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Naples**

**S.T.E.M.**  
**SPECIAL  
EDITION**

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Presents Spaatz Award**





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Col. Henry Irizarry  
Florida Wing Commander

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

# COMMANDER'S COMMENTS

## Reflections of a Year in Command



*Colonel Henry Irizarry  
Commander, Florida Wing*

Just yesterday I completed my first year as the Florida Wing Commander and I simply cannot believe how quickly time has gone by. Command anniversaries are always a bit special and, at the same time, a bit nostalgic. Such anniversaries give us an occasion to reflect, both on where one has come from and where one is going. In reflecting over the past year, I realized the many accomplishments and continual and increasingly significant contributions and transformations we have achieved in just one year that include but are not limited to:

- First Florida Wing Emergency Services Academy
- Incident Commanders Summit
- Planning Section Chief Course

*Continued on page 7 . . .*

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## ***ON THE COVER:***

**Eglin AFB EOD teaches CAP cadets the important role robotics have in their day-to-day mission.**

**Photo by: Lt. Col. Kevin McSparron**

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# Wolfpack gets Fired Up

*By Lt. Col. Kevin McSparron, CAP  
South Brevard Cadet Squadron*

Since May 2014, Cadets from Civil Air Patrol, South Brevard Cadet Squadron “WOLFPACK,” have been operating their marksmanship training out of Port Malabar Rifle and Pistol Club, located in Palm Bay, Florida. This training is not just about marksmanship, but also the relationship it has with leadership. Once word got around on how successful the training has been with our cadets, other units from Group II and also Group VI started requesting their own training days at the range.

Based on the National Rifle Association (NRA)/Winchester Marksmanship Program, these cadets attend the NRA Rifle Basic Course, which covers rifle handling, range safety, responsibility

and attitude. Once responsible mindset and attitude is established, the class then moves on to fundamentals of shooting: breathing, aiming, positions and control. During lunch the students are given the NRA Rifle Basic Test, which they **MUST** pass with an 80 percent or better, before the student can move to the training range for practical application and qualification. To qualify, cadets have 40 rounds to hit 20, 1.5 inch circles, 2 times each at a distance of 50 feet away, in a time limit of 18 minutes. Based on where in the target they hit has different value, for Pro-Marksman level they must score 200/400.

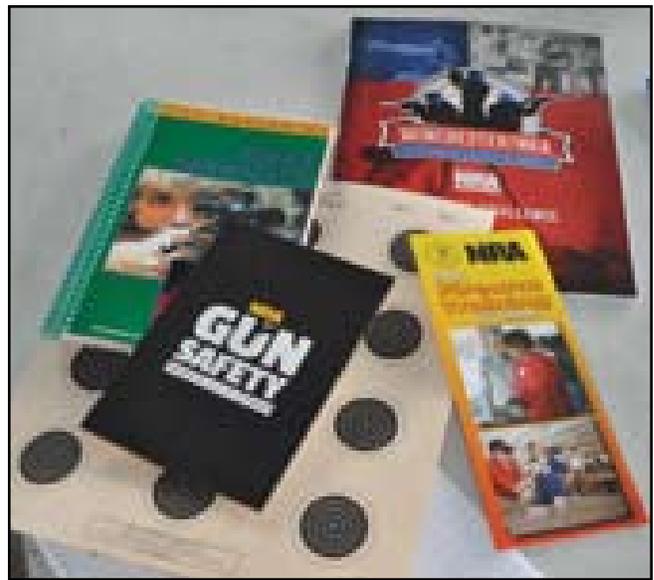
Over the course of 10 months, South Brevard



Cadet Squadron has been hosting the NRA Rifle Qualification and in that time, 54 members have received qualification badges. Many of the cadets have become interested in Shooting Sports, such as, Small-bore and High Power Rifle. Not only are the cadets gaining responsibility and training with firearms, but the parents are also being educated as well. Safety, Responsibility, and Respect are words continually used during the Cadet training. Not only are those qualities important on the firing line, but also when it comes to developing a future Leader.

These cadets are not just all about gaining for themselves; yeah sure they used the range for their qualifications, but the following weekend 12 cadets came out to the 600 yard range and volunteered their time during the “Club Working Party.” This group of cadets filled over 450 sandbags, and plugged shot-pockets. One of the cadet stated, “This is a way for us to give back to the club. PMRPC didn’t have to open the gates to us, but they did. This is our way of saying Thank You.”

Just a few weeks later, the Orange Blossom Regional Match kicked off on the 600 yard range. Again, Civil Air Patrol cadets volunteered to pull targets for the competitors. Most of the shooters on the line stated, “Those cadets are faster



pulling targets than most of the shooters that go down there.” By the second and third day of the competition, shooters were lining up to request a Cadet puller for the day. The cadets have voiced an interest in being part of the upcoming Junior High Power Rifle Team. One of the competitors stated, “These kids have such great manners, like nothing I have seen from today’s teenagers, and present themselves in such a respectable way. Whatever they are teaching them over there at Wolfpack, keep it up.”



## Commanders Comments

Cont- from page 1 . . .

- Annual Check Pilot School
- Military Careers Exploration Course
- Summer Encampment
- Space Flight Orientation Course
- Successfully completed a USAF Operations Evaluation
- Completed CAP-USAF Compliance Inspection with a grade of Highly Successful
- Renewed our agreement with the State of Florida Department of Emergency Management
- Participated in a CAP multi-region hurricane exercise
- Conducted a Space Wing Mission Test Evaluation successfully
- Supported dozens of military special missions

With our accomplishments, I believe we are well on our way of reinvigorating our missions and programs but most importantly our membership.

Transformations and improvements are only effective if they are based on well-informed and well-reasoned decision making. In other words the change must be intelligent and not just change for change's sake. I have made a personal effort to open and increase communications at all levels to ensure just that. My command anniversary provides a chance to reflect. But it also provides a chance to offer thanks for those who have made our achievements possible. Our successes during this past year are due to the hard work and dedication of the incredible members who tirelessly volunteer their time to ensure we thrive.

On behalf of the Florida Wing Command team, I commend each and every Group/Unit Commander & their staffs for a job well done.

I also take this opportunity to thank the Florida Wing Staff who everyday also give their best effort to ensure our groups, units, aircrafts, vehicles, equipment and personnel are well taken care of. Thank you!

Looking forward, I see continued process and program improvements. We will continue to improve our ability to learn from our experiences, to become a better organization and wing. I look forward to continue working with and for you as we train to respond, respond to succeed and succeed in our service.

Learn, Lead & Serve

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In the  
Civil Air Patrol

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

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

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

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# Cadet Jenna Walters Serves at National Blue Beret as Cadet Commander

*By Capt. Dennis Maloney, CAP  
St. Augustine Composite Squadron*

Cadet Lt. Col. Jenna Walters of Naples Cadet Squadron made FLWG very proud when she served this past summer with distinction as the Cadet Commander of the National Blue Beret special activity at Oshkosh, Wisconsin.

National Blue Beret is a very select affair that only picks the best cadets over the age of 16 for a very rigorous two weeks of work in several different areas in support of EAA AirVenture, the largest airshow in the world. It is also a very unique opportunity for Civil Air Patrol to showcase itself and its cadets.

Cadet Walters had been to NBB 2013 and she was really excited about returning again. But she did not expect that her return would mean being selected as the activity Cadet Commander.

“I was very honored because it’s not something that I thought I would be,” she said. “It’s a big deal!”

NBB Activity Director Lt. Col. James Peace revealed that the decision to appoint Cadet Lt. Col. Walters to Cadet Commander was an easy one. “I was most impressed with her from last year. She interacts well with people her own age as well with senior members.”

But Cadet Walters had some very big self-doubts leading up to traveling to Oshkosh. “I really needed a big push from my family. I mean, I thought how the heck am I going to do this?”

It even continued as she traveled by air on a connecting flight to Chicago but those doubts were very quickly erased when she addressed the newly-arrived cadets at Oshkosh and told them with authority what her expectations were. “I do not like drama. Come to me if you have a problem.” Then, she punctuated her remarks with the admonition that seemed to set the tone for the event: “Let’s have fun.”

Yes, it was fun, but it also did involve some very big challenges for Cadet Walters. “One of the big things was trying to keep the stress level down,” she noted while adding, “And also keeping the peace between the flights and the seniors.”

Walters was also confronted with making some big decisions, but explained “I always made sure that I heard both sides before doing something about a situation.”

Challenges like this led to National Blue Beret 2104 to be a very rewarding experience for Cadet Walters. “Having the cadets come up to me and telling me all of their stories and the exciting things they had done at the activity was really very special and something that I will remember for a long time.”

Perhaps the biggest memory of National Blue Beret 2014 came at the very end when Cadet Walters recalls, “I was so proud of seeing my cadets walk around with their berets and knowing that I had helped them achieve it.”

Lt. Col. Peace’s parting words to Jenna were as he shook her hand one last time and looked her in the eye, “It’s been fun, but you can do more.”

Jenna Walters is now in the midst of her senior year at Florida Gulf Coast University where she is a criminal justice major. Upon graduation in June she plans to do graduate studies in social work which she hopes will lead her to a career in criminal behavior.

Capt. Dennis Maloney of St. Augustine Composite Squadron 173 has been a senior staff member at National Blue Beret for the past three years.



*Cadet Lt. Col. Walters served as the Cadet Commander of National Blue Beret.*

# Cadet Programs Activities

*By Lt. Col. Pedro J. Santiago, CAP  
Florida Wing Director of Cadet Programs*

The Civil Air Patrol Cadet Programs develop our teens into responsible, motivated and dynamic Americans through a well-structured program based on five main elements: leadership, aerospace education, physical fitness, character development and activities. These five elements are linked to each other in the cadet's progression through a series of 16 achievements and 5 milestone awards designed to instill in each cadet the spirit of competition and increased leadership roles in a military-like training model consistent with CAP and Air Force traditions. I would like to dedicate this article to the fifth program element, CAP activities. CAP activities unify the four main elements through a variety of local, wing, regional, national and international activities. In my view, CAP activities should be an aspirational goal for each cadet because this is where they actually experience and apply what they learned through their personal sacrifices and helps them to grow both personally and as a member of a bigger community.

At the local level, squadrons or community based units accomplish a wide variety of activities to instill in our cadets the sense of community responsibility while reinforcing the gained knowledge and skills through practical application of the four program elements. Some of the most common local activities range from bivouacs, field trips to aviation museums, airshows, airports, military installations and others, as well as community projects, color guard ceremonies and powered and glider flight orientations. Last but not least, cadets get the opportunity to obtain emergency services qualifications that allow them to participate in exercise and real world search and rescue and emergency services missions and other support roles that greatly enhance their value to their communities and their self-esteem.

At the Wing or State level, we sponsor several activities that are designed to further develop the cadet's leadership toolbox so they can go back to

their units to mentor, lead and continue their own personal development. In this article, I would like to highlight our unique "Florida Leadership Academy (FLA)." This activity provides an academic forum for cadets to receive instruction through lecture, discussion and hands-on training to develop their interpersonal skills, technical knowledge and overall understanding of their role in the cadet Program and as leaders. The FLA is divided into four main courses: the noncommissioned officer academy, the senior noncommissioned officer academy, the cadet command course and the executive leadership course. The program is conducted by and for cadets. Visit the FLA website for information about program (<http://www.flcadet.com/activities/florida-leadership-academy.aspx>).

Other Wing sponsored activities include our summer and winter encampments, the Cadet Advisory Council, the Color Guard Academy, the Cadet Conference, the Ultimate Cadet Challenge, the Cadet Competition, the Special Activities Selection Board and CyberPatriot among others. Visit our Wing Cadet Activities website for more information (<http://www.flcadet.com/activities.aspx>).

Finally, in addition to the Wing sponsored activities, the CAP offers 45 national cadet special activities, the most notable being the Cadet Officer school, the International Air Cadet Exchange, Blue Beret program, search and rescue schools, emergency services, technology, flight academies, and several Air Force career familiarization courses among many others. Visit the National Cadet Special Activities website for information about these activities and requirements (<http://www.ncsas.com>)

For up to date information like our Facebook pages: Florida Wing Cadet Programs, Florida Wing Cadet Advisory Council and Florida Wing Drug Demand Reduction.

# The Lake Composite Squadron Hosts Lt. Col. Howard Collins Bivouac During Wings of Freedom Tour

*By 1st Lt. William Bailey, CAP  
Lake County Composite Squadron*

06:30 Rally point: Tavares post office

Cadets and Officers meet to make a convoy to the New Smyrna Beach Airport. The cadets who have never flown before feel as if they have won the lottery. In a few hours they will find themselves flying to the Leesburg International Airport inside the WW2 bombers. A B-17 number 909 and the B-24 J Witchcraft.

The Lake Composite Squadron has a long

relationship with the Collings Foundation through our late friend Lt. Col. Howard Collins. It was very important to the leaders of the squadron to continue the 26 year tradition. 1st Lt. Bailey was asked to become the point of contact between the Collings Foundation and the squadron and to help bring the event to Leesburg.

Our Cadet Capt. Alexandria Swanson felt it would be fitting to have a multi squadron operation





that could assist the Lake Composite Squadron during the three day event. It was decided that it would become an overnight bivouac and it would be named in honor of Lt. Col. Collins. Cadets from squadrons in Ocala, Orlando and Palatka attended.

Even before the bombers arrived from their 40 minute flight the squadron members Maj. Peter Strohl and Cadet Lt. Steven Conway were busy parking cars of arriving spectators. As cadet reinforcements began to arrive the cadets were divided into elements to assist in different operations such as parking cars, flight line and logistics. All the cadets worked on a timed rotation period in each element. This allowed all who participated the opportunity to help in each area.

During the weekend cadets and senior members were able to speak to and assist many visitors. Many were WW2 veterans who had in some way been involved with the historic planes. After PT and breakfast cadets performed a foreign object debris walk before flight line operations began. They were also able to help members of the foundation with moving the p-51 "Betty Jane." A cadet-manned security perimeter was in place around the aircraft all weekend.

At night as the bivouac began former Lt. Col. Moseley spoke to the cadets about aircraft rescue

and recovery with photos and a display. After dinner, which was provided by Maj. Merklich the cadets watched a movie chosen by Capt. Swanson titled "Victory through Airpower." It was an amazing movie because it covered many subjects in the cadet's aerospace learning modules.

On Saturday night cadet leadership had the cadets working on various teambuilding exercises along with a public speaking exercise. In this exercise cadets had to speak on a subject as they were an expert and convince the other cadets of this. It was very entertaining and funny.

As operations continued through Sunday, the working relationships became tighter friendships making this an experience for both cadets and senior members to remember. The Collings foundation was extremely happy with the support from our squadron's operations. All of the volunteers of the foundation hold CAP in the highest esteem. It was touching to witness many different squadron members coming together to honor the legacy of Lt. Col. Collins and to demonstrate to themselves and the public "Service Before Self." Both our squadron and the Collings Foundation are looking forward to returning to Leesburg next year and continuing the tradition for many years to come.

# Jacksonville Cadets Design UAV on 3D Auto CAD Program

*By Capt. Chuck Vaughn, CAP  
Jacksonville Composite Squadron*

## ***CAP Aerospace Education Flies into the 21st century.***

The meeting looked more like a Sci-Fi set than the typical CAP Aerospace Education classroom.

Jax Composite Cadets worked through the paces of new design software by Parametric Technology Corporation (PTC) using the new CREO computer design software.

The commercial/industrial software is the industry standard by leaders in Aerospace: Lockheed Martin, Raytheon, Boeing, Northrup Grumman and NASA.

Though never designed for use by CAP Cadets, the Cadets and Seniors alike were successful in designing a UAV set up for Search and Rescue, using PTC CREO.

Models of the Cadet designs may be sent along to the Dimension 3D Printer for a rendering in ABS.

The new software will facilitate the addition of animation to the design components so that Cadet designs may be imported to the squadron laptops computers and be flown on the simulator programs.

Other Cadet projects include Airfoil Design and testing in the new Aerotech Wind Tunnel.

Model Rocketry Programs in the summer will take advantage of the capabilities of the design program to build rockets.

Keep your eyes on the sky as the members of Jacksonville Composite Squadron push the limits of Aerospace.



# New Flight Brings New Excitement to Marion County

*By 1st Lt. Don Lefebvre, CAP  
Marion County Composite Civil Air Patrol Squadron*

Ocala, FL, March 8 2015 – A new Civil Air Patrol Squadron in Ocala is closer to becoming a reality after months of planning. Permission has been granted by the Florida Wing Group 2 Commander to begin the process of forming a new cadet squadron as a flight off of Marion County Composite squadron. The new flight will meet at the North Marion Middle School, and already has 50 members (cadets and

seniors) who have either already joined, have pending applications, or stated verbal commitments to join the new flight.

The formation will be under the guidance of CAP 1st Lt. Scott Spangler who will serve as the Flight Commander (future Squadron Commander) and Capt. James Elmore who will serve as the squadron's Deputy Commander once chartered. Both men are instructors at the North Marion Middle School and are CAP officers as well as former military.

Interest in the new squadron has been very high among students and faculty. Interviews have been limited to the top 4 percent of the sixth and seventh grade students resulting in over 30 students being chosen. In addition, over 90 other students and 10 faculty members have shown interest in joining the squadron.

"I am excited to see the level of excitement CAP has brought to this region of Marion County. The fact that the students are literally competing academically to join this flight says a lot about



*1st Lt. Scott Spangler and Capt. James Elmore addressing an audience of over 100 parents and friends at the North Marion Middle School in Ocala on Feb. 27.*

what our organization offers to our communities. The effort that Lt. Spangler, Capt. Elmore, and the leadership at Marion County Composite have put in to this effort says a lot about the professionalism of our members." said Capt. Gary Stalnaker, the newly appointed Group 2 commander.

Group 2 has found that establishing new potential squadrons as a flight under the umbrella and supervision of an established CAP Squadron significantly improves the chances of that squadron not only succeeding, but flourishing. "We don't toss our new commanders into the furnace and hope for the best. We provide our new commanders a training vehicle that gets them started on the right foot armed with the knowledge to succeed," said Capt. Stalnaker. The fledgling squadron, known as a "flight," will be supervised by CAP Capt. Ron Kielty of the Marion County Composite Squadron in Ocala who stated that he "will offer any and all help possible to support this exciting new unit."

# Because We ALWAYS Do It That Way ....

*By Lt. Col. Phil Zedonek, CAP*

*Former Florida Wing Vice Commander and Current Government Relations Officer*

How many times have you heard that response when you simply ask a question about some policy, procedure, or set up for a particular operation? Chances are you were merely inquiring as to WHY something is done in a certain fashion so you can better understand the big picture or learn the inner workings of how things are accomplished. Most likely you were not challenging someone's authority or questioning their ability to perform a certain task, but the response "because we always do it that way" often makes us feel like we are total outsiders, trouble makers and not worthy of a genuine response to our basic desire to want to learn something.

So why do we often get told this is the way it is and we will continue to do X the way X has always been done... case closed!!! Let's examine some primary underlying reasons for such an attitude and the ramifications of this type of belief. First, individuals who are tasked to perform a mission often think they have a brain trust on the best way to accomplish it and do not want to be challenged as to their methods/motives ... they truly believe they "know best". This attitude often stems from their inner sense of insecurity and inability to be flexible. In essence, they are threatened and do not want to give up control. They truly feel if they change something based upon someone else's suggestions they are giving up control and won't receive their full measure of recognition upon completion. This pervasive attitude can have serious consequences on truly accomplishing a given task in the most efficient and safe manner.

A secondary reason for doing everything the "same old way" is it is EASY and requires little effort to achieve. If we always follow the recipe then we can expect to get the same results.

People who subscribe to this ideology are basically LAZY and would rather not be bothered to do a task in the first place but if they must then

they would rather pull out an old operation order/directive/letter of instruction etc. and just change the date/time and ...mission done. Why make changes if it worked in the past and folks were happy? Why bother to mess with a good thing? The problem with using the same recipe and ingredients and expecting the same results may not be reliable because some elements may have changed and you failed to compensate for the changes. What if you were cooking at a different altitude, some ingredients were out of date or a new and improved ingredient was introduced which would significantly change the final product?

What are the major problems of being complacent and taking the easy way out when you are tasked to perform a particular mission/activity? First, if we always do the same thing the same way the event could become boring and stagnant. By not incorporating some changes into the process the overall effect could lose its "sparkle" and individuals could develop an attitude of why bother going to see X because we have already seen X in the past and it is the same X year after year. Also, since the last time you accomplished the same task perhaps new regulations, policies or directives were published which could have a significant impact on how the task should be performed. It is imperative the most current regulatory guidance be incorporated into all our assigned missions to keep the event fresh, interesting and safe. We must look at every tasking with our eyes wide open through clear, unbiased lenses.

While on active duty with the United States Army at Fort Bragg, NC, a situation arose where an investigation was conducted into the deaths of two enlisted personnel who were electrocuted when the antenna they were erecting was hit by a gust of wind and it fell into some high voltage power lines. Everyone asked how this could have

*Continued . . .*

## ***Because We ALWAYS Do It That Way***

*Cont- from page 17 . . .*

happened and why were they putting up the antenna so near the power lines? Everything they were doing was in total violation of every standing regulation and safety guidance for this type of activity. It was discovered the location for the type of mission the soldiers were training had been used consistently for many years and NO ONE questioned or challenged the placement of the equipment. It was common knowledge if the mission was X then the antenna for X was to be erected in the same location. The entire chain of command had become complacent and never saw the danger of the power lines because it was an accepted practice. Becoming so familiar with our environment and surrounding and not truly looking at and evaluating how we do things killed two soldiers. In essence, “but we always do it that way” can have deadly results. So how can we change this mind set?

When we are given a mission, there is nothing wrong with pulling out the old stuff and see how things were accomplished, but that is where it should end. It is okay to use the basics but we must not become myopic and fail to see other perspectives which could greatly enhance the final outcome. We must solicit other opinions, suggestions, ideas and be willing to incorporate them to make the project successful, interesting, current and SAFE. Let your guard down and do not become defensive when someone questions “why are you doing X is this way and have you considered Y”? Have an open mind and truly listen to others because as project officer you may be too close to the situation to see where changes and improvements could be made. Finally, step back, put on a new pair of glasses and evaluate your efforts from a new perspective.

So the next time someone asks you why are you doing something a certain way..... take a breath and truly answer their question. Eliminate the phrase “because we always do it that way” from your vocabulary. Your new phrase should be “we used to do it that way but now we do it this way and it is much better and safer. Thank you for your suggestions” We must remember we are not an island but of community of committed, dedicated professional volunteers who have a common goal of wanting to do our best in every endeavor in a successful and safe manner. We owe our cadets, members and the Civil Air Patrol nothing less.

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

# **Florida Wing Online Newsfeed Updates**

***By 1st Lt. Wayne Hooks, CAP  
Online News Manager***

The Southeast Region Online Newsfeed is a service that is provided by the Southeast Region Public Affairs Directorate. The intent is for each wing to manage their content on the newsfeed. In the Florida Wing that duty falls to me. My job is to insure that the content is fit to publish. In other words, font style, format, grammar and punctuation are correct before it appears online.

In the upcoming months, I will distribute a posting guide to the Group Public Affairs Officers (PAO) for distribution to their squadron counterparts. The primary purpose of this is to standardize the appearance of what is published on the newsfeed.

If you are a Commander or an assigned PAO and do not have credentials to upload to the newsfeed you may contact me via email at [chooks@flwg.us](mailto:chooks@flwg.us). If you need assistance posting you may contact me or your Group PAO.

# Cadets Weekend in the Brush

*By Cadet Capt. Antoinette Barnes, CAP  
MacDill Aviation Cadet Squadron*

MacDill Aviation Cadet Squadron attended a Survival, Evasion, Recovery and Escape (SERE) training weekend hosted by the Zephyr Airport Cadet Squadron (FL-459) at the Masonic Park and Youth Camp in Wimauma, FL.

While survival training was the primary focus of the weekend, service to the camp is a standard part of the bivouac weekend. Masonic Park hosts youth camps for disadvantaged children during the summer months. They keep a small staff on-site, but with the size of the park, they always need assistance clearing trails, cutting firewood and other small maintenance items.

The survival bivouac weekend was overall cold, windy and rainy. The first night of camp, the cadets moved quickly to set up their tents, the command tent and get the fire started. All of these tasks proved to be a bit of a challenge as they were

in rain gear, it was after dark, and the wood for the fire was wet.

Once camp was set, the cadets gathered around the fire to prepare a light meal. The conversations among the cadets were those of accomplishment, analyzing how the tasks could have been done better, and they were praising each other for a job well done. You could feel that a team had formed between the cadets of the two squadrons in their shared experience of overcoming obstacles.

At night, Charge of Quarters is served in rotation by the cadets. Their job is to keep the fire alive during the windy, wet night and kept a stern eye out for local wildlife so that “Yogi Bear and Boo Boo” could be kept out of the camp. Each morning, the cadets began their day with stretches and a light run followed by breakfast, tent inspections

*Continued on page 35 . . .*



# The General Turns 80

*By Capt. Dennis Maloney, CAP  
St. Augustine Composite Squadron*

SEMINOLE, Fla. (July 1, 2014) - The sign at the entrance of the London Bus Pub in Seminole read "Happy 80th Birthday General."

The "General" is Civil Air Patrol's Brigadier Gen William B. Cass, CAP National Commander 1984-1986 and the founder of National Blue Beret in 1967.

Since his retirement from Iowa to Seminole FL in 1994, B/Gen Cass has made the London Bus Pub his second home since he loves all things English and it reminds him of his many visits to the United Kingdom.

So the London Bus Pub was a natural location to celebrate his 80th birthday.

Besides all of the London Bus Pub regulars, B/Gen Cass was joined on this special day by his good friends Lt. Col. Linda Pugsley, Florida Wing Chaplain and Capt. Dennis Maloney of the National Blue Beret staff.

Capt. Maloney presented Cass with a blue



*B/Gen Cass is still a Blue Beret at heart on his 80th birthday.*



*Good friend Chaplain Lt. Col. Linda Pugsley says Happy Birthday to B/Gen William "Bill" Cass.*

beret adorned with the St. Alban's pin along with a National Blue Beret patch and coin.

"I'm not that happy about turning 80," he told a well-wisher with his characteristic good sense of humor, "but it sure beats the alternative."

Later he told Capt. Maloney, "As I sit at 80 years old, a lot of great things have happened and CAP has been one of them:"

Happy Birthday to B/Gen William B. Cass, a proud Civil Air Patrol member and legend.

# Naples Cadet Squadron Acquires UAV Technology

*By 2nd Lt. Donald Binner, CAP  
Naples Senior Squadron*



Naples, Florida, Feb. 09, 2015. “The future has arrived at Naples Cadet Squadron and Civil Air Patrol,” said Deputy Commander, Capt. Kevin Dinger. The squadron has acquired a remote-piloted aircraft system, a Geneva Aerospace Dakota/Truck that was originally developed for general purpose or

reconnaissance use.

“It will serve as an aerospace educational platform and recruiting tool,” said Dinger. “It can offer cadets exposure to aviation, avionics, maintenance, engine propulsion, structure and more. This is valuable training and experience that can lead to a career path in the military or

private sector.”

The aircraft fuselage is an impressive 10 feet in length and has an 11-foot wingspan. A gas powered 22-horsepower piston engine propels the 130-pound aircraft. The UAV has the original suite of sensitive electronics removed and is operated by a

*Continued on page 37...*



## *How a set of chocks lost a dipstick. Recognizing “the environment”*

By Capt. Gary Stalnaker, Florida Wing CAP

**Most** pilots have at one time or another used the old cliché “The most dangerous part of the flight is the drive to the airport”. We’ve used it’s to calm a nervous parent of an o-ride cadet, or to explain your love of flying to a CAP member who has volunteered for reasons other than an interest in flying, or simply sharing the joys of flying to someone in the general public. But the main reason that cliché is so popular is because it’s true. When you take the amount of aviation accidents and compare them to the number of motor vehicle accidents for the same number of miles, there is simply no comparison<sup>1</sup>. Yet truth be told, the public in general considers flying a

dangerous activity, but won’t think twice about getting in the car and driving to the grocery store.

In today’s tech-oriented, heavily regulated aviation community, flying is truly safe. Couple that with CAP’s safety record which far exceeds GA as a whole, and CAP flying is the safest of the safe. But herein lies a paradox; flying is safe *provided* that you remain within the very structured parameters set in place by years of experience, both good and bad. Another cliché heard often is the regulations are written in blood. Again, it’s popular because it’s true. Nearly every rule, every AD (airworthiness directive), every mandatory maintenance schedule, every written procedure, every page of a POH, and

every place card in an aircraft has a story behind it that usually doesn't end well. In our own regulations such as 60-1 and 62-1 you will find at its core something that needed to be put in writing because something wasn't, and something happened as a result.

Today's aviation is much different for the general aviation pilot today than in years past. In the 1970's I remember my dad's primary flight tools being a VFR sectional, a protractor, an E6-B 'Wiz Wheel', and a paper flight plan log.

As a GA pilot, the weather tools he had to rely on was the 9 o'clock news, a weather chart that looked like a 3 year old scribbled on it then faxed it twice on an old thermal fax, and a textual METAR and TAF that appeared to be coded so the Russians couldn't intercept our weather data. There was one "super tool" he had at his disposal though; a call to friendly briefer at the local flight service station where he would not only get the weather and NOTEMs along his route, he would also file his VFR flight plan.

In those days navigation for most GA pilots consisted solely of dead-reckoning. Confirmation to Dad's hard work and planning was simply looking out the window to see if the visual aid he expected to see was there telling him we are where we're supposed to be at the time we are supposed to be at it.

Can you imagine not being fully focused on the task at hand in those days when all you had to safely get you from point A to point B was tools and weather products designed in the 1930's and 40's?

The 1980's, 90's and the mid 2000's brought us better tools and weather products. We saw the arrival of the electronic E6-B, GPS RNAV approaches, and the GPS's to support them, but many of the above procedures remained the same. In the mid 2000's several companies came out with some great computer

based flight planners that did most of the math work for you. Once you earned your "license to learn" you threw away those paper flight planners and launched a web based planner that was as easy as hitting 'Print'. But it wasn't until an invention that has its roots as an MP-3 music player and a small start-up company made up of pilots that changed forever the way most of us go about flight planning, weather, navigating, and go/no-go decision making. Today, most of my planning, my routing, and my briefing are done right on my EFB (Electronic Flight Bag) app. I even submit and close my flight plans right from my tablet.

Once in the air, my Bluetooth GPS puts my airplane right on the sectional with a 3-minute position look-ahead. Wow, what would my dad think? Well actually he is still flying....and he uses an EFB!

These types of devices, the wealth of online weather products available today and advanced avionics such as the Garmin G-1000 we find in many of our CAP aircraft have significantly increased situational awareness, and thus safety. Once again, providing you know the limitations of these tools and fly within the parameters of those limitations. Flying only becomes dangerous when you begin to fly outside of what I have come to term the 'safety envelope'. The safety envelope includes many parameters such as the IMSAFE Checklist, the aircraft performance specs, the limitations of the avionics and the flight planning/flight execution tools, the FARs, and the CAP regulations. Anytime you exceed any of those parameters you are flying outside of the safety envelope. If it happens before the flight you have two options; get back in the envelope or don't fly. If you are already in the air you have already eliminated one of those options.

The challenge is more daunting than it first appears. You first have to recognize you are operating outside of the envelope.

*Flying only becomes dangerous when you begin to fly outside of what I have come to term the 'safety envelope'.*

Performance specs and equipment limitations are the easy ones. It's the IMSAFE checklist that is subjective and by definition may be the source of the obscuration itself. IMSAFE: Illness, Medication, Stress, Alcohol, Fatigue, and Emotion, by nature can mask some of the very symptoms you are supposed to recognize prior to accepting a flight. The key then is not the symptom itself but recognizing the environment in which those conditions exist. You may not recognize stress, but if you got word earlier today about a sick family member getting worse you may be in the environment for both stress and emotion, even if you don't "feel" the effects.

The NTSB describes an accident as an end to a sequence of events<sup>1</sup>. They continue by stating that an interruption to the chain-of-events could eliminate the accident.

There are some who will believe that their planning and safety discipline will prevent them from incurring an incident or accident. Incidents and accidents happen to pilots who are careless and don't understand, nor respect the limitations of the pilot, the aircraft, and the rules. But I caution you, if you said "amen" to that statement, you are already at risk. As a matter of fact, I'll take it a step further; if you hold an airman's certificate you are already at risk!

This brings me to my story. I enjoy flying, especially flying for CAP, but I am careful not to accept unnecessary risks. I try to plan for everything, including the unexpected. When a risk is identified, and there always is one, I put measures in place to mitigate them. I enjoy flying with others, and when I do I'm a sponge, always learning and looking for that edge that will make me a better, safer pilot. Even when flying solo I will learn something just by listening to others on my frequency (sometimes what to do, and sometime what NOT to do!). So then how is it that I made a mistake that potentially could of put my life, the life of others, and valuable CAP assets at risk?

It was at the end of a long day, but the story doesn't start there. It starts two days earlier when I was attempting to find a pilot who could help support a SAREX in another group. We were happy to help, but the short notice proved to be challenging when trying to locate a pilot who was available. I had some very pressing personal matters I needed to take care of that weekend and I really didn't have the time to do it myself, but I knew in the back of my mind that if I couldn't get anyone, that "anyone" would default to me. Friday came and went with no takers, so I decided to suck it up, pass the personal matters on to my wife to handle, and took on the pilot responsibility. It involved getting up early Saturday morning and driving one and a half hours to pick up the aircraft. This aircraft was different than the one at my home base, and although current on my

Form 5 list, it was one that I hadn't flown in at least 9 months.

Once I arrived at the mission base I quickly got into the routine of the SAREX. I was scheduled that day to bring the aircraft, fly one training mission, let the other local pilots fly the remaining, then

bring the aircraft back home at the end of the day. Of course you've heard the saying about best laid plans. I was asked if I could fit in one more training sortie at the end of the day. No problem, I'm there to assist. We quickly briefed with the mission staff and within 20 minutes they were pushing the chinks back. Upon returning after the mission I noticed that they had left the chalk in a location that prevented me from using the entire parking ramp in front of the squadron's hangar to make a 270-degree turn. So I started the turn early, and with a marshaller watching the wingtip closest to the hangar I slowly rotated the plane around on its axis 180 degrees before having to stop for clearance. We asked for help to push the plane around by hand for the remaining 90 degrees. I got out of the plane and sat the keys, my iPad and my kneeboard on some mattresses that

*The NTSB describes  
an accident as an end  
to a sequence of  
events.*

were stacked on the inside of the hangar, then proceeded to help reposition the aircraft. We had lots of assistance with three helping to push and three more watching the wings and tail. The aircraft was repositioned without incident. I picked up my iPad and kneeboard and proceeded to the debriefing area. After the debrief I started my preflight, and that's when realized I couldn't find the aircraft's keys. With the help of the local squadron members we spent 45 minutes looking for those keys. I retraced my every step. For the first 10 minutes I was sure I would find them. They couldn't have gone far right? Thirty minutes later I was upset and just wanted to get home. At time 45 I was in panic mode. It was then I remembered about the mattresses. I pulled them apart and there between them sat the keys! I went from full panic mode to completely relieved in less than a second! Whew, time to go home!

The aircraft at my home base is a Cessna 182 round dial. I have well over a hundred hours in that tail number alone. The one I was flying that eventful day was a Cessna 172. A model that although I have probably another 100-plus hours in, is not a model I have recent currency. I recall checking the oil as the final act of my preflight and it showed I had 7 quarts. The POH states the aircraft should operate between 7 and 8 quarts. I really just wanted to get home and for a brief second I even thought "7 quarts is OK to get home with. I'll add it when I land". But my safety conscience, that "other voice" pushed that thought aside as quickly as it came.

One difference between the two aircraft types is how you fill the oil. Although it would seem to be a fairly trivial detail, it turned out to be a key factor in the event. On the 182 there is a separate filler cap for the oil. The dipstick never leaves the vicinity of the spout. You check it, set it back in the spout, add the oil into the separate filler tube, check the dipstick again, then screw it hand tight and shut the

dipstick access door. On the 172, the dipstick and oil filler tube are one and the same. Since the dipstick can't be in the spout to fill the oil, I sat the dipstick on the starboard (co-pilot side) wing step. When pulling the funnel out some oil dripped on the cowling. The rag I had was fairly saturated so I went to the back of the plane to get a fresh one. As I was getting the rag another member came out and we started discussing the events of the last 45 minutes regarding the lost keys. While still engaged in the conversation I shut the oil access door to make sure the top of it was clean. With the oil access door shut, my personal queue that I have completed that part of the pre-flight, I was ready to go. I started up the plane, taxied, performed an uneventful run up, and took off

for an uneventful one and a half hour flight back to the aircraft's home base. I throttled back to a gas-saving 2300 RPM cruise setting at 5500 feet for smooth cool air. Oil pressure and oil temp were normal throughout the flight.

After parking the aircraft in its regular tie-down spot, I noticed oil dripping

down the side of the cowling. It seemed to be coming from behind the oil access door. I opened the door, and to my horror I noticed the dip stick was missing! It all flooded back to me. I remember setting the dip stick on the wing step. I do not recall putting it back! Mr. Safety, Mr. Professional, Mr. "I want to be the best pilot I can be" just flew one and a half hours without an oil dipstick in the engine. How could I have ever let this happen?

Yes, it was a long day, and I was worn out but not exhausted. In my IMSAFE self-evaluation I felt I was safe to fly. Yes, I needed to get the plane back to its home base, and I wanted to get back to mine, but I already had a plan in place in case I exceeded my duty day limits, or simply felt too tired to safely fly. I am positive that one of the great local members

*The key is not the symptom itself but recognizing the environment in which those conditions exist.*

would have let me stay overnight at their house and take the plane back the next day.

I performed an ORM (Operational Risk Management) for the return flight, and when I do my ORM's I do them honestly. What good is a fabricated ORM? The purpose of the ORM is not to judge your abilities. It's there as a means of establishing awareness to the pilot as well as a 'second set of eyes' for safety. It's a great tool available to the pilot and crew, but like any tool, if not used properly it's useless. Although performed honestly at the time for that sortie, it was performed prior to the lost keys incident so my mental state had changed, yet the ORM was not re-performed. So what really happened? Was it a forgotten dipstick or something far less obvious? How did my mental state pass my honest and objective ORM and IMSAFE checklist? It wasn't about the feelings. It was about the environment that set up the situation.

In the title I jest about the relation between the chalks and the dipstick. It's probably true that had the chalk not been there, I would have been able to maneuver the aircraft so the fuel truck could get access to it. I wouldn't have had to set my stuff down on the mattress, the keys wouldn't have fallen, and I wouldn't have spent 45 stressful minutes looking for the keys. I would have had a clearer mind and performed the pre-flight undistracted both mentally and physically, and I would not have forgotten the dipstick.

Although all of that was a factor, the "environment" began two days earlier when I knew that I had something important to do that weekend, yet committed to make sure an aircraft and pilot were available to support the task given to us. I still had that pressing matter sitting at the back of my mind, even if unconsciously, on the day of the event. I remember calling home about it half way through the day. Evidence that it was still a factor, and should have been a sign for extra caution.

I was flying an aircraft that although I would not classify in any way as unfamiliar, I did not have recent currency in it, and thus that "flow" that we all get in was not second nature. How many times that day did I reach for the prop control – another difference between the two models? Yet another clue that I was in an environment that should have been a sign for extra caution.

The lost keys had totally detracted from my routine. It not only interrupted the actual preflight, it set my mental state on a roller coaster from all's well, to frustrated, to panic, to relieved, all in a short 45 minutes. This mind game should have been a clear sign for extra caution.

And lastly, a distraction, although not intentional, by another member during my final preflight task was the final chain in the sequence of events. This absolutely should have been a sign for extra caution.

So what does all of this mean? Does this mean that if you have other things on your mind you shouldn't fly? We'll that's a decision you have to weigh, but if you chose to fly only on days

where you have nothing else pressing, you would probably never fly! Does this mean that you shouldn't fly aircraft that you don't have recent currency in? That might work in a flying club with a single aircraft type, or where you have the option to always choose the same type of aircraft, but in CAP we are asked to fly multiple types and models with a wide range of avionics. Although it is wise to get as much proficiency time as practical in each type in your Form 5 list, the reality is that it is unlikely you will get the proficiency time necessary to get as comfortable with the types and models other than the one you fly regularly. We all take an annual form 5, but we usually take it in the one on the top of our Form 5 equivalency list (e.g. 206, or 182T). A questionnaire for the rest doesn't get you currency.

*(ORM) is a great tool available to the pilot and crew, but like any tool if not used properly it's useless*

If you're worn out at the end of the day does that mean you can't or shouldn't fly? Again, that is a decision you have to weigh. Only you know if you're too tired to safely fly, and there is defiantly that line that gets crossed where it's simply not safe to do so. There is also of course the CAP duty day limit. But the majority of the time it's not so black and white. It's a subjective call.

The easy part is recognizing when you are out of the safety envelop. But by then it could be too late. The key than is recognizing the environments that have the potential to place you on the edge or outside of that envelope. I challenge each of you, as professional CAP pilots, to include in your flight planning\pre-flight routine a moment to stand back and contemplate any circumstance that is outside of the normal for you such as a different aircraft or different equipment.

Do you rely heavily on your EFB but your tablet is not fully charged and may not make it through the entire flight? Did the spouse just call and tell you the refrigerator is leaking? These are all examples of situations or "environments" that have potential to cause

you and your crew to have a bad day. That is when you put your 'A' game in high definition mode. Although not all inclusive, here are a few examples of how you can bring yourself back from the edge of the envelope, the danger zone, and save the day.

**Flight planning:** Are you about to make a decision that you wouldn't normally make if the situation was different? Evaluate that. Run it past another pilot and allow them to provide feedback. There is nothing unmanly about having another qualified professional evaluate a plan. NASA does it.

**Pre Flight:** Treat the preflight like you would in any other critical phase of flight. We brief sterile cockpit procedures during taxi, takeoff, approach and landing, but what about the preflight? Is there ever a phase of flight more critical than the pre-flight? You get this

*It wasn't about the feelings. It was about the environment that set up the situation.*

wrong and things can go bad very quickly, and have a higher potential of being unrecoverable. You have done hundreds if not thousands of pre-flights in your career, and sometimes it becomes such a routine you fail to see the trees in the forest. Our experience can work against us as we migrate in our careers from the curious to the mundane, but there is absolutely nothing wrong with asking another qualified pilot to assist you with the preflight.

**Checklists:** Don't skip that checklist! Remember that the use of checklists is mandatory per CAPR 60-1. But if we were all honest about it, (and it's just between us right?), we have all left the checklist in the pocket, replacing it with a quick GUMPS check on those fast-paced phases of flight such as the before landing checklist. I know what your thinking – even if not out loud - the cruise checklist has five items on it; four say "as required" and one you have checked four times already (fuel selector valve on both), but don't skip it or substitute it for a memory checklist such as GUMPS. It's OK to augment it, but don't substitute it. If it's a busy time such as the before landing

checklist, use your GUMPs if that's your flow but have your MO perform it by the written checklist, calling out any discrepancies he/she may see for YOU to resolve it. If it's a solo flight do the checklist than the GUMPs or vice versa. But if there is ever a time to make sure you use that checklist, it's when you've recognized that you are "in that environment".

I (thankfully) walked away from that flight learning several things. One of which is I learned that the Lycoming O-320 on a Cessna 172P model only ejects about an eighth of a quart of oil with the dip stick removed. Just take my word for it. Don't try it yourself! Secondly, and most importantly, I learned that no amount of experience, no amount of hours in your log book, no specific safety conscience mindset, no amount of online safety courses, no FAA WINGS level, or the number of FAA Fast

## ***Recognizing “the environment”***

*Continued from page . . .*

seminars you attend exempt you from circumstances that can place you on the edge or even outside of the safety envelope. Pride and even experience can be your enemy. Your only defense is YOU. Take that moment before every flight to step back and contemplate if

there are any circumstances that are outside of the normal for you. Then consider the methods you will put in place to make sure they don't turn into something far worse.

<sup>1</sup> Is Air Travel Safer Than Car Travel? By Aurelio Locsin from Demand Media as posted on [traveltips.usatoday.com](http://traveltips.usatoday.com) (no date).

<sup>2</sup> Cessna Flight Operations Safety Stand Down Presentation January 19, 2012.

Capt. Gary Stalnaker has been a CAP member since 2008. He earned his private pilot license after joining CAP, and has since logged over 450 hours as a CAP pilot. On addition to his other duties he serves as an active SAR\DR MP as well as an O-Ride pilot. He resides in Sanford Florida. 

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## ***Cadets Weekend in the Brush***

*Cont- from page 21 . . .*

and the start of day flag ceremony.

The weekend began with a training course for safely handling sharp tools and basic safety for wooded environments. During the course of the weekend, these two training sessions are the base of all other activities.

On this particular weekend, the cadets woke up Saturday morning a little damp but ready to begin their weekend. Just as they returned to camp from their run, the large command tent was lifted by a strong gust of wind into the center of the camp. Cadets chased the runaway tent, capturing it about 50 yards away from where it started. They evaluated the staking problems, rescored the tent with no further problems with it the remainder of the weekend.

The service part of the day was done during the Plant and Wildlife Familiarization hike. These hikes take the squadrons through the various paths and trails of the campground. Along the way, the cadets cleared fallen trees and

overgrown vines from the trails. The trees were loaded onto the trailer and taken back to camp for firewood. Some of the firewood cut was put on the Masonic Park firewood pile for other campers to use at a later time.

Other activities and training for the weekend included various learning survival tactics, playing evasion games in the woods, making tools and building shelters. The weekend gave the cadets leadership opportunities, presented them with obstacles to overcome, and facing the challenges the weather conditions created all while making new friends and serving the community.

MacDill Aviation Cadet Squadron and the Zephyr Airport Cadet Squadron have another weekend planned at Masonic Park in May. This will be a Rocketry Camp hosted by the MacDill Squadron with another service day to Masonic Park led by the Zephyr Squadron during the same weekend. 

## ***Naples UAV Technology***

*Cont- from page 23 . . .*

ground-based crew using hand-held controls and makes conventional takeoffs and landings.

The remote-piloted aircraft is currently air worthy and equipped with a general-purpose payload bay in the central fuselage. Dinger envisions the UAV will ultimately be fitted with GPS and other electronics. "The platform has the capability to be customized to include radios and multiple cameras that will provide real-time images and video for missions," said Dinger.

The Naples Cadet Squadron Commander, Capt Dirk Deville, has been working closely with Dinger on the project to acquire the retired Air Force drone. He is working with the Federal Aviation Administration (FAA) and the Academy of Model Aeronautics (AMA) and has received permission to begin the testing and qualification process.

Capt. Dinger said, "Our UAV is superior to drones." This UAV has flight capability of up to 15,000 feet and up to 50-mile distance, including over water. It has a four-hour endurance and cruising speed of 150 mph. The aircraft has a maximum combined payload and fuel capacity of 80 pounds. The typical consumer UAV is limited to a flight level of 400 feet and can only be operated within line-of-sight.

"Having technology like this will greatly enhance CAP's ability to provide emergency services to Collier County and other local government agencies," said Dinger. 

# **Information Technology Updates**

*By Capt. Marian I. Motyl-  
Szary, CAP*

*Florida Wing Director of  
Information Technologies*

Squadron and group meetings look different: Although many members still bring their laptops, many use their tablets, and some use their smartphones. The tablets have become ubiquitous because the flight crews find them quite convenient for flight planning and in-flight route management. Some even offer search-and-rescue patterns.

The new version of the Content Management System (CMS), the software engine that runs the Florida unit websites on the Wing server, is "responsive." That attribute means that the pages and windows from the websites adapt automatically to the size of the screen on which your website is being viewed. The menus shrink; the sidebars move down below the main content; the content is resized. Make sure that your unit website is converted to the new version soon: your members and the public will be able to enjoy your website on all kinds of devices.

# **Group 3 PAO Update for 2015**

*By Capt. Ernest Lee, CAP  
Group 3 Public Affairs Officer*

Group 3 of the Civil Air Patrol encompasses seven counties, centered around the Tampa bay area. Due to fortunate circumstances there are premiere opportunities for CAP to work closely with organizers of two of the largest airshows in the country. The first is MacDill Air fest, an open to the public show featuring the latest in military flying technology alongside historic military aircraft from WW2 and Vietnam. The next scheduled event is Spring 2016.

Located in Group 3 is the home of the second largest airshow within the United States: Sun-n-Fun in Lakeland, FL. Scheduled for April 21-26 2015, Sun-n-Fun will see close participation with the Civil Air Patrol and the airshow organizers. As a FLWG event, past Sun-n-Fun shows has seen participation by squadrons from as far away as North Carolina. There is also participation and support from Maryland, and National Headquarters located at Maxwell AFB.

Any individual or squadron that wishes to participate in this year's Sun-n-Fun mission contact Major Jim Peto at [jpeto@flwg.us](mailto:jpeto@flwg.us).

# Cadets from the Hernando County Composite Squadron Retire Two Flags in Ceremony Near Brooksville

*By Maj. Donald Nathe, CAP  
Hernando County Composite Squadron*

Cadets from the Hernando County Composite Squadron, Civil Air Patrol, were the color guard in a flag retirement ceremony at the 35th Annual Reenactment of the Civil War Brooksville raid. The two day event, held Saturday/Sunday, Jan. 17 and 18, was sponsored by the Hernando Historical Museum Association and the North Pinellas County Scout

Sertoma Club. After Saturday's reenactment, two national flags that were worn beyond repair and unsuitable for display were formally retired.

Guidance on retiring the national flag can be found in the U.S. Federal Code. "When the national flag is worn beyond repair, burn it thoroughly and completely on a modest, but blazing fire. This should be done

in a simple manner with dignity and respect. Be sure the flag is reduced to ashes unrecognizable as a former flag."

Viet Nam veteran and retired Chattanooga, Tennessee Fire captain Mike Pleasant was chronicler for the reenactment. When he concluded the event for the day, he turned the microphone to Lt. Colonel David Sweeney, Civil Air Patrol and Hernando





County Composite Squadron. Lt. Colonel Sweeney conducted the flag retirement ceremony. He spoke briefly to the crowd about the customs and traditions surrounding the retiring of the flag. He then called the color guard to attention, "Color Guard; present the colors to be retired." The Color Guard came forward, in a single file formation, with two flags to be retired. As Colonel Sweeney spoke for the flag "I speak with the voice of your flag. – I was born on June 14 1777 ..." the flags were, one at a time, unfolded and reverently placed in the fire. As the flags were being consumed by the fire, taps was played. After taps was played, the Color Guard was dismissed. As the flags were being retired, in the background there were reenactment units, dressed as Union soldiers, in formation. It was a very stirring occasion.

The Color Guard, composed of Civil Air Patrol members, was led by Senior Member Thomas Henkel. The flags were carried by Cadet TSgt Mason Korman and Cadet Major Jarod Waters. Flight Officer Henkel joined the Civil Air Patrol as a cadet and is now a senior member. He is

also a member of the Florida National Guard. Cadet Major Waters said that he had seen a flag retirement ceremony but this was his first time as member of a Color Guard in a flag retirement. Cadet TSgt Korman said that he thought that the ceremony went smoothly. ■■■



# All About Service

*By Capt. Sybrian Castleman, CAP  
Zephyr Airport Cadet Squadron*

*The Zephyr Airport Cadet Squadron is all about service.*



Over the past year, the squadron has participated in various community activities providing manpower at events for the City of Zephyrhills, local organizations and the Museum of Military History at Zephyrhills, known locally as “The Barracks Museum”. Cadets have also given aerospace related presentations at local schools and are working on other educational workshops geared towards youth.

In the past year, the cadets have assisted at parades hosted by Main Street Zephyrhills; the

Chamber of Commerce’s annual BBQ and Blues festival; worked at several of Goin’ Postal’s Community Clean Up events; the EAA’s Tri-Motor Ford visit and the EAA’s B-17 “Aluminum Overcast” visit; and worked at the Pearl Harbor Remembrance Day at the Barracks Museum.

The cadets also performed the Missing Man Ceremony at the Masonic Lodge as part of the Ladies Oriental Shrine Officer Installation for Cairo Court #97; participated in the Welcome Home of Captain Minton; and helped collect and

deliver Christmas gifts to local families in need.

For the Great American Teach In this past year, Zephyr Squadron's cadets spoke at two schools to over 800 students. The presentations were centered around aerospace careers and how kids don't have to wait to be "grown up" to start their aerospace careers because Civil Air Patrol gives them the opportunity to begin exploring and learning now.

The cadets have also worked with local scout troops and host youth aviation workshops. Future workshops are being planned to coordinate with the new EAA Chapter's Young Eagle flight days. A glider workshop was held and sponsored by the squadron in conjunction with Silverlight Aviation and REVO, both located at the Zephyrhills



Municipal Airport.

The Zephyr Airport Cadet Squadron's typical annual calendar from August to May is filled with activities and events serving the community, with no less than three service related activities each month. This squadron is fortunate to be in a community with many organizations offering the cadets various opportunities in which to serve. The greatest contributors to the squadron, not only

for service opportunities but also supporting the squadron overall in its efforts to educate youth in aerospace and the value of service are: the City of Zephyrhills, the Zephyrhills Municipal Airport, Main Street Zephyrhills, The Greater Zephyrhills Chamber of Commerce, the Barracks Museum, and Goin' Postal. Without them, the opportunities for service in the community the squadron is able to perform would not exist.



# Civil Air Patrol Cadet Receives Highest Honor from Air Force's Highest Officials

*By Lt. Wayne Hooks, CAP  
Florida Wing Group 1*

ORLANDO (February 20, 2015) - Cadet Col. Jeremy A. King has recently received the General Carl A. Spaatz Award. This is the highest achievement a cadet may reach in the Civil Air Patrol Cadet program. An achievement reached by less than two percent of cadets entering the program.

The award was presented during the Gala at the Air Force Association's Air Warfare Symposium and Technology Expo in Orlando. Adding to the prestige of the evening, Cadet Col. King received his award from General Mark Welsh III, Air Force Chief of Staff and Deborah James, Secretary of the Air Force. These are the two highest leaders within the Air Force Chain of Command. Cadet Col. King was also presented with highly esteemed challenge coins from both General Welsh and Secretary James which he described as being "awesome beyond words." In addition, King had the opportunity to talk with General Welsh, Secretary James and other USAF and AFA leaders. "It was the memory of a lifetime," he said, "and I am so grateful to all who made it possible."

Adding further to the evenings honors were that fact that also present in his role as Central Florida Air Force Association Chairman was Ken Kelly, the second ever recipient of the Spaatz award, and Announcer for the evening Ken Goss, Spaatz award recipient number thirty-nine.

Cadet Col. King's journey to this honor began in June of 2009 when he joined the Polk County Composite Squadron of the Civil Air Patrol as a cadet. Here he quickly fell into the cadet lifestyle and especially enjoyed serving with CAP at community aviation events such as Sun'n'Fun, MacDill Airfest, and Collings Foundation's Wings of Freedom tours. He moved through his leadership development and promotions as well to



*Cadet Col. King receives the General Carl A. Spaatz Award from Air Force Chief of Staff, General Mark Welsh III, and Secretary of the Air Force, Deborah James.*

develop himself as a leader, serving in many leadership roles in his squadron, group and at the wing level. On the Emergency Services side of the house, he received training and got qualified as a ground team member, flight line supervisor, skills evaluator and Mission Scanner on the air crew.

Upon becoming a Cadet Lieutenant Colonel, he participated in the International Air Cadet Exchange program where he was selected to be a Cadet Ambassador to Israel. Unfortunately because of world events that trip was cancelled. Not to be deterred he served as a Cadet Ambassador for exchange cadets coming here to Florida.

This is a mere snapshot of the cadet career that has culminated with this award.

Cadet Col. King now continues to serve the Civil Air Patrol as a Senior Member in the grade of Captain.