

UNBELIEVABLE: "BLACKHAWK DOWN" In TI-Co

CIVIL AIR PATROL
WINGSPAN
MAGAZINE



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WINTER 2013

OPERATIONAL MISSION:
USAF General
Takes-Off With
Group 1

GOING SOLO:
Cadet Recalls his
memorable flight



Gainesville Presents
the Colors at
"The Swamp"





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Col. Michael N. Cook
Florida Wing Commander

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Director of Public Affairs
Editor, *WingSpan*

COMMANDER'S COMMENTS

Civil Air Patrol is a volunteer organization. We are all volunteers when we join a Squadron. There are many reasons that people join. Many of us joined because we have children in Civil Air Patrol. Others have friends or spouses who



*Colonel Michael N. Cook
Commander, Florida Wing*

encourage them to join. Some join because they believe that they can somehow help others and 'give something back.' And some join because they want to be part of an organization and experience the camaraderie. Whatever the reason, we volunteer to become part of an organization that we really know little about.

Then the learning begins. As we progress through Level 1, the initial learning phase for a volunteer, we find out that there are many things that happen in Civil Air Patrol. There are folks that are working with the Cadets, helping them to learn and complete the Cadet achievements and progress in rank. There are others that work with Aerospace Education helping

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**ON THE COVER: Group 2
Cadets conduct Pre-Flight
checks before Orientation Rides.**

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

CONR-1AF (AFNORTH) Commander Flies with CAP

*By Lt. Col. Kelly Noler, CAP
Tyndall-Panama Composite Squadron Operations Officer*



Lt. Gen. Etter and Lt. Col. Heikkinen with N719CP, the CAP C-182 they flew on the Fire Patrol mission.

The Tyndall-Panama Composite Squadron of Group-1/Florida Wing provided Lieutenant General William Etter, Commander, Continental U.S. North American Aerospace Defense Command Region - 1st Air Force (Air Forces Northern), Tyndall Air Force Base, FL., first-hand experience with Civil Air Patrol flying a “Fire Patrol” operational mission over Eglin AFB test ranges with CAP Lt. Col. Gerrold Heikkinen, an Instructor Pilot and Assistant Operations Officer. The mission was flown from Tyndall AFB, FL on Friday, 26 July 2013.

CAP Fire Patrol missions are part of an ongoing effort to locate and control fires across the

vast Eglin ranges and are scheduled twice a day, seven days a week. These missions are supported primarily by CAP aircrews from Group-1/Florida Wing (FL panhandle area.)

This was Lt. Gen. Etter’s first flight on a CAP aircraft since assuming command of CONR-1AF (AFNORTH). The Fire Patrol mission was conducted using a CAP Cessna 182 equipped with the Garmin “G1000 Integrated Flight Deck Glass Cockpit.” Lt. Gen. Etter was impressed by many of the capabilities within the avionics suite of the C-182.

In addition to participating in a real-time CAP mission, Lt. Gen. Etter was also introduced to

several of the aircraft's systems, and how CAP aircrews use their capabilities to perform a number of flight operations missions, such as Search and Rescue. Following the flight, he stated "I have never flown an aircraft with all of the navigation avionics capabilities in the C-182. This is an excellent platform for conducting CAP missions."

As the Fire Patrol mission debrief came to a close, Lt. Gen. Etter reiterated his appreciation for the level of volunteerism, effort and professionalism exuded by CAP members to get the job done; and that he is glad to know he can count on CAP to participate when called upon. [REDACTED]



Lt. Gen. Etter flying the CAP Fire Patrol mission with Lt. Col. Heikkinen.



A controlled fire on Eglin Test ranges sighted during the Fire Patrol mission.

Florida Wing Color Guard Gains National Recognition

*By Capt. William McCombie, CAP
Group 2 Public Affairs Officer*

Since 2006, cadets from the Gainesville Composite Squadron of Civil Air Patrol have regularly competed at state, region, and even national level color guard competitions. 2013 was no exception, when the team represented Florida Wing and the Southeast Region at the National Cadet Competition, held at Wright State University in Dayton, Ohio. In 2010, the Gainesville team, led by Tyler Gwynn, won the national championship, and has regularly won at the state level competitions.

Looking to repeat this feat again in 2013, the team, consisting of cadets Cadet Senior Master Sgt. Ethan Beaman, Cadet Master Sgt. Andrew Geelhoed, and Cadet Chief Master Sgt. Nancy Mendoza, and lead by Cadet Chief Master Sgt. Hunter Wood, carried on the tradition. Despite losing a team member to other obligations after winning the Florida Wing competition at Patrick Air Force base in 2012, Nancy Mendoza of the Lantana



Composite Squadron stepped in to join the team. Following the Wing competition, the team spent many evenings and weekends practicing for the Southeast Region competition. The geographical separation between the team members created a challenge, so several central locations were chosen to use as places at which to practice, including Patrick Air Force Base and Avon Park, a former Air Force bombing range.

At the Southeast Region competition, also held at Patrick Air

Force Base for 2013, the team raised the bar even further, taking home six of the seven first place trophies. Among the events at which the cadets did their best was the panel quiz, during which the team, led by Cadet Chief Master Sgt. Wood, would frequently “buzz in” the correct answer before the proctor even had the opportunity to finish reading the question.

After the Region competition, the team had a few weeks to rest before preparing for the National Cadet Competition in Ohio.

During that time, the team had a few opportunities to perform for the public, including an appearance at a Hitchcock’s grocery store in Alachua, Florida during Memorial Day weekend. Under the guidance of Capt. Tom Miller and Lt. Col. Margarita Mesones, who dedicated many hours towards ensuring that the team looked and performed their best, the team continued to perfect their presentation of the Colors.

When the team took the trip to Ohio, the bar was raised once

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Commanders Comments Cont- from page 1 . . .

the Senior Members and Cadets learn about and experience the many facets that make up Aerospace Education. Then we have the members who want to participate in Emergency Services to help others in time of need. These three major areas of our Congressional Charter are the legs of our stool. As an organization, we must accomplish all three to be successful.

We also learn that there are many functions within the Squadron that must be accomplished to keep the unit operating. Admin, Personnel, Finance, Operations, Safety and Logistics to name a few. Each of these functional areas has a training path where members gain the knowledge and experience that prepare them to perform these 'jobs' well and keep the Squadron functioning at a high level. To fill these 'jobs' each member has the opportunity to volunteer again. All of these are in addition to the three legs of the stool and require members to volunteer personal time learning and doing.

Emergency Services has a saying that you volunteer twice. You volunteer for Civil Air Patrol and then you volunteer for Emergency Services. Every Emergency Service skill area requires an arduous training program to qualify. You must volunteer to participate in these training programs and qualify in the mission skill before you can volunteer to participate in actual missions. But in reality it is not just Emergency Services. The members that work in and progress through the Cadet Programs areas are also volunteering again. They volunteer to commit to many hours spending time with our Cadets and learning the Cadet Programs. Encampments, color guard, drill team, Special Acts, and bivouac's are just a few activities that require adult members to give up their personal time so Cadets can participate. Aerospace Education activities

require members to spend many personal hours preparing before conducting a class at the squadron level, or traveling to an away activity where they will instruct or be part of the staff.

So everything we do in Civil Air Patrol is a cycle of volunteering. Without this continual volunteering we could not accomplish the many good things we do. All too often the spotlight is on the pilot, aircrews and ground teams that have accomplished a rescue or aided disaster victims. As an organization we need to remember that without the many volunteer hours that are given by our members who keep the Squadrons functioning at a high level, who support Cadet Programs and Aerospace Education, and the support personnel at mission base, these pilots, aircrews and ground teams could not perform the mission in the spotlight.

Everywhere I go in Civil Air Patrol I am constantly reminded of what Florida Wing volunteers accomplish and my heart swells with pride. I am very proud of what Florida Wing volunteers accomplish in every area. You, the volunteer, are the very heart of our organization and I salute each and every one of you.



Clearwater Composite Squadron Opens New Facilities

*By Cadet 2nd Lt. Viviana Angelini, CAP
Clearwater Composite Squadron*

When a news crew arrived at the Clearwater Composite Squadron last December, the building was falling apart. Mold was growing in the ceiling, the floor was sagging and broken through in places, and a deck had collapsed. After the news report aired on television, the Squadron's old building was demolished and new portables were donated,



The new buildings: (from left to right) the conference building, the senior member building, and the cadet building.

relocated, renovated, and finally opened as the Squadron's new home on July 19, 2013.

The Squadron, in partnership with the Tampa Bay Veterans' Alliance, raised funds from local businesses. They donated money, materials, and services, including plumbing, electrical, landscaping, refurbishing, and architectural. St. Petersburg College donated the five portables in which the Squadron and the Veterans' Alliance meet today, and the University of South Florida donated much of the furniture. The City of Clearwater and the Clearwater Airpark Board also helped immensely to complete the project. In addition to new buildings, Clearwater Composite added a regulation-size drill pad and a flagpole to train drill and color guard teams.

Capt. Yvonne Rodriguez, commander of Clearwater Composite Squadron, said, "I truly could not have done this without the support of so many, especially our dedicated members. I'm so excited to have a new home. Finally, our dream has become a reality." The work is not completely finished: internet

access must still be established and storm water drainage issues resolved. However, Clearwater Composite Squadron members are enjoying their facilities and look forward to utilizing them for years to come.



The old building before demolition.

Group 1 Holds First Aerospace Education Weekend

*By 2nd Lt. Curtis “Wayne” Hooks, CAP
Public Affairs Officer
Group 1- Florida Wing*

Group One-Florida Wing held its first-ever Aerospace Education Workshop (AEW) at Naval Air Station Pensacola on 14-15 September 2013. This two-day event brought 45 Cadets and 23 Senior Members (SMs) from the Group’s seven squadrons (all located in the Florida panhandle.) The AEW was organized by Lt. Col. Kelly Noler, who is the Group Aerospace Education Officer and the 2013 national recipient of the Maj. Gen. Jeanne M. Holm Aerospace Education Officer of the Year Award.

A list of diverse activities was conducted during the AEW, with the CAP Rocketry Program as the anchor that carried activities across the weekend. Lt. Col. Travis Tharp instructed 35 of the attending Cadets in rocketry, with several Cadets completing the program and earning their Rocketry Badge. The program expense to Cadets for the AEW was greatly reduced, thanks to the \$250 grant the Group received from the Air Force Association (AFA.)

Cadet Orientation Flights were also conducted throughout the weekend. Maj. Ben Poffenberger scheduled Group pilots and two aircraft to provide Cadets with 22 orientation flights.

Ten Cadets participated in “Cyber Patriot,” a national-level, AFA-hosted cyber security program, that exposed them to simulated computer “hacking” problems. 2nd Lt. Lisa Schofield led this activity, which culminated in team competitions to correct the resulting issues in the computer software.

Introductory-level training into Robotics taught Cadets the basics of robots and their uses. Lt. Col. Ray Zuniga instructed the 12 Cadets on how to build robotic arms, all which were awarded by the NHQ/CAP through the S.T.E.M. Kit Program. After building the arms, Cadets competed with each



Group photo of many of the Rocketry Program Cadets, with support personnel from the USAF.

other to determine who could most successfully manipulate the arm to accomplish a given task.

The first day of the AEW ended with Astronomy. Maj. Eric Duron provided ten Cadets with academics late in the afternoon. Alongside members from the Escambia Amateur Astronomers Association (EAAA), Maj. Duron spent that evening with 20 Cadets, gazing at the sky through several different telescopes. Cadets had the opportunity to learn about our night sky, as well as the differences in telescopes, and advantages / disadvantages of each design.

Day two was primarily spent by the Cadets launching their newly-built rockets and flying R/C model airplanes. The Northwest Florida Modelers, Inc., a local chapter of the Academy of Model Aeronautics (AMA), hosted the day at their R/C airfield. They also provided CAP members the opportunity to fly R/C model aircraft via a “buddy box”, the system that allows novices to fly while the instructor pilot maintains overall control of the model aircraft.

The weekend culminated with a barbeque for all CAP, AMA and USAF members. During the barbeque, Lt. Col. Richard Dean, the Group Commander thanked everyone for their attendance, stating that he felt “the AEW was a great success” and that he hoped this would become an annual event for the Group.

Personnel Happenings

*By Maj. Jennifer Richards, CAP
Florida Wing Personnel Officer*

Recognize your squadron members for their continued dedication and hard work by nominating them for End of Year Awards, to be presented at the annual Wing Conference held in March in Orlando! Members are the key to our success in Civil Air Patrol and one of the ways we have of showing our appreciation to our members, and friends, is to recognize them for all of their hard work, time, and dedication to this organization and to the community.

The nomination period for submitting awards will be approaching very soon so start preparing the CAPF-120 for members you believe are deserving of being honored for their accomplishments. If you have any questions, check out the Awards Made Easy publication available on the capmembers.com website or contact either the FLWG Director of Personnel or the FLWG Personnel Officer. We would be glad to assist in the recognition of our members! Thirty areas of CAP participation are eligible for nomination:

Administration Officer of the Year
Aerospace Education Officer of the Year
Brewer Aerospace Awards
Cadet Programs Officer of the Year
Character Development Instructor of the Year
Communications Officer of the Year
Counterdrug Officer of the Year
Distinguished Aviator of the Year
Emergency Services Officer of the Year
Finance Officer of the Year
Ground Team Member of the Year
Health Services Officer of the Year
Historian of the Year
Incident Command Staff member of the Year
Information Technology Officer of the Year
Inspector General of the Year

Legislative Officer of the Year
Logistics Officer of the Year
Operations Officer of the Year
Orientation Pilot of the Year
Personnel Officer of the Year
Professional Development Officer of the Year
Property Management Officer of the Year
Public Affairs Officer of the Year
Recruiting and Retention Officer of the Year
Safety Officer of the Year
Senior Chaplain of the Year
Senior Member of the Year
Squadron Chaplain of the Year
Squadron Commander of the Year

CAP Personnel file maintenance

What happens if a member leaves Civil Air Patrol and wants to rejoin ten years later but does not have any documentation? What if eservices shows an incorrect date for a duty assignment? What if a member has earned an award that is not in eservices? How do we correct these items, prove the class was completed, or the award had been earned? Some items kept by NHQ in eservices may be able to be restored, but some are not. Unless a member has documentation to show that an award has been earned or the member was in a specific duty position at specific dates, NHQ is unable to make corrections. ALL members, senior and cadets, need to maintain a backup set of their own files with copies of all certificates, Personnel Authorizations, course completions, Conference attendance, etc. It is not up to only the Personnel Officer of the squadron to be maintaining a current file. Individual members should have copies of their own accomplishments as well.

Profiles in Flight

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

The Civil Air Patrol is a natural choice for people interested in aviation, whether it is to continue flying after service in the military, civilian pilots who wish to serve their community, or cadets that are interested in flight. For some, CAP is their first hands-on exposure to airplanes.

To be in CAP is to learn discipline, and to become a pilot requires discipline to learn the intricacies of flight and how aircraft operate.

The following is a newspaper excerpt recording one of our former cadet's achievement in their first solo flight:

This June, Cadet 1st Lieutenant Phillip Zedonek, son of Mr. and Mrs. G. O. Zedonek, fulfilled his dream of flying an airplane himself.

Although his solo flight lasted only five minutes, the door to a career in flying was opened for him.

This was made possible through a scholarship by American Aviation Corp. last February.

He was presented his scholarship based on his scholastic achievement, leadership abilities, and his profound interest in flying.

The scholarship, which is a twice a year award, covers flying time and ground school instruction, and is presented to one cadet in each Dade County squadron.

Phillip is the cadet squadron commander in Cutler Cadet Squadron, which meets every Monday at Cutler Ridge Junior High School.

Article published in June, 1967

Cadet 1st Lt. Zedonek went on to earn his private pilot's license in November of 1967.

Now vice commander of Florida Wing CAP, Lt. Col. Zedonek has logged over 600 hours in single engine aircraft, is currently qualified to fly CAP cadets and AFROTC cadets as an orientation pilot, and is qualified as a transport mission pilot. He is currently pursuing his mission pilot and instrument ratings, and owns a Beechcraft Sundowner. "Flying is a pleasure, and gives a sense of freedom, and being a pilot is a fulfilling and meaningful pursuit," he said.

As you can see, CAP can be a personal life long dedication, with rewards and benefits starting early in cadet programs. Lt. Col. Zedonek encourages all cadets to take advantage of the opportunities that CAP provides, and use these opportunities towards their personal development and growth, both for their education and careers.



Cadet 1st Lt. Phillip Zedonek as he appeared in the newspaper after his solo flight, June 1967.



Lt. Col. Zedonek, Vice Commander, Florida Wing Civil Air Patrol.

Professional Development Happenings

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

Corporate Leadership Course

The Corporate Leadership Course (CLC) now joins the Squadron Leadership School (SLS) as a hybrid course. Like SLS, CLC is in two parts. The first part is on-line and the second portion is a one day face-to-face seminar. The on-line portion is located in the E-Tools area of the Florida Wing Web Site. It consists of twelve modules. Working at his own pace the student studies a module. When ready the student takes a short quiz on the module contents. After passing the module quiz the student then proceeds to the next module. Should a student fail a module he will repeat that module until he successfully passes the module quiz. Only then can he proceed to the next module. The student receives a certificate when all modules and quizzes are successfully concluded. The student then has one year to complete the seminar portion. Students receive credit for CLC when both portions are finished. Students may self-enroll at any time.

SLS is a pre-requisite to CLC and students must complete the entire SLS course prior to receiving credit for CLC completion.

Florida Wing members now have more flexibility in completing both SLS and CLC as the one day seminars will be held throughout the year among the six groups that compose Florida Wing. Group Professional Development Officers (PDOs) are encouraged to contact the Florida Wing PDO to schedule both SLS and CLC seminars.

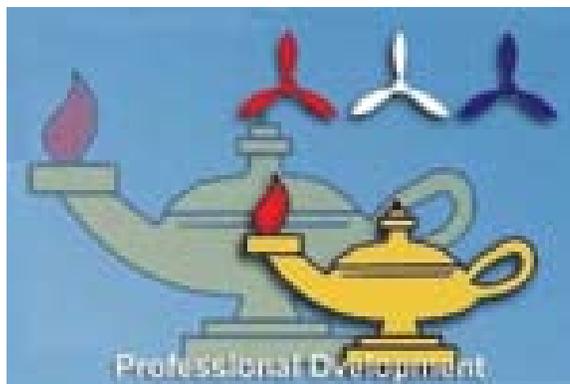
PDO Training

During the 2014 Florida Wing Conference the wing PDO will be hosting a training seminar.

PDOs will be trained on the duties and responsibilities of their positions and specialty track progression. Facilitator/instructor training will also be conducted. Completion of this training results in certification as a SLS/CLC instructor. The long term goal is for every group to have a cadre of instructors to conduct these courses as group training requirements necessitate.

Congratulations

The PDO Directorate congratulates Capt. Stanley E. Swank II from Information Technology, who received a Commander's Commendation Award for his assistance in formatting and uploading the SLS and CLC courses into the E-Learning platform – Moodle and designing the accompanying SLS and CLC on-line completion certificates. The courses would not be on-line if it had not been for the dedicated efforts of Capt. Swank.



Cadet Programs Update



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

Cadet Programs in Florida Wing is growing quickly! Cadet Programs is a cornerstone of Civil Air Patrol, and cadet membership alone is about half of the membership in Florida Wing, with over 2100 cadets involved. To provide the best program possible for cadets in our wing, we are aligning our activity schedules to better fit with national activities and existing wing programs. The framework for this planning is set in place through the establishment of our “core” activities – Summer/Winter Encampment and Spring/Fall Florida Leadership Academy. These activities offer a significant number of opportunities to the entire cadet population and provide for a core wing cadet activity once per quarter. In addition to these core activities, “ancillary” cadet activities such as Ultimate Cadet Competition, Color Guard Academy, etc, are being planned to fit inside the core activity framework. With this planning approach, wing cadet programs will offer activities that provide something exciting for cadets regardless of their specific interest within the program.

The newest program to the Cadet Programs activity portfolio is the Florida Leadership Academy (FLA). The goal of the program is to provide a standardized curriculum that enables cadets to become better leaders at their squadrons and at wing activities, namely encampments. Through directed, active leadership training, cadets will be able to hone their skills across the spectrum of cadet programs competencies enabling them to become better leaders of cadets and cadet program advocates.

Lastly, a major area we are striving to improve upon is our ability to effectively communicate with

the cadets and cadet leaders (senior member cadet programs officers) in the wing. To do this, we are focusing on several key tools we have at our disposal. First, Facebook is a phenomenal way to reach people quickly to pass on simple reminders and share accomplishments around the wing. The Cadet Programs Facebook page has nearly 1,000 “likes” and has a “reach” of over 2,000 people! Additionally, we have reestablished a cadet e-mail distribution list. This list, cadets@flwg.us, is used similarly to the FLWG “General” list (general@flwg.us) but specifically for cadet specific topics. This will allow us to provide more frequent reminders and disseminate information more often to cadets and the people in cadet programs to whom will benefit from its receipt. We continue to add content and improve the organization of our cadet programs website, www.flcadet.com.

Going forward, there will be a transition of some administrative processes to an automated system, allowing a more responsive cadet programs directorate on routine issues and better tracking of wing cadet programs issues. Activity registration, status checking, and important updates and information, will all be consolidated on the website making it a “one stop shop” for cadet programs information in Florida Wing.

It’s an exciting time to be involved in cadet programs. There are many changes being made at all levels of the program. New activities are on the horizon and the opportunities available to our cadets will continue to grow. We are proud to be the best cadet program in the country and look forward to continuing our tradition of excellence in Florida.

Charlotte County Harbor Patrol Flight Assists 2 Stranded Boaters

*Maj. Earle Bretz, CAP
Public Affairs Officer, Charlotte County Composite Squadron*

For decades, the Charlotte County Composite Squadron of the Civil Air Patrol has been flying Harbor/Sundown Patrols 4 - 5 days a week. The authority has been a Memorandum of Understanding with the county. The purpose of these flights is to seek out boaters in distress, define hazards to navigation and look for environmental considerations such as oil spills.

On a recent patrol our training and expertise were put to good use aiding a stranded boater some 20+ miles out in the Gulf in the general area of Stump Pass, south of Englewood, Florida. Commander of the flight was pilot, 2nd Lt. Thomas Britton, with observer Maj. Richard Morrell on board and ground radio man Capt. William Hicks.

To tell you the story, the following paraphrasing comes from the incident report as written by Maj. Morrell:

“While on routine Harbor Patrol in CAP 846 on 1 August 2013, around 1700Z (1:00 PM local) a series of transmissions on USCG Channel 16 were heard that stated “Breaker - Breaker, Can anyone hear me!” After several transmissions with no other response, our aircraft responded with “Station calling Breaker-Breaker, this is CAP Flight 846”. I used the term “Flight” to indicate we were an aircraft. The station then declared that they were stranded around 22 miles out in the Gulf, around 67 degrees off of (to) Beam Point Tampa Harbor, and with a inoperative Yamaha Motor. We changed frequencies to Channel 8 to gather more information and they reported their location as 27DEG, 22.66N and 083Deg, 08.61W. This information was relayed by CAP radio to Capt. William Hicks, who made the phone call to notify the Coast Guard. Not wanting to break off communications, the vessel and our aircraft both switched back to

CG Channel 16 and determined the boat’s name and that there were two souls on board. In the process, we climbed from 1000’ to approximately 2000’ to ensure optimum communications.

We were then able to raise Coast Guard Station Tampa on CH 16, who alerted CG Station St. Petersburg. After a few minutes of delay, CG St. Pete was able to establish direct communications with the vessel in distress on Channel 16 and directed them to switch to Ch 21A. We switched as well, but the vessel indicated there was too much static and interference to communicate. Ch 22 was also attempted, until we finally all switched back to Ch 16 where communication was more reliable. We delayed in the vicinity of Stump Pass for around 30 minutes until the CG confirmed the dispatch of Sea Tow to the vessel with an ETA of approx 1.5 hours. The vessel was concerned with being caught stranded in afternoon thunderstorms out in the Gulf. The CG got the EPERB registration numbers for the two units on board, if that ID for location became necessary, and established a routine of 30 min reports till help from Sea Tow arrived at their location.

We then departed the holding area and continued our patrol. On landing we notified the proper people, the Flight Release Officer, Lt. Col. Jim Kaletta and Incident Commander, Maj. William Garmin by phone.”

Fortunately, the situation turned out well with no tragic outcomes to the stranded boaters. They received the help they needed through the efforts of the volunteers of CAP and the members of the US Coast Guard and Sea Tow Corp. The system does work! CAP is credited with approximately 100 “souls” per year saved throughout the nation.

Marco Island Squadron Supports Florida Air National Guard

*By Capt. Larry Harris, CAP
Marco Island Senior Squadron Public Affairs Officer*

The Civil Air Patrol, Marco Island Squadron, has been very active in support of the US Army, Florida National Guard, during their summer encampment at Camp Blanding in 2012 and in ongoing support of the US Air Force, Florida Air National Guard since 2010. CAP volunteers include former military from all branches of the US Armed Forces. Civil Air Patrol in Marco Island and the Florida Wing Squadrons across the state are frequently called to assist with the training of our Florida reserve units.

CAP aircraft are painted in bright RED WHITE and BLUE colors, and easily identified visually as “Friendly” aircraft. These airplanes are relatively low cost training aids for the Air Force to deploy when instructing their flight crews to search for, locate and then force down a threat aircraft.

The geography of southern Florida makes our shores and our airspace likely targets for contraband floated or flown into the United States. Since September 11, 2001 air traffic controllers have been acutely aware of the role they play in the identification of all aircraft flying over prohibited airspace or entering the country without proper flight plans. The Florida Air National Guard located at Homestead Air Reserve Base is part of the country’s front line of defense and standby crews consisting of aviators and combat equipped fighter aircraft are available twenty four hours a day. They can be airborne in a matter of minutes to intercept unidentified and unknown airplanes. Occasionally, the Marco Island CAP airplane and its crew of two pilots play the role of a “bogey” airplane approaching the Florida peninsula from a point south of

Marathon in the Florida Keys.

The Florida Wing of the Civil Air Patrol plans the mission in detail with members of the Florida Air National Guard. Conference calls with the Commanders of the two groups go over the altitudes, the route of flight of the target CAP plane and then plan a flight over water to include an extensive safety plan. Code words are agreed upon to insure the armed fighters are “called off” if there is a safety concern, obscured visual flight over the intercept location, lack of two way communications, or any host of unforeseen issues that could “scrub” the training flight. When all of the planning is complete, CAP crews are notified of their take off time, their latitude and longitude destination point, the scramble time for the fighters, an assigned altitude, and their on-station hold coordinates.

To insure uninterrupted radio communications with the fighter command and the CAP target aircraft, a second CAP aircraft (“high bird”) is launched to act as a maintenance backup and aerial relay station in case the Marco Mission Base radio communications center cannot contact the low flying target aircraft orbiting south of Marathon or Air Guard in Homestead.

When the Air Force flight crew, in the ready room at Homestead, is notified there is a unidentified target aircraft approaching the mainland, the crew leaves immediately for the standby aircraft waiting on the ramp adjacent to their quarters. These two pilots are dressed, their flight gear is on board the fighter aircraft and they have only to climb into the aircraft and start the engines. These



Fighter approaching target CAP aircraft.

aircraft are given priority departure instructions by the military controllers who, by now, have the target aircraft on their radar.

The Civil Air Patrol crew is then instructed to begin the pre-arranged flight path over Marathon and along the west coast of the Florida Everglades and US airspace. It is not very long, minutes actually, before a pair of jets announce to the CAP crew over an assigned frequency that “you are being intercepted by the United States Air Force”. As a pilot who has flown the target, it is very intimidating to hear those words and look to the west and see a fully armed fighter alongside your airplane, so close you can see the pilot of the fighter visually inspecting you. YOU know you are one of the good guys and you HOPE the fighter pilot also believes you are a good guy but the hair still stands up on your neck as he flies past and breaks away.

The Air Force does an exercise called “type and tail (number)” which they relay to their controlling authority describing who they think you are and what type of airplane they are intercepting. A second aircraft appears on the opposite side and again it is announced that you are being intercepted and to follow all future instructions immediately. A heading is given and an order to descend to an

assigned altitude. It really gets interesting when the CAP crew responds over the radio that we are “simulating no response”.

The meaning is we are not going to comply nor are we actually talking to you. This would be a big mistake for any would-be bomber or smuggler. The next maneuver is a jet alongside that abruptly turns across your nose in the direction you are to turn and follow. The fighter is large and super-sonic but for this exercise he is mushing along at our airspeed “just for the practice”.

The destination you are given is an unmanned location in the middle of nowhere and if this were an actual situation, a small army of law enforcement officials would be on the ground awaiting your arrival. If at any time the intercepted aircraft did not comply or attempted an evasive flight maneuver, the armed fighters could eliminate the threat prior to reaching any populated area. The fighters escort the target to the ground at the assigned location and the exercise is terminated. The entire mission, start to finish, takes just over an hour.

Sleep well South Florida, your Air Force is awake, vigilant and thoroughly rehearsed should an actual threat present itself over our shores.

██████

Do you look professional on the Web?

*By Capt. Marian I. Motyl-Szary, CAP
Florida Wing Webmaster & Websites Coordinator*

Several times a year we are reminded that wearing the CAP uniform, *correctly*, makes us look more professional: more *uniform* across our many backgrounds and life-experiences, giving the public and our colleagues the correct impression that we do know what we are doing. But nowadays we are much more often visible on the Web as our email address and our unit website.

Several times a week I register members on the Florida Wing website and other unit websites. I see many interesting email addresses like greatest_grand-dad@yahoo.com or crash_landing_ace@hotmail.com (most are not that colorful.) Don't you think that jmiller@flwg.us or mdaniels@flwg.gov are not easier to remember and more professional looking?

Thus I would like to remind you that you too can have a professional looking CAP email address just by sending a request to the Florida Wing Email Administrator at **email@flwg.us**. You can set up a forwarding instruction from your new FLWG SmarterMail mailbox to your "normal" email address to have all your email messages in one place. It's that easy.

Another reminder goes to the unit commanders and ITOs: if you haven't yet, get on board the SER/FL website initiative (many have!) The advantages are many, not the least is the ease of maintenance by members who are not "techies", the ownership of the website and its contents by the unit, and the professional and uniform look across the Wing.

Any group or squadron may have a site setup for their unit's use at no cost to the unit. Additional advantages to having a website on the SER/FLWG network are:

- There is no server side maintenance or hidden costs
- The site is turnkey, ready to be filled with your pages
- The site meets complex accessibility and security standards
- Units have control of the their site
- The site meets the region's continuity objective.

So go for it: get yourself a new FLWG email and a good looking website!

Florida Wing Fledglings

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

Within Florida Wing, there are cadets that desire more than just the orientation flights that CAP offers: they wish to become pilots for a lifetime. They make the commitment for primary flight training to earn a private pilot's license. Becoming a pilot is a personal achievement that not many pursue, within CAP or the general public.

The following is a rundown and rollup of training programs within Florida Wing, and of cadets that have completed various milestones in their pilot training, on their way to becoming licensed pilots.

Group 1

Cadet 2nd Lt. Austin Stravos is now an FAA certified pilot. Cadet Stravos comes to us from the Capt. Collins H. Haines Composite Squadron, NAS Whiting Field in Milton. Providing his private pilot check ride was Lt. Col. Rogers Porter, an FAA DPE.

Group 2

Col. Paul Blystone provides a round-up of the flight training program, now in its 14th year, at



*Cadet 2nd Lt. James Zentmeyer as he prepares for his first solo on 31 July 2013.
(Group 3, flown from Albert Whitted Airport)*

the Marion County Composite Squadron. They have partnered with the Marion County Aerospace Foundation with the goal of producing one licensed cadet pilot per year. Since its inception the squadron has had 12 cadets fly their first solo, with 7 cadets earning their private pilot's certificate. The most recent achievement was by Cadet Col. Andrew Steinemann, earning his private pilot's

license as well as an instrument rating, and has been checked as a CAP Form 5 instrument pilot.

CentralFloridaCadetSquadron has the privilege of the use of a flight simulator, on loan from Cybernet Systems Corporation, Orlando. The flight controls and programming of the simulator is currently being reconfigured to mimic fixed wing Cessnas for cadet flight training. A curriculum is being developed to include classroom training and O-flight



*Cadet Capt. Dylan Whitehead after his first solo flight on 31 July 2013. (Group 3,
flown from Albert Whitted Airport)*

tie-ins to achieve maximum benefit for the cadets.

Cadet Senior Master Sgt. Andrew Geelhoed is a member of the Gainesville Composite Squadron. He has achieved his first logged solo flight, and is preparing for his first cross country.

Over the last 14 months, Osceola Cadet Squadron has conducted a ground school program, with two passing the FAA ground school test, and one achieving their private pilot's license.

The following cadets have received their FAA license this year within Group 2: Cadet 2nd Lt. Patrick Good and Cadet Chief Master Sgt. Thomas Wolf from



Cadet 2nd Lt. Caleb Hiller with the FBO aircraft he achieved his FAA private pilot's license with.



Cadet Master Sgt. Mason Phillips congratulated after receiving his Private Pilot Glider Rating. From left: CFGI Bob Burbank, Mason Phillips, DPE Franklin Burbank.

Ti-Co Composite Squadron, Cadet Maj. Andrew Cannon and Cadet Chief Master Sgt. Mitchell Roy from South Brevard Cadet Squadron, Cadet 1st Lt. Kevin Mendez and Cadet Chief Master Sgt. Andrew Atehortua from Osceola Cadet Squadron. These cadets were under the instruction of Lt. Col. Scott Martin and Capt. Roar Ronning.

Cadets currently in flight instruction include Cadet Staff Sgt. Jon McMillen, who will finish in approximately a month, and Cadet Airman Spenser Thompson,

anticipating obtaining his check flight January 2014, on his 17th birthday. Both cadets are under instruction of Lt. Col. Terry Pricer.

Cadet Senior Master Sgt. Antonio Sanchez, from Ti-Co Composite Squadron has completed his flight solo. Cadet Senior Airman Michael Burns has just started private pilot training. Both cadets are under instruction of Lt. Col. Martin.

Group 3

Under the tutorage of Col. Larry Fernald, Cadet 2nd Lt. James Zentmeyer (North Tampa Lutz Cadet Squadron) and Cadet Capt.

Continued on page 27 . . .



Cadet 2nd Lt. Austin Stravos being congratulated by Lt. Col. Roger Porter for successfully completing his final FAA check ride.

Integrating eLearning Into Civil Air Patrol

*By Capt. Stanley E. Swank II, CAP
Florida Wing Director of eLearning*

In recent years technology has become more freely available to the average person. The capabilities of what can be accomplished have increased as well. This has led to an infiltration of technology in almost every field. Education is no different. Technology has made things possible that could have only been imagined in the past. In an effort to utilize the current technologies in their organization, the Florida Wing of Civil Air Patrol has adopted the use of the Moodle eLearning system. This technologically advanced system allows CAP to deliver and manage content with minimal ongoing human intervention.

Moodle is an open source, web based, Learning Management System. It is freely available to the public under the GNU General Public License, which means it costs nothing to purchase for the hosting organization. Once installed, it allows web access for administrators, teachers, and students. The system is supported by most common browsers and most mobile devices. This allows for the broadest reach and distribution to the students. Being a Learning Management System (LMS) means that the program can not only deliver content, but can manage everything from routine maintenance to course development and grade tracking.

The Florida Wing eLearning system has already been running for a few months. Currently, there are two full courses being successfully administered on the site. The first course to be implemented was the Squadron Leadership School (SLS) course, with the second, most recent, being the Corporate Learning Course (CLC). By utilizing the eLearning courses, much of the classroom learning and quizzing can be completed prior to the “in person” training. This maximizes the impact that the “in person” training can have as the student is more prepared and the presenter is able to utilize time more efficiently. Upon successful completion of either course, the student is presented with a unique certificate that can be presented during the “in person” training to show completion. Currently in development are courses specifically designed for Professional Development and the Cadet Program.

Going forward, more courses will be added to the eLearning system. What can be done in these courses ranges from textual documents to full multimedia with interactions. Seniors and Cadets alike will have the ability to immerse themselves in the courses, learning what is needed, while enjoying the process. To research more on the Moodle eLearning system, visit <http://www.moodle.org>.

SUPPORT OUR CADETS

. THEY ARE OUR FUTURE!!!

2013 Florida Wing Public Affairs Academy Trains 57 Members



By Florida Wing Public Affairs Staff

The Florida Wing public affairs program has more muscle to flex after an intensive weekend of training. Civil Air Patrol members from Louisiana and Georgia joined more than 50 members from across Florida for the two-day event.

The 2013 Public Affairs Academy was the latest development training conducted by Florida Wing to increase the skill-level of its professional volunteers. In addition to public affairs fundamentals, the academy focused on how to develop messages that create a greater impact using emerging technologies and current trends in public relations.

“These members are making the effort to tell the CAP story, so we gave them access to the tools they need to deliver the right message to the right stakeholder in a timely fashion,” said event director, Maj. Jeff Carlson. “Then we gave them an opportunity to practice using the tools.” The training stressed the importance of taking aim with each message. “CAP doesn’t have the resources to use a hit or miss approach to communication,” said Carlson.

This year’s academy used a cloud-based file share application for distributing academy information and collecting completed assignments. “We used the same technology for the academy that media professionals use for their assignments,” said Maj. Carlson. “We also stressed using a team approach to public affairs so they can go back to their home unit and build their own team.”

“It was a great and informative weekend,” said Maj. Joyce Nader from Pinellas Senior Squadron, “We loved working with our teammates, especially the cadets, they were outstanding!” A series of exercises guided the workgroups to create a series of written releases that were used to strengthen skills with content marketing and interviewing.

Cadet Lt. Col. Elena Lee led the teams through a session introducing the content management system employed by Florida Wing to create mini-sites. The candidates learned how to create web pages and the potential for publishing content aimed at a specific target audience. 2nd Lt. Wayne Hooks facilitated a session that allowed workgroups to practice uploading articles and photos to the Southeast Region Online News feed. Carlson said, “These web-based communication channels are vital to reaching both internal and external audience and do not rely on traditional media to get our message out there.”

On Saturday afternoon, the participants learned valuable interviewing skills to use for gathering quotes for written releases or creating video content. The interview exercise, led by Lt. Col. Obie Young, gave members an opportunity to role play. Each team created its own production crew that shot a video interview. “I really enjoined myself this weekend at the Public Affairs Academy,” said Cadet Aaron Stalnaker from Seminole Composite Squadron, “I recommend this academy to every cadet who is interested in public relations.”

The interview exercise allowed members to practice using talking points for interviews. “Talking points help members ensure their message survives the editing process. Most media broadcast packages consist of sound bites and using talking points help to keep the interviewee on the message,” said Carlson.

On Sunday, the academy covered the basics of planning and how to localize the priorities established under national headquarters’ current strategic plan. The discussion focused on the new CAP branding standards, increased recognition of member diversity, creating visibility through community services projects, building partnerships

Public Affairs Academy *Cont- . . .*

with local agencies and civic clubs, and keeping local congressional representatives informed on CAP activities and helping them to prepare justification for their support of CAP funding. “I was impressed by how well organized it was,” said Capt. Dave Casto from 463rd Cadet Squadron, “I am the Emergency Management Director for Sumter County and have taken several PA/PIO courses. The Wing’s was the best.”

The record-setting attendance pushed the limits of the City of Orlando Emergency Operation Center. This was the second year the event was held at the Orlando EOC. “The Orlando emergency management team is a great partner for CAP,” said Carlson, “Their support of our training contributes to the value of the experience for our members.” The EOC is adjacent to the Orlando Executive Airport. Showalter Flying Services waived the tie-down fee and offered discounted services for members flying in for the training. “I am new to CAP and this was my first ‘off-site’ event,” said 2nd Lt. Don Lefebvre from Marion County Composite Squadron, “the bar was set extremely high!”

The weekend also included social activities for the academy candidates to relax and network. Cadets participating in the academy were joined by local cadet members for an evening at a local theme park while senior members gathered for dinner at a local restaurant.

Only half of the academy participants currently hold a public affairs duty assignment. Florida Wing has 84 public affairs officers.

CAP Instructors for the course included: Maj. Jeffery Carlson; 2nd Lt. Wayne Hooks, 1st Lt. Tyler Lahnen; Capt. Ernest Lee; Cadet Lt. Col. Elena Lee; Capt. Dennis Maloney; Lt. Col. Obie Young. Academy support staff included Capt. William McCombie; Capt. Christina English and cadets from the Central Florida Cadet Squadron. ██████

Fledglings

Cont- from page 23 . . .

Dylan Whitehead (Palm Harbor Cadet Squadron) both achieved their first solo flight at Albert Whitted airport in St. Petersburg on 31 July 2013.

Cadet Airman 1st Class Leslie Gibson (Wesley Chapel Cadet Squadron) is currently in flight training at Tampa North Aero Park FBO, and is working towards her first solo flight.

Group 5

Cadet Chief Master Sgt. Mason Phillips, Venice Cadet Squadron, has achieved his Private Glider Pilot rating from the FAA through the Citrus Soaring Club in Pierson, FL. Cadet Phillips attended two NCSA glider flight academies in Mattoon, IL over two summers, and finished his flight training utilizing the James C. Ray scholarship fund provided thru the Central Florida Aviation Academy Foundation.

Group 5 holds a Cadet Aviation Ground School for all cadets in Florida Wing in Sarasota every June for a week. This course is for cadets to complete the ground school portion of their initial flight training. It prepares them to take the FAA Knowledge Exam. The director is Lt. Col. Fran Gleockler and the Chief Instructor is Lt. Col. Richard Petrucci. Please contact them for more information on this flight training activity.

Group 6

In August, North Palm Beach County Cadet Squadron held a ‘Cadet Flight Instruction Day’ at North Palm Beach County Airport. This flight instruction provided logged training hours towards a pilot’s license. Six cadets participated, with Cadets R. Stevens, J. Deen, P. Albury and H. Eldridge logging their first official flight time towards a private pilot’s rating. Avery Porter, currently under flight instruction in CAP aircraft, and Kirk Ferris whom is learning at the local FBO are currently taking flight instruction. Two CAP aircraft were used, with a total of 8 flight hours for this instruction.

Group 7

Cadet 2nd Lt. Caleb Hiller of the Key West Composite Squadron achieved his private pilot’s license 17 August of this year. Training through the local FBO, Lt. Hiller also acquired support thru the local chapter of the EAA. ██████

Sarasota Volunteers Work with U.S. Coast Guard on Search & Rescue Training Missions

*1st Lt. Steven Powell, CAP
Public Affairs Officer
Sarasota Composite Squadron*

The Civil Air Patrol is undertaking a series of joint search and rescue training exercises with the U.S. Coast Guard along the Sun Coast area of Florida. Members from CAP's Sarasota Composite Squadron will train in conjunction with personnel from U.S. Coast Guard Station Cortez.

"The CAP volunteers provide the Coast Guard an additional training asset and assist their crews in honing lifesaving abilities," said Capt. Ben Moore, Squadron Commander. "It helps sharpen our member's search and rescue skills as well. Practicing search protocols together give CAP volunteers and Coast Guard personnel the opportunity to strengthen their ability to work as a single team."

Early missions will center on near-shore locations and evolve toward working expanded areas supported by Coast Guard vessels. The training exercises, conducted in both day and night conditions, include both visual and electronic search methods.

Much of the training will focus on improving radio communications between the groups. "Good communication is critical for both mission safety and efficacy," said Maj. David Armbrust. "Maintaining radio contact is critical for mission

managers as well as teams in the field."

In addition to radios, CAP members will work on visual skills such as identification of vessels or persons in distress and non-verbal communication techniques with surface teams. These skills are valuable for guiding rescue watercraft or communicating with distressed boats or people when radio contact is unavailable.

The scenario requires a coordinated search effort utilizing both air and marine resource.

"There are many challenges to safely coordinate air and surface teams," said Moore. "Poor atmospheric or sea conditions can hinder search and rescue operations. Having a good inter-agency working relationship before a critical incident arises can make a big difference in managing the risk inherent in this kind of mission."

Electronics are a major part of search methods. The training missions help ensure that personnel can effectively use the CAP communications radio and emergency beacon locator equipment. The training is also important for developing mission management personnel. "Working with the Coast Guard offers CAP another avenue to strengthen our crew resource management skills and mission procedures," said Capt. William Hanson.

Sterile Cockpit:

Talking causes distractions and distractions causes accidents

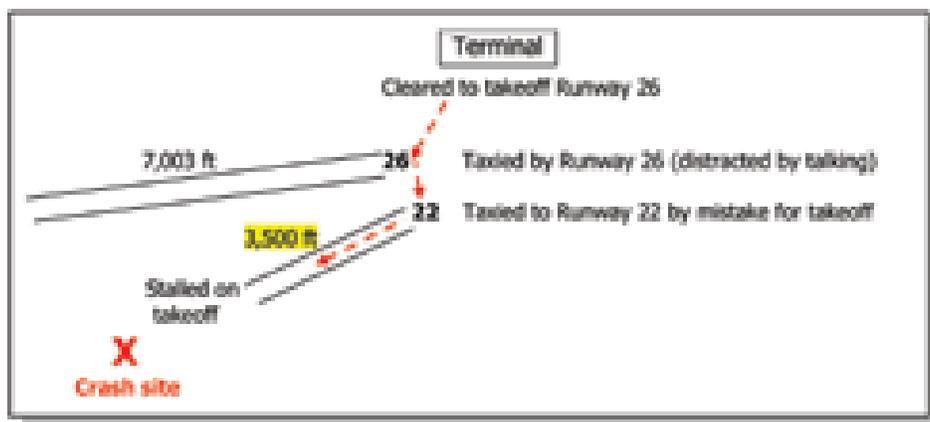
Maj. Michael Banner, CAP, CFII, MEI

Instructor and Mission pilot

361st Marion County Composite Squadron, Ocala, FL

“Sterile cockpit” has nothing to do with cleanliness in cockpit; it does not mean the cockpit must be cleaned prior to flight. It means non-essential conversations, activities, and otherwise distracting actions are not allowed during critical portions of the flight, i.e., taxi, takeoff, climb, descent, landing, operations in high-density traffic areas, and during busy ATC periods. Cockpit conversation must be restricted to operationally pertinent topics related to the mission and flight safety.

The following accident at Lexington, Kentucky, Blue Grass Airport on 27 August 2007 involving a regional passenger jet was caused by a failure of sterile cockpit procedures. The flight was cleared to takeoff on runway 26. Prior to takeoff and while taxiing, both pilots had engaged in discussion having nothing to do with the flight. They



were distracted and taxied past runway 26 and to runway 22; this runway was too short to allow takeoff. The airplane stalled on takeoff killing 49 of 50 people on board.

In another accident in 1988, Delta Air Lines Flight 1141 rolled to violent crash seconds after takeoff because the pilots failed to set the flaps, resulting in 14 fatalities and 26 serious injuries. The NTSB found the pilots were distracted by conversing with a flight attendant. If they were not distracted they might have realized the flaps were not deployed.

The sterile cockpit rule was implemented to reduce flight crew distractions when situational awareness is most needed, such as during flight phases in close proximity to the ground. For example, Eastern Airlines Flight 212 on 11 September 1974 crashed 3.3 NM short of the runway resulting in 72 fatalities. After analyzing the cockpit voice recorder (CVR) it was revealed the flight crew engaged in conversations about used cars, politics, and pretty flight attendants. The conversations were distracting and continued throughout the remainder of the approach.

These crashes involving sterile cockpit violations exemplify the importance of the sterile cockpit rule to flight safety. Irrelevant conversation in the cockpit during critical phases of the flight can be distracting and increases the risk of catastrophic mistakes.

FAR Part 121.542 makes sterile cockpit procedures mandatory for air carrier operations. Those pilots choosing to engage in non-essential conversation during critical phases of the flight are in violation Federal law! Although not mandatory for general aviation pilots flying under Part 91 rules, sterile cockpit procedures should be followed for flight safety. Sterile cockpit procedures are mandatory for USAF and CAP flight operations. Talking causes distractions and distractions causes accidents!

What's Your PLP???

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

What's my what? Where do I find my PLP? Are you sure I have a PLP? Can you change your PLP? How do you get a PLP?? Hold on, don't get excited.....Drum roll please.....Your PLP is your Personal Leadership Philosophy. That's right, YOUR Leadership Philosophy.

Basically, your PLP is something you develop, modify, and utilize during your lifetime based upon your perception of human nature and how you interact with (lead) others. Sounds simple doesn't it? Well it can be if you are serious about being consistent in your dealings with personnel you are charged to lead and guide toward accomplishing a common goal. Your PLP should reflect who you are as an individual and not who you think your bosses want you to be just to please them.

So how does one develop a Personal Leadership Philosophy? It takes time and effort because you formulate your philosophy based upon your life's experiences, your observations, your readings, interactions with others, effective listening and a true sense of who you are as a person. That being said, it's never too early or too late to start clarifying your beliefs and putting them down in writing. We have all been in numerous situations where we heard or saw something which **CLICKED**. One of those "Ah Ha" moments!! Capture it by writing it down on a 3x5 card (as I did in an era called "BC" before computers) or use your voice recorder on your high speed phone which is probably permanently glued to your hand. Whatever method you employ to note a comment which makes sense to you, a quotation which gets your attention, a phrase or situation which impacts you, try to be consistent and setup a file folder (drop box) so you have a repository for your use.

It is important to keep your PLP up to date since we all change over time. My PLP still has some basics which were captured as a newly commissioned Army Second Lieutenant but it has evolved over the years as different leadership positions/situations were encountered. You learn from

situational awareness and from your superiors (both good and bad.) In fact, some of my worst leaders taught me the most about what I didn't want to be as a leader. They were a gold mine of examples which have served me well over the years. Additionally, no two PLPs will be the same since we are all unique and thus our views of how we interact and relate to others will be different. You just have to embrace diversity!!! Keeps life interesting, doesn't it?

Now you have the basics of developing your Personal Leadership Philosophy. Oh, almost forgot... you do not have to observe record, modify or embrace a PLP if you don't want to have one. There is no requirement unless you are going to be an effective leader. If you are going to take the time, effort and energy to formulate a PLP, start by looking at what others have developed and use what fits your style and view of human nature. Most PLPs are not original thought but over time hopefully you will come up with something astonishing which others may utilize in their PLP in the future.

Life is a journey and not a destination. There are many stops along the way and milestones which will be particularly significant. During your journey try to capture as many nuggets along your path as you can, because ultimately, in the end, your life will be richer and your impact on others more significant. Your Personal Leadership Philosophy should be one of those nuggets.

My PLP is provided for your information. Use any parts of it to start developing your own customized PLP. No ownership or copyright is claimed since it has been through many revisions over a lifetime.

*--Take care of your two most important resources--
-PEOPLE and TIME--These are irreplaceable and
non-renewable.*

*--"....it is always the right time to do the right
thing." Dr. Martin Luther King*

Continued . . .

PLP Cont- . . .

--Excuses don't explain and explanations don't excuse--Were you successful or not??

--Be proactive, solution oriented and continue to move in a positive direction.

--Learn from your mistakes and move on. Get over them and don't carry the past with you--It becomes excess baggage.

--The higher you move up the food chain in an organization the bigger the target on your back--Integrity always.

--Listen to your superiors, your peers and your subordinates--You will learn something different from all of them.

--Try to apply the four way test in all your dealings--Is it the Truth. Is it Fair to all concerned? Will it build Goodwill? Will it be Beneficial to all concerned? (Taken from Rotary International)

--Non-negotiables-- If it is illegal, immoral or unethical.

--Stop eating our young--people will make mistakes--find out WHY, take corrective action and get to the root of the matter--Mentorship is critical in developing our future leaders and a highly functioning organization.

--Respect, Responsibility, Readiness and Recognition are the building blocks of a successful organization.

--Take off your rose colored glasses and look at your surroundings, people and equipment with a fresh set of eyes on a regular basis--Don't become complacent and accept the ways things are or continue to do things the same-way because "We always did it that way."

--Practice continual improvement.

--...."accept the challenges so you may feel the exhilaration of victory." General George Patton

--Your failure to plan does not constitute a crisis on my part.

--Ask yourself this one simple question-"Does it pass the common sense test?"

--Whenever possible practice QE... Quiet Excellence. Let your works speak for you. ██████

Mission Readiness: Avoid the Flu!

By Capt. Michael Y. Wu, CAP, M.D.
Medical Officer, Florida Wing

The timing of flu is very unpredictable and can vary from season to season. Flu activity most commonly peaks in the U.S. in January or February. However, seasonal flu activity can begin as early as October and continue to occur as late as May.

CDC recommends a yearly flu vaccine for everyone 6 months of age and older as the first and most important step in protecting against this serious disease. While there are many different flu viruses, the flu vaccine is designed to protect against the three main flu strains that research indicates will cause the most illness during the flu season. Getting the flu vaccine as soon as it becomes available each year is always a good idea, and the protection you get from vaccination will last throughout the flu season.

Seasonal influenza, H7N9 (Avian) influenza, or MERS-CoV infection can cause similar respiratory symptoms. However, of these viruses, your symptoms are most likely caused by seasonal influenza. H7N9 and MERS-CoV are less common and have not been reported in the United States. At this time, H7N9 has only been detected in China. All MERS-CoV cases have been linked to countries in or near the Arabian Peninsula.

In summary, get vaccinated early, practice good hygiene, and be mission ready.

Let's Get Real!

*By Lt. Col. Jim Spieth, CAP
Florida Wing Deputy Chief of Staff- Support*



Commanders, logistics and communications officers need to be aware of what and how they enter information in the LOCATION and ASSIGNED/ISSUED sections of ORMS when assigning or transferring property.

Examples of confusing entries:

Location: Group Hqs (Where is the headquarters and where in the headquarters is the item located?)

Location: Missing (Missing in the location area means nothing. Missing is already entered in Condition area. In the location area it would be better to enter On Report of Survey and enter the Report of Survey – Example: Report of Survey 921777.)

Location: Communications Officer needs to reissue.
(Why has it not been reissued?)

Location: Communications Officer has for mission issue.
(Where is it stored?)

Location: Logistics Office has for repair
(Why has it not been repaired?)

Location: VBR
(This is an airport designation and means nothing to a non-pilot. Where at VBR is the item located?)

Remember that an inspector or someone else working with the listing may not understand your codes. Apply the rule that if one out of three randomly selected individuals does not understand the entry, modify or expand the explanation.

FLWG Dedicates New Headquarters

*By 1st Lt Gail Swanson
Florida Wing Group 3 Public Affairs*

Lakeland, Florida - After 15 months of planning, CAPs Florida Wing held its ribbon cutting ceremony on 10th August for the new headquarters located on the Sun-n-Fun campus at Lakeland-Linder Regional Airport. This finalizes the closure and move from the previous headquarters located at US Coast Guard Station Opa Locka, near Miami.

The move to Lakeland will increase the Wing's office space and encourage a closer relation-

ship with Florida's general aviation community. Lakeland-Lender is the location of the Sun-n-Fun Fly-in, the second largest general aviation air show held annually in the United States. FLWG commander Col. Michael Cook announced that this move is expected to be a partnership with the Sun-n-Fun campus for at least 20 years.

Also announced at the ribbon cutting ceremony was the charter of FLWG's newest squadron, Space Coast Composite, FL-125.



FLWG staff officially opens new wing headquarters at Lakeland-Lender Regional Airport.

Color Guard Recognition

Cont- from page 5 . . .

again. "We had the opportunity to interact with teams with the same skill levels" commented Cadet Chief Master Sgt. Wood. After the competition, some confusion lead the team to believe that they had finished in fourth place, but they later discovered that they actually took third. "We felt that our cadets did exceptionally well", mentioned Gainesville Composite Squadron member 1st Lt. Don Geelhoed. Lt. Geelhoed is the father of Cadet Master Sgt. Geelhoed and spent many hours chaperoning the team, driving them to and from practices and other activities, sometimes hundreds of miles apart. He was awarded the Florida Wing "Parent Support Award" for his efforts.

After the competition, the team plans to retire from color guard and allow for a new cohort of cadets to carry the tradition. "I plan to promote to an officer to improve eligibility for the United States Air Force Academy" said Cadet Master Sgt. Geelhoed. Geelhoed earned his solo wings on his 16th birthday earlier this year. The other team members have similar plans, though they will continue to assist with training other color guard teams within the Florida Wing. 

An Evening with Colonel Danny McKnight

Ti-Co Composite Squadron

*By SM Dana Helmig, Public Affairs Officer, and,
Teresa Bohuszewicz, Cadet Sponsor Member*

If there is anyone who can grab the attention of young cadets, it is Col. Danny McKnight, U.S. Army (Ret.) Better known today for his role in the battle of Mogadishu, Somalia in 1993, McKnight now spends his retirement enjoying the company of his wife, family, and friends between his many speaking engagements as a motivational speaker on leadership and patriotism.

McKnight was invited by the Ti-Co Composite Squadron to share his experiences not only as a soldier but as a leader. He focused his talk on the sacrifice and valor of the men with whom he fought and those of whom he later met in hospitals.

He recounted the story of an Army Ranger who lost both legs fighting in the Middle East. As a teenager this soldier carried the burdensome weight of anger. He was often in some kind of trouble and because of the poor decisions he made he barely graduated from high school. After enlisting in the Army his pent-up frustration was redirected to a higher purpose. Disciplining his mind and strengthening his body allowed him to focus on the needs of others. Though he lost his legs in battle his strong spirit revived him. He taught himself to ride

a motorcycle and vowed to live life to its fullest.

McKnight spoke of his experience in Somalia that inspired the book and the movie, *Black Hawk Down*, a riveting tale of sacrifice and heroism. He spoke frankly of decisions made concerning the battle of Mogadishu and explained the consequences derived from those decisions. Col. McKnight survived a harrowing experience but chose to emphasize on the great courage of his fellow Rangers and eulogized the five friends who were lost.

Speaking directly to the cadets he told of the bravery and selfless acts that our service men and women here and abroad perform on a daily basis to safeguard our freedom and, emphasized, that it is an honor to serve and protect the United States of America.

Col. McKnight spent over 28 years as an Army Ranger and is now retired in Rockledge, Florida, with his wife, Linda. He has a drive to speak out for his fellow service men and women, especially, for those who have forfeited their lives so that their service is never taken for granted; as he declared with passion, "There is no greater service than to lay down your life for your friends and country."

Florida Wing Cadets Shine at National Blue Beret

*By Capt. Dennis Maloney, St. Augustine Composite Sq., Florida Wing
Florida Wing, Cadet Programs, Group 2*

One hundred thirty-eight cadets from squadrons across the country were selected from over a thousand applicants to serve at the prestigious Civil Air Patrol National Blue Beret activity at Oshkosh, Wisconsin during EAA AirVenture, the largest air show in the world. C/Maj Jenna Walters of Naples Cadet Squadron was one of the fortunate cadets to be picked for this rigorous event which would test her abilities in a number of different areas including flight marshaling and emergency services.

“Marshaling the airplanes has been my favorite activity,” she remembered when interviewed last week at Oshkosh. “Especially the warbirds.”

Cadet Walters was assigned several times to work at busy Runway 9/27 where three aircraft would often land at the same time and then taxi to various locations at the air



Florida Wing cadets show off their blue berets along with Activity Director Lt. Col. James Peace. Photo by Cadet Maj. Jenna Walters.

show. It was her job to point these aircraft in the right direction but sometimes it got a little testy.

“I got to watch a Long EZ come in and it ground looped right near me. It was exciting to see all of the emergency vehicles respond,” she remembered.

Cadet Walters and all of the other Florida Wing cadets were awarded with the coveted blue beret and the Cross of St. Albans medallion for their successful participation in this exciting two week event.

“I’m definitely coming back,” Cadet Walters says. “I think it was a great experience.”



Cadet Maj. Jenna Walters

Civil Air Patrol Members Tour Kennedy Space Center

*By Cadet Lt. Col. Christina Austin, CAP, Cadet Public Affairs Officer and
Senior Flight Officer Caitlyn Reynolds, CAP, Assistant Public Affairs Officer
Ormond Beach Composite Squadron*

Twenty-three cadets and senior members went on a VIP tour of the Kennedy Space Center, arranged by Capt. Alexander Duarte through Embry Riddle Aeronautical University.

Bob Cabana, the Kennedy Space Center Director, graciously took more than an hour of his time to personally escort the group through the Orion Operation and Construction Building, where the group was able to get a closer look at the Orion Service Capsule, scheduled to launch September 2014. The facility, operated by Lockheed Martin, employs approximately 300 Floridians in

high tech engineering and manufacturing jobs, and has a supply chain reaching from 48 states.

The CAP group, ably escorted by Rear Admiral Bob Merrilees, USCG (Ret.) and Col. Ron Fortson, USAF (Ret.) was also given the opportunity to view the world's longest runway, and Launch Pad A, where all of the moon landings were launched from, and presented with tickets to the visitor center, plus access to the IMAX Theater. The cadets promptly and enthusiastically visited the gift shop for a taste of the astronaut diet.

The Ormond Beach Composite squadron would like to thank all involved for the educational and exciting experience.



Gainesville Color Guard Marches into the Orange and Blue Yonder

*By Capt. William McCombie, CAP
Group 2 Public Affairs Officer*

For the University of Florida and the City of Gainesville, the October 5, 2013 home football game might seem like any other. Football fans, most sporting orange and blue attire, the colors of the Florida Gators, packed the Ben Hill Griffin Stadium at Florida Field for what would be a routine win against the Arkansas Razorbacks. Just moments before kick-off, however, the announcer directed the audience's attention to

the north end-zone, where four cadets from the Gainesville Composite Squadron stood at attention, carrying the flags of the United States and the State of Florida.

Normally fans would be seeing members of the University of Florida ROTC unit, but the ROTC was not available for this game, and the color guard from the Gainesville Composite Squadron was the





next logical choice. From the end-zone, the cadets marched to the 30 yard line amidst members of The Pride of the Sunshine marching band and cheerleaders, turned to face the west stands, and dipped the state of Florida flag. The normally loud crowd became silent as the “Star Spangled Banner” was played. Across the field at the south end of the stadium, a large 140 foot video screen displayed the faces of cadets Cadet Master Sgt. George Fuller, Cadet Master Sgt. Andrew Geelhoed, Cadet Senior Master Sgt. Ethan Beaman, and Cadet Chief Master Sgt. Hunter Wood.

“Once we presented the colors, we were all a little shaky” mentioned Fuller. As Beaman described it, “It was a great experience to present the colors in front of 80,000 people.” Although the team had performed many times and represented Florida Wing and the Southeast Region at regional and national competitions, they had never per-

formed before a crowd this size. Added Geelhoed, “This is definitely one of the biggest things we have done as the Color Guard.”

“I was very excited for this opportunity for the cadets for them to show their skills and I know that they were excited for the opportunity to present the colors in front of such a large audience,” added 2nd Lt. Don Geelhoed, a senior member of the Gainesville Composite Squadron who worked with the University Athletic Association to ensure that event went as smoothly as it did. “The University Athletic Association was very gracious and got the cadets tickets to watch the game after they presented the colors.”

Despite a rough start with the Razorbacks scoring an early touchdown, the Gators prevailed and defeated the Razorbacks 30-10. 

Homestead and Tamiami Squadrons Tour Yorktown

*By 1st Lt. Gail, CAP
Florida Wing Public Affairs, Group 7*

Homestead, Fla. - On Friday July 26, 2013 at 1700 Hrs Members from Homestead Air Reserve Base Cadet Squadron, and Members of the Tamiami Composite Squadron began there journey on a USAF C-17 to Pleasant, South Carolina. On this trip members were able to see a C-17 up close and personal while in flight as well as a personal tour of the USS Yorktown. The Cadets and Seniors were also able to know what it felt like to sleep in a Naval Air Carrier.

The USS Yorktown was the tenth Naval Air Carrier to serve in the US. Two weeks after the December 7, 1941 Japanese attack on Pearl Harbor , Yorktown transited the Panama Canal to reinforce the badly damaged Pacific Fleet. The carrier's first combat operation was the Marshall-Gilbert's raid in early February 1942. Yorktown then steamed to the South Pacific, where she participated in a series of raids and other operations that climaxed in the Battle of Coral Sea in early May. In this action, in which she was damaged by enemy bombs, her planes attacked two Japanese aircraft carriers, helping to sink Shoho and damaging Shokaku.



Homestead and Tamiami Squadron Cadets boarding a C-17 Air force transport for Yorktown trip.

After the tour cadets and senior departed Pleasant, South Carolina back to Homestead Air Reserve Base, FL.

Let's Soar!

*By 1st Lt. Pat Sepe, CAP
Hillsborough One Senior Squadron
Public Affairs Officer*

Civil Air Patrol Group 3 is home to one of only two gliders in Florida Wing. This program is based in Brooksville, FL, and is overseen by the Hernando County Composite Squadron. Capt. Don Whalen is the Squadron Commander and Capt. Mike Runyan is the Group 3 Glider Program Coordinator. Among many of Capt. Runyan's responsibilities is the scheduling of flights for all 22 squadrons in Group 3.



About to land

The glider was a gift to CAP by the United States Air Force Academy. It is a Blanik L-23. There was considerable work involved to develop the operations plan and get the glider ready to take to the sky and start flying cadets and seniors in May of 2012. Lt. Col. Larry Fernald was the initial Operations Officer and his efforts were crucial in making this program a reality.

The tow plane is a Cessna 182, and handles the assignment of getting the glider airborne effortlessly. The opportunity the cadets receive by taking a flight in the glider can be accurately described as life changing after they experience their first flight. Since May 2012, despite funding issues, maintenance issues, and the glider being gone for a while, over 120 cadets and 15 seniors

from 8 squadrons have experienced the thrill.

For any cadets or seniors that have not taken advantage of this opportunity, what are you waiting for? Ask your Squadron Commander to contact Capt. Runyan to schedule a day of soaring in Brooksville!

For cadets interested in becoming a glider pilot, you can solo at age 14 and get your glider pilot license at age 16. You will need 30 self-pay flights with an instructor. The average cost per flight is \$30-\$40, which is the cost of the tow plane plus fuel. CAP instructors and tow pilots do not charge for their time.

Credit for the success of this program must also be given to tow pilots Lt. Col. Larry Fernald, Lt. Col. Dave Sweeney, Lt. Col. Dave Carlson, Maj. Barry Smith, Capt. Enrique Mertins, and glider pilot "aces", Lt. Col. Mike Lewis, Capt. Dennis Dix and Capt. Ron Coon. Without their help and dedication many of the flights would not have happened.

The Civil Air Patrol offers outstanding opportunities for training and experiences that will stay with you for years. Enjoy the journey!



Landing – All is well!