

CIVIL AIR PATROL
WINGSPAN
MAGAZINE



WWW.FLWG.US

SUMMER 2014



Largest Wing in Civil Air Patrol
has a NEW Commander

FEATURE

Women of CAP
Helping Others



WingSpan is an authorized publication serving the interests of the Florida Wing of the United States Air Force Auxiliary Civil Air Patrol. It is published by a private firm in no way connected with the Department of the Air Force or with the Civil Air Patrol Corporation. The appearance of advertisements in this publication, including supplements and inserts, does not constitute an endorsement by the U.S. Air Force or CAP of the products and services advertised herein.

WingSpan encourages contributions from all CAP members, military personnel, and related agencies. Material must be original, free of copyright constraint, and submitted to *WingSpan* magazine, which reserves the right to approve, reject, edit, abridge, or expand any submission. Ideas for feature articles should be discussed in advance with the Editor.

Submission guidelines: As a twice a year publication, the magazine is not suitable for dated material on routine Squadron or Wing activities. PAOs and other correspondents should generally avoid subjects and styles typical of newsletters. Never imbed photographs within documents. Send photographs as separate email attachments with complete captions. Always include contact information at the top of copy. Email articles, along with .jpg-extension photographs of a minimum one MB resolution or higher, to: wingspan@flwg.us.

For more information on Florida Wing CAP, contact info@flwg.us.

For information on advertising rates and space availability, please call 1-800-635-6036.

Col. Henry Irizarry
Florida Wing Commander

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

COMMANDER'S COMMENTS

This is the first *WingSpan* article following my assumption of command of the Florida Wing and I'd like to take a moment to thank our readers for their sustained efforts in support of the Civil Air Patrol and the Florida Wing. I am extremely honored to have been selected to command the Florida Wing and I look forward to leading our wing into the future.



*Colonel Henry Irizarry
Commander, Florida Wing*

At the change of command ceremony, I commented that I intend to work diligently with the Florida Wing team of professionals to ensure the effectiveness of our operations, and continued success of our cadet program, aerospace education and emergency services activities. In order to accomplish that, we must be effective partners and work as a team; synchronizing our efforts, remaining adaptable, flexible, with innovative thinking, and, of course, pursuing affordable solutions.

In the short period that has passed since the assumption of command, I have been overwhelmed with positive emails, notes and verbal comments from members throughout the wing wishing me the

Continued on page 33 . . .

ON THE COVER:

INSPECTION: Cadets exceeding the USAF uniform standards at FLWG Special Activities

Selection Boards.

**Photography and Cover Design
by: Kevin McSparron**

‘Honored’ Honor Guard

*By 2nd Lt. Tim Grable, CAP
463rd Cadet Squadron Public Affairs Officer*

The Honor Guard of the 463rd cadet squadron in Kissimmee Florida was recently asked to attend and perform at an awards presentation ceremony for Puerto Rican Veterans of the Korean War representing the different branches of the military. They were requested to perform The MIA/POW Table Ceremony. Attending the ceremony were Military and Political dignitaries from Kissimmee and all over the state of Florida,

including Governor Rick Scott, who presented the medals and awards to the Veterans. After the event concluded, Governor Scott took the time to meet and pose for photos with several veterans as well as the Honor Guard of the 463rd Cadet Squadron. The Honor Guard received many compliments on their performance which was an honor for them, especially one coming from the Governor of the State of Florida.



*463rd Honor Guard members with Gov. Rick Scott
(L-R) Cadet Tech. Sgt. Sherly German, Cadet 2nd Lt. Juan Garcia, Cadet Chief Master Sgt. Alex Sevilla, Gov. Rick Scott,
Cadet Senior Master Sgt. Literal Gomez, Cadet 2nd Lt. Luis Rodriguez
Photo courtesy of Meredyth H. Hall - Photographer for Governor Rick Scott*

CHAPLAIN, LT COL LINDA PUGSLEY (FLWG) PARTICIPATES IN NATIONAL OBSERVANCE – 11/11/13

(Source: American Legion.org; Army.Mil; Chaplain, Lt Col Linda Pugsley)

Under blue skies on a sunny fall day, thousands of Vietnam War veterans, family members and other supporters gathered at the Vietnam Veterans Memorial in Washington, D.C., to pause in quiet reflection and remember those who died in the war, and to honor all who have served.

Appropriately, women veterans dominated the 90-minute observance. Diane Carlson Evans, founder and president of the Vietnam Women's Memorial Foundation, served as emcee. Vietnam veteran flight nurse Chaplain (Lt. Col.) Linda Pugsley (CAP) delivered the invocation. Part of the prayer offered were these powerful words: *"Bless us now Lord, as we stand with righteous pride celebrating the Vietnam Women's Memorial...the symbol of honor and strength, the symbol of what is right with America, not what is wrong; the symbol of the finest threads of America's cloth. We often gather together with tears and pain. But may we never despair. Help us not to dwell on loss and death but rather rejoice in the fact that Your plan required some of us to walk out of that smoke and fire of a long ago war. You knew that the truth could not be told except by those who were there. Help us to proudly bear that burden. May we continue to love each other in sweetness and dignity until we look in Your face for our final, 'Welcome Home'".* Jan Daley, USO entertainer and veteran of Bob Hope's Vietnam tour, sang.



Chaplain Pugsley offering the invocation. Gen Colin Powell (USA, Ret.) is seated at her right



The Vietnam Women's Memorial is a memorial dedicated to the women of the United States who served in the Vietnam War, most of whom were nurses. It serves as a reminder of the importance of women in the conflict. It depicts three uniformed women with a wounded soldier. The woman looking up is named Hope, the woman praying is named Faith, and the woman tending to a wounded soldier is named Charity. It is part of the Vietnam Veterans Memorial, and is located on National Mall in Washington D.C.

service. The combat exclusion has been lifted. The Department of Defense is taking seriously sexual assault and sexual harassment. The woman sitting beside you may be a general or a command a

The first of the two keynote speakers, both Vietnam veterans, was retired Army nurse Col. Margarethe "Grethe" Cammermeyer. She spoke on behalf of her sisters in Vietnam by referencing the societal changes that, in her view, they influenced. *"Just like the men when we returned, we were subject to ridicule, obscenities, rejection and revulsion,"* she said. *"We took off our uniforms, denied our service, bottled up our experiences, and festered the memories affecting our lives and relationships for the duration. However, the Vietnam experience also created an adrenaline high and many of us sought the thrill and the challenge of changing the world when we came home. If you ever wonder what our legacy has been, think about what has transpired in the military since Vietnam. Treatment of post-traumatic stress after psychological trauma is now standard of care. Illness and birth defects from chemical exposure are recognized as serious illnesses. The Women's Army Corps is no more. The draft no longer exists. Women can have dependents and be in the military. Sexual orientation is no longer a consideration to*

sergeant major. Today, the country appreciates the sacrifice and dedication of service members and their families. We no longer have to remove the uniform (when) coming home. We have made difference after serving in silence after Vietnam."

The second featured speaker of the afternoon was former Secretary of State and retired Army Gen. Colin Powell. His tribute to women centered around the tale of Maya Ying Lin, the woman who designed the Vietnam Veterans Memorial. "This is a wall that recognizes those who love their country and made the supreme sacrifice," retired Gen. Colin Powell said. "I have visited this wall many times and have often said that there is magic on this wall," said the Vietnam veteran, former secretary of state and ex-chairman of the joint chiefs of staff. "I have brought visitors from other nations here to show them how we respect those who served and died for our nation." Powell, noting the day is the 20th anniversary of the Vietnam Women's Memorial, recognized the women who served in Vietnam. "On this Veterans Day, let's give thanks to all the veterans who served and especially to the women who served silently and who are now only in recent years getting the recognition they deserve. Let us ask God to bless our troops still in combat, to bless our veterans and bless this wonderful country of ours," he said.

Throughout the remainder of the day women who served in Vietnam told their stories of service at the Vietnam Women's Memorial, as they marked two decades since the statue's dedication. Among those who shared their stories was Chaplain Pugsley, who served two tours of duty (1968-1969 and 1972). She was a young, 2LT, Flight Nurse in the Air Force Reserve. With the escalation of the Vietnam War in 1968 she felt compelled to as she shared "....to do my part. I finagled my way into being transferred to a unit that was being deployed and sent overseas. In San Antonio, TX, the 34th Aeromedical Evacuation Squadron at Kelly AFB was being recalled to active duty and heading for, you guessed it... Vietnam, and that is where I requested transfer."

Among the observations and personal experiences, Chaplain Pugsley shared the following with those in attendance: "We were a bunch of nurses who proudly took the lead to assure that not only the patients were cared for and comfortable, but also the whole crew and medical staff. We had the amazing ability to remain positive and upbeat even in extremely dangerous or daunting professional or personal situations. Determined, steadfast, hardworking nurses who continued to provide our wounded men in Vietnam with the best, most unselfish, compassionate, skillful nursing care to provide our wounded and dying men the least amount of fear and the most amount of comfort possible. We served our country well. We sustained a fierce and vibrant approach to life, even in that awful place. We gave

"It was such an honorable distinction to deliver the Invocation at this occasion. For me, it is like I have completed "the circle of life"... in Vietnam, tending to our young heroes with their physical wounds, and now actively involved in this and many other veteran organizations and events, tending to their spiritual wounds."

-- Chaplain, Lt. Col. Linda Pugsley



"Men got purple hearts and nurses got broken hearts"

it all we had then and I still intend to give it all I have now. Those of us who served in Vietnam are some of a rare breed. We are valiant women who served with unswerving bravery in that hostile, unfriendly, ungodly Vietnam. We served our country and our fellow warriors in that most brutal and unwise war. Some of us nurses saw mayhem that none of us should have seen and yet we did not run. We comforted many and got no comfort in return. We stifled our emotional and physical pain so we could mitigate the pain of others. We laid our lives on the line to save and serve others. That's courage, that's sacrifice, that's moral excellence...that's the women who served in Vietnam."

Henry Irizarry Takes Command of Civil Air Patrol's Largest Wing

*By Capt. Tyler Lahnen, CAP
Florida Wing Director of Public Affairs*

Orlando, Florida– March 16, 2014 – Col. Henry Irizarry took command of Florida Wing, Civil Air Patrol on Saturday, relieving Col. Michael Cook after a successful tour of duty. The Change of Command took place during Florida Wing's annual awards banquet. Col. Irizarry, previously the Florida Wing Group 7 commander, was also promoted from the grade of Lieutenant Colonel to Colonel during the ceremony.

Col. Irizarry is a native of Mayaguez, Puerto Rico, who joined the Civil Air Patrol as a cadet serving from 1985 to 1991 with the Mayaguez Cadet Squadron, Puerto Rico Wing. As a cadet he achieved the rank of Cadet Lieutenant Colonel and reached what today is referred to as the Ira Eaker Award. He participated in countless encampments, emergency services exercises and events to include the Southeast Region Search and Rescue Competition and culminated his cadet career by participating in the International Air Cadet Exchange to Sweden.

Col. Irizarry has served on the CAP National Headquarters Homeland Security Staff, and at the group and unit levels as a Commander, Deputy Commander, Professional Development Officer, and Aircraft Maintenance Officer. He has completed all five levels of the CAP senior member professional development program and is an active Incident Commander, mission pilot and CAP Cadet/Air Force ROTC orientation pilot with over 750 hours of flight time. Amongst his many contributions, Col. Irizarry has co-authored the CAP Officer Basic Course, served as an instructor at the National Cadet Officer School and in 2013 participated as a senior escort with the International Air Cadet Exchange to Australia.

Col. Irizarry served in the U.S. Marine Corps



Col. Henry Irizarry is sworn in as Florida Wing Commander.

for five years and retired from the U.S. Coast Guard as a Commissioned Officer with over 20 years of active military service. Upon retirement and before joining Metal Shark Aluminum Boats as the Director of International Sales and Support, Col. Irizarry served in the federal civil service with the Department of the Army.

In a message to Florida Wing Members, Col. Irizarry said, "I have witnessed how our great organization has evolved over time and understand where it needs to be in the future. I have great ideas, goals and ambitions that will take us there."

Col. Irizarry has appointed Lt. Col. Luis Garcia as his Vice Commander, and Lt. Col. Margarita Mesones as the Chief of Staff. "Florida Wing is fortunate to have a wide variety of talent. I look forward to working with Col. Irizarry, Lt. Col. Garcia and serving the members of the Wing," Lt. Col. Mesones said.

Cadet Programs Update

*By Maj. Justin McElvaney, CAP
Florida Wing Director of Cadet Programs*

Dreams of flight are an inspiration for many people. Cadets are attracted to the cadet program more times than not by the dream of flight. Though the reasons cadets stay in Civil Air Patrol may change, the constant is almost always aviation. Fortunately, one of the core missions of our organization is Aerospace Education. How that mission interacts with the Cadet Program mission defines how we provide cadets the element of flight that first brought them to CAP.

The Cadet Orientation Flight Program is probably one of the most direct cadet aerospace links. Every CAP cadet has the opportunity to complete a 10 flight syllabus spanning both powered and glider aircraft. In addition to these hands on flight experiences, cadets may ride in the backseat on most powered orientation flights without limit. The exposure to flying provided allows cadets to gain a basic per-

spective on flying and can lead to continued flying and training towards a pilot certificate. This program is complemented very well by the Aerospace Dimensions textbooks that cover airports, aircraft systems, weather, and more.

To encourage more aerospace education training, the Aerospace Education Excellence Program (AEX) provides a compilation of aerospace activities for units to complete locally. Units completing the requisite number of activities throughout the period are recognized with the AEX Award. This outstanding program rewards units for actively incorporating aerospace into the regular meeting program and ensures cadets are receiving quality aerospace related activities.

Whether orientation flights or building rockets aerospace is a critical component to our Cadet Program. The hands on opportunities and interactions

cadets receive are unmatched by any other youth program in the United States. Cultivating a further curiosity in flight is an important responsibility tasked to every leader in CAP. Finding new ways to provide this element of the program to cadets is challenging but the rewards when successful are fantastic new experiences for the future leaders of our nation. In the coming months, we will be developing an Aerospace Education resource page on the Florida Wing Cadet Programs website (<http://www.flcadet.com>) to help provide a consolidated listing of aerospace links, activities, and Florida unique opportunities as well as a submission tool for members across the state to submit their best aerospace activities. The Cadet Programs mission is to develop aerospace leaders for America – let's make sure Aerospace remains a key part of every element of our Cadet Program.

SUPPORT OUR CADETS

. THEY ARE OUR FUTURE!!!

Flying for the VIPs

*By Capt. Oscar E. Finol, CAP
Tamiami Composite Squadron Deputy Commander*

What exactly is a Temporary Flight Restriction (TFR)? A TFR is the restriction of the airspace, centered at a specified location from the ground up to a specified altitude due to the movement of government VIPs, special events, natural disasters, sports venues or other unusual events.

For the sake of this article I will focus on the VIP TFR. They are by design published on very short notice and are typically composed of an inner 10 mile ring flight restricted zone and an outer 30 mile ring from the ground up to 18,000 feet.

Flying in the outer ring requires a flight plan, a discrete code and continual communication with Air Traffic Control. Unauthorized incursion into the TFR may get you an escort by Air Force fighters under the direction of the North American Aerospace Defense Command (NORAD) or other interceptors, an immediate alteration to your flight plan and a possible meeting with the FAA along with the potential for suspension of your flying privileges. This is bad news all around, as it is an inefficient use of our tax dollars, our armed forces and the government officials having to deal with the violators.

The Continental U.S. NORAD Region (CONR) decided to take a proactive approach and warn pilots of an upcoming TFR in their area of operations. They reached out to Civil Air Patrol for their assistance to spread the word in their local communities. The 601st Air and Space Operations Center at Tyndall Air Force Base, Fla.

provided us with posters, pilot kneeboards on what to do if intercepted and a letter urging participation in general TFR public awareness.

CONR identified 34 airports to be visited by CAP units to deliver the literature and the message of TFR awareness. This area covered from as far south as Key West (KEYW), all along the east coast to North Palm Beach County General (F45), west to Indiantown (X58), La Belle (X14), Naples (APF) and back to Homestead Regional (X51), encompassing most of the airports in between which ranged from grass strips and private fields to international airports. CONR had a very wise message for the pilots in the area, "Check Notice to Airmen and fly informed!"

It was a cool clear morning the day of March 1, 2014 when my crew, 1st Lt. Bert Garriga, 1st



Depiction of the TFR March 7th - 9th.

Lt. Robert Erwin and I arrived at the Tamiami Executive Airport to begin our day long mission of spreading the word of the upcoming Presidential TFR. The winds were calm, the sky clear and the temperature very pleasant at 59 F. The day's mission would take us west to Naples (APF) then back east to Ocean Reef (07FA), the site of the VIPs stay, then on to Key West (KEYW), continuing north to Marathon (KMTH) and back to Tamiami (KTMB). Our trip began at 8:35 in the morning and culminated at 5:25 pm under almost identical meteorological conditions after covering nearly 400 miles and logging five hours of flight time.

This was an intra group effort that extended across multiple counties. Lt. Col. Steve Schack the incident commander, orchestrated the mission, enlisting the assistance of Capt. Judy Schiff, who headed the effort in Group 5 with Lt. Col. Charles Dinsmoor, Lt. Col. Ronald Hemond and Maj. Jessica Stearns; Capt. Art Saluk in Group 6 with Maj. Corey Hewitt, 1st Lt. Larry Rayman and Maj. Dean McClure; and 1st Lt. Bert Garriga in Group 7 with Maj. Manuel Pelati, Capt. George Dorrbecker, Capt. Aurelio Hurtado-Mendoza, 1st Lt. Emilio Martinez, Capt. Peter Godoy, Lt. Col. David Mikelson, Maj. John Di Renzo, 1st Lt. Robert Erwin and Capt. Oscar Finol.

Three air crews and several ground teams were deployed to reach all the designated airports, with most crew members logging several hours of flight time and lots of road time in what turned out to be an all day affair.

Nevertheless, despite the long hours, this mission was very rewarding as we all accomplished our primary objective tasked by CONR and were able to get the word out to the public in general and let our CAP presence be known in the community. We interacted with airport managers, Fixed Based Operator managers, flight schools, sky diving schools, private pilots at residential airstrips and even a director of security for one of the private airparks.

Just about everyone we met was very friendly and receptive of our message and thanked us for the literature, the information and the posters. They truly wanted to work with us to help avoid any trouble for their local pilots. In addition, this

networking proved to be very beneficial, as several opportunities emerged for our cadets and CAP received considerable visibility across the southern part of the state.

The gorgeous weather afforded us the opportunity to reach many pilots in their natural habitat, at their local or favorite airport. In Naples (KAPF) there was a pancake breakfast fly-in/drive-in taking place early that morning with hundreds of people in attendance, so it was a prime opportunity to pass on the TFR information. The Key West airport (KEYW) was buzzing with all kinds of flight activity, so we seized the occasion to spread the word of the upcoming TFR. Moving north to Marathon (KMTH), we ran into a representative of the local chapter of the Experimental Aircraft Association and museum and provided him with all the information, as many pilots pass through their doors. However, here we encountered a possible stumbling block; the island would be hosting its annual Seafood Festival on March 8 and 9, the same days that the TFR would be in effect. The true results of everyone's work would be determined in the week to come.

The FAA accounted for four violations of the TFR and though CONR counts them differently, they were extremely pleased with the effort. 1st Lt. Robert Erwin's recent account best describes the effectiveness of CONR's outreach mission carried out by the Civil Air Patrol's Florida Wing.

He stated, "Recently I flew down to Marathon dressed in the island's usual attire, shorts and t-shirt. The lady at the front desk of the FBO recognized me without the uniform and told me the festival had been a success and they had not seen a drop in attendance. The festival boasted 21,000 attendees the previous year, many of whom had flown in. She had only heard of two instances where pilots got caught in the restricted airspace. Most pilots planned ahead and worked around the TFR by filing flight plans or avoiding the restricted airspace. It was nice to know that serving in CAP helped make a difference in the local community."

With such a popular venue, I can't help but think that perhaps massive violations may have been averted and many pilot licenses spared a black mark! 

Going Solo

*By Cadet 2nd Lt. Austin Stavros, CAP
Capt. Collins H. Haines Composite Squadron*

My instructor calmly looked at me. He asked if I was ready. I answered with a “yes” that did not conceal my excitement and nervousness. After all, this was the moment I had been waiting for my whole life! We shook hands. Then, he picked up his headset and Coke bottle as he exited out the right door of the Cessna 172. I looked at the empty seat to my right. From that moment on, I was the pilot-in-command and the sole occupant of the aircraft.

Ever since I was a little boy flying toy airplanes, I had dreamed of experiencing this moment. But, this was no joy ride. I realized the responsibility now

resting upon my shoulders. I looked at my eager family waiting on the grass between the parking ramp and the runway. I understood at that moment, as I wistfully looked back at them all sitting in the hot June sun, that this flight represented something much deeper than just flying an airplane on my own for the first time: This was my first experience of truly “going solo” in one of life’s adventures. I knew that for the duration of the flight, I would be alone and must rely solely on my own judgment, knowledge, and skill to leave the ground and return safely. I was aware that by the end of the day, I would have opened a new page of independence in my life.

This journey to independence began that April when I started flight training with the Civil Air

Patrol. The entire experience leading up to my solo date had been a wonderful growing period for my character. Besides learning the basics of aviation, I learned how to do things that may seem insignificant (like writing checks), but which gave me the opportunity to foster life skills in a professional environment. I felt very blessed with my 80 year old instructor who encouraged my growth both on and off the ground. I learned many useful life skills

over those few months from his vast storehouse of wisdom and experience. But, my solo date was different. I had to do the flight on my own. This flight was, in a



sense, a test of all my past lessons in both flying and character skills.

Consequently, I did not sleep much the night before my flight. I flew the familiar traffic pattern over and over again in my head. I was hoping that the weather would be calm and that I would not have to worry about crosswind conditions. When I awoke, the day looked very promising. Thus, my whole family prepared to go out to the airport with me. My seven younger siblings were just as excited about this flight as I was. Their enthusiasm helped boost my confidence. When we arrived at the airport, the wind was out of the north (a rarity for that time of year); so, I could use my favored runway – Runway 36. Everything felt perfect. I knew that this was the day! I looked at my parent’s

loving and encouraging smiles. I could tell that they were trying to hide their nervous feelings of letting me go on my own; but, their eyes showed their confidence in me. I was determined not to let them down!

After saying goodbye to everyone, I meticulously preflighted the red, white, and blue Cessna and then taxied out to the end of the runway with my instructor. I was to make several landings with him on board. Then, if I did well, I would let him off and go up solo. Luckily, it was a quiet day, and we were the only ones in the Milton Airport traffic pattern. We used Runway 36, and I made several fairly good landings. After our 6th time around, my instructor told me to taxi back and drop him off. I would be going back up in a few minutes without him!

After the right door closed, my instructor casually walked back to the FBO and I anxiously began my engine-start checklist. When everything was set, I yelled, "CLEAR PROP." Then, I started my 180hp Lycoming engine. I checked all of my engine instruments, tested my brakes, and then started my taxi checklist. As I moved out to the runway, I unexpectedly saw another aircraft departing to the south on Runway 18 (the opposite direction that I wanted to use). In accordance to the new traffic flow, I taxied to the north end of the runway to do my run-up checklist. My magnetos and all engine instruments were "in the green." So, I made my radio call, "Milton Traffic, CAP 836 departing runway 18, Milton." Here was the big moment! My heart was beating furiously as I lined up with the runway centerline. I knew that the whole family was holding their breath in anticipation. I told myself, "You can do it! This is just like any other day of flying." So, I smoothly pushed in the throttle to full power and quickly closed my window (which I had forgotten from my preflight checklist!) As the center lines rushed toward me, I watched my airspeed gage until I reached my rotation speed of 55 knots. I pulled back on the yoke. I was airborne!

As I started climbing on my runway heading of south, the plane in front of me radioed that he was leaving the area. So, after reaching a safe altitude, I made the decision to switch back to the original runway of 36. I turned 45 degrees to the southwest and

made a 180 degree turn. I then headed back to the north at my traffic altitude of 900 ft. I looked down at my family in the grass below. I looked over at the empty right seat. I had been so busy flying the airplane that this was the first time that I was aware of them. My heart had been beating rapidly. But, now I took a second to grasp what I was doing: I was in the air by myself and I had just made the impromptu decision, on my own, to switch runways. I felt a surge of confidence and determination to make my first solo landing worth remembering.

The moment had come! I was almost ready for my first landing! I entered my crosswind leg and then my downwind leg. At this point, I realized how quiet it was up there alone with no instructor telling me to do various things. I suddenly felt closer to my Creator and gave a quick prayer of thanksgiving for the wonderful experience of flight. Then, I put my first ten degrees of flaps down and started my base leg. A minute later, I called my final leg, "Milton Traffic, CAP 836, final 36, Full Stop, Milton." After that, I dropped the rest of my flaps and lined myself up with the runway centerline. As I aimed at the big numbers "36", I saw the tree line pass below me. I cut my power to idle. At that point, I started my flare and held the plane off until touchdown. I saw in my mind's eye the whole family (especially my 2 year old brother) saying, "Hold it! Hold it!" as I slowly floated down the runway. My main wheels gently touched the ground and I applied the brakes, smoothly stopping in front of everyone. It was my best landing to date! My instructor waved for me to go around again; so, I taxied back and made four more landings that day. I had surpassed my own expectations for my first solo!

This solo date will always have a special memory in my heart. The whole experience had given me the revelation that I had developed enough skill and competence in my seventeen years of life to safely go out on my own. I had conquered this test of character and skill responsibly and independently. Although I know that I will experience many more tests of character and skill in the future, I will always look back on this solo day as a hallmark of accomplishing confident independence. This was, literally and figuratively, the day I flew out of my nest. 

Why We Serve

*By Capt. Tyler Lahnen, CAP
Florida Wing Director of Public Affairs*

A friend once told me I'm crazy for getting in a small, single-engine airplane to go look for another small, single-engine airplane that has crashed. Maybe he's right. Maybe I'm pushing the envelope of fate too far. Maybe not.

Why do the volunteer professionals of Civil Air Patrol spend so much of our personal time and money doing what we do? It's because it's important. It has to be done. Be it answering the call for a Search and Rescue mission at 2 in the morning, or attending a squadron meeting after a 10-hour work day to teach a moral leadership class to teenage cadets, or going into a school for a presentation on the history of aviation, Civil Air Patrol members around Florida are not only ready, but eager to serve.

This isn't your average volunteer gig. Lots of people show up once a year at the local food bank to help sort food, or help out at the soup kitchen on Thanksgiving. Civil Air Patrol is different. It's a lifestyle. It's a calling. It's an unequivocal need to serve our nation and communities, to grow our next generation of leaders and to drop what we're doing to respond to a mission to save a life.

I joined Civil Air Patrol in 2011 at the age of 25. I'm not a pilot, but have always been interested in aviation. I learned about CAP while browsing the internet and was interested in the emergency services missions. I attended a few meetings and joined. At the time, I was working on a marketing degree at the University of North Florida, so a logical specialty seemed to be public affairs. I studied, learned, attended training workshops, and after about a year qualified as a public affairs technician. During that time, I also had the opportunity to fly, qualifying as a mission scanner and observer. I learned administrative tasks as a mission staff assistant and became a radio operator as well. I was asked to be the group PAO supervising over 20 squadrons, and soon thereafter, became

the Director of Public Affairs for Florida Wing. I have had the opportunity to do

things I never dreamed of, and make a difference in my community. It has been an exciting, fulfilling experience.

My role at the wing level has given me a new perspective on this organization. I get to meet people from all over the state and share their successes and accomplishments. I see the total devotion senior members have to the cadets they lead, and the personal responsibility they feel for making sure these teenagers succeed. I work in emergency services, attending state communications exercise, assisting the National Guard with training, and responding to search and rescue missions. Everywhere I go, I see a commitment unparalleled by members of any other organization I have been involved with. We do some great things, have a lot of fun, and make an impact on the lives we touch.

Not everything we do is pretty and not every mission has a positive outcome. The first missing airplane mission I worked as a ground team member, I was one of the first to arrive at the crash site. The pilot had not survived. I found comfort in knowing that if nothing else, we had brought him home to his family for a proper burial instead of spending eternity in a dark, muddy swamp. The family had closure. At that moment, I understood the commitment I had heard the longtime members talking about. I became part of something much bigger and more important than myself.

Being a member of Civil Air Patrol is about helping others. It's helping a young cadet become a mature, successful citizen. It's helping people in their time of need and bringing them home to



Continued on page 27 . . .

Polk County Cadet Wins Air Force Association's National Aerospace Education Cadet of the Year Award

By Florida Wing Group 3 Public Affairs

In July of 2013, Florida Wing Cadet Lieutenant Colonel Jeremy King received an exciting and unexpected phone call from the Air Force Association. He had been selected as the AFA's 2013 CAP Aerospace Education Cadet of the Year. Each year the Air Force Association honors the outstanding achievements of men and women throughout the United States Air Force, government, education, and aerospace industry. Among these awards is the CAP Aerospace Education Cadet of the Year Award. The AFA presents this award annually to the most deserving cadet in the nation who has made significant contributions in promoting aerospace education within Civil Air Patrol and the local community. Florida Wing is proud that this prestigious award was presented to one of our cadets.

Cadet King received the award on September 16th at the Air Force Association's annual Air & Space Conference and Technology Exposition at the Gaylord National Resort & Convention Center in National Harbor, MD. It was presented by AFA Chairman, George K. Muellner, Lt General, USAF (retired) and CAP Senior Director, John Salvador. "Receiving the 2013 CAP Aerospace Education Cadet of the Year Award is the highlight of my CAP career and an experience I will never forget," King said afterward. "However, I did not earn this award solely on my own achievements. Many people's efforts helped me earn this award, and I want to express my appreciation for everyone's support, encouragement and training."

King stated that he was grateful for the opportunity to hear Major General Mark Welsh III, the USAF Chief of Staff, speak at the Conference. "He is an outstanding leader, and one whose leadership abilities and style I have admired and have influenced me." He added, "It was an honor just to be on the same stage as the airmen who received awards. They are true heroes of the United States Air Force."

Cadet King also had the opportunity to participate in the Technology Exposition. "Seeing all the new technology at the expo was an incredible opportunity, and I met several people who gave me valuable insight on future aerospace career choices. Also, I was amazed at the number of people I met at the conference and expo who had been CAP cadets. All of them spoke very positively about CAP and said their CAP experience was instrumental to their success in their chosen career fields."

Civil Air Patrol was also recognized for its outstanding aerospace education programs as the recipient of the AFA Chairman's Aerospace Education Award. CAP's aerospace education programs, which also reach students outside of CAP, were praised for helping "prepare American citizens to meet the



Air Force Association Chairman Lt. Gen. George K. Muellner, USAF (Ret.), Cadet Jeremy King, and CAP Senior Director John Salvador

Continued on page 39 . . .

Women of CAP: Helping Others

Serving Country, Community, Family

By Lt. Col. Joyce Nader, CAP

Public Affairs Officer, Pinellas Senior Squadron

Duty, honor, country...three words that reflect our proud military tradition...a tradition that extends forward from the birth of our great nation. Today, scores of women, both seniors and cadets, serve their communities and country through volunteer service in the Civil Air Patrol, U.S. Air Force Auxiliary. What does CAP mean to these women? Why did these women join...as cadets, as parents of cadets, as seniors? What motivated them to become members? Why are they here? What is their purpose? Why do they remain? What keeps them going?

Here are the profiles and stories of 8 women of CAP--cadets and seniors, who share why they are Women of CAP--Helping Others: Serving Country, Community, and Family.

Maj. Jennifer Richards



Meet Maj. Jennifer Richards. She is a member of the Florida Wing Staff (FLWG), serving as Director of Personnel.

She has been in CAP for 5 years, and has been at FLWG for 1 ½ years. Her job at FLWG in personnel is to process promotions and awards, a time-consuming, yet very important role. Volunteers don't earn money for their hard work...after completing certain rigorous tasks and necessary

requirements, they earn awards and promotions. And Maj. Richards is very diligent in tackling this job.

Jen likes to fly, and is currently an air crew member rated as a Mission Scanner, Mission Observer, and Aerial Photographer. She also has ratings as a Mission Radio Operator and Mission Staff Assistant ...important functions in the all important mission of emergency services (e.g., search and rescue), one of the 3 main missions of CAP (the others being cadet programs and aerospace education).

Since Jen loves to fly, and she also loves helping her community, joining CAP was a natural marriage of these 2 passions in her life.

Maj. Richards says that CAP "means a lot to her...I love what I do...and I meet so many different people." She adds that she finds the mission of "helping people out" as the most rewarding part of being in CAP.

To Jen, CAP is all about community and country.

1st Lt. Ronalee S. Klase



Why did 1st Lt. Ronalee S. Klase join CAP? She is currently a senior member-advisor for

SER-FL-066, St. Petersburg Cadet Squadron.

Ronalee has been in CAP as a senior member and cadet advisor for 2 years. But she says “I was also a CAP cadet for 5 years many years ago.”

Ronalee’s main catalyst for returning to CAP was her grandchildren, who were being home schooled. She wanted to find a way to help them in this process. Ronalee also wanted to find a mechanism for her grandchildren to gain meaningful social interaction. She remembered, from her own experience, that CAP would be valuable for this reason. She says, “It’s all about family.”

“It is hard to put into words,” what CAP means to her. It is “patriotism”. It is “serving my country and community.” It is “my way of giving back for not having served in the military.”

Ronalee S. Klase, through CAP, has found her way of giving back--to country, to community, to family.

Lt. Col. Diana Carlson

Who is long-term member Lt. Col. Diana Carlson, and why did she join CAP?

Lt. Col. Diana Carlson (not to be confused with her husband, Lt. Col. David Carlson, a 25-year CAP member) has been a CAP member for 24 years as a senior, and was a cadet before that.

She is currently the Emergency Services Officer with Group 3, FLWG.

Diana says that initially, she needed something to do with her son--so he became a cadet in CAP--and then she joined up as a senior.

Diana has many ratings in CAP, too numerous to list here--she says, “over 24!” She also mentioned that, “CAP was a great way to keep my rating as a pilot current”, in performing the very important CAP mission of emergency services.

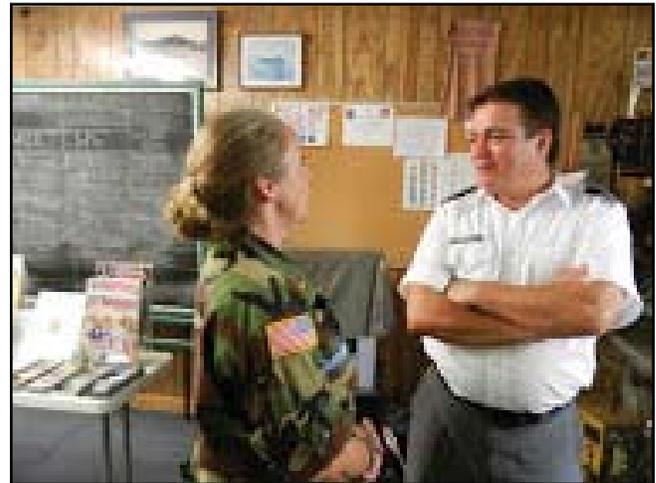
In addition to being an Incident Commander, and with her over 24 ratings, she can do just about anything in CAP--and her knowledge of CAP regulations, policies, and requirements is extensive. CAP members from around FLWG, seniors and cadets alike, often consult with Diana because of her long-term experience and her vast knowledge. Lt. Col. Carlson is often called upon for this reason to help out throughout the Wing.

She states that being in CAP was a way of “serving my community...it is about camaraderie.”

She likes being in CAP in that it allows her to help others-- and “train our future leaders.”

Family, community, country...that is what CAP is to Diana Carlson.

1st Lt. Sybrian Castleman



What motivated 1st Lt. Sybrian Castleman to join CAP?

Lt. Castleman serves in the SER-FL-459, Zephyr Airport Cadet Squadron as Squadron Commander. She is also in the duty positions of Public Affairs Officer and Emergency Services Officer.

She is the parent of a cadet. Sybrian says she was recruited into becoming a CAP member “as a parent because of my experience with both girl and boy scouts.”

Lt. Castleman states that “the guiding principles of those organizations--leadership, cooperation, commitment” were also present in CAP, and that motivated her to join.

Sybrian says that what she finds most rewarding about CAP is “helping support the cadet program.” And she adds that “I like it so much...that I will stay in...and believe my son will too.”

Family and community, the reasons Sybrian serves in CAP.

Cadet Tech. Sgt. Annika Sonderegger

Meet Cadet Tech. Sgt. Annika Sonderegger. Annika is a cadet at SER-FL-084, Oakhurst Cadet Squadron. She has been in for over 1 year.



Annika says that “my brother and father were both in CAP, and that was a motivating factor in my joining.”

Annika wants to be in the military, and she states that “CAP is a great training ground for this.”

She likes the military model, and she believes that “CAP is a good opportunity to learn about military ideals.”

Annika wants to serve her country, and CAP is the first step for her in that process.

Family and country-that is what CAP means to Annika.

Capt. Judy Schiff



And why did Capt. Judy Schiff join CAP? Capt. Schiff is with SER-FL-023, Naples Senior Squadron.

Judy serves in many roles with her squadron, and also has several ratings. In the arena of

Emergency Services, Judy is a Mission Pilot, Mission Radio Operator, Mission Observer, and Mission Scanner.

She also serves as her Squadron’s Professional Development Officer, Safety Officer Trainee, and Capt. Schiff has also taken on the demanding role of Squadron Commander for Naples. Judy is also a Public Information Officer, and an Air Operations Branch Director.

“I have been in CAP since 2009...and I was encouraged by several of my friends to join. My friends like to fly...and so do I.”

Judy has been flying for many years and felt that CAP would help her continue her flying... “but now I would be flying for an important purpose.”

She wanted to be around other like-minded pilots, and appreciated the role that these pilots play in supporting CAP. She finds this kind of flying “very meaningful.”

Capt. Schiff believes that CAP teaches “good leadership skills” and that “Emergency Services flying is much more interesting than recreational flying.”

She is also a Storm Shelter manager...and she says that this “compliments my CAP role in Emergency Services.”

She believes that being in CAP is a way to serve her community, alongside her role as Storm Shelter Manager.

She finds the “structure of CAP, and the patriotism and faith of its members” heartening. To her, CAP is such a “positive force” in this often “negatively portrayed world.”

CAP is “my way to help others.”

It’s all about community and country for Judy.

1st Lt. Ami Maikoski

Why did 1st Lt. Ami Maikoski join CAP?

Ami is the former Deputy Commander of SER-FL-459, Zephyr Airport Cadet Squadron. She has been in CAP for 2 years.

She says “my children were in CAP,” and “I wanted to be an involved parent.”

Ami believes that CAP “teaches young people to mature; that it motivates them. That it gives them good leadership skills.”

Lt. Maikoski is working on several ratings

in Emergency Services, including flight line marshalling.

She says that CAP is her way of “helping youth prepare for their future” and adds “our country’s future too.”

Lt. Maikoski states enthusiastically that CAP is “such a positive force in this often negative world.”

Ami noted that “unlike sports, where there is often only one winner, everyone is a winner in CAP” because “each cadet can achieve a goal, an award, a promotion...and that makes them a winner. CAP helps them grow and develop and mature.”

Lt. Maikoski mentioned one of the cadets present the day of the interview...and said that “CAP has given him promising skills and the tools for personal achievement and advancement...where previously he was shy, introverted, and afraid.”

Family, community, country-what CAP means to Ami.

Capt. Rebekah Davison



Meet Capt Rebekah Davison, former Commander of SER-FL-459, Zephyr Airport Cadet Squadron.

Rebekah was instrumental in the formation of this cadet squadron, and she was a former cadet herself.

She has been in CAP for 11 years...as a cadet, and now as a senior cadet advisor.

Capt. Davison was “motivated by CAP to join the military,” and she currently serves in the National Guard.

Rebekah says that she understands and knows the important role of being in CAP as a cadet...and finds it is an important mechanism “to keep youth out of trouble in this sometimes troubled world that our youth often find themselves.”

One of her main reasons in helping to establish the Zephyr Cadet Squadron was “to give back what was given to me.”

Capt. Davison believes that CAP gives young people “good skills, including leadership and organizational skills...and also camaraderie.”

Rebekah notes that “CAP is a building block to something very positive.”

She says CAP has a “common purpose” and it “brings people together” in that shared purpose. It helps young people “learn” and “grow together.”

Rebekah Davison and CAP: community and country.

These are some of the women in CAP. They may have joined for different reasons, at different times in their lives...but the common theme is Family, Community, and Country. That is why they came...that is why they stay...and they hope others will join too.

Why We Serve

Cont- from page 19 . . .

their families. It’s comforting the victims, helping them through disasters. It’s the thank you from the family. It’s so much, yet so hard to describe. What we do matters. We save lives.

For those of you reading this who are members, thank you. You are the reason this organization is so great. We need you. For those of you who are lawmakers, emergency service professionals, teachers, or prospective members- I encourage you to stop by a local squadron meeting sometime and find out more about what we can do for you. If you need air assets, communications, ground search teams, distribution point staffing, supplemental personnel, we can help. From search and rescue to disaster relief, Civil Air Patrol members are **Citizens serving Communities, Above and Beyond.**

For more information on Florida Wing, Civil Air Patrol, including local squadron information, visit www.flwg.us or contact me at tylerlahnen@flwg.gov.

LISTEN UP!

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

Can you hear me? Can You Hear Me Now?? How often have you HEARD someone say that phrase and what does it really mean? Interpersonal communication is a complex subject, one which will not be fully explored in this article. This article will not be addressing sender, receiver, median, message and countless other variables which affect the efficiency and effectiveness of how we relate to others. Communications is undoubtedly the singularly key factor which cannot be ignored if an organization is to survive and prosper.

Our physical ability to hear is just as important as our mental capacity to understand, interpret, process and comprehend the message being conveyed. Avoiding loud noises and removing our “ear-buds” occasionally from our MP3 players and other devices, can greatly help to diminish the damage we are inflicting on our auditory senses. Hearing loss is becoming a major concern among our population and will only get worse in the future if we continue these same habits.

Assuming you have the capacity to hear an incoming message, we need to examine how we respond to such a message. Have you ever found yourself trying to formulate a response to someone’s question before they even complete their train of thought? You may only hear a few key words, which sends your mind into a “search-and-retrieve-and formulate response” mode. However, after a response is presented and missed the mark because we didn’t completely receive the initial message in its entirety, it can be embarrassing, lead to confusion, miscommunication and further misunderstanding. This PR (Pre-mature Response) can and does cause harm to our relationships and within our organization.

Who we listen to is also a central factor in how we function in our leadership roles. You should have a 3-way switch which can seek out advice, suggestions or guidance from a multitude of sources. What does this mean? Whatever position you find yourself in within an organizational structure, you should listen to your superiors or anyone above you in a position of authority. This is critical because these individuals will provide you with

guidance, goals and a vision which will serve as a road map to your success. Chances are, they have already experienced or encountered similar issues you may have a question about—and can assist in helping you resolve it. Seek their wisdom and frame it in your own context.

Secondly, listen to your peers and contemporaries, who are in similar leadership or staff positions. Squadron commanders should be talking and discussing items of concern with other squadron commanders. This philosophy applies at all levels of leadership and staff. Share your concerns, issues, challenges and insights so you can formulate a sense of understanding and realize you are not alone or unique in the challenges you encounter.

Lastly, we must not neglect or ignore your subordinates within the organization and need to listen to what they have to say. We must realize, at whatever level, we do not have a monopoly on all the good ideas nor solutions to all the situations we encounter.

Individuals just joining CAP often see things from a totally different perspective and can provide suggestions for improvement we have not even thought about. We must not discount what they have to offer just because they are “newbies”. Remember, you were once in their shoes and try and remember how it made you feel when a superior asked for your suggestion or ideas. Give your subordinates the same thrill of contributing and ultimately bettering the organization.

So remember these key points: 1) take care of your hearing; 2) don’t be a pre-mature responder; and 3) listen to others in 3D.....your superiors, your peers and your subordinates. The potential difference these simple steps can make on the efficiency and effectiveness of the communications process can be tremendous. CAN YOU HEAR ME NOW??

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 Communication Research and Theory from Florida State University.

Outgoing Commander's Comments

By Col. Michael N. Cook, CAP

Serving as your Vice Commander and Wing Commander for the past five years has been a very rewarding experience. The members of this Wing are absolutely the most valuable asset we have. Everywhere I go in the Wing I am always amazed by the volunteer professionals who give their time to the needs of the Wing and missions of Civil Air Patrol. This is what makes Florida Wing great. From Squadron meetings to major Wing events, it is always a personal thrill to see Florida Wing members in action.

I have been extremely honored to represent the Wing at events outside of Florida. Everywhere I have been people are always commenting on how well Florida Wing does everything. I have often been asked to explain just how we do something in Florida. This is a very positive reflection on you, the members of the Wing.

Being the largest Wing has advantages that other Wings do not enjoy. Being able to fill nearly all of the positions with exceptional personal is a benefit of having the most members. We are able to conduct more events and bring more people to these events because of the membership numbers we have. Just imagine conducting these events in a Wing that is the size of any of our Groups in membership. There are many in this category.

Civil Air Patrol experiences a large turnover of membership because the members are not having their needs met. Because of our size we are able to produce more opportunities that fulfill more of these needs and retain experienced members. These experienced members are the core that trains and mentors our new members and provides for a sustained future.

My immediate future involves participating at the local Squadron. I intend to renew and update my Emergency Services qualifications and also do some flying. I have missed flying and participating in Emergency Services during the past five years and I am looking forward to re-engaging in this vital part of Civil Air Patrol that I enjoy so much. I



also look forward to being a trainer and mentor for our newer members.

It has been a great pleasure to serve you as both your Vice Commander and Wing Commander. As the Wing moves into the next four years I have faith that the members of Florida Wing will continue to excel and Florida Wing will remain the largest, most active, and best Wing in Civil Air Patrol.



Commanders Comments

Cont- from page 1 . . .

best and hoping for a bright future. Rest assured that over the next few years, I will continue the legacy to build on the efforts and service of those who have preceded us, and we will set favorable conditions for those who will follow us.

Every Commander must ensure that we all understand where we are headed and how we intend on getting there. With that in mind, I share with you the guiding principles that we will follow during my command tenure:

Command Vision

Train to Respond,
Respond to Succeed,
Succeed in our Service.

Command Mission Statement

To actively and professionally support CAP's missions, our country and state by providing a capable and trained volunteer force and motivating our membership to be strong leaders and better citizens.

Command Philosophies

Strengthen our organizational leadership
Maximize the value we add to Civil Air Patrol, our partners, communities and members
Sustain a capable, responsive and accountable organization

Just as we follow CAP's core values, I ask that you bear in mind these guiding principles as we go forward. They should be the basis for our short and long term planning as well as during the execution phase of our activities and events.

I look forward to meeting and working with each and every one of you. Thank you for all you do.

Semper Vigilans



Personnel Wrap-Up

*By Maj. Jennifer Richards, CAP
Florida Wing Director of Personnel*

Congratulations to all of our award recipients for 2013!! Awards were presented to each of the recipients during our annual Wing Conference held on 15 March in Orlando. There were awards for member "of the year" in each duty assignment category, two Circle of Excellence recognitions, three Cadets were presented with their Spaatz certificates-the highest achievement in the Cadet program, and five members were honored with 50 Year plaques for their continued membership in Civil Air Patrol. Emerald Coast Senior Squadron was recognized as the Senior Squadron of the Year, Stuart Composite earned the Composite Squadron of the Year and the Squadron of Merit, Wesley Chapel was awarded as the Cadet Squadron of the Year, and Group 2, led by Lt. Col. Chris Duemmel, was the Group of the Year.

Lt. Col. Jay English was chosen as the Senior Member of the Year for all of his hard work, dedication, and willingness to go above and beyond in his many duties, mainly as Inspector General. He made sure all of the squadron SUIs were completed in the required time frame and worked with his IG team to verify all squadrons were in compliance.

There were five members who joined the 50 Year Member club. Those members are: Lt. Col. David Fuller, Lt. Col. Bruce McConnell, Lt. Col. Richard Niess, Lt. Col. James Porter, and Lt. Col. Richard Russell. These members have seen and experienced many changes in Civil Air Patrol during their tenure but continue to see the value of CAP and are still participating actively in Emergency Services and working with the Cadets. I would like to take a minute to say thank you to all of our 50 Year Members!

In addition, to the awards, four Changes of Command were performed. Col. Michael Cook passed command of Florida Wing to Col. Henry Irizarry. There were also three new Group Commanders who took over their respected Groups: Group One Commander is now Lt. Col. Kelly Noler, Group Three Commander is Maj. Steve Lampaona, and the new Group Seven Commander is Lt. Col. Steve Schack. Congratulations to each of you!

Thank you to all of our members and remember it's never too early to begin working on nominations for this year's awards!

Piper Aircraft Factory Tour

*By Capt. Gregory Gernat, CAP
Commander, Okeechobee Composite Squadron*

The Okeechobee Composite Squadron of the Civil Air Patrol had the opportunity to tour the Piper Aircraft manufacturing facility in Vero Beach recently. Our Guide was Phillip Peterson, an employee since 1962, retired, but couldn't stay away and comes to this facility on Tuesdays, Wednesdays and Thursdays to conduct 2 hour walking tours at 10AM and 2PM to groups of up to eight people.

This knowledgeable man took us through the plant from where the raw material comes in and takes you through the process of forming them into a completed flying airplane. We were able to watch a punch machine punching out small parts out of a sheet of aluminum with amazing speed and precision. A three axis milling machine is normal in a plant like this, but Piper has a five axis milling machine also which gives the machinist much more flexibility in manufacturing more complex parts. Some parts of the landing gear are forged off site. This forging gives the landing gear more strength to withstand the rigors of rough landings that a casting would not provide. We observed the construction of a wet wing fuel tank, which is made using the skin of the wing, no separate fuel tank here like you are used to seeing in your family car. Another interesting concept was the use of a heat cured adhesive that was used to bond metal together in certain areas of the fuselage.

The plant manufactures several different models of aircraft at the same time and only builds



L-R: 1st Lt. Allen Gray, Cadet Airman Zachary Mullin, Cadet Airman John-Michael Collier, Guide Phillip Peterson, Cadet Airman Chase Collier, Capt. Gregory Gernat, Cadet Christopher Denton

a plane when an order is placed. It's interesting to see the final assembly line with several different models, both single and multi engine, the owners choice of a Continental or Lycoming gas engine or even a Pratt & Whitney PT6 Gas Turbine engine as an option in some models.

Piper got its start in Pennsylvania in 1935 with an airplane called the Chummy, then went to probably most famous of all aircraft, the yellow J-3 Cub. Their name is known around the world and they receive orders for their product from around the world. They have never looked back. Mr. Peterson stated that Piper has built over 100 different models of aircraft during their history and over 130,000 airplanes. They just keep on flyin'.

Wings of Freedom Tour 2014

Zephyrhills Municipal Airport

*By 1st Lt. Sybrian Castleman, CAP
Commander, Zephyr Airport Cadet Squadron*

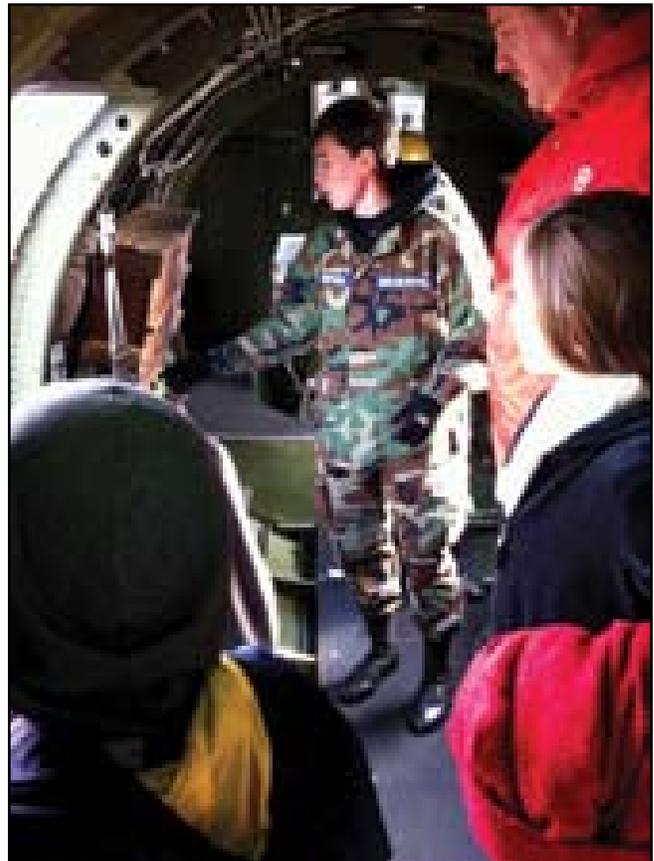
The Collings Foundation once again took their iconic World War II aircraft on a tour around the state of Florida and made a three day stop at the Zephyrhills Municipal Airport. While the bitter cold kept the larger crowds at bay, Civil Air Patrol cadets from the Zephyr Airport Cadet Squadron and from the Wesley Chapel Squadron braved the wind and the low temperatures to assist with various duties for the Collings Foundation and airport management, including guest safety.

This year, the Zephyr Airport Cadets did their homework and studied not only the specs of the three visiting aircraft, but also the part each played in history. The cadets escorted visitors on their tours inside the Consolidated B-24 Liberator, “Witchcraft” and the Boeing B-17 Flying Fortress known as the “Nine- 0–Nine”. The Zephyr Squadron cadets are on a mission to bring their love of aviation to the local community youth through educational activities and events. Participating as tour guides fit this mission perfectly. Cadets were able to actively engage the many homeschoolers in discussions about history and aviation on a level that kept their interest and made the tours “come alive” for them.

While none of the cadets had the opportunity to ride in either of the bombers during the Zephyrhills stop, Cadet Senior Airman Janean Thompson did get to ride on the taxiway in the back seat of the P-51 Mustang.

Cadet Airman First Class Nolan Pelfry said, “I feel honored just to have the experience of spending the day with the flight crew, see these historic airplanes up close and share what I learned about them with others.”

Cadets not only helped by giving tours, but



Cadet Senior Airman Janean Thompson gives a tour to visitors at Wings of Freedom.

also by performing tasks assigned to them by the flight crew. They assisted in cleaning, fueling and preparing the bombers for their flight to their next destination on the final day of the tour. This gave the cadets an opportunity to learn even more about these historic aircraft with some hands on experience which they can add to their knowledge base for the next time the Collings Foundation tours the area.

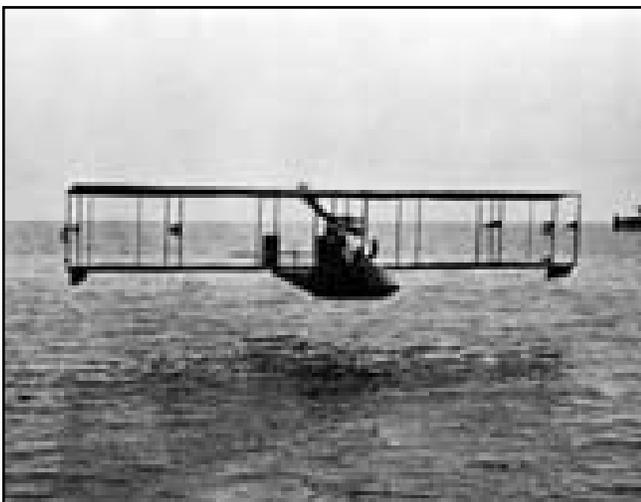
Color Guard Celebrates Centennial of Commercial Flight

*By Cadet 1st Lt. Viviana Angelini, CAP
Clearwater Composite Squadron, Group 3*



Benoist replica in 2014

January 1, 1914, marked the very first flight of scheduled winged airline service. A Benoist XIV biplane flew over the bay from St. Petersburg to Tampa in just 23 minutes. Occurring just eleven years after the maiden flight of Wilbur and Orville Wright, the Benoist's voyage marked the beginning of a new era in aviation history. Two Benoist aircraft commissioned for the newly-established



Original Benoist in 1914

Tampa-St. Petersburg Airboat Line flew over 1,250 passengers during the three months they were in service.

One hundred years later, on January 1, 2014, a perfect replica of the Benoist aircraft floated on the water of Tampa Bay. The replica was crafted with painstaking accuracy in the workshops of Kermit Weeks, at his Fantasy of Flight museum in Lakeland. The Benoist was scheduled to fly across Tampa Bay, retracing the route of one hundred years ago. Unfortunately, due to unexpected difficulties, it did not fly. Another aircraft, similar to the Benoist and accurate to technology of the early 1900's, replaced the Benoist and completed the circuit.

Clearwater Composite Squadron was proud to provide the color guard for this ceremony celebrating the centennial of commercial aviation. The color guard consisted of Cadet 1st Lt. Gretchen Sandorf, Cadet 2nd Lt. David Levy, Cadet Senior Master Sgt. John Gilbert, Cadet Senior Master Sgt. Caleb Lewis, and Cadet Senior Airman Jayson Bracewell. Color Guard Commander

Continued on page 39 . . .



CAP Color Guard

Sandorf remarked, "I'm honored to have had the opportunity to participate in an event recognizing one of America's greatest achievements in aeronautical history." Southeast Region Commander Col. Alvin Bedgood said, "I had the privilege of participating in the ceremony and witnessing your performance from the Tampa side of the event. Your color guard was a credit to CAP and the Centennial celebrations. Congratulations on a job well done!" The Squadron is proud of its cadets for taking part in this historic event and representing Civil Air Patrol. ■■■

challenges of a sophisticated, global aerospace society and understand its related issues. The successes of the CAP aerospace education programs with students throughout the nation are indeed great and help generations past and yet to come to thrive and enrich our nation."

Earlier in 2013, Cadet King, who is a member of Polk County Composite Squadron in Winter Haven, Florida, was honored with both the Florida Wing and CAP Southeast Region Frank G. Brewer, Sr. Memorial Aerospace Award. This award also recognizes cadets who have made significant contributions to the aerospace field in the previous year. Some of Cadet King's contributions for both the AFA and Brewer awards included volunteering over 300 hours at aviation events such as Sun-n-Fun in Lakeland, TICO Airshow, and the Collings Foundation "Wings of Freedom" tour which brings historic aircraft to local airports. Cadet King participated in CAP Emergency Services aircrew training missions to help in search and rescue missions, and he earned ratings as a Mission Scanner and Mission Observer. Cadet King also participated in a week-long, intensive CAP Aviation Ground School, where he earned a \$1,000 flight scholarship as a top-scoring student participant in 2012.

Since then, Cadet King has continued to participate in and promote CAP's Aerospace Education mission. "The opportunities for Aerospace Education in CAP are amazing, including flight scholarships, orientation flights in powered aircraft and gliders, Air Force and general aviation familiarization courses, model rocketry, radio-controlled aircraft programs, volunteering at airshows, and much more," Cadet King stated. "CAP also develops strong leadership skills, physical fitness, and character development." King, who will travel to Israel this summer as part of the International Air Cadet Exchange program in CAP, concluded, "I am grateful for the many exciting opportunities that have opened up for me because of my participation in CAP and for the support of other CAP cadets and senior members. These same opportunities and fun and exciting experiences are available to anyone who joins CAP and works consistently to achieve them." ■■■

Honorable Ileana Ros-Lehtinen Joins Civil Air Patrol Congressional Squadron

In March 2014, the leadership of the Florida Wing participated in Civil Air Patrol's annual Legislative day as part of the Winter National Boards. During this event wings are tasked with setting appointments to meet congressional delegates from their respective state. Florida Wing Commander, Col. Henry Irizarry, met Honorable Ileana Ros-Lehtinen in her Washington, DC office to speak to her about our program. During the meeting, Col. Irizarry mentioned our congressional squadron including all the benefits of joining the Civil Air Patrol program. Congresswoman Ros-Lehtinen was immediately interested in becoming a member of our program and completed the necessary paperwork for joining.

Congresswoman Ros-Lehtinen is the congressional representative for Florida's 27th Congressional District which covers a diverse area including Miami, Little Havana, Coral Gables, Pinecrest, Hialeah, Cutler Bay, Westchester and Key Biscayne. She has honorably served in the United States House of Representatives since 1989. Prior to being elected to the United States



Col. Henry Irizarry presenting Honorable Ileana Ros-Lehtinen with her membership certificate and membership card for the Civil Air Patrol.

Congress, Congresswoman Ros-Lehtinen served in the Florida State House and the Florida State Senate where, among other things, she authored the Florida Pre-paid College Plan.

Col. Irizarry presented Congresswoman Ros-Lehtinen with her membership certificate and membership card Monday, April 28th in her local office in Miami, Florida. There he let the Congresswoman know how proud all the Florida Wing members are that she has chosen to be a part of our great program.

“WHO GUARDS THE GUARDIANS?”

FLORIDA WING’S ANNUAL MANDATORY CHECK PILOT SCHOOL

September 6, 2014 Lakeland Linder Airport

By Lt. Col. Joyce Nader, CAP

Public Affairs Officer, Public Information Officer (T), Legal Officer--FL 182

Check Pilot Class of 2014.
Photo by Maj. Lampasona



Florida Wing held its annual National Check Pilot Standardization Course in Lakeland, Florida at the Cessna Center, Lakeland Linder Airport, September 6-7, 2014. FLWG is one of the few wings in Civil Air Patrol that mandates both online training and in person face-to-face training and evaluation of its check pilots.

40 check pilots/mission check pilots and check pilot/mission check pilot trainees were in attendance to either train as check pilot examiners or to be evaluated as Form 5/Form 91 check pilots. Over 48 sorties were planned to fly on Saturday alone, with all originating in Lakeland, except 2 originated in Brooksville, including the Glider check pilot evaluation. Six CAP vehicles brought the pilots and staff from around the Wing, and 14 CAP aircraft were flown in from around the state (12 in Lakeland and 2 in Brooksville) to participate in the all important mission, which was funded by the USAF.

The Standardization and Evaluation Check Pilot School consisted of extensive classroom instruction, roundtable discussions with the pilots in attendance, and in flight training and evaluation.

The overarching message of the mission is SAFETY: safety of the check pilots, the guards, who then evaluate the Form 5/Form 91 and Cadet Orientation pilots, the guardians. As the FLWG Commander Col. Irizarry stressed, “There is no

greater charge of CAP pilots than the safety of their crews, their passengers, and especially the cadets, whose parents and grandparents trust their lives with us.”

Col. Irizarry, during his opening remarks and introductory briefing, emphasized the importance of proper training, honest evaluations, compliance with regulations, and the all important mission of safely flying CAP aircraft.

The FLWG Vice Commander, Lt. Col. Luis Garcia, presented the course overview, which covered everything from applicable regulations, the rationale behind the in-person course, the statistics on aircraft incidents, and reasons for pilot mistakes and safety mishaps.

Lt. Col. Scott Patterson, FLWG Standardization and Evaluation Officer, also re-emphasized trends and crew resource management.

The highlight of the program was given by Dr. Kenneth Stahl, a cardiac surgeon and professor of surgery, University of Miami. Dr. Stahl, a CAP member for over 8 years, volunteered for CAP to give back and serve his community and country. He has been a general aviation pilot for over 25 years, and became involved in the Check Pilot School at the request of CAP, as Dr. Stahl has been providing “cockpit safety” training for commercial carriers for many years.



Maj. Becker and other check pilots listen intently to the programs of speakers. Photo by Joyce Nader

In his informative presentation, Dr. Stahl spoke extensively about the medical aspects of stress, fatigue, and other health-related factors that could affect cockpit safety--the pilot's decision-making, judgment, and ultimately his ability to safely pilot the aircraft. He asked the pilots to think about "who guards the guardians?" He goes on to emphasize, "we must be ever vigilant in ensuring that we fly safely", and "to not be overconfident in our ability or our condition" as that is when "we make mistakes", that could lead to aircraft damage, injury to human life, or the worst imaginable, fatalities.

The theme of safety was evident in every aspect of the 2-day mission: safety of CAP missions, safety of CAP crews, and safety of CAP cadets.

Lt. Col. Larry Fernald, a 20-year veteran of the Air Force and a retired commercial pilot with almost 17 years experience flying passengers for one of the major airline carriers, joined CAP as a volunteer, to serve his community and his country, and "to give back." He serves CAP in many necessary and important roles, with his most important role, as he states it, "being a check pilot." In responding to why he volunteered to be a check pilot, a demanding role requiring many volunteer hours, he said that he wanted to share "my experience and expertise to aide CAP" to ensure the best corps of CAP pilots fly safely. He stated forcefully that "safety is paramount."

Maj. Pam Becker, with FL 423, Eglin Composite, became a general aviation pilot after she retired from her work as an electrical engineer. She joined CAP "to give back to our community", a common theme among the pilots at the school. When asked why she became a check pilot, she eagerly responded, "to serve CAP in its all important mission of pilot



Col. Irizzary confers with the Check Pilot Staff on weather conditions. Photo by Joyce Nader

safety." She wanted to help, as "there is a need for check pilots to keep the pilot corps safe."

Maj. Dick Morrell, with Punta Gorda Composite, FL 051, was a former major in the US Marine Corps. He became involved with CAP working on the Archer program. He was asked to be a check pilot by the Vice Commander, and he eagerly and enthusiastically responded to this challenge. "Safety is so very important in CAP, and I just wanted to lend a hand." A very important hand, indeed.

Weather became a factor during the first day of the Check Pilot School, and the remaining sorties planned for the first day were aborted and rescheduled to continue promptly on the second day in the early morning to avoid the afternoon rains and thunderstorms so common in a Florida summer.

The FLWG 2014 Check Pilot School successfully concluded with 27 pilots receiving their certificates, having flown 40 sorties, before returning home.



Lt. Col. Fernald studies Dr. Stahl's presentation on pilot safety. Photo by Joyce Nader