Happy Thanksgiving
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Mission Statement
Paralyzed Veterans of America Central Florida is a congressionally chartered veteran’s service organization that provides a platform of advocacy, education and research, communication, adaptive sports and recreation for veterans paralyzed as a result of spinal cord injury or dysfunction, in an effort to afford them with the highest quality of healthcare and life experiences.

November Board Meeting is a Zoom - November 18th 10:30 AM.

Table of Contents
Thanks to Karolina for the cover picture
Caregivers On The Homefront.............3
Holiday Party.................................4
President....................................6-7
Executive Director..........................8
Auto Train..................................12-13
Sports........................................14
Andrew Murphy...........................18

Caregivers on the Homefront
Mental Health and Wellness Restorative Weekend

November 18th-21st, 2021
Hilton Grand Resort at Sea World

Apply today for our veteran and military family caregiver Restorative Weekend. You must be a registered caregiver with Caregivers on the Homefront. https://caregivers-homefront.org/what-we-do/registration/

Once registered apply here: https://caregivers-homefront.org/mhrestorativeweekend.html

The Restorative Weekend consists of interactive workshops that focus on a variety of topics that surround the caregiver - self-care, identity, mental health, boundaries, suicide, and resiliency. Please understand while we hope you find a moment to yourself so you can reset, we will not have much down time nor will this be a getaway for the caregiver to isolate. We want to provide you with tools so that when you return home you are better equipped to navigate this journey we are all on together. We also hope you find a solid foundation and a wonderful caregiver tribe to ensure your resiliency.

www.caregivers-homefront.org

Find us on Facebook @caregiversonthehomefront
SAVE THE DATE
DECEMBER 18, 2021 12 - 4 PM
at
THE ORLANDO MARRIOTT LAKE MARY

Annual Holiday Party

There will be a “Crazy Santa” gift exchange.

If you wish to participate
Please bring a $25 gift for each attending
Please RSVP by calling 407-328-7041
Although soldiers have been wearing head protection since at least the 26th century BCE, the modern military helmet is a fully 20th century invention. With the widespread introduction of gunpowder in the 16th century, European infantry started dressing their armor. Pikes and swords were less of a threat than musket fire. Even heavy armor was of limited use against bullets, and soldiers had to carry too much to carry anyway. Although a few cavalry units held on to helmets and breastplates, the infantry lost them long before the start of the First World War, and soft hats or caps were standard issue. During WW1 though, one type of weapon proved particularly lethal: fragmentation shells exploding above trenches. In 1915, armies hurriedly introduced helmets, widely known as ‘tin hats.’ The soldiers found the new helmets comical, but they cut head injuries from 70 percent to 22 percent.

American troops were issued with the M1917 Kelly helmet, copied from the Brodie helmet developed by the British. The design was basic, just a sheet of manganese steel pressed into a bowl shape, weighing about a pound and a half. It had notches to stop it from rubbing, and a leather chinstrap. This strap could be a liability: once tightened it was difficult to undo, a deadly consequence for a soldier who gets accidentally snagged on some obstacle.

Only minor changes were made until 1942 when the Army rolled out the iconic M1 helmet, famous from Sands of Iwo Jima a thousand war movies from To Kill a Mockingbird to Saving Private Ryan. This is likely the helmet you see in the movie. Although soldiers have been wearing helmets since at least the 16th century, just a spot of providing adequate protection while being (just) light enough.

The M1 has been described as the most successful helmet of all time, given its service history spanning forty years. The design was copied by many other countries. If it had a competitor for this title, it was the distinctive WWII German Stahlhelm helmet. The Stahlhelm provided similar cover to the M1, but was more complex to manufacture, being made of several sheets of steel, and it was produced in different sizes. The Stahlhelm gave a clearer field of view, something that U.S. designers picked up for their next generation. First introduced by Israeli army helmets, Kevlar, a newly discovered bulletproof material, also made its way into the U.S. army helmet. What makes Kevlar fabric so effective is that it’s impregnated with resin to produce a shell, which is lighter and tougher than steel. Along with Kevlar body armor, the helmet formed the Personnel Armor System for Ground Troops of PASGT, pronounced ‘pass-GET,’ introduced in 1983.

The PASGT helmet was popularly known as the “K-Pot” (for its Kevlar composition) or “Fritz,” for its resemblance to the German Stahlhelm. It provided greater coverage, down to the nape of the neck and had far better ballistic performance. It also featured a removable sweatband, which was useful during the heat of battle. Kevlar gave a marked improvement in protection. Not only could it stop 45 caliber rounds moving at realistic speeds, the PASGT could also stop the more common 9mm and even bullets from Magnum handguns. During Operation Desert Storm in 1991, the combination of Kevlar body armor and helmet kept G.I.’s incredibly well-protected.

The K-Pot was succeeded by the Advanced Combat Helmet or ACH in 2002. This is made from a combination of Kevlar and a modern ballistic fiber called Twaron. Other improvements included a shock-absorbing liner to provide better protection against violent impacts, like when a vehicle is struck by an IED.

Part of the aim of the new design was to improve the field of vision and hearing. Unlike previous helmets, the ACH was designed to be worn in conjunction with other items of modern military equipment. The front opening can accommodate sunglasses or goggles for eye protection in desert conditions. A clip at the front allows devices like night-vision goggles and cameras to be attached, and the shape has been modified to be compatible with communications headsets.

The ACH was also compatible with nuclear, biological, and chemical (NBC) equipment. Rather than being a standalone item like previous helmets, the ACH had become part of an integrated ensemble.

While the ACH is only supposed to be proof against handgun bullets, it proved surprisingly tough. Tom Alberts was on patrol in Afghanistan in 2012 when something hit his helmet and knocked him down. “I think I got shot,” he told fellow guardsman Adam Riediger. Alberts was right: Army analysts later determined his ACH had been struck by an AK-47 bullet, which the helmet stopped completely. Then in 2011, the Enhanced Combat Helmet arrived. Externally, it closely resembles the ACH.

“You’d have a tough time telling the difference,” project manager Col. William Cole told a media briefing. The ECH is somewhat thicker, though lighter, but there is a huge difference in the protection it provides. Rather than Kevlar, the ECH is made of ultra-high-molecular-weight polyethylene, or UHMWPE. This is a special form of the same plastic used to make dining room tables, sandwich wrap, and plastic grocery bags. However, the helmet itself is made from much larger molecules with chains of atoms a hundred times longer than regular plastic.

And the ECH doesn’t just stop pistol rounds, as demonstrated during an insider ambush at Camp Maiwand in eastern Afghanistan in 2018. During the ambush, Staff Sergeant Steven McQueen was hit in the head by a truck-mounted machine-gun bullet from twenty feet away. This is a considerably more powerful round than the AK-47 that hit Alberts. McQueen was knocked flat, but was up seconds later, the bullet was stopped by his Enhanced Combat Helmet.

The ECH also provides outstanding protection against shell fragments. Just how good is not exactly known: the U.S. Army lab was unable to fire fragments fast enough to penetrate it, so they could not determine the “V50” figure for the velocity at which 50 percent of the projectile penetrates. But one thing was certain—the ECH was superior to anything in the army helmet’s history.

But now, even this ECH helmet, engineered with science for maximum protection, is now being replaced with the Integrated Head Protection System, or IHPS. “We already equipped the Security Force Assistance Brigade 2 (SFAB2) with the Integrated Head Protection System,” Lt. Col. Ginger Whitehead, the U.S. Army’s Product Manager for Soldier Protective Equipment told Popular Mechanics. “We’re now working to integrate the helmet with the Army call a ‘boltless retention system,’ which means that it does not need to have holes drilled in the shell to accommodate the chinstrap arrangement. These holes weaken the shell, so the boltless arrangement makes the IHPS substantially stronger. It also provides more coverage.

“We’ve seen horrific facial injuries on turret gunners from IEDs, thrown rocks, and road debris,” says Whitehead. “To mitigate some of these injuries, we developed an attachable visor and mandible protector that snaps onto the Integrated Head Protection System.”

The optional maxillo-facial protection module makes the helmet look a little like something out of Halo, covering the lower face while also adding a visor. In addition, the IHPS has padding which gives 100 percent improved protection from blunt trauma compared to the ECH.

Instead of the assembly of different brackets that had built up on previous helmets, the IHPS has two universal attachment points able to accommodate any device, such as night vision systems. The IHPS is also available in a wide range of sizes, and the retention system has been redesigned so the wearer can adjust it to their personal preference. This reflects an increased effort to produce a helmet that is as comfortable as possible. Helmets are only effective if they are worn, so making it as easy to wear as possible increases the helmet’s chance of saving a life.

The next-gen version of the IHPS will provide even better protection when it is issued in 2020. Meanwhile the researchers at the Army’s Soldier Protective Equipment Development Unit are looking for further improvements as they gather feedback on users’ requirements and how the equipment performs in the field.

The next quantum jump in protection may come with graphene, an ultra-strong carbon-based wonder material, or even with materials based on spider silk, already being tested in body armor. Such materials have the potential to make helmets lighter and stronger than ever, but right now neither can yet be produced in the quantities required to outfit the world’s largest fighting force. Another likely development is the extension of maxillo-facial protection into full-face ballistic helmets. The U.S. Army is working on an ‘individual visual augmentation system’ with an augmented-reality display, aiming to integrate it with other data overlaid on a screen, showing data from drones or other remote sensors. This Iron Man-style helmet could also be integrated with a full suite of electronics, as imagined by Special Operations Command’s TALOS program, and thanks to David Hubballing formats of his article.
The Board of Directors approved a budget for the 2021/2022 fiscal year that includes $20,000 to fund the Wheels on the Go program for the membership. Through the program, members are encouraged to get out the house and go somewhere. Go out to dinner, or to the theater, or the movies or a sporting event.

We realize that getting out is not as easy as it has been since COVID-19 came around. However, as things begin to loosen up and begin to get back to normal, we hope our members will feel safe enough to do so again. The program is simple. You and a significant other or caregiver should go to a place of entertainment or to eat, pay the bill and submit the receipt to the chapter for reimbursement. However, there are a few stipulations. First, we do not pay for alcohol. Second you must fill out a questionnaire (it can be found on our chapter website) and submit it with the receipts. Once we receive the completed questionnaire and the receipts, (they cannot exceed $500 per fiscal year) we will send you a reimbursement check. It is that simple. Reimbursement checks will be sent as long as funds are available.

When we receive the questionnaires, we will compile a list of locations members have visited and share what we have learned about them. Here is a sample of some of the places our members have gone and what they encountered when they got there.

Gators Dockside, Deland Florida was visited on a Sunday afternoon. Although the establishment had adequate parking for the disabled, the entrance was not wheelchair friendly. It was wide enough and there was no automatic door opener. This member did not recommend the establishment to other PVACF members.

Frankie’s Wings, Titusville Florida was visited at 5pm on a Friday. Although there was no ramp to get to the entrance, it did have a wide enough door and an automatic door opener. Restrooms, countertops, drink stations and buffet counters were all accommodating and the member recommends the place to the membership.

Pizza at Titus Landing in Titusville Florida did not have a ramp but otherwise was adequate and is recommended.

Cracker Barrel in Titusville Florida also did not have a ramp (this seems to be a recurring theme) but was otherwise recommended.

St. Johns River Seafood and Steak in Sanford Florida is highly recommended and is completely accessible.

Cricketers in Dunedin Florida is also highly recommended and when asked if our member would recommend this establishment to other PVACF members, the answer was “Absolutely”.

B.J.s Restaurant in Clearwater Florida was also highly recommended. However, the member reported that parking was poor.

Sea Dog Cantina (I cannot imagine going to a restaurant named “Sea Dog”) in Clearwater Florida was reported as having “acceptable” food and a pleasant atmosphere.

I Cody’s Original Roadhouse in Tarpon Springs Florida was described as perfect, except it did not have enough stalls for people in wheelchairs.

Dr. Phillips Center for the Performing Arts Orlando Florida was accommodating and is recommended.

John DeMauro
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Whether your goals include experiencing the proven health-related benefits of exoskeleton assisted walking, standing to hug a loved one or completing an entire marathon, ReWalk can you help you achieve them.

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Retired Army Sergeant Terry Vereline crosses the finish line of the 2019 New York City Marathon after walking 26.2 miles in her ReWalk Exoskeleton. She received this device in 2014 and has used it to take nearly 1,000,000 steps in the past five years.
OUR AUTO TRAIN EXPERIENCE

We decided to take the Amtrak Auto Train to go to upstate New York to see family rather than drive the entire way. This way we would have Brian’s wheelchair accessible van while we were there, but would not have to do two long days on the road. The Auto Train goes from Sanford, Florida to Lorton, Virginia with one stop in South Carolina to change work crews. It departs from Sanford at 4:00 p.m. and arrives in Lorton at 9:00 a.m. the next day. For the reverse trip it leaves Lorton at 4:00 p.m. and arrives in Sanford at 9:00 a.m. We purchased our tickets online reserving a wheelchair accessible roomette. Travelers on the auto train must be checked in by 2:30 p.m. They can check in any time after 11:30 and wait in the train station. Lines of cars start forming early at the gate. For an additional $60 each way you can opt to be one of the first 30 vehicles unloaded from the train, which can save a lot of time if the train is full. The train can hold up to 300 vehicles.

We checked into the Sanford station early, to discover that there had been a mistake made and we did NOT have a wheelchair accessible roomette. Justin, counter, were told me to call while on the way up in line. Technicians were standing by for the 22" of the wheelchair accessible roomette. behind the said there was available, asked the Amtrak, he worked with them. I hold for 2 got nowhere frustrated. saved the said of wheelchair accessible for the trip there were available for south, so he a family booked roomette, which wouldn’t have a private bathroom like the wheelchair accessible roomette, but he promised me Brian would be able to get in it. We use the one wheelchair accessible public bathroom down the hall. Cancelling the trip was not an option. The van had already been loaded on the train and they said there were too many hours in the area to get it off. In other words, our van and our luggage was going to Lorton, Virginia whether we did or not. Boarding the train was not an issue. They put down a portable ramp to cover the gap of the accessible van. The hallway was wide enough for Brian to get to the room and the doorway to the room was also wide enough for him to get in. The accessible roomette was smaller than it looks in pictures. There’s a sink and a toilet on one side and two seats on the other side which have a pullout table top to be used during meals. The seats fold down to become the lower bunk bed, and there’s an upper bunk that folds down from the ceiling. There’s a curtain that can be drawn diagonally across the room if someone wants privacy on the toilet. There is not much room for a wheelchair to turn. There is no space to store anything. There are two skinny steps between a seat and the wall to get to the upper bunk. All roomettes are at the ends of railroad cars, so the room is about as wide as the train. Dinner and breakfast are included in the fare. Dinner time and meal selection are made when checking in. Wheelchairs cannot get to the dining car as it is on the upper level so an attendant brings you your meal. Wheelchair users and their companions are allowed on first. As soon as we were in our roomette, our car attendant introduced himself, asked if we knew how to call buttons and lights worked, and said he’d be back with our dinners at 6:00 as we’d requested, and said if we needed anything just push one of the many call buttons in our room. He returned at 6:00 with our food which was done up like any takeout meal from any restaurant and was surprisingly good. He said all we needed to do was put the trash back in the bag and put it outside our door when we were done. He came back at a specified time to make up the bunks. Brian was able to transfer to the lower bunk fairly easily. The upper bunk is a nightmare. I’m pretty flexible and in good shape for an old broad but my feet barely fit on those two skinny steps and it’s a pretty good jump to land on the upper bunk which is extremely close to the ceiling. Once up there, I couldn’t sit up or I hit my head on the ceiling. The mattress was extremely thin. I tried to roll over I banged a knee or an elbow. The train rocks and rolls and is noisy. The best description I can come up with is all night I felt like I was trying to sleep on a surfboard in a hurricane. I did not get much sleep. Our attendant came the next morning to turn the beds back into seats and brought us a continental breakfast.

— coffee, juice, cereal, bananas, and coffee cakes. We arrived in Lorton on time, waited a little less than an hour for the van, checked to make sure it was unloaded quickly, and we were out of there. Speaking of hanging on, the outer edge of the bunk has straps attached to the ceiling to keep you from rolling off with the motion of the train, which not only rocks and rolls from side to side, but slows down, speeds up, stops, starts, and makes a lot of noise. If you decide to try the Auto Train, take earplugs. I’m sure someone will read this and think “wow, sounds like fun, it’s an adventure” and there might have been a time years ago that I may have thought that too. We’ve traveled all over for PVA, bass tournaments, conventions, and other trips, white water rafting, bowling tournaments, and been in every kind of challenging situation you can imagine including being on a plane on 9/11. I do not think we will ever attempt to travel on the Auto Train again.
In September Steve, Brian, Tim and I competed in an Air Rifle Match with MOVE UNITED. A plan to purchase 3 small air tanks and adaptors to be able to go with our air rifles to our members who are training at home. We hope to have them available by the first of November. If anyone is looking for target boxes for your at home training are available to you, upon request.

We will have the wiring installed, the final part of the Athena System to be completed and running by November.

We have been working on the October, November and December calendar and will be online this week.

Currently we have Air Rifle on the 2nd and 4th Wednesdays of the month. Bowling every Friday at 1pm at Airport Bowl in Sanford. All members are welcome to attend. We would like to start a PVACF Up and Down Bowling League this fall for 12 weeks. Members, family, fellow Veterans and friends are welcome to participate. Teams will be made of at least 1-2 disabled Veteran(s) per team, 4 per team. If you may be interested or have any questions, please let me know. We hope to have our first introduction meeting in November for the League.

Fall Fishing is in swing. One of our members competed in a Florida State event and won 1st Place. Congratulations Eddie Hawkes on your growing accomplishments.

Sports Coordinators:
- Bowling/Slalom – Steve Kirk
- Billiards – Amir Pishdad, Jr.
- Track and Field/Basketball – Jimmy Green
- Powerlifting – Roger Sack
- Boccia – David Rountree
- Shooting Sports – Tim Wolfe
- Golf/E-Sports – Eddie Hawkes
- Fishing – Brian Terwilliger

Schedules and events will be coordinated through them to efficiently recruit, train and encourage member participation.

I am finishing our Move United end of year report. We have received $2,500 of $5,000 that we were awarded. We are looking to apply for the Move United Grant in 2022.
Thanks for your support

A.T.A.P. COMPANIES

MARK 9:23 – “IF THOU CANST BELIEVE, ALL THINGS ARE POSSIBLE TO HIM WHO BELIEVETH”

A.T.A.P. Universe Learning Centers, Inc | A.T.A.P. Financial Services

Dr. Joyce “Jo” Hewell, CEO R.E. “Buddy” Hewell, CFO

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“Help people to live life and to live it more abundantly”

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Cure the sick;
Comfort the afflicted;
Feed the hungry;
Clothe and shelter those in need

GOD, Grant me the serenity to accept the things I can not change.
Courage to change the things I can and the WISDOM to know the difference.

HAPPINESS is thinking of others first, yourself last and GOD always.
All a person is remembered for is what they did for others.

As mankind thinketh in their minds... so they are.

Adversity is Inevitable ***** Stress is OPTIONAL.

Anything that your mind can DREAM and you BELIEVE, you can ACHIEVE.
GOD created you to be SUCCESSFUL and HAPPY.

REGRET looks back, FEAR looks around... FAITH looks UP.

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What is Indego?
A robotic device that enables veterans to walk again.

Indego is an FDA-approved exoskeleton worn around the waist and legs that enables individuals paralyzed from spinal cord injuries to stand and walk, offering a new level of independence.

Indego can currently be used with spinal cord injury levels of T3 to L5 in community or home settings.

Free Indego Webinars
During the first Thursday of every month you can join a free live webinar to learn more about the Indego and hear from a veteran who owns a device already.

Contact us today to reserve your spot or find out if you are eligible to receive an Indego exoskeleton at no cost.
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