



FLORIDA WING

# Gator CAPers

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## GROUP 3 DRILL COMP



The North Tampa Cadet Squadron of the Civil Air Patrol won the semi-annual drill competition for the Raymond C. Graves trophy. This was their first win. The trophy was presented to the local CAP units by former Cadet Graves who is now serving in Vietnam. From left, are C/WO Michael Takosh, MacDill Squadron drill commander; C/Major Linda Koehler, advisory council chairman; Major Nat Brittingham, commander of Group III; C/2Lt. James Long Jr., North Tampa squadron drill commander; C/MSgt. Andy Mecum, Clair Mel Squadron drill commander; and C/MSgt. Donna Koehler, Tampa Squadron drill commander.

Weeks and months of practice and more practice preceded the third semi-annual Drill Competition for Group 3, held Sunday, March twenty-second.

Teams from Tampa Cadet Squadron, the former champs of two times running, North Tampa, and participating for the first time Clair-Mel and MacDill Cadet Squadrons met at Tampa International Airport to vie for the drill trophy donated by former TCS member, C/Major Raymond Graves.

The judging, done by graduates and members of the NCO Academy at MacDill AFB, was based on a point system similar to those at the Wing Competition. The system was devised by Group 3's Cadet Advisory Council, headed by C/Major Linda J. Koehler.

North Tampa Cadet, commanded by C/2Lt. James Long placed first with Tampa Cadet

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## SAR TEST at Ocala

The 1970 SAR TEST for Florida Wing was held 14 March 1970 at Ocala's Jim Taylor Airport.

Activities began Friday evening with a special program by the Eastern Air Rescue and Recovery unit from Warner Robins Air Force Base. The problem was given to CAP later, and the mission began at 0600 Saturday morning with a briefing by mission commander LCol. Henri P. Casenove and his staff.

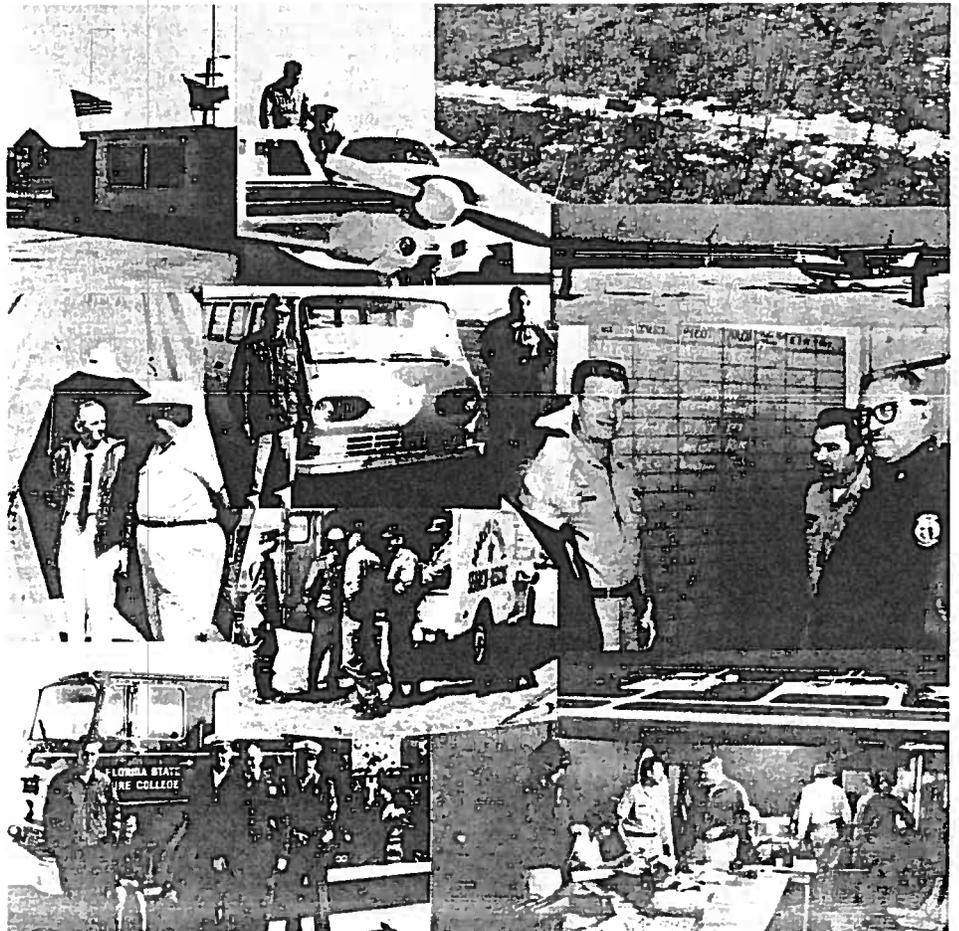
The problem, search for the "simulated missing aircraft" was as follows:

On March 13th, the missing aircraft departed the Waycross-Ware County Airport at 3:00

p.m., on a VFR flight plan direct to Page Field at Ft. Myers, Florida. At 4:10, the pilot reported to Orlando radio that he was approximately 20 miles southeast of Ocala, at an altitude of 2,500 feet. He stated that he was encountering heavy rain showers and the visibility was less than three miles. He was attempting to fly between the heavier rain showers, and would return to the Waycross-Ware County Airport.

At the time the pilot reported to Orlando radio, the visibility in the area was three miles, with rain showers. There were scattered clouds

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# 'Gator CAPers

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## What Became of the SARCAP and "FLY-IN"???

by LCol. Robert C. Owen

Florida Wing CAP needs a resurgence of senior interest, training combined with actual flying, not just "book work" after a long day of making a living. The cadet program has been going along recently in fine shape with Wing, Group, and squadrons holding bivouacs and getting their cadets out into the fields and swamps learning first aid, survival and basic woodsmanship, etc.—how about some flying activities?? It's lots of fun and good hard work and helps retain cadet membership and interest.

On the senior side, a marked absence of SARCAP's at any level. These training exercises are vital to keep flying units sharpened up and to retain the interest of new, as well as old, members. With I. O. coverage the local community knows and appreciates the work CAP is doing and when financial support is asked this activity helps. The new senior member is given a sense of teamwork and active participation in the basic SAR mission of CAP, they get a sense of belonging, the rules and regulations start to make sense, the discipline acceptable and necessary..this is what the Senior Program is all about.

Usually the Group SARCAP is held to obtain the necessary aircraft, vehicles, communications and personnel. Nearby Groups are invited to participate and a small charge is made at registration to defray costs of gas and oil for member owned aircraft. A cookout with a critique afterwards, adds to the affair, and be sure to have local press, radio and TV coverage (this is why flightsuits and uniforms are required). Cadet participation and seniors without CAPF 101's can be used and trained. Emergency Services Cards (the new ones) are necessary for REDCAP's and USAF authorized missions.

Training can be pleasurable as well as serious. The feeling of membership in a smooth functioning team and comradeship can only be earned. Our mission of saving lives is a fine one. Lets become more "professional" and make the public proud of the CAP, and most of all let's make us proud to be a member.

## TYPE B ENCAMPMENT

The Type B Encampment program is progressing very nicely and most of the squadron commanders within our Wing are giving it their full support. With the completion of the recent 2nd Florida Wing Type B Encampment at Camp Wingmann, we now have a total attendance of 510 cadets and 95 senior members. Special recognition should be given to those units in the Florida Panhandle which have contributed to our success. How about joining us for the next Type B Encampment weekend? The Third Florida Wing Type B Encampment will be held on 1, 2, and 3 May 1970, at the Methodist Youth Camp, located 3½ miles south of U.S. 27 and 441 on State Road S466A, near Leesburg, Florida. Applications and other pertinent information will be mailed to all units shortly. Cost will be \$7.00 per cadet.

## TRAINING FOR SENIORS

Those Senior Members who attend the next Type B Encampment will have the opportunity to take part in a senior training program.

This training will be Phase I and II as outlined in CAPM 50-17 with the possible exception of the first aid course. At this time, we do not have an instructor who will be available on Friday, Saturday and Sunday.

The training schedule is being set up by Capt. Dorothy M. Loyd, Commander of Group 24. Capt. Loyd will open the program with the introduction of Major Billy G. Jones, who will demonstrate "How Not to Conduct an Interview."

CAPM 50-1, Introduction to CAP, will then be presented as follows:

- Chapter 1 - The United States Air Force & CAP  
*LCol. Robert H. Pinney*
- Chapter 2 - Historical Background of CAP  
*LCol. Robert C. Owen*
- Chapter 3 - Organization of the Civil Air Patrol including Constitution and Bylaws  
*LCol. Harvey R. Klein*
- Chapter 4 - The CAP Member  
*Capt. Gerald Mason*
- Chapter 5 - Civil Air Patrol Activities and their Administration
- Chapter 6 - Conclusion of Introduction to CAP  
*Capt. Dorothy M. Loyd*

Aerospace Doctrine, Part I will be presented by LCol. John C. McDonald. Major Frederick R. Cooper, USAFR, will instruct Part II.

Instructors are needed for First Aid, in addition to Chapter 5 of CAPM 50-1.

Something extra will be offered: "Talk on Survival" by Major Edward M. Green, USAF, Commander of Detachment 8 at St. Augustine.

Anyone desiring to help with this program are asked to contact Capt. Loyd by calling 904/824-3193 after 4:30 PM or write to P.O. Box 134, St. Augustine, Florida 32084.

All senior members are invited and urged to attend the next encampment and participate in this senior training program.

## DRILL COMP

The annual Florida Wing Drill Competition will be held at 1300 hours on Saturday, May 23, 1970, at Homestead AFB, Florida.

The Drill Competition will be followed that evening by a Cadet Military Ball and Awards Presentation. At that time the winning team and runner ups will be announced and presented with their trophies.

Quarters have been arranged on Homestead AFB for team members and their senior escorts who must travel over 100 miles to the competition for the evening of the 23rd. Cost will be \$2.00 per person. Tickets for the Military Ball will be distributed to and sold by the Group Cadet Advisory Council Chairmen.

## THUNDERBIRDS VISIT



Captain Art Ivins of the USAF Thunderbirds signs autographs for Cadets Tom McCahan and Joe Wieland during special briefing session held for members of the St. Petersburg Cadet Squadron at MacDill AFB recently.

Cadets and senior members alike of the St. Petersburg Cadet Squadron were given an unusual treat recently when the world famous demonstration air show at MacDill AFB to open their 1970 season on tour.

Through arrangements made by LCol. Robert Tucker, USAFR who is attached to the squadron, a personal interview with the Thunderbirds was set up for the squadron and a private briefing was held during which a new movie about the flying team was shown depicting the teams transition from F-100's to F-104's.

Captain Art Ivins, narrator/pilot on the team filled the group in on a little history of the Thunderbirds and gave the cadets a chance to personally meet members of the flying team and get autographs. About 40 of the cadets in the squadron participated along with eight senior members. After the interview and briefing, the squadron saw the Thunderbirds in action as they put on a low level exhibition over the base for several thousand spectators taking advantage of an open house day at the base to see the air show.

# Emergency Services Qualification



Members display Emergency Service Cards

On March 26 Forest Hill Cadet Squadron qualified 18 Senior and Cadet members for the Emergency Services Card.

Forest Hill Cadet Squadron recently purchased a Piper 140, and had several non-qualified pilots in the Squadron, and the Commander felt that it was imperative that these pilots be qualified for missions. With the help of Capt. Ken Freeman, Commander of Palm Beach Senior Squadron, and S/M J. M. Hugbey, of the Palm Beach Cadet Squadron, these Pilots and 15 other members obtained their qualifications in eight weeks.

We feel that this is a significant achievement if not a record. Forest Hill Cadet Squadron has 26 members, 22 of whom took these courses, and 18 passed. This breaks down in the following manner; 70% of the entire Squadron 100% of the active Senior members. The 18 members who did not get qualified will be as soon as they get their first aid card.

Forest Hill Cadet Squadron may be jumping the gun somewhat, but, in light of the new

# FLIGHT TRAINING



Good luck! These were the words spoken to Cadet James K. Massey, Cadet Deputy Commander of Palm Beach Cadet Squadron as he entered the link trainer 14 March 1970, during an orientation flight.

Such flights are given to cadets who work hard during workparties on PBCS'S new building, and then they relax through the enjoyable aerospace training in the link trainer.

Plus, the Palm Beach Senior Squadron while receiving flight school training also practice what they learn in the link.

The link provides a valuable tool towards aerospace training both for seniors and cadets within these Palm Beach Squadrons.

Cadet Program, the Commander felt that it would be a good curriculum to use as a transition from the old Cadet Program to the new. The cadets were very enthusiastic in their response as noted by the number that passed and their grades.

The following are the newly qualified members: Maj. James O. Delevett, S/M Robert C. Kindel, CWO Eugene R. Renwick, AFX Ladell H. Morgan, C/Lt. James E. Boyle, C/SSgt. Candace E. Parkman, C/1C Mark E. Salley, C/B Julie Ann Callahan, C/2C Alv Sakrisson, C/B David A. Laurain, C/B James A. Callahan, C/B David A. Golieri, C/B Ronald I. Pierce, C/B Joe F. Pimental, C/1C John L. Bartolini, C/Maj. Joyce L. Reschke, C/B Donald A. Bird, C/SSgt. Frank D. Lloyd.

LCol. Owen, Deputy Wing Commander presented the cards to the members, and stated in his remarks to the squadron how proud he was of the initiative and hard work that the squadron put forth in qualifying so many members.

# Squadron Activities

St. Petersburg Cadet Squadron is making news on the West Coast of Florida with a terrific growth record both in personnel and equipment these days. The squadron has grown from a unit with less than thirty active cadets and five seniors to a squadron that now boasts a membership of over 80 cadets and more than sixteen seniors, plus three associate members and an active booster club of parents interested in the squadron.

Part of this growth can be attributed to "Operation Giant Step", a recruiting campaign through the winter months in which posters were placed in city schools, business and on all city busses, a recruiting booth was set up and manned at shopping centers and all cadets were encouraged to speak up about CAP wherever they went and recruiting ribbons were pushed as the latest style.

Equipment wise, this squadron now operates a squadron radio net daily to make certain that the 17 mobile stations and seven base stations owned by squadron members are kept in shape and up to date on squadron news. The squadron also has a communications van fully equipped with all radio frequencies and telephone with a mobile generator for power ready to roll to the scene at any emergency and set up for emergency communications.

Some of the activities engaged in by the squadron to supplement the regular program are a rifle team (chartered by NRA) complete with ten rifles issued by the Army under the Civilian Marksmanship Program, a squadron chorus which will resume practice as soon as the director recovers from a recent illness, a program of orientation flights conducted by members of the Suncoast Senior Squadron for our cadets, and our latest activity starting is the training of a squadron KARATE demonstration team being taught by a local instructor who is a black belt in the art. The squadron rifle team fired in the winter months National Rifle Association Postal Matches and is waiting for the final team scores and standings to be published.

# SQUADRON AIRCRAFT

Palm Beach Gardens Composite Squadron is proud to announce the sole ownership of a 1967 blue and white Champion Citabria.

This aircraft is equipped with an inverted oil system making it capable of inverted and aerobatic maneuvers.

The plane is also equipped with a Narco Mk. 12 nav-com system.

With these capabilities, this aircraft is an excellent choice as a search and rescue airplane.



That's not an inspection plate!

# RECRUITING



The man on the right seems to know all about the Civil Air Patrol. He should. He has been an extremely consistent member of Palm Beach Cadet Squadron for at least five years! He helps by serving as a prop in our recruiting drive.

Cadet Arnold Erickson, prepares for a recruiting drive in the local schools during this month. The two practice consistently. They are practicing how they will present to new recruits the CAP book *Minutemen of the Air*.

These two PBCS members are part of a six cadet, one senior member team whose job it is to recruit new members. We wish them and all other team members good luck!

## SAR TEST AT OCALA

*Continued from page 1*

500 feet, and an overcast at 3,000. Surface wind was 10 knots, 240 degrees. The radar showed areas of heavy precipitation south thru northwest, extending out from Orlando to the Florida West Coast. The pilot acknowledged this weather report, and no further contact was made with the aircraft.

At 5:20 p.m. a communications search was made for the aircraft, with negative results. A subsequent ramp check of all airports 50 miles either side of the intended route of flight was made with negative results.

The silver and blue Cessna 182 has the wing number of N17291F. John Jones, the pilot, was carrying 2 passengers. He holds a private license, with a total flying time of 120 hours and 22 hours in the aircraft he was flying. He had no instrument experience. A citrus grower, from Waycross, Georgia, Mr. Jones is single.

There were 125 senior members and 11 cadets participating from Florida Wing. The 8 Civil Air Patrol aircraft and 12 member-owned aircraft were manned by 44 pilots and 35 observers. In addition, there were 4 land based radios at mission headquarters, with 17 others throughout the wing, 12 mobiles, and 4 aircraft radios. Two ground search teams participated.

Assisting also was the Marion County Sheriff's rescue vehicle.

The Air Force evaluation team from Southeast Region consisted of Colonel Richard A. Haldrett, USAF, LCol. David Griffin, USAF and MSgt. James D. Newman, USAF.

*Note: Above are the details. The real significance of a SARCAP is the experience gained by our members by working together as a unit. Nothing shows this better than the following, written by a member of Miami's Senior Squadron 3. Ed.]*

by S/M Amos E. McLean, Jr.

"What's a mission like? Did you learn anything? Tell me about it." These were the questions from my wife that greeted me upon return home to Miami from the state-wide SARCAP 13, 14 March 1970 at Ocala, Florida. "Sit down and I'll tell you about it," I replied, happy to release some of my pent up joy and enthusiasm from the trip.

"First, I went to the wrong airport—Tamiami instead of Opa Locka, which is about 15 miles away. There are reasons why—Burnside-Ott Aviation Training Co. operates at both places. They donated the use of Cessna 172 N8466 Lima. My fault but no harm done. By the time I hurried over to Opa Locka the repair had been made to navigation omni equipment and we were off at 1623 local time. That's four twenty-three Eastern standard time in the P.M. to you dear.

"We climbed northwestward and soon passed over Clewiston at 6500 ft. (up where the air was smooth) with broken clouds below at 3500 ft. Continuing upstate we passed over Lakeland. Darkness was approaching so we made a descent through breaks in the overcast at 3500 ft. Below it was almost dark and the lights of autos were turned on. Shortly after passing Lakeland, our navigation omni receiver switch quit operating so we now needed to navigate by compass and visual identification of ground objects. Turning westward we soon picked up Interstate 75 near Dade City and followed its silvery pattern northward to Wild-

wood. Here it is joined by the Florida State Turnpike as you recall from our many auto trips upstate over the years. We were A-OK and on course VFR toward Ocala.

"Twenty miles ahead the welcoming sight of the green/white rotating beacon of Ocala's Jim Taylor airport beckoned. A pass over the field by pilot W/O Louis White showed a 20 knot cross wind over the main 5000 ft. lighted runway. There is a 3000 ft. narrow black-topped cross runway, unlighted. So Lou brought us in crosswind on the lighted concrete in a fine piece of airmanship.

"After tie-down assistance and welcoming by local CAP members we closed our flight plan. Then came an informative 2 hours of slides and narratives, plus color movies of a sample SARCAP mission. This was put on by Eastern Air Rescue & Recovery Center personnel from the Air Force and Florida Wing-CAP. And honey, it was a good thing we had those survival fig bars and hard candy. It was 10:30 by the time we got into the motel area and the Crystal Palace hamburger emporium for late snacks.

"Next morning at the field our Emergency Services Qualification Cards (CAP form 101) were checked to be sure we were eligible to fly this Air Force authorized mission. Member John Petruff had not brought his card along so was not permitted to fly the mission.

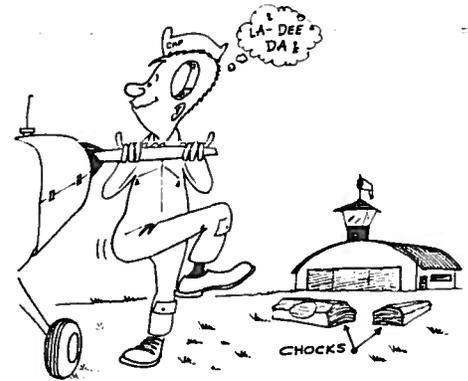
"The briefing officer stated that a light plane, silver and blue, with pilot and passenger with orange parachute, was enroute from Waycross, Georgia, to Ft. Myers, Florida, and last heard from about 20 miles southeast of Ocala. The area No. 175, about 27 miles southeast of Ocala, was assigned to pilot Lou White and me. It was approximately a rectangle 10 miles by 12 miles. It was bordered on the north by Lake Harris (Leesburg, Florida), and on the sides by roads, railroads, and a large limerock mining area in the southwest corner. We circum-navigated the area once for defining boundaries. We then started criss-crossing at one-mile intervals so that we could observe one-half mile to either side of our flight path. This was the recommended "creeping line" search at 600 ft. altitude. At 80 mph in 20 knot gusty winds, it was bumpy, difficult to hold the plane on course, to observe and to navigate. Many small lakes, twisting roads, and orange groves did not make the job easy. If we had it to do over we would select the shorter courses which were up and down wind rather than cross wind even if this required more 180 degree turns. From things we learned I would say our 40% coverage could be improved next time to 75% coverage of the search area.

"W/O Louis White sighted a wing tip-shaped silvery object in an open area. We circled it twice. I spotted a large round orange object in the yard of a mobile home. It could have been a child's wading pool—then it could have been a parachute also. After more than an hour we discontinued our search, returned to mission field at Ocala, were debriefed as to what we had seen, filed a VFR flight plan for Miami.

"Our return flight in 40 degree clear skies via Florida State Turnpike at 6500 ft. was clocked at 1:57 hours from take-off to touch-down. We checked 150 mph. groundspeeds mostly returning. This contrasted with 2:45 hours going up bucking headwinds. At Ocala there was a rumor that a "find" had been made.

"Being a CAP member only a short time, as you know, I have not had a opportunity to get to know the members really well. I imagine

## FLYING SAFETY



This clown is about to set a new world record for the hundred yard dash. The switch is on, the gas is on, brakes are off, both seats are empty, the throttle is wide open and the chocks will only be in his way when he starts to run. He is a rank amateur. A "professional" would never hand prop an airplane unless the wheels were chocked, brakes were on and a qualified operator was at the controls.

that most members in large communities see little of each other between meetings. Piloting, navigating and observing take concentration, and sometimes assistance. If one person is more familiar with landmarks or procedure a sense of give and take is in order. We learn by practicing, and the final decision rests with the pilot on missions. Before entering the plane each crew-member is well advised to have an open mind and adopt a spirit of co-existence.

"I was glad to have the opportunity to fly with this crew to the SARCAP. The organization at mission headquarters regarding administration, briefing, debriefing, etc., was excellent. Our actual mission flight was exciting and informative. I surely learned a lot. Thanks, honey, for letting me go. I feel better qualified as a pilot and as a search and rescuer for the future."

## GROUP 3 DRILL COMP

*Continued from page 1*

coming in second. Calling the commands for TCS was C/MSgt. Donna Koehler. Drilling for Clair-Mel and MacDill were C/MSgt. Andy Mecum and C/WO Mike Takosh.

Presenting the trophy was Major Nathaniel Brittingham, Commander of Group 3 and Major James Long, his Deputy Commander.

"All squadrons did beautifully," commented C/Major Koehler. "This shows that Group 3 can work as a team and achieve its goals."

The competitions began in October of 68 when PFC Graves donated a trophy and conditions in which it could be won. One of these stipulations is that it is the possession of the winning squadrons for six months unless it is won three times successively by that squadron.

Practice began in earnest at the beginning of the year. Team members met not only during meeting nights, but on weekends to go over and perfect the routine specified by the drill manual. "It was teamwork and working teams that made this competition a success," stated C/2Lt. Long. "It was a close competition all the way."

Taking the "cream of the crop" from all four teams, Group 3 is planning to send two drill teams, one male and one female, to the Wing Drill Competition in May.

See you there!