



# 'Gator CAPers



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**Dr. Paul E. Garber stands alongside a reproduction of the "Benoist Airboat" era 1913 at St. Petersburg.  
(Details inside cover page)**



## Public Affairs

Lt. Col. Sid Birns

Like you in the field, meeting one night a week, is only the tip of the iceberg. And, like you, wing people wear many hats. "It's a lonesome job and it's a dirty job, but somebody has to do it."

All kidding aside, our job is to work for you, but without your direct help, we can only do half the job. What we need more of from you, is more input on how to do the best job and get you what you need, when you need it.

If we can just remember we are all playing on the same team and working toward the same goal.

What is our goal you ask? I will tell you what I think our goals should be:

- Recruiting youngsters to join CAP, so they in time will join their communities as better and more knowledgeable adult citizens.
- Improve our teaching of the aerospace program.
- Increase and improve our Search and Rescue capabilities.

- Improve our working relationships with local rescue units, so that when an emergency arises, we can work together as a team.
- To recruit seniors, not only pilots, but

those really interested in working with youngsters in our cadet program.

- This last goal should probably be uppermost in our minds:

### RETENTION OF NEW MEMBERS

"Ah, there lies the rub . . ."

And this is where you can help us to create a retention program, so that we won't lose good people before they have a chance to get into our program.

We need your input . . . how you have been able to retain your new members. What is it that **you** do, that makes them want to stay in the program. If you have a new member program or activity, we would like to hear all about it.

So, all you hard-working CAP'ers, "Keep those cards and letters coming."

## Enterprise Cadets Honored at "Superstars" Sunday

A Certificate of Appreciation from the Metro-Dade Parks and Recreation Department was presented to **Captain Pamela**

**Archer**, Commander of Enterprise Cadet Squadron (08090) of Miami for their out-

standing service to Dade County. The squadron has worked for the past five years on "The Cornucopia of the Arts

Festival" held at Vizcaya each fall. The cadets help artists set up their work, assist

musicians with their instruments, take tickets for 80,000 to 100,000 visitors, and

maintain a First Aid Station among their duties for the two-day Festival.

The presentation was made at the

"Superstars" Sunday, 29 January 84 at Key Biscayne, Florida. The Squadron members were honored guests which included meet-

ing the "Superstars" and given special seating to witness the competitive events.

### COVER STORY — Garber

By Lt. Col. Mary Lou Brittingham

A gala celebration was held this past January to commemorate the 70th anniversary of the world's first scheduled airline flight, which took place on January 1, 1914, when the *Benoist Airboat* flown by **Tony Jannus** flew from St. Petersburg to Tampa.

New Year's Eve a banquet was held at Albert Whitted Airport with some 400 people attending and **Dr. Paul E. Garber**, Historian Emeritus of the Air and Space Museum, Smithsonian Institution, Washington, DC was the Honor Guest and Speaker. Dr. Garber is recognized in Civil Air Patrol's Senior Training Program having Level IV named for him.

**LTC Nathaniel Brittingham** and **LTC Mary Lou Brittingham** were Dr. Garber's

escorts throughout the weekend events. Fifty members from five local squadrons under **LTC William B. Boyd** as Project Officer, assisted in safe-guarding the antique aircraft and antique cars which were on display. CAP also helped with crowd control.

On 1 January the aircraft which was an exact reproduction of the original airboat built by a number of aviation enthusiasts took off from the United States Coast Guard Station carrying a cache of mail first day type covers which will become collector's items. It took approximately four and one-half years for the airboat to be constructed and cost \$20,000.00. Plans are to build an aviation museum on the waterfront in St. Petersburg to house the Benoist.

Colonel Brittingham flew Dr. Garber to Tampa for the arrival of the Benoist. The McDill Cadet SQ acted as escorts to the VIP guests who included relatives of **Thomas Benoist**, the manufacturer of the original airboat, several members of the Fansler family. Mr. Fansler was the entrepreneur who brought the idea to St. Peterburg, Dr. Garber and the pilot Ed Hoffman were interviewed by CBS and the program was aired on all national and local stations.

A member of Civil Air Patrol, **Mary Fletcher**, designed the stationery and all the posters and banners, etc. Mary is a member of Bay Area Senior Squadron.

Another VIP guest at the Benoist celebration was **Leland Seals** of Cape Coral, Mr. Seals was a mechanic for the airline in 1914.



Lt. Col. Nat Brittingham and Lt. Col. Mary Lou Brittingham acted as hosts for Dr. Garber.



Capt. Brian Eggleston receives his Garber Award personally from Dr. Garber.

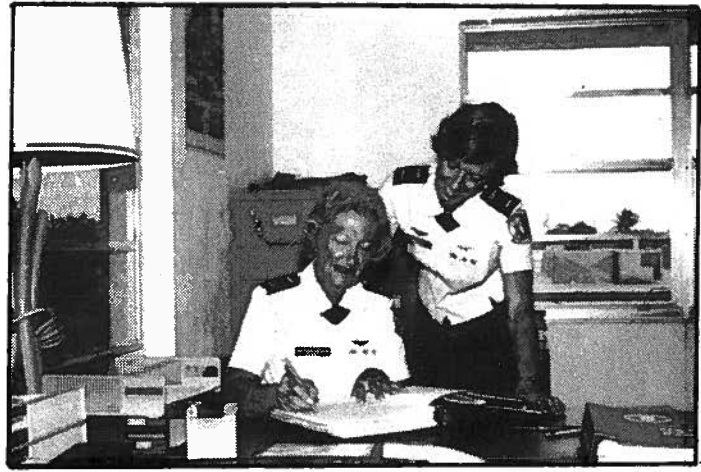
# Mother Daughter CAP Team

By Capt. Patrice Campeau, Group 20 P/A

When you think of the Marco mother-daughter team, you think dedication. Lt. Nancy Friesen, group 20 Administrative Officer, and Lt. Norma Behnke, Personnel Officer for the Marco Island Senior Squadron, are the only mother-daughter team in group 20. They both fly as Observers on the Marco "Sundown Patrol" flights out over the Everglades, along the coastal waters and through the Ten Thousand Islands. Nancy is TDY to the Marco Squadron for flying. They recently just completed their basic in the F.E.A.T. exercise held at the Port of the Islands.

They both talk of "how much" Civil Air Patrol has brought into their lives, and we, in group 20, can think of nothing except "how much" they both have contributed to the Civil Air Patrol. The dedication they bring to their job is evidently a hold-over from their lives before CAP.

The mother, Norma, is quiet, efficient and very friendly. Daughter Nan is soft spoken, a no-nonsense approach to problems and also, like Mom, open and friendly. Lt. Behnke is originally from Grand Rapids, Michigan. She studied voice, dance and piano. Professionally, as a coloratura soprano, she has sung in churches, operettas and was the soloist for the Saint Cecelia Music Society. She worked for the



Red Cross, was a director for a summer music camp of over 100 children for 9 years. She moved to Marco in June of 1972, joining the Civil Air Patrol in Marco in the fall of 1981, a charter member.

Lt. Friesen followed along in Mom's footsteps as far as training in the Arts. It kind of "runs in the family" to be artistic and talented. She has always sung in her church choir and later, sang with the Grand Rapids Symphony Choir. After graduating from High School, and at age 18, Nan joined the Air Force. She did basic at Lackland, in Texas, and was trained as a Stewardess, based at McGuire AFB, in New Jersey, as part of the MATS (Military Air Transport Service) on the European run. It was here she met her husband, a

pilot for North-Western Air lines. They adopted a tiny baby Korean girl and Nan stayed home with baby. Two (2) years later, in 1963, Nan's husband was killed in the North-Western flight that crashed in the Everglades.

This great Mother-Daughter team of the CAP moved to Marco in 1972, and it wasn't until October of 1981, when the new CAP Marco Island Composite Squadron was formed, that these two grand ladies came "aboard." The team correlates, collaborates and corresponds with Wing in fast and furious style, determined to keep their Squadron and Group on their toes, and impressing all of us to "do it right, the CAP way."

## How It Happened . . . In Florida

I decided it was time to put to use the CAP calendar and to use our wing publication, Gator CAPers, to advertise the presence of Florida Wing Headquarters, CAP, in the Orlando, Florida area.

On the inside cover of the calendar, I pasted a copy of the history of CAP and its mission. I then mailed both the calendar and the publication, along with a cover letter, to all the TV and radio stations and local papers. In my letter I introduced myself as the Florida Wing PAO and let them know that I was here to help them in matters concerning CAP . . . and if they needed help in any other area, I would be at their "beck and call." I made sure to include my home phone number as well as my business number.

The mail-out produced an immediate response . . . less than a week later, I received a call from one of the local DJ's, who also does a half-hour, pre-taped, Sunday morning show, called, "Orlando in Review."

I responded immediately and Dave Westerman of WREM, Orlando, the moderator of the show set the date for taping thirty minutes about Civil Air Patrol . . . in our own words. He said the show was all ours.

Col. Henri Casenove, former Florida Wing Commander and now Chief of Staff, drew up seventeen questions he felt would be pertinent to CAP. This also gave Mr. Westerman enough flexibility to cut time or extend it as needed. Col. Casenove had the foresight to bring along Lt. Col. Dick Reid, Florida Wing LO, to represent the Air Force side and add some side commentary. And I, as PAO, was there to take a photograph and to fill in whatever else might be needed.

The show moved along very nicely and Mr. Westerman directed questions to all of us, bringing everyone into the conversation, giving a feeling of spontaneity to the interview, rather than a question and answer show.



Shown left to right at the taping session of "Orlando in Review" are: Lt. Col. Dick Reid, Florida Wing LO, USAF, Dave Westerman, moderator of the show broadcast over station WREM and Col. Henri Casenove, Chief of Staff, Florida Wing. The show was thirty minutes long and was entirely about CAP. (Photo and story by Lt. Col. Sid Birms, Wing PAO)

It was a good interview and, as always, there isn't any way to know if the show will produce any recruiting gain. Mr. Westerman made sure that our phone number was given at the end of the show, both at headquarters and at the LO's office.

One thing we did accomplish . . . we made a good friend. As we were leaving the studio, Dave said "Please keep me informed about CAP and make sure you send me anything you want publicized . . . I'll put it on the air."

So, if I may suggest, it's not too late if you have some calendars left over . . . take it and your current newsletter along with a cover letter and send all to your local media people. Who knows, you might even get a response and make a new friend.



## The Early Years

Lt. Col. Elizabeth Sedita, Historian



This month's contributor to The Historian's Column is Lt. Col. Melvin Weiser of Cape Coral Senior Squadron 08040.

Walking down memory lane, it is hard to believe that 29 years have passed by. 26 of these years have been in the Florida Wing, having served under nine Florida Wing Commanders: **Col. Joe Moody, Col. Hal Du Pont, Col. Ralph Green**, again **Col. Hal Du Pont, Col. Bill Bass, Col. Bob Owens, Col. Henry Casenove, Col. Richard Leali, and Col. Howard Cumler.**

During those years, there were only five groups in the Wing. Group I consisted, in 1958, of Key West Squadron, Miami Composite Squadron One in which Senior Member **Norm Fisher** belonged, Miami Composite Squadron Two in which **2nd Lt. Ive Katz** was a member, North Dade Composite in which **Major "Doc" Moore** was a member.

20 February 1958, Special Order 58-1, **Lt. Col. L. G. Walters** became the Commander of Group I. My duty was Adjutant, **1st Lt. Hal Du Pont** was Air Inspector, and **Major Larry Feldman** was Transportation Officer.

27 May 1959, **Lt. Col. Lowe** again became Group I Commander. I was still Adjutant, but now I was a Major. **Capt. Hal Du Pont** became Executive Officer and **Capt. Ive Katz** was Acting Supply Officer.

10 May 1960, Special Order Number 8, **Major Hal Du Pont** became Commander of Group I. I was moved up to Administration Officer, and **Capt. Ive Katz** became Material Officer.

11 October 1962, another Form 2 changed my duty assignment from Executive Officer to Squadron Commander. It was during this period of time that the Cuban crisis arose and I was called to set up the communications for the Air Force which we did at Opa Lacka. It was two or three days before the Air Force was able to set up their own. Also during this period, we had a Wing Conference which was held in Miami Springs and I had as my guest the Air Force Commanding Officer. During the conference, when the awards were handed out, my name was called and as I appeared before **Lt. Col. Hal Du Pont** and **Col. Joe Moody**, I was informed that I was out of uniform. As I always took pride in my appearance in uniform I was taken aback. Then **Col. Moody** informed me I was now a Lt. Col. Upon returning to my table, the Air Force Commander, who was a Lt. Col. (I wish I could remember his

name), took off his rank and pinned them on me. I still wear them on my Blues and am still very proud of them. My Form 2 is dated 9 April 1963 although my appointment read 1 December 1962.

Also during 1963, to be exact, 15 January 1963, another Form 2 transferred me from Coral City Squadron Commander to Headquarters Group 9 as the Director of Operations. I held this position until 20 January 1964. Yes, you guessed it — another Form 2 making me the Group 9 Commander.

After the Wing Conference Banquet, we always had a dance. At the stroke of midnight, everything would stop and the names called of the cadets who were elected for Special Acts and I.A.C.E., and for the seniors who were to be escorts for the different activities including the I.A.C.E. escort. I had the good fortune to be selected for the I.A.C.E. program and later found out I was to represent the Florida Wing CAP in the United Kingdom. What an honor!

In 1965, old Group 9 was eliminated and became part of Group 16. My Form 2 tells me that I became a member of the North Dade Squadron; **Major Don Cunningham** was the Squadron Commander, and **Norm Fisher** was Sector A Commander.

Early in 1966, **Capt. Kay Cunningham, Maj. Cunningham** and myself had transferred from the North Dade Squadron to Headquarters, South Florida, Group 18. **Robert Owens** was Sector A Commander. Also during this period of time, I, with several others, took the Mission Coordinator's course through Eastern Air Rescue Command, Robbins Air Force Base, Georgia.

From 1967 to 1969, nothing out of the normal routine of CAP duties, REDCAPs, SARCAPs, etc., etc., etc. In February of 1969 I had enough hours to become a Command Pilot as well as a mission rated pilot. Also during this interim, **Lt. Col. Cohee** once more became Group 16 Commander, followed by **Capt. Gerald Mason**. For a short period of time, Capt. Mason sent me to the Hollywood Senior Squadron as the Commander to help build it up, which I did. Then I returned to Headquarters Group 16 where I held several positions under several Group Commanders, **Joe Frakes** being one, and **Haywood Massuru** being another.

In 1972, Air War College course was open to Lt. Col. in CAP, at which time it was a two year course. I enrolled and completed the course in 1974, receiving credit for 720 study hours. How proud I was when **Major Ed Muskis** presented me with the certificate, but prouder still when he presented one to my wife, the P.H.T. Air War College diploma. P.H.T. means "Pushing Hubby Through."

In July 1973, **Lt. Col. Cunningham** asked me if I would once more become a Group Commander, on a temporary basis, until **Col. Bob Owens**, then Wing Commander, could appoint an interim Commander. I made the mistake of saying I would — that temporary command lasted four years, or until I retired from making a living and moved from Hollywood to Cape Coral.

In 1975, along with **Don Cunningham, Kay Cunningham, Wyman Green**, both **Dorie** and **Don Anderson**, and several others in the Florida Wing, I went to National Staff College held at Maxwell Air Force Base. I would recommend every Senior Member to take this. It will not only help you in CAP leadership, but also in your everyday life.

In 1975 I received the Gill Robb Wilson Award, the Grover Loening Aerospace Award, and the National Commander's Citation.

In 1977 I retired from making a living and moved over to Cape Coral and transferred to Group 8.

Group 8 is no more, but we do help out where we can. What's left for me with 26 years in the Florida Wing and nearly 30 years in the program? I've flown missions, I'm a Mission Coordinator, I've taught Level I, and helped teach different programs. I've been a Squadron Commander, a Group Commander, an escort in the I.A.C.E. exchange, taken E.C.I. through War College, been to National Staff College, and worked with cadets. Having the same devotion today as I had when I came into the program, I will continue on teaching, and to talk up CAP before clubs. Now I believe I will accept the challenge of the new Aerospace Program; it sounds real interesting.

# Florida Wing Holds PAO Seminar

Florida Wing Public Affairs held a one-day seminar at the facilities of the Naples Squadron. It was the first to be held in many a moon and it was for Public Affairs Officers and other CAP members from the Orlando area and south. A seminar for those north of Orlando will be held in the very near future.

**Lt. Col. Ed Campeau** was instrumental in keeping everyone alerted to the seminar via the CAP net and **Capt. Pat Campeau**, project officer, put together an exciting program. She invited members of the local media to speak to the PAO's on what they felt would be the best way to tailor our news reports to them to give us the best possibility of use.

**Jim Lockhart**, of the Naples Daily News, suggested that we utilize the five W's . . . who, what, when, where and why, in our stories. He felt if we could incorporate all that information using that format, the chances of our stories being used would be much higher.

**Lyn Acker**, investigative reporter for WINK-TV, Fort Myers, said one of the most important things to her was to be able to speak to someone who could give her the facts and figures, etc., anything that was pertinent to the story. She also said it was important to have a telephone number where she could contact that person if she needed any further information.

**Cynthia Glicken**, Bureau chief of WBBH-TV, Fort Myers indicated that she needed two weeks lead time to incorporate any of CAP's up-coming activities, into her schedule. She also pointed out the "deadline times" . . . saying that if we missed it, it would not make the six o'clock news, but would probably be held over for the next morning's news report.

**Gary Arnold**, Station Manager of WEVU-TV, Bonita Springs, told us "don't be disturbed if we don't use your story on the six o'clock news. Sometimes something comes up that is more immediate in news, bumping your story . . . but be assured, we will use your story on the eleven o'clock news."

Picking up the pace, **Lt. Col. Alexander Field**, Commander, Group 20, pitched right in on the need for more and better internal Public Affairs communications. Here we are probably one of the most active communications organizations and yet "we have a failure to communicate." Our suggestion is that Commanders bring their PAO's into the inner workings of the unit. They should be an integral part of the overall operation, especially if you, as the Commander, want your units image to be well represented in the local media. You can't expect the PAO to do a job if he or she is not well informed.

Moving right along, **Lt. Col. Sid Birns**, Florida Wing PAO, immediately opened his portion of the seminar with about ten

questions concerning the why's and wherefore's of the external Public Affairs program. The first question was: "What are the goals of the PA program?" There wasn't any conclusive answer . . . we all felt that there really wasn't any clearly defined program put forth by National Hq. The second question seemed to hit home: "In order to implement the PA program, what do you do as the PAO to overcome the obstacles inherent in your unit, in order to properly do your job?" Again, there were no definite answers, BUT, we heard what some of the problems were. Uppermost was the lack of interest shown by the commander in the PA program . . . all felt the commander doesn't keep the PAO informed. One PAO said, "I find out about an activity too late to do anything about it." Another said, "Information that comes to our headquarters from National never gets to me . . . and sometimes when it finally does, it's too late to act on it." These problems seem to prevail throughout the rest of Civil Air Patrol and we at the seminar didn't come up with any positive conclusions. We felt that the PAO should be combined with special projects and recruiting because they tend to overlap and by so doing, a better job might be done.

Again the same question arose . . . "What if your commander doesn't tell you about the activity he wants publicized until the night before it is to take place?" Then you, as the PAO, can only do just so much with what you have to work with and the commander will have to be satisfied with whatever you are able to produce under the circumstances.



**IN MEMORIAM**  
**Lt. Col. Albert Seeschaff**  
1914 - 1983

The seminar was non-structured and therefore allowed for a free flow of information from person to person. PAO's were able to air their particular problems and in some cases even got answers from another PAO who had solved that particular problem.

So, at this writing, where are we? Has the seminar accomplished anything? Yes and no. From those I spoke to, we accomplished something by just having the seminar. The second accomplishment was that all those attending found that the basic problems were country wide. However, the one big question arising from the seminar was . . . "Is the Public Affairs Officer important to the functioning of the CAP unit?" What do you think?



Shown as she addresses the Florida Wing Public Affairs seminar, is Lyn Acker, Investigative reporter for WINK-TV, Fort Myers. Important to Miss Acker when she interviews is the ability of the person being interviewed to give her factual information.



By **S. Edward (Ed) Johnson**,  
Florida Wing Chaplain

As I write this I have just returned from the SER Chaplain's Conference held at Maxwell AFB, Montgomery, AL. It was a great conference, I am sorry that many more of our Florida Wing chaplain's could not be there. Much good information was given to us, and the rich fellowship was tremendous.

Those in attendance from Florida Wing were Chaplain **Al Tracey** of Lake City, Chaplain **William Herndon** of Marianna, Chaplain **G. T. Gardner** of Pensacola, Chaplain **William Koschny** and wife of Sarasota, myself and wife **Eldora**. We had excellent briefing on ECI course 02210 by Chaplain **Col. Henry Spencer**, USA National Chaplain, and others. I sincerely hope that all of our chaplains will take this course who have not done so. You may contact me for an enrollment card if you wish, or, your commander may have one.

I truly hope that many of you, if not all, will plan to attend our Florida Wing Conference in Tampa, May 4, 5, 6. There will be two seminars for chaplains on Saturday, May 5. Our SER Chaplain **John Magee**, from Mize, MS will share with us, and our Natl. CAP Chaplain **Col. Ebner** has been invited to be with us. This will be a great opportunity for all of us to get to know each other better, and share what is happening in our units and squadrons. I am looking forward to the pleasure of greeting many of you there.

Remember, the strength of the chaplain program in Florida Wing depends on each of us. May I urge you to make a strong effort to recruit a new chaplain for those units and squadrons who do not have a chaplain. Best wishes to each of you, and may God bless you real good in all your efforts for, and service to CAP.

## Six Day SAR Mission

At 1605 EST, 12 Jan 84, while over the Gulf, Air New Orleans Flight 211 (ANL 211) heard a distress call from the pilot of a

Cessna 337 Skymaster, N863. He reported he was "lost." His last known position was 120 miles NW of St. Pete at 11,500 feet,

heading 100 degrees, had one hour of fuel remaining and all navigational equipment was "out." At 1608 hours ANL 211 lost

contact with him. Fourteen minutes later PBA Flight 2213 picked him up weakly and

advised him that JAX ARTCC was looking for him on the radar. N863 advised he was transmitting on a portable radio with a range of about 20 miles. At 1625 hours

Eastern Flight 627 heard him "loud and clear." EA 627 relayed that Tampa Approach advises to switch to 121.5. N863 switched, was heard once more, very weakly, and never heard again. The Coast Guard and the Air Force Rescue Coordination Center (AFRCC) were notified. Due to the weather conditions, no aerial search could be mounted 'til Tuesday, 17 Jan 84.

Late Monday night, 16 Jan, **Lt. Col. Chuck Myers** was requested to take over as Mission Coordinator. Early Tuesday morning found **1st Lt. Bill Barnes** busy on the phone getting our eligible members alerted. The mission base was set up at the Brooksville Composite Squadron Headquarters at Brooksville airport by Group 18 members from Hernando and Pasco Counties. By noon there were 3 ground teams, 10 aircraft and approximately 60 CAP personnel working full-tilt. Our squadron had 15 members and 2 aircraft there — our C-172 and **Warren Fox's** Piper. The mission continued through Sunday with two days of no searching due to weather.

Super Bowl Sunday was the first day of "good" search weather and all areas were searched at least once more that day. Sunday saw 67 personnel, 12 aircraft and 4 ground teams at the mission base, and all hard at work — but with NO positive results! That night the AFRCC suspended the search.

It was a great disappointment to work so long and so hard without finding the missing aircraft, but everyone did their best. The only positive results were when **Lt. Col. Frank White's** crew, in our C-172, spotted an old, unmarked T-6 crash site. Our squadron provided excellent support to the mission. Of the total 223 man-days worked, we provided 50 (22%). Between our C-172 and **Warren Fox's** plane, our aircrews flew 19 (25%) of the 77 total mission sorties and accounted for 30 (26%) of the 116 hours flown. **1st Lt. Herb Decker** took care of the mission administration, **2nd Lt. Sam Hopewell** learned the mission dispatcher's job the hard way — he was told to do it — and by week's end he was as good a dispatcher as you'll find in the Wing.

**Roger James** set a good precedent by getting a local fast-food retailer to donate food for the troops. From that first day on, a different food retailer donated the chow each day. Many "Thanks" to all who participated. WELL DONE!

## Lantana-Lake Worth Assists Local Air Show

by **Denese Wolfson, PAO**

**LANTANA, Florida** — The Lantana-Lake Worth Cadet Squadron is back at it again, this time with a venture that proved beneficial not only to the safety and well-being of the public, but also to the welfare of the squadron itself.

The Lantana Squadron helped the ZONTA Business Women's Organization host a local air show to commemorate Amelia Earhart Week, January 7th to the 16th. Cadets and seniors formed teams and parked nearly 5,000 cars singlehandedly throughout their home base of Lantana Airport in Florida Wing's Group 5. The squadron had no outside assistance from any of the local police forces. They were also given charge of running security for the planes, keeping the flight line clear of obstacles and people, and providing first-aid for any who needed it. At the close of the show, the Lantana Squadron was complimented on their excellent performance by the ZONTA Club.

The Lantana Squadron had their own recruiting display and booth set up as well, and this gained publicity for the squadron as well as helped to increase the membership.

At the opening of the air show, **C/WO Cristina Romagosa** gave a speech to the crowd attending on the history of Civil Air Patrol. Following her well-expressed speech, **C/WO Romagosa**, **C/WO Jeffrey Wood**, and **C/WO James Auld** were awarded their Mitchell Achievements by Palm Beach County Commissioner **Peggy Evatt**.

## CLC in High Gear

By **Don Hotchkiss**

The initial offering of the Florida Wing Corporate Learning Course was conducted at Wing HQ in Orlando on 11 and 12 February 1984. Given little more than the basic idea of the course, Wing staff members combined resources and individual expertise to formulate the initial curriculum that will be used to train commanders and members on resource management.

Thirty students came from all parts of the state and joined with two out-of-state visitors, **Mr. Clyde Bradley**, HQ CAP Senior Training, flew in from Montgomery, AL, and **1st Lt. Joel N. Willis**, PA Wing, rode a bus 25 hours from Philadelphia to attend this course. Such dedication certainly is an important asset to any unit commander. The course in the future will be based on material covered in self-inspection guides coupled with techniques of basic management. Scope of material is wide enough to cover nearly every aspect of unit commandship/management.

Schools are scheduled throughout the state so that by the end of 1984, everyone within Florida Wing will be given the opportunity of attendance.

# CAP & Civil Defense Receive High Praise from Air Force

By Lt. Col. Sid Birns, Wing PAO

In its quest for a better way, Civil Air Patrol and the Central Florida Area Office, Bureau of Emergency Management, worked together to improve and update their disaster and survival techniques.

A simulated disaster exercise was started at the beginning of the week . . . "Hurricane Alfred reached disaster proportions by mid-week, coming in from the west coast of Florida, when it started tracking northeast, through Bartow-Deland and Ormand Beach. There was state-wide flooding with more heavy rains of ten to twenty inches, expected throughout the day.

"Utility crews have been hampered due to the flooding. Communications are limited, reducing the effectiveness of local rescue units."

Civil Air Patrol set up its Disaster Relief Operations in the Civil Defense building located in Wildwood, Sumter County. Flight operations and ground rescue dispatching was handled at Lakeland Airport in Polk County.

At 7 p.m., Friday night, the operation began. Members of Civil Air Patrol and the

Bureau of Emergency Management converged on Civil Defense Headquarters, here in Wildwood and the "Disaster Relief Exercise" was under way. Mission Commander for CAP, Lt. Col. Nathaniel Brittingham, described the daily events leading to the current disaster situation. He then spelled out the simulated mission, the tasks that each member would be expected to accomplish, as requested by Ted Keith, Director of CD, at Lakeland Airport and by Robert Pennock, Area Coordinator at Mission Headquarters in Wildwood.

Saturday at 0700 the operation came to life . . . Air Force evaluating teams were sent to Lakeland Airport to monitor the operation there and a team was dispatched to the Mission Headquarters at Wildwood. They were to evaluate the procedures used by CAP/CD in getting people out to the areas of disaster, accomplishing their mission and getting all this information back to Mission Headquarters.

First mission of the day was to evaluate and assess the damage done in the wake of Hurricane Alfred, on its course of destruction through central Florida. Three aircraft were dispatched and reported

over CAP radio on flood damaged roads, washed out bridges, downed trees and electric lines. In this way, CD could help direct crews to high priority needed repairs. Three ground crews were sent to investigate the report on a warehouse explosion which contained highly radioactive materials, necessitating the use of CAP radiological monitoring teams. Immediately, CD requested the public not to attempt to enter the affected area, until contamination levels had been determined.

As the morning progressed, the weather conditions deteriorated to the point that all airborne aircraft had to return to base, but ground operations continued.

For this operation, Civil Air Patrol mustered 155 personnel, eleven aircraft, six ground search and rescue teams, forty-eight radios on CAP frequency. The pilots flew sixteen sorties in that time and there were four ground sorties.

The final briefing took place at 1430 hours . . . all search operations had ceased and the Air Force evaluators gave Florida Wing and CD a very high excellent for overall combined operation in the Disaster Relief preparedness exercise.



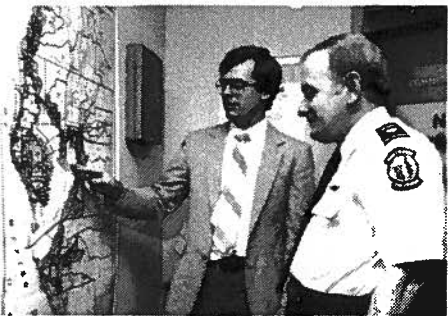
Lt. Col. Nathaniel Brittingham, Mission Commander, for the annual CEDEX exercise, briefs members of his staff at the opening of operations at Disaster Relief Headquarters in the CD center, Wildwood, Florida. The simulated mission started on the night of 3 February.



Lt. Col. Nathaniel Brittingham, left, is briefed on the local weather conditions, by Lt. Marion Holland, mission coordinator. Weather conditions for flying throughout the mission were erratic.



Lt. Col. Glen Atwell, USAF (Alabama Wing LO) left, and Lt. Col. Roger Dodd, USAF (SER Director of Training) both evaluating officers for the disaster relief exercise, go over guidelines for grading Florida Wing's CEDEX.



Robert Pennock, left, Area Coordinator, CD and Major George Metz, Administration Officer for CEDEX exercise, check course of simulated hurricane as it cuts across central Florida.



One of the important functions of the disaster exercise is communications. Shown here is 2nd Lt. Margaret Strang, communication officer, as she contacts Sparro 1701, at Lakeland airport.



Mission Commander Lt. Col. Brittingham, extreme right, gives the 1100 hour update to his CEDEX staff on the progress of simulated hurricane 'Alfred'.

# ACROSS THE WING

## Group 5

Lt. Col. Frank Handler was recently appointed commander of Fort Lauderdale Squadron 08337. Ray Sakowski was promoted to Captain. Henry Felton and Audrey Banfield of Group 5 were promoted to 1st Lt. Wes Dickman also was promoted to Captain.

Maj. Ed Denton was appointed commander of Palm Beach Senior Squadron 08047, and 2nd Lt. Tony Correa deputy commander for cadets.

\*\*\*

## Group 11

SM Joel Patterson is now commander of Charlotte County Composite Squadron 08051. Also Lt. Arthur Brese took on duties of Supply Officer, and Ruth Mikalko was appointed Finance Officer.

\*\*\*

## Group 12

1st Lt. Ted Hammen of Central Brevard Composite Squadron 08122 has been appointed Deputy Commander.

\*\*\*

## Group 15

West Broward Cadet Squadron 08104 and the Youth Everglades Survival School went on a combined bivouac recently at W. D. Ranch in the Everglades. Various aspects of survival were taught including fire safety, compass use and history of the Everglades.

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## Group 17

Three senior members of Pinellas Senior Squadron 08182 received promotions: Sylvia Mandel to 1st Lt., John Skolte to 2nd Lt., and Fitzroy Cornwall to 2nd Lt.

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## Group 18

Roger James of Lakeland Senior Squadron 08328 recently set up interviews on four local radio stations.

Suncoast Composite Squadron 08369 recently had the following awards and promotions: Grover Leoning Award: Maj. William Bailey, 1st Lt. Inez Harbaugh and Capt. Paul Vandiver.

Commanders Commendation: 1st Lt. Ted Davis. Aerospace Awards: 2nd Lt. Michael Boswell, S/M Marilyn Christopher, 2nd Lt. Inez Harbaugh, 2nd Lt. Wilfred Jodoin, 2nd Lt. Kelvin Romanelli, 1st Lt. Ewing Spencer and 1st Lt. William Stilley.

The following promotions were announced: Maj. James Malcolm to Lt. Col., Capt. Preston Fouts to Maj., 2nd Lt. Inez Harbaugh to 1st Lt. and 2nd Lt. Wilfred Jodoin to 1st Lt.

Lakeland Senior Squadron 08328 announced the following promotions: Bill Barners, John Burokas, Warren Fox and Ina Ward to 1st Lt.; Charles Bonner, Les Brown, Don Ferris, Alan Harkness, Sam Hopewell, Roger James, Walt MacDougall, Jack Mars and Mack Sumner to 2nd Lt.

Lt. Inez Harbaugh has assumed command of Suncoast Composite Squadron 08368.



## Gator CAPers

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