

Office of Information
 Florida Wing—Civil Air Patrol
 Auxiliary of the U. S. Air Force
 Post Office Box 4878
 Jacksonville, Florida 32201

102056915 08176
 HENRY C BOERNEP
 3401 W OSBORNE AVE
 TAMPA, FL 33614

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FLORIDA WING

Gator CAPers

VOLUME XI, NUMBER 5

DECEMBER, 1970

FLORIDA WING ANNUAL CONFERENCE

It looks like a sellout right now. To be assured of room reservations for the Florida Wing Annual Conference to be held on 13-14 February at the Robert Meyer Motor Inn, Orlando, senior members should complete and mail the reservation request printed in this issue of Gator CAPers as soon as possible. Cadet reservations will be handled by the Office of the Deputy for Cadets. Note that there is some spread in room rates. The rate charged depends on the location of the room at the Inn.

Each senior member MUST register at the CAP Conference Registration Desk in the motor inn lobby before going to the hotel desk clerk to check in AND before attending any confer-

ence functions. The mandatory senior member registration fee of \$2.50 includes one complimentary drink in the hospitality room.

The banquet fee is \$7.50 per person—costs do go up, don't they? Please mail checks for the banquet fee only to P. O. Box 10388, Riviera Beach, Florida 33404, as early as you can so we can get a count for the hotel.

Brigadier General Richard N. Ellis, USAF, our National Commander, will address the membership at a general assembly meeting on Saturday. Southeast Region CAP Commander, Colonel Ted Limmer, CAP, and the other Southeast Region Wing Commanders have also been invited to attend.

Senior and Cadet staff sections such as Operations, Civil Defense, SAR, Communications, Information, Personnel and Administration, Materiel, Insurance, and Deputy for Cadets (including seniors assigned to the cadet program) will have scheduled meetings. The January, 1971 mailout will list these in detail.

Following the Awards Banquet, a cadet military ball will be held. So, for everyone there is activities, recognition, top notch speakers, and "fun and games". Put Florida Wing Annual Conference in big letters under the 13th and 14th of February on your calendar. (P.S.: Monday, February 15, is a legal holiday.)

CIVIL DEFENSE EXERCISE

Three simulated nuclear blasts over Florida signalled the start of another CAP mission. Things got under way well before daylight on Saturday, November 7, as the Mission Commander, CAP LCol Henri P. Casenove, briefed his staff at the Wildwood Civil Defense Emergency Operations Center (EOC). Simulated nuclear explosions over Miami, Tampa and Orlando had caused the State Office of Civil Defense to call on Florida Wing—CAP for assistance. Jobs to be done included movement of personnel and medical supplies to and from disaster areas, aerial radiological monitoring, traffic surveys, photo recon, and providing equipment and people to help in the simulated emergency. LCol Casenove stressed that Florida CAP capabilities would be severely tested during this mission — CDEX-70. This was the Florida Wing—CAP's annual Civil Defense Effectiveness Test; a full trial of Civil Air Patrol's ability to respond in an emergency.

While the Mission Commander was conducting his briefing, CAP personnel from Tal-

Continued on page 4.

ROBERT MEYER MOTOR INN

Post Office Box 1729
 Orlando, Florida 32802

RESERVATION REQUEST

(seniors only)

FLORIDA WING ANNUAL CONFERENCE

Name(s) _____ Arrival date and time _____

Address _____ Departure date and time _____

City _____ Special information _____

Number in party _____

Room desired — single (1 person) \$13.00/15.00 per night _____

double (2 persons) \$15.00/17.00 (one bed) _____

Twin (2, 3 or 4 persons) \$18.00/21.50 _____

[location makes the difference]

CUT OUT AND MAIL IN—MAKE ANY SPECIAL REQUESTS DIRECTLY TO ROBERT MEYER MOTOR INN

'Gator CAPers

The 'Gator CAPers is published by Florida Wing, Civil Air Patrol, Orlando Naval Training Center, Orlando, Florida, and is distributed to each of its members.

Wing Commander Colonel Robert C. Owen, CAP
Director of Information Major Richard R. Charlett, CAP
USAF-CAP Liaison Officer. LColonel Robert H. Pinney, USAF

NOTE TO CONTRIBUTORS: Address all copy to—Editor, 'Gator CAPers—Post Office Box 4878—Jacksonville, Florida 32201. Materials must be typewritten, original copy, on 8½ x 11 white paper, one side, double spaced, in caps and lower case. Photographs must be originals (not clippings) and should be accompanied by CAPF 89. Photographs and materials cannot be returned.

'Gator CAPers is being sent to each member's last known address. If you or any member you know have changed address, please send a post card to 'Gator CAPers, giving name, CAP unit and serial no. and both the old and new addresses. **BE SURE TO INCLUDE OLD AND NEW ZIP CODES.**

WING COMMANDER COMMENTS...

ON RECRUITING

The experts point out the huge increases in population and translate this to mean a proportionate increase in Civil Air Patrol membership should happen. Maybe so, but is there a proportionate increase in people dedicated to helping their fellowman in emergency situations; a proportionate increase in youth interested in leadership, moral responsibilities, courtesy, etc? These are questions that no "expert" can really answer.

I feel that, and this represents only my personal opinion, that we can make modest senior enlistment gains as our program gets more of a professional SAR, CD and natural disaster orientation. Senior training and practice exercises will keep up interest and professionalism. The key here is the retention rate and commanders' use of present members. On the other hand, cadet recruitment should have a larger field of youth interested in aircraft flight, space activities and careers in the aerospace industries. Problem area here, as in the senior program, is procurement of interested adults to both teach and guide.

Suggestions have been made, i.e., a recruiting officer and staff reaching down into groups and squadrons—I hesitate to add to our already complex organizational positions, yet another one. We'll have to see, first, whether the policy of each one of us becoming a one individual recruiting "factory" capable of explaining the CAP program: i.e., its purpose, services, scope, accomplishments, and the projects and activities now in progress at squadron, group, wing and regional levels. Let's all, both cadets and seniors, make this our "thing" for 1971.

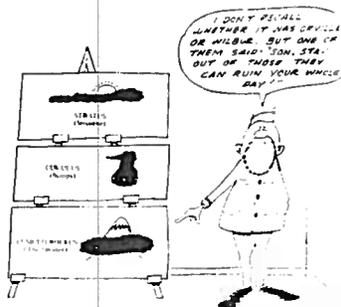
ACCIDENTS

J. H. Shaffer, Administrator, Federal Aviation Administration, stated, "I would like you to know that I am encouraged by the downward trend of the past two years in fatal general aviation accidents. A review of accident statistics as far back as 1962 shows that each year the number of fatal accidents and fatalities exceeded that of the year before. For the year 1969, however, there was a marked decrease over 1968 in both fatal accidents and fatalities.

"It is, of course, too early to tell what the full accident picture will be for 1970. The record thus far this year, however, gives some cause for optimism. In the first eight months of 1970, the number of fatal accidents was down from 428 for the comparable period last year to 417, and fatalities down from 948 to 828.

"Unfortunately, the types of accidents which account for a great number of fatalities keep occurring in spite of the fact that most of them are preventable."

FLYING SAFETY



By no stretch of the imagination does our mission require any CAP pilot to fly in marginal weather in mountainous terrain. To do so is nothing short of foolhardy, and I charge all CAP Commanders to eliminate foolhardy pilots.

Richard M. Ellis
Brigadier General, USAF
National Commander

Rangers

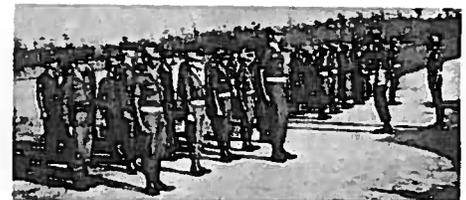
Over 50 Civil Air Patrol Cadet and Senior Members from 10 squadrons in the Miami-Fort Lauderdale area participated in a two day Ranger Survival School deep in the Florida Everglades during October.

Instruction—centered on the essentials of ranger training—to save lives, included such subjects as woodsmanship, compass use, land navigation, survival, first aid, and crash site security.

CAP Captain Fred P. Graham of Cutler Cadet Squadron, a former member of the Pennsylvania CAP Wing Rangers, commanded the school. Cadet Colonel Gary Kirkpatrick served as the school's Cadet Commander and Cadet Staff Sergeant Don Ward headed the instructor staff.

To prepare for their instructor duties at the Everglades school, seven Cutler Cadet Squadron members attended the Pennsylvania Wing's Summer Ranger School at Hawk Mountain.

LCol John McNabb, CAP, Pennsylvania Wing Ranger Commander, visited Cpt. Graham in Florida prior to the start of the Florida Ranger School. While here he also briefed the Florida CAP Wing Commander, Colonel Robert C. Owen, and his staff on the Pennsylvania Ranger Program.



Part of the school formation, prior to class.



Cadets Donald Ward and Donna Roth of the Cutler Cadet Squadron discuss the pigmy rattlesnakes taken during the Ranger and Survival School in the Glades.



Cadet Mike Diaz holds a citizen of the Everglades while Cadet David Graham shows how a finger could be lost.

CHAPLAIN'S CORNER

A surge of activity in chaplain recruitment should add a dozen or more personnel before the end of 1970. By mid-November, 15 of the 19 Groups in the wing had a chaplain assigned, and the remaining 4 were awaiting transfer proposals.

The October roster carried 56 names. One of these has left the state and others not reporting may be gone also. Two active chaplains were not on the list. There are 19 prospects, many of whom are in various stages of application.

Our program of securing a Group chaplain for every Group and making him responsible for recruitment, supervision and collecting quarterly reports should prove most effective. Group

Commanders have been most helpful and the National Chaplain's Office reprinted our plan in a recent issue of the Chaplain Newsletter.

Former SER Chaplain LCol. Milton N. Popp received the Exceptional Service Award at the October meeting of the National Chaplain Committee. He now serves as the Veterans Administration Hospital Chaplain in Danville, Illinois.



Popp

DISASTER COURSE



"Whoops! There go my evenings." Mr. Getto and Captain Christmas, instructors, hand manuals and tests to Col. Owen, at the Disaster Preparedness Course, Lowery AFB, Colorado, recently. The course is for high level USAF officers, and has recently been opened to selected CAP officers.

AIRCRAFT FOR SALE

CAP AIRCRAFT FOR SALE: PA-28-140 947 hrs TT-AF&E, Mk 3-90 channel. \$350.00 down. Balance of \$6,000.00 payable at \$150.00 per month for four years. Insurance with student coverage is additional \$163.00 per quarter. Aircraft has recent 100 hr inspection. CONTACT Commander, Florida Wing, CAP, P.O.Box 10388, Riviera Beach, FL 33404.

CDEX:100%

The Operations Office wishes to congratulate all 200 members of Florida Wing who helped make this evaluation a success.

The Wing Medical Officers are LCol. J. Z. Schmidt, CAP, Post Office Box 909, Kissimmee Florida 32741 for the northern part of the Wing and LCol. Sumner H. Cohen, CAP, 11628 N. W. 7th Avenue, Miami, Florida 33168 for the southern half. Assistance in the medical program may be gained from eight of these two officers.

Name plates are required in the Florida Wing. They will have only the CAP emblem and last name. There should be no other printing.

The appearance of CAP vehicles and aircraft leaves much to be desired. Units must comply with regulations, markings, painting, and state inspection stickers.

Each group supply officer should be at the materiel section meeting at the wing meeting, February 13th. Squadron supply officers are encouraged to attend, also.

Effective December 14, any practice activity established to improve proficiency in Emergency Services will be evaluated by the Task Force Coordinator to whom the unit is assigned. Notification of Wing Deputy for Operations will be given, three weeks in advance, by the unit(s) planning the activity. This information will be forwarded to the Task Force immediately so the Coordinator can make plans for assistance and evaluation. This procedure has been established in order to get the most benefit from each practice activity and maintain a high degree of standardization throughout the Florida Wing.

NEW MEMBERSHIP

WASHINGTON—Mack Trucks, Inc., recently became the first firm in the nation to join CAP under a new business membership program when Gen. Ellis, National Commander, presented a membership certificate to Zenon C. R. Hansen, chairman of the board and president of the truck-building firm. At the same time, Hansen also made the first official contribution in the name of Mack Trucks, Inc., to Civil Air Patrol under the new membership program.

In accepting the certificate, Hansen cited the growth of business aviation over the past few years. He predicted that future growth of this branch of general aviation would offer a much greater opportunity for service by CAP and for CAP and business aviation to help each other.

The new program is one "we are very proud of," Gen. Ellis said.

Hansen proposed last year that all operators of general aviation aircraft support CAP's volunteer efforts through special memberships. Noting that CAP at the time was financed only by dues paid by its members, he urged that corporations, businesses, and individuals participate financially to provide a needed source of revenue for CAP.

Personal Appearance — by Col. Ted Limmer, CAP Southeast Region Commander

The Air Force has revised its directive on dress and personal appearance of its male military members to include a standard of grooming with specific requirements on hair, sideburns, mustaches, beards, goatees and wigs which applies to US—the Auxiliary of the Air Force.

The manual prescribes that hair will be neat, clean, trimmed and present a groomed appearance. It will not touch the ears or the collar except the closely cut hair on the back of the neck. When properly groomed, the hair will present a tapered appearance. Hair in front will be groomed so that it does not fall below the eyebrows and will not protrude below the band of properly worn headgear.

In no case shall the bulk of length of the hair interfere with the proper wear of any Air Force (or CAP) headgear. The acceptability of a member's style will be based on Air Force criteria and not upon the style he chooses. If an individual chooses to wear sideburns, they will be neatly trimmed and tapered in the same manner as his haircut. Sideburns will not extend below the lowest part of the exterior ear opening, will be of even width (not flared), and will end with a clean-shaven horizontal line.

A neatly-trimmed mustache is permitted. However, it may not extend downward beyond the line separating the skin and the vermilion part of the lip. Also, the mustache may not extend sideways beyond a vertical line drawn upward from the corner of the vermilion border of the lips.

The face will be clean-shaven other than the wear of an acceptable mustache or sideburns. Beards and goatees are prohibited except as prescribed by a medical officer for medical reasons. A waiver may be granted for the wear of a beard for medical reasons. When a medical officer prescribes that a patient not shave, the beard will be kept trimmed and all beard hairs will be kept trimmed so that they do not protrude more than a half-inch from the skin surface of the face.

All Civil Air Patrol members in the Southeast Region who wish to wear the CAP Uniform will abide by these rules. All Unit Commanders shall see to it that their members comply. Any member who prefers long hair should get out of the uniform or send his membership card to his wing headquarters (or this headquarters) for resignation processing.

TASK FORCE I SARCAP PLANNED

Task Force I will hold the first training SARCAP of 1971 at Page Field, Fort Myers, 16-17 January. Capt. Ken Freeman, Senior Training Officer, LCol. Henri Casenove, Wing Deputy for Operations, and LCol. Don Cunningham, Task Force I Commander are jointly making the arrangements for this important test.

NEW CAP RIBBONS

In keeping with the CAP and USAF policy of a cleanline, uncluttered uniforms, the National Commander directed that we evaluate the excessive number of ribbons authorized for wear on the CAP uniform. There were 35 cadet ribbons and 42 senior ribbons. This did not include the U. S. military and ROTC ribbons which were also authorized for wear on the CAP uniform. The problem was presented to the National Uniform Committee for consideration. After very careful deliberation and coordination with the interested staff agencies in National Headquarters, the committee recommended that the number of ribbons be substantially reduced for both seniors and cadets. Cadet ribbons were reduced to a possible 16 (or 13 depending on cadet achievements) and the senior ribbons were reduced to 19. The revised CAPR 39-3 will reflect this new policy. *Ribbons not authorized in the revised regulation must be removed from the uniform no later than 1 January 1971.* In this connection, miniature medals for the mess dress uniform are being developed for all senior ribbons retained. However, this will be a time-consuming process and the medals will not be available for some time to come. A listing or the ribbons to be retained are listed below, along with a brief summary on each category:

CADET RIBBONS

- a. Although cadets are eligible for all CAP decorations, most cadets do not earn these awards; therefore most cadets will wear the achievement ribbons only.
- b. No more than six achievement ribbons will be worn at any one time—the Curry through the Doolittle. When the Billy Mitchell Ribbon is earned, all previous achievement ribbons leading up to it are removed. (This is already the practice in several wings.)
- c. The Goddard Ribbon has been eliminated completely since the Billy Mitchell Ribbon will be awarded upon completion of all achievements in Phase II (the Goddard Achievement is the last achievement in Phase II).
- d. After the Billy Mitchell Ribbon is earned, the cadet may also wear the Earhart and Spaatz ribbons.
- e. Cadets are now authorized to wear the Rescue "Find" Ribbon and the Air Search and Rescue Ribbon for participation in ground search and rescue activities. (These were restricted to senior members in the past.)
- f. Cadets are now authorized to wear the Red Service Ribbon (same criteria as for senior members).
- g. All activity ribbons, except for IACE, have been deleted.

SENIOR RIBBONS

- a. Senior member ribbons selected for retention are representative of all facets of the senior member program.
- b. Seniors are authorized to wear either the Falcon Award Ribbon or the highest ribbon earned as a cadet.
- c. CAP wartime service ribbons will continue to be worn.
- d. Ribbons were eliminated where another form of recognition existed. For example, the communicators had a badge and a ribbon, so the ribbon was eliminated.

- e. Only the Red Service Ribbon (in lieu of the red, white, blue, and silver service ribbons) will be used to denote length of service. The basic ribbon will be authorized upon completion of two years CAP service (both cadet and senior service count). The first bronze clasp is added for three additional years service (denoting a total of five years service) and then bronze clasps are added for each additional five years service. A silver clasp replaces five bronze clasps.

- f. Special activity ribbons were completely eliminated.

CADET RIBBONS

| | |
|--|---|
| Decorations | 6 |
| Silver Medal of Valor | |
| Bronze Medal of Valor | |
| Distinguished Service Medal | |
| Exceptional Service Award | |
| Meritorious Service Award | |
| Unit Citation Award | |
| Achievements | 3 |
| Spaatz | |
| Earhart | |
| *Billy Mitchell | |
| Doolittle or 6 | |
| Lindbergh | |
| Rickenbacker | |
| Wright | |
| Arnold | |
| Curry | |
| Service | 1 |
| Red Service Ribbon | |
| Activity | 3 |
| Rescue "Find" Ribbon (Ground crew) | |
| Air Search and Rescue (ground crew) | |
| IACE | |
| Possible— 13 or 16 (depending on cadet achievements) | |
| *When Billy Mitchell is earned, all previous achievement ribbons (Curry thru Doolittle) will be removed. | |

SENIOR MEMBER RIBBONS

| | |
|---|---|
| Decorations | 6 |
| Silver Medal of Valor | |
| Bronze Medal of Valor | |
| Distinguished Service Medal | |
| Exceptional Service Award | |
| Meritorious Service Award | |
| Unit Citation Award | |
| Senior Program Awards | 2 |
| National Commander's Citation | |
| Gill Robb Wilson | |
| Service | 1 |
| Red Service Ribbon (with clasps for additional service) | |
| Cadet Awards | 1 |
| Falcon Award or highest ribbon earned as a cadet | |
| Activity | 3 |
| Rescue "Find" Ribbon | |
| Air Search and Rescue | |
| Civil Defense | |
| Wartime Service Ribbons | 6 |
| Antisubmarine Coastal Patrol | |
| Southern Liaison Patrol | |
| Tow-Target and Tracking | |
| Courier | |
| Forest Patrol | |
| Missing Aircraft | |
| Possible— | |

CDEX

Continued from page 1.

Iahassee to Key West were in action moving to emergency operating locations outside the simulated disaster areas. Task Force 1 Commander LCol Donald Cunningham had assembled his staff deep inside the Miami Civil Defense EOC. Major Lee Barnett of Task Force 2 was at the Wildwood EOC, while the Deputy Wing Commander, LCol John McDonald, served as Task Force 3 Commander at State CD Headquarters in Jacksonville. Major William Gardiner commanded Task Force 4 from Perry. Approximately 250 Civil Air Patrol members manned locations not affected by the simulated nuclear explosions.

State Civil Defense personnel commanded CD operations at five locations. Jacksonville was under the direction of Mr. Charles Walters, State CD Communications Officer. Wildwood operations were directed by Mr. Len Ballard, Central Area Coordinator for the Division of Emergency Services. Dade County EOC participation was directed by LCol Hal Williams, Dade County Communications Coordinator. At Starke, Mr. Jim Dalzell, Communications Coordinator for the North Florida Area Division of Emergency Government supervised operations. In Palm Beach, CAP Colonel Robert C. Owen who also serves as Florida Wing-CAP Commander directed operations.

During the first hour of the mission, word was received in the Wildwood Mission Headquarters that Colonel Owen would not function as CAP Wing Commander due to a simulated incapacitating injury and that CAP LCol John McDonald, at Jacksonville, would serve as Wing Commander for mission purposes.

Probable effects of the explosions in Florida were computed by Mr. Ed Perry, State CD Radiological Defense Officer, and Mr. Dennis Barton of the Civil Defense University Extension Program, Florida State University, Tallahassee, on the basis of CAP-supplied aerial monitoring reports.

While on a simulated search mission west of Hollywood, in Broward County, a CAP mission aircrew spotted a light plane which had just crash landed in a swampy area after developing engine trouble. A Coast Guard helicopter was called in to rescue the downed pilot who was, reportedly, uninjured.

In another incident near Jacksonville, CAP Emergency Services personnel assisted a pilot who was forced to land in a field after developing engine trouble.

The entire mission, developed by Lee R. Kasten of the Civil Defense University Extension Program, FSU, was evaluated by a U. S. Air Force team headed by LCol David Griffin, Dobbins AFB, Georgia, and by Mr. Harris Pope, Southeast Region Civil Defense Director, from Thomasville, Georgia.

On Saturday afternoon, after the mission ended, the following message was received by the Wing Commander: "The Florida Wing is to be commended for an excellent civil defense effectiveness test. It is only with the dedicated assistance of organizations such as yours that the state can effectively cope with either natural or man-made disaster. Your display of professional ability is most gratifying. The Florida Wing is welcomed as an effective addition to Florida's nonmilitary defense team. You may be proud of a job well done." Signed, G. L. Robinson, Director, State Division of Emergency Government.