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PROPWASH



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From our Commander, Pete Crawford

During 2006 I was very fortunate in being able to visit two world class air museums: The U. S. Air Force Museum at Dayton, Ohio, and The American Air Museum in Britain. To top it off, a local businessman had me fly him in his Cessna 310 to see the air show at Oshkosh and later fly him to an Army reunion at Omaha Nebraska; at which point I was able to fly on to Independence Kansas for three days of additional training in G1000 (six days of training in all) aircraft and visit the floor of the factory making the Cessna Mustang and the Cessna piston aircraft. I would like to share a few of the highlights of these adventures with you.

In the spring our daughter wrote us that we could use her apartment in London, where she was in school, while she was on spring break. Finding we had sufficient airline points, we jumped at the chance only to discover on our arrival she had about 240 square feet of floor space split evenly on three floors. We could hardly get our bags in, or we could sleep there, but not both! Nor could I use the spiral stairway without taking off my jacket! The American Air Museum, located with a branch of the British War Museum at Duxford was quite spacious, a modern, huge, dome shaped building with no interior supports. It housed a B52, SR71, U-2, F 100, B-24, A-10, and too many other aircraft to list. Many of the aircraft sat on their gear on the floor, while others hung from the ceiling. Outside and in surrounding hangers sat V-bombers, a comet, WWII aircraft, WWI aircraft, Russian and German aircraft, as part of the British Air Museum. To get there from London one took a train, then a local bus. The trip took about two hours either way, so one needed to allow an entire day to get a quick glance at all the displays.

Later in the summer, we flew to Oshkosh and spent four fantastic days wandering the displayed aircraft, homebuilts, warbirds, antiques, classics, and things that only the imaginative can imagine. Every afternoon was finished with an air show than was world class.

Later in the fall, we were in Dayton and got to see the Air Force Museum—three huge hangers connected together with buses running visitors over to additional hangers. This took me three days to see.

The following picture shows all of the x-planes, minus the x-1, all of the Air Force Presidential aircraft, a B-36, SR71, B-70 Valkyrie (the only one), military aircraft from WWI, WWII, Korea, Vietnam, Cold War, and developmental prototypes never produced. This was a year I cannot hope to repeat in the aircraft seen, heard, and touched.



DATES TO REMEMBER

January 3, Regular Meeting
January 10, Regular Meeting
January 17, Regular Meeting
January 24, Regular Meeting
January 31, Special dinner meeting to be announced
February 7, Regular Meeting
February 14, Regular Meeting
February 21, Regular Meeting
February 27, Regular Meeting

Gerber, Dr. Russell L. 80, of Maplewood, MN and Pinellas Park, FL, died peacefully Saturday, December 2, 2006 with family. Dr. Gerber was born in Slaton, MN and professor emeritus of 36 years for University of Wisconsin -River Falls. He was a member of several organizations in his lifetime including but not limited to the River Falls Lions Club, River Falls Chamber of Commerce, International Technology Association, Phi Delta Kappa -University of Wisconsin Campus Chapter, and the Wisconsin Technology Education Association. He was recognized recently for over 50 years of service to the Civil Air Patrol and as a Lieutenant Colonel served as Squadron Commander for St. Croix Squadron, MN Wing of Civil Air Patrol. Dr. Gerber also served in the armed forces during WWII.

Russ was the son of the late Joseph Gerber and Lucille Bockensteadt. Dr. Gerber is survived by his daughter, Jennifer and her husband Peter of Bellevue, Washington; his son, Jeff Gerber and his wife Hilary of Kirkland, Washington and sister, Nadine Krohn of Worthington, Minnesota. Dr. Gerber is also survived by his 2 grandchildren, Kai and Sydney, and nephews, Mike, David, Lou, & Tom. A celebration of his life will occur during the Spring of 2007 in Minneapolis, MN. The family will be contacting all friends and family when arrangements have been made.

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Becoming a CAP Pilot in Florida Wing
By: David E. Tucker, Capt, CAP
Group 8 Chief Check Pilot

At least once a month I am asked how to become a pilot in Civil Air Patrol. All of the answers to this question are listed in CAP Flight Management 60-1. Here is an overview.

- After the new CAP member has completed their orientation, cadet protection and Level one training, they will be eligible to become a CAP Pilot.
- The pilot must register with “Flight Schedule Pro” which is the scheduling provider used in Florida Wing CAP. You can register at “<http://flightschedulepro.com>”
- The pilot must then take the online 60-1 written test and Cadet orientation test if they have the requirements and wish to become a Cadet orientation pilot. These tests can be found at <https://www.caphq.gov>
- After the written is accomplished and pilot is registered with flight schedule pro, the pilot will then need to schedule an orientation flight with a CAP Instructor or check pilot for preparation for form 5 within 30 days of the flight check.
- Before meeting the check pilot for the form 5, the applicant will first enter all of the appropriate information into M.I.M.S. The Check Pilot will then verify all of the information presented during the form 5 for validation. The form 5 will not be conducted unless this information has been entered into the M.I.M.S system.

1. Go to National Head Quarters: <https://www.capnhq.gov>
2. After logging in, select "Personal Pilot Data" under CAP utilities (left side near the bottom)
3. I did not read the instructions, but you should probable print out and follow. At the bottom of this page is a blue "Click here to proceed to new pilot form". **Click this.**
4. Select CAPAirplane Pilot, then appropriate rating(s).
5. For pilots who have only had one form 5, this is simple. For all others who have had multiple form 5's, and used different planes, all must be entered. This could take some time.
6. After all is entered, have a check pilot, or I think Commander's have the authority to validate. Assure that everything required by 60-1 has been entered.

- Pilot will then bring two copies of the following for the form 5 This is found in 60-1 paragraph 2-8:
 - Copy of FAA Pilot Certificate(s).
 - Copy of current FAA CFI certificate (if applicable)
 - Copy of current FAA medical certificate.
 - Documentation of currency IAQ FAR 61.56.
 - Copies of most recent CAPF's 5 establishing aircraft qualifications in each type in which qualified.
 - A current copy of each completed aircraft questionnaire.
 - Proof of annual CAPF 5 written examination completion.
 - Sighed statement of understanding.
- Per 60-1, all of the required documentation will be kept at the squadron level. Additionally, per the current group commander, copies will also be sent to the Group Standard Evaluation officer. The Group Standard Evaluation officer will the forward required information to Wing.
- If the pilot is requesting to become a Cadet orientation pilot, the applicant must have sufficient **recent** flying experience to be considered. This consideration will only

be granted by Wing. The pilot must submit a Florida Wing form 11 for consideration to Cadet Orientation Pilot or other position requested.

- The applicant will not be a Cadet Orientation Pilot until approved by Wing and placed on orders. This requirement also applies to Instructor and Check Pilots.
- As mentioned in 60-1, the form 5 will be a flight test where the applicant can successfully perform all tasks to the rating being exercised. This will be very similar to the Practical test taken with the designated examiner or FAA. CAP is very serious regarding flight privileges, and these privileges will only be granted to proficient pilots. So, if you have not flown in a while, get some practice with a flight instructor before calling the check pilot.
- Any questions to the above should first be referred to 60-1 for answer. Then if the question is not answered there, ask either your commander, CAP instructor pilot, or other Check Pilot, and then finally, if still not answered, the group Chief Check Pilot.
- Group 8's current check pilots are:
 - Pete Crawford Crawfdds@hotmail.com -822-6738
 - Larry Tellier ltellier1@tampabay.rr.com 505-670-0640
- Group 8 Chief Check Pilot:
 - David E. Tucker dtuckerfly@earthlink.net 727-480-1965