

PROPWASH

PINELLAS SENIOR SQUADRON
Civil Air Patrol - Florida Wing
Albert Whitted Airport,



www.stpetecap.org

St. Petersburg Phone (727) 821-8354
MARCH & APRIL 2008 Vol. XXVIII, No. 2

Commander's Corner

We are seeing a lot of training in the works and in various stages of planning. Part of that training is accomplished through the use of computer simulators. As the Squadron continues the emphasis that former Commander, Captain "Pete" Crawford, placed on Emergency Services Aircrew training, the use of computer simulation is increasing. More of us are carrying computers to the meetings for research, training mission design and requests, Personnel, Admin and for simulated training.

SAINT PETERSBURG SQUADRON
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The Squadron has been using computers to train for GPS and glass cockpit proficiency during the meetings and/or at home. Lt. Col. Larry McConnell physically demonstrates how an air search is conducted by setting up chairs to simulate the cockpit of a plane or by having members walk around following him as they imitate a plane flying a search pattern. I don't think anyone who was in those meetings will forget those vivid images.

Major Eugene Olson

SCIENCE FAIR PARTICIPATION

St. Petersburg Christian School held their 4th-5th grade Science Fair 28-29 February 2008. The Fair projects were on display in the school gymnasium with 40 plus projects. This is an annual event that is open to parents and the public. The students were given guidelines for their presentations while questions were allowed concerning their experiments. Each student submitted a hypothesis, the procedures followed, a daily journal and their conclusions.

Squadron members, Lt.C. Vivian Olson, Lt. Victor Vierin and Sheila Vierin, volunteered as judges requiring a half-day of analyzing the quality of each experiment, accuracy and the rules each participant was expected to follow. It was an enlightening experience for all who attended. This experience as a Science Fair Judge qualifies as a Aerospace activity in civic involvement within CAP WING.

Lt.C Vivian Olson

REMEMBERING Major J.W..DEESE

As most of you know, J.W. died March 3, 2008 at home. Many CAP members attended his funeral on March 6th with Lt. Col. Larry McConnell serving as chaplain. Many members have praised Larry for conducting such an outstanding funeral but we hope such a need will not be too frequent within our organization. However, Larry McConnell and his wife, Bonnie, were there when I needed them.

Other members of CAP speaking included Group 8 Commander, Ron Miles and Col.Bedgood. Commander Major Olson added to what was said and coordinated the Color Guard with the service. Many members emphasized to me the presence of our CAP family and their availability in my grief. Our Wing Commander called me the next day, emphasizing that CAP is available and remembered that he had talked to J.W during the last Wing Conference. I feel blessed by such support.

Members of the US Coast Guard told of the five years that J.W. contributed his time at the Marine Safety Office in Tampa. Their favorite story, fondly retold, was centered around J.W.'s pack-rat behaviors and how his Commander had to give him orders to clean-up his office. J.W. did follow those orders by putting everything in his car and bringing it all home. As you may conclude, I have inherited all that.

Since many of you knew of J.W.'s opposition to spending money on flowers, the immediate question developed, where could individuals send money in his name? Major Olson and

*A detailed obituary and visual history of J.W. is on www.andersonmcqueen.com

I immediately thought of the ramp at the Pinellas Squadron which has suffered due to a lack of money and determination to finish it.

J.W. moved to the Pinellas CAP Squadron after he was unable to make the trip everyday to Tampa with the Coast Guard Auxiliary from his own growing health problems. He had hoped to stay involved with CAP but the steps up to the Pinellas Senior Squadron building became more difficult. He was always pleased to visit the Clearwater Squadron building because they had a strong handicap ramp.

Some might say, there are just three steps to the Pinellas building or there are others around to help, so why is a ramp necessary? But, we healthy people need to understand that someone who is experiencing a deterioration in walking and balance does not want to complain or show that they are less fit. Secondly, they have a growing fear that any fall will rob them of their current level of independence, so they tend to over avoid any possibility and just stay away.

Then, there are those who would say, CAP is for rescue and flying. Those who can not do that, should drop out. That has often happened. Instead, we should support our members as we all age with various physical changes and CAP needs our experienced members in other support positions. A caring family would not eliminate members as they become useless but rather find ways to keep them involved.

So let's get that ramp to the St. Petersburg Squadron completed!. We might be the next ones who will need it. Lt. A. Wynelle Deese

CAP MEMBER RETURNS BACK TO SCHOOL AFTER 52 YEARS

Major Jack Wholley was recruited to teach up to 7th grade children in ballroom dancing at the newly built Classical Christian School for the Arts. The class consist of 13 students with six performing at a fund raiser to enhance the musical arts. Jack has been dancing over 40 years and a member of CAP over 20 years.

MARCH SAFETY BRIEFING

The Sentinel: <http://level2.cap.gov/documents/Sentinel.pdf>

Pre-flight Inspection:

<http://www.planeandpilotmag.com/proficiency/pilot-skills/the-ultimate-preflight.html>

The article referenced above is worthwhile reading for anyone planning to fly in a small aircraft. Just because you are not a pilot, the more familiar you are with the aircraft, the better.

While everyone knows that the pre-flight inspection is part of every pilot's responsibility, CAP requires that Observers and Scanners are able to perform it also. In addition, passengers in small aircraft have the unique opportunity to get "up close and personal" with the aircraft in which they are about to fly. Anyone who sees a possible defect in the aircraft should bring it to the attention of the pilot. If you don't, and it breaks during the flight, you might regret the inconvenience!

Bob Smith