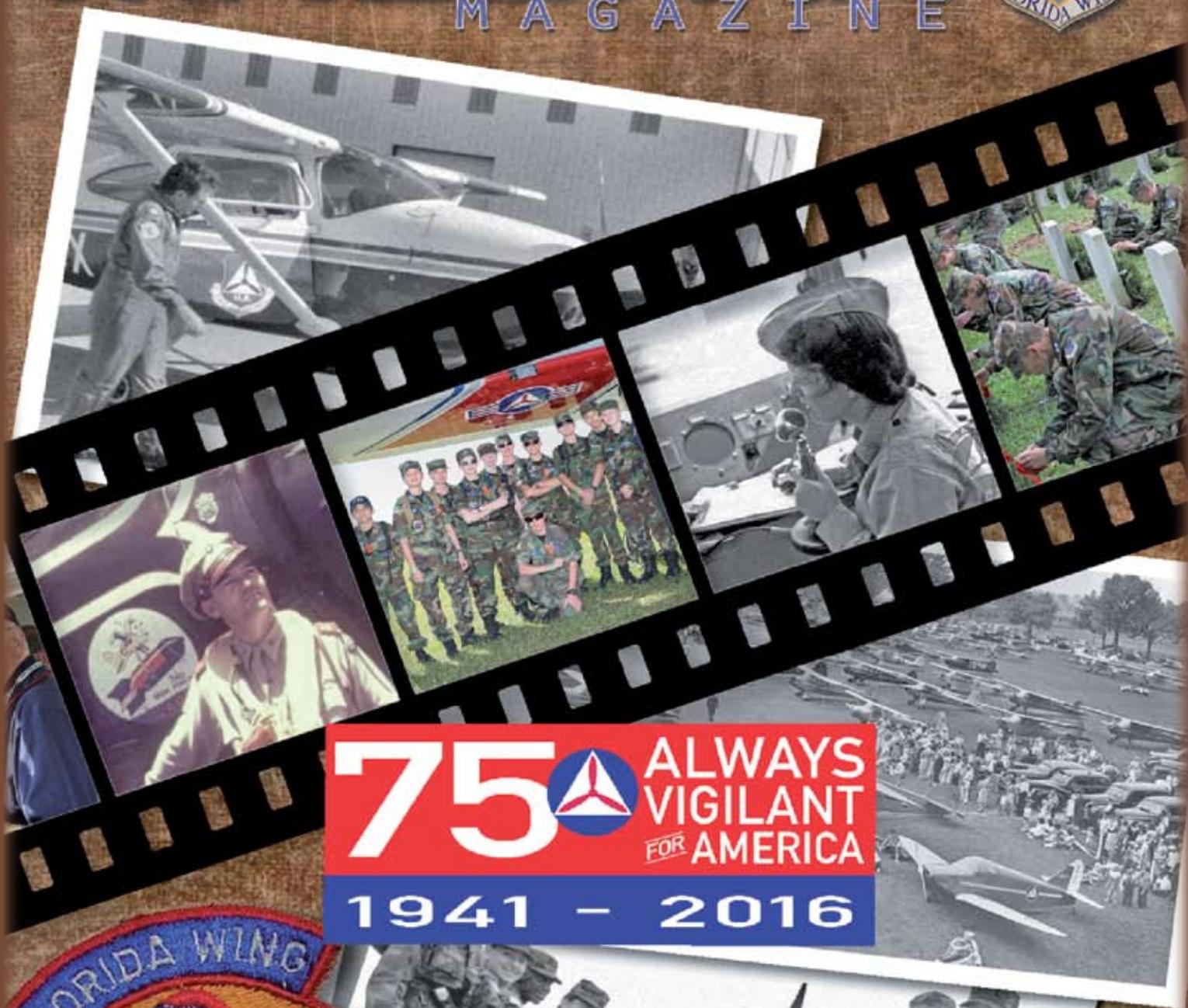


CIVIL AIR PATROL
WINGSPAN
MAGAZINE



75  **ALWAYS
VIGILANT
FOR AMERICA**
1941 - 2016



WINTER 2016



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COMMANDER'S COMMENTS

Reflecting on the past and shaping the future

On December 1st, 2016, we celebrated the 75th anniversary of the Civil Air Patrol. Seventy-five years of serving America through a variety of missions that started in 1941 as coastal patrols and today include similar missions supporting the U.S. Air Force as air intercept targets. Over time, Civil Air



*Colonel Henry Irizarry
Commander, Florida Wing*

Patrol has adapted to new mission requirements and smoothly transitioned to incorporate technological advances in the same. Our missions have expanded to Cadet Programs, Aerospace Education, and Emergency Services.

In this edition of *WingSpan*, we highlight some Florida historical facts and with the same, recognize that we have been a crucial part of our great organization's past. Florida Wing continues to prepare and train our members for the missions of the future and to serve our nation for at least another 75 years.

In a few months, I will hand over command of the Florida Wing after three years as the Wing Commander and likewise form part of the history of our great wing. Therefore, I take this opportunity to thank every one of you for the opportunity you have offered me to lead and enhance our amazing wing. There is no doubt that we are the best wing in the nation and will continue to set the higher standards for others to follow. I wish you all the best and look forward to continue working by your side.

Cadet Activities: Getting Out What We Put into Them

*By Maj. Keith Barry, CAP
Gen. Chuck Yeager Cadet Squadron Commander*

Much of the Civil Air Patrol cadet experience revolves around its activities. Local events such as parades, model rocketry, and field trips allow cadets to stay engaged while doing something fun. Wing activities include the SUN 'n FUN International Fly-In and other regional airshows, the Ultimate Cadet Challenge, and annual Cadet Competition. The Florida Wing is fortunate to be able to offer both a summer and winter encampment each year, attracting cadets and senior members from wings across the United States, Europe, Puerto Rico, and the U.S. Virgin Islands.

Through the cooperation and support of our Total Force partners, we are able to offer more than 40 National Cadet Special Activities. These events are designed to explore aerospace careers in both the military and private sectors, hone leadership skills, provide flight training opportunities, and build upon the emergency services training received at the squadron and group level.

For over 60 years, the International Air Cadet



Cadets tackle an obstacle on the Air Assault Course, one of the more challenging events in the Ultimate Cadet Challenge. Photo credit Maj. Steve Lampasona, CAP, Group 3 Commander

Exchange (IACE) has afforded cadets an opportunity to travel to 19 foreign countries for what many participants attest to be the experience of a lifetime. As CAP's premier cadet activity, those chosen to participate in IACE are outstanding leaders who have demonstrated excellence in the



Team "Phoenix" from the Orlando Cadet Squadron use their compasses to navigate to a simulated aircraft crash location. Photo credit Maj. Steve Lampasona, CAP, Group 3 Commander



With the assistance of a cadet safety officer, Team "Trigger Warning" from the Pines-Miramar Cadet Squadron proceed to another obstacle on the Air Assault Course. Photo credit Maj. Steve Lampasona, CAP, Group 3 Commander



180 cadets from 18 wings line up to march to the next phase of training. Photo Credit Winter Encampment Public Affairs Staff



Every morning starts out with warm-ups, stretches and invigorating exercise. Photo Credit Winter Encampment Public Affairs Staff

CAP Cadet Program.

The Florida Wing Winter Encampment was held in the Silver Flag exercise area at Tyndall Air Force Base from 26 December 2016 to 3 January 2017. As the final cadet activity for 2016, this year's encampment was attended by 162 students, 85 cadet cadre, and 35 senior members.

Hosted by Detachment 1, 823rd RED HORSE Squadron, cadets were exposed to a several areas within the Civil Engineering career field. RED HORSE stands for Rapid Engineer Deployable - Heavy Operational Repair Squadron Engineer, which essentially equates to heavy construction in the civilian world. RED HORSE is designed to deploy to areas where there are little or no resources available and construct a functioning base for Air Force personnel and assets to conduct contingency operations.

In addition, participants were taken to the Air Operations Center on Tyndall Air Force Base, where they received briefings on the North American Aerospace Defense Command (NORAD), and the Air Force Rescue Coordination Center (AFRCC). They were also given a tour of the 9/11 Memorial constructed there, and provided with insight on the missions executed by the First Air Force.

Guest speakers from the Navy and Air Force Reserve spoke about career opportunities in the military, and each day included various activities designed to promote teamwork. Students graduat-

ing from this encampment are now eligible to test for the second cadet milestone achievement, the Gen. Billy Mitchell Award, and are also able to apply for National Cadet Special Activities.

The 2016 Ultimate Cadet Challenge was held from 14-16 October 2016. Nearly 100 members from the Florida Wing converged on Camp Blanding for events centered on the CAP mission: uniform inspection and close order drill, a physical fitness challenge using the Air Assault Course, a mock ELT mission, general knowledge test, and a leadership exercise.

The team representing the SRQ Composite Squadron in Sarasota walked away with the title of "Ultimate Cadet" for 2016 and marked the third year of this competition since being brought back from hiatus. The Florida Wing Cadet Advisory Council oversees this activity and is directly responsible for the events and rule sets.

These are only two examples of how the Florida Wing leads the way in providing top-notch cadet activities. The quality of our activities is dependent on the amount of support placed on them. When the CAP Cadet Program was introduced in 1942, it was seen as a way to train future pilots. Today, it is much more, being ever mindful that each member gets out of CAP what they put into it. As we follow the Air Force's lead into cyberspace and unmanned aerial vehicles, cadet activities are limited only by our imagination – and the possibilities are endless.



Remembering Coastal Patrol 3, Civil Air Patrol



*Courtesy of Palm Beach County Historical Society
Special exhibit Teachers Guide “War in Florida Waters”, Feb-Sept 2010
Excerpt of text reprinted with permission. All rights reserved.*

During the opening months of World War II a little known story of the war took place at Lantana Airport in Palm Beach County. For seventeen months, a group of volunteers serving in the Civil Air Patrol helped fight one of the biggest threats to our country’s safety: German submarines called U-Boats. They hunted their prey along the East Coast of the United States and in the Gulf of Mexico. Men and women of the Civil Air Patrol volunteered their time and resources to help protect our shores from the U-boat menace.

Birth of the Civil Air Patrol

After Fiorello La Guardia, former mayor of New York City, was appointed to head the new federal Office of Defense, established by presidential order in May 1941, he worked with Gill Robb Wilson; Guy P. Gannett, owner of a chain of Maine newspapers; Thomas Beck, Chairman of Crowell-Collier Publishing Company; and later Reed Landis, to develop a plan for a national civil air patrol. The plan was to form a “minute man force” to gain valuable time for the military to prepare for the defense of the nation. Wilson used New Jersey’s Civil Air Defense Services as the model for the national plan.

In late 1941 the team presented the plan to La Guardia, who reviewed and sent it to General Henry H. “Hap” Arnold, commander of the Army Air Corps. Arnold liked the idea and appointed a board of army air corps officers to review the plan. After a thorough examination, the board endorsed the plan. Perhaps from the beginning, Arnold foresaw the valuable contributions the CAP could make towards the defense of the country and the assistance it could offer to the military.

Just six short days before the Japanese attack on Pearl Harbor, under presidential executive order, La Guardia signed Administrative Order No.



Vermilya and Staff, 1st Air Squadron, Base 3. Civil Air Patrol Archives

9 establishing the Civil Air Patrol. The CAP would bolster the nation’s coastal defenses and perform a wide range of duties including searching for enemy submarines, border patrols, and rescue missions.

With the establishment of the CAP, civilian pilots and aviation enthusiasts could put their aviation skills and private, light planes to use for civil defense efforts. The opportunity to use the approximately 100,000 civilian aviators and their 23,000 private aircraft for national defense was an advantage for both the civilian pilots and the military. Essentially, the use of civilian planes would allow military aircraft to perform more immediate military missions. For many civilian pilots, this was the only way they could fly because the government grounded all civilian flights except commercial airlines after the attack on Pearl Harbor.

After the U.S. declared war on Japan, the German government in turn declared war on the United States. Hitler then ordered U-boats to attack shipping on the U.S. east coast. As the New Year began, the Germans launched Operation Paukenschlag (drumbeat) in January 1942 against the vulnerable U.S. east coast, and then later carried the campaign

into the Caribbean and Gulf of Mexico. In the early months of Operation Paukenschlag, U-boat commanders found virtually no effective anti-submarine measures along the east coast during the first months of the U-boat campaign. German U-boat men, who crossed the Atlantic to attack allied shipping along the U.S. east coast, referred to this period as the “happy times.”

In January 1942, a dozen tankers and freighters were sunk or damaged by U-boats operating along the east coast; within two months, the number increased to forty-two sunk or damaged ships. By June 1942, ninety-seven ships and approximately 5,000 people had been lost to U-boat attacks. After April, the U.S. military was finally able to launch effective counter measures to combat U-boat attacks which eventually stopped by 1943. Part of the counter-measures was the use of the Civil Air Patrol which flew anti-submarine patrols from the last day of February 1942 to August 1943. A U.S. Naval report later stated “The Axis submarine campaign was well planned. Nowhere else in the world could (Germany) find such a concentration of ships in such a small area.” Northbound ships cruised the Gulf Stream while southbound ships were funneled between the Gulf Stream and the east coast of Florida. The United States shipping lanes off Florida were the second busiest in the U.S. and rated sixth in the world. One out of every twelve ships sunk by U-boats occurred in Florida waters.

Admiral Ernest King, Commander in Chief, U.S. Fleet, did not particularly like the idea of using civil aviators to carry out anti-submarine patrols. On the other hand, the Army Air Corps had no objections. A few days after the CAP began its patrol duties, Admiral Adolphus



Base 3 Hangar Aerial View. Civil Air Patrol Archives



Base 3 Hangar. Civil Air Patrol Archives

Andrews, Commander, North Atlantic Naval Coastal Frontier, tried to persuade the Navy to use the CAP. Andrews thought this “scarecrow force” would be able to restrict German naval operations along the U.S. east coast. King’s reply was simple “the scarecrow patrol was rejected on grounds of operational difficulties.” However, after a few months in operation, the Navy grudgingly recognized the success of CAP coastal patrols.

With Army Air Corps approval, three bases were authorized to operate for a three-month trial period to evaluate CAP performance. The experimental bases were organized at Atlantic City, New Jersey; Rehoboth, Delaware (both established on 28 February 1942); and West Palm Beach, Florida, on 30 March 1942. A factor in the selection of West Palm Beach as one of the experimental bases may be because Palm Beach County is closer to the Gulf Stream than anywhere else on the east coast. This shipping lane became a prime target for enemy naval attacks. The first three bases proved such a success that eighteen additional bases quickly organized along the eastern seaboard and Gulf coast stretching from Maine to Texas. Altogether, five bases were located in Florida: Lantana (CP 3), Flagler Beach (CP 5), Miami (CP 7), Sarasota (CP 13), and Panama City (CP 14).

Coastal Patrol Base No. 3

On 30 March 1942, CAP’s Coastal Patrol 3 was officially established absorbing the members of the 1st Air Squadron. From April 1942 to May 1943, the unit would fly fourteen missions a day. The first patrols consisted of only one plane per patrol. However, in mid-May 1942, this practice

changed to two aircraft per patrol after CAP Coastal Patrol aircraft were armed with bombs.

The two patrol planes flew at different altitudes, one at five hundred feet and the other at one thousand feet. Two pairs of planes would take off for patrol, one heading north from the Lantana area and the other heading south from Banana River NAS.

The month of May proved to be an extremely deadly month for merchant ships off the coast of Florida. Over ten ships were sunk or severely damaged by German U-Boats between 3 May and 14 May, with a significant loss of life.

Wiley Reynolds, Jr. remembered that every time he went out on patrol in May 1942, he saw a ship burning from U-boat attacks. He said the U-boats “were just knocking off these ships.” Reynolds stated many of the ships he saw in flames were carrying fuel. The sailors on those ships “didn’t have a chance.” On one patrol the only remains of a ship he saw was just a raft floating with only a sailor’s hat, nothing else.

Because of increased Army Air Corps at Morrison Field, CP 3 moved its operations to Lantana Airport in May 1942. Another reason for the re-location may have been military officials did not want small civilian aircraft carrying bombs to use the same airport the air corps was using. Bombing practice was staged on 17 May two days before they changed airfields. The service facilities at Lantana were Spartan at first. There were three landing strips of 3,500 feet long at the new airport and eight portable canvas hangars and six individual workshops. The large wooden hangar was used for CAP operations was built after the unit had moved to their new location. There was a smaller concrete building just west of the hangar where CP 3’s headquarters were established. Often, work on the planes was done outside or with the nose just inside a portable hangar.

Civilian Planes Armed

One of the most notable incidents occurred on 5 May 1942 that finally led to the arming of CAP planes with bombs and depth charges. During a patrol late in the day off the coast of Cape Canaveral, Marshall E. Rinker and Tom Manning of CP 3, spotted a U-boat cruising near the coast.

When help finally arrived on the scene the U-boat was gone. Greatly disturbed by the lost



1st Air Squadron looking at maps, Base 3. Civil Air Patrol Archives

opportunity to bag a U-boat, Vermilya notified CAP headquarters, “That’s one that we could have chalked up for a sure kill if we’d had bombs.” Since Vermilya knew General Henry H. “Hap” Arnold, Commanding General of the U.S. Army Air Corps, Vermilya called him at the Pentagon about the “one that got away.” After hearing about the incident, Arnold ordered all coastal patrol aircraft armed with bombs.

Once the order to arm coastal patrol planes was given, CP 3 flew their planes to Morrison Field to be fitted with bomb racks. These were attached to the underside of the fuselage on the right side under the observer’s seat; the observer would now act as the bombardier. A crude homemade bombsight was made from pieces of handy metal. The bombsight was mounted to the left side of the plane for the pilot to sight in on his target. Surprisingly, the bombsight was very accurate at an altitude of a thousand feet.

The air crew would begin their bombing run at about a thousand feet. The pilot would stick his head out the window which was protected by the air deflector and look through the bombsight adjusting it with the handle in the plane and/or by pushing the rudder pedals until the target was found. The pilot kept doing this as the plane closed in. The sight was mounted in such a way that as you adjusted it, the sight would come into contact with a switch when the aircraft was at the bomb release point. The switch then activated a red light inside the cabin signaling the observer to release the bomb.

Another way the pilot communicated to the observer to drop the bomb was by patting the observer’s left knee. In less than a week, most of CP 3’s aircraft had been fitted with sights and



Inspection Formation, Base 3. Civil Air Patrol Archives

bomb racks. To release the bomb during an attack, the observer had two wires to pull both leading to the bomb or depth charge through the floor. One wire with the red handle armed the bomb. The wire with the yellow handle released the bomb. The type of armament depended on the type of aircraft flown. Smaller planes like the Stinson, Voyagers and Rearwins were fitted with one 100 pound bomb. The larger Fairchild's carried two 100 pound bombs and Stinson Reliants were armed with one 325 pound depth charge. The bottom fin of the depth charge had to be sawed off in order to clear the ground during take off. There was a scant seven inches of clearance between the bottom of the modified depth charge and the ground.

Following the arming of the CAP planes, on 19 May 1942, pilot Wiley Reynolds and observer Earl Adams made the first attack on what they thought was a U-boat dropping the 100 pound bomb they were carrying. Reynolds knew he was taking a chance because it was large and was either a submerged U-boat or a whale. He hoped it was not a whale but he wanted to be safe. Wallace R. King got his opportunity to bomb a U-boat when he thought he saw the bubbles from a diving submarine.

King dropped his bomb on the spot where the U-boat had submerged and then continued with his patrol. A nearby Coast Guard boat came to investigate the bombing. Shortly after the attack, the Lantana base received a message stating pilots should stop bombing sunken ships. According to the Coast Guard, King apparently attacked a shipwreck. The bubbles were from a wreck which had moved because of the underwater currents of the ocean.

One day on patrol, Charles Weeks and his

observer decided to practice sighting on a target. Weeks chose the Fort Pierce buoy to practice sighting for a bombing run. During the practice run, Week's observer accidentally released the bomb. They knew they would likely get into some trouble for dropping their bomb so they conjured up a story to cover themselves. When they returned to base, they told the intelligence officer that the bomb rack was loose causing the bomb to drop while on patrol.

Trouble in the Air

The aviators flying anti-submarine patrols knew the risks that came from flying such missions and that a malfunction could happen at anytime whether it was over land or the ocean far from land. They ran the risk of crashing into the water if they could not make it to an airstrip or some deserted beach. Some members of Coastal Patrol 3 would experience such circumstances and land safely but a couple of air crews would have to land on the water.

On 9 July 1942, just before noon, Ted Keys and Tom Manning had to crash land because of a mechanical malfunction four to five hundred feet offshore of Palm Beach near Bethesda-By-The-Sea Episcopal Church. The malfunction caused a fire in the engine. It was put out when Keys put the plane into a dive. The men were not hurt and when the plane was later recovered the bomb was found to be still in its rack. Keys and Manning forgot to drop the bomb before ditching the plane. Keys and Manning received the Duck Club award for their landing in the ocean.

Lieutenant Wiley R. Reynolds was described as a good, cautious pilot and was ready for anything that might happen. The safety equipment he carried in his airplane on patrol included shark repellent, flare pistols, knives, and floats. On 11 July 1943, Reynolds and his observer Ralph Cohn took off on what should have been an uneventful patrol. But at 2 pm when they were at about 1,500 feet, they encountered engine problems off Jensen Beach which caused them to crash land in the Atlantic Ocean. Both escaped unharmed and were rescued from the water a short time later by a nearby boat and taken to Fort Pierce.

Cohn was lucky because he did not know how to swim. Once down, he inflated his one-man life raft and got in. Reynolds's cousin Harry Bassett and Alex Thomson observed the incident and

circled overhead until help arrived. The guys in the small boat made it to the two downed fliers in about five minutes. Once the men were safely on board, the rescuers took them to Fort Pierce.

Those pilots and observers who had to ditch their aircraft at sea had the honor of receiving membership in the "Duck Club." Only those who were forced to land in water earned membership into this exclusive club. Reynolds and Cohn were awarded membership into the "Duck Club." The idea of the Duck Club came from Lieutenant Colonel K.A. Vilas, CAP executive officer and pioneer aviator. The originator got the idea from the Army Air Corps' Caterpillar Club (those forced to parachute from a plane).

The Duck Club patch was designed using the blue background from the CAP insignia with a red duck floating on water and was worn on the left shirt pocket. Only those CAP members who survived ditching at sea received membership into the club. By coincidence, one of the first CAP members to receive the award was Vilas' nephew, Lieutenant Ward Vilas, who had to land on water while out hunting German submarines.

Defeat of the U-boats

In May 1943, the Army Air Corps assumed responsibility of directing the CAP. Two months later, CAP National Headquarters issued orders that coastal patrol operations were going to stand down at sunset Tuesday, 31 August 1943. The Navy was ready to take over this duty. Writing in August, Admiral Ernest J. King, Commander in Chief of U.S. Fleet and Chief of Naval Operations, to General George C. Marshall, Chief of Staff of the Army, stated the CAP was released from coastal patrol duties effective 31 August 1943. He asked Marshall to pass on to the CAP a "well done for their enthusiastic, loyal and constant cooperation in combating the submarine menace, patrolling our coastline and assisting in the locating of survivors and ships in distress."

When CAP anti-submarine operations stood down, U.S. Senator Claude Pepper (D-FL) attended a sundown ceremony held at the Lantana base on 31 August 1943, marking the end of antisubmarine patrols. As the sun set, Pepper addressed the formation and the crowd stating, "I am proud of the fact that Florida has had five of the twenty-one coastal patrol units in the U.S. and that this one

[CP 3] was the first in Florida." He continued to praise the men and women of Coastal Patrol 3 and how they helped save the nation from invading German U-boats and for the sacrifices they made during a time of war.

The final victory over the German U-boats was the result of the combined efforts of the Army, Navy, Coast Guard, and the Civil Air Patrol. Coastal Patrol 3 flew 18,712 hours plus 45 hours of special missions for the Army's Signal School at Camp Murphy in Martin County. They flew an estimated 1,546,500 miles in seventeen months of operation. Air crews made fourteen attacks dropping twenty-one live bombs on suspected U-boats.

Cadets

In 1943, a cadet program was established at Lantana airport. The program was part of the pre-induction for enlistment of qualified personnel into the Army Air Force. On 23 August 1943, CP 3 held the first cadet meeting with 28 cadets. By September, the cadet squadron had enrolled fifty cadets. A year later, the squadron, known as the Palm Beach Squadron, had an enrollment of 100 boys and 60 girls. To join, cadets had to be seventeen years old or older and were able for enlistment in the Army Air Corps.

In October 1943, the cadet squadron began accepting girls into the program. Over fifty girls attended a meeting of the squadron the first week of the October. At the end of October 1943, to help promote the program and attract new cadets, Coastal Patrol 3 "bombed" towns along the east coast between Melbourne and West Palm Beach with leaflets. Captain Marshall Rinker told the Palm Beach Post the leaflets had been an effective tool to attract new cadets.

Praise for a Job Well Done

The government was slow in recognizing the immense contributions made during the war by the Civil Air Patrol. Finally, in 1948, President Harry Truman authorized the presentation of the Air Medal to those who flew coastal patrol. CAP personnel with more than 200 hours flight time on coastal patrol during the period of 1942-1943 were awarded the Air Medal.

On 2 May 1948, 200 Florida CAP members from Lantana, Miami, Daytona Beach, Sarasota, and Panama City received the award at a ceremony

Continued on page 29 . . .

CAP Receives Commendation

*By Maj. Keith Barry, CAP
Gen. Chuck Yeager Cadet Squadron
Commander*

On Pearl Harbor Day, the Civil Air Patrol was recognized for their service during the monthly meeting of the Hillsborough County Board of County Commissioners in Tampa. The meeting opened with the presentation of Colors by the General Chuck Yeager Cadet Squadron, followed by the playing of the National Anthem by Capt. Art Stoutenburg, Florida Wing Personnel Officer.

The Commendation, read by the Vice Chair, District 1 Commissioner Sandy Murman (R), honored all CAP members for their courage and service on its 75th Anniversary. Details about CAP's service during World War II as well as its present day mission were included in the Commendation. Commissioner Murman praised the Civil Air Patrol, stating "They are such an important part of our community."

Following the presentation of the Commendation, Capt. Keith Barry, Commander of the General Chuck Yeager Cadet Squadron, addressed the commissioners, thanking them for recognizing CAP on this "bittersweet day, as America's destiny was forever changed with the attack on Pearl Harbor. Today, we remember and honor those who lost their lives in service to our Great Nation 75 years ago, and celebrate 75 years of Civil Air Patrol "bittersweet day, as America's destiny was forever changed with the attack on Pearl Harbor. Today, we remember and honor those who lost their lives in service to our Great Nation 75 years ago, and celebrate 75 years of Civil Air Patrol saving lives and serving America."

Capt. Barry thanked the citizens of Hillsborough County for their continued support of the four squadrons located in the county and presented a commemorative painting of Civil Air Patrol airplanes, past and present, flying over a lighthouse on the coast of Maine. The painting will be placed on permanent display at County Center in downtown Tampa.

Capitol City Recognizes Civil Air Patrol's Contributions

*By Capt. Wayne Hooks, CAP
Florida Wing Deputy Director of Public Affairs*

The Tallahassee City Commission meeting on Wednesday, December 14, 2016 was a landmark event for Civil Air Patrol's Tallahassee Composite Squadron. With several other community groups and approximately 200 citizen in attendance, the meeting was called to order at 4:00 p.m. at Tallahassee City Hall.

After a few housekeeping items on the agenda had been dealt with, Mayor Andrew Gillum and Mayor Pro Tem Gil Ziffer moved to the public podium. The Tallahassee Composite Squadron members present were asked to come forward. After the many contributions the squadron has made to the community in carrying out its missions over the years were acknowledged, they moved on to the main event.

Mayor Pro Tem Gil Ziffer read into the record a proclamation recognizing the scope and purpose of the Civil Air Patrol and its primary missions. The proclamation was ratified by a unanimous vote of the city commission. The mayor then proclaimed December as Civil Air Patrol month in the City of Tallahassee and received a standing ovation from the citizens present.

It was a proud day for Civil Air Patrol. The day was especially meaningful to the members of the Tallahassee Composite Squadron in being recognized for their service and as a vital part of their local community.



Cadet 2nd Lt. Christopher Bernhardt and 2nd Lt. William Bernhardt explain to some visitors the importance of Civil Air Patrol Emergency Services. Photo by 2nd Lt. Giovanni Martinez, CAP



2nd Lt. Ed Cox gives the visitors an opportunity to get an inside look at the Civil Air Patrol aircraft. Photo by 2nd Lt. Giovanni Martinez, CAP

Seminole Composite Squadron Celebrates Civil Air Patrol's 75th Anniversary

By 2nd Lt. Keith Evans, CAP

Seminole Composite Squadron Public Affairs Officer



On Tuesday, 30 August 2016, the lobby of the StarPort FBO at the Sanford Orlando International Airport filled with members of the community who turned out to learn about Civil Air Patrol.

For weeks leading up to the big event, Seminole Composite Squadron seniors and cadets peppered the community with a combination of flyers, press releases, and interviews inviting anyone interested to attend the Civil Air Patrol's Open House and 75th Anniversary celebration. The invitations promised presentations, refreshments and a look into how CAP serves the community.

Community members arriving at the event were welcomed by senior members and cadets sporting every type of Civil Air Patrol uniform, including blues, aviator shirts, corporate polos, and BDUs. A POW/MIA table stood as the lobby centerpiece and a wealth of Civil Air Patrol pamphlets, handouts, and other materials were available to guests in the meeting rooms.

Members of the community took the opportunity to talk with members, learning how Civil Air Patrol serves the community through emergency services, aerospace education, and cadet programs. Some lucky guests were given the opportunity to get up close and personal with the squadron's aircraft. Seminole Composite Squadron pilots gave ground-based familiarization tours of the cockpit as well as a little history on the plane's service.

Seminole Composite Squadron's 75th Anniversary Open House was special for another reason. Just a week prior, squadron Commander Maj. Jeany Kistner received the prestigious Gill Robb Wilson award which was presented by Southeast Region Commander Col. Barry Melton. The Wilson award is the highest recognition a CAP member can receive for professional development. The community joined the squadron in congratulating Maj. Kistner on her achievement.

Maj. Kistner and Group 2 Commander Maj. Gary Stalnaker delivered presentations at the Open House, and the community partook in a solemn observation of the POW/MIA ceremony. Afterward, community and squadron members enjoyed an assortment of cookies, popcorn, snacks, coffee, and two custom cakes created specifically for the event.

The Civil Air Patrol 75th Anniversary Celebration hosted at the Orlando/Sanford International Airport was a resounding success, leaving an impact on the community, and laying the groundwork for new relationships with other emergency services organizations. Community awareness of Civil Air Patrol was increased, and the event served as a springboard for several cadets and new members into their own Civil Air Patrol involvement. Thanks to the efforts of all, Seminole Composite Squadron continues to set an example of Civil Air Patrol service and involvement in the Central Florida area.

Two 75th Anniversaries: Attack on Pearl Harbor and Civil Air Patrol's Birthday

*By Cadet Chief Master Sgt. Michael Rowe, CAP
Zephyr Airport Cadet Squadron, Cadet Commander*

On Saturday, December 3rd, the Zephyrhills Museum of Military History, known locally as the "Barracks Museum" hosted an event to remember the attack on Pearl Harbor 75 years ago. The Barracks Museum is located on the grounds of the Zephyrhills Municipal Airport which was used as an Army Air Corps training facility.

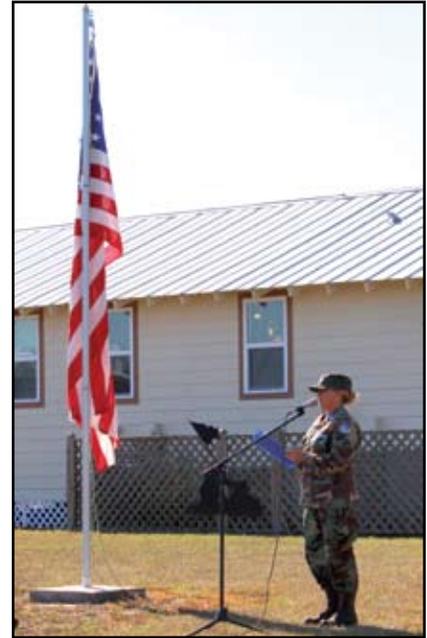
The event opened with the Zephyrhills High School Army JROTC conducted Color Guard duty and a Flag jump was done by a parachutist to the National Anthem. After the jump, there was a prayer for those who lost their lives in the attack on Pearl Harbor.

Two Pearl Harbor survivors, Charles McClelland and Wig Wigmore, attended the event and stayed after opening ceremonies to share their experiences of that tragic day. Also in attendance were World War II Pacific Theater survivors, Tom Cummings and Harold McDonald.

Cliff Moffett, who was dressed in a World War II style Navy uniform, gave a short speech about the losses suffered on December 7, 1941. The attack happened at 7:48 a.m. at Pearl Harbor in Hawaii where Japanese bombers sunk four battleships, three cruisers, three destroyers. Five other ships were damaged. The only ship that was not raised and repaired was the battleship Arizona. It is still on the bottom of the harbor with a memorial built on top of it to honor the fallen. Another 159 aircraft were also destroyed in the attack, and 2,403 people on the ground were killed.

Another 75th Anniversary was also recognized at the event. Civil Air Patrol had been formed on December 1, 1941, just a week before the Japanese attack. Capt. Castleman, Commander of the Zephyr Airport Cadet Squadron, gave a brief history of Civil Air Patrol and talked about the Zephyrhills squadron. She also talked about the three missions of CAP today: Emergency Services, Aerospace Education, and Cadet Programs.

The squadron was also recognized a month later on January 9th by the Zephyrhills City Council with a Proclamation declaring January 13th as Civil Air Patrol Day, commemorating Civil Air Patrol's 75th Anniversary and recognizing the local squadron for their service in the community.



Capt. Castleman talks about Civil Air Patrol's 75th Anniversary at Pearl Harbor Remembrance event. Photo credit Cadet Chief Master Sgt. Michael Rowe



Pearl Harbor and WWII Survivors at Barracks Museum event in Zephyrhills. Cliff Moffett is in the background, giving history of Pearl Harbor attack. Photo credit Cadet Chief Master Sgt. Michael Rowe

Anti- Submarine Patrol During World War II in Florida

*By Capt. Ernest Lee, CAP
Florida Wing Public Affairs Staff*

In 1941, the situation in Europe was grim. The public thought that the United States could somehow soon become directly involved. From 1938 to 1941, private aviation enthusiasts were also concerned with the tensions, the war that was occurring overseas, and worried for the security U.S. home front. By then, many U.S. states were creating their own civil air defense units.

When National Guard troops were federalized and entered active duty, Florida Governor Spessard Holland ordered the creation of a state guard. In May 1941, a unit designated the 1st Air Squadron, Florida Defense Force was formed at Morrison Field in West Palm Beach. It was created for the express purpose of equipment transport from the state arsenal in St. Augustine to any needed location for infantry support within the state. At the time, a dozen aircraft and over 65 volunteer personnel made up the unit. By November the same year, an additional 55 pilots and aircraft were part of the unit.

Parallel to what individual states were doing, President Roosevelt saw a need for defense within the United States. With the creation of the Office of Civilian Defense in May 1941, President Roosevelt appointed Mayor Fiorella La Guardia the Director of Civil Defense. Patterned after the various state civil air defense services, the Civil Air Patrol became official on December 1, 1941, when La Guardia signed the formal order for its creation. A total of 48 wings, one for each state, were in place at the time Pearl Harbor was attacked.

Within the United States, CAP was organized into regions, coinciding with the War Department's nine Army Air Force areas within the United States. In January 1942, the Florida Wing of CAP had been organized into seven operational groups. The first wing commander for CAP in the state of Florida was Col. Wright Vermilya, who was already the commanding officer of Florida's Civil Air Defense unit.

For most missions of CAP during the war, operations and directions were under the command of each state wing where the mission occurred. In the case of the Coastal Patrol, those missions came under the command of National Headquarters, based in New York at that time.

Although coastal patrol duties were under jurisdiction of Army Air Forces Anti-Submarine Command, patrol orders were generally issued by the U.S. Navy.

Although CAP was formed under the direction of President Roosevelt, Civil Air Patrol owned no property and had limited funding. The funds that were available for operation came from the Office of Civil Defense and were for covering expenses at the National Headquarters level, with some limited assistance at wing level. Facilities and equipment, including personally owned aircraft, were provided by the CAP volunteers. Expenses were initially absorbed by the volunteers themselves. Sometimes, local agencies or organizations that CAP supported would



Coastal Patrol Base 3, Formation, aerial view. Civil Air Patrol Archives



Aircraft used for Coastal Patrol. Civil Air Patrol Archives

supply assistance towards operational costs and supplies. Later in the war CAP members were eventually reimbursed up to eight dollars per day, and given some funds towards fuel if assigned to a war department ordered mission.

At the onset of the war, oil tankers being sunk by submarines were a frequent occurrence along the eastern seaboard early in 1942. The Navy was lacking in manpower and aircraft to handle the submarine menace, and owners of the oil tankers asked the War Department for help. This was not a traditional Army function, and they were not prepared for such defense.

Civil Air Patrol volunteers, who were already performing important functions for the Office of Civil Defense, eagerly stepped up and offered their services. At first, the army was skeptical of the ability of CAP to perform this mission, but there was no alternative and the Coastal Patrol unit was organized.

The first three bases set up for CAP Coastal Patrol were in Atlantic City, NJ; Rehoboth, DE; and West Palm Beach, FL. The bases were set up at first as a 30-day experiment, were then extended to a 90-day trial. At the end of three months, the operation was extended indefinitely. The base staff was made up of CAP pilots, maintenance crew, and clerical staff, typically from the surrounding areas.

Out of 21 bases created specifically for coastal patrol, five were in Florida: Base 3 in Lantana; Base 5 in Flagler Beach; Base 7 in Miami; Base 13 in Sarasota; and Base 14 in Panama City. These five bases were not the only CAP operations in Florida during WW2. Other units were organized to perform a multitude of supporting roles for AAF and other federal and state governmental agencies.



Coastal Patrol Base 3

Base 3 at Morrison Field, West Palm Beach, became operational on March 30, 1942. At the beginning of declared war, the U.S. Army started moving aircraft operations into Morrison Field. Army activity became so intense at Morrison Field, it was decided to move CAP operations to Lantana. Base 3 was in active service for 17 months and flew over 18,700 hours in the coastal patrol mission. Its first commanding officer was Col. Wright Vermilya.

Base 5 became active in Daytona Beach on May 18, 1942. Operations were moved to Flagler Beach in October 1942. As one of the higher areas of submarine activity around the coast of Florida, pilots from Base 5 accumulated up to 65 hours a day flying patrols, with up to 35 aircraft at the height of operations. One hundred twenty-seven men and women served at the base. Three aircraft were lost at sea. Over 17,000 hours were flown with no loss of life in the 16 months the base was operational. The first commanding officer was Lt. Col. Julius Gresham.



Coastal Patrol Base 5

Base 7 operated out of Chapman Field, Miami. This was also the location of an aero gunner's school for the U.S. Army and pilot training provided by Embry-Riddle. The first CAP commander of Base 7 was Lt. Col. Lloyd Fales.



Coastal Patrol Base 7

Base 13 was activated at Peter O. Knight airport in Tampa on July 9, 1942. Its primary mission was search and rescue, and civil defense air raid exercises to judge civil defense response time in surrounding cities. When anti-submarine coastal defense became a priority, operations were moved to Sarasota, with its first patrol in August 1942. Approximately 11,000 flight hours were amassed with no fatalities during operations out of either of the base's two locations. The first commanding officer of Base 13 was Maj. Pete Somes.



Coastal Patrol Base 13, Cadet Squadron

Base 14 in Panama City was formed in June 1942. Much of the original staff that formed the base was from out of state, mainly from Ohio. The out-of-state staffing was due to the lack of qualified civilian pilots and observers in the Panama City area. However, much of the support staff was made up of local residents. The location was near Fannin Field, which is the current day Panama City Airport. The first commanding officer was Maj. Robert Dodge.



Coastal Patrol Base 14

At first, CAP aircraft assigned to Coastal Patrol bases were expected to be utilized as observation platforms only. Early in 1942 a CAP aircraft circled a grounded U-boat for an hour, helpless to take any action. By the time military aircraft could respond, the U-boat escaped. After that time, CAP aircraft were authorized to carry bombs in order to take immediate action if necessary. By May of that year, CAP aircraft were being fitted with bomb racks in order to take a more defensive role against submarines.

Allowing ordnance on civilian-owned aircraft initially presented a point of concern for the War Department. Civil Air Patrol, as a civilian organization, was now taking an active defensive/offensive role. This was one of the driving forces to initiate transfer of CAP from the Office of Civil Defense to the Army Air Force.

By the spring of 1943, the U.S. Navy was gearing up to take over duties and responsibilities of the coastal patrol.

In May 1943, CAP was transferred from the Office of Civilian Defense to the war department, under the supervision of the Commanding General, Army Air Forces. The transfer to the war department did not change the mission of CAP but allowed it to be integrated with the mission of the Army Air Forces.

Much is written about CAP coastal patrol units searching for German submarines. During WWII, Civil Air Patrol performed many other functions, especially in Florida. Aircraft based in the panhandle were used to locate isolated items such as steel bridges in abandoned logging areas as part of the nationwide war effort to collect scrap metal. During a cold snap in February of 1943, CAP aircraft flew over eight thousand acres of north Florida fields, keeping the air moving, to prevent frost formation and crop loss. CAP also acted as carriers to transport military documents in order to free up military aircraft for other missions.

In addition, one of the most hazardous missions CAP performed was tow target duty in support of aerial gunnery training for pilots and aircrew stationed at the various army air bases. Between 1942 and 1945 seven lives were lost during this hazardous duty.

Southern Liaison Patrol was also a duty of Civil Air Patrol. CAP patrolled the southern border between Brownsville, TX and Douglas, AZ looking for saboteurs and infiltrators entering the country, both by land and air.

Aircraft with engine ratings in excess of 90 horsepower were reserved for offshore coastal patrols. With the condition of many of the aircraft used in CAP and with patrol distances of up to 50 miles offshore, crashes were inevitable. Unofficially, the aircrews that crashed at sea and survived the crash became members of the 'duck club'. A total of 112 persons, from all CAP coastal patrol units, are part of the club, with a majority from Florida bases.

While CAP had many other missions assisting in Civil Defense, the title of Coastal Patrol was well publicized, and often interchanged with the name Civil Air Patrol. It was erroneously reported in newspapers that CAP was to be disbanded. In actuality, only the anti-submarine mission was deactivated August 31, 1943. CAP's other missions were dovetailed into the operations of the Army Air Force's to the end of WWII, providing needed support for the war effort.

Coastal Patrol Base Statistics, combined units from Maine to Texas:

- 86,865 missions flown
- 244,600 flying hours
- 24 million miles covered
- 83 pieces of ordnance delivered on targets
- 17 sea mines spotted at sea and reported
- 173 submarines spotted and reported to Army and Navy resources
- 2 German subs directly sunk by CAP, with 57 additional possible hits
- 5,684 special transport missions flown by CAP for US Navy
- 363 U-boat attack survivors found in search and rescue operations
- 91 ships-in-distress reported to navy rescue vessels
- 26 airmen lost, seven critically wounded, 90 aircraft lost

Sources:

Army Air Forces Historical Studies #19 Civilian Volunteer Activities in the AAF. October 1944

History of CAP Coastal patrol Base #5: May 19, 1942 to August 31, 1943

Civil Air Patrol Historical Monograph: Duck Club 1984

The History of Coastal Patrol Base #14, CAP, WW2 by Barbara Green AAF regulation #20-18 and AGO Memo W95-12-43: Organization-Civil Air Patrol. War Dept. May 23, 1943 

Letter from the Editor

*Capt. Sybrian Castleman, CAP
Wingspan Winter 2016 Editor*

The source materials Civil Air Patrol members found in their research for the historical articles were fairly consistent in the data given, but there were some minor discrepancies discovered. Rather than edit out these small discrepancies, it was decided by the Public Affairs team that we would leave each article true to its own sources and leave the variations in data in place.

WingSpan magazine received reprint permissions for images and text used in this edition from historical collections and individuals from around the state.

For their time and assistance in obtaining these permissions and providing *WingSpan* with digital files for us to share in this issue, a special thank you goes to:

Rose Golterry, Palm Beach Historical Society
Connie Lester, Florida Historical Society
Jill Mosley, daughter of Zack Mosley (Former Florida Wing Commander)

Florida Wing's First Commander

*By Capt. Wayne Hooks, CAP
Florida Wing Deputy Director of Public Affairs*

The formation of Civil Air Patrol was the result of the efforts of Gill Robb Wilson, the President of the National Aeronautic Association in 1941. He devised a plan for a Civil Air Patrol and presented it to Fiorello La Guardia, the mayor of New York City and the Director of the United States Civil Defense. La Guardia signed the organization into existence and Civil Air Patrol became monitors of the United States coastline on December 1, 1941, just a week before the attack on Pearl Harbor.

Florida Wing has a prestigious history of service throughout World War II. Colonel Wright "Ike" Vermilya, Jr., the first Wing Commander for Civil Air Patrol in Florida, adds to this rich history.

He started down his path in aviation as a boy flying a Wright Brothers style glider he built himself from a plan he ordered from a boys magazine of the day. Overall, he covered a distance of roughly 400 feet over six flights before he finally damaged the glider beyond repair.

Vermilya went on to become a licensed pilot, holding pilot's license number 35, and flew over a million and a half air miles during his lifetime. He saw service as an aviator in World War I and World War II and flew a great variety of aircraft, including a new form of aircraft, the helicopter.

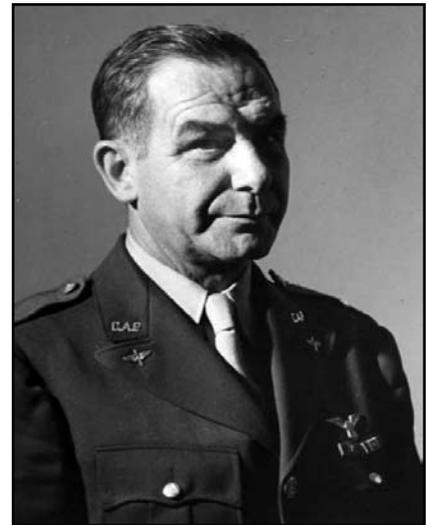
Vermilya's path to becoming the first Wing Commander began on May 28, 1941 with the formation of the 1st Air Squadron, Florida Defense in West Palm Beach, Florida where he was assigned as the squadron commander. He had long been working on the organizational side of the 1st Air Squadron before it had been made official by an act of the Florida Legislature. By November, the unit had amassed 12 aircraft, 26 officers, and 41 enlisted men. Vermilya went on to recruit 54 more pilots with 53 additional airplanes.

Upon the attack at Pearl Harbor, just one week after the formation of Civil Air Patrol, Fiorello La Guardia who was the Mayor of New York City and the Director of the United States Civil Defense, decreed that each state would have a Civil Air Patrol Wing. On December 10, 1941, La Guardia appointed Capt. Vermilya as Florida's first Wing Commander. By early January 1942, Vermilya had organized the Wing into a seven group structure, very similar to how the Wing is organized today.

During his aviation career, Vermilya did test work on the Sopwith Camel; flew with the Arkansas National Guard; served as the State of Florida Director of Aviation under Governor Spessard Holland;



Vermilya and Gresham, 1942. Photo credit Civil Air Patrol Archives



Col. Wright "Ike" Vermilya. Photo credit Civil Air Patrol Archives

became the Director of Flight training at Embry-Riddle University; and was a partner in the Palm Beach Aero Corporation. His achievements continue well beyond this short list. Most pilots would consider any one of Col. Vermilya's accomplishments a lifetime achievement, let alone take his career in its entirety.

Florida Wing has a proud history reaching back to the very beginnings of Civil Air Patrol, not the least of which is its first Commander.

Sources: Civil Air Patrol, Southeast Region website
[http://archives.sercap.](http://archives.sercap.us/research-center/biographies/col-wright-vermilya-jr.aspx)

[us/research-center/biographies/col-wright-vermilya-jr.aspx](http://archives.sercap.us/research-center/biographies/col-wright-vermilya-jr.aspx)

Zack Mosley: Civil Air Patrol's Cartoonist Aviator

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

The Adventures of Smilin' Jack comic strip was the creation of cartoonist Zack Mosley. Originally, the comic strip was debuted in 1933 as *On the Wing*, but after a few months, the Chicago Tribune changed the name. His comic strip was published in over 300 newspapers for 40 years.

Mosley was an avid aviator. During World War II, Mosley moved his art studio to a corner of the hangar at Coastal Patrol Base 3 so he could continue his work on the syndicated comic strip and volunteer with Civil Air Patrol as a pilot.

He used prominent Civil Air Patrol members to base some of his cartoon characters upon, including Florida Wing's first commander Wright "Ike" Vermilya who was Mosley's inspiration for the character Long Distance Ike. Mosley created several of the Smilin' Jack comic strips with Civil Air Patrol as the subject matter, helping promote CAP.

His Civil Air Patrol career included serving with the Coastal Patrol anti-submarine mission where he flew 300 hours, and was awarded the U.S. military Air Medal. He also served as a Florida Wing Commander, a Public Affairs Officer, and was a member of the executive board for Civil Air Patrol.

Mosley ended his Civil Air Patrol career with the grade of Colonel and was inducted into the U.S. Air Force's Hall of Fame three years after he retired the Smilin' Jack comic strip in 1973.



Sources:
Palm Beach Historical Society. *Special Exhibit Teachers Guide "War in Florida Waters"*, Feb-Sept 2010
visit their website at: www.historicalsocietypbc.com for the full Teacher's Guide.
Wikipedia article, Zack Mosley, https://en.wikipedia.org/wiki/Zack_Mosley
Official Zack Mosley website, www.smilinjacked.com
visit their site to see additional Smilin' Jack comic strips
Jill Mosley, daughter of Zack Mosley



Wreaths Across America

• REMEMBER • HONOR • TEACH



On the third Saturday of December, Civil Air Patrol squadrons from across the state of Florida participated in Wreaths Across America (WAA) by laying wreaths at grave markers in National Cemeteries. The motto of WAA is “Remember. Honor. Teach.”

*Photo by Maj. Steve Lampasona, CAP
At Florida National Cemetery, Bushnell FL*

927th Honored

Story and Photo by Capt. Sybrian Castleman

On Saturday, December 3rd, the 927th Refueling Wing from MacDill Air Force Base was honored by Civil Air Patrol’s Group 3 for their invaluable assistance at MacDill’s AirFest and at Sun n Fun in Lakeland in 2016. The 927th set up their field kitchen and cooked to feed the hundreds of Civil Air Patrol volunteers at both events.



Chief James Candler, Col. Frank Amodeo, Cadet Chief Master Sgt. Austin Naraez (CAP), Maj. Joe Mora (CAP), Lt. Col. Kelli Molter, Command Chief Mike Klausutis

Coastal Patrol 3 Cont- from page 13 . . .

held at Lantana Airport. Major General Lucas V. Beau, USAF, presented the medal to them. This group represented almost one quarter of the total 824 medals awarded to the CAP, of which fifty-three were awarded to members of CP 3.

A year after the war ended, General Tooev Spaatz, first chief of staff, USAF, admitted at a congressional dinner that the U.S. air forces “were not prepared to meet that danger [German Uboats], not equipped for adequate defense of the country, with less for offense overseas.” Of the CAP he continued to say, “it was then, in 1941, that the Civil Air Patrol was formed somewhat as a fire bucket project,” to supplement the military until the army and navy had the resources to defend the U.S.

A fitting tribute to the CAP of World War II was a statement made by another former German U-boat commander. Sometime after the war, an American military officer interviewed the ex-Uboat commander and asked him why U-boat attacks stopped along the east coast of the United States. His answer was “because of those damned little red and yellow planes.”

Thank you to the Palm Beach Historical Society for use of this article.

To read the full article from the Special Exhibit Teachers Guide “War in Florida Waters”, Feb-Sept 2010 visit their website at: www.historicalsocietypbc.com

Credit for compiling excerpts for WingSpan magazine:

Capt. Ernest Lee, CAP, Florida Wing Public Affairs Staff





FLESA 2016 Graduation. Photo credit 1st Lt. Joe St. Cyr, CAP

Florida Emergency Services Academy

*By Maj. Judy Schiff, CAP
Florida Emergency Services Academy, Public Information Officer*

The MacDill Air Force Base Auxiliary Field, also known as the Avon Park Air Force Range, was the location for the 2016 Florida Emergency Services Academy (FLESA) held during the last week in December. This location was a World War II airfield and is presently used as a training facility for many emergency services teams, including Civil Air Patrol, and military training.

The 70 Civil Air Patrol members from around the state of Florida who attended were introduced to some of the Central Florida Search and Rescue K-9 teams. They demonstrated to CAP members how K-9 searches are conducted and the diverse

abilities of the trained dogs.

Many cadets enjoyed their first bivouac camping experience and others enjoyed getting qualifications for air crew search and rescue. The training was intense and very effective because of highly trained and motivated instructors.

For the very first time, aircrew training sorties were added to the Florida Emergency Services Academy. Four aircraft - one from Group 5, one from Group 2, and two from Group 3 - were on hand to offer the platforms necessary for Civil Air Patrol members to achieve their air crew qualifications.



1st Lt. Frank Kilgore, CAP. Photo credit Capt. John Robinson, CAP

Classroom training was conducted by the pilots. The training included sessions for Mission Scanner, Arial Photographer, and Mission Observer. Flights began on Wednesday morning and were completed by late Friday afternoon. Thirty-three air sorties were flown, nine of which were in the GA8. The GA8 saved FLESA about 13 air sorties by smaller aircraft as it

was able to accommodate 5 trainees at a time.

Mission Observer sorties were in the bombing range restricted area where air crews located the source of the training ELT signal, then proceeded to give directions to ground teams to find and silence it. This was valuable training for both air and ground personnel as the opportunity for combined training doesn't present itself often in training scenarios.

The air crews were training at the large training center near the airfield, while the ground teams and mission base teams were at headquarters near the barracks and mess hall. Favorable weather for the week allowed air crews to fly on schedule and ground teams to camp comfortably in the bivouac areas. Mission staff training was also part of the achievements during the week long training.

Aerial photography is in high demand and aircrews are often needed after natural or man-made disasters. This need has prompted many Civil Air Patrol members to seek this qualification. Seven members newly rated as mission air photographers during the Academy.

Coordination, communication, and motivation were instrumental to members having a successful week of emergency services training at Avon Park Air Force Range. The addition of aircrew training to the curricula was highly successful with the



Capt. John Robinson, CAP and 2nd Lt. Jose Concepcion, CAP preparing for aircrew search and rescue training. Photo credit 1st Lt. Frank Kilgore, CAP

number of qualified air team members graduating from the Academy. Next year, the plan is to add mission pilot training and accommodate more trainees in all the other mission qualifications.



Aerial view of the MacDill Air Force Base Auxiliary Field, at Avon Park. Photo credit 1st Lt. Frank Kilgore, CAP



Civil Air Patrol members with Search and Rescue of Central Florida's (SARCF) track and trailing bloodhound "Duke". Photo credit 1st Lt. Joe St. Cyr, CAP