

FLORIDA FACTS



Florida Wing News Magazine | Winter 2003 Volume 8 Issue 4

<http://flwg.cap.gov>

WATER SURVIVAL

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COMMANDER'S COMMENTS

Our Florida Wing Strategic Vision speaks of our direction and values. This Strategic Vision contains a Mission Statement, Mission Vision, and Core Values unique to Florida Wing and practiced routinely by most of you.

Our Mission Vision first appeared on the cover of the 2002 Yearbook, and has been updated with minor changes.

The Florida Wing's Vision is: *To serve Florida by performing Homeland Security and humanitarian missions for and within our state; developing leadership and character of our youth; and educating our citizens on the importance of air and space power.* This statement is based upon what we do on a day-to-day basis.

Our Mission Statement is not new either. It was first penned back in the late '90s and is one that we have lived out to the extreme. The Florida Wing's Mission Statement is: *To perform missions for and within the state of Florida with pride and professionalism.* We strive to meet the challenge of any operation...using

resources wisely; supporting and modeling teamwork; and building the trust and respect necessary to unify and foster leadership.

As for Core Values, five have been identified that are key to our Wing. Core Values represent the heart and soul of a community or an institution, providing a cohesive summary of a shared vision. Our core values are strong, agreed-upon guiding principles and values that create "win-win" situations allowing conscientious and competent goal-setting, effective problem solving, and beneficial programs which propel Florida Wing forward in its quest to provide quality service to our community and partners.

Our Core Values are:

Citizenship: Every individual in CAP has a vested interest in the well-being of the community, and, therefore, an obligation to stay informed, to make positive contributions and to offer assistance to those who need our help. We are focused on and committed to the safety of our members and the citizens we serve.

We are guided by an ethic of professional volunteer leadership and service. We aim to create, through our work and our relationships, an environment that cultivates individual virtues and institutional integrity. We are committed to assisting the public, our community and our corporate/human resources by operating in a safe, reliable manner.

Innovation: We believe in being attentive to new opportunities for development and growth. We value creative solutions and continuously seek new, flexible, and responsive ways to achieve our mission.

Competence: Florida Wing's education process is committed to educating individuals on their roles and responsibilities and to foster a mindset that makes people accountable for their actions and assignment. We recognize our responsibility to act with vision, ever mindful of the effects of our actions on today and on the future.

Integrity: We believe it is everyone's responsibility both to learn and to teach. Continuous learning and training is essential to our ability to respond effectively to the changes and challenges in reaching our mission goals.

Excellence: We are committed to the highest standards of excellence in everything we do--as judged not only by ourselves but also by those we serve--and to a process of continuous quality

improvement. We believe in doing things right the first time.

Specialization, experience and quality are key ingredients that help you complete missions effectively. We achieve excellence by carefully shepherding our financial, human, capital, and intellectual resources.

So where do we go from here? I challenge each of you to continue your education and training, as well as adhere to these stated principles. This should be a key topic at all training events, activities, and gatherings. Will this be an overnight change? Not at all! But remember what I said earlier. We are achieving various parts of this right now. Each of you should take a look at your unit and its members and see where you fit as a member of the CAP team: what are you doing "above and beyond," and what are those areas where you can improve. This is the way we excel.

Your service performance and accomplishments throughout 2003 has been exemplary. As your commander, I thank you for your generous voluntary service and dedication to Civil Air Patrol and to serving our nation. I am grateful for all you do and am very proud to serve with you.

Col Matthew R. Sharkey



Col Matthew Sharkey
Florida Wing Commander

CAP's ORIGINAL FOUNDER

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FLORIDA FACTS is published quarterly for members and friends of Florida Wing-Civil Air Patrol.

The opinions expressed herein are those of the Editor/Publisher and are not necessarily those of either the Civil Air Patrol or the Florida Wing.

All letters and/or articles submitted are the opinions expressed by the author and are not necessarily those of the Editor/Publisher.

The Editor/Publisher reserves the right to edit or condense materials submitted and to publish articles as content warrants and space permits.

Deadlines for submission to FLORIDA FACTS:
1 March, 1 June, 1 September, 1 December.

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The Civil Air Patrol was created on 1 December 1941 by an Act of Congress as the culmination of an announcement by the beloved Mayor of New York, Fiorello H. LaGuardia that he will *"enlist 90,000 student pilots and 100,000 ground workers to serve in a Civil Air Patrol for the war's duration. Under the command of Major General John F. Curry of the U.S. Army Air Corps, CAP will operate from 2,600 airports in the U.S. which are not used for military or commercial flights."*



Mayor LaGuardia was also serving as Director of the Office of Civilian Defense, appointed by President Franklin D. Roosevelt. All over the United States during the week of December 1 to December 8, the day after Pearl Harbor, Civilian Defense offices were log-jammed with applicants. Mayor LaGuardia's Office of Civilian Defense moved too fast to keep track of its own progress. But that week, the Civil Air Patrol was taking shape.

The primary military strategy of the U.S. during World War II was to produce enough armament to eventually equip 7,500,000 American soldiers, 5,700,000 British military, almost innumerable Russians, 80,000 Dutch, and uncountable Chinese. American industry accepted the challenge and the production lines from coast to coast began to move without a stop...what we refer to today as 24/7. These war materials were shipped via truck, train, and planes to the east coast's major harbors for shipping by convoy across the Atlantic Ocean into the eventual hands of our allies.

Adolf Hitler and the Nazi regime planned otherwise. Submarine wolf-packs lay in wait off the east coast shoreline intending to torpedo the merchant marine vessels as they left their harborage. Their plan was extremely successful as boats were blown out of the water, flames reached to the sky, sailors leaped overboard into flaming oil-covered waters, and a critical amount of essential cargo was sent to the 'deep six'.

The mayor of New York, as early as 1933 was one of Hitler's most outspoken opponents. Even before taking office, LaGuardia called Hitler a 'perverted maniac' and warned that "Part of Hitler's program is the complete annihilation of the Jews in Germany." When the German ambassador protested LaGuardia's remarks to Cordell Hull, the U.S. Secretary of State, Hull explained to the ambassador that personally he "very earnestly deprecated the utterances which have given offense to the German government." Hull went on to explain, however, in America the mayor of New York was free to speak his mind. Hull complained privately to President Roosevelt that LaGuardia was poisoning German-American relations, but Roosevelt asked Hull, "What would you say if I should say that I agreed completely with LaGuardia?"

On our anniversary, each of the hundreds of thousands of past and present members of Civil Air Patrol proudly pay honor to our "Original Founder" who 62 years ago had the foresight to recognize that the flying community will always be ready to serve our nation rendering a diversity of services we are requested to provide.

Then and now - 1941 to 2003 - CAP is still serving.

PROP WASH

■ **Too many of our members are accidentally falling or tripping. Wing Commander Col Matt Sharkey advises all to “slow down and think safety.”**

■ Florida Wing has just received a new 2004 Communication Van. It presently is being fitted out and will be mission ready by January, 2004. Col Sharkey requests all members that have CAP Driver Licenses to pre-check all vehicles prior to putting them in gear. The sides, tires, and water are to be examined and all windows are to be clean. The interior instruments and equipment, including the fire extinguisher and first aid kit are to be checked. Finally, the vehicle log entries are to be read and all required documents are to be inventoried. Basically, the CAP vehicles should be pre-checked similar to the even more extensive pre-flight check we perform with our aircraft.

■ **The House of Representatives voted recently to posthumously promote the controversial father of modern air power by giving President Bush the authority to promote the late Army Colonel William “Billy” Mitchell to Major General. It was Billy Mitchell who jump-started an awareness of the importance of strategic bombing missions which have been pivotal in the 20th and 21st century wars.**

■ The 2003 Southeast Region Color Guard Team from the Tamiami Composite Squadron were awarded the Exceptional Service Award. Presented by CAP National Commander Maj Gen



Richard Bowling, SER Commander, Col Antonio Pineda, and Wing Commander, Col Matthew Sharkey. The team, which had never before participated in a Color Guard Competition, won First Place at the Wing and Region levels and brought home the Third Place Trophy in the National Cadet Competition in Dayton, Ohio.

1Lt Alina Garcia-Barbon
Deputy Commander/Cadets
Tamiami Composite Squadron

■ **CAPMART is up and running and the service is superb. All start-up glitches have been eliminated and shopping at one’s leisure is truly an appreciated advancement.**

■ Youth Service America and State Farm Insurance have accepted applications for \$1000 service-learning grants for National Youth Service Days, April 16-18.

Young people, teachers and school administrators submitted applications from coast-to-coast. Good luck to all the cadets in Florida Wing who submitted their applications.

Lt Col David Mikelson
Florida Wing Staff

■ **W. R. ‘Dave’ Davis, a local veteran and supporter of the SRQ Composite Squadron was recognized for his generous donation and support of the Civil Air Patrol. Thanks to Mr. Davis the SRQ Composite Squadron now has a new ‘home’ for the CAP aircraft. The Cessna 172 will now be housed at Dolphin Aviation, at virtually no charge to the CAP squadron. Mr. Davis first became aware of the squadron’s need for hangar space from his grandson, Cadet Airman Michael Ates.**

2Lt Debra Kilpatrick
Public Affairs Officer

■ USAF Col Brian Kelly, 6th Operations Group Commander recently observed 15 members of his group eating at a South Tampa restaurant. Several were still in uniform after a long, hard day. A man approached, dropped \$80 on the table and said “thanks for all you do,” and left. Col Kelly chased after the man but he was gone. He wanted no credit. Several of the group had returned from Southwest Asia and all had done what they could to secure the future of our great country.

We all owe them thanks.



The Patrick Composite Squadron hosted the Group 4/9 Rocketry Bivouac at Patrick Air Force Base. Cadets from the Patrick, South Brevard, and Daytona Beach Squadrons participated. They learned about rocket propulsion and had fun launching their rockets in altitude, spot landing, parachute duration and payload competitions. All earned their CAP Rocketry Badges. Overall winner of the event was Airman Cory Cooper of the Patrick Composite Squadron. The South Brevard Composite Squadron received the First Place Award.

Lt Col Joseph Tirado

The twelfth annual blessing of the fleet was held in Smokehouse Bay on Marco Island. The Marco Cruise Club, Marco Bay Yacht Club, Marco Island Yacht Club, U.S. Coast Guard, U.S. Power Squadron, Marco Island Police and Fire Department marine units all had boats anchored for the event. The CAP Marco Island Senior Squadron provided an aerial flyover in tribute to the event. The Manatee Middle School Band played "America the Beautiful" and the Lutheran Church Choir sang "Let There Be Peace" and "This Land". Wreaths were floated on the water to honor all deceased veterans and members of the Cruise Club who had passed away during the year. Against a backdrop of Taps, the Marco CAP aircraft flew overhead.

Group 9 members visited with the USAF Thunderbirds at the Embry-Riddle Aeronautical University's bi-annual air show.



The Thunderbirds performed their 50th Anniversary spectacular before 250,000 spectators. The F-18 has been the choice of the Thunderbird

teams for the last 20 years, the longest era of any aircraft flown by this elite group. The Lockheed Martin F-16C Fighting Falcon has a range of 1,260 miles, weighs 37,500 pounds at take-off, achieves a top speed of 1,319 mph at 39,800 feet and has a ceiling up to 50,000 feet.

2Lt Anthony Gorss, PAO

Expressing grave concerns about likely interference from unlicensed Broadband over Power Line [BPL] Systems, the Federal Emergency Management Agency [FEMA] has told the FCC that BPL could "severely impair FEMA's mission-essential HF radio operations in areas serviced by BPL technology." FEMA further noted that FNARS HF stations typically are in residential areas of the sort that BPL might serve. BPL, FEMA suggested, could render such "essential communications services" as the Civil Air Patrol Squadron's Communication Network, Military Affiliate Radio System [MARS] and Radio Amateur Civil Emergency Service [RACES] useless.

Group 6 squadrons provided air and ground crews in the 8th Annual 'Fly-Day Challenge Air for Kids and Friends' at the Ft Lauderdale Executive Airport. Children from Broward General Medical Center had the flying experience of their life. This annual event is sponsored by The Wheelchair Foundation, Ronald McDonald House Charities of South Florida, UPN, Papa John's, Ronald McDonald House of Miami, and the Banyan Air Service. This life-changing experience for physically handicapped children and youth through aviation has been an extremely successful motivator.

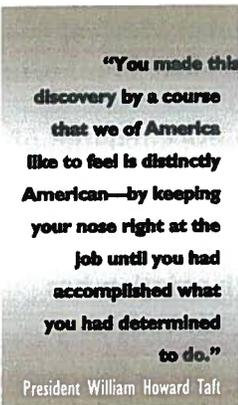
All cadet squadrons take note that the Free Cadet Uniform [FCU] program provides new cadets with basic blue uniforms [shirt, pants or skirt, belt, buckle and hat] at no cost to them. New cadets need simply to complete the FCU Voucher attached to their Application for Cadet Membership [CAPF-15]. Shoes are not provided as part of this program. All applicants are requested to assure that their vouchers are complete and legible for our Air Force partners, otherwise the voucher is returned.

As long as people have been watching birds soar in the sky, mankind has had the desire to fly. Gliding on a wisp of air, birds possess a freedom we only dreamed of... until a couple of fellows from Dayton, Ohio pursued their dreams.

One hundred years ago this past December, **Orville and Wilbur Wright** attempted the "impossible" when they successfully flew their heavier-than-air, powered air- craft at Kill Devil Hill, North Carolina.

With a 12 horsepower gas engine, the Wright Flyer "slipped the surly bonds of earth" hefting its 750 pounds aloft under human control. Thanks to Wilbur's work on "wing-warping" (known to us now as aileron control), Orville safely piloted the craft for 12 seconds over 120 feet.

The brothers' success was born in hearts filled with imagination and ingenuity, despite all the naysayers.



Aviation nostalgia buffs have no doubt relished in the year-long celebration honoring the historic first flight. Volumes have extolled their monumental achievement. Perhaps lesser studied is the brothers' thought processes: quaint little things like... How does one control pitch and roll? How can a center of gravity be maintained?

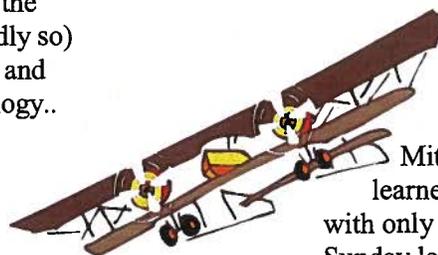
Working off the discoveries and success of the Wright Brothers, the world became obsessed with flying... who were the flyers, how did it work, and what was in store for the future.

And the future was grand. While the Wrights get a lion's share of the accolades for flight (deservedly so) many others have developed and broadened aerospace technology..

Like the Wright Brothers, **Robert**

mination and incessant hard work.

William L. "Billy" Mitchell, too, was a man of determination. He recognized the need for air superiority when, for the most part, the rest of the world still romanticized land and sea power.



Born in France to American parents,

Mitchell learned to fly with only four Sunday lessons. His

unconventional beginnings as a pilot only underscore his unconventional methods for just about everything.

As a proponent for a separate Air Force, Mitchell stepped on a lot of toes by declaring that an airplane could sink a battleship. He stepped on even more toes when he broke the rules and dropped more bombs than had originally been decided for the test sortie. Nonetheless, his point had been made, and the groundwork for a separate Air Force had been laid.

Right now... and then, the desires to fly and advance the arena of space exploration, are fueled by the power of dreams. All the successes of scientists, aviators, and innovators from America and around the world began with these two brothers who dreamed of the skies. A professor dreamed of space. And a military rebel stood in the face of opposition to ensure American superiority in the skies.

As we enter the next hundred years of flight, we should all keep an eye on the future, a foot planted in the past, with our arms open to the present. We must keep the dream of flight alive in ourselves and in our youth. Who knows what new heights can be reached from a mere dream conceived... today.

By 2Lt Kelly Green

Wright Now... & Then

Goddard was thought to be a bit "screwy" when he said he could build a rocket. A newspaper even quipped that he did not even have "the knowledge ladled out daily in high schools."

Despite criticism, Goddard went on to launch the space age when he lit the first liquid-propellant rocket in 1926. His patented technologies were the basis for modern rockets, including the Redstone, which put the first Americans into space. Ironically some of Goddard's work, shared in the spirit of open thinking, was used for purposes other than "as designed." After a Goddard-type rocket was used by the Germans against the British, it was then revamped to become the Redstone. The Redstone was a precursor to the Saturn moon rockets, and indirectly to just about every other rocket the U.S. has ever flown.

In 1935 Goddard launched the first gyroscopically controlled rocket by remote control. Exceeding the speed of sound, the rocket reached a height of 4,800 feet.

Goddard's launch from obscurity to fame was propelled by his deter-

CAP's BEGINNING WAS 62 YEARS AGO.

On December 1 of this year, 64,000 members of the Civil Air Patrol, the Auxiliary of the United States Air Force, celebrated the organization's 62nd Anniversary. CAP's service to our nation began on December 1, 1941 merely six days before the start of World War II when the Japanese bombed Pearl Harbor, and CAP's service to local, state, and national agencies continues today.

In the early days of WWII, America's future was bleak. Nazi U-Boats sank 18 ships off the South Florida Coast. Merchant ships loaded with supplies for our troops and allies were blown out of the water within sight of sunbathers on the beach. The British tanker *La Paz* was sunk by U-109, commanded by Capt. Heinrich Bleichrodt. The U-boat then surfaced and ran north within full view of startled citizens driving along A1A. The Nicaraguan freighter *Sama* was blown in two off Fort Lauderdale by U-506 commanded by Erich Werdemann. The very next day, Capt. Reinhard Suhren in U-564 was cruising just off Boca Raton's beach in broad daylight when the British tanker *Eclipse* was sighted. A single torpedo blew the ship up and the rolling thunder frightened the people on shore. Capt. Peter Cremer in U-333 spotted the Socony-Vacuum oil tanker *Java Arrow* and sent two torpedoes into her starboard. Five men lost their lives but the ship was salvaged by Navy tugs and brought into Port Everglades for repairs. In a 14 month period a total of 18 ships were sunk off the Fort Lauderdale-Miami area. The Western Front was now on Florida's shores as it was from New England to South Carolina shores.

Enemy submarines operated with impunity - often within sight of our beaches. Millions of tons of desperately needed war supplies were sent to the ocean bottom and thousands of merchant mariners lives were sacrificed.

It was into this fray that the Army Air Corps authorized a 90-day trial in early 1942 to test whether civilian pilots could do a job. The Coastal Patrol began as an experiment at the hot spots of

the submarine bloodied waters from Atlantic City, New Jersey ; Rehoboth Beach, Delaware; and Lantana, Florida. Flying up to 200 miles offshore were pilots whose previous over-water experience never exceeded the crossing of a river.

Atlantic City's initial sortie was out only 15 minutes when it sighted its first torpedoed tanker and started coordinating rescue efforts. Within just a few months, more than 100,000 volunteers joined the CAP, some even providing their own planes, equipment and uniforms. CAP flights were launched every day - visibility permitting - along the entire eastern coastline. CAP planes began carrying bombs and depth charges and would dive on subs even when not armed.

The test of CAP's capabilities to deal with the submarine menace was apparent in the statistics - 24 million miles flown, 173 submarines found, 57 were attacked, 10 were hit and two were sunk. CAP became an auxiliary of the Army Air Force on April 29, 1943. 21 Coastal Patrol bases from Maine to Texas successfully deterred close-in submarine attacks. By August 31, 1943, CAP was ordered to 'stand down'. A job well done! A German commander later confirmed that coastal U-boat operations were withdrawn to the North Sea because of those "damned little red and yellow airplanes."

Four of the seven remaining subchasers are still active with CAP—Lt Col Ben Stone, Georgia Wing Staff; Lt Col S. Buddy Harris, Florida Wing Staff; Maj Perry Snell, Florida Wing; and Lt Col Martin Miller, formerly Florida Wing and now, Arizona Wing. Today, 64,000 CAP members are conducting 95% of all domestic inland search and rescue missions; perform aerial reconnaissance for the Homeland Security Department; provide damage assessment from natural disasters; assist federal agencies in the war on drugs; maintain the most extensive national communication network; and other services as requested by government agencies.



▲ This painting of Cessna 172-S, N922CP, was presented to the Naples Senior Squadron by artist **Fernando Garcia**.



▲ Florida Wing Lt Col **Gary Nelson** stopped by the perimeter of Baghdad International Airport to “check out what happens when you try to fight off an armored cavalry task force from a masonry building.”



▲ Col Sharkey presents the **General Ira Eaker** award to Cadet Lt Col **Paulo Gonzalez**.



◀ Members of the **Miami Springs Optimist Squadron** work towards earning their 101 cards.



▲ Cadet **Valbuena** of the Boca Raton Composite Squadron enjoys participating in the ropes course exercises at Encampment.

▶ Cadet **Hidalgo**, Color Guard Commander, Cadet **Garcia-Borbon**, and Cadets **Martin**, and **Ortiz** present the colors at the Southeast Region Conference. These cadets earned the **Exceptional Service Award**.



LATE BREAKING NEWS!

 An United States Air Force Thunderbird F-16C crashed at the Gunfighter Skies Air Show at the Mountain Home Air Force Base, Boise, Indiana in front of a crowd of 85,000...but at least it wasn't fatal.



According to witnesses, the jet was the last of the six to takeoff. It climbed straight into the sky and the pilot performed a barrel roll. While upside down, the pilot maneuvered the jet into a dive. When the pilot struggled to pull out of the dive, it appeared there was an engine failure. The pilot ejected and parachuted to safety far from the crash site. He was treated for minor injuries by military medical personnel.

 Lt Col Michael Marek, South Dakota Wing was presented the Exceptional Service Award. Marek was recognized for his innovative efforts beginning in 1995 to use e-mail and the World Wide Web for membership recruitment, exchange of information, and public relations. The discussion groups he initiated are still active today and have become the medium for CAP members across the country to share ideas and mentor each other. The citation noted that "Marek's efforts benefited South Dakota and the national CAP, as well as agencies that work with CAP."

 CAP's "CAPabilities" video won a gold award in the international video category. Produced by Marc Huchette, Chief of Multimedia Production, the four-minute video provides an overview of CAP's programs and services. The video can be viewed on NHQ Web site.

 Civil Air Patrol News, edited by Jim Tynan, won a bronze award in the monthly tabloid category. Also winning a bronze award was a four color print public service announcement advertisement "What did you do last weekend." produced by Linda Tynan, Creative Communications Manager. The All Media Awards will be presented in Washington, D.C. Three additional recognitions were received from APEX Awards for Publication Excellence. Present Tense produced by Melanie LeMay won in the "One to Two-person-produced Newsletter" category. Other winners were CAP News and the 2002 CAP Annual Report to Congress.

 Civil Air Patrol also received the Advance America Summit Award from the American Society of Association Executives.



From left, award committee Chair Kris Cook, CAP Executive Director Al Allenback, National Commander Maj Gen Richard Bowling, and award committee Vice-Chair David Gabri. CAP was chosen for its members' volunteer work following the terrorist attacks of September 11, 2001.

 Lt Col Bud Borner was assigned a search and rescue mission to locate an Emergency Locator Transmitter alarm signal that was received from the Marathon area. Borner had an aircrew flying in the area on a counter drug mission and he was requested to divert the aircraft to the ELT mission. The aircrew, when briefed, requested a mission number from AFRCC for official authorization to respond as requested. The Air Force Rescue Coordination Center commended the crew for following proper procedures. In his official mission release, Lt Col Dixon, USAF/AFRCC said "the aircrew did it the right way. Good work and good hunting."

WING WIG-WAG

★ C/Major Billy Westcott, Cadet Programs Officer and Major Ivan Acosta, Deputy Director of Cadet Programs, share credit for the successful five day Florida Leadership Academy [FLA] and Cadet Officer Basic Course [COBC] conducted at Patrick Air Force Base. The FLA is geared towards NCO's and the COBC towards cadet officers who have recently achieved that advancement level.

★ Col Matt Sharkey proudly announces the appointment of Lt Col Alvin Bedgood as our new Florida Wing Director of Professional Development. Lt Col Bedgood is highly qualified and has already 'hit the tarmac running.' On behalf of all the wing, Col Sharkey expresses sincerest thanks to Major Ray Hayden for "unselfishly serving in a capacity as PDO for our wing while performing his regular duties as the Southeast Region PDO. All should take note of Major Hayden's level of volunteerism as it exemplifies what we should all strive to emulate."

★ Here's another safety reminder. Flashlights are not tubular containers kept in a flight bag for the purpose of storing dead batteries. That's right! As part of the pre-flight checklist, include a check of all your required equipment in your flight bag. Remember the three most important words are Safety, Safety, Safety.

★ National Headquarters has selected two contractors to provide

Hyperspectral Imaging Sensors [HIS] and a Visual Computing Network [VCN] for our missions. It is estimated that we will have these new capabilities, known as CAP Searchers' Edge Program, in operation by late 2004 or early 2005. According to Col Drew Alexa, head of CAP's Advanced Technologies Group, HIS allows a sensor on a moving aircraft to detect objects on the ground by picking up light reflected from those objects. It can detect both man-made and natural objects that have a known spectral signature or to determine what is 'out of place'. HIS will allow CAP aircraft to detect an object on the ground three feet in size from half-a-mile in the air even if its hidden by trees or bushes. Maj Gen Bowling said, "This technology demonstrates CAP's commitment to the homeland security need."

★ **The 2004 Florida Wing Conference to be held in Fort Lauderdale has a team of no less than 13 wing staff officers assigned and active. Preliminary planning is now moving into final phase and the output thus far assures that this conference will be the very best yet—multi-faceted and multi-disciplinary.**

★ **All of wing's congratulations go to C/Capt Christian Nielsen on his appointment to the United States Naval Academy. C/Capt Nielsen is Group 5 CAC Chairperson and a member of the Charlotte County Composite Squadron.**

★ **As a result of an intensive research effort into the archives of CAP-NHQ by Francis Culbertson and Executive Director Al Allenback, it has been determined that only 2 of the 16 Distinguished Service Medals [DSM's] awarded to Florida Wing members were to members not holding National Board positions.**

Lt Col Raymond L. Kraemer distinguished himself during the period 1 November 1965 through 1 October 1969 as Deputy for Personnel, Florida Wing. He was instrumental in the development of an outstanding computerized system for maintaining personnel training records used throughout the Florida Wing. In addition, he maintained all wing personnel records, approved all promotion actions, and was available to the wing commander on a continuous basis.

The second DSM was awarded to Lt Col S. Buddy Harris who distinguished himself from 1 March 1943 to 31 May 2003. Lt Col Harris served as a Coastal Patrol aircrew member and later as a subchaser. In April 1997 he joined the Florida Wing staff as editor of FLORIDA FACTS. Lt Col Harris has truly earned an honorable place in the history of Civil Air Patrol Air Power and journalism. The other 14 DSM's were awarded to members of the national board for periods from May 1954 to January 1968. Florida Wing may rightly be proud.

CAP GETS MUCH NEEDED MEDIA EXPOSURE

Melanie LeMay, Strategic Communications and Planning Directorate, CAP-NHQ reports CAP pulled out all the stops for an advanced technologies demonstration at Andrews Air Force Base.....and it worked. Key representatives of the U.S. Air Force, FEMA, NTSB and local and national media—press, magazine and TV turned out. ABC chose to cover the demo even though Washington, D.C.'s attention that day was focused on the anniversary of the D.C. sniper attacks.

An orientation flight in CAP's new Gippisland GAB Airvan included passengers Brig Gen Dave Clary, *Aviation Week and Space Technology* magazine Editor Dave North, reporter Elizabeth Manresa of WJLA-TV and her cameraman. The event was also covered by CNN.

HOT OFF THE PRESS

If your unit needs additional funds [and which one doesn't?] the newly released fund-raising book *Writing A Successful Funding Proposal* is an up-to-date guide written by Mary Nell Crowe, StratCom Deputy Director. The book shows you how to write a winning proposal and where to look for primary grant fund sources. In reading the contents, it is apparent that you must be committed to investing the required thought, time, and effort to the proposal. If you do, it is also apparent that the funding sources will be more willing to invest in you.

The book includes sample letters, guidelines for writing your goals and objectives, methodology, proposed evaluation procedures, and a checklist for your finished submission

If you want a copy, e-mail Diane Long at CAP headquarters at [dlong@cap.gov] with your request.

CLARION TO PAO's

Writing a press release is not an inherited skill. There is a technique that can easily be learned. For some wonderful tips for writing a successful press release go to www.press-release-writing.com. Ignore the distribution services offered by the site's sponsor, but go to the enjoyable ideas.

PRESENTENSE

It's a four page booklet filled with hundreds of thought provoking ideas and suggestions for PAO's. If you want to read the back issues as well as current and future issues on the internet, go to [www.cap.gov] and follow the links. If you want a 'hard copy' request that you be placed on the mailing list.

FIRST TIME CAP ATTENDS

This was the first year that CAP was represented at the Florida Charter School Conference held in Orlando. CAP School Programs are managed by the CAP Chief of Drug Demand Reduction, Lt Col David Mikelson. CAP programs are offered to Charter Schools during the day as part of the standard curriculum or as an after-school program. The curriculum consolidates all requirements into training lesson plans and schedules.

A CAP Information and Recruiting booth was in the exhibition ballroom and instruction was offered in the mechanics of obtaining a charter for a squadron, teacher aerospace education membership [AEM], National Congress on Aviation and Space Education [NCASE], and general cadet and senior member activities. The question "What is Civil Air Patrol?" was answered a few dozen times for the 650 registered attendees. Only a few years ago, it would have been asked a few hundred times! We are gaining on no longer being 'the best kept secret'.

Lt Col Vivian Olson, AEO
Pinellas Senior Squadron

MEA CULPA

Numerous calls, e-mails and faxes were received from readers of FLORIDA FACTS from coast-to-coast all asking the same question, "Why haven't I been sent a copy of the last issue?" While being flattered by the volume, the level of chagrin can't adequately be described.

For four months, "Murphy's Law" caused every conceivable and inconceivable barrier. Hopefully, you found the late results were worthy of your patience!

The Editor

100 Years of Flight

by 2 Lt Kelly Green

The history of powered human flight began with a trip of 120 feet, lasting only seconds long. From that humble beginning to the mind-

blowing distances of spacecraft today, aviation and space exploration have, in more ways than one, come a long way, baby!

In the 1920s people were beginning to believe the still-new idea of flying really could be for all people.

Bolstered by brave pilots like Charles Lindbergh, opinions swelled with possibilities. On May 21, 1927, Lindbergh and his "Spirit of St.

Louis" made the first Atlantic crossing between New York and Paris. The 3,610 mile trip ignited imaginations and drove up airline company stocks. The world grew smaller as travel became quicker, easier, and with style.

But flight still wasn't a whole lot of fun. With no air conditioning or heat and lots of turbulence, it's no wonder the first flight attendants were nurses. All that changed, however, with the introduction of the Douglas DC-3.

The DC-3 began service in 1936. An answer to the uncomfortable flights of its predecessors, it became a profit-making aircraft, without carrying mail.

War needs further increased the demand for reliable, effective aircraft. In response were many innovative designs, including the P-51D Mustang. Arguably the best fighter of World War II, the P-51's primary job was to escort U.S. bombers on daylight

enemy territory raids. Their long-range fuel tanks and internal wing fuel tanks combined to create a plane that could travel long distances with ease.



Douglas DC-3

In the midst of war-related developments in aircraft, a new type of plane was introduced that would be a trainer for both military, and civilian use. A classic, the Piper Cub two-seater was, and is, a workhorse of a plane, cruising at 80 miles an hour.



Concorde

They say you learn as much from your successes as your failures, and that was certainly true for airplane

design.

The De Havilland Comet was the first jet powered airliner. Its design cut flying times by up to half. Unfortunately, multiple crashes led to its grounding.

Curious as to its demise, scientists learned that stress from the atmosphere led to "metal fatigue." Testing from that airplane failure led to safer flights today.

In the late '40s, the world watched in awe as Chuck Yeager flew the orange Bell X-1 as it was dropped out of the B-29 mother ship (for fuel saving reasons). Breaking the sound barrier, the "Glamorous Glennis" proved aircraft could fly supersonic.

By the 1960s, the world was well used to flying, both for military uses and commercially by ordinary citizens. The ending of that decade saw a couple of planes that would up the ante on speed and size.

On February 7, 1969 a test crew flew the Boeing 747 for the first time. The "wide body" design, aptly nicknamed the "jumbo jet" could carry hundreds of passengers and over 3,000 pieces of luggage. Speed enthusiasts, however, were more impressed with the Concorde's unveiling.

The Concorde was first flown on 2 March 1969 and began commercial service in the mid-1970s. It was the only supersonic airliner to regularly fly above the speed of sound. Sadly, a crash in 2000 killed 113 people and led to the mothballing of the fleet in October of 2003.

Space worthy aircraft have continued to amaze with their incredible capacity to fly and function in the harsh environment of space. The Space Shuttle, the world's only reusable space craft, with its over 600,000 parts, provides 30 tons of cargo space for equipment, satellites, laboratories, and crew space for up to 7. Its use, and reuse, has bolstered aerospace advancement and given flight to many space dreams.

Not long ago, the Mars rover Spirit was just a dream, but now, after seven months of flight through space, has landed and sent back photos of

Martian terrain.

Since the 12 second flight of the Wright Flyer, humanity has seen an explosion of technology marked by the creation of truly amazing aircraft.

The Kill Devil Hill trip spanned about a third of a football field, while the Spirit spacecraft traveled 303 million miles. Who knows what distances air and space craft will travel in the future. Where once the world was a smaller place thanks to flight, the same can now be said for the universe.



P-51D Mustang



Shuttle Orbiter

Florida Wing earned an **“Outstanding”** rating from the Air Force in their most recent evaluation of the wing’s Counterdrug Operations, Emergency Services, Disaster Assessment response and administrative functions.

The Counterdrug scenario assigned by the Air Force evaluators was a simulated RADES [Radar Emergency Services] mission. The purpose of the mission was to demonstrate the capability to plan, brief, execute and debrief the functions necessary to providing a Target Bird and a High Bird for radar calibration.

Planning requirements included a simulated memorandum from 84 RADES/CC and two tasking orders: -one for the Target Bird and one for the High Bird. These documents were prepared in simulated format and provided to the aircrews of the respective aircraft.

The Target Bird assigned for this mission was a twin engine Cessna 340A, tail number N30HB, with a crew consisting of Capt Ben Nemser, PIC and Lt Col Gary Nelson, Observer. The high Bird assigned to the mission was Cessna 172, number N995CP, with Lt Col Paul Blystone, PIC and Capt Herman Steele as Observer. Lt Col Frank Billard, US-DAF, observed the briefing provided by Lt Col Mike Brown to both aircrews and conducted the Air Force review of CD records and administrative procedures.

The mission tasking was flawless in the performance of timing and navigation elements required to allow calibration of the simulated radar site. The final summary comment in the Air Force Evaluation Report was **“impeccable”**.

Jacksonville was the SAREVAL 2003 site with more than 80 Florida Wing Emergency Services personnel participating. The Mission ICP [Incident Command Post] was the Jacksonville Composite Squadron’s headquarters building and two hangars, one for Logistics and one as a staging area plus a multi-room classroom.

A SAREVAL [Search and Rescue Evaluation] is the methodology used by the Air Force to rate the wing’s ability to perform mandated missions which include Disaster Response, Department of Homeland Security and Counterdrug. In order to continue to receive Air Force funding, wings must perform to a minimum standard. Florida Wing received a rating of **“Outstanding”** for the third time in a row!

The second assigned mission scenario involved an overdue Beechcraft and at the same time a request from the State of Florida for impact assessment flights to survey storm damage and determine suitable locations for Logistics Staging Areas.

Four groups were acti-

vated and assigned to Situation, Weather, Intelligence, and RADAR. The sheer complexity of the different incidents kept the mission base staff hopping throughout the entire day.

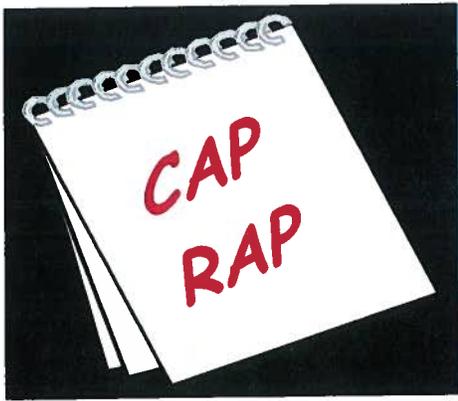
The United States Air Force evaluators for the SAREVAL included Lt Col Frank Billard, Director of Operations and Lt Col Woody Pate.

The overdue Beechcraft was found by the search planes as was the walk away pilot. A ditch without injury. The disaster impact assessment of the entire affected area was thorough and reported as ‘completed’. Finally, the coastline was patrolled by air crews under the watchful eyes of the USAF evaluators.

Wing Commander, Col Matt Sharkey gave his thanks and expressed appreciation to all participants for a job well done. He congratulated Major Chip Maher, Wing Director of Emergency Services, for an outstanding performance and mission response by both the most seasoned veterans to the newest General Emergency Services members.

Lt Col Bud Borner complimented the aircrew members who participated in the SAREVAL. The day-to-day mission aircrews, who through their professional dedication and accurate completion of their paperwork, truly contributed to the earning of the overall USAF evaluation grade of **“Outstanding.”**

By Major Sharon Taylor



 U.S. Air Force Senior Airman Hector Bauza, a former Florida Wing cadet, was named as one of the Air Force's 12 Outstanding Airmen of the Year for 2003.

Airman Bauza is assigned to the 18th Medical Group at Kadena Air Base, Japan. As a CAP cadet he was a member of the Eglin Composite Squadron, Group 1 and was a Gen Carl A. Spaatz recipient in 2000 [#1,421]. The top airmen were chosen from a field of 46 members representing organizations at all levels of command throughout the Air Force.

 The Patrick Composite Squadron sponsored a weekend bivouac at Kars Park on Merritt Island. The theme of the bivouac was survival training. The course was taught by Patrick Air Force Base active duty personnel. Though an extremely strenuous weekend, all participants survived!

 Major Allen Antoniac, Commander of the Valencia Cadet Squadron retired after 20 plus years of notable service to Civil Air Patrol, the U.S. Air Force, the nation and his community.

Based upon his recommendation, Capt Lucille Messier has been appointed Squadron

Commander of the unit. Lt Col L. E. Barnett, Florida Group 9 extended well deserved thanks to Major Antoniac for a job "well done." Frequently, Col Matt Sharkey has said, "So many CAP members volunteer unselfishly and give so much to make life better for so many."

 *Eyes to the Skies* is the new newsletter for FL Squadron 040. This four color, 6 page publication is the output of Public Affairs Officer Jim McClain, formerly a USAF TSgt. Major Charles Vogelsong, Squadron Commander additionally announced that the squadron now has a website fl040cap.com.

 Captain Cynthia Crockwell recently obtained her appointment as Chaplain in Florida Wing. She serves with her husband who is a Moral Leadership Officer. Captain Michael McClure's appointment as chaplain has also been recently approved by CAP national headquarters. Florida Wing Chaplain Lt Col Dewey Painter advises that this brings the total of Chaplains and MLO's in the wing to 85 and there are currently 50 candidates awaiting processing.

 In further explanation of the new regulations for cadet free uniforms, Col Sharkey explained, "Cadets will need to buy shoes or acquire them from surplus programs. The rationale behind this change is that shoes amounted to 45% of the cost of the uniform. It is estimated by removing the shoes, another 4,500 uniforms may be purchased. Further, these uniforms are not really free. They are only free to the ca-

det. The U.S. Air Force pays hundreds of thousands of dollars for this 'free' program," Col Sharkey concluded.

 Congratulations to Major George Navarini, Group 7 PAO, who has recently been appointed to the Military Service Academy Selection Board for Congressman Diaz-Balart.

Maj Ernie Manzano
Commander Group 7

 Capt Daniele Metellus recently resigned her position as Commander of the Miami Spring Cadet Squadron. During her time as commander, the squadron excelled in communications and aerospace programs. Capt Metellus intends to remain active and be an integral part of the Miami Spring Cadet Squadron.

 The next announcement of CAP membership, due at the end of January, is expected to indicate that 2003 closed out with a membership in excess of 71,000. Projections indicate that the cadet membership will exceed 29,500 and seniors 42,000.

 Wing Commander Sharkey presented the Strategic Tactical Evaluation Plan [STEP] for the 21st century to the Florida Wing staff. CAP's mission is "to serve America by performing Homeland Security and humanitarian missions for our communities, states, and nation; developing our country's youth; and educating our citizens on the importance of air and space power." CAP is envisioned as building the nation's finest force of citizen volunteers performing Missions for America. CAP and the USAF moved into the 21st century together.

HOMELAND SECURITY— EMPHASIS OF THE 'NEW' CIVIL AIR PATROL

Homeland security is the hallmark of the “new” Civil Air Patrol. CAP members have already participated in important training exercises and reconnaissance missions across the nation.

In the Southeast, Florida Wing has played a role in security as a “presence in the sky” around the NASA launch facility in cooperation with the 45th Space Wing at Patrick Air Force Base.

On the West Coast, CAP’s Nevada Wing assisted in the FEMA and NORTHCOM (U.S. Northern Command)

designed to test the ability of to work together in response to

The activity which took terrorist release of pneumonic requiring containment,

The Rocky Mountain members to work with officials City. They supported the reconnaissance, aerial video, and critical facilities. On the ground, operations centers.



“Determined Promise ‘03” exercise local, state and federal organizations multiple emergencies simultaneously. place in Las Vegas simulated a plague on the Las Vegas strip quarantine and assistance. Region of CAP provided 150 at the Winter Olympics in Salt Lake security effort with air volunteer observers for flights over CAP members staffed emergency

members in the Washington DC

Most recently, CAP area assisted in airborne intercept training for the Air Force during the “Falcon Virgo” mission. According to a Washington Post report, Civil Air Patrol pilots were “cast in the role of intruders, or ‘red air’ team members” for the exercise controlled by the North American Aerospace Defense Command (NORAD). The Pentagon held the 90-minute drill to “test federal procedures for identifying and confronting hostile aircraft. Two F-16s intercepted two Cessna 172 civilian airplanes in a scenario designed to test pilots, antiaircraft missile crews and civilian and military commanders.”

With the historical precedent of its founding role protecting the coastline during WWII, expanding CAP’s mission in the 21st century to include assistance in the fight against terrorism is an obvious direction for the “new” Civil Air Patrol.

CAP is already purchasing additional aircraft and equipment for homeland security missions including roomier Cessna Skylanes and Gippsland GA-8 Airvans, equipment for digital imaging with satellite transmission, and hyperspectral imaging. “We bring to the table not only 62 years of experience and service to America but also the vision and energy of a new generation of volunteers,” said National Commander Richard Bowling.

Joint Chiefs of Staff Chairman General Richard Myers said “the American people ought to be proud of how lots of other good Americans in very diverse organizations (are) all working together to try to bring the kind of support” needed to respond to potential incidents here in the United States.”

Col Matt Sharkey believes this is an exciting time for Civil Air Patrol as it celebrates its 62nd anniversary and continues to change with the times and develop new capabilities in the homeland security arena. “Since 9/11, Florida Wing has been immersed in new levels of training so that we are professionally prepared to respond to defense needs as they may arise and, ideally, to help thwart any terrorist activities” concluded Sharkey.

By Major Sharon Taylor

CIVIL AIR PATROL HONORS VETERANS

For Veteran's Day, cadet and senior members of the Ft. Lauderdale Composite Squadron, Group Six attended a luncheon honoring the Gold Coast Women Veterans. The ladies were delighted as the accommodating cadets assisted them with a steady arm or a helping hand. The women were veterans of the different branches of the military including the WAVEs, WAACS, WASPs and Marines, mostly during WWII, and are being encouraged to tell their stories as part of the Oral History Project for the Library of Congress. Several Ft. Lauderdale Composite members have volunteered to train to conduct interviews with these women veterans whose recorded memoirs and donated artifacts will be archived as part of the "Women in Military Service for America" memorial in Washington DC.

Motivated, motivated, down right dedicated is a military cadence I learned at the National Honor Guard Academy and how I feel as a cadet in the Civil Air Patrol," said Christina Zarrilli of the Boca Raton Cadet Squadron, a 13-year old cadet active with the squadron since she was 11. The petite teen addressed

Veterans on Nov. 11 with an account of her experiences in Civil Air Patrol and its role in launching her toward her goal of becoming a pilot and astronaut. In her closing message to the veterans, Christina said, "I would like to thank each and every one of you veterans for protecting my freedoms and making it possible for me to pursue my dreams. I look forward to following in your footsteps and bravely serving one day. Your motivation and dedication of service to our country and its values are an inspiration to my fellow cadets and me."

Civil Air Patrol members participated in "Operation Saluting Freedom" ceremonies by request of the Osceola County Veterans Council as part of the Veterans Day Salute. The activity identified in memorial all those from Florida currently serving or having served and those who have given their lives in service to their country. The CAP ceremonial honor guard under the

command of Lt Col David Moseley performed the same continuous ceremony performed by The Old Guard of Company E, the elite sentries charged with

guarding the Tomb of the Unknown Soldiers in Arlington Cemetery. CAP cadets and seniors trained for 180 hours and performed for 6 hours on Sunday the 9th and 6 hours on Tuesday Veterans Day. Over 300,000 viewed the CAP ceremony on TV Channel 35, FOX network in Orlando.

"Honoring Our Heroes" was an all-day event held in Melbourne to honor the 920th Rescue Wing members. "It is a rare event to see an entire Air Force Wing march in a parade," said Col Tim Tarchick, the commander. Civil Air Patrol helped with all aspects of the day long event. Lt Col Moseley brought his collection of flags which were carried by both cadets and senior members, an awesome sight as they marched closely behind the 1000 members of the 920th. As these soldiers were waiting to step off, the Civil Air Patrol members marched by, flags waving, and the soldiers actually stood up and gave CAP a round of applause! Many dignitaries attended: Maj Gen David Tanzi, Commander, 10th Air Force, Maj Gen Kathy Thomas, Headquarters, Reserve Command and soon to be second in command at the Air Force Academy, Maj Gen Douglas Metcalf, Air Force Material Command, Maj Gen John Dorris, Headquarters, Air Force Special Operations Command, and Col Danny McKnight of "Black Hawk Down" fame. All of these VIPs took time to ask our cadets about their futures, posed for pictures with them and gave them advice.

By Major Sharon Taylor



E-MAIL EXTRACTS



Apollo 14 launched on January 31, 1971 with Alan Shephard, Stuart Roosa and Edgar Mitchell and returned safely to Earth on February 9, 1971. Dr. Mitchell now lives in Lake Worth and is extremely busy with speaking engagements from coast-to-coast. In spite of that, as a special for the CAP Cadets, he has agreed to be the guest speaker at the Boca Raton's Annual Banquet on February 7th. C/TSgt Christina Zarrilli is currently deep into research for doing his introduction at the banquet.

Lt Jackie Zarrilli

A very interesting occurrence has been experienced as a result of the recent solar flare and its effect on CAP radio frequencies. CAP High Frequency [HF] communications on 4 Megahertz normally has a range of 1,000 miles. During the solar flare-up, the 4 megs transmission and reception increased substantially. Florida and Georgia stations were loud and clear. In addition a Michigan station checked into the Florida Wing HF Radio Net. In 10

years, a Michigan station on this frequency band has never been heard, particularly on 4 megs. As it stands, the flares have helped on some frequencies, but not all. No changes have been noticed on VHF. The flares only lasted 2 days.

Capt Ernie Manzano
Group 7 Commander

Officials of the Air Force Research Laboratory Propulsion Directorate at Wright-Patterson Air Force Base, are kicking off the 3rd Annual Wright Scholar Research Assistant Program in Summer 2004. High school juniors and seniors have applied for the opportunity to perform hands-on research, while under the guidance of science and engineering mentors.

This program gives students an up-close look at Air Force careers and educational opportunities. Students will experience science and engineering tutorials given by Air Force Institute of Technology officials, and a weekly guest lecture series covering topics from rocket science to robots and mechatronics. Students also participate in the University of Dayton Summer Science and Engineering Enrichment program.

Major Ivan Acosta

Congratulations
to c/2Lt Eddie

Rodriguez, Tamiami Composite Squadron, Lt Col Vivian Olson, Pinellas Senior Squadron, and c/ Thomas Busatta, Lee County Cadet Squadron for being the only three to guess the answer to the question in the Fall Issue of FLORIDA FACTS. The question "What was the registration number of Charles A. Lindbergh's 'Spirit of St Louis' that flew from New York to Paris in May 1927." **Answer:- the number was N-X-211.**



Actual Military Warning Labels

Aim towards the enemy-Instruction printed on Rocket Launcher

When the pin is pulled, a grenade is not our friend-USMC Bombs are guaranteed to hit the ground-USAF Ammo Troop

If the enemy is in range, so are you-Infantry Journal

Do not eject directly over area you just bombed-USAF Manual

Try to look unimportant, their ammo may be low-U.S. Army Tracers work both ways-U.S. Army Ordinance

Five second fuses only last three seconds-Infantry Journal Bravery is being the only one that knows you're afraid-Anon

No combat-ready unit has ever passed inspection-Joe Gay Any ship can be a minesweeper—once-Anon

Never tell the Platoon Sergeant you have nothing to do-Anon

Don't draw fire, It irritates people around you-Your Buddies If you see a bomb technician running, run after him-USAF If your attack is going too well, you're probably walking into an ambush-Infantry Journal

B.F. Morris, EPE



From The MAILBAG

The Editor reserves the right to edit letters for brevity, clarity, good taste and accuracy; to reject letters; and to avoid libel or slander of others.

“My daughter Christine Marie Caban has been with the Civil Air Patrol for over 4 1/2 years. She actually started in the City of Coral Springs then went on to the City of Weston Flight. She has moved on and enlisted in the U.S. Air Force. Presently she is in training at Lackland Air Force Base. I am proud to mention that our daughter left CAP as a Second Lieutenant, and most importantly, with a Mitchell Award. Christine learned many great things during her years in CAP. She has told us the USAF training is tough but the training and focus she obtained during the CAP days have most categorically helped her.”

Emilio Caban



“Thanks for FLORIDA FACTS. It sure is great to be able to see what is going on in FLWG.”

Paul Siglock, Sr.
Ohio Wing



“Executive Director Al Allenback visited Daytona Beach for a tour of the Embry-Riddle Aeronautical University. While here he visited the 8049th Composite Squadron to meet cadet and senior members and to present awards and promotions.”

S/M Anthony Gorss



“Great article on our new hangar.”

Vice Commander Lee Frank
Marco Island Senior Squadron



“Finally finished reading the Summer Edition. It takes more than one sitting. Has any thought been given to converting the back cover to a recruiting poster using the white space for unit information? It probably is one of the best and most concise presentations of the CAP program and its goals. As they say, “One picture is worth a thousand words.” Want to once again compliment the excellent publication and the quality of FLORIDA FACTS.”

Lt Col Howard Gelbman

“Another excellent issue of FLORIDA FACTS. The “News Flash” about the Concorde was most interesting. Learning that British Air is retiring her fleet in October, I was prompted to fly in this feat of aircraft engineering. Accordingly, I lifted off from New York, touching down in London in three hours and 19 minutes. Watching altitude-52,500; speed-Mach 2; temperature-64c flashing on the firewall is never to be forgotten. It was quite a different flight from the early 50’s when I learned to fly in a Piper Cub J-3. It was sad to see these birds make their way to museums.

1Lt Cynthia Shaw
Treasure Coast Composite Squadron



“FLORIDA FACTS has got to be the best Wing publication in all of the Civil Air Patrol. Thanks for setting such a high standard. It keeps the rest of us on our toes. The cover designs are excellent and they always manage to illustrate the story.”

Maj Mario Bartoletti
Pasco Cadet Squadron



“Civil Air Patrol is a wonderful unit, that helps create a better future for tomorrow’s generation. It’s my pleasure to accommodate your troops.”

Aline Pietroforte, GS-06
Patrick Air Force Base, 45 SVS/SVMF



“My dad and my husband are both retired Air Force members. I was born on an AF base, raised in an AF family, married an AF member and worked as a civilian for 30 years for the AF. AND NOW, I’m honored to be a CAP member, to wear the uniform proudly and to serve as the Director of Personnel for Florida Wing.”

Lt Darlene Ferris



THE CRASH SITE

By State Director Jerry Angley

Rarely does a day go by in Florida when CAP is not performing a mission for the Air Force Rescue Coordination Center [AFRCC] located at Langley Air Force Base, Virginia. The majority of these missions are locating and silencing ELT's, but we still get our fair share of REDCAP's. REDCAP missions are issued whenever there is a missing or downed aircraft.

Much of our training involves how to search for and locate missing aircraft. Florida excels at this mission as indicated in the recent SAREVAL. Quite often, however, when we are conducting exercises we overlook what action should be taken when the ground teams arrive at the crash site. Here are a few things to consider once you have located the downed aircraft.

First, remember how you got to the site. If you are not accompanied by Emergency Response vehicles you may have to relay directions to medical and law enforcement units. It's quite possible that the ground team will know the most accessible route to the crash.

Be prepared for the worst. If there are fatalities the scene can be gruesome. Mangled, disfigured bodies are not something most of us are accustomed to seeing. The initial shock can sometimes cause nausea and vomiting. Traumatic experiences such as these can also produce long term emotional discomfort. Critical incident stress, as it is called, can lead to severe anxiety and depression. If you experience this sort of reaction seek help. CAP has Critical Incident Stress teams trained to deal with these types of problems.

Hopefully, the crew and the passengers of the downed aircraft survived the crash and rescue operations can begin. If there are injuries and no medical units are readily available, ground teams may have to render first aid to the victims.

Remember that CAP ground teams are not trained medical technicians. The only type of medical aid that should be administered by CAP is first aid necessary to save a life or prevent human suffering. Call 911 if the Incident Commander has not already coordinated medical assistance.

Make sure you protect yourself against blood borne pathogens. Wear gloves, mask and eye protection. If you suspect neck or back injuries do not move the victim unless it is absolutely necessary. Use extreme caution around the aircraft wreckage. Sharp twisted pieces of aluminum can cause severe lacerations. If its dark, try to put as much light on the scene as is possible.

Make sure there are no fires in the area. If the fires are too large to extinguish with a hand held extinguisher, then move away from the area until the fire crews arrive.

Once the victims have been removed from the area, your job may not be over. Maintain control of the crash site until local law enforcement arrives. Try not to disturb or contaminate the area. Vital evidence as to the cause of the crash could be lost or destroyed. Contact AFRCC before attempting. to deactivate the ELT. It may not be necessary to do so.

There is one set of rules to cover every aircraft incident. Remain flexible. There are many variables at aircraft crash sites. Rescue operations can be extremely hazardous and don't always go as planned. Your job is to ensure the mission is accomplished in the safest manner possible. Do risk analysis throughout the operation. Don't allow yourself or your other team members to become victims.

Training is the best way to prepare for crash site rescue and recovery operations. Integrate crash scenes with "victims" into your next SAREX [Search and Rescue Exercise] You will find this type of scenario to be a valuable learning experience.



TIS THE SEASON FOR GIVING.

For the later part of each year there are celebrations by various faith groups for seasons, which have meaning of importance to them. Each celebrates in their own fashion and according to their own beliefs. From faith to family the spirit of the season goes out to one and all in some fashion or another. The commercial world has not missed out either as they market to enhance the system and, of course, capitalize on the season. It seems there is something for everyone, but is there?

When the festivities are over and the lights are turned out what is left? That which is left over is the sum of the value of what the season held for you. How can one insure that the memory of the season is a memorial one? You can start with giving the best gift.

The word present can be used in two ways. One is giving of a gift or present to another, the other is to present yourself as at muster time to be present. The greatest gift you can give to your family is yourself. Sure, gifts are nice, but the new toaster can wait. What they really want and need first is your time and your attention. To give 'you' is to both give and share their love. To be there with them, to take the time to let them know they are valuable to you and you are interested in their lives as well as your own.

Sometimes life has to pass us by before we stop and smell the roses or count the blessings, only to find out that while our roses were in full bloom we were busy in life and missed our blessings until

the petals began to fall off before we began counting. The joy of giving really starts with you and then it can spread throughout your family and your friends.

When you give your love to your family it builds dividends for the future. Material things are nice but must be balanced with thought and deed. Providing in balance and not as a replacement of your being there for them.

When you give to your friends you share in their joy and their happiness as well. The best surprise gift is to see the need that another has and then, for no reason at all, totally unexpectedly, go to them and take care of that need, asking and receiving nothing in return but

the satisfaction of knowing that you planted seeds of kindness in their hearts.

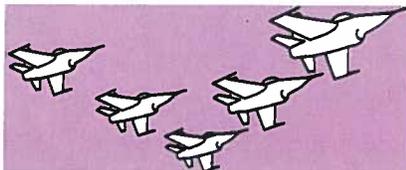
When you give to your country you do so by your time and effort in serving in your unit and your community. Your time is balanced between family, friends, and country, and as such, becomes a daily challenge to see what the blessings of the next day will bring forth

Those of you who have given through the Deployed Military Support Project have given immeasurable amounts of joy to those that are in harm's way. While unexpected, your gift made the difference in the day and life of a service person. As you continue to give to meet the ongoing need you will continue to share yourself with others.

'Tis the season for giving, so give your faith, love and hope to others through sharing of yourself and take time to smell the roses.'



Lt Col Dewey E. Painter,
Chaplain, Florida Wing



FINAL FLIGHT

**Lt Col Rick Harvey
Group 2**

**Lt Col Earl Pilcher
50 Years Service**

**Capt Robert Lee Hart, Jr.
Bradenton Composite Squadron**

**Chaplain William S. Hesselgrave
Lee County Composite Squadron**

*We offer thanks for their generous gift of dedicated
volunteerism, patriotism and fraternalism.*

Colonel Matthew R. Sharkey



Lt Col Rick Harvey served with the Riverview Squadron and Group 2 as the Air Operations Officer. Throughout, he was a friend and a mentor to all and always ready to help in any way. He was generous in giving his all to CAP and, even in death, he donated his organs so that others might live and his body to medical science so that others might learn. As a memorial honor, Col Matt Sharkey has requested that Lt Col Harvey's radio call sign - Florida CAP 207 - be retired.

Lt Col Earl J. Pilcher was extremely active in Civil Air Patrol at the age of 89 when he passed away while in Lenoir, North Carolina. His wife, Susan, tells how very proud he was receiving his 50 years of Service award as presented by Wing Commander Matt Sharkey.

Capt Robert Lee Hart Jr was a decorated member of law enforcement as a Lieutenant in the Manatee County Sheriff's Office and an Army veteran. Hart received the Florida Power and Light Citizenship Award for volunteering 300 hours with the Civil Air Patrol. Lt Col Hart instructed the Color Guard Team and the Drill Team, helping them to win first and second place rankings in the state. He also actively participated in Search and Rescue Missions and in fund raising for his unit.

SHARPEN YOUR FOCUS

As we take the time to reflect on the good things that have happened to us, we must also count our blessings. If you will reflect on the good things that have happened and count your blessings one-by-one, then perhaps, it can lift your spirits and give you a sense of achievement. Happiness and thankfulness are merely a sharpening of your focus.

We could focus on the negative, but that is not fruitful for thought.

We can focus on the positive things in our lives, and for such we can be thankful.

Thankful for good friends, he who has them is a rich person.

Thankful for good health, no matter the state of health, it could be worse.

Thankful for family, they give us purpose and meaning for doing what we do.

Thankful for service, serving in the CAP is a pleasure and fulfilling.

Thankful for our country, even with her faults, America is the greatest.

Thankful for God's blessing, He has blessed us beyond measure.

I am thankful for each and everyone of you that I have the pleasure of working with.

May God bless you all

Chaplain Lt Col Dewey Painter, Sr.
Florida Wing Chaplain

TIGER FLY DAY

Submitted by Lt Col Bud Borner and Maj George Navarini

Nearly two hundred Civil Air Patrol cadets took off "into the wild blue yonder" for their very first flight as part of Florida Wing's Annual Tiger Fly Day.

All but two of the wing's aircraft-which were assigned to a Homeland Security Mission-were fueled, pre-flight checked and ready to fly on the 100th anniversary of the Wright Brother's powered flight and the day when Florida conducts orientation flights for our 2500 cadet contingent. Florida Wing's gliders and hot air balloons were also ready to go aloft as the sun was rising on a glorious day.

Pilots and ground support personnel were on the ready when the first of the cadets began to arrive at airports throughout the state. For most of the cadets, Tiger Day is the opportunity for them to have their very first flight in a Civil Air Patrol aircraft.

Parents and cadets were thoroughly briefed as to the purpose and procedures for Tiger Day and safety, safety, safety was emphasized as the 'order of the day' for everyone.

Following sign-in and sortie scheduling, cadets were escorted to their assigned planes and were astounded at the extensive pre-flight check list. "They actually check cotter pins and bolts and movement of all parts", one cadet was overheard telling his parents. Following the exterior check of the aircraft, two cadets climbed into the aircraft, one in the right seat and

ordinarily occupied by the air crew observer and one in the seat behind the pilot, usually occupied by the crew's scanner.

In spite of the cadet's eagerness to take-off they were immediately aware of an even more extensive interior check list that had to be reviewed before they heard the "Clear Prop" warning called out followed by the start-up of the engine.

Envious cadets waiting their turn on the ground had their eyes glued on the first sortie as it lifted off and climbed to the sky.

At the Pompano Beach Airpark, time between the Orientation Rides was productively used by cadets assigned to available flight simulators set up in the Pompano Squadron Headquarters. Other cadets were taken to planes where the general principles of flight were explained and the propeller and spinner were inspected.

Capt Ernie Manzano, Group Seven Commander remarked, "We teach our cadets about all aspects of flying as part of our Aerospace Education Program, but nothing can substitute for the experience and thrill of actually flying."

Cadets comments of "awesome", "wow", "the greatest", "cool", "I want to be a pilot", resounded throughout the day.



FLORIDA WING COMMANDER'S CALL-OUT:

During the successful Tiger Day, one flight experienced a serious safety incident that could have ended much differently than it did. Only the superior airmanship of Capt John Houchin avoided serious injuries when a skydiving jump plane made mid-air contact with the CAP plane during the landing phase. Thank you Capt Houchin. Great Job!



MARK YOUR CALENDARS NOW!



By 1Lt Michael Tier

JANUARY 2004

- 1 New Year's Day
- 11 Group 9 ES Training - First Aid
- 17 CAC Meeting - Patrick Air Force Base
- 17-18 Special Activities Selection Boards -
Patrick Air Force Base
- 17-18 Group 8 SLS - MacDill Air Force Base
- 17-18 Search Management Course
- 24 Wing Staff Meeting - MacDill Air Force Base
- 31 CAP NHQ Scholarships Due

FEBRUARY

- 7 Group 6 Annual Banquet
- 14 Air Force Association State Meeting
- 21 Wing Staff Meeting - MacDill Air Force Base
- 27-29 Florida Wing Cadet Competition
- 28 Group 8 Annual Banquet

MARCH

- 1 FLORIDA FACTS deadline
- 3-6 National Board Meeting - Washington D.C.
- 6 Operation Check-In
- 20 Wing Staff Meeting - MacDill Air Force Base
- 21 CAC Teleconference - 1700-1800
- 24-27 NCASE - Atlanta Georgia
- 27-28 Thunderbirds Air Show - Punta Gorda
- 27-28 Professional Development Weekend -
Orlando
- 29-April 1 SER Chaplain Service Staff
College - Leesburg

APRIL

- 3-4 Thunderbirds Air Show-Eglin Air
Force Base
- 5 Passover
- 11 Easter
- 13-17 Sun-n-Fun Fly-in, Lakeland
- 17 Wing Staff Meeting - MacDill Air Force
Base
- 17 CAC Meeting - MacDill Air Force Base,
- 17 SER Cadet Competition - Tyndall Air Force
Base

MAY

- 8-9 Thunderbirds Air Show - Lake City
- 15 Wing Staff Meeting - MacDill Air Force
Base
- 31 Memorial Day [observed]

JUNE

- 1 FLORIDA FACTS deadline
- 4-6 Florida Wing Conference 2004 -
Fort Lauderdale
- 5 CAC Meeting - Wing Conference 2004
- 13-19 Florida Emergency Services Academy
- 20 CAC Teleconference 2100-2300

ROUNDUP

► Cessna has delivered five Model 182T Skylanes to CAP. Plans called for CAP to receive 15 of the 21 in 2003 and the remaining six in 2004. Of CAP's 543 aircraft, 510 are various Cessna models. When all units ordered are delivered, it will bring our fleet count to 564, the largest general aviation 'air force' in the world.

► Honeywell has received FAA approval for its KMD 250 multifunctional display for small, piston-powered aircraft. The unit provides data link weather and air traffic information on a liquid crystal display. CAP/NHQ/USAF take note!

► Two new classified U.S. National Reconnaissance Office ocean surveillance satellites are in orbit. This will give the U.S. a leg up in the difficult task of keeping track of thousands of vessels worldwide that could conceal terrorist threats.

► Two new chaplains have been appointed. Congratulations to Chaplain 1Lt Michael R. Frazier to FL-301 and Chaplain Capt Brainard H. Harris to FL-809. Five more appointments are pending.

► Capt Bill Bottle and Maj Russ Vizzi made Page One of the Sun Sentinel. The story, arranged for by Lt Col S. Buddy Harris, covered their recently flown Coastal Patrol mission.

► A Southeast Region Exceptional Service Award was earned by Capt Steve Drew, and a Meritorious Service Award by Maj Ray Spengler. Well deserved!

► Maj Walter Lane, Group 4 Commander arranged

for an outstanding article about Stuart Composite Squadron in the Martin County Airport newsletter and adoption of a Proclamation by the Board of County Commissioners declaring December 2003 as "Civil Air Patrol Month" in Martin County.

► CAP members have the opportunity to speak to astronauts living on the International Space Station. The program, "Amateur Radio on the International Space Station" (ARISS) has an internet website which has all the information. Go to <http://arri.org/ARISS/>.

► Bill Ferguson, SER Finance Officer has been promoted to rank of Lt Col and Sharon Freeburg, FLWG Finance Officer has advanced to Major. They both must have passed their IG Audit!

► If the cooler weather requires the use of a windbreaker jacket, remember CAPR 39-1 requires the jacket must be zipped to almost full length of the zipper. Wearing this uniform article unzipped is improper. Thanks for the reminder from Lt Col Ed Wasserman, SER Protocol Officer.

► Southeast Region Commander, Col Antonio Pineda reported to FLORIDA FACTS that the CAP Board of Governors at its recent meeting in Washington, D.C. appointed Col Charles Davenport to replace Brig Gen Dwight Wheless and Col Fred Weiss to replace Col

Andy Skiba on the MARB [Membership Action Review Board]. It was agreed members serving on MARB should not hold a command position.

► **Correction:** Page 32 of the Fall Issue of FLORIDA FACTS, "Drill and Ceremonies Training Event" incorrectly reported that "Cadets received one-on-one training from C/Maj Ashlei Hamada and C/Capt David Becker." The correct name should have read "C/Capt Matthew Becker."

► In conjunction with the 45th Space Wing and the Cape Canaveral Air Force Station, CAP aircraft provided counter-reconnaissance cover using a specialized thermal imaging camera during the 21st successful launch of 2003 sending a GPS satellite into orbit aboard a Boeing Delta II Rocket. The innovative camera allowed the FLWG Radio Electronics Officer to see in the dark and to send thermal images back to the Cape security personnel via slow-scan TV protocols.

► With the tightening of security, CAP radio operators are reminded to [1] Do NOT broadcast CAP frequencies over the air waves; [2] Do NOT send out blanket e-mails with frequencies; [3] REMOVE any published frequencies from publicly available web sites, and [4] Mark on every piece of correspondence that contains frequencies "For Official Use Only" on the top and bottom of each page and in the subject line put FOUO if the message contains frequencies.

“Col Sharkey– congratulations to you, your Wing and your six new chartered units. Florida leads the way-AGAIN.”

**Brig Gen Dwight Wheless
National Vice Commander**



Great results from a CAP Search and Rescue mission generated USAF to issue a new policy on the use of Family Radio Service [FRS]. Colorado Wing’s Cortez Squadron was requested to assist the Sheriff’s Office in a search for 10 young girls and two senior leaders lost for 20 hours on a hike.

Two sorties failed to locate the lost hikers until mission personnel learned the hikers had FRS. On the third sortie, CAP began calling on the FRS and received an immediate reply. Within minutes the hikers were located in a deep canyon. The Pentagon studied this success and determined that CAP still can not use FRS for CAP-to-CAP talk on search missions. However this new policy allows CAP to use FRS to talk to victims.

**John Salvador
NHQ Director of Operations**



California Wing recently lost two CAP officers in a plane crash. The two victims were flying back from a weekend training exercise at the Palm Springs Airport. The pilot was instrument rated and was a certified instructor teaching

instrument rating flight. The cause of the crash is under investigation by the National Transportation Safety Board, FAA and the Sheriff’s Office.



McGraw Hill’s *Aviation Week* magazine is actively soliciting reader’s aerospace stories for “Contrails”. The submissions should be e-mailed to *AV&ST’s Rocky Mountain Bureau Chief William B. Scott* at

**<wmbsscott@bigplanet.com>.
Editor’s Note: Let’s see some Florida Wing stories in this superb national magazine.**



There is a scholarship being offered by the Spaatz Association to cadet officers who have soloed a powered aircraft. “This is a great opportunity for someone who is interested in flying. I encourage all to apply. It would be nice to see cadets from Florida Wing on the award list,” exclaimed Capt Vickie Meyer, FLWG Director of Cadet Programs.



Maj Ivan Acosta advises, “Some of you might be eligible for the Congressional Award.” Eligibility is limited to U.S. citizens 13 1/2 to 23 years of age, however you must be age 14 to earn your first award and you become ineligible after you turn 24. The United States Congress estab-

lished the Congressional Award to recognize initiative, achievement, and voluntary service performed by youth. Participation is voluntary, non-competitive, and self-paced. Awards are earned by achieving goals set by the participant. CAP Pamphlet 52-5 provides all details.



Air Force Rescue Coordination Center [AFRCC] at Langley Air Force Base has been officially transferred to the Air Force Special Operations Command [AFSOC]. Air Force Combat Search and Rescue has also transferred to AFSOC. The transfers result from an Air Force Chief of Staff direction to align the CSAR mission and assets under one command. AFSOC now controls continental US-based rescue units in the active duty, Air National Guard, Air Force Reserve and, indirectly, Civil Air Patrol through AFRCC.



In Florida Facts, Summer Issue, Pg 15, Capt. Russ Loomis wondered how many 80+ active crew we have. Capt Bill Bottle just turned 80, first soloed in 1942, and has completed his sixth log book with 4,713 hours as PIC.



COMMUNICATIONS

Maj. Paul Blystone
FLWG Director of Communications

Table of Allowances

Communications Table of Allowances (TOA) is a project designed to develop and maintain communications requirement standards that substantiate acquisition, assignment, use, and disposal of a mobile land radio system to support Air Force assigned missions.

CAP Wing Compliance Inspection Checklists have been updated to include questions intended to ensure AF supplied equipment is being distributed according to plans which support AF missions.

Calculations have been made to determine each Wing's needs. Each Wing Communications staff must become familiar with these formulas. The recommended TOA figures will have to be compared to current communications plans, and any differences will have to be reconciled. This means that we will have to move radio equipment around to best support Air Force assigned missions.

The goal is to complete this process by 1 April 2004. All radio equipment will have to be justified, including the repeater system. The end result is we will be better equipped with corporate radios than we have in the past, with less dependence on member-owned radio equipment. We can expect to have less repeaters when it is all said and done, therefore we will have to look for taller towers, etc., to give us better coverage so we can meet our communications needs.

We will be getting the new ISR (Inter Squad Radios) soon. This will be the start of the new project.

Unique Florida Challenge

Florida Wing is a bit different from most, in that we do not have mountains on which to place our antennas (which would give us the added range we need for VHF radio). Our state is also long and narrow... Key West to the western end of the Panhandle via air and over land is over 650 miles, with the widest part of the state being just over 100 miles wide. It will take a lot of planning to make sure we have our equipment in the best locations and in the hands of the best people to do the job, as we respond to almost 400 annual ELT searches and participate in eight to ten Redcap missions per year.

New Technologies

Civil Air Patrol is fast becoming totally computerized and we are all scrambling to keep up with the changes. Our CEMS (Communications Equipment Management System) is working well. The CEAR (Communications

Equipment Accountability Report, S-8), is a report derived from the CEMS database. The CEAR S-8 report is to go out in January to all units. This is a list of all radio equipment assigned to a unit or its members. This report has to be signed by the unit communications officers or commander and returned to the Wing DC.

Technology is forever changing with new and improved equipment constantly being offered. CAP/USAF has approved funds for the purchase of one SATCOM Digital Imaging System (SDIS) for each region. This is a new system for transmitting pictures instantly from an aircraft to ground base, much superior to the current SSTV system currently in use.

VHF Radios

We are approaching the 100 percent level in having all of our corporate aircraft equipped with compliant VHF radios. Twelve of our aircraft were equipped with the NAT NPX 138 radios, one with the TDMF-136 and we're left with eight aircraft without compliant radios. A decision was made to install TAIT T2020 radios in these. To do this, it was necessary to reduce the power down to 10 watts and program them with a channel plan suitable for aircraft. The last TAIT is due to be installed soon.

For those who are willing to spend money on a radio that is compliant both wide and narrowband, TAIT is offering a deal to CAP on the TAIT T2020-345-A87 (the CAP version) for \$312.40 plus shipping. The Vertex VX150 Handheld is still a good deal for about \$120.

Information From National

Some time in the near future Civil Air Patrol will be assigned new narrowband frequencies. Before this happens we are directed to conform to regulations. All CAP Frequencies are For Official Use Only (FOUO) and must be protected from release outside the organization.

(1) Do not broadcast CAP frequencies over the air waves; (2) Do not send out blanket e-mails with frequencies; (3) Remove any published frequencies from publicly available web sites; (4) Mark on every piece of correspondence that contains frequencies "For Official Use Only" on the top and bottom of each page and in subject line put FOUO if the message contains frequencies.

Three Days in the Life of a CAP Founder

Lt. Col. Ben Stone Is Honored.

Major Sharon Taylor

The weekend of November 7, 8 and 9, a distinguished member of Civil Air Patrol's Southeast Region was honored by Columbia, South Carolina during their Celebrate Freedom Festival, described as America's largest living history air and ground show.

Over a thousand school children toured the Centennial of Flight exhibits and met aviation pioneers, among them Civil Air Patrol's own Lt Col Ben Stone at the CAP National Headquarters exhibit.

As a charter member of Civil Air Patrol, Lt Col Stone was an honoree and representative of the National Board of Civil Air Patrol at the festival. In addition to the weekend air show held at historic World War II Woodward Army Airfield, the festival featured educational exhibits and living history reenactments.

The young people who visited the exhibits had many questions about Civil Air Patrol and assisted by his devoted wife, Jackie, who gave a talk to each group about CAP and what it represents, Lt Col Stone captivated the students with stories from the 40s, 50s, 60s and 70s.

He told them how he started flying at age 13 and gave the astronaut Alan Shepherd some of his first flying lessons. As an active senior member and encampment commander for 14 years in Massachusetts, he had photos of the



encampments and parades and search-and-rescue missions as well.

He talked about the early days of Civil Air Patrol and his role as a founding member of CAP in 1941. The students visiting the CAP exhibit ranged in age from first grade through high school but all were wide-eyed to learn that Lt Col Stone will be 90 years old in February!

On Thursday as one of forty honorees at the festival, he was a guest at the Art Museum reception where he was singled out and introduced to the assemblage. Jackie reported that "he looked so handsome in his mess dress uniform" and that a 13-year old Civil Air Patrol cadet who acted as their escort was "a delightful young man."

For the members of the

Florida Wing who may not yet have met Lt Col Stone at CAP events and Southeast Region conferences, at 89 he is quite an amazing fellow, still active and energetic. He was one of nine of Civil Air Patrol's original charter members (those who joined the organization when it was founded in 1941) who were honored in 2001 at the National Conference in Cincinnati. Not only is Ben Stone a charter member but he has been continuously active for 62 years and is still very involved, attending meetings and conferences at the Georgia Wing, Southeast Region and National levels.

The trip to South Carolina was both enjoyable and inspiring for Ben and Jackie not only seeing the 80 plus vintage airplanes on exhibit but also talking to the older pilots from the Doolittle Raiders, Flying Tigers, Tuskegee Airmen, Coastal Patrol, and Black Sheep Squadron. After four days of travel and activities, they headed back to Georgia where Jackie reported that Ben was "like a kid back home from an exciting trip who can't stop talking."

Quite a weekend in the life of a founding member!

WATER SURVIVAL

Samuel Coleridge must have been living in Florida when he wrote the "*Ancient Mariner*" and penned the famous saying, "*Water, water everywhere and not a drop to drink.*"

A cursory look at the State of Florida Aeronautical Chart shows the majority of the 130 plus public airports to be within 20 nautical miles of water...be it the Atlantic Ocean, Gulf of Mexico, or the myriad of rivers and lakes.

To a Civil Air Patrol aircrew, this irrefutable fact makes evident the realization in nearly every mission sortie, some segment of the flight will be over water.

Therefore, it is equally irrefutable that as CAP aircrews are trained to ensure all aspects of preflight preparation are considered **before** a flight is initiated, that the airplane's worthiness record is reviewed, that equipment appropriate for the mission is on board and operational, that weight and balance is carefully calculated, that route of flight is planned and filed, that the weather condition along the flight route is checked, that fuel quantity is adequate for mission requirements, that ATC and radio frequencies and alternative airports are reviewed, **so must we be trained in water survival.**

The Cessna Aircraft Co. provides emergency procedures in the "*Pilots Operating Handbook*" for the model assigned and in their "*Pilot Safety and Warning Supplements*". However, the Emergency Procedures "Ditching" Section ends with the one liner "**Life Vests and Rafts - INFLATE**". Of course, this follows **Evacuation** procedures.

Col Matthew Sharkey observed "In order to adequately fulfill the CAP Safety Pledge, **'I pledge to do my part to foster a safe environment during all CAP activities, to be a responsible steward of CAP resources, and to fully prepare myself for the challenging missions that serve America'**, it is readily apparent that water survival training is an imperative for the various missions being assigned to the Florida Wing CAP."

Lt Col Bud Borner, Florida Wing Counterdrug

Officer, initiated a request for cross training from the United States Coast Guard and an invitation was extended by USCG for CAP to participate in a U. S. Coast Guard Auxiliary training day. In addition to an FAA Safety Seminar in the morning, a water survival training session was conducted in the afternoon at the USCG Air Station in Opa-Locka.



Due to the size of the facility, numbers of certified instructors, and concurrent training of USCG Auxiliary personnel, the CAP participation was limited to 15 qualified aircrew members who met the requirements in CAPR 60-6, as follows: "Current, Instrument Rated, CD Pi-

lots, and Observers or Scanners" engaged in USCG CD missions in south Florida.

Other than swim suit and towel, all training materials were provided by the USCG, including flight suits, boots, rafts, life vests, and handouts. [See front cover of this issue.]

Following a training briefing, three member teams were required to suit up in flight suits, and inflated PFD's [Personal Flotation Device], enter the water and swim three lengths of the pool, returning to climb aboard a three person raft assisted by team members in the raft or in the water prior to climbing into the raft.

The following aircrew members successfully completed the water survival training; Ibrahim Abi-Rafeh, Al Bidwick, Sally Fitzgerald, Lloyd Garner, Dick Grafton, S. Buddy Harris, Marty Katz, Tom McGonegal, Harvey Siegal, Chuck Soriano, Russ Vizzi, and Guenther Norder.

As an extension of the USCG training, Col Sharkey is arranging for hands on training for all air crews in the wearing and use of the Personal Flotation Devices on all CAP aircraft. The training will include manual air inflation, use of the EPIRB and the strobe light, each of which is attached to the waist band of the PFD.

HEARTWARMING

United States Department of Defense, Administrative Judge Will Ross wrote the following heart warming story. *"I had been attending a conference in Annapolis and intended to return home to Los Angeles on Sunday, October 26. Los Angeles International Airport was closed due to wildfires that affected air traffic control. Accordingly, my flight, and many others, were cancelled and I wound up spending a night in Baltimore.*

When I checked in at the United Airlines counter Monday morning, I saw a lot of soldiers home from Iraq. Most were young and all were wearing their desert camouflage uniforms. It was a visible reminder that we are in a war. Many people stopped the troops to talk to them, asking questions or just saying "welcome home." In addition to Sunday's cancelled flights, more were being cancelled by terrible weather. There were a lot of unhappy people in the terminal trying to get home.

By afternoon, one plane to Denver was being boarded and United personnel were asking for volunteers to give up their seats and take another flight. There weren't many takers. Finally, a United spokeswoman announced on the PA, "Folks, as you can see there are a lot of soldiers in the waiting area. They only have 14 days of leave and we are trying to get them where they need to go without spending any more time in an airport than they have to. If we can, we'd like to get them all on this flight. We want all the soldiers to know we respect what they're doing, we are here for them and we love them."

At that, the entire terminal of cranky, tired, travel-weary people, a cross-section of America, broke into one sustained and heart-felt applause. The soldiers looked surprised and very modest. Most looked down at their boots. Many of us were wiping away tears.

And, yes, people lined up to take later flights and all the soldiers went to Denver on that flight. That moment made me proud to be an American, and told me why we will win this war.

Submitted by Lt Col Robert Masiker, Commander
Lantana-Lake Worth Cadet Squadron

CAPRECOGNIZED

Civil Air Patrol News, edited by James Tynan, won a bronze award in the monthly tabloid category and a four color print public service announcement "What did you do last weekend?" produced by Linda Tynan also won a bronze award in the All Media Competition. Additionally, Communication Concepts APEX Awards recognized **Presentense**, a training newsletter for CAP Public Affairs Officers, as well as CAP News and the 2002 CAP Annual Report To Congress.

SPAATZAWARDED

C/Col Steven Schweichler, now a midshipman at the United States Naval Academy, was home for the Christmas holiday - a rare break from his intensive plebe year. It was also an excellent opportunity for him to be at MacDill Air Force Base to receive the Spaatz Award which he earned prior to leaving for the academy. Cadet Jared Baxley, now a freshman at the United States Air Force Academy also joined in the presentation. A proud day for CAP and the two military academy students who formerly were CAP cadets.



Left to right, Midshipman Steven Schweichler holds the Spaatz Award presented at Maxwell Air Force Base by Col Matthew Sharkey, Florida Wing Commander as witnessed by United States Air Force Academy Cadet Jared Baxley.

NCASE

"I'll always be grateful to the teacher who showed me there was something really cool to do out there in the world, and aviation was it."

Eric Boe,
NASA Astronaut

The National Congress on Aviation and Space Education [NCASE] will be holding their 2004 conference at the Atlanta Marriott Marquis from March 24 to 27. "Teaching Today For Tomorrow" will focus on preparing students for future aerospace industry careers. The emphasis will be hands-on, minds-on sessions with academia peers, aviation heroes and enthusiasts. The conference is rated for 30 contact hours of continuing education credit.

MEACULPA

The **Civil Air Patrol Cadets-They're Our "Gang"** article on Page 11 of the Fall Issue of FLORIDA FACTS was credited to Capt Linda Trimpey when in fact, it was written by National CAP HQ.

Russian MiG Pilot Visits Naples Squadron

This past fall, the Naples Squadron enjoyed a visit from the world's only female MiG-29 pilot, Svetlana Protasova, a Major in the Russian Air Force. On holiday for her one-month-per-year vacation, Major Protasova spent time in Naples and other sites around Florida, Georgia, and Washington D.C.

While it may sound glamorous to have such a prestigious position with a month off each year to travel, Major Protasova's career has been filled with neither glamour nor prestige. In the United States, approximately 5 percent of fighter pilots are females, a number slowly growing as more women enter the highly skilled profession and barriers to sex discrimination erode.

In the former Soviet Union, however, the opportunities for women are slim to none. In addition, once a woman is in position, there is little chance for advancement and even less opportunity for flight time.



Major Svetlana Protasova

Protasova explained to the Naples members how difficult it is to be a pilot in the Russian military, especially a female one.

First of all, due to economic setbacks, there is little money available for fuel. No fuel, no flying. The pilots on her field have an average of only 30 to 50 hours a year. When fuel shortages are at their worst, only the men get to fly, which means Protasova must watch. This makes it particularly difficult to qualify for a Class 3 rating, let alone a Class 1.

Additionally, sex stereotypes abound in the male dominated world of Russian military. Protasova has had to deal with discrimination. Yet despite the "bitter taste" she

experiences, she believes there is a "better future for the Armed Forces and the Air Force in particular."

Another "difficulty" for pilots, regardless of gender, is the working conditions. All Russian pilots, regardless of rank, do low level maintenance on their planes... from washing them, inspecting them, and writing endless reports...all for about \$200

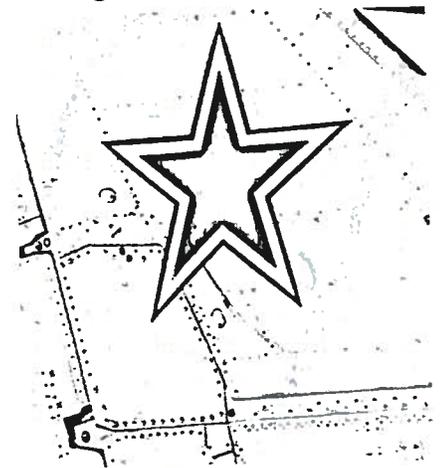
per month.

Protasova's dreams of flying began as a school girl when she visited a monument dedicated to two flyers who drove their aircraft into the ground in a forest rather than risk injury to those in the city. Inspired by their heroism, Protasova began her long, hard quest to become a pilot.

She began by reading a lot of aviation books in her spare time, pushing herself to make good grades at university and then flight school.

Single, but "engaged to the sky," Protasova spends much of her off time skiing, practicing Aikido, and playing with her sheepdog Mashka.

Svetlana is interested in coming to the United States if she



can somehow stay in flying. She was asked if she would join CAP, but laughingly said "it would be quite a pay cut."

Thanks to Louis Moore for assistance with this story.
"Russian Life" magazine, 1997
By 2Lt Kelly Green

Hyperspectral Imaging

Hyperspectral Imaging, a technology where multiple images of a scene or object are created using light from different parts of the spectrum, will be utilized by Civil Air Patrol for search and rescue, counterdrug, and homeland security missions.

According to Gen John P. Jumper, Chief of Staff of the U.S. Air Force, "All breakthrough technologies are critical to the Air Force in maintaining information superiority. I am convinced that hyperspectral sensor systems have the potential of providing revolutionary enhancements to our information systems and will facilitate the transformation of our intelligence, surveillance and reconnaissance program."

This passive technique (which needs the sun or some other independent illumination source to work) produces an image that looks like an ordinary photo, but can be altered by the item being identified. For example, all trees could be colored blue. By interpreting the spectral signatures, computers can help users process the images and extract the necessary information. Small drawbacks: They can't see at night or through heavy cloud cover, will work only in daylight and will not be able to pinpoint objects under the ground, underwater or buried in snow.

Hyperspectral images are like a stack of 200 pictures, each of a separate spectral band. You can look at the background, look at something you suspect might not be background and ask if they are really different. You can also "see" the spectral signature of an unidentified object with a library of known signatures. The imaging system can pinpoint an object, even through trees and foliage.

As the first national organization to use airborne hyperspectral imaging, CAP will be able to detect objects from the air (such as downed aircraft) that would otherwise be undetectable.

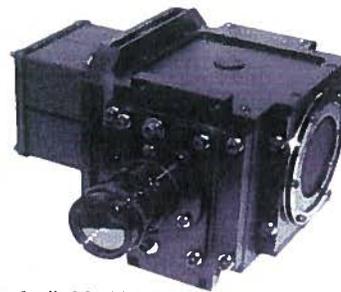
Dr. John Kershenstein of the Naval Research Laboratory and one of the nation's top spectral

scientists, advised CAP throughout the process of researching and testing hyperspectral imaging technology. On Oct. 29, Kershenstein was present when CAP signed a \$4.2 million contract with Innovative Technical Solutions (Tradename: NovaSol) for 15 hyperspectral imaging (HSI) systems. The units will be installed on CAP aircraft at strategic locations throughout the United States.

Dubbed the "ARCHER" program, NovaSol's acronym for Airborne Real-Time Cueing Hyperspectral Enhanced Reconnaissance, it will greatly enhance CAP's capabilities. Funding for the program was provided to CAP by Congress under the 2002 Defense Appropriations Act.

The purchase has drawn interest from all branches of government. Representatives from the Air Force Research Laboratory, the U.S.

Coast Guard, the Naval Research Laboratory and the U.S. Army assisted CAP throughout the contracting process and are scheduled



NovaSol Model 1100-2 HSI

to help CAP evaluate its first delivered unit in early 2004 before the remainder of the order is supplied. CAP has long been known for its successful search and rescue, disaster relief and counterdrug operations. Since 9/11, CAP also has moved more prominently into the homeland security arena. According to Col. Drew Alexa, coordinator of CAP's Advanced Technologies Group, hyperspectral imaging will dramatically improve CAP's ability to locate specific objects from the air.

By 2Lt Kelly Green

Training - News -

Canoe Trip Training Experience

Eighteen members of the Ft. Lauderdale Composite Squadron, Group Six ventured onto the Peace River in Central Florida for an overnight canoe trip. They trained in the packing of necessary survival gear, and first aid, water safety, paddling instruction, plus teamwork.

They had no idea that their training would be put to the test so quickly. The



Front row, L to R: Cadets Puerta, Nunez, Vargas, Giamundo, DeVincente, and seniors Lt Nunez and Lt Ward. Back row, L to R: Cadets Ramirez, Perez, Giamundo, Perez, Gies, Vahey, Seniors Lt Knudsen and Lt Young, Cadet Gomez, C/Lt. Burr and Lazore.

inclement weather, high water, and bivouacking on the soggy banks of the river proved to be a challenge, but the undaunted cadets and seniors met the unexpected challenge with great success and good spirits.

CERT Training

Ft. Lauderdale Composite Squadron conducted FEMA's CERT Program. The Community Emergency Response Team classes trained participants to improve community self-reliance and survival ability in the event of a large disaster. Basic training was provided in emergency

preparedness, fire suppression, disaster survival, light search and rescue and first responder instruction. The Group Six Emergency Officer, Capt. Tom Baldwin (who is also a certified CERT Instructor and EMT) conducted the three-weekend course.

CAP Inspector General Education and Training in 2004

The Civil Air Patrol Inspector General College at Kirtland AFB, Albuquerque, NM, will begin on Monday, 14 June 2004 at 0730 hours and end on Friday 18 June 2004 at

2100 hours (after Graduation Banquet). You should plan your travel days for the day prior to and the day after the college. Student check-in will occur

draft schedule of the IG College program, go to the NHQ IG website.

The cost is \$100 and is payable at time of initial application to National Headquarters. The Banquet is \$20 per person and is payable at check-in upon arrival (and is separate from the registration fee). Students are responsible for the cost of their own transportation from/to Albuquerque and for billeting costs. The base has made special arrangements for on-base billeting.

Generally there is no need to rent a car, unless you wish to do so at personal cost. New Mexico Wing is attempting to arrange transportation from the airport at regular intervals on arrival and departure days.

There are 60 student spaces available. To apply, complete a CAPF 17 and mail with your \$100 check or money order to:

CAP IG College
105 South Hansell Street
Maxwell AFB, AL 36112
Attn: Ms Becky Lee

Members who have been accepted will receive a packet with information in the mail.

By 2LT Kelly Green

on Sunday, 13 June from 1800 hours to 2100 hours. Dress is casual, and light evening fare will be

To see a



Ft. Lauderdale Sq. senior members Capt Ralph Parness and 1Lt Virginia Knudsen look on as Capt Tom Baldwin demonstrates how to do cribbing which is a method used to lift very heavy objects.

2003 was an exciting year for CAP and Florida Wing. Did You Know?

- The National Operations Center at CAP National Headquarters at Maxwell Air Force Base is fully operative and has increased CAP's level of preparedness and readiness, making us uniquely qualified to perform a vital role in today's Homeland Security missions.
- CAP has been realigned under the Air Force's new Director of Homeland Security [AF/XOH] to ensure CAP's extensive capabilities are used, in concert with active duty and Reserve resources, as part of a cohesive Air Force team.
- New aircrew training programs and stronger safety initiatives are in place and operative.
- The Air Force is assuring that CAP has the training and resources nationwide to provide seamless interoperability with other CAP units and government agencies.
- \$6 million of Hyperspectral Imaging equipment and training will be operative as of January 2004.
- CAP flies as target aircraft to simulate terrorist activities for the training of air defense forces to detect, monitor, and intercept suspicious aircraft.
- CAP took 2,232 aerial photos using high resolution digital cameras and single frame video downlink systems for security agencies. This mission resulted in at least one law enforcement action each day for more than two weeks.
- In-flight night vision and thermal imaging training has begun and will be expanded nationwide early in 2004.
- CAP provided aerial photography of damage assessment caused by tornadoes which touched down in Mississippi, Tennessee, Alabama, and Indiana.
- Wildfire threatened populous areas and valuable forest land were aerial surveyed to assess damage and for spotting potential outbreak.
- Of 122,000 hours flown by CAP aircrews, 102,000 were for Air Force approved missions.
- Almost \$1 billion in illegal drugs didn't reach streets of America due to efforts of CAP volunteer members.
- More than 9,000 orientation flights were provided for cadets.
- Free uniforms were supplied to nearly 10,000 new cadets.
- CAPMART, which replaced The Book Store, is now operative and very user friendly.
- Nearly 300 cadets flew solo in powered and non-powered [glider] aircraft.
- More than \$110,000 in scholarships were awarded to nearly 275 cadets.
- A toll free phone number is operative at CAP/NHQ for member's questions.
- An Integrated Management System provided nearly 500 computers and Internet connectivity for its members.
- CAP owns the largest fleet of single-engine aircraft in the world.
- All CAP aircraft are being fitted out with radios-air/ground and marine, Emergency Locator Transmitters, and Global Positioning Systems.
- More than 120,000 members attended Professional Development courses.
- Quality training via the Internet has proved to be an incentive for new members to join and current members to continue.
- U.S. Senator Thomas Harkness is Commander of the Congressional Squadron. It presently has 250 members and two airplanes at Andrews Air Force Base.
- Night research and heat sensor training is underway for night missions in Florida.
- Florida Wing's current headquarters at MacDill Air Force Base will be demolished early in 2004 by order of the base commander. A new facility in a different location will be provided to CAP.
- More than 10,000 CAP cadets attended summer and/or winter encampments.
- Since 1941, the creation year of both Civil Air Patrol and Florida Wing, only 103 Spaatz Awards have been issued to cadets. It is the highest honor a cadet can achieve.

PROCLAMATION



JEB BUSH
GOVERNOR OF THE STATE OF FLORIDA

Civil Air Patrol Week

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

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

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

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

WHEREAS, this year marks the 100th anniversary of the first flight and this unique organization, established six days before the infamous day of Pearl Harbor, to help America in its crucial hour of need during the dark days of World War II and which today is dedicated to the service of humanity and to the non-combatant service to this nation;

NOW, THEREFORE, I, Jeb Bush, Governor of the State of Florida, do hereby extend greetings and best wishes to all observing, December 17-24, 2003, as *Civil Air Patrol Week*.

**IN WITNESS WHEREOF, I
have hereunto set my hand
and caused the Great Seal of
the State of Florida to be affixed
at Tallahassee, the Capital, this
17th day of December in the year
of our Lord two thousand three.**


GOVERNOR

■ With this issue we introduce a new look for your **FLORIDA FACTS**, the official news magazine for Florida Wing.

■ All of the changes focus on making your magazine even more useful and enjoyable.

BROADER INFORMATION RESOURCE

▶ Your feedback helped us to perceive and understand your preferences. Throughout 2003, it was apparent a broadened area of capsulated information has been one of your highest interest categories.

▶ For 2004, we pledge that we will never stint on our research and coverage of news, issues, events, accomplishments and anticipations.

▶ Your continued feedback will provide further guidance toward our making **FLORIDA FACTS** even more beneficial and fulfilling.

▶ Florida Wing Commander, Col Matthew Sharkey wants **FLORIDA FACTS** to continue being the unhampered clarion of information for the Civil Air Patrol in the state of Florida.

EASE OF READING

▶ We recognize your time is valuable. New typefaces, new font sizes, clearer layouts and sharper graphics are intended to make it easier for you to read and enjoy items of interest.

OUR GOAL

▶ It is our long-term goal to keep you better informed;

▶ to offer you useful information;

▶ to make you fully realize you are an integral part of the finest professional volunteer organization in the nation;

▶ to help you recognize the sincerity and capabilities of your national, regional, wing, group, and unit leaders - each dedicated to maximizing your abilities to perform CAP's volunteer services for our nation;

▶ and to apprise the national, state, and local community leaders of your accomplishments, achievements, and faithful, professional volunteer services.

OUR HOPE

▶ We sincerely hope you like what you see, and more particularly, you like what you read. Please let us know.

The Editor/Publisher & Staff:

Lt Col S. Buddy Harris, Maj Sharon Taylor, Capt. Dan Thompson, 1Lt Michael Tier and 2 Lt Kelly Green

JOIN THE WORLD TODAY IN
CELEBRATING
100 YEARS OF MAN FLIGHT



From your Florida Wing Cadet Programs Team

FLORIDA WING

CIVIL AIR PATROL

Where
imagination
takes FLIGHT



Emergency Services



Cadet Programs



Aerospace Education



<http://flwg.cap.gov>

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