



The Eagle's Scream

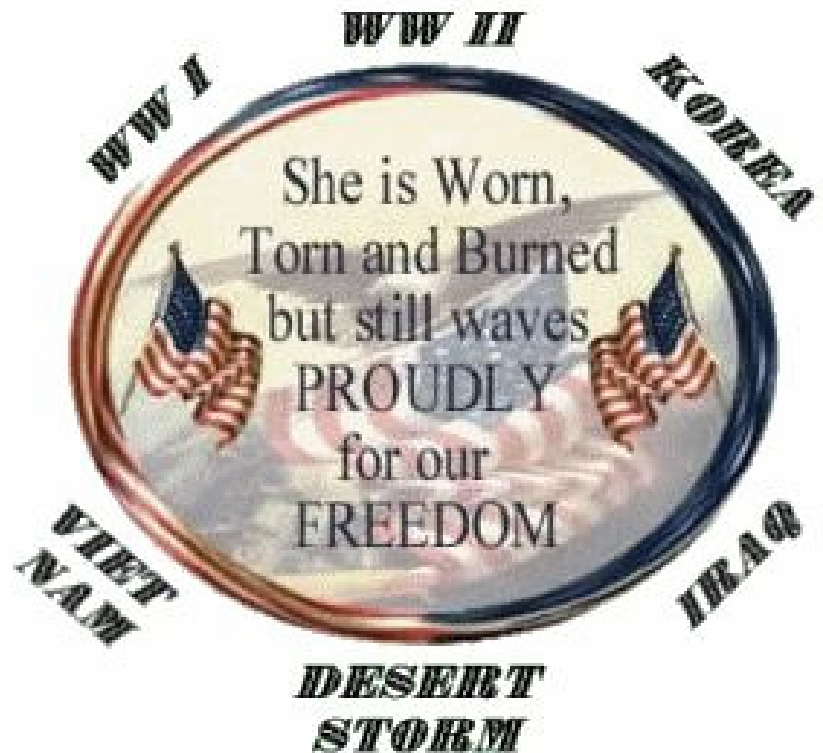


WEBSITE: <http://caffl.org/>

Official Publication of the Commemorative Air Force - Florida Wing

August 2007

*Dedicated to
the restoration
of military
aircraft*



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ANNOUNCEMENTS

General Meeting

The next General Dinner Meeting of the Florida Wing will be:

Wednesday, **September** 26, 2007

Spruce Creek Country Club

1900 Country Club Drive

Daytona Beach, Florida 32128

Cocktails: 1800

Dinner: 1900

\$19.00 per person



For reservations contact Alexis Montague at 760-9006 or lexy3918@hotmail.com

Staff Meeting

The August Florida Wing Staff Meeting will be held on Wednesday, August 8th at the CAF hangar at the DeLand Airport at 11:00 AM. All elected officers and committee chairmen should plan on attending. All members are invited, and encouraged, to attend the staff meetings. Your contributory thoughts and ideas are valuable and helpful toward the successful progress of the Florida Wing. Wing records will be available at the meeting for inspection by any member.

EDITOR'S NOTES

Colonel Bob Cline
(CAFFL@AOL.com)

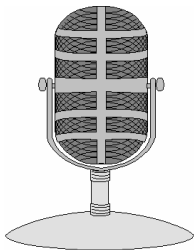


“Houston, we have a problem”. The problem, as I see it, is a lack of communication which only serves to be destructive to any organization. Members are interested in hearing about the activities of the Wing, otherwise they loose interest. Members of the Wing have been told, “It doesn’t concern you” or “It’s none of your business”.

This newsletter only contains one officer report. That’s all I received and that’s the only one printed.

Over the past several years we have lost many more members than we have gained. Several have told me that part of the problem was a lack of communication. “Houston, we do have a problem”.

*Announcements
of interest for
Florida Wing
members.*





STAFF MEETING MINUTES

Colonel Ann Conway
(f32br@AOL.com)

NO MEETING THIS MONTH
However, I am glad to print Ann's favorite poem:

The Airman's World by Gill Robb Wilson

The records have it life begins
-The countdown starts from then-
When infants join the caravan
That is the race of men,
But as I scan the lengthen'd trail
Since first I opened eye
It seems to me that life began
The day I climbed the sky.

And if it be that this is so,
The three score years and ten
Since I was cradled in the hills
To join my life with men
Must stand subtracted by the span
Between my infant's cry
And years that intervened until
I first had climbed the sky!

*The Airman's
World*





MAINTENANCE OFFICER'S REPORT

Colonel Steve Moddle
(stevespiperclub@AOL.com)

I missed last months newsletter, so I will bring everyone up to date. N2995C had its annual completed and no major problems were found. One problem that was encountered is the propeller needs special grease and Col. Fig and I went to over 15 places and could not find it. Finally our airport neighbor told us of a place in Daytona that might have it so I checked and they did. It is a Shell distributor and carries all different kinds of lubricants. I inquired about a case of oil and it is cheaper by about \$5.00 then we can get it a Sam's. They also carry oil in 55 gallon drums, so when we get the TBM ready to run that will be the place to get the oil. 95C has had the name changed to Al. E Gator and the new decals have been put on and the cowling repainted. Next is the transponder needs to have it's bi-annual check for accuracy and we are back in business till next year. Misty Blue is in our hangar in Deland for just a few things that need to be done. Steve Moddle Maintenance Officer.

L17-A, L17-B status.

Florida Wing Tax Deductible Donation Form



Name: _____
Address: _____
City: _____ State: _____ Zip Code: _____
Home Phone: _____
Office Phone: _____
E-Mail Address: _____

Please accept a donation of _____ to be credited toward the:
 General fund
 Building fund
 Aircraft sponsorship for _____
 Other _____

Send to:

Col. Alexis Montague-Fortune
2901 Cypress Ridge Trail
Daytona Beach, Florida 32128-6967



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APPLICATION FOR COMMISSION

OFFICE USE ONLY—DO NOT WRITE IN THIS AREA

Recommended by _____

CAF Col

Serial No. _____

Date Received _____

Unit Credit _____

Serial No. _____

NAME _____

MAILING ADDRESS _____

(City) _____ (State) _____ (Zip) _____

HOME PHONE _____ BUSINESS PHONE _____

FAX _____ CELL _____ E-MAIL _____

PROFESSION _____ COMPANY & TITLE _____

IF RETIRED, PAST PROFESSION _____ COMPANY _____

DATE OF BIRTH _____ MARRIED _____ IF YES, SPOUSE'S NAME _____
Yes or No

IF YOU SERVED IN THE ARMED FORCES, WHICH BRANCH AND WHAT COUNTRY? _____

BRIEF HISTORY OF DUTIES PERFORMED WHILE IN SERVICE: _____

DATE OF SERVICE _____ RANK AT SEPARATION _____

List aviation related skills, business skills, historical/museum skills

List CAF members, if any, with whom you are acquainted _____

Do you wish to affiliate with a CAF unit? _____ If yes, which Unit? _____

Explain how you would like to contribute to the development of the CAF: Financially, time, talent, annual contributions, aircraft sponsorship, _____

Print name as you would like it to appear on name tag _____

As a CAF Officer Candidate, the following points are presented for your information:

OBJECTIVES OF THE COMMEMORATIVE AIR FORCE

1. To preserve, in flying condition, a complete collection of combat aircraft which were flown by military services of the United States in World War II.
2. To provide museum buildings for permanent protection and display of these aircraft as a tribute to the thousands of men and women who built, serviced and flew them.
3. To perpetuate in the memory and hearts of all Americans the spirit in which these great planes were flown for the defense of our Nation.
4. To establish an organization having the dedication, enthusiasm and esprit de corps necessary to operate, maintain and preserve these aircraft as symbols of our American military aviation heritage.

The COMMEMORATIVE AIR FORCE is a self-supporting, all-volunteer organization. It is non-profit, tax-exempt and incorporated under the laws of the State of Texas for charitable and educational purposes. You do not need to be a pilot or military veteran to become a member of the CAF. Candidates must be 18 years of age or older.

I certify that the statements made by me in this application are true, to the best of my knowledge and belief, and are made in good faith. I will give my full support to the aims and objectives of the COMMEMORATIVE AIR FORCE and will assist the General Staff in attaining these goals.

Date: _____

Applicant's Signature

Application can not be processed unless proper signature is affixed.

• Annual dues are \$160.00, plus first year processing fee of \$40.00. Please remit a total of \$200.00 with this application.

Annual membership dues of \$160 include \$18 for a 1-year subscription to The Dispatch.

If you do not wish to receive The Dispatch please check here. (Membership dues will remain \$160)

Mastercard/VISA/Discover/American Express # _____ Expires _____
(Circle One)

• **Bank Draft OPTION:** (U.S. Only) Please remit \$56 with application. \$16 will be drafted from your account monthly upon receipt of a Bank Draft Form. If a form is not attached to this application, please request one.

• **IF YOU WISH TO BECOME A LIFE MEMBER:**

Life Membership Contribution: \$1,920.00 plus processing fee of \$40.00.

\$1,960 enclosed.

Deferred Life Membership -- \$200 is enclosed, \$160 will be billed monthly for 11 months.

Are you a pilot? _____ Total flying hours _____ What aircraft types have you flown? _____

Certificate: Student Private Commercial ATR Cert. No. _____

Ratings: _____

CAF AIRCRAFT SPONSOR PROGRAM

The Sponsor Program makes this collection of airplanes possible and is largely responsible for their continued preservation. Those who sponsor the aircraft will have the privilege of serving as ground or flight crew members if they wish and can qualify. Costs of sponsorships range from \$150.00 to \$10,000.00. You do not need to be a pilot or mechanic to sponsor an aircraft or participate in its operation.

Warbirds Collide At EAA AirVenture, One Killed

Two P-51 Mustangs collided on the south end of the north/south runway at Wittman Regional Airport in Oshkosh, Wis., on Friday at 3:17 p.m., killing the sole-occupant pilot of one airplane and injuring the sole occupant of the other craft. The two warbirds were participating in the daily Showcase Flights at EAA when they apparently came into contact with each other and crashed. At press time, the FAA and NTSB were on the scene of the accident and had already begun their investigation.

Blakey Gives Last Pitch for User Fees

Outgoing FAA Administrator Marion Blakey gave one last pitch for the implementation of general aviation user fees at EAA AirVenture on Thursday. And a gracious capacity crowd attending the annual "Meet The Boss" session let her have her say. During her introduction, EAA President Tom Poberezny noted that the FAA reauthorization bill is before Congress and that means the debate at the grass roots level is over. But Blakey, who could have let the issue go, instead suggested that Congress's failure to implement a "cost-based" system of revenue generation could result in blocks of airspace being closed to general aviation. "There's a very real possibility you won't be able to fly where you want, when you want," she said. "We believe a cost-based system will keep you flying rather than keep you from flying." She also stressed that under the proposal her administration made, the majority of general aviation operators would not be affected.



Blakey also took some time to reflect on her five years as Administrator and noted some accomplishments. Under her administration, the wait time for processing of flight medicals in which some issue was flagged at the local level has gone from a number of months to about three weeks. She's also happy with the progress of the deployment of Automatic Dependent Surveillance-Broadcast (ADS-B), noting she expects the \$1 billion contract to initiate the system in the Lower 48 states to be awarded to one of three private sector bidders on Aug. 30. She also said that her term has seen the safest period for U.S. aviation.

Electronic Charts Now Approved for Part 91

Jeppesen spokesman Todd Krawczyk told media at EAA AirVenture that the FAA has formally recognized electronic charts for use in Part 91 operations and cleared up all the ambiguity that has been his industry's biggest marketing impediment. The FAA issued Advisory Circular 91-78 on Monday that gives specific guidance to Part 91 operators on the use of electronic charts. "This just completely clears things up," Krawczyk said. In a nutshell, electronic charts in Class 1 and Class 2 electronic flightbags can be legally used in all phases of flight in lieu of paper documentation. The AC suggests (but doesn't require) back up, but it says that back up can be another source of electronic charts and doesn't have to be paper, although it's pretty easy to print out the electronic charts.

Krawczyk said previous FAA language on electronic charts dealt with commercial operators, and his company and pilots were left to extrapolate those rules for use in Part 91 operations. "It resulted in a lot of confusion and uncertainty," he said. "It's one of those things that's been holding the industry back."

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The Florida Wing's Navion, N2995C

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Operations Officer Col. Tony Rebello	386-760-1251	Maintenance Officer Col. Steve Moddle	386-760-0797
Financial Officer Col. Alexis Montague	386-760-9006	Historian TBA	
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Strategic Planning and Special Assignments		Col. Richard Russell	386-760-6188
Dinner Reservations		Col. Alexis Montague	386-760-9006
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