



FLORIDA WING



Gator CAPers

VOL. 5 NO. IV

APRIL 1964

FLORIDA WING NO 2 NATIONALLY

Florida Steals Show at Chaplains Conference

Wing Standardizes Phase III

COCOA --- The office of the Deputy for Cadets has decided to set and standardize the Phase III achievement selection.

Lt. Col. Bass has decided that the new cadet program would be easier to control and administer if the number of variables in the program were reduced. The Phase I achievement is the same in all wings and is taught each and training cycle by all units.

The second 1964 training cycle started during the week of March 23rd to the 29th, depending on which night the squadrons met.

All squadrons started Phase I classes for their new cadet recruits. Squadrons are permitted to choose their own Phase II achievement but may teach only one Phase II achievement during a training cycle. During the first cycle, ended 16-22 March, some squadrons violated rules and regulations of the new training program by teaching more than one phase II achievement. Squadrons will only be shipped exams by National for the Phase II achievement they have indicated by questionnaire.

The entire Florida Wing will teach the 'Flight Leader' achievement in Phase III. It was thought that the 'Flight Leader' achievement would be the most needed course for cadets with the heavy summer encampment program ahead and only those squadrons having cadets with COP's or cadet officers will teach Phase III this cycle.

ORLANDO --- 27 and 28 February saw the invasion of the wing headquarters in this city by most of the chaplains from the units of Florida wing, who were attending the annual Southeast Region Chaplains Conference.

The highlight of this years conference was the arrival and presentation of the chaplains program in CAP by National Staff Chaplain, Lt. Colonel J. Norman McConnell. He spoke about the new program as well as its relationship to the new cadet training program. Many present had not met Chaplain McConnell, a long time friend of the wing Chaplain, Lt. Colonel Earl V. Farmer, who presided over most of the meeting.

The only chaplain present at the conference who was not from Florida or in the process of transferring to the wing, was the Region Chaplain, Major Milton Popp. Chaplain Popp said in his address that although the major area of work was in the cadet program, the chaplains should not neglect the senior program.

A total of 22 Florida Chaplains were present representing most of the Groups in the wing. Many who are in the process of joining CAP were also present.

Before he left, Chaplain McConnell remarked how enthusiastic the chaplains in Florida were taking their duties and assisting in recruiting.

All cadets in the wing who are presently officers must satisfactorily complete the Flight Leader Achievement and pass the leadership exam in order to wear the new shoulder boards. All cadet officers should complete these requirements in time to have the shoulder boards for encampment.



Wing Commander Col. duPont and USAF Liaison Officer Major Van Ness Barnard surrounded by some of the Chaplains from the Florida Wing who attended the Chaplains Conference in Orlando.

TF IV To Host Breakfast Flight

ORLANDO --- The Orlando Search and Rescue Squadron of Group XI will host the first wing-wide breakfast flight on Sunday, 19 April, at the Kissimmee Airport from 0900 until 1100 hours. The price for the breakfast is \$1.25 and the rain date will be the following Sunday, April 24th.

Each month, on the third Sunday of the month, a different Task Force will host a similar breakfast fly-in at various locations throughout the wing and they will be open to all visitors as well as CAP members. Gator CAPers will carry an article announcing each breakfast flight.

Trophies will be given for the oldest pilot, youngest pilot, oldest aircraft, and the aircraft traveling the furthest distance. A "Tall Hangar Tale" contest is also planned with a suitable prize being awarded to the best story.

The Kissimmee airport is located 18 miles due south of Orlando and has 5,000 foot paved runways. There is no control tower and radio is not required for landing. Unicom will be available on 122.8 and will be operated by Task Force personnel. There are no landing fees charged.

The field will be closed from 1400 until 1600 hours for an airshow of World War I aircraft antiques built by Cole Palen. Members may stay for the show if they like, for which there is a \$1.00 charge. CAP is not connected with the airshow but the breakfast flight was scheduled for this date because of the added attraction. Sport parachuting is often done in the Kissimmee area, so keep alert approaching the airport.

The monthly breakfast flights are the first of a series of programs designed to increase the amount of flying in CAP and to add extra incentives for the Senior Program.

ADVERTISERS WANTED!

Advertising rates are as follows: \$5 per column inch. Minimum 3" (One 3" ad or three 1" ads to run consecutively). Copy (wordage) for ads should be sent to Gator CAPers, Advertising Department,

PO Box 48-246, Miami, Florida. Remittance should be included with copy. The ad department will lay out the ad for you and set the type. Closing date for advertising is the 10th of the month. Note: a column inch is 2" wide and 1" deep.

MIAMI --- National Headquarters has released the 1963 National Commanders evaluation of the fifty-two wings.

For the second year in a row, the Florida Wing has been rated as the number two wing behind Delaware. Delaware scored a total of 1770 points out of a possible 2000, while Florida scored 1711.

The main evaluation area in which Delaware outscored Florida was Senior Retention, (renewal rate). Florida had an average retention rate of 73% while Delaware was 85 more points in the raw score, allowing them to outscore us by a slim margin.

Colonel du Pont noted for our reporter that Florida was the only large wing to place in the top 18 places in this years evaluation.

CAP TO ACQUIRE 73 T-34's

ELLINGTON AFB National Headquarters --- CAP has announced that it is to acquire 73 T-34 aircraft for distribution to the 52 wings in the near future.

These aircraft, most of them in 'moth balls' in Tucson, will have to have their engines overhauled as well as be relicensed. They have been formally accepted by the National Executive committee and have been offered to all wings by a form letter.

The estimated cost of the aircraft to the units will be about \$3,000 for engine overhaul and relicensing. This cost will be paid by the unit that gets the aircraft shortly before delivery.

Colonel du Pont told Gator CAPers that he has requested 9 of these aircraft but feels that Florida will only be given 3 or 4 of the 9 requested. Group Commanders have been asked for their comments on these T-34's and were asked to survey their squadrons to determine which squadrons were interested in obtaining them and were financially able to pay the initial \$3,000 cost of modification as well as the estimated ten dollar per hour operating cost.

The Wing Commander said that while he did not consider the T-34 an ideal search aircraft, he did feel that it was in the best interest of the wing to ask for and accept as many aircraft as could be obtained.

Cadet Membership Passes '63 Total

COCOA --- Lt. Col. William Bass, Deputy for Cadets reports 1964 cadet memberships, as of March 22 have reached a total of 2,746, exceeding the 1963 year end total of 2,552 cadets by 194.

On Feb. 29, the wing was 716 cadets ahead of the same date last year and increases this margin each

month. Actually the wing passed through the 1963 year end figure on March 4th, about five weeks earlier than in 1962.

Col. Bass anticipates that the wing will continue to produce 40% more cadets than during equivalent months of 1963, giving the wing a total of 3,600 cadets by the end of the membership year.

'Gator CAPers Florida Wing Civil Air Patrol

Published monthly by Florida Wing, CAP, Orlando AFB, Orlando, Fla.
EDITORIAL OFFICES: Box 48-246, Miami, Florida. Address all copy to - Editor, Gator CAPers. Advertising rates upon request.
Note to contributors: Material must be typewritten on 8 x 10" white paper, one side, double spaced. Photographs and material cannot be returned. Deadline - 15th of month preceding publication.

WING COMMANDER.....Col. S.H. duPont, Jr.
DEPUTY FOR INFORMATION/EDITOR2/Lt. Ben Wakes
STAFF CONTRIBUTORS:.....1/Lt. Tom Wakes
Maj William P. Mullen, 2/Lt. Robert D. Cunningham, S/M Bud Jenkins

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APRIL 1964

MEMO from the Commander

According to the latest National Statistical Report, CAP has 52 wings, 8 regions, 257 groups and 1951 squadrons and flights. This gives us a National total of 2,268 units.

Out of the total of 257 groups, Florida presently has 17. This editorial is a salute to the Group Commanders, the Group concept of management and will give a brief look into the life of a group commander.

Having served as a group commander for nearly four years, I consider that I can speak with some degree of experience in the field. The 257 men who occupy the position of Group Commander have, perhaps, the most difficult job to perform in CAP today. The group commander is an odd position. It always seems that he can never satisfy either the wing commander or the squadron commanders beneath him. He is always attending meetings, either having the riot act read to him or he is conducting a squadron commanders call at which time he hears what is wrong with him, and his staff. There is too much paper work; not enough supplies; or the wing won't promote a squadron staff officer because the man is not in ECI, but his case is special, and wing won't consider the remarks that were placed on the bottom of the form 2.

The Florida Wing is presently blessed with 17 of the hardest working Group Commanders that could be obtained. Many are newly appointed and many have similar CAP backgrounds. The average Florida Group Commander is 40 years and 7 months old, has been active in CAP for 8 years and 2 months, he or she attends an average of 1.6 squadron meetings per week, not counting staff meetings or wing meetings and spends an average of 22.8 hours per week on CAP business. (This is in addition to working for a living.) 11 of the 17 Group Commanders are active on channel 3 and 7 and 8 Group Commanders are slated to work at summer encampments with 4 stating that they would possibly be able to serve some time during one of the 5 sessions.

In Florida, Group Commanders have come up the ranks from lead squadron commander positions. Six are ex-cadets turned senior member in years past and now are hard at work in the senior program. They vary from one year of service in CAP to a total of 14 years in two cases. Two Group Commanders visit three squadron meetings per week and seven average two squadron meetings per week.

Wing Headquarters corresponds with the Group Commanders every three days via special Group Commanders Bulletins, which carry many announcements and reminders that the squadrons never see in the wing bulletin. Group Commanders have a weekly report and must supply details of the work week passed to the wing commander to analyze.

Wings not using Groups in the management of their internal affairs don't know what they are missing. I believe that if I were asked for a single reason why the Florida Wing is so successful in almost every area, I would definitely say it was due to the work and effectiveness of the Group Commanders that we have in Florida. Every Group Commander that we have in Florida has more people in his Group and in some cases more units than many wings in the National program. It is these Group Commanders who are doing wing level work as Group Commanders, to whom I tip my hat.

The Group Commander is the personal representative of the Wing Commander for the units that are assigned to his group. He is fully responsible for the performance of all assigned units and at the same time has full command authority over all assigned units, personnel, and CAP property. A Group Commanders job can be one of the most rewarding jobs in the CAP program. Self satisfaction is one of the few rewards that a CAP member can look forward to receiving.

Florida is blessed with the finest group of 17 men and women that can be found Nationally. I have met perhaps 50 Group Commanders from other wings but have yet to find one I would trade for one of mine!



duPont

Samuel Hallock du Pont, Jr.
SAMUEL HALLOCK DU PONT, JR.
Colonel, CAP
Commander

Visits Governor

TALLAHASSEE, Florida ---- Colonel du Pont had a thirty minute meeting with Governor Farris Bryant on March 10th.

The primary purpose of the Tallahassee visit was to determine the availability of the recently appropriated state assistance funds. Col. du Pont reported that he was encouraged by his visit and hoped to be able to obtain a portion of the 1964 funds early in April.

He reported that Governor Bryant was most knowledgeable about the wing and its current strength and recent rapid growth. Bryant said he and the state government were pleased and encouraged with both recent SAR missions and the expanded cadet programs, particularly in the field of special activities and encampments.

Governor Bryant was the former legal officer of the Ocala Senior Squadron before transferring to wing staff in 1960. Col. du Pont gave the governor a set of form 13's as he had not as yet forwarded his 1964 renewals.

Tries For 'Round-the-World Solo

Members of the Miami All Girls Squadron were on hand early Saturday morning, March 21st, to wish bon voyage to one of the most famous 'MAGS' in history.

Jean Merriam, who became a charter member of the 'MAGS' back in 1953, left Miami on the first over-water leg of her bid for 1st Woman Solo Flight-around-the-World amidst the good wishes from current Miami All Girls Squadron Cadettes.

SAFE-CAP TO BE HELD APRIL 13-14

On April 13-14 Orlando AFB, Patrick AFB and Cape Kennedy will host representatives of Florida's junior community colleges and public school superintendents in an operation called SAFE-CAP (Seminar on Aerospace for Florida Educators-Civil Air Patrol).

The SAFE-CAP conference is designed to help participants to better understand aerospace education, the USAF-CAP role in aerospace education and expose the participants to current practices, trends and assistance available in working with students.

Tentatively, airlift will be provided from Gainesville, Jacksonville, Ft. Myers, Miami, McDill AFB, Pensacola, Tallahassee and West Palm Beach, departing Sunday afternoon and returning Tuesday afternoon.

Noted people in the aerospace field, USAF and CAP personnel will participate in the conference. Topics will include Education in the Space Age; Available Assistance for Aerospace Education; Florida Aerospace Education Workshops; What Can Schools and Jr. Colleges Do in Aerospace Education?; and there will be panel discussions.

For those who have not had a tour of Cape Kennedy, the briefing at Patrick AFB and the tour of the Cape will be great moments on Tuesday.



CADETS GET UNDER SKIN OF PHANTOM III

MacDill Cadet Squadron recently visited the 211-A Field Training Detachment at McDill AFB to get a look under the skin of the new F4C Phantom III.

The Phantom is a familiar sight around MacDill. They received the first Phantom delivered to the Air Force.

CAP receives excellent support and assistance from the base and so the Cadets were permitted to look under the skin and at some of the systems that make the F4C such a great airplane.

Cadets were shown how and why the Phantom can fly and land so slowly and why it can fly so high and fast.

T/Sgt. W. T. P. Leib, USAF, demonstrated such items as fuel systems, hydraulic systems, control surfaces and how to fold up the wings.

One item of interest to search and rescue was the various ways to open the canopy and disarm the ejection seat.

Cadets came away from this trip with a better understanding of the complexity of modern aircraft.

To Scholarship Committee

ELLINGTON AFB, Texas ---- National Headquarters has announced that Col. Samuel Hallock du Pont, Jr., Florida Wing Commander has been named to the National Scholarship Committee.

The Committee is one of four National Committees established to assist the National Commander

and chairman of the National Board in the preparation of programs and policies pertaining to the various fields in which these committees function.

During the year 1963, Florida nominated a total of 22 cadets for the then 19 National Scholarships. During 1964, there are a total of 27 National Scholarships available and it is hoped the Florida wing will submit nearly 30 applications.

19 SENIORS GRADUATE

MIAMI ---- Certificates of graduation were awarded 19 senior members of four CAP squadrons in the first course ever presented in advanced first aid and air crash management.

The intensive course, covering 15 weeks of three-hour classes, was co-sponsored by the Adult Division of the Dade County Public Schools, CAP and the Red Cross.

Instructors and originators of the pilot course were Lt. Gil Haas, director of the Air Crash Division of the Underwater Institute of Technology and 1st president of the South Florida Rescue Association, and Lt. Don Campbell, a director of the institute and instructor for the city of Miami Fire Department Rescue units.



Graduates received certificates of accomplishment from the CAP and certificates from the American Red Cross. Most of the graduates will continue for another 15 hours, to earn Instructor's ratings.



Flying Minute Men

the story of CIVIL AIR PATROL

FROM THE BOOK BY
ROBERT E. NEPRUD

To make financial matters even more pressing, per-diem checks were frequently as much as two months late. As a result, the men went up to their necks in debt for room rent and meals. Some public-spirited residents of the two resort communities knew what was going on, although they never said anything about the hush-hush operations being run off under their noses, and either donated meals and other necessities outright or helped by extending credit. But there were others, quite a few of them, who came to think of the patrol personnel as deadbeats. Oil companies, knowing the grim necessity for keeping bases functioning sent in gas and oil. But some of the local distributors, overdue vouchers spread out in front of them, had harsh words for CAP.

There was one precarious period during the early weeks when a telegram from the Atlantic City base arrived at National CAP Headquarters in Washington with the announcement: "Can't Pay our Bills. Being Evicted from Our Boarding Houses". Although \$18,000 had been earmarked under the Office of Civilian Defense to maintain the experimental bases, a new disbursing procedure had to be set up, and Major Earl L. Johnson, national CAP commander, hurried to the Treasury to try to speed up the process of pushing through the tardy per-diem checks.

In Atlantic City, meanwhile, Major Farr went to see the district manager of the Sun Oil Company. Within ten minutes, a messenger was making the rounds of the company's service stations in the area, and hills were being emptied of greenbacks and silver. The courier returned with more than \$1,000, enabling Farr to pay off the base's most urgent debts.

A few days after Farr's eloquent wire to Washington, the Treasury coughed up the CAP per-diem checks and the good news was sent ahead to Atlantic City that Colonel Harry H. Blee, the Air Force officer in charge of national operations and training, was on his way in an Army plane with a double handful of the precious paper. When the Colonel stepped out of his ship, Major Farr and his men accorded him a warm but fickle welcome. As soon as Blee handed the fat bundle to Farr, the Atlantic City commander hustled into the administration building with every man on the base stampeding after him. A day or so later, delivery was also made to Rehoboth. For a time, at least, the coastal patrol bases were out of hock.

But money continued to be scarce, and it looked for a time as if the boys on the coast might have to give up. Then eight of the major oil companies, informed by their ship captains of the type of work CAP was doing, came to the rescue with a contribution of \$40,000, known as the "Tanker Protection Fund". That donation, plus thousands of dollars from the pockets of some of the wealthier coastal patrol personnel, helped keep the bases going when the battle for existence was on.

CAP airmen flew in all kinds of weather, heading out over the choppy Atlantic on some dismal days when weather conditions were so far below the prescribed minimum that Army and Navy patrol planes were held on the ground. Rehoboth, Atlantic City, and a number of other bases logged well over a million miles of overwater flying apiece in less than a year and a half. At Rehoboth, which had more than its share of rocky weather, only two complete days of patrol duty were missed during that period.

"If we could see half the runway and if the ceiling wasn't so low that we stuck our heads into it on the way to our ships—we flew", is the way one pilot expressed it. Two of the first coastal patrol fliers to qualify for the Duck Club, CAP's equivalent to the famed Caterpillar Club, were Lieutenants Ralph Binder and Jim Knox of the Atlantic City base. They came down in the ocean off Cape May a few weeks after Patrol Force One got going. Ann Ackerman, the pretty brunette in the radio tower, wasted no time when she heard Observer Binder yell into his radio: "We're taking a ducking!" She knew exactly where the plane was, thanks to a position report—"or" Prep Roger"—received only a few minutes before. So she notified the Coast Guard, and a patrol boat was on its way almost as soon as the CAP ship plopped into the ocean. It was lucky for the two fliers that help came in a hurry. Binder had been knocked unconscious when the plane hit the water and big Jim Knox, a rugged chap who weighed 250 pounds and stood six-feet-three, suffered a broken hip. Somehow, in spite of shock and intense pain, "Shorty" Knox dragged his observer out of the flooded cabin just before the plane sank. Binder had removed his life-vest shortly before the crash, so Knox had to hang on to his unconscious companion and try to hold his soggy head above water in the turbulent seas. Several times Knox felt Binder start to slip out of his grasp, then he'd grab for a fresh hold. The ten minutes it took for the "YP" boat to reach the scene seemed like ten hours to the weakening CAP lieutenant. When he saw the 83-foot cutter rolling and pitching in the towering seas, he shouted with all his remaining strength to attract the attention of the crewmen on deck. They saw the two bobbing heads in the water and maneuvered to take the wave battered survivors aboard.

(Continued next month)

CHAPLAIN'S CORNER

by Lt. Col. E. V. Farmer

Our world—and of course, when we speak of the world, we speak of the people in it. The world in which we live has made tremendous progress in the fields of science, art and medicine; but regrettably, our mental and moral advancement has not kept pace with our scientific advancements.

All human beings are born free and equal in dignity and rights. They, endowed with reason and conscience, should act toward one another in a spirit of brotherhood, especially at this particular time of the year—Easter. One day in the year 1945, they dedicated an American Cemetery at two Jima. A chaplain stood before the expanse of graves. Upon a hill in the distance, a bugler was playing the last tribute to those who gave their lives upon the field of honor.

The bugler was playing "Taps", and the chaplain was speaking, "You know what that is; it is an elegy for dead comrades and friends for those whose cheeks but yesterday were round with childhood, for good brothers, for new husbands and sons you bore with so much pain. And now I stand in your stead, above fresh graves, where sleepers rest; I stand on a distant Pacific Island and open my book to speak a memorial, not for them that no longer listen, but for you. Here lie men who loved America. Here lie Protestants, Catholics, Jews, together here, no man prefers another because of his faith or color. Here, there are no quotas of how many from each group are admitted or allowed. Among these men, there is no discrimination, no prejudice, no hatred; there is the highest and purest democracy.

Lt. Col. Ralph GWINN
COMMANDER
GROUP VI

FIRST CADET TO JOIN HASTINGS FLIGHT, HASTINGS, MICH. BECAME SENIOR IN 1952. SERVED AS SUPPLY, FINANCE & PERSONNEL OFFICER. TRANSFERRED TO FLA. IN 1958. WAS COMMANDER CANAVERAL COMP. SQ. FOR 3 YEARS. BECAME GROUP VI COMMANDER IN 1963. HOLDER OF 12 RIBBONS.

14 YEARS IN CIVIL AIR PATROL PROGRAM

KNOW YOUR GROUP COMMANDERS - One of a series.

Somewhere in this plot of ground, there may lie the man who might have discovered the cure for cancer. Under one of these Christian crosses or Jewish stars of David, there may rest a man who was destined to be a prophet—to find the way, perhaps, for all to live in plenty with poverty and hardship for none, but now they are dead. Let us therefore memorialize those, who having ceased to live with us, live with us.

These words should be a warning, encouragement and inspiration to every Chaplain in Civil Air Patrol.

Applications Slow

COCOA --- Lt. Col. Bass advised Gator CAPers shortly before press time, that only about 100 applications for encampment have been received and processed.

The deadline to apply is April 30th and although this leaves only a month to go, Bass felt that more cadets should have applied by now.

The wing has a total of 1250 spaces for cadets even though it is thought that not over 1000 cadets would apply.

Senior applications seem to be coming in faster than those of the cadets. Bass stated he was pleased with the number of Seniors who indicate interest in the encampment program.

CAPERS MAILED

MIAMI --- 2/Lt. Ben Wakes, Deputy for Information and Gator CAPers editor, stated that a total of 4,612 copies of the March 1964 issue were direct mailed to the homes of Cadets and Seniors in the wing.

Wakes said that the system formerly in use called for mass distribution to the Groups and then the papers were redistributed to the squadrons at the monthly commanders calls. "Less than 50% of the papers were actually reaching the members", Wakes said. The wing has contracted with Willard Letter Service, the printers of the paper, for preparation of addressograph plates and for the direct mailing service.

Change of address cards are in preparation to notify the printers of any change in mailing address and will be distributed to the units on April 15.

The Gator CAPers has already the second highest paid circulation

"... You Group Commanders are all alike!"

PROMOTIONS

The following promotions were recorded during the period of 1 Feb to 1 March 64. This does not indicate date of rank nor does it in itself constitute authority for rank:

TO LT. COL.			
Wood, Harold	Group XI	Summerson, W.	Group I
Bell, J.T.	Group X	Nicastro, S.	Group VIII
Remlinger, P.J.	Group II		
TO MAJOR			
Cross, Dean H.	West Miami	Margolis, H.S.	MacDill
Hoon, June	Group XVII	Nicastro, M.A.	Group VIII
Werner, J.	Group XI	Harber, Royal	Group I
Puffpaff, D.	Group VI	Friedman, E.	North Dade
Werner, E.C.	Gulf Beach	Pickens, J.C.	Gulf Beach
Mullen, W.P.	Fla. Wing.		
TO CAPTAIN			
Skinner, C.E.	Group IX	Mooney, B.	Choctawhatchee
Arick, R.E.	Naples	Tyson, Leo	MacDill
Hawthorne, G.	Group XI	Klein, H.	Ocala Sr.
McDonough, J.	Homestead AFB	Kerr, J.P.	Group IV
Sellers, R.B.	S. Brevard	Rutz, P.J.	Fla. Wing
Kholos, N.G.	Group III	Barnett, W.A.	Central Brevard
TO 1ST LT.			
Randow, J.T.	Pensacola	Kerslake, R.H.	Palatka
Osgood, A.L.	Putnam Co.	Nemeth, W.S.	Margate
Wanson, Polly	Key West Sr.	Henry, W.J.	Key West Sr.
Hendrix, W.	Key West Sr.	Lewis, E.W.	Sarasota
Melton, F.G.	Vero Beach	Strong, J.F.	Stuart
Folding, J.A.	Hollywood Sr.	Taylor, A.J.	Surprise
Limpach, F.	Miami Sqdn I	Ortiz, M.A.	Miami Sqdn I
Fasil, G.W.	Titusville		
TO 2ND LT.			
Wakes, Ben	Fla. Wing	Boon Van Ochasee	Homestead Sr.
Chatham, J.D.	North Dade	Smith, H.E.	Tampa
Bass, Joan	Fla. Wing	Rambo, W.	Miami Sqdn. I
Rambo, C.B.	Miami Sqdn. I	Capuano, J.	Naples

Lt. Col. Raymond L. Kraemer,
Wing Deputy for Administration



by
Major James W. Sanderson
Wing Deputy for Phase Fun and
Aerospace Education...

DID YOU KNOW THAT
spacecraft in orbit 100 miles above the earth are not very far out in space after all. Such an orbit is the equivalent of skimming around a 20" globe about 1/4" off the surface.

The California Aeronautics Commission reminds pilots that if they must make a forced landing they should take their cue from cattle on the ground. If they land facing the cattle they will be landing into the wind for cattle always stand with their tails to the wind.

Pilots whose vision in both eyes is 20/100 or poorer are required to carry extra glasses.

For the past three summers a college professor who became totally deaf when he was 12, has been a 'human guinea pig' at the Naval School of Aviation Medicine in Pensacola. Because of his deafness he makes a perfect subject for tests involving a sense of balance. Mr. D.O. Peterson, chemistry teacher at Gallaudet College in Washington D.C. has been tested while in a plane performing aerobatics while seated in the hold of a PT boat plowing through rough seas, and while riding on a centrifuge to simulate weightlessness.

The U.S. Dept. of Agriculture has discovered that obsolete naval aircraft make good aerial fire fighters. Their low and slow flying characteristics help in dumping fire retardant materials on forest fires. Once filled with torpedoes and bombs, the former AJ-1 Savages and F7F Tigercats have joined the Forest Service firefighting crews far from the decks of aircraft carriers.

Cape Kennedy's space launching area is now permanently open to the public on Sundays from 1 to 4 PM (unless a launch is scheduled). Cars must follow a marked route without stopping on the 21-mile, one hour drive through the base.

U. S. Strategic Air Command bombers flying at high altitudes, left photogenic but definitely modern contrails in full view of cameras filming battle scenes for the movie "Cleopatra". Filming was halted until the contrails disappeared.

Do you have a question concerning Aerospace Education? If you do, contact me at PO Box 5031, Driftwood Station, Hollywood, Florida.



KEY TO MOBILITY: Mr. Estil Balsinger, owner of Estil's Used Cars, turns over the keys and title to a 1954 Chevrolet Station Wagon he donated to the Venice Composite Squadron of the CAP for use as

a staff car to 1st Lt. John D. Boltz (right), Squadron Commander.

Looking on are Stanley Lavins, Squadron Executive Officer, and H.M. (Chuck) Place, cadet commandant.

COCOA --- William R. Bass, Deputy for Cadets, Florida Wing, has been promoted to the grade of Lt. Colonel, effective March 4th. Lt. Colonel Bass was surprised by the presentation which was made during a tour of his old squadron, Canaveral Composite

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AROUND & ABOUT

Graduation ceremonies for 30 cadets took place recently when Miami Beach Optimist Cadet Squadron cadets received awards and promotions based on different phases of their training in the aerospace age and moral development.

Gary Odom, CB'er and member of the Apopka Squadron, Group XI acted quickly when he came across the wreck at the intersection of Pleasant Rd. and Old Apopka Rd. He administered first aid to Phil Hood, occupant of one of the vehicles involved. Gary, KDI-2652 out of Apopka, also radioed the ambulance and local law enforcement officers who were quickly on the scene. Freddie Marden, also an Apopka CBER (KDI-4263) helped put through the call.

Members of the Key West Senior and Cadet Squadrons gave a helping hand to the 1964 telethon for the benefit of the Center of Hope physical therapy center operated by the Monroe County Cerebral Palsy and Cripples Association.

Exceeding the show on WKWF's radio and closed circuit TV channel 10, were association Pres. Louis Carbonell and Miami's TV channel 10 weather girl, Virginia Booker. Senior CAP members chauffeured the cadets to make the donation pickups. Nearly four thousand dollars was donated during the telethon.

The cadets of the Pine Hill Squadron created and built a float which was entered in the Evans Sr. High School Homecoming Parade.

Billy M. Tinder, President of Model City Aviation at Imeson Airport in Jacksonville, has been appointed Operations and Training Officer for the Jacksonville Search and Rescue Squadron.

The Jacksonville Search & Rescue Squadron boasts among its members 3 command pilots, 2 senior pilots, 5 pilots, 1 senior observer, 2 observers and 3 other seniors presently undergoing training.

Tinder, a veteran pilot with more than 10,000 flying hours to his credit, has been a member of CAP since 1962.

It was rattlesnake steaks for the cadets of the newly formed Forest Hill Cadet Squadron, on March 15.

A conveniently killed rattlesnake, during the Squadron Bivouac, provided a first-hand taste of what a real survival meal would be like.

This was the squadron's first activity and was considered a complete success.

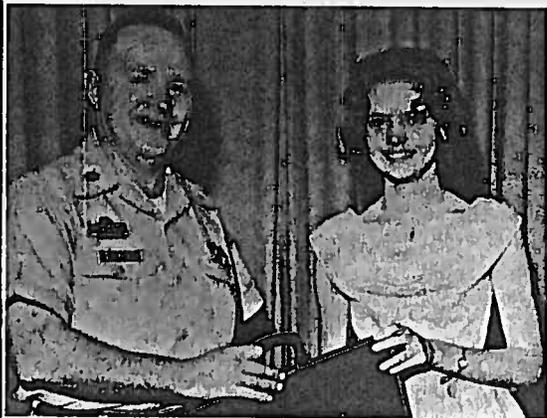
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CAP Lt. Col. John T. Ball, Jr., receives a farewell gift from Homestead AFB Cadet Sally Neuman at a party held in his honor at the Homestead AFB Officers Club.

Group X Commander Honored

One of the first steps to be taken implementing the newly announced program of sharing CAP facilities and talents where they may further the objectives of the Continental Air Command has been taken in St. Petersburg. Major William Ewin, Commander of the St. Petersburg Composite Squadron announced that the entire facilities of CAP's regular TV program over educational TV station WEDU were made available by Lt. Russ Holden, IO to Tampa Headquarters of the Continental Air Command. A complete outline of the objectives and mission of the MacDill Field Headquarters was offered by Lt. Alan Lapidis, IO, and S/Sgt. Harry Ravenstein of the Personnel Office.

The organization meeting of the Orange Park Cadet Squadron was held at the Mosse Haven Assembly Hall, Orange Park, Fla.

The cadets, families and friends were welcomed by 1/Lt. Dorothy M. DuFree, Squadron Commander. Lt. Col. Otis Phillips, Command Group II, gave an interesting talk on the background of CAP. Lt. Col. Paul Remlinger, Exec. Officer of Group II welcomed the new squadron to the Orange Park area and explained the benefits of having such an organization in the area.

Cadets and Seniors of the Homestead AFB Cadet Squadron, recently honored their former commander with a promotion and farewell party at the Homestead AFB Officers Club. Newly promoted Lt. Colonel John T. Ball, Jr., left the Squadron to assume command of the Florida Wing Dade-Roe Group X. Under his new command are seven cadet squadrons ranging from South-west Miami to Key West, with the headquarters at Homestead AFB. Col. Ball is a Major on active duty with the USAF and its Staff Aircraft Performance Officer in the Operations Plans Division of the 19th Bombardment Wing at Homestead. He has been active in the Civil Air Patrol for over two and a half years, having joined the newly-activated Homestead AFB Cadet Squadron in September 1961, as Executive Officer with the rank of Major and he assumed command a year later. He is a rated CAP Pilot and Observer as well as a US AF Navigator and Aircraft Performance Engineer with over 4,000 hours of flying time.

A Bivouac was held for the Eglin Cadet Squadron in the vicinity of Kemptner Pond on the Eglin Reservation and about 10 miles from Eglin 'Main'. 12 members of the squadron answered roll call. Under the supervision of Commandant of Cadets, W/O Thomas Clark Jr., the cadets cut trail, constructed a log bridge over a stream, constructed shelters and worked on various preplanned field problems.



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