



# 'Gator CAPers



Volume 14, Number 5

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December 1973

## MISSING CESSNA FOUND

By T. Haack, North Dade Cadet Sq IO

CAP pilot Captain Raymond A. McAvoy and observer CWO Frank X. Pijuan were credited with a "find" when they located a missing Cessna 337 north of Alligator Alley and west of Route 27 on 20 November. The aircraft was being flown by commercial pilot Joe Swindler, age 38, an employee of International Airmotive, Fort Lauderdale, Florida. He had departed midnight Sunday from Charlotte County Airport intending to fly to Fort Lauderdale International Airport. No flight plan had been filed. Swindler did not survive the crash.

According to mission coordinator, Captain Waymen E. Green, there were only three possible routes the missing aircraft could have flown, and the find was made on one of them. Although this was Green's first assignment as a mission coordinator, his eight years in CAP and a previous find and save had given him invaluable experience in anticipating possible routes that the missing pilot might have flown.

Captain McAvoy, pilot of the "find" aircraft, said that "it was like shooting fish in a rain barrel. Our route search was right on track. We were 28 miles on a 289 out of Fort Lauderdale flying at 500 feet when Pijuan said he thought he saw something."

"Yes," agreed CWO Frank Pijuan. "Sawgrass was separated in a marshy area and I saw something red and white on the ground. We circled the crash site twice and radioed for the Coast Guard which came in with a helicopter and made a positive identification."

McAvoy has been a member of Civil Air Patrol for four years and is the new commander of North Dade Senior Squadron. He is an instrument rated commercial pilot licensed to fly single and multi-engine aircraft. He first learned to fly at age 51. He has been employed by Eastern Airlines for 30 years and currently works in Computer Performance Evaluation.

Pijuan has been a member of CAP for only eleven months. He joined to work with cadets in the North Dade Cadet Squadron and to form a ground rescue team. He has joined the Air Force and will begin training as an Electronics Weapons Technician on January 4, 1974.

Both men will receive CAP's coveted Find Ribbon. They say that credit must also be given to the Skyroamers Flying Club from which they borrowed the Piper Arrow that they were flying.

## Owen Resigns: Casenove Nominated Wing Commander

"After careful consideration of all factors involved, I suggest that my term as Florida Wing Commander end as of 1 July 1974," wrote Colonel Robert C. Owen in a recent letter to the Southeast Region Commander, Colonel Oscar K. Jolley. Continuing, Owen said, "My recommendation for my successor is LColonel Henri P. Casenove, who has a long and enviable record in CAP in all phases of the program and also past experience in command positions. He has demonstrated his capability to get along with people, lead them, and manifest loyalty to a succession of varied wing commanders. I am sure he will receive unanimous support throughout the Wing."

In the interim, LColonel Casenove has been appointed Florida Wing Chief of Staff. Colonel Casenove has served in many CAP staff positions including membership on the National Emergency Services Committee. He is a holder of the Meritorious Service Ribbon, Search and Rescue Ribbon with two silver clasps, Red Service Ribbon, and is a graduate of the Extension Course Institute. During his more than twelve years in Civil Air Patrol, he has concentrated his efforts in Emergency Services and has served as Florida Wing Director of Operations over the past four years. His "civilian" occupation is that of Industrial Engineering Supervisor for Martin Marietta Corporation in Orlando where he resides. He and his wife Mary have two children and three grandchildren. Among his many achievements outside the CAP program was his development of the first frozen orange juice process in the State of Florida.

All his life he has had the desire to develop proficiency and capability in assisting people when life or property are in jeopardy. Prior to joining CAP, he was a volunteer fireman for many years in Middle River, Maryland.

When questioned about his nomination as the next Wing Commander, LColonel Casenove replied "It is quite an honor to be considered for the position. I will do my best. It will be difficult to follow as fine a Wing Commander as Colonel Owen."



Also on the agenda of the December Wing Staff meeting in Orlando was the presentation of a Certificate of Appreciation to Osceola County Sheriff Earnest Murphy for his assistance to CAP during Mission 39-170. LColonel Casenove (LColonel Casenove (right) does the honors.

OTHER WING STAFF CHANGES...LColonel Bristow was named Director of Cadet Programs. LColonel Alton Anderson will replace LColonel Casenove as D/Operations.



BRISTOW



ANDERSON

TOP - Captain Green (left) shows Captain McAvoy (right) and CWO Pijuan the proposed search routes.

BELOW - Wreckage of missing Cessna as seen from the search plane.

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## COMMANDER'S COLUMN

### "Effect of the Energy Crisis on Florida Wing Civil Air Patrol"

Signs of a growing crisis in various types of energy have been plainly evident for the last few years. Many persons have written or warned about the growing gravity of the situation--now it is upon us and will grow worse rapidly.

The Civil Air Patrol here in Florida will feel the pinch mainly in the gasoline for both aircraft and vehicles. Centralized operations for the whole Wing will suffer. Airlift will be almost nothing. I feel we will be able to obtain aircraft gasoline for USAF-authorized missions or other emergencies, but what will happen to proficiency flying and training is up in the air at the present time. I am sure National Headquarters is working on it.

This is a time when public knowledge of the CAP missions will prove invaluable. Local arrangement for emergency gasoline supply should be done at a local level--not by demanding, but by intelligently presenting our need. Civil Defense Directors at a Tallahassee meeting recently supported Civil Air Patrol's plea for emergency gasoline.

The value of decentralizing operations and training into local elements over the past few years is now evident. The savings in time, efforts, and gasoline are evident.

The only planned get-together in the near future is the Wing Conference in Orlando the 16th and 17th of February, 1974, and this is centrally located in the State.

Let's merit public support by cutting out spot lights on buildings, keeping our vehicles under 50 miles per hour, using car pools for meetings, etc. There are many ways.

When word comes down from Federal, State, or local authorities of Civil Air Patrol's place in the economy and restrictions, we will pass it along. Right now, good will and personal contacts with municipal authorities, airport managers, and fixed base operators will pay off.



Colonel Robert C. Owen

## CAC COMMENTS

By C/Major Danny Levitch, Council Chairman

On 12-13 October 1973 in Las Vegas, Nevada, the National Civil Air Patrol Convention was held. C/Col. James Regan and myself had the rare privilege as cadets to attend. The highlight of the Convention was the Cadet Forum Meeting.

Only the National Board was allowed to participate, or with permission of one of the members you could address the Forum, which was made up of B/Gen Westberg, B/Gen duPont, B/Gen Patterson, Mr. Jack Sorenson, Mr. Gordon Wier, and all of the Region and Wing Commanders.

The big surprise came when Col. Richard Danerow, the New Mexico Wing Commander, asked that all important question "Why can't we get a commercial insurance policy or change the word "cadet" in the Constitution so that a qualified cadet can fly on missions?" This brought every cadet and most senior members to their feet applauding.

The National Executive Committee is meeting in December to consider this and other proposals. If you agree with this proposal, please let the Wing Commander know so that he may inform Col. Jolly of the feeling in the Wing. Act now, because tomorrow may be too late.

CONTINUED PAGE 7 . . .



### Editorial ...

We would like to take this opportunity to wish all our friends in the Florida Wing a pleasant Holiday season and a safe and prosperous New Year.

Mary and Dick Leali

### Best Wishes for the Holidays



### and the Coming New Year



Elizabeth Diana Saw  
Your G.C. Staff

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### AIRCRAFT EQUIPMENT AND PARTS

AP member aircraft owners may order certain equipment for their planes direct from the CAP Supply Depot in Amarillo, Texas for considerable savings. Check with your supply officer.

## Type B Encampment--Phase 1

JACKSONVILLE, Fla. -- The first phase of the Type "B" Encampment, sponsored by Headquarters Group 31, was held on the 26, 27 and 28th of October, at the Civil Air Patrol Building, Naval Air Station, Jacksonville, Florida.

According to LColonel William Bristow, forty-one cadets attended, making it the best encampment ever attended in Northeast Florida. A few of the cadets had been in the program only one week and several others brought their membership fees and applications to the encampment.

The cadets are following a very rough schedule and doing an excellent job. The first encampment consisted of a completion of the first seven achievements and drill and ceremonies. Each cadet must attend all three encampments and will be inspected by the Wing Liaison Office on 16 December 1973.

LColonel Bristow has personally purchased two trophies which will be presented to the best male and female cadet. Graduation ceremonies will consist of an inspection, a pass in review and presentation of awards.

## White Elephants Worth \$\$\$ To Suncoast Senior Squadron

Sooner or later the time always comes when a squadron must sit down to discuss ways and means of bolstering a dwindling bank account. When the Suncoast Senior Squadron ran into that problem recently, they considered the usual candy sales, etc., and finally decided to try something a little different this time-- they set up a rummage sale at a local shopping plaza. 2Lt. Bill Warner tells how it was done.

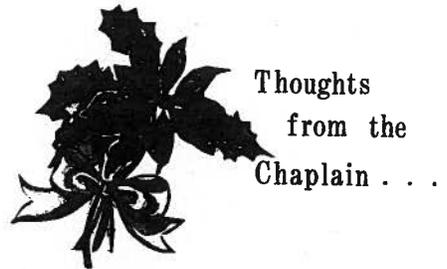
"First the location had to be one that was known to most local people, so we chose a moderate size shopping center in the area. Then we decided upon the date and time we'd like to be open for business. The president of the Merchant's Association was contacted in person and briefed on our idea. He suggested that we send him a letter with full details so that it could be presented to the other members of the Association. We did so and included a sketch of the center to show our proposed sale area. The Association not only approved our plan, they even assigned us a better location. Now we were in business.

Local news media were given releases to be inserted in "Coming Events" giving dates, times, sponsors, and a request for donable items with a phone number to call for home pick-up.

All members were required to be in uniform during the sale and many of the customers inquired about CAP and wanted to know more about its activities. In addition to being good public relations, the sale brought in over \$200. All leftover items were donated to the Salvation Army rather than being destroyed."



Almost everyone accumulates things that are seldom used but still too good to throw away. If your unit decides they'd like to try to turn such goodies into spending money, 2Lt. Warner's the man to ask for advice. Don't forget to clear your fund-raising plans with the Wing Commander in advance.



## Thoughts from the Chaplain . . .

Proverbs 25:25 "As cold waters to a thirsty soul, so is good news from a far country."

As I pen these lines today I can look out through my study window and see the Poinsettias already in full bloom. These pretty red flowers remind me that we are entering into the season of giving and receiving.

As I reflect upon the many, many blessings I have received and for which I am thankful, I am thankful for and pray God's continued blessings upon those dedicated Civil Air Patrol members who give of their time, talents all year long in order to help those in distress. Not to mention the many other CAP related activities in which they participate from time to time.

As I turned on my SSB set for the morning net early this morning, the first thing I heard was someone making preparation for a mission. A plane is missing. Somewhere a family is anxiously waiting for some word from their loved one who is missing. Because CAP people care, perhaps soon that word will come. Let us pray that it will be good news.

The training sessions have been long and sometimes hard, but it will be worth it all if we can find that plane and bring that family the good word for which they wait.

On behalf of the fifty-five Chaplains of the Florida Wing, we wish all and each of you a Happy and Blessed Christmas and a Happy and Blessed New Year.

*L. F. Windham*  
Chaplain L.F. Windham, CAP

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NOTE TO CONTRIBUTORS. Submit only typed copy. Black and white photos of good quality are welcome. Polaroid photos can be used if they have good contrast. Please attach a complete caption to all your photos.

Florida Wing Commander  
Colonel Robert C. Owen

USAF-CAP Liaison Officer  
LColonel Joseph F. Behan, USAF

Florida Wing Information Officer  
LColonel Richard L. Leali, Sr.

Editor . . . . . SM Diana Roder  
Lithography . . . . . Lewis Garrett

## Introducing -- Florida Wing's Group Commanders



Featured this month is a Group Commander who is in his 15th year of service to Civil Air Patrol. Before being named commander of GROUP 20 a year ago, MAJOR DAVID M. MOSELEY held positions at squadron group, and wing level.

A rated Master Observer, he is active on search missions and has logged over 130 sorties on over twenty missions since joining CAP in 1959. He was among the first to be awarded the Find Ribbon for aircrew members and was in the aircrew that obtained the first clasp to that ribbon in Florida Wing. Coincidentally, the second target was found by the same crew members, in the same CAP airplane, almost exactly two years later. The first was found at 1533 hours and the second at 1530 hours, both within minutes after take-off. The Major has spent many hours on search missions, but he believes that if he can be instrumental in saving even one life, it will all have been worthwhile.

A year ago, Major Moseley did make a "save", but it wasn't during a mission. Coming upon an automobile accident last May, he stopped to help and gave mouth-to-mouth resuscitation to the victim while a police officer administered heart massage. In recognition of his willingness to get involved, he was awarded the Certificate of Merit for outstanding humanitarian service by B/General Westberg National Commander of Civil Air Patrol.

Major Moseley is a glider pilot with a German "C" pilot rating. Taught to fly by a Luftwaffe Tech Sergeant on a fortress built by Louis IV of France, he flew two tandem seater sailplanes and one open cockpit type which he says was a "size 8 glider you put on with a shoehorn".

Formerly an airpoliceman with a green belt in Shodokan karate, he taught self-defense during the three years he was stationed in Germany. He said that he learned enough German to be able to bring back a very valuable souvenir from Bernkastel, West Germany...his wife, Christel Radke.

Moseley's father was a CAP Lt/Colonel in North Carolina and held numerous positions on wing staff there. It was in North Carolina that he first followed in his father's footsteps, becoming a volunteer fireman, and a member of the Civil Air Patrol. He feels that community service is an obligation for everyone.

His CAP experience includes working with both cadet and senior squadrons, and he has served as encampment commander several times while on the Wing cadet staff. Recently he completed a 90 hour emergency medical technician course and is registered by the state of Florida. He is a rehabilitation counselor with the State Division of Vocational Rehabilitation and works providing counseling and medical services to mentally and physically handicapped youth in the Lake County School System. He is also working toward his Masters Degree at Florida State University.

Group 20 is responsible for eight squadrons-- Ocala Composite; West Orlando Cadet; Seminole Composite; Orlando Cadet; McCoy Cadet; Lake Senior; Howard Showalter Senior; and South Lake Cadet.

Lt. Wayne Whelchel, IO for GROUP 31 introduces his commander.



LCOL JOSEPH CRESCIMBENI is a native of Vobarno, Italy. He served with the United States Air Force for four years as an instructor.

LCol. Crescimbeni is an educator by profession. He received his Doctor of Philosophy degree from the University of Connecticut in elementary and early childhood education. Dr. Crescimbeni has been an elementary teacher, secondary teacher, university professor, college dean, education consultant, and has written widely in the field of education and mental health. The author of six books and seventy articles, his writings have appeared in journals including: The Saturday Review, Child and Family Quarterly, Phi Delta Kappan, Education, The NEA Journal, The Instructor, and The Educational Record.

His books include: Guiding the Gifted Child and Individualizing Instruction in the Elementary School published by Random House, Inc., three books on mathematics published by Parker Publishing Company, and Overview of American Education published by Wm. C. Brown Company. Two of his books have been translated into Spanish and Finnish.

Dr. Crescimbeni has served as a training director for the Head Start Program and was instrumental in the founding of the Parent-Child Center Program for pre-school education for disadvantaged children in Jacksonville. He has spoken extensively, here and abroad, at educational conferences and training workshops on early childhood educational topics, and has also conducted educational workshops with the Seminole Indians in South Florida.

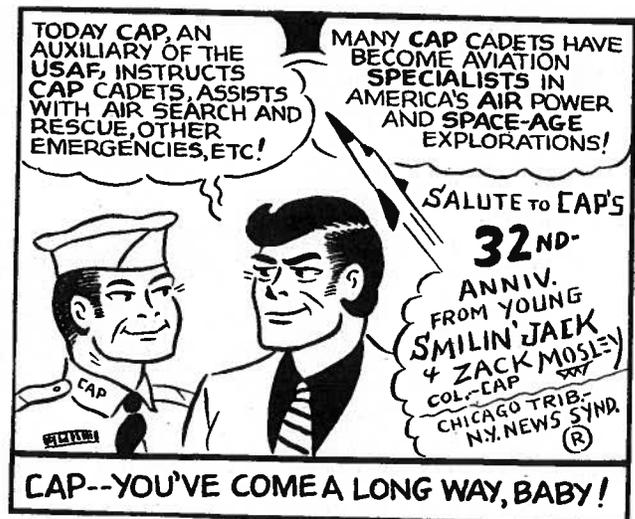
Currently, he is the Assistant Superintendent of Schools in Lake City, Columbia County.

LCol. Crescimbeni, relatively new to the program, joined Civil Air Patrol and Headquarters Group 31 in 1970 as Director of Cadet Programs. Later, he was appointed Group Commander by Col. Robert Owen, Florida Wing Commander.

He has appeared before the Jacksonville City Council Finance Committee and numerous civic groups and private industry soliciting funds for various group activities. He has not always been successful in securing the funds, but he does have the interest of the group at heart and the determination to continue trying. We at Group 31 feel that LCol Crescimbeni is a valuable asset to Civil Air Patrol.

LCol Crescimbeni has just completed the Air War College correspondence course. The course, which normally requires two years to complete, was finished in ten months by Crescimbeni. Only 37 persons in Civil Air Patrol have ever graduated the course. A letter of congratulations was received from the Air University stating that his written assignments were the best ever read from a CAP member.

From Group 31 Headquarters in Jacksonville, he and his staff supervise the activities of several squadrons: Jacksonville Search and Rescue Sq.; East Duval Optimist Composite Sq.; South Jacksonville Composite Sq.; the St John's River Cadet Sq.; Palatka; the Gainesville Composite Squadron; Santa Rosa Cadet Sq.; St. Augustine; and Orange Park Cadet Squadron in Orange Park.



## Nat'l Guard Orientation

JACKSONVILLE, Fla.—The 111th Aviation Group, commanded by Major Capps, conducted an orientation for SOJAX Composite Squadron, Group 31, at their facilities at the Florida National Guard Aviation Complex on St. John's Road, Jacksonville.

Major Capps welcomed the members of the unit, explained his organization's mission, and said that he was happy to have CAP visit the facilities. He then turned the briefing over to W/O Copeland.

After telling the cadets more about the unit, its mission and equipment, and active duty training facilities at Camp Blanding, Florida, Mr. Copeland conducted a tour of the entire facilities. The CAP guests were shown the administrative offices, the assembly hall where Guardsmen were cleaning weapons, the maintenance area, and the flight line where the cadets were able to watch UH-1D and Jetranger helicopters returning from training flights. Later in the main hanger, everyone had an opportunity to take a closer look at the helicopters.

Because of the current fuel shortage, the unit was not able to conduct orientation flights, but they promised to do so as soon as the situation eases.

(Story and photo by Major Golien, SOJAX Sq IO)

Cadets Younan, Bailey and O'Banion check out a National Guard helicopter during their visit to the 111th Aviation Group HQ.

## Energy Crisis or Not . . . Don't Fuel with Car Gas!

By Don Bedwell  
Herald Aviation Writer

When you get tanked up, pilots were warned recently, skip the automobile gas and stick to the hard stuff.

Energy crisis or not, Federal Aviation Administration officials cautioned, pilots cannot safely substitute auto gas for aviation fuel—avgas—or use the lower octane avgas than that recommended for their planes.

"The simple fact is that aircraft engines were not designed for the use of automotive gasoline and anyone who ignores this fact is headed for trouble," said FAA Administrator Alexander Butterfield.

He issued the admonition because of the threat of avgas shortages at smaller airports in Florida and other states. Spot shortages have been reported already.

Pilots, goes the thinking, might be tempted to substitute fuels if they find themselves stuck at an airport that has run out of the proper avgas. Butterfield said the temptation should be "vigorously resisted" if fliers are to avert their own aerial energy crises.

Since auto gas has a higher vapor pressure, for instance, it may form bubbles in the fuel lines at high temperatures or high altitudes, preventing fuel flow and causing vapor lock.

Although some light, low-powered planes can get aloft on auto fuel, Butterfield said, it can damage the engine or even force it to quit—the sort of thing that can spoil a pilot's whole day.

(Reprinted with the permission of the Miami Herald)

## Unit IO Reports Needed

The final reporting period for 1973 ends this month and covers the period from October thru December. For our report to National we need to know about your IO activities. Send copies of releases, published articles, any reports on special activities, TV and radio shows, speaking engagements, unit publications, etc. to us at the Florida Wing Office of Information, care of GATOR CAPERS, 3241 SW 117 Court, Miami, 33165, before January 10.



## CAP MISSION EXPLAINED AT HOME SHOW EXHIBIT

Land search and rescue equipment used by ground parties when hunting for wreckage of aircraft that have crashed highlighted the Daytona Beach Composite Squadron booth at the Home Show held recently at the jai alai fronton in Daytona Beach.

Tom Watson, cadet information officer, said the display included first aid kits used by ground teams, survival packs and communications equipment.

The booth featured materials used in training CAP cadets and senior members, including books ranging from basic flight education to advanced rocketry. Also available were pamphlets describing how the CAP works with Civil Defense.

This was CAP's first time to participate in the Home Show which started two years ago under the sponsorship of the Homebuilders Assn, the News-Journal, and the Pilot Club.

"We're trying to promote public relations for cadet recruiting," Watson noted in explaining his group's reason for participating in the 90 booth showcase of products and services. Two uniformed members were at the booth throughout the show.

When I complain, it's because it's good to get things off your chest; when you complain, I remind you that griping never solved anything.

## SAR Exercise for Suncoast Senior Squadron

By 2Lt William Warner, Group 17 IO

Recently, members of Suncoast Senior Squadron were involved in a "mini-SARCAP". The squadron had discussed the possibility of holding such an exercise and had decided that it would be an excellent means of indoctrinating new members in Search and Rescue procedures and at the same time be a test of the proficiency of the more experienced personnel.

The date was set up in advance but the exact time was withheld from the search teams in order to see how quickly they could respond to an actual emergency call-up.

WO Mary Warner, who is quite expert in applying moulage (cosmetic injuries), was selected to provide suitable "injured" victims at a site chosen by her within a given area. Three civilians were enlisted for the purpose and were taken to the "disaster site" where Mary produced some very realistic wounds with her cosmetics kit. Then they settled back to await rescue.

The call went out to the Rescue Team at 2 p.m. and the mission was on. Squadron commander Benjamin Smith and an observer were flying a creeping line pattern over the area when they spotted a large orange panel partially hidden by a clump of trees at the side of a small lake.

A radio message to the base station dispatched the Land Team to the site while the search plane circled the target area to provide them with directions. After being provided with "First Aid", the victims were carried out by the ground teams to a staging area from which in a real exercise they would have been taken to hospitals for further treatment.

With the mission successfully concluded, all personnel returned to the base station for a critique.

At one point during the afternoon, the exercise was almost sabotaged by several well meaning citizens who offered to give First Aid and call ambulances until they learned that it was just a training exercise.



Use of moulage on disaster "victims" lends the touch of realism to training exercise.

(Photo by WO Mary Warner, Suncoast Senior Sq.)

# Wreckage of Bahama-Bound Aircraft Found in Lake Kissimmee

By Lt. Diane Kittendorf, Mission I.O.

Saturday, October 27, Civil Air Patrol, assisted by the Osceola County Sheriff's Department located the wreckage of the aircraft flown by Boone High School senior James Kuhne. He and his companions had been missing for 10 days.

The boys had been given permission to cut classes to take a long weekend trip to the Bahamas. They took off before dawn on Thursday, October 18. The pilot, James Kuhne, was an employee of Canavco Aviation. He held a private pilot rating and had logged over 80 hours of flight time. This trip had been planned for over a month, and he had persuaded three friends to share the cost of the flight. One of the boys had received his money as an early birthday present. Flight instructors, friends and family all agreed that James was an excellent pilot and had planned ahead to include the required overwater emergency gear for the trip to Nassau.

Florida Wing SAR teams had just completed a successful search mission when they were notified by the Eastern Rescue Coordination Center that they were needed in the search for the missing Kuhne aircraft, and were able to respond immediately to the call.

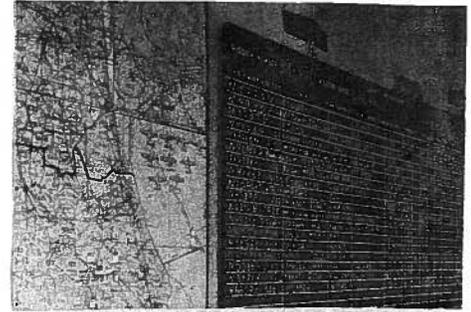
Two mission headquarters were set up because Kuhne's flight plan had called for him to contact West Palm Beach before heading out over the ocean. The West Palm Beach mission headquarters played back the tapes of all radio transmissions for that morning but heard no call from the green and gold Cessna 172 —N46575. Orlando mission control checked with Herndon Tower for any word of the plane. The last transmission recorded there was a request for a right-hand turn out of the flight pattern. That was all the CAP search teams had to work from.

From this point searchers followed standard operating procedures. Mission pilots and observers flew search patterns over the area and ground teams were dispatched to cover possible leads phoned in by residents who had been advised of the search by the local media. Two ground teams followed up leads that turned out to be an aluminum radar balloon in one case and an aluminum shed in the other. On Thursday, October 25, after seven days of searching there was still no sight of the missing plane, and the mission was de-activated. The families of the missing boys were assured that if any possible leads came up, the search would be resumed.

The break came Friday night when a fisherman returning home from a week away from radios or newspapers told his wife about snagging his line on something metal while fishing along the edge of Ox Island in Lake Kissimmee. She remembered hearing about the search for a missing plane and they reported the incident to Osceola County Sheriff, E.P. Murphy. Murphy called CAP Lt. Col. Henri Casenove who in turn notified the Eastern Rescue Center. The mission was re-activated.

A ground team headed by CAP Major Jerry Genaw met with the sheriff and some divers from the Kilarney Fire Department in Orlando. At noon, Saturday, the aircraft was positively identified and with the help of CWO Harry Lipscomb and Major Lynn Lacey in CAP aircraft N4630F, all four bodies were recovered.

The mission was closed at that point. An FAA investigation is being made to determine the cause of the accident.



Over 350 volunteers and 79 aircraft took part in the seven day long search for the aircraft.

## DID YOU KNOW???

By Lt Colonel E. J. Pilcher  
Wing Inspector General

ECI is a correspondence school of the USAF and its services are available to CAP members without cost. ECI course 7C is designed for and available to all senior members. ECI Squadron Officers School (Courses 2C and 2D) is an Air Force organizational management course to train commanders and staff officers. It also is available to CAP officers. College credit is possible for the Air War College correspondence course. If you are interested in advancement in the CAP program, you should contact your unit commander or director of senior programs for more information about ECI.

Cadets may now enroll in the "Introduction to Radiological Monitoring" Course. Check with your programs officer.

A 17-year-old may now become a Basic First Aid instructor upon completion of a prerequisite training course and the teacher orientation.

CAP Form 2 must be submitted to National Headquarters for all retiring members in order for the member to receive a Certificate of Retirement.

The Federal Aviation Administration will award "Spirit of Safety" pins to pilots who pass a courtesy proficiency flight check. Ask at your local FAA District Office. The test results will not affect the pilot's current licenses.



## The Gator Has a NAME !

Yes, our Wing Patch Gator has a name...in fact it seems he's had one all along. We found this out when we received a message from the man who first drew him, back when Florida Wing was just getting started. It read as follows.....

"CAVU TO DIANA RODER FROM ZACK MOSLEY COL.-CAP WE CALLED MY 'GATOR CAPA' GATOR AID"

So now the Gator has an official name. (He says he won't mind if his friends call him Cappy for short.)

We'd like to acknowledge some additional name suggestions that had come in since last issue.

Lt Col. Earl Pilcher - Caper Gator  
S/M Mary Leali - Gator-Aide  
Lt. Diane Kittendorf - Reddy Gator  
Garney Spitzer (civilian reader) - Cumi Gator

Thanks to everyone who sent in suggestions and votes.

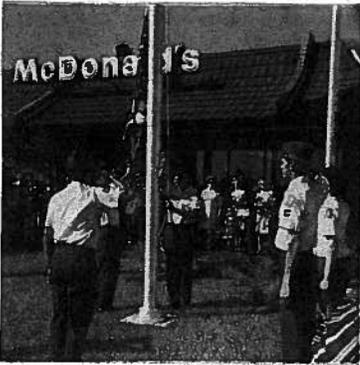
Cappy will be appearing in coming issues of GATOR CAPERS to point out to you items of special interest. He says he would also be glad to pose for your posters for Fly-Ins, pancake breakfasts, car washes, or anywhere he can help call attention to your projects.



## Clearwater Cadets Raise the Colors Group 17 Assists Scouts

Cadets of Clearwater Composite Squadron, Group 17, recently participated in "Raising the Colors" at the grand opening of the McDonalds Restaurant at Largo, Florida. The program was well received and Clearwater Cadets have been asked to participate in future events of this nature.

(Story and photo by 2Lt. Calvin Sutton Commander, Clearwater Cadet Squadron)



Cadets participating in the ceremony were Major Ross Weaver, C/2Lt Michael Beechler, 2/2Lt Betty Davis, & C/Airmen Nick Castrinos, Gerald Graber, and Mark Haynes.

## AC Comments, continued. . .

Let us state some FACTS:

Fact - Cadets sometimes are more readily available than seniors.

Fact - Cadets, who have been four or five years in the program and working on missions during this time, are sometimes more qualified than seniors who have been in the program less than a year.

You might ask yourself how we are going to finance this proposal:

Fact - According to the National Finance Report to Congress, Civil Air Patrol spent the following amounts on the General Aviation Membership—1971 - \$10,510.73; 1972 - \$89,697.14; 1973 - \$27,001.00.

In 1971, they received \$6,000 from the General Aviation Membership. The other two years were not available, but I would guess in 1972 - \$0,000 and in 1973 - \$15,000. That would mean Civil Air Patrol used \$58,000 that never came back into the program.

For the reasons I have stated, if you feel, along with other senior and cadet members throughout the Wing, the same way I do, please consider the proposal, and don't hesitate to act now.

### CORRECTION

In the last issue of GATOR CAPERS it was reported that C/Major Dan Levitch won the Cadet Advisory Council Election on a platform of "I will give the time, the money, and two aircraft available to me to go anywhere in this State." We have been advised that this was not stated as a platform in itself, but as an asset to C/Major Levitch's many other qualifications for the job. Our apologies for any difficulties that may have arisen as a result of the report.

By 2Lt. William Warner, Group 17 I.C.

Recently, W/O Mary E. Warner, M/Sgt. Jean Kiefer and 2Lt. W.G. Warner, members of Group 17, applied moulage (cosmetic injuries) to six Boy Scouts at Camp Soule, the Suncoast area scout camp, for what was believed to be a First Aid drill for a scout troop. However, it turned out that the drill was actually planned for 31 scout leaders who were having a meeting there. After their regular meeting had been in progress about an hour they were given a break and requested to leave the meeting room. While they were gone, the six "casualties" were positioned about the room.

Upon their return, the unsuspecting scout leaders were confronted by the disaster scene. Simulated injuries included 2nd and 3rd degree burns, severe lacerations, abrasions and compound fractures. First Aid was given by the scout leaders and a critique followed. The program chairman extended his thanks for the help, critique, and general conduct of the drill.

## "CAP Week" Observed

Civil Air Patrol's Anniversary is the time when most Information Officers make a special effort to tell the public about the services that the organization provides to the community.

Two of our squadrons have reported that the week of November 25-December 1 was proclaimed as "Civil Air Patrol Week" in their cities.

In Group 17, Information Officer William Warner received signed Proclamations from Mayor H. Everett Hougen of Clearwater, and from Mayor Randolph Redding of St. Petersburg. He also arranged for a half hour TV special feature on the CAP program and had articles published in several local papers.

In Group 10, Miami Aerospace Academy Squadron Commander, LColonel Evaristo Marina (see photo) received a "CAP Week" Proclamation from City of Miami Mayor, Maurice Ferre.



The Wing Information Office would appreciate reports from other units within the Wing about their special activities in observance of CAP's 32nd Anniversary.

## REMINDER

Accidents Are Unsafe!!

## St. Pete Cadet Bill Lucas Receives Wing IO Award

St. Petersburg Cadet Squadron I.O., C/1C Bill Lucas was named the Cadet Information Officer of the Quarter at the Wing Commander's Call at the Sheraton Jetport Inn in Orlando, December 1.

The Award will be given quarterly to a cadet chosen by the Wing Office of Information. There are no set criteria. The winner will be chosen for the initiative and enthusiasm he or she shows in the promotion of the CAP program.



Cadet Lucas was chosen on the basis of his weekly unit publication "Dreaming of Diamonds", for which he is writer, editor, publisher and printer. To acknowledge his contribution to the IO program, he was presented with a Kodak Instamatic X Color Camera Outfit by LColonel Richard Leali, Sr., Florida Wing Information Officer.

The Wing Information Office encourages cadets to participate in the IO program and requests that squadron commanders give them support and encouragement. Training materials will be sent from Wing upon request.



Any CAP member may advertise to buy, sell or trade in this column. Rates: 1-10 words - no charge; 11-25 words - \$1.00; 5¢ per word in excess of 25. A member may advertise equipment or personal property. Ads cannot be accepted for rentals, personal services or firearms and ammunition. Gator Capers does not endorse or guarantee any items offered here. Ads must be printed or typed. Include ZIP in address and area code in phone number. Also give us your name, rank and unit of membership. Ads must reach us by the 25th of the month. Make check payable to GATOR CAPERS and send it to Gieronymus Gator, c/o GATOR CAPERS, PO Box 3176 AMF, Miami, Florida 33159.

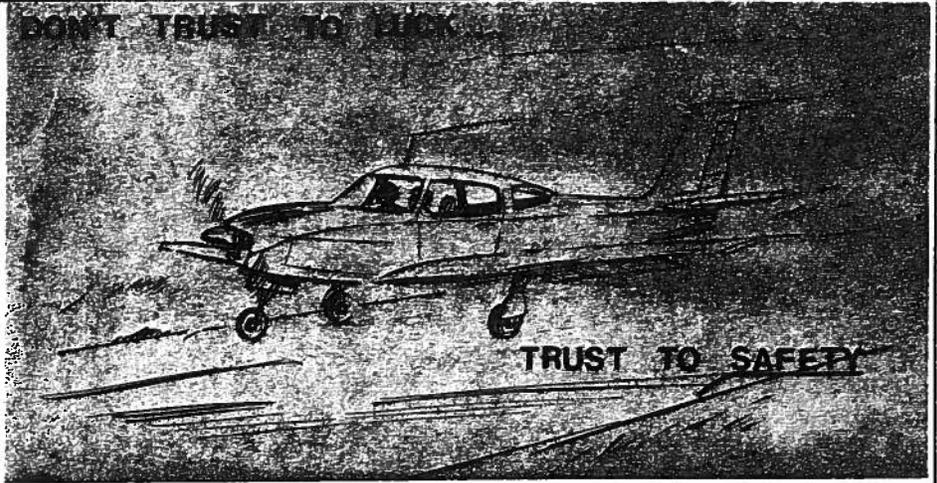
SAMPLE 10 WORD AD: "Sears Walkie-talkies; 2 units; \$25; 1234 6 Street, Anytown Park, 33333."

## Flaps or No Flaps For Landing

A controversial subject among pilots to say the least, and one not thoroughly understood by many.

The use of flaps affects the wing airfoil in two ways. The coefficients of lift and drag are increased. Because of this fact, the use of flaps offers several advantages. The greater lift results in a lower stalling speed and permits a lower touchdown speed; the greater drag permits a steeper approach angle without increasing the airspeed. The slower touchdown speed and the extra drag of full flaps results in a shorter landing roll. This is essentially why all short field landings should be predicated on the use of flaps.

One airplane manufacturer states in the Owners Handbook, "that it is generally good practice to contact the ground at minimum possible safe speed consistent with existing conditions." Another manufacturer considers a normal landing in his airplane as one where full flaps are used. Although these manufacturers do not elaborate on their statements, we might consider a few reasons. A slower touchdown and resulting slower ground roll would cause less "wear and tear" on brakes and tires for one thing. Another reason which perhaps is more important than the former would be less directional control problems. Should a swerve develop upon touchdown or during the landing roll, this unleashes "the elephant" centrifugal force. Centrifugal force will now increase "as the square of the speed" at which the swerve started. If you could have touched down at 50 MPH but actually landed at 70 MPH, any swerve will produce approximately two times more centrifugal force than would have occurred at 50 MPH. The faster or sharper the swerve, the stronger the centrifugal force acts.



Consider the advantages: Slower touchdown speeds, shorter landing rolls, less wear on tires and brakes, less strain on landing gear components, and most of all—an easier airplane to control if a swerve should occur.

Let's consider how flaps affect an airplane when landing under crosswind conditions. Since the flaps extend down and below the wing, they present more surface area for the wind to act upon only when the airplane is rolling on the ground. The further flaps are lowered, the more surface area is presented to the wind; therefore, the more flaps that are used, the greater effect the wind has on the aircraft on the ground. Since the flaps are located behind the main wheels, a crosswind acting on the flaps increases the weather vane tendency, the wing will also tend to rise on the side from which the wind is blowing. This is why it

is important to continue a "follow-through" crosswind correction during the landing roll. In considering the pros and cons of this subject, we believe that pilots who have generally avoided the use of flaps should consider making more full flap landings whenever operating within the crosswind and high wind capabilities of their aircraft.



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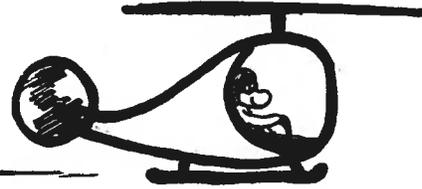
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# SHORT STUFF



New members: SOJAX COMPOSITE SQUADRON - Jimmy Yarborough and C/Captain Jonathan Burnett.

NEW MEMBERS: UNIVERSITY CADET SQUADRON: Susan Angel, Wayne Harris, Cesar Hernandez, James Toro, and Terance Kelly.

08301	Graham, Beulah	2Lt
08301	Moss, Thelma	2Lt
08301	Hartley, Carl	2Lt
08301	Hall, Bobby	2Lt
78301	Moss, Lewis	2Lt

PROMOTION LISTS FOR SEPTEMBER AND OCTOBER.....

SEPTEMBER (Senior Members)

08001	Boyd, Leonora	1Lt
08006	Howard, Steven	2Lt
08013	McClung, Curtis	2Lt
08013	Adams, Holly	2Lt
08023	Hodson, Robert	2Lt
08023	Johnston, Joseph	1Lt
08032	Dean, William	2Lt
08049	Ray, Jackie	1Lt
08049	Dalton, Harold	2Lt
08049	Sain, Daniel	Cpt
08050	Fendergraft, Anita	2Lt
08050	Dickson, James	1Lt
08050	Jones, Francis	2Lt
08051	McCort, William	2Lt
08051	Pratt, Rupert	1Lt
08060	Weaver, James	2Lt
08073	Dyal, John D.	1Lt
08089	Segel, Arnold	1Lt
08089	McGettrick, John	2Lt
08116	Beebe, Dale	2Lt
08123	Harrison, Lester	2Lt
08165	Huegel, Howard	1Lt
08173	Gordie, Terry	2Lt
08173	Maguire, Burt	1Lt
08176	Thompson, Geraldine	2Lt
08176	Galloway, Geraldine	2Lt
08182	Trinque, Arthur Jr.	2Lt
08182	Thornton, Franklin	1Lt
08210	Boller, George III	2Lt
08243	Bennet, J. David	1Lt
08272	Hamlin, James	Cpt
08279	Lape, James Jr.	2Lt
08293	Fifer, Duane	Maj
08425	Valin, George	2Lt

OCTOBER

08001	Boyd, Lester	Maj
08006	Beasley, Lee Jr.	Cpt
08006	Anderson, Doris	Cpt
08006	Barker, William	Cpt
08020	Bergman, Edgar	2Lt
08023	Cecil, William	Cpt
08029	Farris, James	Maj
08032	Des Forges, Robert	Cpt
08032	Gyselinck, Anne	Cpt
08032	Mullins, Patricia	Maj
08033	Hanely, Larry	1Lt
08033	Dennis, Kerry	2Lt
08050	Gillespie, William	Cpt
08050	Jones, Judith	2Lt
08058	Flowers, Charles	1Lt
08058	Guttman, Henry	1Lt
08058	Shropshire, Rodney	1Lt
08058	Thorne, Peter	1Lt
08058	Sakala, Gregory	2Lt
08058	Gamber, Robert	2Lt
08058	Marin, Jose Jr.	2Lt
08058	Benjamin, Gerald	2Lt
08066	Champigny, Dorothy	2Lt
08066	Stone, Gilbert	2Lt
08073	St. John, Richard	Cpt
08084	Barker, Joan	1Lt
08084	Snyder, Charles II	1Lt
08128	Smiley, James	2Lt
08165	Ibaugh, William	2Lt
08173	Davis, Silas Jr.	Cpt
08173	Merwin, Clarence Jr.	LtC
08210	Sylvester, Donall	2Lt
08288	Warner, William	2Lt
08288	Johnson, Gerald	2Lt
08288	Warner, Mary	2Lt
08301	Dawson, Thomas	2Lt
08301	Lovejoy, Owen	2Lt

Thirteen persons attended Level One training classes in GROUP SIX. Instructor was LCol. Lee Barnett.....DELAND and DAYTONA BEACH SQUADRON report they are getting more senior members.... Five members of the DELAND SQUADRON have earned Observer Ratings.....GROUP SIX holds CD radio tests on FM frequency every Monday, Wednesday, and Friday from 1830 to 1900 hours. About 25 mobile and base stations participate, including two SE Region and one Wing Staff station..... Major L. Cooper, GROUP SIX Chaplain attended a conference in Jacksonville recently to discuss "A Better Cadet Program".....All squadrons in GROUP SIX have training programs going in such subjects as First Aid, Communications, ECI, and SAR Procedures.

SENIOR SQUADRON THREE in Miami is planning to push recruiting now that summer vacations are over. Squadron commander Sal Murray would like to salute the faithful who attended all the summer meetings. They were Senior Members M. Volz, J. Petruff, W. Epperson, H. Rosch, and W. Kubiak.

SOJAX COMPOSITE SQUADRON reports that a recent recruiting program held at Landon Junior High was attended by about 30 interested students. An open house is planned for 19 December for these students and their parents.

ABOUT RECRUITING DRIVES....If you think GATOR CAPERS would make a good hand-out to show your prospective members what's going on in the Wing, we will be glad to send your unit some extra copies. Let us know where and when they will be used. Postage can get expensive, so whenever possible, advise us far enough in advance so we can use the Wing mailout. Requests will be filled on a first-come-first-served basis.

Army Capt. Jerry L. Jenkins has been appointed DAYTONA BEACH COMPOSITE SQUADRON CFI (Certified Flight Instructor) as CWO Jack Ray who had been acting as CFI has been transferred to Oklahoma. Captain Jenkins is a student at Embry-Riddle and will take up where Mr. Ray left off in teaching cadets and seniors to fly and assist in Search and Rescue missions.....The Daytona Squadron is planning a banquet on December 21 at the Winter House Restaurant. Cost is \$4 per person. One of the guest speakers will be Julius Gresham who was the first Daytona CAP member and helped patrol the Florida Coast from Daytona to Bunnell during World War II searching for enemy subs.

It is GATOR CAPERS policy to give credit to those who contribute the stories and photos that make up each issue. It has come to our attention however, that by-lines were not given to several of last month's contributors and we would like to mention them now.

The outstanding photo coverage of the Miami CD exercise was by Major Robert Miller and LCol. Harold Williams of Group Ten. Story was by Maj. Miller.

And, of course, "Did You Know?" comes to you courtesy of our Wing Inspector General, LCol. Earl J. Pilcher.

ST. PETERSBURG CADET SQUADRON news comes to us courtesy of Cadet 1C Bill Lucas and his weekly newsletter "Dreaming of Diamonds".....Some recent promotions in that unit: Captain Ibaugh, 2Lt. Stone, and 2Lt. Champane.....A work party turned out to help clean up the Gulfport Police Pistol Range so that Group 17 members can use the range.....A flight of cadets led by Col. Wheelass and Major Weaver with Cadet TSgt. Johnson at the guidon participated in the Veterans Day Parade.....November 11 St. Pete Cadets were among the GROUP 17 cadets who participated in orientation flights given in a TU-137 US Navy helicopter. The flights lasted anywhere from 15 minutes to half an hour and according to Cadet 1C M. Rhoden it was a very pleasurable way to spend a Sunday morning.

ST JOHN'S RIVER CADET SQUADRON recently helped out at a VFW Fly-In Turkey Shoot near Palatka. They worked on the flight line and directed traffic.

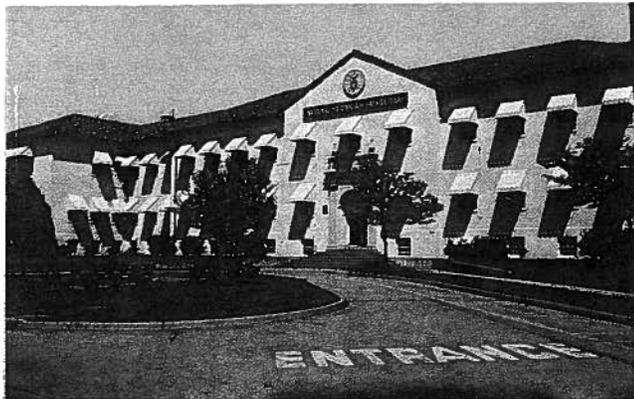
NORTH MIAMI CADET SQUADRON held the first of three Type B Encampments November 9-11. This first encampment will be commanded by Maj. Kay Cunningham. Subsequent encampments will be conducted by Lieutenants Larry Kirkland and Douglas Maymon.

LCol. Joseph Crescimbeni, GRUOP 31 commander, has received a very complimentary letter from B.R. Foster, LCol, USAF, Chief, Correspondence Division of the Air War College. In part, the letter reads, "Your paper, submitted as the written requirement for Volume III, has been evaluated as outstanding. This is an outstanding paper beautifully written, covered in depth and a true indication that you have achieved the learning outcomes of Volume III. Congratulations on a job well done. Incidentally, this is the best CAP paper I have read" We can see why LCol Crescimbeni was named Outstanding Group Commander of the quarter at the September Wing Commander's Call.

GAINESVILLE CADET SQUADRON has recently signed up three new senior members. We welcome them to the Wing.

UNIVERSITY CADET SQUADRON Cadet of the Quarter competition for the third quarter 1973 ended in a tie between C/WO Charlotte Sandwick and C/Sgt. Carlos Gonzalez. Along with trophies went checks for \$10.00.....Congratulations to C/WO Robert Fetherlin for earning his Mitchell Award and his solo wings.....ROP test was passed by cadets Fetherlin, Gonzalez, Vega, Toro, and Harris--another step toward getting that 101 card.....Four new members for the squadron means that someone has been getting busy with the recruiting.....We hear that one of these new cadets began his CAP career by winning the squadron model rocket competition that was held at the Tamiami Regional Park. That's what we call getting off to a flying start.

## NOTES FROM NATIONAL HQ CAP-USAF



Pilots and maintenance personnel are urged to make sure emergency locator transmitters are switched off when aircraft are parked. To aid in detecting transmissions due to inadvertent ELT activation, it is recommended that: (1) Prior to engine shutdown at the end of each flight, pilots tune the aircraft's VHF receiver to 121.5 MHz and listen for ELT audio sweeps. (2) If an ELT signal is heard, turn off your aircraft's ELT to determine if your transmitter is the one in operation. (3) Reminders to switch off the ELT at the end of flights should be placed on checklists or placards.

The USAF Recruiting Service has agreed to refer interested applicants to Civil Air Patrol as a part of our recruiting efforts. When fully implemented (approximately March 1974), this program will entail CAP TV and radio spots across the nation telling interested people to contact either HQ CAP-USAF or their nearest AF recruiter for the address of the CAP unit closest to them.

General Westberg and General Patterson urge all units and members to actively support energy conservation. All corporate vehicles shall be operated at minimum safe speed and within the President's recommended 50 mph restriction at all times. Car pools and adjusted meeting places should be scheduled to save fuel; this is strongly encouraged. Your participation in all aspects will reassert our dedication as patriotic Americans.

### This Month's Mystery Plane . . .

A beauty from the days of real "grass-roots" flying.

Can you identify it? Check your answer in the next issue of GATOR CAPERS.



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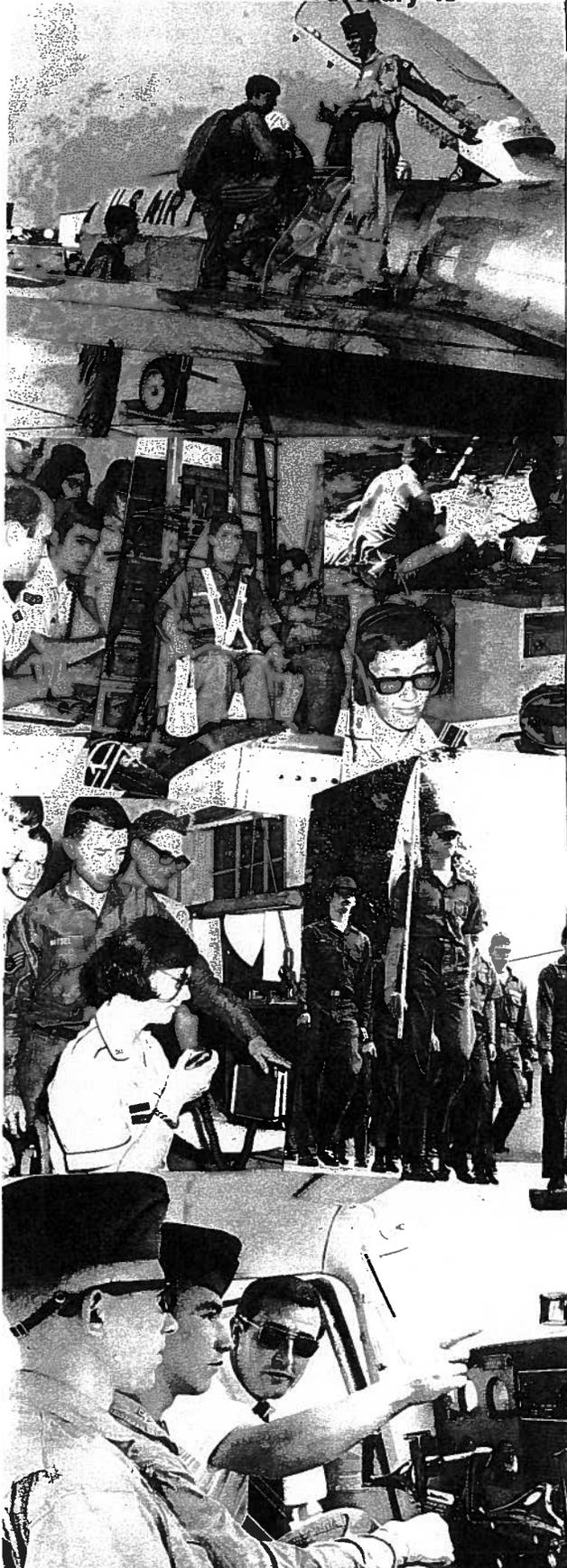
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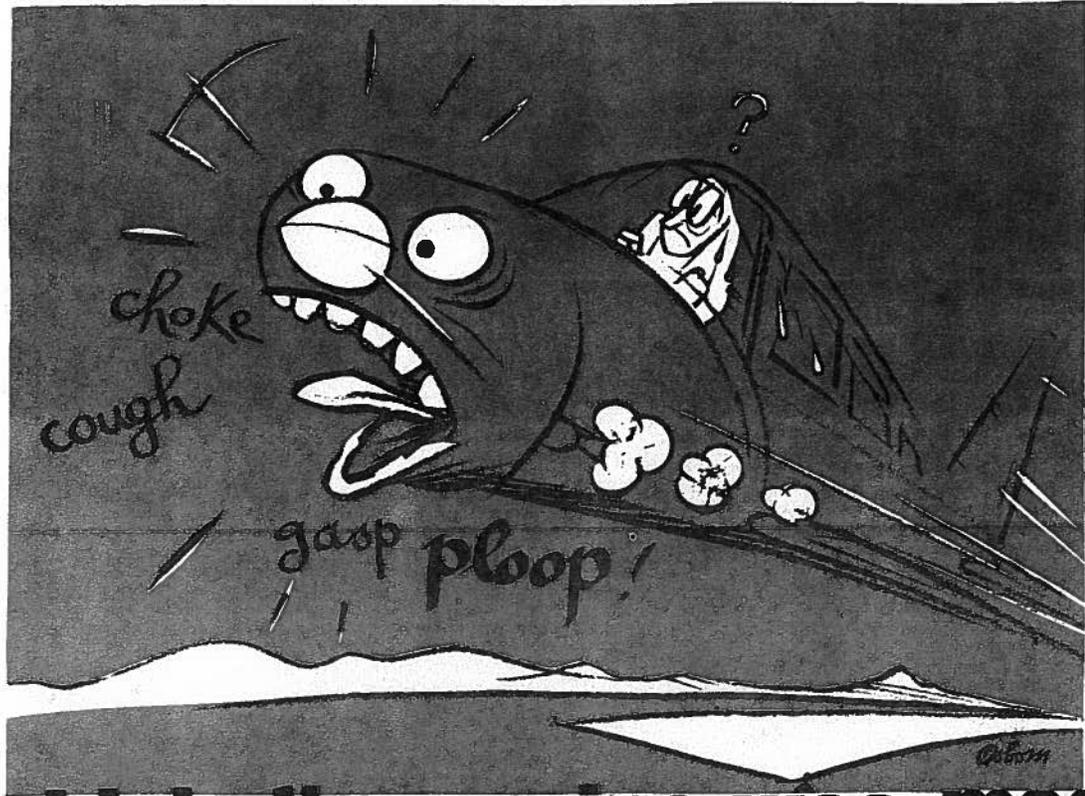
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NUMBER IN SEQUENCE ACTIVITIES DESIRED <input type="checkbox"/> COMMUNICATION ELECTRONICS COURSE <input type="checkbox"/> INTERNATIONAL AIR CADET EXCHANGE <input type="checkbox"/> AEROSPACE AGE ORIENTATION COURSE (FEMALE) <input type="checkbox"/> CADET FLYING ENCAMPMENT <input type="checkbox"/> LICENSE <input type="checkbox"/> SCLC			<input type="checkbox"/> FAA ORIENTATION PROGRAM <input type="checkbox"/> JET ORIENTATION COURSE <input type="checkbox"/> SPIRITUAL LIFE CONFERENCE <input type="checkbox"/> GIRLS EXCHANGE <input type="checkbox"/> SPACE FLIGHT ORIENT COURSE <input type="checkbox"/> CADET OFFICER'S SCHOOL <input type="checkbox"/> AF ACADEMY SURVIVAL CRSE			<input type="checkbox"/> ATC FAMILIARIZATION CRSE <input type="checkbox"/> NURSE ORIENTATION COURSE (FEMALE) <input type="checkbox"/> AEROSPACE CAREER EXPLORATOR SEMINAR <input type="checkbox"/> MANNED SPACE ORIENT COURSE <input type="checkbox"/> OTHER		
<b>I. TO BE COMPLETED BY APPLICANT</b>								
NAME (Last, First, Middle Initial)				CAP GRADE	SEX	CAP SERIAL NUMBER/SSAN		
ADDRESS (Number and Street)		(City)		(State)	(Zip Code)			
SQUADRON		CHARTER NUMBER		WING				
DATE AND PLACE OF BIRTH	HEIGHT	WEIGHT	RELIGIOUS PREFERENCE	MARITAL STATUS				
SCHOLASTIC ACHIEVEMENT <input type="checkbox"/> HIGH SCHOOL _____ YEARS <input type="checkbox"/> COLLEGE _____ YEARS	TITLE AND DATE OF HIGHEST AWARD (Sports, Etc., Military) OR NUMBER OF PHASE II ACHIEVEMENTS		DATE ENTERED CAP					
FOREIGN LANGUAGES			SPEAK		UNDERSTAND			
			<input type="checkbox"/> GOOD <input type="checkbox"/> FAIR <input type="checkbox"/> POOR		<input type="checkbox"/> GOOD <input type="checkbox"/> FAIR <input type="checkbox"/> POOR			
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FAA STUDENT PILOT AND FAA CLASS II MEDICAL CERTIFICATE NUMBER AND DATE (Aircraft) _____								
FAA WRITTEN EXAMINATION GRADE (Aircraft) _____								
FAA PRIVATE PILOT CERTIFICATE NUMBER (Aircraft) _____								
FCC RADIO-TELEPHONE OPERATOR PERMIT NUMBER _____								
SOLO QUALIFIED DATE		TOTAL DUAL HOURS		TOTAL SOLO HOURS				
<b>II. SQUADRON COMMANDER'S CERTIFICATION</b>								
I CERTIFY THAT THE ABOVE INFORMATION IS CORRECT AND THAT ALL REQUIREMENTS FOR ATTENDANCE, AS SPECIFIED IN NATIONAL HEADQUARTERS DIRECTIVES, WILL BE COMPLETED BY THE REQUIRED DATES. THE CADET APPLICANT IS THE (Number) _____ CHOICE OF (Number) _____ CADETS IN THIS SQUADRON APPLYING FOR (Name of Activity) _____								
DATE			SQUADRON COMMANDER					
<b>RELEASE BY PARENTS OR GUARDIANS</b>								
FOR AND IN CONSIDERATION OF the benefits (Full name of applicant) derives by participating in the activity referred to above, I, as parent or guardian of said minor child, do hereby for myself, my heirs, executors, and administrators renounce, release, and forever discharge the Government of the United States of America, Civil Air Patrol, Inc., all officers, directors, employees, and agents, acting officially or otherwise, of both the United States of America and Civil Air Patrol, Inc., from any and all claims, actions, or causes of action on account of the death or on account of injury to the applicant which may occur by reason of the activities referred to above. In addition by my signature below, I certify the applicant:								
However, in case of injury, disease or other illness, permission is hereby granted to treat the applicant as required, and if the applicant is released from the activity before recovery from said injury, disease, or illness, further treatment will be provided by myself.								
IN TESTIMONY WHEREOF the undersigned has (have) set his (has) (their) hand to the foregoing this _____ day of _____ 19____								
_____ (MOTHER OR LEGAL GUARDIAN)			_____ (FATHER OR LEGAL GUARDIAN)					
_____ (ADDRESS IF DIFFERENT FROM ABOVE)			_____ (STREET)					
_____ (CITY)		_____ (STATE)		_____ (ZIP)				
<u>NAME</u>	<u>CADETS ONLY</u>		<u>RANK</u>		Arrival date _____			
_____	_____		_____		Arrival time _____			
_____	_____		_____		Departure time _____			
_____	_____		_____		Departure date _____			
_____	_____		_____		Total number in room _____			
(Cadets)	Arriving Friday night	\$24.00	_____	Includes lunch on	_____			
	Arriving Saturday	\$18.00	_____	Saturday & banquet.	_____			
<b>SENIORS ONLY</b>								
ROOM REQUEST FOR KAHLER PLAZA INN - 151 East Washington Street, Orlando 32801								
<u>NAME</u>	<u>RANK</u>		Arrival date _____					
_____	_____		Arrival time _____					
_____	_____		Departure time _____					
_____	_____		Departure date _____					
_____	_____		Total number in room _____					
Room desired: Single (one person)	\$16.00	_____	Rate includes	_____				
(Seniors) Double (two persons)	\$19.00	_____	Saturday lunch &	_____				
Twin double poolside	\$24.00	_____	banquet	_____				
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Return Application by February 1, 1974

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