aircrew and the ground team.

Since we are all impacted by this universal problem, I have been constantly looking for a better interface between aircrew and ground team. I finally uncovered the solution—the newest De Lorme Florida Atlas and Gazetteer book. This 'GPS Grids' 11 x 15 inch book shows all highways, secondary roads, trails, railroads, airports, etc. in every search grid. A singular search grid is 7 inches x 7 inches and therefore is large enough for a more detailed map of a grid. There are 6 search grids per page. NO, this will not replace the aeronautical chart. They will provide a much better interface between an aircrew and ground team or mission base.

The De Lorme map book is available at the best price at most Wal-Mart and Sam's Discount stores. You will find it in the book section or sporting goods section and the list price is \$16.95 [usually discounted].

Marking of the search grids is relatively easy with a red pen and ruler. The maps have faint blue lines that relate to 5 ft. intervals for latitude and longitude. I will provide you with a cross referenced listing of search grids to map page locations that you can glue into the inside cover of the book. I will also provide another insert that references any specific Lat/Lon to page location in the book. These references are invaluable when receiving a mission from AFRCC [Air Force Rescue Coordination Center]. A paper master for printing a one minute map grid, on clear acetate, will also be provided. This is placed over the assigned map grid and the acetate print is then stored in the book using two paper clips. On an assigned mission, this acetate grid is placed over the assigned SAR grid and held in place with the two clips. A target location can be drawn on the acetate with a grease pencil or liquid chalk marker. The coordinates of the located target can be transmitted to the ground team/mission base via radio.

Benefits of Alternative Gridding Method:

1. Since both the aircrew and the ground team are using the same gridded map, cross location identity can be maintained at any given time during the search.
2. Having a map book in each search aircraft will guarantee availability of all grids assigned, plus grids covered enroute. Ground teams should also have the map book available for any assigned mission. Remember, one De Lorme book replaces three aeronautical charts in the state of Florida... a saving in cost and materials.
3. Since airports are shown on these maps, ground teams will have a better identity of roads surrounding these airports. This will facilitate ramp checks and evaluation of takeoff and landing headings.
4. The one foot/one mile relationship on the acetate will give the Observer detailed ground reference points relative to the planned search pattern to be flown.

This map/grid system has been approved by Florida Wing Operations and Emergency Services Directors.

CIVIL AIR PATROL CADETS ARE A GREAT ASSET

news article written by Major Dale Robinson

The large blue military truck, bristling with antennas, rolled to a stop on the rain swept hill. It was the lead vehicle in the convoy.. An officer barked an order and a squad of serious-faced young men in camouflaged battle dress uniforms unloaded and took their positions. The graves of dead soldiers, sailors marines and airmen dotted the hillside. The squad of young men spread out among the dead to accomplish their mission. This rain swept hill wasn't in far off Kosovo. It was Santa Rosa Beach, Florida and the young men were not combat troops carrying M-16 rifles, but local middle and high school students placing flags to honor America's veterans on Memorial Day. They were Civil Air Patrol Cadets doing what CAP cadets do best, performing their missions for America.

Over the last three years I have been fortunate enough to be associated with this group of young people who have served the citizens of Okaloosa and Walton Counties with little fanfare or acclaim. They meet weekly on Eglin Air Force Base to participate in the cadet program. This program is designed to inspire our nation's youth to become leaders and dynamic American citizens through an interest in aviation and space. Cadets take part in a number of specialized and programmed activities. From these they develop

the knowledge, skills and attitudes to understand the total impact of air and space operations on society. They learn discipline by studying leadership and by learning military drill and courtesies. They become physically fit through a special physical training program. Through studies and other activities, cadets work their

Civil Air Patrol Cadets are a great asset to our state and our nation

way through a series of 16 achievements. As cadets progress, they earn increased rank, ribbons, certificates, and also become eligible for nationally sponsored special activities and may compete for academic scholarships.

Civil Air Patrol is the U.S. Air Force Auxiliary and is a non-profit corporation chartered by Congress in 1946. It was created on December 1, 1941 as part of the Office of Civil Defense. Its members served on the home front during World War II, patrolling the coastline against the Nazi submarine menace and towing targets for aerial gunnery training. They also flew search and rescue and other missions to

free military pilots for combat duty overseas. The CAP Cadet program was created in 1943 to assist the Army Air Corps in recruiting pilot candidates. From there it evolved into today's program. CAP cadets make up about one-tenth of the student body at the U.S. Air Force Academy. Many of our civilian and military leaders in aviation and space are former CAP cadets, including the current Air Force Chief of Staff, General Mike Ryan.

Memorial Day wasn't the first time these intrepid youngsters braved the rains. In 1998, tremendous rains flooded the Florida Panhandle. The American Red Cross requested assistance with damage assessment. A dozen CAP members responded and provided a vivid picture to the Red Cross of homes and businesses under water, impassable highways and number of families affected. Similar responses were provided after numerous hurricanes that had landfall from the Gulf of Mexico. These cadets are the future leaders of our communities and nation. I am proud to be associated with them and to be able to make a difference in their lives. They certainly have made a difference in mine ■

Maj. Dale Robinson is Public Affairs Officer of FLWG Group One. He began his CAP career in 1996 as a cadet in the Virginia Wing. In 1974 he joined the senior member ranks. He has been a Deputy Commander and Commander of squadrons. Maj. Robinson is a National Staff College graduate and has earned the Gill Robb Wilson Award.

**A REFRESHER COURSE
EACH OF US SHOULD TAKE**

Rumor Control! If I had a nickel for every time a CAP member has said to me, "But I heard it from someone that knows," I would be a millionaire. What troubles me about this is that members take this sort of rumor mongering as gospel. Entire CAP careers have been ruined because members believed misinformation that was passed from person to person with good intentions but inaccurate content. There's only one way to avoid this problem - Go To The Source. Trust only the source, ignore all else.



By our human nature we tend to place great credibility on things written. I, as Commander of Group 4, write the weekly Group Newsletter. It is a reliable source of accurate, detailed information. Generally speaking,, the higher up the chain, the greater the level of accuracy. If you doggedly pursue the source of something you question, you will ultimately find the truth and the most accurate information.

I encourage all members to respect the chain of command. I expect all squadron commanders to do their best to minimize the rumor problem by providing factual information when asked. The very worst thing a member can do is to respond to a question with wrong, uncertain, or guessed information.

The CAP Regulations are our 'operating manual'. Virtually every question about 'how it's done?' can be answered by researching the 'regs'. One of the most useful tools in the 'regs' is the detailed index. If you don't have a copy of the CAP Regulations, then you are operating with a serious handicap. Every member who intends to succeed in the program and progress steadily through the ranks must have and be familiar with the regulations. They cost \$25 from the CAP Bookstore and the annual updating subscription is \$12. If you are serious about CAP, you must have both. Take the time to read the 'regs' every time you have a question and you will be immune from the negative effects of the rumor mill.

Major Frank Haas, Group 4 Commander



**CORPORATE SCHOLARSHIPS
AWARDED**



The competition was very tight this year and there were more applicants than monies available. A board of senior Air Force and CAP Officers rated each cadet applicant and weighted their scores. The following cadets were awarded scholarships :

- \$1000 USAA**
- Brian Lau, Largo
- Hugh Stewart, Hialeah
- \$750 Undergraduate**
- Shane Turner, Apopka
- \$250 Corporate**
- Andrew Gray, Seminole

**CAP REGULATIONS
ADOPTED FOR CONTROL OF
INTERNET OPERA-
TIONS**



CAP Regulation 110-1 has been adopted and will be released shortly after the first of the new year. Basically the regulation provides policies and procedures for the setup, operation and administration of Civil Air Patrol web sites/pages and the associated capabilities and applications.

Those units that have web sites already established should read this regulation and review the conformity of their web pages to these 'regs'.

There are excellent procedures proposed for the protection against misuse of personal information that might be included on web pages such as, members address, social security number, e-mail address, date of birth, etc.



**PLANNING AN OVERSEAS
TRIP?**



Many of us believe that US consulates will always come galloping to our rescue whenever we are in trouble overseas. The truth is somewhat less.

Consulates can; obtain or replace a passport or visa, get a message to you or transfer cash from your US accounts in an emergency, provide a list of local doctors, can get a message to your family or friends if you are arrested, if you are charged with something that is legal in US they can sometimes gain a measure of cooperation from the police, and they can give you a list of local attorneys.

DISTRESS COMMUNICATIONS TO BE MODERNIZED

Can you press an automatic mayday button on your radio and will the Coast Guard respond? Not now, but they will in 2005.

Under an international treaty that essentially replaced the Morse Code with digital transmissions, the United States is building a new, more technologically advanced system that will enable mariners to press an automatic mayday button on their VHF radio and be heard by virtually everyone - U.S. Coast Guard, large ships, other boats with radios and the Civil Air Patrol.

The transition to the new Global Maritime Distress and Safety System is being done in tandem with an enormous equipment upgrade at the Coast Guard. They are modernizing their outdated coastal distress communications system. A VHF radio system based on 1970's technology will be replaced by state-of-the-art technology that should eliminate many of the problems that now plague the Coast Guard search and rescue operations.

This \$250 million upgrade is expected to be fully operational by 2005. The improvements will be substantial and will directly benefit millions of recreational boaters on U.S. waters up to 20 miles from shore.

Among the improvements are:

*Digital Selective Calling [DSC] and automatic mayday calls. Channel 70 is reserved for these new transmissions and it will allow a VHF radio to function more like a telephone on which skippers can make ship-to-ship private calls.

*A mayday call will be transmitted when an automatic button is depressed, it will continue to send even if the sender is incapacitated. The mayday message will be interfaced with Loran or GPS [Global Positioning System] and the vessel's location will automatically broad-

cast as well.

*Direction Finding capability to trace a radio call, even a garbled one, to within 25 square miles.

*Elimination of any gaps in VHF radio coverage for U.S. coasts, Great Lakes and major rivers.

*Instant playback capability of voice or digital transmissions by Coast Guard watchstanders. Coast Guard assurance is provided that they will continue to monitor Channel 16 for the foreseeable future. New radios are already on the market with DSC capability.

What could push DSC into use at a faster timeframe would be a plan by a private company which owns most of the public radio stations along the coastline to build its own nationwide DSC system.

Future plans promise radiotelephone subscribers 'seamless' VHF marine-to-land telephone calls, e-mail and fax capability by next summer. Since VHF coverage far exceeds cellular phone range in most waterways, and satellite phone services are relatively expensive, DSC may prove useful to boaters who want frequent and easy communications from their boat up to 20 miles offshore.

Another wrinkle not yet resolved is how will private boaters obtain a DSC identification number. Each DSC radio is encoded by the manufacturer and the only way to get one at this time is by paying for an FCC ship station license at \$105.

Source: Boat/US Magazine, Vol. IV

