

WINGSPAN

CIVIL AIR PATROL MAGAZINE



SUMMER 2016
www.FLWG.us

Squadron Wins 1ST
In Cyber Patriot
Competition

A Day To Call
Our Own



Safety Stand
Down

Key West Squadron
Celebrates 5TH
Anniversary



Young Squadron Makes
Big Strides In First
Year Of Operation



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

A Year of Celebration

In December 1941, one week before the Japanese attack on Pearl Harbor, Civil Air Patrol (CAP) was founded by citizens committed to using civilian aviation resources to help bolster the nation's defense. On July 1, 1946, President Harry Truman established CAP as a federally chartered



*Colonel Henry Irizarry
Commander, Florida Wing*

nonprofit corporation, and Congress passed a law on May 26, 1948, designating CAP as the Air Force Auxiliary and giving CAP three primary missions – emergency services, cadet programs and aerospace education.



This December, the Civil Air Patrol will be celebrating its seventy-fifth anniversary. We celebrate 75 years of serving our nation, contributing to our local communities and in the development of America's future leaders through our youth.

Continued on page 9 . . .

COVER DESIGN By TFO Toni Barnes

Civil Air Patrol at Tampa Bay AirFest 2016

By Capt. Sybrian Castleman, CAP

Civil Air Patrol joined the 6th Air Mobility Wing for Tampa Bay AirFest 2016 at MacDill Air Force Base this past weekend as part of the US Air Force “Total Force”. Civil Air Patrol (CAP) provided 150 members from around the state of Florida to assist with guest relations and visitor safety during the event.

Friday, during the Media Day Event, the CAP AirFest Public Affairs Team arrived ahead of the rest of Civil Air Patrol members to greet and escort VIP guests to their seating areas for the practice run of the airshow.

On Saturday and Sunday, CAP Cadets helped visitors through the static aircraft displays and

talked with kids about the various types of aircraft. They also helped the 6th Air Mobility Wing Security Squadron with retrieving forgotten items to take to the Lost and Found booth and with keeping small children who were lost safe until they could be reunited with their parents.

Inside Hangar 3, Civil Air Patrol had a booth with two flight simulators where visitors could “fly” a Cessna 182, which is the primary aircraft that makes up the CAP fleet of 550 aircraft. Kids enjoyed taking pictures with CAP’s mascot “Cadet Ken” and learning about CAP’s “Drug Demand Reduction Program”, which focuses on drug abuse awareness, education, and prevention. Visitors also had an opportunity to interact with Civil Air Patrol members to find out more about Cadet Programs, CAP’s Search and Rescue missions, and membership opportunities.

While Civil Air Patrol was at AirFest serving with the 6th Air Mobility Wing, the 927th Reserve Refueling Wing was serving Civil Air Patrol – literally. Members of the 927th cheerfully cooked and served the 150 CAP members their meals throughout the event. During the sudden thunderstorm on Saturday, the 927th delivered and served lunch to CAP members where they had taken shelter in Hangar 3 without any delays.

The support of the 6th Air Mobility Wing and the 927th Reserve Refueling Wing of Civil Air Patrol extends beyond AirFest 2016. In August of 2015, they arranged a tour of MacDill Air Force Base for CAP Cadets. The 927th will again be cooking and serving CAP members’ meals next month at Sun-N-Fun in Lakeland. Civil Air Patrol has offered assistance with other events hosted by both Wings to further solidify the working partnership between the US Air Force and Civil Air Patrol as members of the USAF Total Force.





Lee County Cadets Take To the Road to Learn About Aviation

*By SM Ruth Byron, CAP
Photos by Capt. J. Arbraham, CAP*

Civil Air Patrol cadets from Lee County Schools Cadet Squadron attended the National Tour of Historic WWII Aircraft organized by the Commemorative Air Force at the Punta Gorda Airport. The cadets were hosted by the Experimental Aircraft Association (EAA) chapter 565 to assist with safety and security around the static aircraft displays from the largest flying museum in the world.

“Unfortunately the majority of the planes were “weathered in” at a Texas airport and could not make the flight in time,” said Lt. Col. Jim Kaletta, Group 5 Commander. “With only a few aircraft on the tarmac the cadets had time on their hands. EAA members treated the cadets to an all you can eat

pancake breakfast.”

After breakfast, the cadets received a private tour of the airport control tower. The tower operators explained how they were controlling both air and ground traffic operations in the area around the tower.

“This takes the learning experience beyond the books,” said Kaletta. “The cadets could see firsthand what a flight control operation does and the people involved. They saw PGD’s new radar. It helps them learn about career opportunities.”

The cadets then visited the airport fire department and watched the firemen complete daily tests with the equipment. A popular piece of equipment

Continued on page 7 . . .



Lee County Cadets

Cont- from page 5

is the 78,000-pound fire rescue truck with its impressive size, speed, and the ability to shoot tons of water a great distance. After the demonstration, then the cadets were able to closely inspect the vehicle from inside, on top, and anywhere on the vehicle followed by a tour of the firehouse.

The cadets returned to the air show and toured the flight line to check out the planes. Each plane's pilot spoke with cadets about their plane, its performance capabilities and its history.

By this time, the cadets were ready for a lunch hosted by the EAA chapter.

Cadet Master Sgt. Bella R. Viator said, "Best day ever!"

Lee County Schools Cadet Squadron would like to thank EAA Chapter 565 for their endless hospitality and food. We would also like to thank Group 5 Commander. Lt. Col. Jim Kaletta, and Cadet Capt. Mikehla Hicks, Charlotte County Composite Squadron's cadet commander, for making this a special activity.

Other FL-816 cadets attending the Punta Gorda event were Cadet Airman Cooper J. Bisbe; Cadet Airman Kyle C. Brady; Cadet Tech. Sgt. Ethan Paul Cummings; Cadet Senior Airman Joseph A. Gingras; Cadet Staff Sgt. Katherine J. Grier; Cadet Senior Airman Sabrina M. Reading; and Cadet Master Sgt. Bella R. Viator.



The 2016 Public Affairs Academy

By TFO Antoinette Barnes

On the weekend of March 4th Florida Wing held its annual Public Affairs Academy (PAA). The PAA is the one event that should never be missed as it is always a fun academy and this year was no exception. The PAA was hosted by the Florida Wing Director of Public Affairs, Capt. Ty Lahnen, accompanied by Deputy Director Capt. Wayne Hooks, 1st Lt. Elena Lee and Cadet Maj. Antoinette Barnes.



The PAA took place in Orlando at the Police Training Facility. Over 40 Civil Air Patrol members attended the two-day Academy full of useful PA classes. CAP PA members learned more about public affairs and how to branch out and help the general public learn about Civil Air Patrol. Students who attended this activity had loads of fun and made new friends in the wide world of Civil Air Patrol.

On Friday night the Senior CAP members got together for a light social at a local restaurant before getting down to business the next day.

Day 1 started off with the usual introductions and safety briefing and then it was heads down for the nitty-gritty. Capt. Lahnen spoke about upcoming events such as Sun-N-Fun, Macdill Airfest, Encampments and the new professional development requirements for PAO's. The PA team also gave a fun filled class on how to put out great press releases and the best way to work with social media.

Day 2 we had a surprise visit from Col. Henry Irizarry the Florida Wing Commander, who answered questions from participants and spoke about the importance of public affairs at the wing-level.

The day continued with a class on promoting the cadet program and how to make the best of your PA cadets, followed by some camera tips and a unique class on how to get your story out. The infamous camera wiz Maj. Steve Lampasona was seen with welding his camera and took some great photos of the group.

The weekend wrapped up with the award ceremony where CAP members received their well earned certificates and well wishes for happy PA work before all headed back to their home squadrons armed with all sorts of great ideas to help get CAP in the media.



Commander's Comments

Cont- from page 1

I am proud to be part of this great organization that has contributed so much to our great nation and has provided so many opportunities to our youth to include myself. CAP was a crucial part in my teenage years through the teachings of leadership, aerospace, fitness and character development. It helped me reach who I am today in both, my professional and CAP careers.

2016 is a year of celebration. Let's honor those who preceded us, those who serve today but most importantly, all who throughout time have supported our endeavors that include our spouses, parents, local community government, industry leaders, and many, many others. We could absolutely not accomplish our mission without their help.

Let's take every opportunity during 2016 to honor our past and prepare for the next 75 years. 



CAP Byword - Safety, Safety, Safety



By Maj. Earle Bretz, CAP

Periodically, the Florida Wing (FLWG) holds a 3 day Flight Operation Stand Down (NO flying and a lot of sitting, listening and learning). Recently, FL - 051 Charlotte County Composite Squadron held their "Sitting Session" with their aircrews. Thirty senior members, approximately 30% of their senior members attended.

Group Commanders, Check Pilot Examiners and Check Pilots played a big part in the audio and visual presentations. The four hour session covered safety from all angles - safety on the ground, at meetings, traveling and flying, etc. Addressed in the talks were the Aircraft Informational Folder (carried in the plane), our mission reporting site - WEB Mission Information Reporting Service (WMIRS), Aircraft Inspections, Aircraft Check Lists, Aircraft Airworthiness, CAP Regulations and FLWG Supplements covering all aspects of flight, Federal Air Regulations and Weight and Balance Calculations were only some of topics covered.

The thrust of all the presentations and the items continually stressed was safety - Safety to and from meetings, at the meetings, during flight - basically, ALL the time one is "upright and awake" performing for Civil Air Patrol (CAP).

We are pleased to report that CAP FL - 051 has not had a safety related issue or incident reported for well over 7 years. We have taken the safety program of CAP very seriously. There is never a gathering where it is not stressed to all senior members and cadets.

The time spent at the recent session was very educational and informative, reinforcing the Air Force and CAP message regarding safety. We will continue to conduct all activities safely as we perform our "Missions for America."



Civil Air Patrol

“There’s no such thing as a natural-born pilot” -Chuck Yeager

A High-Flying Achievement

My name is Michael Burns and on May 22nd, 2013 I flew in a CAP airplane for the first time. Today, almost three years later, I’m proud to call myself a Private Pilot. It has been an extraordinary journey from start to finish and I have so many people to thank for all of the help, encouragement, and support.

Everything started with a dream. When most people say that, they usually mean a longstanding desire. I literally had a dream about flying back in summer 2012 and the next day I knew that I was going to be a pilot. Sixteen year old me had absolutely no idea what to do with that revelation. However, several months later I met a man who was visiting from out west who suggested that I try to find a local CAP squadron. At the time I had no idea what CAP was or what to expect, but with help from my mom I had found my way to SER-FL-116, Seminole Composite Squadron.

This organization is impressive to say the least, and so had captured my admirations and desire to become a member of this great thing called “Civil Air Patrol”. On January 1st, 2013 I officially became a Cadet Airman Basic.

After expressing my interest in aviation, the squadron commander, Gary Stalnaker, put me into contact with a flight instructor who was based out of Merritt Island. For the next four months, my Mom would drive me out once or twice a week to KCOI and my Dad would pay for me to learn from Terry Pricer. He taught me the fundamentals of flying.

The most challenging part of flying to me in the beginning was understanding how close to the ground I was when landing. Unfortunately I couldn’t overcome this challenge and solo before Terry had to move away.

Enter John Wilson, the man who I ultimately consider to be the one who taught me how to fly. I feel like I’ve known him forever even though I know it hasn’t been *that* long. He helped me get through my solo and my written, along with most of the requirements for the Private Pilot certificate.

Jack Arrigo helped me get ready for the check ride but honestly at the time, I wasn’t really ready and Scott Martin took on the mantle of preparing me for the final test. He polished me up and signed me off to take the check ride.

Nothing has ever torn me down before like failing a check ride. There were plenty of times during my career as a student pilot that I had failed, whether it be understanding principles or performing maneuvers. Even though sometimes things just wouldn’t click and I kept failing over and over (I remember one time I practiced 16 landings in the same day to try and get it right). I had never felt defeat until my first attempt at the check ride.

I remember the next day I went to the airport to look at the Pilot’s Operating Handbook to figure out where I went wrong. After retrieving it from the airplane, I was approached by a man who said “Stay right there, I need to talk to you”. The man was named Andy Yasurek and he was determined to help me succeed. Andy is a friend of Mark Strobridge, a fellow CAP member who works at Starport. Andy, Mark, and Scott all worked in tandem to ensure that I pass my check ride.

On March 28, 2016 when the engine of N202NY powered off at Deland, I became a Private Pilot. I am so grateful for what everyone has done to help me get here. But this isn’t the end, just the beginning. Mission Pilot, here I come!

Former Florida Wing Commander Col. Henri Casenove Passes Away at 98

In mid-January, Col. Henri Casenove, a former Florida Wing Commander (1974 – 1977) passed away at age 98. Henri joined CAP in 1961 and was heavily involved in all three CAP missions, to include Operations, Logistics and Communications. CAP Communications was very near to his heart having been involved with radio nets for many years on the air as Florida CAP 90. I don't know what his callsign was back in the Sparrow/Crane days, which were our old callsign names. In 2008, he was named the Florida Wing and Southeast Region Communicator of the Year and finished second in the National Communicator of the Year process.



Casenove and Reed in 1984, Col. Henri Casenove and Lt. Col. Dick Reed, Lt. Col. USAF, Florida Wing Liaison Officer are being interviewed by an Orlando based radio station.

Col. Casenove was named the Florida Wing Senior Member of the Year in 1966 and 1985, was named Southeast Region Wing Commander of the Year in 1974 and earned the Distinguished Service Award along with numerous Exceptional and Meritorious awards. He also earned the Gill Robb Wilson award, number 220 in 1984.

In attendance at his service were eight former Wing Commanders, along with other CAP members that served at high levels within the Wing. Friends and family in attendance spoke highly of Henri's love for CAP.



(r to l) Col. Sharkey (01-04), Col. Levitch (05-06), Col. Bedgood (07-08), Col. Lewis (92-94), Col. Gwynn (66-67), Col. O'Key (06-07), Col. Moersch (08-11) and Col. Cook (11-15). Col. Bass (68-70) could not attend but passed along his condolences.

OOPS.....My Mistake!

By Lt. Col. Phil Zedonek, CAP

Former Florida Wing Vice Commander and Current Government Relations Officer

Are you kidding me? Didn't you use spell check or have someone proof this article before it went to print---Mastake is spelled wrong. Obviously you don't know how to write or probably can't do anything RIGHT. How often have we been criticized, ridiculed or embarrassed by someone for making a mistake? How did it make you feel? Probably you would rather forget about it and just move on, but often others just won't let it go, even after years.

Mistakes will happen and are part of our lives. Everything we have ever learned, all of the world's inventions, and who we are as individuals is the result of trial and error (mistakes). Mistakes are an integral part of the learning process and must be internalized if we are to grow and prosper in this complex world. From learning to walk, feeding ourselves, riding a bike, playing a musical instrument to operating complex equipment would not be possible if we didn't try and fail a few times along the way. Remember nothing we have ever accomplished or attempted was done perfectly the first time. So why do individuals continue to make mistakes when asked do something?

In the context of the Civil Air Patrol we must examine several root causes for why some tasks or situations lead to someone making mistakes ranging from minor to potentially life threatening. As a leader you must ensure when delegating a task or mission the guidance you provide is correct and current. It is your responsibility to check if regulations have changed, new procedures updated, or polices have changed which would impact on how something is to be accomplished. Also the guidance you provide must be clear/concise and specific as to the desired outcomes. Don't be vague and leave it up to someone's interpretation as to the final product or otherwise you have abdicated your right to be upset if the results are different from your own vision. Additionally, do the individuals you are asking to do something possess the requisite skills and training necessary

to even attempt your request? You must know your people and their skill level before assigning them a "mission impossible."

Okay, so someone makes a mistake even after you have done everything possible to minimize the potential for such an outcome. What next? First take a hard look at the affect the mistake has had on the overall mission or task assigned. Was the mistake just a minor blip on the radar that others may not even notice or was it something which could cause serious damage to property or be life threatening? Put the mistake into context from "who will care" to "call 911" and temper your response to the individual(s) accordingly. Too often in the Civil Air Patrol we tend to over react to someone's mistake and make the situation worse than it really is in the "big picture." Remember perfection in everything we do and say is impossible. To achieve perfection is about as likely as it is to change the temperature of the ocean.

Shifting gears (something many of us made mistakes doing while learning to drive) to the individual who actually made the OOPS we must get a sense for their reaction to the situation. Does the person immediately become defensive and starts blaming someone, something or everyone else for the mistake, or are they remorseful and accept responsibility for their actions? We must listen to the person and understand why they are reacting in such a manner so everyone can learn from the situation. Did the person feel they did not receive proper guidance, the instructions were vague, they lacked the necessary training or did they just didn't care to take time to do the task properly and in the manner it was conveyed? This analysis is critical if we are to make the best of a mistake and truly learn from it so as to minimize the possibility of a repeat performance.

The organization can also have a direct impact on minimizing the possibility of mistakes, remembering

Continued on page 15 . . .

Oops...My Mistake

Cont- from page 13

Zero Defects is impossible. Regulations, polices and procedure changes need to be kept to an absolute minimum. Our volunteers have many other duties, responsibilities and roles to fulfill other than just Civil Air Patrol. Constant changes/revisions often lead to confusion, misunderstanding and increase the likelihood of mistakes. We cannot just keep piling on requirements as a response to some incident thinking it will be a panacea for our ills. Additionally, we tend to over react to a given mistake and this often leads to the individual(s) leaving the organization since they feel (despite their best efforts) inadequate, unappreciated or with a sense they can never recover from their errors since they will constantly be reminded of it for years. We must, in many instances, "just let it go." We cannot keep eating our young for every mistake they make if we are to survive from the Squadron to the National Level.

Mistakes are a part of life...from the apple in the Garden of Eden to present day. They will occur and we must use them to grow and develop as individuals and as an organization. Our reaction to mistakes must be tempered and appropriate to the seriousness and implications of each situation. One response does not fit all. Individuals must accept responsibility for their actions (when appropriate) and not play the blame game. Finally, we can be a true Mentor to others and assist in guiding them through the Civil Air Patrol maze and thus minimize self-inflicted mistakes.

Finally, a first for this author... a quote to end this article by Mahatma Gandhi "Freedom is not worth having if it does not include the Freedom to make mistakes."

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. 

Safety is Overarching Theme of Civil Air Patrol

By Lt. Col. Joyce Nader, CAP

Safety, the paramount issue that governs every activity within Civil Air Patrol (CAP): IMSAFE standards for the pilots and aircrew; ORM (Operational Risk Management) training for senior and cadet members; monthly safety briefings; periodic safety stand downs; mandatory annual safety day training; annual training for the check pilots; and most recently, an entire weekend throughout the Florida Wing (FLWG) of CAP devoted to mandatory safety training of the pilots and aircrew, a Flight Operation Stand-down, where no flying activity could take place.

The Flight Operation Stand-down mandatory sessions were provided all over the State for the entire weekend of February 19-20, 2016. One such session was conducted at Pinellas Senior Squadron, FL 182.

The main presenter was Lt. Col. Larry Fernald. Lt. Col. Fernald is a check pilot and check pilot examiner for FLWG, is a retired commercial airline pilot, and former fighter pilot for the US Air Force.

Lt. Col. Fernald was assisted by Lt. Col. Bill Rake, a member of FL 182. Lt. Col. Rake is also a retired commercial airline pilot, former fighter pilot for the US Air Force, and an Air Force Academy graduate.

Over 18 senior members attended, most of them were pilots, while some were aircrew (Mission Scanners/Mission Observers), and some came just to observe and learn.

Lt. Col. Fernald's PowerPoint presentation was dynamic, interactive, succinct, cohesive, plain spoken for the non-pilots, and packed full of helpful information. He asked lots of questions to the participants, and promoted lively discussion among the members. Lt. Col. Fernald covered a myriad of topics, with the overarching message being safety now, safety always.

"There is no short-cut to being a CAP pilot. It takes hard work, diligence, and constant vigilance... to the equipment, to the weather, to the regulations, to one's own condition," stated Lt. Col. Fernald.

The mandatory session was a very worthwhile 4 hours spent on a bright but cold Saturday morning.

Traffic pattern operations – Compliance with Regulations and Recommendations for Flight Crew Safety

*Maj. Michael Banner, CAP
CFII, MEI*

After entering the traffic pattern on a *right base* turn at a non-towered, Class G surface-based airport, as well as not self-announcing his intentions on the radio, the pilot of a Piper Archer descended onto the top of a Cessna 182 that had just completed a turn from left base to final and whose pilot previously self-announced his position in traffic pattern on the radio. A bright fireball erupted immediately following the midair collision. In a fiery descent, both airplanes crashed ½ mile from the approach end of the runway resulting in the deaths of all occupants aboard both airplanes.

The runway at the airport involved in this fatal accident did not display light signals or visual markings indicating that turns should be made to the right, nor was it noted on the area sectional chart or in the *Airport Facility Directory* (AFD) that right turns in the traffic pattern were authorized for this particular runway. A contributing factor in the accident was the Archer pilot's incorrect and illegal decision to turn from the right base to final, rather than correctly make a turn from left base to final. Another contributing factor is the Archer pilot did not use the radio to self-announce and inform other pilots in the traffic pattern of his presence or intentions to land.

CAP flight management

Civil Air Patrol Regulation 60 – 1, *CAP Flight Management*, describing the practices, procedures, and standards for flight operations, states “. . . *FAA requirements are minimum standards; however, in some instances CAP has established higher standards than FAA minimums.*” Flight crew safety is an important reason for this regulation. While conducting any flight mission, for example flying in the traffic pattern, all CAP pilots are required to be in compliance with this regulation.

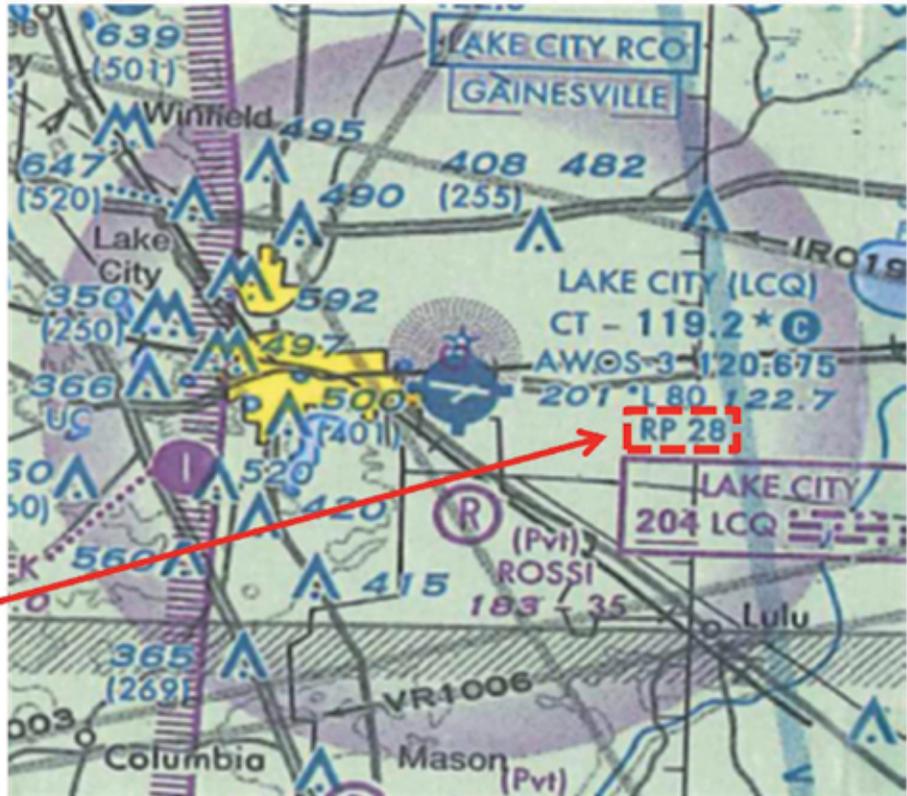
On numerous occasions while providing in-flight instruction, I have observed a number of CAP and civilian pilots incorrectly fly in the traffic pattern at airports in Class G and E airspace. Such pilots are not in compliance with Federal Aviation Regulations (FAR), Part 91 *General Operating and Flight Rules* and recommendations posited in the *Aeronautical Information Manual* (AIM).

Federal law mandating traffic pattern operations

FAR 91.126 Operating on or in the vicinity of an airport in Class **G** airspace
FAR 91.127 Operating on or in the vicinity of an airport in Class **E** airspace

Both of the above regulations direct pilots landing at airports in Classes G and E airspace to do the following:

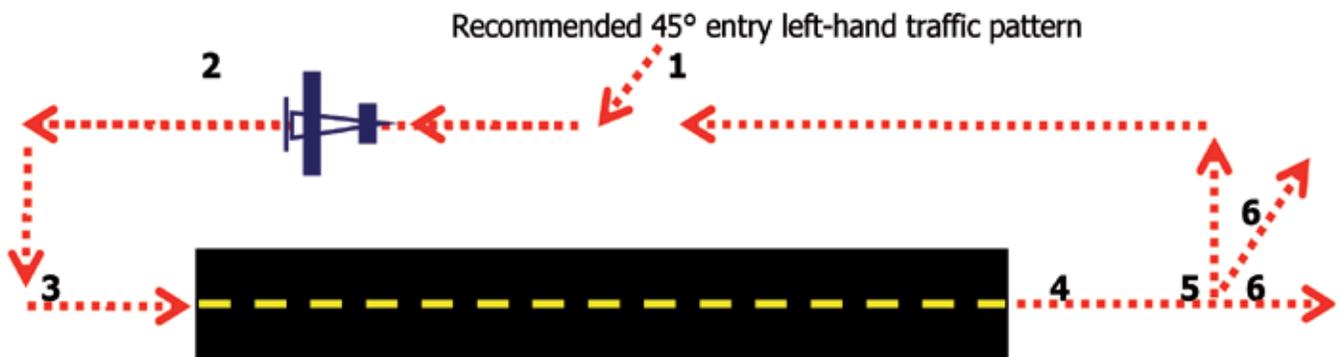
*“Direction of turns - Each pilot of an airplane **must** make all turns of that airplane to the **left** unless the airport displays approved light signals or visual markings indicating that turns should be made to the right, in which case the pilot must make all turns to the right.”* For example, on the sectional map, note the designation “RP 28” (highlighted in dashed red box) for Lake City (LCQ) airport; this means all turns to the right for Runway 28.



If there is no information for right turns in the traffic pattern, then pilots must make all turns to the left, as in turning from left base to final. CAP pilots deviating from these regulations and flying the traffic pattern as they please are in violation of Federal law, and, thus, CAPR 60-1. Additionally, by not complying, they risk a midair collision in the traffic pattern.

Do the above regulations mean a CAP pilot must fly a downwind-to-base-to-final traffic pattern at a non-towered airport? No, the regulations do not require it. The FAA recommends a standard traffic pattern with downwind, base, and final legs and a 45° downwind entry.

In the FAA produced *Aeronautical Information Manual (AIM)*, Chapter 4, and in *Advisory Circular AC 90-66A, Recommended Standard Traffic Patterns and Practices for Aeronautical Operations at Airports Without Operating Control Towers*, the correct procedures for operating in the traffic pattern at a non-towered airport, as in the aforementioned accident, are described. These documents state that at most airports, traffic pattern altitude for propeller-driven, general aviation aircraft is typically 1,000 feet AGL and that traffic pattern altitude for military turbojet aircraft extend up to 2,500 feet AGL. Traffic pattern altitude MSL = airport elevation MSL + 1,000 feet. For example, if airport elevation is 200 feet MSL, then traffic pattern altitude is 1,200 feet MSL. Also, the following figure is from these documents; it depicts correct traffic pattern operations.



Key to traffic pattern operations (see corresponding numbers on figure)

1. Enter the traffic pattern (45° angle recommended) in level flight; do not dive down into the traffic pattern from a higher altitude. Enter abeam the midpoint of the runway at pattern altitude (1,000 ft AGL recommended altitude).
2. Maintain pattern altitude until abeam the approach end of the landing runway on the downwind leg.
3. Complete the turn from left base to final at least ¼ mile from the runway.
4. Continue straight ahead beyond the departure end of the runway.
5. If remaining in the traffic pattern, commence the turn to crosswind beyond the departure end of the runway within 300 ft of pattern altitude.
6. If departing the traffic pattern, continue straight out, or exit with a 45° turn (to the left when in a left-hand traffic pattern; to the right when in a right-hand traffic pattern) beyond the departure end of the runway after reaching pattern altitude.

A reason for complying with the altitudes as prescribed in the 5 and 6 above is to mitigate a midair collision in the traffic pattern. Turning to crosswind or turning to depart the traffic pattern at an inappropriately low altitude, for example 200 feet AGL, risks climbing up and colliding with other aircraft in the traffic pattern. However, if at a tower-controlled airport ATC directs a CAP pilot to turn at lower altitudes than as stated in 5 and 6, then this directive supersedes the above stated altitudes and pilots are expected to immediately comply.

CAP pilots flying a published instrument approach procedure typically fly a straight-in approach starting from approximately 10 NM from a runway. At non-towered airports, these pilots do not fly a normal traffic pattern. For flight safety and to alert other pilots in the traffic pattern, starting from at least 10 NM from the runway, CAP pilots should self-announce on the common traffic advisory frequency (CTAF) their intentions of flying a straight-in instrument approach. Because many pilots operating at a non-towered airport may not be instrument-rated, avoid using certain terminology on the radio to represent position reports. For example, while flying the RNAV runway 28 approach at Lake City airport in Florida, avoid stating "at OREHO" (intermediate fix) or "at OPPEY" (final approach fix). This terminology is meaningless

to non-instrument rated pilots. Rather, a CAP pilot should state his/her position and altitude at 10 and 5 NM from the runway threshold and then again while on short final.

Airspeeds

It is important to fly traffic pattern legs at the recommended airspeeds as stated in an airplane's *Pilots Operating Handbook* (POH). Proper kinetic energy management (airspeed) in the traffic pattern means to always use appropriate airspeeds, not excessive or insufficient airspeeds. Flying too slowly risks a stall and inflight loss of control in the traffic pattern. In the absence of stated traffic pattern airspeeds in the POH or CAP approved cockpit checklist, the *Airplane Flying Handbook* (FAA – H – 8083 – 3A) recommends for the base leg to use $1.4 V_{SO}$ (V_{SO} is the stalling speed with power "OFF", landing gear and flaps down.) For example, if V_{SO} is 50 KIAS, then $1.4 V_{SO} \times 50 \text{ knots} = 70 \text{ KIAS}$. For the final approach leg, the airspeed $1.3 V_{SO}$ should be used. For example, if V_{SO} is 50 KIAS, then $1.3 V_{SO} \times 50 \text{ knots} = 65 \text{ KIAS}$

Radio operations

The recommended radio communication procedure as stated in the AIM (Chapter 4) is to use the CTAF at non-towered airports to self-announce when inbound at 10 NM from the airport by reporting the airplane's identification and type, altitude, location relative to the airport, intentions (land or overfly) and possession of the automated weather. Additionally, pilots need to self-announce when entering the traffic pattern downwind, turning to base, turning to final and leaving the runway.

For airports with surface-based Class G and Class E airspace and having an operational control tower (Fig. 1), FAR §91.126 and §91.127 state ". . . *no person may operate an aircraft to, from, through, or on an airport having an operational control tower unless two-way radio communications are maintained between the aircraft and control tower. Communications must be established prior to 4 NM from the airport, up to and including 2,500 feet AGL.*" Upon approaching these types of airports at a distance of approximately 10 NM, the first radio call should be to communicate with the tower. If the tower is not in operation and there is no reply, the pilot should self-announce his/her intentions to the airport traffic using the CTAF. For example, "Lake City traffic, CAP 1234, 10 northwest, at 3500 feet, inbound for landing, Lake City traffic."

– *Fly Safely*

2016 Check Pilot School Another Florida Wing Success

By Lt. Col. Joyce Nader, CAP

Civil Air Patrol's (CAP) Florida Wing (FLWG) held its annual National Check Pilot Standardization Course (NCPSC), commonly called "Check Pilot School", in Lakeland, Florida, at the main terminal building, Lakeland Linder Airport, February 6-7, 2016. FLWG is one of the few wings in CAP that mandates both online training and in person face-to-face training and evaluation of its check pilots.

Over 50 CAP members from around FLWG came to participate in the annual NCPSC, including more than 37 check pilots, check pilot trainees, and check pilot examiners. The check pilot examiners train future check pilots and future check pilot examiners, as well as evaluate Form 5/Form 91 check pilots.

Over 20 sorties were planned to fly throughout the 2-day training. 11 CAP aircraft were flown in from around the state to participate in this important mission, which was funded by the United States Air Force (USAF). However, inclement weather on both days grounded the training and examination flights. A steady rain on Saturday Feb. 6th prevented the sorties from taking off, while gusty cross-winds prohibited the sorties from flying on Sunday Feb. 7th. The training and examination flights were rescheduled over the course of the next few weeks following the Check Pilot School.

The NCPSC consists of extensive classroom instruction, roundtable discussions with the pilots in attendance, and in flight training and evaluation.

CAP members from the CAP Southeast Region and FLWG served in numerous staff-related roles throughout the 2-day course including: Lt. Col. Luis Garcia, Incident Commander ("IC"); Lt. Col. George Schaefer, Deputy IC; Capt. Charlene Garcia, Safety Officer, Aircraft Inspections; Lt. Col. Bruce McConnell, Communications; Maj. Adrian Cuarta, LSC, Logistics, and other staff support; and Lt. Col. Joyce Nader, LSC Trainee, PIO, and other staff support. CAP USAF representatives were also present.

The overarching message of this mission is SAFETY first and foremost: safety of the check pilots who then evaluate the Form 5/Form 91 and Cadet Orientation pilots. As the FLWG Commander Col. Henry Irizarry stated, "For CAP pilots, safety reigns supreme. We must earn and maintain the trust, most especially of the parents and grandparents who entrust their children's lives with each one of us."

Marion County Composite Squadron Finishes in First Place in State CyberPatriot Competition

By Capt. Don Lefebvre, CAP

The Civil Air Patrol (CAP), Marion County Composite Squadron's cadet team finished in first place out of 27 registered CAP teams in the state of Florida and 10th place out of 448 in the nation in the national CyberPatriot competition. The Marion County CAP team was formed in August, 2015, giving the cadets only seven months to form a cohesive team and win the Florida competition. 2nd Lt. Dale Katz, the team leader and coach said, "The team worked very well together under extreme pressure and I am proud of their accomplishment." E-ONE Inc., the fire engine/emergency vehicle manufacturer in Ocala, generously offered the team their facility to practice and computer access to the on-line competition.

During the competition the cadets are tasked with finding cyber security vulnerabilities within computer operating systems while maintaining critical computer services. The competition is conducted on-line and the teams are given a six-hour window in which to perform the assigned tasks. The clock starts when the team logs-in. CyberPatriot is the National Youth Program created to motivate students towards careers in cybersecurity and other science, technology, engineering and mathematics disciplines.

In addition to 2nd Lt. Dale Katz, the team was comprised of Cadet Master Sgt. Jonathan Allison, Cadet 2nd Lt. Hannah Guertler, Cadet 2nd Lt. Christopher Katz, Cadet Airman First Class Chase Lucas, Cadet Master Sgt. Joseph Reynolds and Cadet Staff Sgt. Brandi Yager.

Southwest Florida Civil Air Patrol Squadrons To Mark 75 Years of Vigilant Watch Over Florida's Coast

By Group 5 Public Affairs

The Civil Air Patrol has safeguarded life and property by keeping a vigilant watch over Florida coastal waters for nearly 75 years. CAP's initial air operations focused on the German U-boat "war on trade" in the Atlantic seaboard shipping routes. Bases along Gulf of Mexico shores were established to guard against the growing threat from German submarine activity in gulf waters. CAP members from what is now Florida Wing Group 5 operations area have played a continuous and expanding role since the very beginning of this important civilian defense effort.

The Ports of Tampa Bay

When creating the Florida Wing in 1942, the peninsula was divided into geographical regions of responsibility. The current assigned area for Group 5 extends south from Tampa Bay to the Naples area and eastward to the western shores of Lake Okeechobee. By the spring of 1942, CAP aircrews were flying patrols over the shipping lanes serving ports in Tampa Bay. That year, Civil Air Patrol's 13th Coastal Base moved to Sarasota from the Tampa area.

The wide continental shelf along Florida's west coast forced the aircrews to fly more than 70 miles from shore to reach water deep enough for the submarines to operate. Aircrews often flew just a few hundred feet above the

water's surface to spot their prey. The aircrews also helped to locate wreckage of military training accidents from sorties launched from airfields built along the peninsula's west coast.

For more than seven decades, volunteers have continued the reconnaissance flights as the Airforce's auxiliary. Over this broad span of time, local citizenry has remained a relevant and important link in emergency response and America's homeland security. The local squadron continued to help alert authorities to suspicious activities in nearby coastal waters. In the early 1990's, the U.S. Customs Agency increased focus on the Florida peninsula and surrounding waters. CAP aircrews were once again tasked to fly reconnaissance sorties over the Gulf of Mexico waters.

"The operation parameters had changed since the 1940's", offered 1st Lt. Christopher Carroll, unit public affairs officer assigned to the Sarasota squadron. "Aircrews now flew only half the distance offshore than their WWII-era brethren at an altitude with a greater margin of safety."

Sarasota pilot, Maj. Roger Nyberg, a 33-year CAP member and Vietnam veteran, was the Group 5 operation officer for many years' states, "In addition to transporting military personnel, pilots conducted aerial missions searching for emergency locator transmitter beacons and overdue aircraft."

In 2016, the SRQ Composite Squadron is thriving. The squadron's pilots are based from the Sarasota Bradenton International Airport and conduct coastal patrols twice a week. The aircrews fly a course of more than one hundred miles over the navigation lanes along the coastline of Sarasota and Manatee counties using strict parameters of flight. During the safety patrol, aircrews exercise communication channels while searching for navigation hazards and boaters showing signs of distress.

Charlotte Harbor

"At the end of World War II, a CAP squadron was established at the former Punta Gorda Army Air Field," said Maj. Earle Bretz, unit public affairs officer. "During the early years, the 'Coastal Rangers' flew a Piper J-3 Cub on patrol over Charlotte Harbor while operating out of the abandoned Air Force facility."

"Over the years, local volunteer members made many improvements to the Punta Gorda facility, most at personal expense. Hurricane Donna damaged the squadron's facility in 1960. Repairs and upgrades gave another 44 years of service until Hurricane Charlie destroyed the building and hangar in August of 2004," told Bretz.

"It comes down to relationships," said Lt. Col. Jim Kaletta, Group 5 Commander. "A mission statement only goes so far, it takes partnerships to keep the wheels turning. In this case, to keep the

props turning.” Kaletta, a former Punta Gorda unit commander said, “The Charlotte County squadron has made it a priority to maintain good community partnerships. Through the support of the airport authority, county commission and other community partners, the Charlotte County Composite Squadron preserves the legacy of the early Coastal Rangers.”

The modern day Rangers’ routes of coastal patrols, sundown patrols, and harbor patrols are much the same today as in the 1940’s. The patrol covers all shoreline of Charlotte Harbor; the Myakka River; the Peace River; the Intra-coastal Waterway and environs. Along the more than 100-mile route, aircrews search for boaters in distress, hazards to navigation, and environmental considerations such as oil slicks.

Crews report any sightings to the U.S. Coast Guard. Local units from both organizations find it valuable to schedule regular multi-agency training events to exercise lines of communication. The events use real-to-life scenarios to help become accustomed to working in a response environment with multiple agencies.

The CAP flight crews include a mission pilot, a mission observer, and a mission scanner or aerial photographer. Crew members train regularly for specialty qualifications and to maintain proficiency. The cross-unit training creates an opportunity for working in mixed teams. This ensures CAP resources are ready to respond in a safe and efficient manner. In recent years, Group 5 aircrews have provided a proving ground for beta testing the CAP National Technology Group’s digital imaging systems from the Punta Gorda base.

Funding for the patrol flights

comes from the volunteers themselves and through a memorandum of understanding (MOU) with the state or local counties. Both the State of Florida and many of Florida’s shoreline counties use the MOU agreement for tasking CAP aircrews to fly the safety patrols and aerial photo sorties. The acquired images and data assist planners with decision-making for tropical storm mitigation and responding to land development trends.

The Everglades and Ten Thousand Islands

Civil Air Patrol established a squadron in 1951 at the Naples airport to provide additional services for the southern region of the peninsula. Like the Charlotte County Squadron, The Naples Senior Squadron enjoys a good relationship with the local airport and community neighbors forming the cornerstones for the longevity of the unit.

In 1981, a second flying-squadron operating from a base at Marco Island added additional CAP resources for the area. Drawing deeply from local support, the Marco Island Squadron constructed a modern training center at the airport to support CAP mission efforts. Today, the Marco Island Senior Squadron and Naples Senior Squadron serve their communities as partners in maintaining the vigilant watch over the area’s coastline.

“Over the decades, CAP teams have assisted in helping numerous boaters who have gone aground, required mechanical assistance or simply got lost in the backwaters of the mangrove islands,” said Capt. Robert Corriveau, Commander of the Marco Island Senior Squadron. “In one case, our

team assisted the Coast Guard in finding a vessel that was taking on water somewhere between Marco Island and Key West. In each case, the individuals involved were assisted and/or rescued.”

Coverage of these weekly safety patrols in southern Group 5 includes the Ten Thousand Islands and Wilderness Waterway Trail. Aircrews perform reconnaissance of the campsites along the route to check for needed assistance. The Coast Guard is notified at the beginning and end of each patrol. Aircrews monitor marine channel 16 and can be redeployed in-flight to assist as a High-Bird communication relay. The squadrons’ patrol route completes CAP coverage of navigated waters along the Intercoastal Waterway through the Group 5 operations area to the mouth of Tampa Bay.

The attacks on 11 September 2001 have renewed the importance of identifying aircraft flying over prohibited airspace or entering the country without proper flight plans. In addition, the unique geography of southern Florida makes the shoreline vulnerable to contraband floated or flown into the United States. To combat the threat, fighter aircraft remain poised to be airborne within minutes to intercept unidentified and unknown airplanes entering U.S. airspace.

Just as in 1942, qualified CAP aircrews participate in Department of Defense exercises to help keep the military pilots skills sharp.

Eye To The Future

In 2014, Civil Air Patrol and its earliest members were honored with the Congressional Gold Medal for their contributions during World War II. Three-quarters of a century after CAP’s inception,

Continued on page 29 . . .

Blasting Into a New Frontier!

By 1st Lt. Richard Haughton, CAP

The Fort Lauderdale Composite Squadron was honored to host a 7 week model rocketry program for Group 6 cadets representing North Perry Composite Squadron, Boca Raton Composite Squadron, Crystal Lakes MS Cadet Squadron and Coral Springs Cadet Squadron. Our Cadets embarked on a new appreciation for rocketry with the help of new age programs such as Orion, Space X and the Space Launch System. While completing the program requirements, cadets will become eligible for the official Civil Air Patrol Model Rocketry Badge. Cadets and senior members started this program on January 7th, 2016 and will continue to meet each Saturday until its conclusion on February 27th. The time was spent meeting the requirements of the program which involved rocket history, rocket science, rocket building and the safe launch and recovery of a model rocket.

The Civil Air Patrol Model Rocketry is an achievement program for cadets interested in the science technology and flight of model rockets. The program subunits, Redstone, Titan and Saturn are stages in the program which honor NASA's history of rocket missions. Upon the completion of each stage it becomes more challenging. Cadets who complete this program will be recognized by their peers for

their leadership skills in the field of model rocketry. This program requires the support of cadets, parents, senior members and generous partners like the Fort Lauderdale Police Department, Banyan Air Service and the Florida Army National Guard.

In our first stage which is called Redstone we introduced our cadets to a rich history of rocketry starting progress by the Chinese almost 800 years ago. Cadets were given a rocketry presentation which was followed by written exam administered by senior members Stephanie Franca, Lori Pierre-Louis, and Capt. Rosario Palau. All cadets successfully completed their test with high marks. Though the program is educational we still had a blast! After our first examination cadets began their building phase under the supervision of Capt. James Sullivan from the North Perry Composite Squadron and myself. The cadets were putting theory into practice while they built bottle rockets during the hands on portion of the program. Following this was launch time where we had some fun allowing cadets to choose the propellant of their choice which includes skittles, confectioner sugar, flour and wet noodles. We all like to have fun but safety was a top priority at all times. We routinely followed the 11 set Model Rocket Safety code before all launches. The cadets all competed to see

who could launch their rocket the highest or the farthest using both the Pop Bottle Rockets and Junk Rockets. Cadet Berg from the Crystal Lakes MS Cadet Squadron achieved the highest altitude with her Pop Bottle Rocket powered by skittles. Even our Commander Capt. John Franco got in on the fun launching a Pop Bottle Rocket.

The Second Stage Titan followed the procedures of Redstone, but now the cadets would put Sir Isaac Newton's Theories into practice. Second Lieutenant Edson Franca who we consider as our own in house NASA scientist had all rocketry stations ready for the build. This time our rockets would use solid rocket fuel requiring our cadets to use the information gained from the lectures in order to complete a successful launch and recovery. The Cadets would meet at Snake Creek in the Florida National Guard training center to launch their single stage and two stage rockets. We were very thankful to the National Guard for allowing us to follow the rocketry safety code while keeping with airspace requirements from the FAA. Cadet Read of Fort Lauderdale achieved the highest altitude and recovery of his two stage rocket!

The third stage Saturn followed the procedures of Redstone, Titan and also introduced altitude tracking using a

Continued on page 29 . . .

New Frontier

Cont- from page 27

device called the Altitrak. The cadets were able to compute the altitude from the angles tangent and baselined distance. Although all launches never go as planned cadets learned a valuable lesson in problem-solving and team work. They were tasked with what went wrong and getting themselves ready for a relaunch or helping fellow cadets with relaunch. The program was successful in allowing all cadets to achieve their rocketry badge. Awards were presented by our Group Commander Maj. Jaime Lichi. We also encouraged Maj. Lichi to have some fun by arranging a competition against our own Capt. Palau to see whose rocket could achieve the highest apogee (highest point in the flight of a model rocket). I will leave it up to the reader to view our face book page to see who really won the contest. This program was designed to bring cadets, qualified senior members and squadron commanders all together and after witnessing the end result I believe we have successfully achieved that mission. 



75 Years of Service Cont- from page 25

local citizens are still providing voluntary service to help manage the nation's borders along Florida's coast.

"The local squadron is the face of Civil Air Patrol to the community; it is also the face of the local community to a nationwide membership body of close to 60,000 volunteers," said Maj. Jeff Carlson, CAP Public Affairs Officer. "The diversity in the CAP membership is the primary strength of the organization."

"On one hand, local units have been working at the same mission for 75 years. On the other hand, the mission environment has changed significantly," said Carlson. "Political and legal influences, economic pressures, technology changes and other influences continue to shape the CAP culture and mission. At the local level, the organizational change is both exciting and frustrating. It is challenging to create a simple definition of what CAP is because of the continually evolving mission and the broad impact of the aerospace, cadet, and emergency services programs."

Civil Air Patrol's professional volunteers are a valued part of the United States Air Force "Total Force" and viewed by the Department of Defense and Department of Homeland Security as a cost-effective resource for non-combat, domestic missions. The Federal Emergency Management Agency relies on CAP's trained mission professionals to provide data from both air and ground-based resources to aid in response efforts. State and local officials look to the Air Force auxiliary as a valuable resource to help quickly identify need throughout the incident response cycle.

Almost 40% of Group 5 membership is comprised of cadets, representing ten percent of Florida Wing's 1500 cadets. Young people from 12 years old through age 21 are introduced to aviation through CAP's cadet program. The program allows young people to progress at their own pace through a 16-step program including aerospace education, leadership training, physical fitness and moral leadership. Cadets can also complete specialty qualification training and be assigned duty on Air Force-assigned missions. Cadets enjoy success through the Group 5 program and many have receive appointments to the Air Force Academy in Colorado.

"The Civil Air Patrol is well-poised to serve Florida communities for the next 75 years," continued Carlson. "There is tremendous untapped potential to impact local communities with the STEM education programming funded by the Air Force and available through CAP. The surface has only been scratched."

Carlson reassured "residents of southwest Florida communities can feel safer to see their neighbor patrol the area's coastline from above in the familiar red, white and blue airplanes, helping to keep recreational and commercial traffic safe while serving their communities and nation with constant vigilance both on the ground and from above...and beyond." 



A Day To Call Our Own

By 1st Lt. Gail Arnold, CAP

Sun-N-Fun is the second largest air show, fly-in, tradeshow and aviation event in the nation. More than 160,000 people enjoyed the event this year with over 5,000 aircraft flying in to the Lakeland airport. Aviation enthusiasts of all ages enjoyed watching 80 teams fly above to thrill them with the sights and sound of aviation.

April 6, 2016 was proclaimed to be Civil Air Patrol Day, by Lakeland's Mayor, Howard Wiggs during the opening ceremony of Sun-N-Fun in Lakeland, Florida. Receiving the proclamation was Civil Air Patrol National Commander, Maj. Gen. Joseph Vasquez and Florida Wing Commander Col. Henry Irizarry.

In return the Mayor graciously accepted Civil Air Patrol's prized 75th Anniversary Coins.

In celebrating the 75th anniversary during Sun-N-Fun Gen Vasquez and Col Irizarry enjoyed the show. The General began his morning on the War-Bird ramp and in the afternoon he joined Col. Irizarry on the radio. They became celebrities on the airwaves of Sun-N-Fun Radio. It was a great interview that lasted more 30 minutes discussing all things CAP.

Civil Air Patrol serves at this event as support for the vendors prior to the opening date, followed by crowd control, safety for attendees and aircraft and conducting emergency locator searches on the field. More than 150 members were in attendance to assist in making Sun-N-Fun a safe and enjoyable experience for everyone.

Civil Air Patrol had a booth to highlight the celebration of its 75-year history. The story of CAP was told beginning with its founding on Dec. 1, 1941, just six days before Pearl Harbor. Members spread the word of the Civil Air Patrol being awarded the Congressional Gold Medal in December 2014 for the fearless efforts of those early CAP members who protected the eastern seaboard during WWII.

The missions carried out during the early days lead to the core mission of today, with core values of integrity, volunteer service, excellence, and

respect, and a mission of promoting aerospace education, cadet programs and emergency services.

Cadets promoted their program and spoke to the core values at the recruiting booth. They also educated parents and children on the Drug Demand Reduction Program. They answered questions on many issues related to being a cadet. Questions are asked about the uniform as well, the uniform they wear with such pride.

Pride, a deep satisfaction derived from one's own achievements or the achievements of one whom you are closely associated with, so says Mr. Webster. Civil Air Patrol members can relate, we have much to be proud of, those who have gone before us are not the least of that pride. Therefore the announcement, which came during CAP's 2015 National Conference, that the all-volunteer Air Force auxiliary had joined the active-duty Air Force, Air National Guard and Air Force Reserve Command, along with Air Force retired military and civilian employees, in the Total Force, was received with such great pride by Civil Air Patrol members.

To all of the proud members of CAP, Happy Anniversary Civil Air Patrol as you celebrate 75 years of service.

Civil Air Patrol
Always Vigilant For America
1941 - 2016



Young Squadron Makes Big Strides in First Year of Operation

By Maj. Dennis Maloney, CAP

One of Group Two's newest members, Fruit Cove Cadet Squadron (SER-FL-171), has been growing under the leadership of Capt. Al Uy since receiving its charter from Civil Air Patrol (CAP) National Headquarter (NHQ) in April, 2015.

Before that time, the squadron performed as Foxtrot Flight of nearby St. Augustine Composite Squadron (SER-FL-173). However, Capt. Uy saw the need for a standalone squadron in the fast-growing area of northwest St. Johns County.

The Fruit Cove Cadet Squadron meets every Tuesday evening in the annex building of the Fruit Cove Baptist Church. The current roster includes 30 cadets and 12 senior members.

Since its inception, the squadron members have been very active in many Civil Air Patrol activities, including Texas Wing (TXWG) and Florida Wing (FLWG) summer and winter encampments, Hawk Mountain Ranger School, and National Blue Beret.

The squadron has also held two very popular open houses which resulted in over ten youngsters signing up as CAP members.

"I am also very proud that we have a very active and supportive group of parents," said Capt.



Uy. "When the word went out that we needed money for a color guard, they generously came up with the funds."



The squadron has also gotten extensive media coverage through the efforts of Public Affairs Officer Maj. Dennis Maloney. A front page article appeared in the St. Johns Sun and other articles have been published in Creek Lines newspaper.

"We are also very pleased to participate at Westminster Retirement Community," explained Capt. Uy. "We post over 100 American flags on the grounds for Memorial and Veteran's Day. It's such an honor for our squadron to be doing this."

2nd Lt. Mark Carley has also gotten the cadets excited about participating in CyberPatriot competition. He was very pleased that the two teams were able to do well at the state level.

Recently the squadron was selected by CAP NHQ to participate in the development of the BETA physical training testing component.

"It is truly amazing to watch the enthusiasm of our cadets and senior members," said Capt. Uy. "We are so happy to be part of Civil Air Patrol."



Key West Composite Squadron Gears Up to Celebrate 5th Anniversary

Since its birth in December 2011, Key West Composite Squadron (known as SER FL-462) is the southernmost squadron of the continental United States. The current Squadron Commander is ex Army veteran, and Marine Major John Di Renzo Jr. He is also the squadron's first Commander and is responsible for its creation. The squadron has grown immensely since. Giving cadets 3 to 4 orientation flights a year,



teaching AEX courses (Aviation classes) twice a month, volunteering close to 200 community service hours a year, creating two certified pilots, and has a history of two cadets who have received a congressional nomination to the Air Force Academy and one currently attending the Naval Academy.

Cadet 2nd Lt. Caleb Hiller was the first cadet to receive a congressional nomination to not only the Air Force Academy, but the Naval Academy as well, where he is currently attending. Cadet 2nd Lt. Hector Gomez was the second in the Key West squadron to receive a congressional nomination to the Air Force Academy.

Key West Composite Squadron also has a history of advancing the success of many cadets who seek an education in aviation and strive to become future pilots, and service men and women. Cadet Senior Master Sgt. Aaron Portal is the first cadet from Key West to receive the Air Force Association (AFA) Award for his exemplary leadership, education, conduct, and tact.

Key West has also had a history of members who strive to make their mark. Two cadets have had leadership positions in their state cadet advisory council (CAC) as Vice Chairman and Squadron Representatives. Those same two cadets also took the initiative to attend the Florida Wing special activities selection boards to go off and attend academies for emergency services and aviation training. One such cadet (Cadet 2nd Lt. Hector Gomez) has already attended a special activity in Camp Atterbury Indiana for Emergency Services to gain knowledge in basic search and rescue to further the growth of his squadron and all its cadets.

Since its birth 5 years ago, one thing is certain about the momentum growing in the Florida Keys. It is a service worth recognizing to the community of Key West, the state of Florida, the South-East region, and above all the United States of America.



Four Squadrons Join Together for Community Event

By Capt. Sybrian Castleman, CAP

On the morning of Saturday, March 12th, four squadrons joined together under cloudy skies to march in one of Zephyrhills most anticipated events of the year: the Zephyrhills Founders Day Parade.

Cadets and Senior Members from the Zephyr Airport Cadet Squadron, the MacDill Aviation Cadet Squadron, the South Lakeland Composite Squadron, and the Polk County Composite Squadron met a couple of hours before the parade to practice marching together as one unit.

Practice complete, the cadets marched a few blocks through the residential streets of Zephyrhills to the parade line up. This year Civil Air Patrol had been placed near the end of the parade line up which gave the cadets time to visit with each other and other Zephyr squadron members who were participating in the parade with other groups.

Once the parade line began to move, the cadets took their places. With the MacDill Squadron's Color Guard leading the way, the combined unit turned the corner onto the Main Street parade route. Civil Air Patrol is one of Zephyrhills' most recognized organizations due to the great amount



of service provided by the local squadron in the community. The cadets stepped out to people standing and saluting them, yelling out thanks for their service, and cheering when the cadets came into view.

At the Parade Judge's Stand, the cadets were greeted by the parade announcer, Greg First, with a glowing review well past the normal blurb about Civil Air Patrol. He also welcomed the other three squadrons to Zephyrhills and extended a thank you to them for participating in the parade.

After the parade, the squadrons had a pizza social where the cadets were able to relax and get to know each other a little better. The squadron commanders and senior members discussed plans for additional combined activities, emergency services training for the cadets, a Curry Camp for new cadets, and a rocketry launch day over the summer months.



Cadet Program Thrives At Venice Charter Middle School

By Maj. Jeff Carlson, CAP

VENICE, Fla. - The Venice Leadership Academy Cadet Squadron is one of Florida Wing's 800 squadrons. These units are attached to a school as part of its extracurricular program. Currently, there are several active school squadrons in Florida Wing.

The Leadership Academy of Venice is a charter middle school celebrating a decade in the community and the Civil Air Patrol has been a partner from the beginning. Young people are introduced to aviation through CAP's cadet program. The aerospace education lesson plans blend effortlessly into the school's STEM programming and the leadership lesson plans helps youth develop team-building skills. It also has the fitness requirements as part of the self-paced milestone program. The academy squadron currently has fourteen cadet members.

"Being able to get the young person in an airplane seat with her hands on the yoke, flying the airplane, is CAP's competitive advantage," said Lt. Col. Jim Kaletta, Group 5 Commander and former CAP cadet. "The Orientation Flights, or O-Rides, let us hook into the imagination and explore what is possible. Once the youth get a hold and run with it, they challenge themselves. I see it over and over, I've lived it."

"It is a tremendous undertaking to operate a school squadron. The Commander must meet the conditions set forth by both the school and CAP. Group 5 at one time had four active, award-win-



ning, school squadrons. Today there are two," said Kaletta. "Running an ordinary CAP squadron is not kid's stuff; the school squadron leadership is a double-tough breed."

The current Venice Leadership Academy Cadet Squadron unit commander, Capt. Madeline Kirsten, CAP, is typical by being both a CAP commander and a teacher at the host school. Commander Kirsten is the unit's fifth commander. These units must meet the same requirement, with few variances, as other squadrons. The unit leadership must look to the school for space and funding.

"It's challenging to keep up with everything CAP expects," said Kirsten. "The Air Force STEM material and CAP learning modules are too good of a learning experience to pass up, what are you going to do?"

