

CIVIL AIR PATROL
WINGSPAN
MAGAZINE



SPRING 2013

FIRST EDITION





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Col. Michael N. Cook
Florida Wing Commander

1st Lt. Tyler Lahnen
Director of Public Affairs
Editor, *WingSpan*

COMMANDERS COMMENTS

There have been many changes to Civil Air Patrol in the past months. The leadership of Civil Air Patrol examined what we did and how we did it. They then compared this information with what we were supposed to do. They looked at the laws establishing Civil Air Patrol as the Official



*Colonel Michael N. Cook
Commander, Florida Wing*

Auxiliary of the U.S. Air Force and they looked at the statement of work we have with the Air Force. An outside consultant group was hired to examine this information and collect their own additional information. Many of our members, including me, were interviewed using questionnaires, phone and personal meetings. When all the reports were in, the Board of Governors spent countless hours going over this information. They dissected and evaluated everything and developed solutions for the way ahead. These solutions were then presented to the Secretary of the Air Force. All this was done to make Civil Air Patrol a better organization that is better positioned to accomplish our congressionally mandated missions. We have a new Constitution and by-laws. Nearly all of the regulations were reviewed and updated. This was a

Continued on page 7 . . .

ON THE COVER: (L-R) Cadet Sgt. Ryan Kressler (Phase 1 Cadet of the year & 2013 FLWG Region Drill Team Member) Emergency Services, Cadet Chief Master Sgt. Mitchel Roy (2013 FLWG Region Drill Team Member) Aerospace, Cadet Chief Master Sgt. Matt Knudsen (Cadet Programs)

Cover design by Maj. Kevin McSparron, South Brevard Cadet Squadron.

Charlotte County Composite Squadron Holds Group 5 Fly-In

*By Maj. Earle Bretz, CAP
Charlotte County Composite Squadron PAO*

On Saturday, February 2, the Charlotte County Composite Squadron of the Civil Air Patrol held a Group 5, Florida Wing, day of cadet Orientation Flights. Twenty-two cadets signed up for the day, which was a record number to date. Each cadet during his career receives 5 hours of flight time. Each flight is different in the topics covered from navigation, instrumentation, flight controls, weather, emergency procedures, etc. We don't teach them "how" to fly, we teach them "about" flying. Nine Cadet Orientation Pilots from various squadrons were utilized in this exercise.

Cadets from 4 of the Squadrons of Group

5 were flown this date. Group 5 covers an area bounded by Manatee, Hardee and Highland Counties on the north to Collier County on the south -10 counties in all. The cadets were exposed to a variety of aircraft which were flown in from the various squadron locations. They were a Cessna 172, a Cessna 182R, a Cessna 182T (Glass Cockpit) and a Gippsland GA8 Airvan.

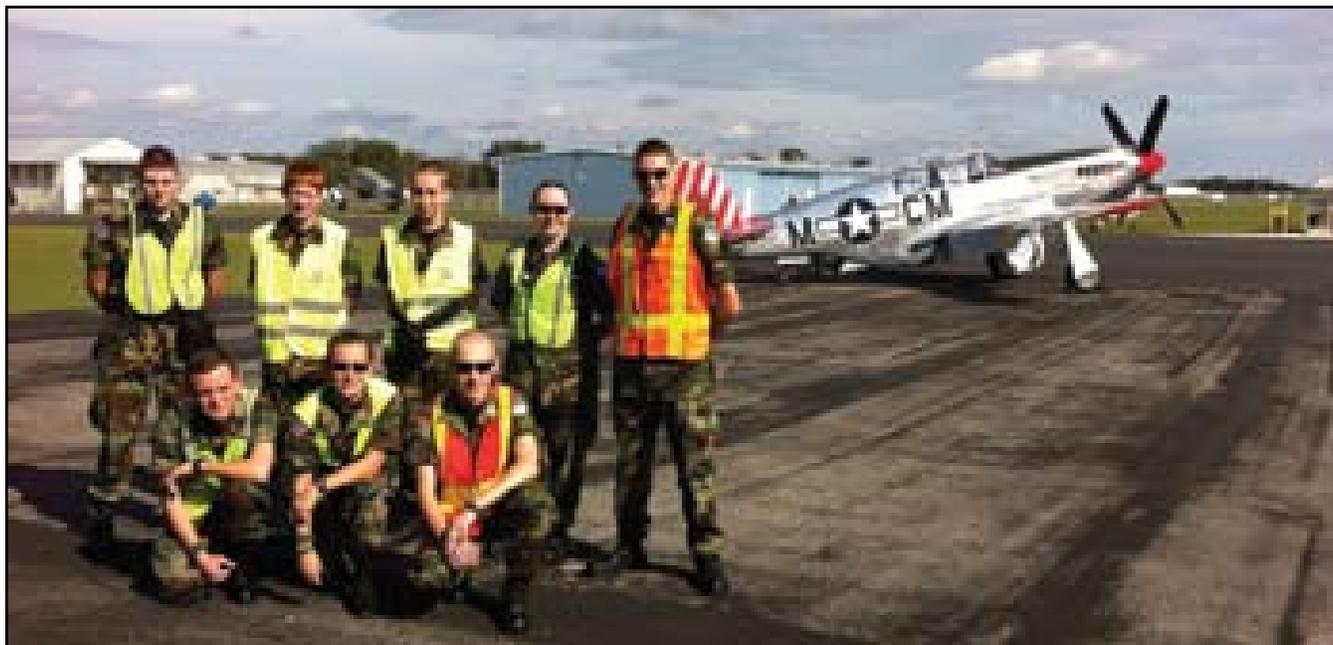
The local squadron holds its own Orientation flight days at least twice a month flying cadets from 5-6 squadrons. The success of this most recent Group effort certainly dictates that other days of this type will be held in the future.



L-R: Maj. Dick Morrell, Charlotte County Composite Squadron; Cadet Airman Maia Molina, Oasis Charter Schools Cadet Squadron; Cadet Airman Mary Williams, Oasis Charter Schools Cadet Squadron.

Wings of Freedom Tour at Zephyrhills Municipal Airport

*By 2nd Lt. Sybrian Castleman, CAP
Zephyr Airport Cadet Squadron PAO*



The Collings Foundation brings the Wings of Freedom Tour to various communities around Florida each year. This year, they added the Zephyrhills Municipal Airport to their tour. This Tour is comprised of three famous, operational World War II aircraft.

The two bombers on the tour are a Consolidated B-24 Liberator with the “Witchcraft” paint scheme and a Boeing B-17 Flying Fortress known as the “Nine–O–Nine”. Their P-51 Mustang fighter is named “Betty Jane” and is the last dual control P-51 Mustang in operation.

The Collings Foundation brought these flying museums into the Zephyrhills Municipal Airport midday January 21 for a three day visit with tours open to the public. While on tour, they offer the “ultimate living history experience” by offering flights on all three aircraft for a tax deductible donation to the Foundation.

Cadets and Senior Members from four squadrons served at the event to assist with the safety of the general public and to protect the aircraft from damage during the tours. They were also given the

opportunity to help prepare the bombers for flight by turning the propellers.

Squadrons represented at the event are: the Zephyr Airport Cadet Squadron FL-459, the Clearwater Composite Squadron FL-447, the Polk County Composite Squadron FL-274 and the Wesley Chapel Squadron FL-458. Zephyr Airport Cadet Squadron coordinated with Group 3 on short notice from the Foundation that they were adding the Zephyrhills stop to their schedule.

All of the Cadets and Senior Members had the opportunity to tour the aircraft and visit with the pilots, mechanics and ground staff from the Foundation. Four of the cadets were given the opportunity to experience a flight in one of the bombers. All flights were a “non CAP event”, but the seats were given to the cadets by the Collings Foundation when flights had open seats.

For more information about the Wings of Freedom Tour and the Collings Foundation, please visit them on facebook at <https://www.facebook.com/collings.foundation?fref=tsor> visit their website, www.collingsfoundation.org.

Commanders Comments Cont- from page 1 . . .

monumental task that took nearly two years to accomplish.

Some of you have been in Civil Air Patrol many years and you have seen many changes to our organization. Some small and some large, but admittedly all were needed at the time. Many of these latest changes were overdue in coming, and because there are so many changes it could appear that we are no longer the same organization. We are the same organization and what we do every day in performing our Missions for America has not changed. The organizational changes provide the structure we will require to become a better, stronger, and more effective force multiplier in today's environment. I look forward to many great things you will accomplish in the future.

By the time you read this, sequestration will have become a reality or be a part of the making of tomorrow. The Continuing Budget Resolutions have impacted us every year in the recent past. All of you have been aware of the reduced funding for training and orientation flights that have been the hallmark of each new fiscal year. This year has been no different. Sequestration will make what we have experienced so far seem insignificant. I believe that the volunteer members of Civil Air Patrol will become more valuable to the nation and the Air Force if these budget cuts become reality. We are the single most cost effective force available to accomplish the missions we do. I believe this will become even more significant to the Air Force, Homeland Security, and the Department of Defense as budgets tighten. And there is no other organization that does as much to prepare our nations young people to become good citizens and the leaders our nation will need tomorrow.

Another change, and one I hope you will appreciate, is this new format for "Wingspan". It took almost a year to negotiate the contract with our new publisher. If you notice similarities with the "Volunteer Magazine" it is because they have the same publisher. This new format will allow you, the membership of Florida Wing, to present your accomplishments in a polished magazine that will be circulated to a much greater audience. The good work that you do should, and will, be presented to more people. The new "Wingspan" will be in government offices, FBO's, and schools to help get the message out.

This coming spring and summer will be very busy for Florida Wing. I know that each of you will step up and do your part. Every member contributes to the greatness of Florida Wing. Each time you give of your time and talents you are doing your part to keep Florida Wing the best. Because of you, I am proud to serve as your Commander. 

Sarasota Composite Squadron Participates in Wreaths Across America

*By Capt. Bradley Thomas, CAP
Sarasota Composite Squadron PAO*



The Cadets and Senior Members of Sarasota Composite Squadron actively participated and achieved success this past Nov-Dec with the sale of wreaths. Exhibits and sales were conducted at the Red Barn Market in Bradenton, as well as at the Wal-Mart and Farmers Market located in Sarasota. Cadets and Senior members attended, served as Color Guard, and assisted in the placement of wreaths on 5,000+ grave sites in joint participation with the International Wreaths Across America event.

The event was conducted on December 15th at the Sarasota National Cemetery and was attended by several hundred military members and civilians from the local area. This annual event celebrates and commemorates our deceased military members while also serving as a fundraiser for the squadron.

The R R R R's Have It

*By Lt. Col. Phil Zedonek, CAP
Florida Wing Vice Commander*

Don't expect to learn about Readin, Riti'n or Rithmatic and don't think you will be able to speak like a Gasparilla Pirate Captain but do expect to learn about some fundamental concepts which are so important to the overall health and welfare of any organization. Yes, I'm talking about the four R's which are the essence of our interpersonal relations—Respect, Responsibilities, Readiness and Recognition.

Civil Air Patrol is a vast organization with over 60,000 members nationwide and our Florida Wing averages over 4,000 cadets and senior members spread from Key West to Pensacola in 88 squadrons. With such a diverse membership and what each of us bring to the table it is virtually impossible to imagine everything would function flawlessly and there would be no conflicts, misunderstandings, or issues which don't get resolved in a timely manner. However, if we apply these four R's in our daily interactions with other non-paid professionals (volunteers) this wing can continue on its path of excellence in all endeavors while enhancing how we treat each other as human beings. This is the essence of any highly functioning organization.

RESPECT is defined as to "treat with special consideration or regard" and embraces the idea of high esteem, and courteous or

considerate treatment of others. We are fooling ourselves, or just totally blind, if you think everyone is going to get along and "like" everyone within the wing. That is not realistic nor is it real life. Do you honestly believe the notion we can all sit around a campfire and sing "Cum bah ya??" What we can and must do, is to pay special attention to how we interact and treat others. We must have respect for ourselves and give the same level of respect to our fellow members in all our daily dealings, be it in person or via the electronic media.

Respect begins with each of us and how we perceive the world and human nature. If we have a positive attitude about life and believe others want to do their best then we have the basis for "mutual respect" which can permeate throughout the rank and file of an organization. Respect also encompasses embracing our Civil Air Patrol core values of integrity, volunteerism, service and yes—respect. These core values should, and must, guide us during all our planning, training and mission execution if we are going to make a positive difference.

Another vital aspect of respect is how we treat and care for the mission equipment and resources entrusted to us to perform our assigned tasks. If we neglect, damage, misuse or lose accountability of our



equipment, it speaks volumes of how we deal with others. How many times have you entered someone's car and can't even see the floor board because it is covered in empty fast food bags, wrappers, cups and other miscellaneous trash? What were your thoughts or first impressions and did they in anyway influence how you interacted with the individual? Were you more likely to contribute your trash to the overgrowing pile after you both went through the drive in or did you stop and clean up all the accumulated "stuff" which was in the process of becoming fossilized? Limited resources will be the future watchword and if you break it, lose it or don't maintain it then it will be gone forever.

RESPONSIBILITY is the concept of being "answerable or accountable" and involves trust. Again this concept begins with each of us. How many times have you been told by your parents, supervisors or others you must be responsible for your own actions? This concept is critical if an organization is to survive and flour-

ish. If we keep our own house in order and always perform in a manner which would be pleasing to ourselves then our corporate efforts will be multiplied. Dr. (Reverend) Martin Luther King Jr. summed it up by stating "... it is always the RIGHT time to do the RIGHT thing." This is the essence of responsibility and integrity.

Being a responsible individual also involves being accountable for assigned missions to ensure they are completed in a timely and professional manner. If you are given a task, or seek one out, then you must devote your time and energies to follow through to a successful conclusion. There is nothing worse than accepting responsibility for something and then failing to accomplish it for whatever reason or excuse you can conjure up. It is better to "just say no" than to give someone the false impression you will do something when you knew deep in your heart from the very beginning it wasn't going to happen. Don't say yes just to please or impress someone because in the long run you will be labeled as irresponsible.

A final aspect of responsibility is to be good stewards of what is entrusted to our care; be it personnel, equipment or other resources. We owe it to ourselves and the Civil Air Patrol to ensure we manage, utilize and care for resources in an effective and efficient manner. As it relates to personnel we must be guided by the basic principles of being responsible for those assigned to our unit so their needs, concerns, professional development, welfare and train-

ing are addressed on a regular basis. The fundamental belief of "taking care of our troops" is paramount to our survival as an organization. We must have the other person's back if we are to face the challenges we will encounter in the future.

READINESS is being prepared to meet the challenges we face on a daily basis. This concept can be simply stated "if it is broke then it is useless." Readiness encompasses an organization's ability to successfully accomplish its assigned mission in any area such as Emergency Services, Cadet Programs or Aerospace Education. Our equipment must be maintained, our personnel must be trained and educated and our vision must be clear if we are to achieve a high state of readiness. When asked to respond to any task it is imperative a realistic analysis be conducted to ascertain a true perspective of our ability to succeed. We cannot sugar coat our assessment but must be honest with ourselves and those we serve if we are to make strides in readiness. There is nothing worse than having a false sense of perceived readiness as it relates to ourselves, the abilities of others or the state of our equipment.

Our own personal readiness is an area which needs to be addressed if we are to be effective leaders or highly functioning members of a team. We must be honest and look at ourselves in a mirror to ensure we are doing everything possible to be personally ready to perform a given task. Pilots use an aircraft checklist prior to flight to identify any potential hazards

and verify airworthiness of the plane. Likewise, as part of the flight release procedure, the pilot is asked if "IMSAFE". This forces the pilot to look inward and answer whether he/she is ready to operate an aircraft. Is the pilot Ill, taking Medications, Stressed, recently consumed Alcohol, Fatigued or not Eating properly? In essence are we taking care of ourselves physically, mentally, and in our own way, spiritually? In order to serve to the best of our abilities all the bases must be covered and the playing field maintained.

RECOGNITION involves acknowledgment, appreciation and acceptance. This is so vital to any organization, especially a volunteer group, where members give unselfishly of their time, talents and money for the greater good, purpose, or ideals of the organization. The act of recognition can range the gambit from a simple comment, getting promoted, earning a ribbon, to a formal award. It is often not the type of award which is so valued as it is the fact someone took their time to do the act of recognition in some form. A simple "thank you" or comment on an email expressing your appreciation for someone's hard work or efforts can make a tremendous difference in a person's attitude and desire to accomplish even more. Let's face it, we all like to have someone say something nice about how well we are performing, our recent achievements, milestones in our lives and other significant events. If this recognition is given in a public forum then the maximum effective impact

Chief of Staff's Report

*By Lt. Col. Luis Garcia, CAP
Florida Wing Chief of Staff*

RRRR's Cont- . . .

of the recognition is multiplied exponentially.

Our own personal recognition is critical to our overall health and well-being and defines us as humans and how we relate to others. This internal form of recognition can be summed up in one word, PRIDE. Pride in our abilities, achievements and relationships is a key component to our mental health. Pride stands for "Personal Recognition In Daily Efforts". By self-acknowledgment of all the routine, often mundane, tasks we accomplish daily and knowing they were done to the best of our abilities, truly stimulates us to continue. We must have a purpose and realizing we can influence ourselves and others by our actions is a major component.

Thinking about, internalizing and applying the four R's can have a significant impact on an organization at all levels. Our awareness of these simple rules of engagement: Respect, Responsibility, Readiness and Recognition can go a long way towards reducing the number of incidents, accidents, Inspector General Investigations, reports of survey and other adverse situations. The R's can also definitively help with mission accomplishment, retention, and focus our vision as we perform our vital roles in serving our community, state and nation. Yes, and with enough "RRRR" practice, you just might be asked to be a Pirate Captain. ■■■■

Over the last 90 days, the Wing Staff has seen the transition of new members. The following members have joined the Wing Team.

Lt. Col. Richard Ortega, from Group 2, has assumed ADY duties as the Wing External Aerospace Officer.

Maj. Gilbert T. Dembeck, from Group 3, has been assigned to FL-001 as an Assistant Inspector General.

Maj. James M. Goblet, from Group 2, has is joining the team ADY as a Wing Assistant Inspector General.

Capt. Michael Runyan, from Group 3, has assumed ADY duties as the Wing Internal Aerospace Officer.

Capt. William Hansen, from Group 5, has assumed ADY duties as the Wing Flight Release Officer.

1st Lt. John E. Ford from Polk County Squadron is joining the team ADY as the Assistant Wing Administrative Officer.

Please take the time to congratulate these members on their new duties and/or positions.

Secondly, the Florida Wing Staff is preparing for the CAP-USAF Staff Assistance Visit scheduled on 22-24 March 2013. The purpose of this inspection is to provide CAP-USAF and CAP



an assessment of the Wing prior to the scheduled Compliance Inspection. The Subordinate Unit Inspections and Group Inspections are a complementary tool for the Wing and Group to assess current status of units within the Wing. By using these inspections, units within the Florida Wing can focus on areas of improvement and sustain areas of excellence.

Lastly, the next Wing Commander's Call and Staff Meeting is being concurrently scheduled with the Unit Commander's Course. The meeting and course are tentatively scheduled for late April in Orlando. The information will be posted to the wing calendar at www.flwg.us. Along with the Group Commanders, Group Staff Officers are encouraged to attend in person or sign in using the webinar. We look forward to seeing you at future meetings and webinars.

Wing Chaplain's Corner



*Chaplain/Lt. Col. Robert Atchley
Florida Wing Chaplain*

I would like to take the opportunity of this first edition of the new "WingSpan" to share a few words about the Civil Air Patrol Chaplain Corps.

Soon after Civil Air Patrol became the official auxiliary of the New United States Air Force, the CAP Chaplain Service came into existence. Today, a little over 60 years later, the CAP Chaplain Corps, has become the largest volunteer chaplain organization in the world.

The Chaplain Corps exists at every command level in the Civil Air Patrol. The Chief of Chaplains serves on the National Commander's staff and has an office at CAP/NHQ located at Maxell Air Force Base in Montgomery, AL. Under his command there are Region Chaplains in each CAP Regional Commands. And, at the Wing Level the Wing Commander has a Chaplain on his staff; the Wing Chaplain. In each Wing, a Wing Chaplain oversees the work of Group and unit chaplains, as well as Character Development Instructors, who are member of the Chaplain Corps.

The role of the chaplain is to serve the appropriate commander as his advisor on religious concerns and actions. The chaplain is to insure that each member's religious rights are protected. Chaplains are to be available for counseling, when it is desired. They also provide for the religious needs of CAP members when in the field.

Chaplains and Character Development

Instructors provide leadership for Character Development Seminars held on a monthly basis in the Cadet Program of Civil Air Patrol. These seminars are built around the core values of Civil Air Patrol: Integrity, Excellence, Mutual Respect and Service. Cadets discuss how to make appropriate decisions, based on these values.

CAP has three missions: Aerospace Education, Cadet Programs and Emergency Services. Chaplains have the opportunity to put their special skills to work in all three. But, they are especially helpful in the area of Emergency Services, which can involve search and rescue missions, as well as, disaster relief.

Chaplains, who meet the educational standards and weight and grooming standards of the United States Air Force, may also be called upon by the Air Force to augment the work of the AF chaplaincy in non-combatant situations on domestic bases, when needed.

If you, yourself, are interested in knowing more about the Civil Air Patrol Chaplaincy, or know of a pastor, who might be interested, please contact: Wing Chaplain, Lt. Col. Robert Atchley in either of the following ways: ratchley@flwg.us or by phone at 863-450-4326.

You can read more on the Civil Air Patrol Chaplain Corps at www.gocivilairpatrol.com. Look for the clergy tab.

Back to Basics!

By 1st Lt. Ben Coleman, CAP, FLWG Safety Team

*If you want to learn how to fly; learn these.
If you already know how to fly; remember these.*

TEN COMMANDMENTS

For Safe Flying

THOU SHALT NOT BECOME AIRBORNE WITHOUT CHECKING THY FUEL SUPPLY: It only takes a few minutes to gas up... it may save you a forced landing.

THOU SHALT NOT TAXI WITH CARELESSNESS: Taxi slowly and make S-turns to clear the area in front of the nose. Know the proper use of the controls for taxiing in a strong wind.

THOU SHALT EVER TAKE HEED UNTO AIR TRAFFIC RULES: Keep a constant lookout for the other aircraft. Follow the rules so that the pilots of other planes will know what you are going to do.

THOU SHALT NOT MAKE FLAT TURNS: This is particularly important when making power-off turns. You steer with the ailerons, not the rudder.

THOU SHALT MAINTAIN THY SPEED LEST THE EARTH ARISE AND SMITE THEE: Don't be fooled by the increase in ground speed resulting from a downwind turn. Keep sufficient airspeed.

THOU SHALT NOT LET THEE CONFIDENCE EXCEED THY ABILITY: Don't attempt instrument flying in adverse weather conditions unless you have the proper training and the necessary instruments. Instrument flying is a highly developed science. Don't pioneer.

THOU SHALT MAKE USE OF THY CARBURETOR HEATER: The carburetor heater is your friend. Know when to use it. Remember that it's easier to prevent ice in the carburetor than to eliminate it after it has formed.

THOU SHALT NOT PERFORM AEROBATICS AT LOW ALTITUDES: Aerobatics started near the ground may be completed six feet under the ground. There's safety in altitude.

THOU SHALT NOT ALLOW INDECISION IN THY JUDGMENT: Be certain! You can't afford to make errors of judgment. "I think I can make it" is on the list of famous last words.

THOU SHALT KNOW ALWAYS – THE GOOD PILOT IS THE SAFE PILOT: It's better to be an old pilot than a bold pilot.

*Courtesy of Piper Aircraft Corporation
Lock Haven, Penna.*

This list of rules was taken from a 1940's Piper Cub pilot manual. The list still holds true today.

It is so frustrating to hear of accidents that still relate to the lack of adherence to these simple and seemingly innocent rules. Here is a little secret..shhh! Flying an airplane is really very easy... there, I said it! Now, before all the tough-guy pilots gang up on me, let's follow up with the punch line... Being a good pilot is sometimes the most difficult task that a human being can ever hope to master.

Making in-flight decisions require great skills, good judgment, sound training, proficiency, courage, pride and discipline! To "fly" is the most liberating, frustrating and exhilarating experience that I can imagine. Everyone with the interest or desire to "fly" should follow whatever path that is available to them. Those who are flying professionally (as a professional volunteer in CAP), must continue to train, learn and practice in order to be the best, safest and most acknowledged master of the machine as possible.

As always, we are serious about your safety!

FLWG Safety Team Members

Charlene Tyler, Scott Brown, Obie Young, Ben Coleman, & You!

Florida Wing Members Participate in National Blue Beret



FLWG Cadets proudly show off their new blue berets along with Activity Director Lt. Col. James Peace.

Twelve lucky cadets from Florida Wing were fortunate to be picked to serve at this year's National Blue Beret at the 2012 EAA Air Adventure July 17-31 at Oshkosh, Wisconsin.

Their mission was to assist the flight line operations on Runway 9/27 of Wittman Field (OSH) which becomes a very busy airport during the biggest airshow in the world.

Lt. Col. James Peace, the

NBB Activity Director, welcomed the 138 cadets who were selected from almost 600 applicants by cautioning them, "We're here to work and train at one of the most rewarding NCSAs that you will be a part of."

This message was emphasized by Assistant Activity Director Lt. Col. Jeffrey Morris who told the cadets, "We are training, we are not playing in

the woods."

For the next two weeks CAP cadets would spend over 2000 hours marshaling 10,000 arriving and departing aircraft and performing other important duties. But it would be worth it and they would be awarded at the end with the coveted blue beret along with the Cross of St. Albans medallion.

The cadets were organized into flights of eleven members

which was headed by a TAC officer and cadet flight commander. They were awakened at 5:30 a.m. on most days with Bette Midler's voice blaring from the loudspeakers "The Boogie Woogie Boy of Company B," and they ended at 9:30 p.m. when the lights in the barracks were turned off.

All of the cadets were anxious to share their experiences while working at a number of jobs which also included working the north and south towers, providing security for the Warbirds area, and doing garrison duties such as kitchen patrol, cleaning, and guard duty.

Cadet 1st Lt. Karl Hachmann of Charlotte County Composite Squadron recalls some scary moments when he was marshaling on the busy Runway 9/27 taxiway: "One aircraft that I was directing came very close to another aircraft and almost hit its tail."

"I enjoyed doing communications," explained Cadet Capt. Patrick Russo of Glenn Barrington Middle School. Cadet Squadron in Valrico, "because I got to use some equipment that I had not used before."

Cadet 2nd Lt. Ryan Farrington of Patrick Composite Squadron was soaked through his BDUs on a 99-degree black flag day after he worked at the North Tower with other cadets recording touchdown times and calling out tail numbers.

Cadet Senior Master Sgt. Johann Douglas of Boca Raton Composite Squadron was proud of his work on Runway 9/27. "I got to handle Taxiway Bravo without any EAA (Experimental Aircraft Association) member present. Lots of planes were coming in at the same time and I had to make sure they went in the right direction."

Cadet Douglas was rewarded for his efforts by being recognized by Lt. Col. Peace as the outstanding cadet at NBB. In addition, he was selected by the EAA for excellence in flight marshaling which came with a subscription to Sport



Cadets Michael Russo and Ryan Farrington enjoyed visiting the EAA AirVenture Museum at Oshkosh.

Adventure magazine.

Of course there was lots of time for the cadets to watch the air show and partake in other activities like visiting the EAA Air Museum, the fire station, and the FBO. Plus there was Flight Night Out which included free time in Oshkosh and a chance to visit Ardy and Ed's root beer stand on the shores of nearby Lake Winnebago.

For Cadet Amber Scott of Wesley Chapel Cadet Squadron, the highlight of NBB was getting to see her favorite aircraft, the P-51 Mustang. "I really like the history behind it and the way it sounds. Plus it's pretty to watch."

National Blue Beret at Air Adventure 2012 was a very memorable year for the cadets of Florida Wing. ■■■■

1st Lt. Dennis Maloney is the Public Affairs Officer and Deputy Commander for Cadets at St. Augustine Composite Squadron 173. He was fortunate to serve on the staff of National Blue Beret this summer at EAA Air Adventure 2102 and he was very proud to write about the good work that was performed by the cadets of FLWG.

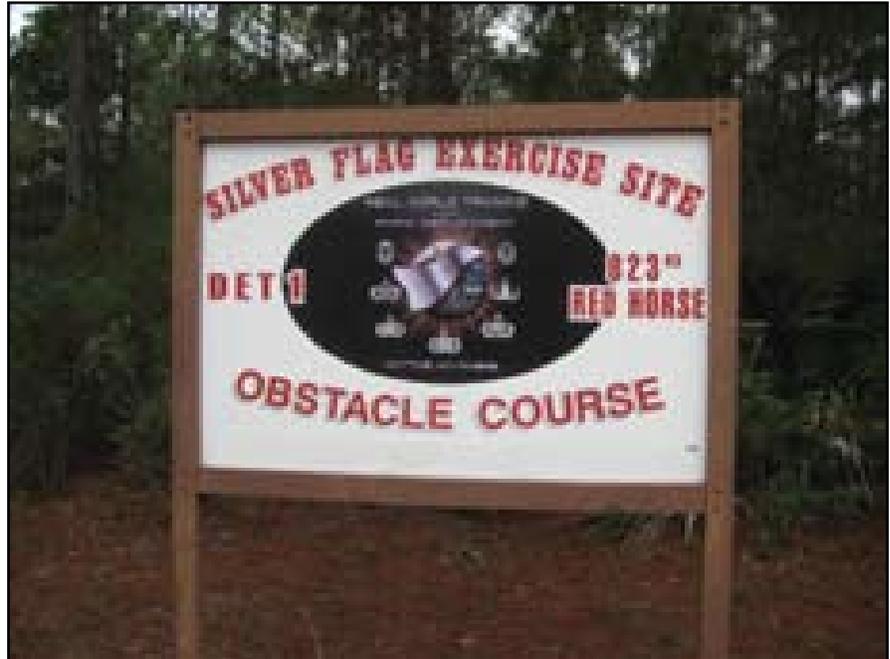
New Curriculum Tested at this Year's FLWG Winter Encampment

*Capt Dennis Maloney, CAP
Public Affairs Officer, St. Augustine Composite Squadron 173*

This year's FLWG Winter Encampment held at Tyndall Air Force Base near Panama City presented some interesting new challenges to those who participated.

Florida Wing is one of only two wings in the country that hold a winter encampment activity and it was selected by Civil Air Patrol National Headquarters to implement a new curriculum which was instituted in order to standardize all of the wings together.

The new curriculum included classes which emphasized leadership and character knowledge, aerospace knowl-



The Obstacle Course Challenge was the favorite activity at Winter Encampment.



When Cadet Senior Master Sgt. Gretchen Sandorf of India Flight was asked what her favorite meal was, she replied "I liked the baked chicken and mashed potatoes because it had a great taste."

edge, CAP history and cadet lore, and DDR knowledge along with a healthy dose of physical fitness work and close order drill. New cadets are no longer called doolies in this new program. Instead, they are now referred to as students.

190 students came from as faraway as California and Michigan to accept this new challenge and face the wintry elements of the Florida Panhandle. Many of them arrived in CAP vans from their home squadrons, while some chose to take the "Encampment Express," a charter bus that departed from Pompano Beach for a 14-hour trip to Tyndall.

The students were assisted by a staff composed of 100 senior members and cadets which was led by Encampment Commander Maj. Justin McElvanney and Deputy Commander Col. Austyn Granville Jr.

The highlight of winter encampment was the obstacle course challenge which pitted all of the flights against each other. Students learned the value of teamwork on this demanding 16-station course as they quickly found out that this made for a winning strategy.

Cadet Airman Alex Peterkin, a member of India Flight, really enjoyed the obstacle course “Because it was fun and challenging, especially the last part.”

The last station of the obstacle course was the



The food service crew was led by Cadet Capt. Berrios.

Slide For Life in which students had to travel over a pool of water on a rope using their hands and feet. Only 16 could master this station while the rest got a chilly drenching in the pool.

On the last day of encampment, the flights marched smartly in review into the auditorium past onlookers which included their parents and friends. After a week of training, the students left with a feeling of pride and confidence that they had accepted and mastered the challenge of FLWG Winter Encampment. Many remarked that they

would like to try summer encampment at Camp Blanding or return to Tyndall AFB again next year. ■■■■

Capt. Dennis Maloney served as the Winter Encampment Public Affairs Officer.



Students found their classes interesting.

Captain Dashboard Sounds-Off

Florida Wing Maintenance & Transportation Updates

By Lt. Col. James Spieth, CAP, Deputy Chief of Staff - Support

CAP Driver License in FLWG

How do I obtain a CAP Driver's License?

The approving authority for driver licenses in FLWG is Florida Wing Transportation Officers, Lt. Col. Jim Spieth & Capt. Nancy Spieth.

All applications for licenses are to be submitted to Lt. Col. Spieth jspieth@flwg.us.

The following items need to be submitted:

- FLWG Form 3 - to obtain the form go to :
<http://www.flwg.us/cap-resources/publications/forms.aspx>.
- Photo copy of the member's Florida Driver's License (front & back); must be readable.
- A check made payable to FLWG in the amount of \$5.00.
- The FLWG Form 3, documents and check are to be mailed to
Lt. Col. Spieth
2205 Kismet Pkwy. E.
Cape Coral, FL 33909-4754
- A copy of the FLWG Form 3 will be forward to the Group Commander/Supervising Staff Officer for their approval. The group commander/supervising staff officer will then forward the FLWG Form 3 to FLWG TO, jspieth@flwg.us with their concurrence or nonoccurrence.

Members/units are NOT; repeat NOT, to enter data into the National Driver License module.

Once FLWG TO have processed the request and concurrence have been received and approved by the group of staff directorate the application, FLWG TO will then enter data into the National module.

You will then be able to print a new CAPF 101 with your approved driving privileges. This will serve as your CAP Driver's License.



Professional Development Happenings

*By Maj. Kaye Downing, CAP
Florida Wing Director of Professional Development*

Welcome Ramblings

Hello y'all and welcome to my *WingSpan* blurb. Professional Development is an integral part of training during your CAP career. Participation (Yes the "P" word, you will not benefit if you try and get it by osmosis) in Professional Development opportunities is a key to success in your CAP career. You will find that Professional Development does provide tools that you can utilize not only within CAP but also within the workplace and other volunteer areas as well. Get together and discuss the state of your Professional Development with your unit PDO today.

HOT Stuff!

Changes to Level III, IV, and V Requirements – Effective March 13, 2013

With the publication of the new CAPR-50-17 (28 Dec 2012) the requirements needed to earn the Loening, Garber, and Wilson awards have been revised. These changes take effect March 13, 2013. The revised requirements are:

Loening Award (Level III)

- a. Complete Level II training.
- b. One year of experience in a command or staff position.
- c. Attain the senior rating in any specialty track.
- d. Attend two wing, region, or national conferences. Attendance at a region/wing aerospace

education conference can also be credited for one conference attendance. Conferences attended prior to entry into Level III count toward fulfillment of this requirement.

- e. Complete the Corporate Learning Course (CLC).
- f. Earn the Brig. General Charles E. "Chuck" Yeager Award (New Requirement effective 13 March 2013)

Garber Award (Level IV)

- a. Complete Level III professional development.
- b. Attain a master rating in any specialty track.
- c. Complete one of the following:
 - (1) Prepare and deliver a CAP-related presentation to a non-CAP group.
 - (2) Conduct a hands-on unit aerospace education program, or an external aerospace education classroom program.
- d. Complete Region Staff College (RSC) or its approved PME equivalent.
- e. Occupy a command or staff position for a total of 2 years of service to CAP.
(Note: the only change is the dropping of the Yeager Requirement)

Wilson Award

- a. Complete Level IV.
- b. Perform in a command or staff position for a total of 3 years of service to CAP.
- c. Serve in a director or staff member capacity in

a CAP approved course. This staffing requirement is in addition to the staffing requirement required for Level IV.

d. Attend National Staff College or complete its approved PME equivalent.

e. Mentor a junior senior member officer, flight officer or NCO through the Technician Rating in their specialty track (effective 31 March 2013).

(Note: The present requirement of Conducting a Summary Conversation Level I Foundations Course is dropped and replaced with the mentoring requirement)

Upcoming Training Opportunities

National Staff College – May 12 – 19, 2013 at Maxwell AFB, AL. Registration Fee: \$195 (plus transportation, lodging and meals). Details and application information are posted at http://www.cap-members.com/cap_university/level-v-executive/ Unit Commander's Course (UCC) – Training for new Squadron Commanders and those desiring to be Squadron Commanders – April 27 and 28. Location is to be decided

Questions from the Field

1. Who approves Specialty Tracks?

Specialty Track approval process is as follows:

1. All Unit members (except Commanders) will be reviewed by their Unit Commander. The Unit PDO inputs the information into the appropriate area of e-services.
2. All Unit Commanders will be reviewed by the appropriate Wing Commander. The Unit PDO inputs the information.
3. All Wing members (except Commanders) will be reviewed by the Wing Commander. Wing PDO inputs the information.
4. All Wing Commanders will be reviewed by the appropriate Region Commander. Wing PDO inputs the information.
5. All Region members and Commanders will be reviewed by the appropriate Region Commander. Region PDO inputs the information.
6. All Group members will be reviewed by the appropriate Group Commander. Group PDO inputs the information.

Note: After Wing Commander approval the Master Rating for Inspector General

requires final approval from the National Inspector General before becoming active.

2. To Whom and Where Do I send the CAPF-24 – Application for Senior Member Professional Development Awards?

1. For Level I and II the person and the unit commander sign the form and the unit PDO will send it directly to National. Squadrons do not have to send these to wing.
2. For Level III and IV and V the person and the unit commander sign the form and send it to the wing PD who has approving authority for the CC. The wing PD signs off and forwards it to national. In the case of Level V the wing PD will then send it to the Region PDO for review and forwarding to national. Some Groups may request that LVL III and above forms come to the Group and the Group will then review and forward the document to wing.

Leftovers

Unit PDOs – There should be no member without a specialty track home! Help your members choose what of the many fine areas of CAP specialties interest them and enroll them in a track.

Let's see if Florida Wing can have 100% enrollment.

Submitting paperwork – Please check your paperwork. I am constantly finding wrong dates, CAP ID's and some required signatures missing. Dates must match up with what is in E-services. Please use PDF or Word if possible rather than jpg attachments. It is easier to convert and process and I don't end up with a big file to try and transmit to National.

Specialty Track Upgrades – Those of you who have to submit specialty track upgrades to wing please send supporting documentation such the initialed checklist that is in your specialty pamphlet for the desired level that you are requesting. If your specialty pamphlet does not have a checklist then some type of documentation that testifies that you have fulfilled the requirements.

Finally: Do not even think about submitting paperwork on an individual who is NOT safety current. It will be politely returned.

Until the next issue. 

Civil Air Patrol Cadets Learn WWII History Upfront and Personal

*By 1st Lt. Jackie Stoerzinger-Zarrilli, CAP
Boca Raton Composite Squadron PAO*

When the Wings of Freedom with its array of WWII aircraft flew into Boca Raton Airport, the Civil Air Patrol, the US Air Force Volunteer Auxiliary, was there as they have been every year when the Collings Foundation brings these “big birds” to town. Attendees got exposed to WWII upfront and in very personal ways.

Learning first-hand about the toll of war, the Civil Air Patrol teens heard stories of veterans harrowing experiences from WWII veteran Civil Air Patrol Captain Ira Lotter, a seasoned soldier who fought in most of the major European battles with the Army Tanker Division. They met famed WWII Tuskegee Airman Lieutenant Colonel Leo Gray and spoke with Bombardier, ex POW, and Distinguished Flying Cross recipient, Lieutenant Irwin Stovroff whose mission now is to provide special assistance dogs to disabled veterans.

Cadets and Senior members of the Boca Raton Composite Squadron perform community service



Twelve Year old Civil Air Patrol Cadet Nicolas Castillo about to take off on his Orientation Flight with Pilot Lieutenant Balazs Vajda.

helping with crowd control and miscellaneous duties. A recruiting tent was set up where visitors had the opportunity to learn about Civil Air Patrol’s three missions of Emergency Service, Aerospace Education and Cadet Programs. Cadets spoke to kids about CAP’s Orientation flights, special summer training academies, leadership opportunities



Civil Air Patrol Cadet Chief Master Sergeant Johann Douglas thrilled to experience ride on WWII B24 Bomber.

and community service projects. Senior members spoke to adults about various emergency services training and how they can use their skills to give back to the community. Also over that weekend, Civil Air Patrol pilots were busy taking over 30 cadets on Orientation Flights. Cadets who volunteered at the event were offered the special privilege to fly in the B-24. Below are accounts of that experience from two Boca Raton Composite Squadron Cadets Johann Douglas and Nicolas Castillo

Account by Cadet Johann A. Douglas, Boca Raton Composite Squadron

On February 2nd, 2013, I was offered the unique opportunity to ride in the B-24 Liberator. The aircraft, owned and operated by the Collings Foundation, is the only one of its kind still flying today. I have to admit that I was a little nervous



Collings Foundation WWII B24 Bomber that cadets got opportunity to fly in!

as I approached the 36,500lbs plane. My nerves continued as the crew member gave the safety briefing that, needless to say, did not make me feel any better than I did before. After the short safety briefing, I climbed on board and almost immediately that nervous feeling I had turned into excitement. I couldn't help stop myself from smiling like a kid in a candy store. I climbed in to my seat, which was more like a shelf, and buckled my seat belt, which was more like a complicated clip used for something other than keeping people safe while in flight. I listened as the antique engine coughed to life and watched the bomb doors close. I could hardly believe that this was happening. We crawled down the taxiway and after what felt like hours we moved into position for take-off. The plane bounced, swayed slightly and then finally struggled its way into the air. The noise of the engine combined with the wind in the plane from the windows made it hard to even think. When the bell rang the other passengers and I got up and began to move from place to place in the plane. I have to say, I have seen the Florida coast from planes before but seeing it while in the B-24 made me feel like I was in another world. The water seemed bluer and the sand looked a lot brighter than usual. As the plane began to turn back for the airport and then we entered final approach, in my head, I began to beg the pilot not to land. But of course all good things have to end eventually and then we landed. I got off the plane and kept thinking two things: 1) that was the coolest thing I have ever done and 2) this is what Civil Air Patrol is all about. The Civil Air Patrol has given me so much in my two years in the cadet program. It is experiences like this that make me want to stay a



Boca Raton Composite Squadron Civil Air Patrol Cadet Johann Douglas with WWII veteran Tuskegee Airman Retired Lieutenant Colonel Leo Gray.

cadet forever. This has been the highlight of my 17 years of life on this earth and it's thanks to the Civil Air Patrol.

Account by Cadet Nicolas Castillo, Boca Raton Composite Squadron

The WWII Bombers event was one of most thrilling events Civil Air Patrol has taken me so far. Civil Air Patrol granted me the pleasure and honor of being able to fly in one of the most legendary bombers of World War II, the B-24. As we took off, I could feel the greatest pride of America, its dramatic wars, inspiring ingenuity, and beautiful background of hard work and dedication. As a Cadet Senior Airman, I still have a lot to learn about CAP, but you know what? The bomber flight sparked a match, a desire, a hope, and a new challenge. I realized that I am proud of the United States, what it stands for, and the freedom it has given me to fly; and that I can do something truly incredible. At that time, I realized that I was an unstoppable force. I realized that I could change the world, and that we all can. We all have the "Warrior Spirit" within each of us. We just need to find it. And that day, I found mine. CAP is the greatest program in the world, there is just no other way to spin it. I'm so thankful for the opportunities it has given me.

And the orientation flight, don't even get me started. The flight was a trial, both of courage and cool, and of course... my gut. Don't get me wrong though, the flight was truly incredible. We performed death-defying stalls and gravity-defying steep turns. During those turns you could really understand the science of flying. The G-forces felt strong enough to pull me out of the plane. It felt like a roller coaster in the sky, and it was a real Kodak moment to behold. The pilot, Lt. Vajda, allowed me to actually perform maneuvers myself and explained all the parts of our aircraft. During the stall, (In case you don't necessarily own or fly planes, a stall is a maneuver where you slow the plane below minimum cruise control in order to briefly stop, or stall, the aircraft's lift) he gave me a step-by-step guide on both how to slow the plane down, what lift & minimum cruise control were, and how to pull out of a stall safely. As I felt the airplane drop, I was astonished at the calm collectiveness and skill Lt. Vajda had. Whereas I,

on the other hand, stared in awe at the courageous and heroic glare in his eye and the speed at which his hands moved, almost as if he were typing on a keyboard. Once again, I would love to say, thank you CAP.

Account by Cadet Darielle Davis, Boca Raton Composite Squadron

On the morning of Saturday, February 2nd, I went to Boca Raton Airport for my first CAP orientation flight. When I got there, I was sort of nervous, but then I met my pilot, 1st Lt. Francos. When we started to go over the check lists, I thought there were too many things, but I knew that safety was important. He started the engine and when we got to the beginning of the runway we went over another check list. The engine roared and we took off. It was a great 1st flight. We went all the way to Stewart, landed and changed pilots, then back. There was a lot of wind and we saw a few fires from the air, but other than that it was a very nice flight. After landing, the flying coordinator came out and offered me a 2nd flight because there was an open seat and I wanted to fly again. I wound up going on two O-flights that day because the pilot saw that I liked flying so much. I loved the view and I think I caught the flying bug.

Since I was already there I wanted to try to get some community service hours. After a few hours of doing community service at the CAP recruiting booth a woman came up and asked us what Civil Air Patrol was. After I told her, she put \$5 in the parking donations box.

I helped in the parking lot and I thought it was hard work stopping everyone to ask if they are here to see the WW II bombers or and if they are a retired veteran or handicapped.

The man in charge of the community service hours found out there was 2 open seats in the B-24 called "Witchcraft." For all of the hard work I had done he asked if I would like to fly on Witchcraft, and of course I said YES! After boarding the aircraft, we stayed on the runway for a long time. That was when the engines were getting ready and probably going over a checklist. I absolutely loved going up over the Atlantic Ocean in a B-24, it was so loud you couldn't even hear anyone talking. So that is how I got to ride in the B-24 called The Witchcraft. ■■■■

Operations Updates

*By Maj. George Schaefer, CAP
Florida Wing Director of Operations*

Within the Florida Wing, the Director of Operations, Maj. George Schaefer, is tasked with conducting all current missions. We are staffed with an Emergency Services Officer, a Special Missions Officer and a Cadet Operations officer.

The Emergency Services Officer is Capt. Dan Woods and he has responsibility for the Search and Rescue Officer, the Disaster Relief Officer and the CISM Officer.

The Special Operations Officer is Lt. Col. George McCord and he has responsibility for the Counter Drug Officer, the Homeland Security Officer and the Memorandum of Understanding (MOU) Officer.

The Cadet Operations Officer is Lt. Col. Jim Utterback and he has responsibility for the Cadet Orientation Officer, the ROTC Orientation Officer and the Cadet Glider Orientation Officer.

CAP missions are shifting from a Search and Rescue primary role to more disaster relief type operations. This is opening many new and exciting areas to be engaged. Areas like aerial imagery and Geographic Information Systems (GIS) which is the processing of imagery into products like layered maps, placing geo-references on the images. This produces products like grid overlays for the mission crews, weather maps and other products the ‘customer’ may request from CAP. This a great opportunity for cadets to work on Mission Base staff developing and using cutting edge technology to aid in mission planning and Mission work products. GIS requires a lot of computer skills, something that would be very rewarding and challenging to the cadet population. GIS is also open to senior members, but having cadets employed in this capacity allows them to be more effectively employed on actual operational missions where state laws and CAP insurance may hinder field deployments.

There have been recent missions where new-to-CAP tools have been employed with great success. Tools like internet-based webinar programs to operate “virtual” mission bases, VOIP communications, use of airborne satellite phones. These tools give us the ability to transmit information in real time to the mission crews in forward operating bases not close to the Incident Command Post.

Civil Patrol STEM Program

*By Capt. J. Howard Collins, CAP
Director of Aerospace Education*

Many promises lie forward in 2013 for the Civil Air Patrol Aerospace Education Program as we move steadily forward in educating our cadets and America’s youth about the needs for advanced educational growth in science, technology, engineering, and math (STEM).

The future holds much promise for CAP’s continued success in aerospace education as evidenced by CAP’s selection to receive National Defense Education Program (NDEP) funds to promote STEM education.

In the Florida Wing the NDEP funds, provided by the Air Force STEM Outreach Coordination Office at the Pentagon, will allow CAP to implement an innovative “**CAP STEM Kit Program**” for our cadets and schools. The kits will contain all the educational materials and tools necessary to provide hands-on, experiential learning in subject areas such as flight simulation, astronomy, radio-controlled aircraft, model rocketry, robotics, and other pertinent STEM-related subjects. And, the best news yet—the kits are provided absolutely free of charge to selected recipients!

Please join me in making every effort to support and advance CAP’s superior programs and products to educate America’s youth on STEM.

Applications for participation will be accepted beginning Friday, 25 January, 2013. Please share this message with your Aerospace Education Officers and with Senior Members who are educators so they can consider being involved. For any further information, contact our stem@capnhq.gov.

Thank you for your unpaid, professional, volunteer service to CAP and our nation!

Administrator's Corner

*By Lt. Col. Bill Rogerson, CAP
Director of Administration*

Meet Group Five's Administration Officer

Lt. Col. Margaret Hannah brings a wealth of knowledge and experience to her current duty assignments as Group Five's Administration Officer and Personnel Officer. Marge joined the CAP in June 1975 as an Administration Officer for a Cadet Squadron in Long Island, New York. Over the years, she has held the following duty assignments in New York Wing:

- Cadet Squadron Commander
- Group Administration and Personnel Officer for Nassau Group and also Long Island Group
- Administration Officer for several NY Wing Type A Encampments
- Administration Officer and Personnel Officer for 3 Solo Flight Schools
- Assisted with IACE for 2 years
- Served as Director of Wing SLS
- Assistant Administration Officer for NER Staff College for 5 years and Finance Officer for 2 years

Marge moved to Florida and transferred to Florida Wing's SRQ Composite Squadron. She served that Squadron as Finance Officer for 9 years. Other duty positions held in Florida Wing and Southeast Region are as follows:

- Group 5 Administration for 13 years
- Group 5 Personnel Officer for 12 years
- SER Staff College Administration and Finance Officer for 7 years and Finance Officer for 1 additional year

- SER Operations Conference Administration Officer for 2 years
- SER Conference Administration Officer and general assistant for 4 years

In January 2008, Marge completed Level 5 of the CAP Professional Development Program and was presented the Gill Robb Wilson Award. This is the highest professional development award given to a senior member. Marge holds a Master Rating in the Personnel, Finance and Administration specialty tracks.

During her CAP career, Marge has earned the following awards:

- 2 New York Wing Commander's Citations
- IACE Certificate of Appreciation for International Air Cadet Exchange
- Red Service Ribbon for 35 years
- Certificate of Appreciation from Manatee County Board of Commissioners for Volunteer Service
- 4 Commander's Commendation Awards
- 4 Meritorious Service Awards
- 6 Exceptional Service Awards

The Civil Air Patrol is a family affair in Marge's household. Her husband is Lt. Col. Wes Hannah. Wes is the Chief of Staff for Southeast Region.

As Director of Administration for Florida Wing, I am honored to serve with Lt. Col. Margaret Hannah. If you should meet Marge at a CAP activity, thank her for her 38 years of dedicated service to the organization we all love.

Are we REDCAP>READY?

What is REDCAP>READY?

1. **REDCAP** is 'CAP talk' for a real life distress mission. **READINESS** is the composite measure of our capability to quickly and expertly provide the services CAP is expected to deliver under our chartered mission. Topnotch operational military, aerospace and public safety enterprises ALL focus on readiness and keep score on how OpReady their teams are. **REDCAP>READY** adapts the principal elements and operational measures of readiness -- as summarized in table 1. -- to improve Civil Air Patrol operational readiness.
2. Emergency Services (ES) -- like war -- is an exercise in 'sorting chaos'. Most ES situations begin with a surprise trigger event. For those on scene & often the 'first responders' -- 'tis a shocking 'come as you are' and 'do what you can' experience. If there are injuries -- or the threat is 'cascading' -- time delay to assess the situation and respond with skilled and properly equipped response can be critical. We rely on the "individual-focus" qualification system and alert the same way. Teams are assembled by the incident commander or team leaders assigning whoever shows up to a team. By contrast REDCAP>READY proposes a complementary shift to a 'team focused' readiness program. This does NOT obviate individual qualification -- of course still required -- but the old-fashioned approach of organizing the team AFTER the whistle blows more resembles sandlot football than the practice of top teams. REDCAP>READY proposes a better way.

Table 1 = Readiness

<i>Element</i>	<i>Measures (Units/ source)</i>	<i>General Observations</i>
Response	Time (hour & minutes/logs) Outcomes (tasks/logs)	Time from "Request assist" to "engagement on scene" Both objective results & subjective assessment?
Leadership	Judgment (assessed/ <u>Red Team</u>) [see note 1] Knowledge (Exercise/Red Team) Reputation (Exercise/Red Team)	Balanced of risk, task, situation & team state? Knows job -- knows team -- Knows self limitations? Trusted? Gets results?
Team Skills	Qualifications & Experience (certifications/member data)	Objective standards to qualify in each function are well defined in ICS and CAP publications.
Team Limits, Capabilities & Expertise	Performance & Teamwork (As demonstrated in Exercise/Red Team)	Mentor & Red Team observations & assessment in an exercise evaluates the nearest approach to the REDCAP stress feasible in a synthetic experience.
Team Depth & Strength	Size & Cross-Qualifications (skill mix/CAP & member data)	Profiling Team skill mix (as defined in ICS and CAP publications) shows functional strength & depth.
Resources	Vehicle/aircraft/equipment capability & condition.	Necessary 'tools' are well defined in ICS & CAP pubs. Ensuring they're OpReady BEFORE the 'whistle blows' is a key goal of REDCAP>READY.
Command Coordination Communication Control (C4)	Exercise Results (data, observations & assessments/media & Red Team)	Video & audio recordings have value to sort out who said & did what -- when, where & WHY. CAP tends to keep logs poorly. Well run Exercises can improve this discipline.
Information	Documented evidence (facts, clues, assessments/media & Red Team)	Much of CAP ES activity

Note 1: A 'Red Team' is a small team of experts who conduct a 'free play' Exercise to test the OpReady state of ES forces. Red Team includes both those serving as sources & adversarial factors -- and those evaluating performance.

How is a REDCAP>READY Program implemented?

1. READINESS begins at the unit level. The unit commander is the primary builder of the REDCAP-READY force. A REDCAP>READY program has eight key elements. Prospective (1) Ready On Call Teams (pROCT) train under a (2) Mentor using (3) structured exercises – are then tested by a qualified (4) 'Red Team' – using a (5) free-play Test exercise to validate they are 'Operationally Ready'. When certified OpReady the ROCT will volunteer to stand (6) Scheduled On Call (SOC) Duty for specific periods of time -- pre-scheduled some weeks in advance -- during which ROCT will be verified OpReady by (7) "no-notice" free-play exercises. The data will be used to improve readiness -- especially the Ready Force of ROCTs and (8) SOC Duty Alert & Mobilization System.
2. The unit commander (CC) begins the process by assessing the unit talents and identifying members with the experience and proven ability or potential to be a ROCT Leader. When the candidate agrees to become the nucleus of a new prospective team (pROCT), the CC formally establishes the pROCT, naming the candidate as pROCT Leader. While the pROCT training is "team-focused", each individual must meet the individual skill qualifications mandated by CAP. Concurrently, each commander will designate a Mentor for each pROCT who will counsel and assist the Commander and pROCT Leader to identify prospective pROCT members -- and guide the pROCT Leader to develop an Operational Readiness training and validation plan tailored to the pROCT needs to qualify as an OpReady ROCT. If the prospective team members are all individually qualified, and have served together, the pROCT may with minimal exercise request to be examined and certified OpReady as a ROCT.
3. REDCAP-READY Mentors need not be currently active in ES -- nor even members of CAP -- but each must have been a well qualified expert in the skills and operations for which the ROCT will function. Unless the Group or Wing has specified otherwise in a formal REDCAP-READY program at Group or Wing level -- the Mentor will design -- and the CC will approve -- structured exercise(s) to prepare each pROCT. The Commander will assign a 'Red Team' to act as the 'adversary' force and validate the pROCT for Operational Readiness in a formal OpReadyTest. Red Team membership should be designated in written OpReadyTest Order -- on a case-by-case basis. Using a structured 'free play' exercise approved by the CC, the Red Team will test the pROCT and either recommend validation as an OpReady ROCT -- or note remedial action needed. As with Mentors, those on a 'Red Team' need NOT be CAP members, nor currently qualified to serve in the specialty -- but must have well qualified and trusted expertise.

CAUTION = CC must assure liability issues are properly addressed on a case-by-case basis before allowing any non-member to join a pROCT in the field or fly in a corporate aircraft.

4. Once a pROCT is designated in writing by the CC as an OpReady ROCT, the ROCT Leader will determine the availability of primary and backup team members to decide what periods the ROCT can commit to standing SOC Duty. Having identified feasible SOC Duty periods, he or she will notify the appropriate Alerting officers (or update the online SOC Duty calendar) to commit the ROCT to SOC Duty during those periods. This should become a monthly process to provide the Alerting Officers at least two weeks advance notice as to which ROCT periods is best.

CAUTION = CREW REST is a critical OpSafety issue for ALL ES teams -- air, field and base support. For operational safety -- to ensure crew rest -- each SOC Duty period should be no longer than 5 to 8 hours -- and at least 16 hours of 'off duty' should be scheduled between each SOC Duty period.

REDCAP>READY (Col Ern Lewis, CAP revA 16fe13)

7. By pre-scheduling the ROCT SOC Duty periods weeks in advance, ROCT members can better plan their voluntary ROCT SOC Duty around their personal, family and other commitments. Prior to each voluntary SOC Duty period – the team will commit to being as fully prepared as is feasible to mobilize On Call with minimum delay to a designated assembly point – prepared to accept a tasking consistent with the ROCT's capability.
8. Prior to a SOC Duty period, the ROCT Leader will determine that every reasonable step has been taken to minimize mobilization delay for the ROCT – to include: (1) A phone check to ensure each team member is available; (2) checking aircraft or vehicle status to ensure material readiness, fuel, equipment, etc; (3) weather conditions will permit accepting tasking within the limits of the ROCT certified capability and any other special conditions. Prior to the beginning of the SOC duty period, the ROCT Leader will report by phone or radio to the appropriate alerting officer that the ROCT is assuming SOC Duty.
9. It is NOT unreasonable to expect each ROCT will stand at least one SOC Duty every few weeks. However the determination to stand SOC Duty should be EXPLICITLY VOLUNTARY and great care should be taken NOT to allow any member to be intimidated to standing SOC Duty. Since work, school, family and other commitments may preempt a member from assuming SOC duty, each ROCT should be constructed to include alternate members whenever possible.
10. During each SOC Duty period, a ROCT may expect some sort of "no-notice" exercise. The exercise may be a simple ALERT phone check by the Alerting Officer or the ROCT may be MOBILIZED for a more complex exercise. Exercise data will enable commanders to better measure actual response times and capability – to identify steps that need to be taken to further improve readiness.

**Pro pilots know the axiom → Operational Readiness yields Operational SAFETY!
Demonstrated excellence attracts good people and builds confidence in a team.**

So ... THAT is the 'payoff' from REDCAP-READY 🚀

Colonel Mary Feik Inspires West Citrus Cadet Squadron

Original article by Nancy Kennedy, Citrus County Chronicle, 9 Feb 2013.

Excerpts by permission of the author.

Contributing writer 2nd Lt. Cynthia Moody, West Citrus Cadet Squadron PAO.

At 88, Civil Air Patrol Col. Mary Feik looks like a typical grandma, with short, cropped gray hair and big, round eyeglasses.

However, how many grandmas can say they had a jet fighter airplane named after them? How many grandmas trained pilots and aircraft mechanics and flew training missions during World War II — and were named as one of the 100 most influential women in aviation and aerospace of the 20th century?

The visit was a very special day not only for cadets of the West Citrus Cadet Squadron, but also for senior members and special invitees who listened and were captivated by stories from Col. Feik's aviation career which has spanned the past 70 years.

"She's a living legend," said Maj. Keith Shewbart, squadron commander of West Citrus Cadet Squadron, as he introduced Feik at the squadron's annual awards ceremony.

The cadets, from West Citrus and surrounding squadrons, sat spellbound as Feik, herself an honorary lifetime Civil Air Patrol member, spoke for more than an hour, telling stories about the planes she flew and knew personally and her experiences



Mary Feik (front row center) with cadets presented with personally signed copies of Mary Feik award certificates. Florida Wing Vice Commander Col. Phil Zedonek is to the right, Group 3 Commander Maj. Robert Maxey on left, and West Citrus Cadet Squadron Commander Major Keith Shewbart center last row.

of challenging the gender barrier in aviation and engineering.

As she showed a PowerPoint photo of a late 1940's P-80 jet aircraft, she said, "Someone from the newspaper came out and saw me on the wing and found out who I was," she said.

Her photo ran in the paper with the headline "Mary's Little Lamb."

"Ever since, no matter where in the country, whenever there was a P-80 on the field it was called 'Mary's Little Lamb,'" she said. "Can you have anything better than that?"

Feik, who lives in Maryland, told the cadets about growing up near Buffalo, N.Y., helping her dad by welding in his auto repair

shop. After graduating high school she wanted to pursue a career in engineering, but was told by a University of Buffalo registrar that they didn't take women — that "women can't handle the work."

"I went home and told my father," she said. "At 7 I was taking care of all his tools. At 11 I did all his welding. At 13 I overhauled my first V-8 engine and at 15 I did all the initial road tests on all the cars we repaired. In those days, women didn't drive and they certainly didn't own cars, so my father went to the police department to make sure that if they saw some 15-year-old girl out driving they wouldn't arrest me."

Col. Feik Cont- . . .

Her father found her a civilian job teaching aircraft maintenance in North Carolina for the Army Air Corps. She learned to fly, and at 18 she flew her first P-51.

“For my job, I had to fly every new airplane that the Air Corps bought, and then I had to write all the flight training manuals,” she said. A contemporary of both Neil Armstrong and Chuck Yeager, Mary shared that she was present to watch Howard Hughes fly the famous “Spruce Goose”.

Her long-time friend, Ken Kollett, during a tour of Fantasy of Flight in Lakeland, FL earlier in the day, noted that white spruce is the preferred wood for use in aircraft construction/reconstruction. Mary chimed in with stories of learning to sew fabric covering for wooden-framed aircraft out of Belgian linen. She has been involved with antique aircraft restoration through the Smithsonian’s Air and Space Museum for decades. In addition to her passion for flight and mentoring youth, she shared her love for music.

Feik ended her talk by challenging the cadets to learn all they can, dream big and do great things. At 88, she still flies her own 1962 Comanche and believes the sky is limitless.

“It’s up to you young people to keep this country going, technologically and every other way,” she said. ■■■■

Eglin Composite Squadron Receives Two Florida Cadet Honor Society Inductees

*By 2nd Lt. Michael Wright Reynolds, CAP
Eglin Composite Squadron PAO*

Since the original charter in 1967 as the Eglin Cadet Squadron no Cadet has achieved what Cadet Senior Master Sergeant Stirling Naber and Cadet Airman First Class Anthony Zuniga have. Recently both cadets were inducted into the Civil Air Patrol Florida Wing Cadet Honor Society as number #286 & #288 respectively. In all of Florida these two cadets have been recognized for excelling in CAP academics and achievement and are the first in the Eglin Composite Squadron to achieve such honor.

The purpose of the Honor Society is to help cadets gain academic recognition and credit for educational and scholarship purposes. It is a great achievement to be recorded on high school or college resumes. Cadet Master Sgt. Naber is dual enrolled as a 10th grader in home school and currently attends Northwest Florida State College. Cadet Airman First Class Zuniga is a 7th grader at Liza Jackson Preparatory School. Both cadets are actively involved with other cadets of the Eglin Composite Squadron in learning aerospace education, emergency services, search and rescue, disaster response, character development, physical training and teamwork. Cadets are between 12 to 18 years of age and meet regularly at the squadron building on Eglin AFB. Cadets can be civilian and or have military sponsors. For more information visit the squadron web page at <http://fl423.flwg.us> or on facebook at EglinCAP.



L-R: Captain Rafael Salort, Lieutenant Colonel Chad Fager, Cadet Senior Master Sgt. Stirling Naber, Cadet Airman First Class Anthony Zuniga, Maj. Pam Becker and Lt. Col. Ray Zuniga



Cadet Steinemann and his instructor Lt. Col. Bishop after the completion of Steinemann's solo flight.



Squadron Commander Capt. Kielty practicing a G1000 approach into KOCF.

Marion County Composite Squadron Cadet Flight Training Program

*By 1st Lt. Karl Adriaenssens, CAP
Marion County Composite Squadron PAO*

The Marion County Composite Squadron (MCCS) is celebrating another successful flight training year for both the Cadet Squadron as well as the Senior Squadron.

Since 1999, MCCS has spent a lot of time focusing on a complete Cadet Flight Training program and the current count is 12 cadets through the solo program, 5 cadets through the Private Pilot program and 1 cadet through the Instrument Pilot program.

It always starts with the familiar cadet O-Ride. The squadron's Deputy Commander, Lt. Col. Blystone, is the organizational cornerstone making sure the rides get planned and executed on a regular basis for both the CAP and JROTC Cadets in proximity of the squadron's home base. This has been quite a challenge over the last few years, because the squadron's plane, a Cessna 206, was reassigned to a different squadron after the Deepwater Horizon missions. For the next 2 years, the CAP hangar at the Ocala Jim Taylor field remained empty, except for the occasional overnight stay of a guest CAP plane. That made Lt. Col. Blystone's task a more challenging one, relying on planes from other FL Squadrons. But it never stopped the squadron from flying Cadets. Individual members pitched in and used their own

planes to drop off the Transport Mission Pilot at the remote field sometimes 100 or more miles away to pick up the designated CAP plane for the O-rides. Hats off to these senior members who kept the program running at a higher demand of their time and despite incurring personal expenses.

This is where I have to take a few moments to explain how the squadron is funding their efforts. Back in the late 90's, a group of local aviation enthusiasts created an organization called the Marion County Aerospace Foundation. The Aerospace Foundation was set up as a non-profit organization to support aviation interests among the youth in the Ocala area. The view of the founding members was to encourage the study of math and science by coupling these to aviation and aerospace. Sounds familiar doesn't it? This is because the Aerospace Foundation was the brainchild of a group of CAP senior members that wanted to take the CAP program a little further. Even today, the Aerospace Foundation is run by the senior members of the MCCS. Membership in the foundation is voluntary, but on average about a dozen of the senior members spend the extra time volunteering and pay the extra membership dues. Over the years the foundation has made it possible through their fundraising efforts, to sponsor 75% of the cost for

all the components of the Cadet Flight Training Program that fall outside the CAP funding. These include the sponsored Private and Instrument Pilot programs not normally seen in the CAP, as well as a sponsored program to transition the Cadet Pilots into CAP VFR Pilot status.

In addition to the funding efforts by the Aerospace Foundation, the program is also built on the support of the local flight school. The Cessna Skyhawk 172N single engine planes the cadets use for their flight training have been icons for years on the flight training scene in the Ocala airport (KOCF). There are not many times flying into KOCF that the call sign "Skyhawk Niner-Papa-Charlie" or its sister-ship "Skyhawk Six-One-One" are not in the air. The planes are part of a fleet of 5 Cessna 172 trainers owned by the Ocala Aviation Services flight school. Ron Towater, owner of the flight school, has made the cadet flight program possible by sponsoring the airplane's rental rates for years. The donation of the airplanes at his cost has been Towater's gift to the young people in the CAP.

The Cadet Private Pilot Program is definitely the most popular one of the Cadet Flight Training series. The reason is easy: by the time all the CAP prerequisites are met and the solo program has been completed, there is usually not much time left to complete anything more than the Private Pilot Program. Over the years half of the cadet finishing the solo program have continued to become full Private Pilots under the sponsored program. An additional 2 cadets from the solo program went on to get their Private Pilot License outside the squadron's program. It is possible for a cadet to continue through the program all the way up to Instrument rating. A great example is Cadet Col. Andrew Steinemann, who completed the solo program, Private Pilot, Form 5 ride for CAP VFR, Instrument rating and Form 5 instrument rating, all before joining the Air Force Academy. Several of the cadets moving through the flight training program took the stage to address the squadron during their annual banquet. Their experience will hopefully motivated the younger cadets to take full advantage of all the opportunities CAP can offer.

The biggest challenge for the squadron is the availability of instructor pilots. Instructor Lt. Col. Rick Bishop has generously given his time to the

program over the last 4 years. Under his guidance the last 4 cadets have made their way through the program. A great achievement by any standard. But right along with the great achievements come even greater expectations. The success of the program has made it more and more visible and it would be a shame to have to turn down cadets because no instructors are available. The MCSS has its mission in this respect clearly defined, and it will be a challenging one.

The absence of a squadron plane also made the recurring flight training of the senior member pilots more difficult over the last couple of years. As every pilot will tell you, it takes a lot of practice to stay proficient. The squadron's pilots put their heads together and decided that the only practical solution to the problem was to complement their training environment with a Flight Simulator.

The project took several months from the original decision to the full implementation. Several of the senior members researched different professional flight sim solutions, and finally decided on something that offered a great balance between professional quality and affordable cost. The system of choice ended up being a "Jetline Systems" Flight Simulator, which was also funded through the Marion County Aerospace Foundation.

The flight simulator was installed in the Marion County Emergency Operating Center, the weekly meeting location for the MCCS. This way the access to the simulator could be easily organized and the security could be guaranteed. A great example of cooperation was witnessed between the CAP and the Villages Woodworking Club, an organization that builds wooden toys for military families. The woodworking club built a custom cabinet, housing all the flight sim components in a modular and secure fashion. The resulting cabinet has moving platforms for the displays and flight controls, very high tech. And to make the investment even more worthwhile, the woodworking club will turn the proceeds into toys.

As you read this article the squadron is planning the implementation of the new cadet simulator training. There are a few logistic challenges that remain to be solved, but I have confidence the Marion County Composite Squadron will meet them head on. 

Charlotte County Composite Squadron Promotes Twelve Cadets

*By Maj. Earle Bretz, CAP
Charlotte County Composite Squadron PAO*

After a successful 2012 Winter of cadet promotions, the Charlotte County Composite Squadron of the Civil Air Patrol started the year of 2013 with more of the same.

At a recent Promotion Ceremony held at Squadron Headquarters, twelve cadets were promoted to new ranks ranging from Cadet Airman to Cadet Major.

The present group of 60 cadets are very self-motivated and have shown a remarkable propensity for getting the job done, as it should be done and without delay. The cadet program is designed to foster leadership and good citizenship in America's youth, using aerospace education, Air Force models, and emphasis on public service. They have fully embraced the challenges of the program to learn and grow in ways they may not have had the opportunity to do were it not for the program.

They are a remarkable group of boys and girls ages 12-18. The squadron is extremely proud of their accomplishments.

An Award Winning Squadron

*By Cadet Angelini, CAP
Clearwater Composite Squadron Cadet PAO*



Color Guard Team (Cadets Gilbert, Sandorf, Angelini, and Lewis) hold the first place trophy for standard drill and Male Fleet Foot Award.

Cadets of Clearwater Composite Squadron (FL-447) were honored with a number of awards recently. Its color guard team, consisting of Cadets Sandorf, Angelini, Gilbert, and Lewis, competed at the Cadet Competition held at MacDill AFB on December 7-9, 2012. This novice team tied for first place in standard drill and earned fifth place overall. Cadet Gilbert ran the mile with a remarkably fast time of 5:25, earning the Male Fleet Foot Award. He repeated his running feat at the National Cadet Special Activity, held January 19, 2013, at Patrick AFB, again earning the Male Fleet Foot Award. Cadet Angelini was also honored as Florida Wing Phase II Cadet of the Year, having previously been awarded Group 3 Phase II Cadet of the Year. Clearwater Composite Squadron is proud of its award winning cadets!

Florida AFROTC Cadets Mentor CAP Cadets



1st Row (L-R) Col. Todd Freece, AAS Cadet Maj. David Portee, and Cadet 1st Lts. Richard Sison, Andres Smith, Ryan Walker and John Walters.
2nd Row (L-R) Lt. Col. Richard Ortega, Capt. Robert Ward, 1st Lt. Victor Rodriguez, TFO Nathaniel Madanick and Cadet 1st Lt. Matthew Medla.

*By Lt. Col. Richard A. Ortega, CAP
Florida Wing External Aerospace Education Officer*

After planning meetings held between Col. Todd Freece of AFROTC Detachment 159 and Lt. Col. Richard Ortega, 1st Lt. Victor Rodriguez and 1st Lt. Trung Tran from the Orlando Cadet Squadron, a training program was implemented whereby Arnold Air Society (AAS) cadets volunteered to meet on Monday evenings to assist in training young CAP cadets. In spite of the high degree of academic and military performance expected of all AAS cadets, a large number of cadets volunteered to serve as mentors to CAP cadets.

During the first segment of the training program, it was clearly evident that both mentors and cadets derived a great deal of appreciation for the ongoing training. AAS cadets emphasized training in Drill and Ceremonies and motivated CAP cadets toward careers in science, technology, engineering and mathematics (STEM) that are extremely critical to sustain America's economic growth, financial stability, national security and the freedoms we enjoy. It is interesting to note that the number of new cadets gained by the Squadron during the past few months has significantly increased since AAS cadets began mentor-

ing our young cadets. More important, the spirit of cooperation, team work and devotion to duty displayed by AAS cadets demonstrably enhanced the operational effectiveness of Orlando Cadet Squadron. The AAS cadets demonstrated impeccable leadership and serious dedication serving as mentors and instilling upon the hearts and minds of our young cadets the importance of the global mission of the U.S. Air Force - the most respected Air Armada on Planet Earth.

The CAP cadets cheerfully look forward to laboring with Detachment 159 AAS Cadets on Monday evenings. The Orlando Cadet Squadron Staff, Officers, and cadets are deeply appreciative of the exceptional contributions achieved by AAS cadets of AFROTC Detachment 159. In this regard, the AAS cadets are assisting CAP cadets to become the future Air and Space Leaders that will sustain America's National security and the freedoms we enjoy. By their flawless services, Detachment 159 AAS cadets have brought great credit to themselves, the University of Central Florida, the State of Florida, the Air Education and Training Command and the United States Air Force.

Tamiami Composite Squadron Helps Wild Birds Recover

*By Capt. Hector Infante, CAP
Tamiami Composite Squadron PAO*



Tamiami Composite Squadron members pose for a group photo during the project.

Tamiami Composite Squadron members volunteered to help the Wildlife Rescue of Miami-Dade County, Florida, in their project to build a habitat for recovering wild birds. Squadron members worked among other volunteers to include Mr. Lloyd Brown, president of the rescue. Members of Tamiami Composite Squadron are committed to return and help finish this project and see the birds flying in their new home.

Mr. Brown was very appreciative of the help that the Tamiami Squadron gave to help out this great cause. The members gave many hours of hard work to help out the wildlife. The cadets and seniors were able to come and learn about the many concerns that affect wildlife and how it can be avoided. Squadron Commander Maj. M. Pilati was very proud of his members for their dedication.

Ti-Co Cadets Tour Orlando International Tower and TRACON

By 2nd Lt. Mark Sickle, CAP

On Saturday, February 9th, 2013 the cadets of Ti-Co Squadron in Titusville took a trip to Orlando International Airport (MCO). This trip was an effort to educate the cadets on the job of an air traffic controller. 2nd Lt. Mark Sickle is a retired FAA air traffic controller and he secured permission to bring the cadet group for a tower and TRACON visit. Many of the cadets in the group are certified pilots or student pilots. The cadets got an inside glimpse of what it takes to be an air traffic controller. They also got an up close look at air traffic controllers doing what they do best - separate, and sequence airplanes.



Orlando Airport Tower.

Gainesville Composite Squadron Tours Local Emergency Communications Center

*By 1st Lt. William McCombie, CAP
Group 2 PAO*

Whether it's winning a Color Guard competition or taking to the skies during an orientation flight, cadets in the Gainesville Composite Squadron have no shortage of experience when it comes to Civil Air Patrol's three core missions. Among the most recent of these experiences was a tour of the Alachua County Combined Communications Center (CCC) on 31 January 2013, where squadron members got to experience firsthand some of the methods used by the county in emergency situations.

The tour, which was guided by Ebbin Spellman, emergency coordinator and Briana Kelley, training specialist, included a behind the scenes look through offices, press rooms, and call centers. Founded in 2000, the CCC combines both City of Gainesville and Alachua County services with representatives from the Alachua County Sheriff's Office, Gainesville Police Department, Alachua County Fire Rescue, and other local agencies. "We saw the emergency management center and got a tour of the communications room for 911 dispatch" mentioned Cadet 1st Lt. Thomas Sharp, one of the squadron Cadets on the tour. In addition to receiving 911 calls, the communications room has sections where local agencies can dispatch vehicles and personnel. "It was really cool. We were able to see where 911 calls are taken. There are lots of different phones for emergencies," commented Cadet Airman Christopher Redmond, also a Cadet in the Gainesville Squadron.

Adjacent to the communications room was a large conference room. Using the Incident Command System (ICS), multiple organizations can meet and work together to handle emergencies



– one of the most significant such events was a deadly series of crashes on a section of Interstate 75 in January 2012 that involved more than a dozen vehicles. During the event, numerous agencies worked together to provide relief, including the local prison and the Regional Transit System public bus service, which provided food and shelter for the crash victims. Other events, such as University of Florida home football games, that while not emergencies, also require the use of ICS in order to properly route traffic and ensure public safety for fans. Squadron members had the opportunity to listen to some of the radio communications that took place during such incidents.

In addition to the tour, Cadets learned about the local Community Emergency Response Team (CERT) program. The CERT program trains civilians with basic emergency service and disaster relief training, and the Gainesville Composite Squadron plans to work with Spellman and center staff to provide basic CERT training for squadron members in order to provide assistance in the community.

Civil Air Patrol

Supporting Communities and Veterans in Their Time of Need

Humanitarian efforts begin for some in their teens

*By Cadets Silvio Bohuszewicz and Megan Tate, CAP
Ti-Co Composite Squadron*

A local Civil Air Patrol squadron from Brevard County, the Ti-Co Composite Squadron, has made it their business to assist and support the local efforts of community organizations and private partnerships in their attempt to reach out and help homeless Veterans.

Saturday, February 2nd, 2013, a local American Legion chapter held their first official Stand Down in the Ti-Co Composite Squadron's home county, based on plans gained from a non-profit organization who holds and assists other groups with several Stand Downs a year.



Cadet Staff Sgt. Silvio Bohuszewicz, Cadet Airman Megan Tate, George Taylor Sr. (President/Founder of NVHS)



Capt. Scott Brown, Cadet Staff Sgt. Silvio Bohuszewicz, Christine Tate (NVHS Field Coordinator), Cadet Airman Megan Tate

Acting as escorts for the homeless veterans who came on their own accord, the group of Civil Air Patrol cadets showed compassion, understanding, and appreciation to the servicemen and women in need.

“They fit in perfectly at the Stand Down, and show the Veterans that the next generation cares about what their struggles are”, mentions Christine Tate, mother of one of the Civil Air Patrol cadets and a longstanding director of medical at Stand Downs herself.

Stand Downs are typically one to three day events, depending on the size and need in the community, in which multiple community-based organizations collaborate to offer services to homeless Veterans in need. Services provided vary, but include food, clothing, health screenings, VA and Social Security benefits counseling, survival gear, and referrals to a variety of other necessary services such as employment, housing, and substance abuse programs that may be available in the area.

Stand Downs have been an integral part of outreach to homeless Veterans since the first recorded event in San Diego in 1988. Generally held in areas of high homeless Veteran populations nationwide, these events bring all the community partners, resources, and help into one accessible venue and have successfully served hundreds of thousands of Veterans and their families in their time of need.

The Civil Air Patrol is able to make a difference by working with multiple organizations and community partners in one place, learning valuable teamwork and leadership attributes while staying true to their core purposes by reaching out with humanitarian efforts.

The Ti-Co Composite Squadron pulls cadets from the Space Coast area including the Titusville, Mims, and Cocoa area. Being so close to the Kennedy Space Center, the cadets are fortunate to have ready access to resources involving rocketry and space exploration. From studying complex aerospace technology to learning history and sociological consequences from our military Veterans these cadets are ensuring themselves a well-rounded education that will aid in their development into adulthood.

“I like my vet,” commented 14-year-old Cadet Staff Sgt. Silvio Bohuszewicz, “He was a Marine during the Vietnam War. He told me that if I want to be a Marine I had to be persistent. As long as



Capt. Scott Brown, Cadet Staff Sgt. Silvio Bohuszewicz, Cadet Airman Megan Tate

I was persistent, I could do it.” He added, “I’m ready to work the next Stand Down!”

As Stand Downs grow in popularity, the opportunities increase to help our military Veterans and, if these cadets from the Ti-Co Composite Squadron are any indication, the cadets of Civil Air Patrol are ready and willing to step up and do what’s right.

“The best part of helping veterans at Stand Downs is that the Veterans know there are people who care about them”, said 13-year-old Cadet Airman Megan Tate. “And the hardest part is knowing it takes time for many veterans to get well”, she continued. “But overall it is an opportunity I wouldn’t turn down. It’s the right thing to do.”

The non-profit organization offering assistance and planning, in addition to funding for qualifying events throughout the state of FL, is the National Veteran Homeless Support, Inc. On a mission to end homelessness among Veterans, the organization has been successfully organizing Stand Downs in Brevard County, Florida since 2008. Now expanding into other counties and communities who are willing to step-up to help Veterans in need will fund new partners throughout the state of Florida who meet the requirements. More information is available at www.nvhs.us/grants.

Hillsborough One Senior Squadron Soars Like Birds

By Maj. Gilbert Dembeck, CAP

On 29 September 2012, the first ever Senior Glider Orientation Flights took place at Hernando County Airport in Brooksville. After watching Cadets enjoy the thrill of flying in Group 3's newly assigned Blanik L23 glider, N300AZ, the squadron decided that as an Aerospace Education Project our Senior Members should also enjoy the thrill of flying a glider. Some of our members had never flown in light aircraft let alone a glider, so it proved to be a real thrill and educational experience for them. One concern was how much weight the glider could carry as many of our Senior Members weigh much more than the young Cadets, but that was not a problem at all as the maximum useful load was 430 pounds. The only adjustment that had to be made is that the heavier members had to sit in the back seat and they missed out on the view

from the front seat which was like floating in the sky like a bird.

In addition to getting their glider flights, 11 of our members received an opportunity to practice their Wing Runner skills.

We would like to thank our Group 3 Glider Coordinator, Capt. Michael Runyan, and the Hernando County Composite Squadron Commander, Capt. Donald Wahlen for their support, our Glider pilots 1st Lt. Ronnie Coon and Capt. Dennis Dix, and our tow plane pilots Lt. Col. Lawrence Fernald and Maj. Barry Smith.

This project was self funded and had a two-fold benefit. In addition to the orientation flights for our Senior Members, the second benefit was that we paid for training of another tow plane pilot at no cost to either CAP or the volunteer pilot.

