



'Gator CAPers



VOL. 19 NO. 7

MIAMI, FLA.

DECEMBER 1978

WING SAR TEAM MEETS CHALLENGE **9 Missions in 24 days ----- 7 Finds; 6 Saves**

Mission 4-1299A
31 October 1978

Members of Groups 12, 7 and 6 of Florida Wing were alerted in the early morning hours of October 31 by Major Ben Douglas, Task Force II Commander.

Scott AFB reported that Mission 4-1299A was being activated to search for an aircraft that disappeared off Patrick AFB radar while on a landing approach to Merritt Island Airport.

The Piper Seneca had reported gyro trouble earlier while flying through a heavy rainstorm. Patrick AFB personnel reported the last position of the aircraft at 500 feet approximately three miles southwest of Titusville. Mission Coordinator CAP Captain Glenn Pena set up the mission base at the Central Brevard Composite Squadron Hangar at Merritt Island Airport. Ground teams were dispatched to the last known position of the plane. At dawn, planes were sent to search the area from the air. Units of the Orange County and Brevard County Sheriff's Office and Brevard Civil Defense assisted in the search effort.

At approximately 11:00 a.m., reports came to Mission Headquarters that fishermen had spotted plane wreckage 3 1/2 miles north of State Road 50 floating in the St. Johns River, northwest of its last reported position. The Sheriff's Office personnel sent airboats to the area and the mission was suspended pending positive identification of the plane. By late afternoon identification of the aircraft and bodies was confirmed and the mission was closed. Forty-four members of Florida Wing, 3 airplanes, 6 vehicles, and 15 radios were utilized during the search effort.

Mission 4-1305
31 October 1978

The AFRCC was notified by Jacksonville ARTCC of an ELT signal being heard in the Daytona Beach area. An airborne CAP aircraft was diverted to search. The CAP aircraft DF'd the signal over water at which time CAP ground personnel contacted the US Coast Guard which sent out a 41 foot cutter to follow up the DF steer. The CAP DF equipment homed in on a 32 foot sailing vessel who had lost steerage and was dragging anchor toward a rock jetty. The seas were 6-8 feet and the wind was 20-25 knots. The vessel was taken in tow by the Coast Guard cutter and the four persons on board were rescued. The four "saves" were credited to the Florida Wing, CAP.

Mission 2-1320
4 November 1978

The AFRCC was notified by Jacksonville ARTCC of an ELT signal being heard by Tyndall RAPCON. Florida Wing was notified. Ground team members using hand held equipment located the ELT in a Twin Beech owned by the Tyndall Aero Club. The ELT signal had been activated by an unknown cause and was deactivated by CAP ground team members.

Mission 4-1365
13 November 1978

Florida and Georgia CAP searched for a missing light aircraft, a Piper Cherokee, missing on a local flight from Craig Municipal Airport, Jacksonville, with one person on board. All leads were followed up and a total of 3500 square miles were searched. The mission was suspended on November 20. The aircraft is still missing. Total SAR support supplied by Florida Wing included 37 light aircraft, and 173 personnel. Eighty-seven sorties were flown.

Mission 4-1391A
20 November 1978

Florida Wing and the US Coast Guard assisted the Florida Division of Disaster Preparedness in a search for a possible downed aircraft. The objective of the search was a Piper Cherokee, route of flight and identification unknown, last seen by Tico Tower controller. Searchers checked all leads and a total of 1800 square miles were searched. No downed aircraft was sighted and no aircraft had been reported missing, so on November 22 the mission was closed.

Mission 4-1394
21 November 1978

Florida Wing and US Coast Guard assisted Florida Division of Disaster Preparedness in a search for a missing aircraft. The objective was a Piper PA-23 missing enroute from Orlando to Orlando Beach. The plane was located by CAP 9 miles west of Daytona Beach Regional Airport. SAR forces used ground teams to recover the deceased and made delivery to Halifax Hospital Morgue. Jacksonville ARTCC supplied ITAP information which led to the crash location.

Continued on page 2.

We Salute CIVIL AIR PATROL on Its 37th Anniversary

Commander's Column...



BY COLONEL RICHARD L. LEALI, SR.



"We've Come A Long Way, Baby"

"We've come a long way, Baby" in 37 years. Civil Air Patrol was conceived as a result of a grave international situation. War was imminent and our nation's air power had to be strengthened. On 1 December 1941 CAP was born.

It began as a coastal patrol searching for enemy submarines. For eighteen months this vital patrol continued until the United States regular air forces were up to full strength.

CAP's wartime record was impressive. In addition to Coastal Patrol, CAP's pilots flew approximately 500,000 hours in search and rescue missions, cargo flights, courier flights, border patrol duties, target towing, etc. Sixty-four CAP members lost their lives providing these services, including two from Florida.

As CAP began to grow, the cadet program was added. In the first six months of the new program over 20,000 cadets, boys and girls, entered training.

Through the years, CAP has been nurtured by various agencies and Air Force Commands. During those years we have seen the advent of jets, rockets, and satellites. With each change CAP has grown and matured. The emphasis of our programs has changed. Search and Rescue began using binoculars and has progressed to directional finders and satellites. Cadets now have a structured program with definite objectives. Aerospace education has broadened to include the entire community, not just the CAP membership.

What remains the same after 37 years? The dedicated volunteer who still gives his own time, money and skill unselfishly to save and train others. This devotion to cause and country, and the ability to change and grow makes Civil Air Patrol as viable an organization today as it was 37 years ago.

Happy Birthday, Civil Air Patrol. And Happy Holidays to all your members.

Mission Report—continued...

Mission 4-1395
21 November 1978

Florida CAP and US Coast Guard assisted Florida Division of Disaster Preparedness in a search for a missing aircraft. The Cessna 172 was missing enroute from Daytona Beach Airport on a local flight. CAP located the crash site 10 miles north of Daytona Regional Airport. SAR forces used a ground team to recover the deceased and made delivery to Halifax Hospital Morgue.

Mission 4-1403A
22 November 1978

The CAP searched for a downed aircraft in the Daytona Beach area. The objective was a Cessna 337 missing on a flight from Ft. Myers to Daytona. A ground team of CAP and Volusia County Sheriff Office personnel located the crash site 4 miles off of runway 06 at Daytona Beach. Recovery operations were turned over to the local coroners office. The crash site was located by ELT signal.

Mission 4-1405A
23 November 1978

CAP assisted Volusia County Sheriff in responding to an aircraft crash. The objective was a Piper PA-28 with three persons on board. Last known position was 25 miles south of Daytona Beach. CAP and Sheriff's ground teams located the plane in the vicinity of Sanford. Two of the three persons survived the crash and were taken to a local hospital. Fifteen CAP personnel participated in the search and rescue efforts.



ACTIVITY SCHEDULE — 1979

JAN 20	Group 9 Flight Clinic, Ft. Lauderdale
FEB 10	Group 7 Flight Clinic, Herdon Airport
FEB 13 & 14	SER Chaplain Mtg. Maxwell AFB
FEB 16 & 17	IG Inspection FLAWG, Orlando
FEB 24 & 25	Sqdn Leadership School, Panama City
FEB 24 & 25	Group 3 Flight Clinic, Lakeland
MAR 17 & 18	FLAWG Conference, Orlando
MAR 24	Group 5 Flight Clinic, PB Aviation
APR 5-7	Natl Congress on Aerospace Ed. ATL
APR 6-14	Type A Encampment, MacDill AFB
APR 7-8	Group 12 Flight Clinic, Merritt Island
MAY 19	CDEX, Primary Test, Location TBA
JUL 1-7	National Staff College, Maxwell AFB
JUL 1-7	Cadet Officer's School, Maxwell AFB
AUG 25-26	Sqdn Leadership School, Gainesville
AUG 25-26	SE Region Staff College, Maxwell AFB
SEP 28-29	National Convention, Salt Lake City
NOV 17-18	FLAWG SAR Test, Location TBA
DEC 26-30	National Cadet Competition

Forward additions or corrections to:

DIRECTOR OF PLANS AND PROGRAMS
7825 SW 98 Street
Miami, Florida 33156

LETTERS...

ROTC Scholarships

Cadets Beverly Rosenquist of Indian Harbour and Jeffrey Boyle of Satellite Beach recently received the following letter from Brigadier General Paul E. Gardner, Executive Director of the Civil Air Patrol.

"Congratulations on your recent selection as an AFROTC scholarship finalist. I am fully aware of the many sacrifices and hard work that go into such an accomplishment. Now, all you have remaining before final selection consideration is completion of the personal interview and return of the application to AFROTC Headquarters.

The benefits of such an award are many and a future career as an Air Force officer ranks among the best in our society. I encourage you to complete the remaining requirement for scholarship consideration and return your application immediately. Early consideration enhances your chances for selection, and AFROTC officials have advised me they have scheduled monthly selection boards through February 1979.

Again, congratulations on your selection as a finalist in such a competitive area."

College-bound CAP cadets are encouraged to check into the ROTC scholarship program. Further information can be had from your unit commander or Captain Angela Artemik, Wing Director of Cadet Programs, 1674 Bresee Road, West Palm Beach, Florida 33406.

Emergency Services

Commander
Florida Wing CAP

1. The two attached letters indicate the appreciation and congratulations of the SELR and the Brevard County Board of Commissioners for search and rescue efforts of Florida CAP members in recent SAR missions.

2. I also understand that your people have been heavily involved in the recent rash of downed aircraft in the Volusia County area, and that "finds" resulted from the efforts of your people.

3. I wish to add my sincere thanks and compliments to you and your emergency services personnel who are doing such an outstanding job. Please pass my congratulations and appreciation along with those attached for their highly effective efforts and their significant contribution to these humanitarian goals of Civil Air Patrol.

L. H. McCRACK, Colonel, CAP
Southeast Region Commander

REPLY TO
ATTN OF: SELR/DO

SUBJECT: Search and Rescue Mission #4-1305

TO: FLCC

1. As you know, this office receives a daily report of actual SAR missions underway throughout the United States.

2. You and Florida Wing are to be congratulated on the highly successful accomplishment of this SAR mission. I know you are proud of an organization which can and will respond with efficiency and effectiveness to such an emergency situation. The knowledge and initiative to take the required actions as displayed by the CAP members involved is certainly commendable. The wing members involved were a credit to Civil Air Patrol. Please convey our congratulations and appreciation for a job well done.

JAMES W. SHATTUCK, Colonel, USAF
Commander, Southeast Liaison Region

Mr. Ben Douglas
Headquarters Florida Wing CAP

Dear Mr. Douglas:

Brevard and Orange County Public Safety Officials were recently called on to participate in the search for a private plane, down somewhere in the St. John's River marsh.

The Brevard unit of the Civil Air Patrol was quickly and efficiently mobilized to begin search efforts. I want to take this opportunity to commend this fine organization for their outstanding efforts. I was very favorably impressed with their professional attitude and thoroughness in carrying out their assigned duties.

As Public Safety Coordinator and Civil Defense Director for Brevard County, it is indeed reassuring to me to know that we have such an outstanding group to assist in the time of emergency.

Thank you very much for your cooperation and please pass along my congratulations to the local CAP unit.

Sincerely,

JIM ADKINS
Public Safety Coordinator
Brevard County Civil Defense

Colonel Richard Leali, Sr.
Commander Florida Wing, CAP

Dear Colonel Leali:

A business associate and an employee of Moore Pipe & Sprinkler Company, Mr. Dick Kirby, was lost in an air-plane accident just south of Craig Field in Duval County. Lt. Col. Linwood P. Wilson assumed command of the mission to find Mr. Kirby and stayed with it for approximately 7 days, at which time he was on duty or available at all times. The reason for my writing this letter is to thank the Civil Air Patrol and, in particular Mr. Wilson, for the diligent effort that they put forth in attempting to find Mr. Kirby. We have not found him of this time, however, I believe we have done everything humanly possible. The dedication of your pilots and the backup personnel was exemplary and I would like to express the appreciation of the officers and the employees of Moore Pipe & Sprinkler Company for this diligent effort.

With best regards, I am

Yours truly,

J. B. EVANS
President



ACROSS THE WING

Cadet Orientation Flights



Some new Orlando Squadron cadets recently received their first orientation flight. They were shown the details of the pre-flight check before boarding the aircraft.

Another squadron member, Cadet Captain Richard McAleese, has completed the required flights for his observer rating.

All of the cadets enjoyed the flights and hope to be able to go up again soon.

--Captain Linda Eddy
Orlando Cadet Sqdn Cmdr

Group 3 Receives Vehicles



Group 3 Commander Major Howard Cumler accepts the paperwork for a CAP jeep and trailer from Captain Jim Webster, Group 4.

Group 4 is upgrading their vehicles and is awaiting a CAP weapons carrier, giving Group 3 the opportunity to accept the jeep and trailer.

The vehicles have already been used to support several Group 3 activities and recently transported cadets to otherwise inaccessible "jump off" points on a land navigation exercise in the Citrus Wildlife Management area north of Tampa.

The unit has been fitted with a "roll bar" for safety of occupants and is being prepared for a new paint job.

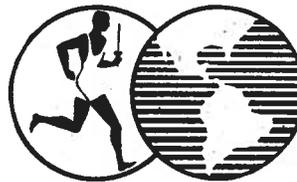
--Information Officer
Group 3

CAP & Optimist Club Meet



Pictured above are CAP members LCol. Tom Welch, Capt Pat Bevilacqua, Cadet Lt. Welch and members of the West Hollywood Optimist Club. The CAPers were invited to the meeting to explain the CAP program. Cadet Welch spoke on cadet activities and Capt. Bevilacqua talked about the senior member program. The Optimists provide a sports program for the area young people and have supported the local squadron's recruiting drive by allowing them to set up CAP information booths and pass out brochures at various Optimist activities.

--Capt Pat Bevilacqua
Group 9 I.O.



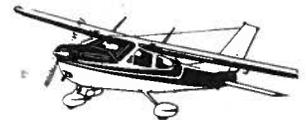
Race of the Americas 1978 Miami Beach

CWO Brian Posey of the West Miami Cadet Squadron recently ran in the American Cancer Society of Miami sponsored "Run for the Americas" on November 26 held in Miami Beach.

Mr. Posey ran the 7.8 mile course in a total time of 60 minutes, 41 seconds which placed him in the top third of the participants.

--2Lt. David Allen
West Miami Cadet Sq IO

Fly-In Luncheon



Senior members from Daytona Beach, Ormond Beach, and Gainesville Squadrons recently met for a fly-in lunch at Cedar Key Airport at the Captain's Table Restaurant.

Seventeen members braved the 15 knot winds to enjoy the good food and fellowship. Four aircraft came from Daytona Beach and one each from Ormond Beach and Gainesville. The pilots find that the fly-in breakfasts, brunches, or lunches which are held about every other month are a good way to combine the maintenance of cross-country proficiency with just plain fun.

--C. Stewart Mead
Daytona Beach Comp Sq

CIVIL AIR PATROL 1941-1978

LOOKING BACK

STANDARD FORM NO. 14-A
APPROVED BY THE PRESIDENT
MARCH 19, 1959

From The White House
Washington
May 28, 1946

TELEGRAM
OFFICIAL BUSINESS—GOVERNMENT RATES

Chairman,
Civil Air Patrol Board, Mayflower Hotel, Washington, D. C.

I am happy to inform you that I have just approved H.R. 5296, an act "to establish Civil Air Patrol as a civilian auxiliary of the United States Air Force and to authorize the Secretary of the Air Force to extend aid to Civil Air Patrol in the fulfillment of its objectives, and for other purposes".

My very best wishes to you and all of those in attendance at the annual dinner of the Civil Air Patrol.

HARRY S. TRUMAN



In this month's Commander's Column Colonel Leali mentioned many of the activities of CAP during the war years. The Civil Air Patrol was still serving as an auxiliary of the Army Air Forces at the cessation of hostilities in 1945. This status, established by executive order, had no foundation by statute. CAP's usefulness had been proved during wartime. But now peace had come and the scope of CAP activities had narrowed because the Army Air Forces had assumed many of the tasks assigned to CAP during the war. In short the future of CAP was uncertain. To make things worse, the Army Air Forces withdrew its monetary support as a result of a drastic budget cut.

In view of these circumstances, General "Hap" Arnold called a conference of CAP wing commanders in January 1946 to discuss the feasibility of a postwar Civil Air Patrol. From this conference, a plan to incorporate grew.

On March 1, 1946 the 48 CAP wing commanders held their first congressional dinner honoring President Truman, the 79th Congress, and General "Hap" Arnold, the commanding general of the Army Air Forces. The express purpose of the dinner was to permit the CAP to thank the honorees for having had the opportunity to serve the nation during World War II.

On July 1, 1946 President Truman signed Public Law 476 passed by the 79th Congress. This law incorporated CAP as a benevolent nonprofit organization. Under this Federal Charter the CAP corporation planned to undertake a very ambitious program--without the help of the Army Air Forces. Among the first-defined objectives were to: 1) inform the general public about aviation and its impacts; 2) provide its seniors and cadets ground and pre-flight aviation education and training; 3) provide air service under emergency conditions; 4) establish a radio network covering all parts of the U.S. for both training and emergency use; 5) encourage the establishment of flying clubs for its membership; 6) provide selected cadets flight scholarships; 8) encourage model airplane building and flying.

Many of these objectives could not have been met without support from the Army Air Forces and in 1947, after the United States Air Force had been established, a study was made of the USAF/CAP relationship.

After meetings between USAF and CAP officials, a plan was adopted to legalize USAF assistance to CAP. In 1948, Public Law 557 was passed permanently establishing Civil Air Patrol as an auxiliary of the United States Air Force.

The fact that CAP is a volunteer organization contributes to the year to year fluctuation in CAP membership. However, the trend is toward growth with increasing opportunities for members.

As in the old days, members are still flying search missions. Ground rescue teams still recover downed airmen who have been discovered by observers and pilots in search planes.

Young people continue to receive the CAP-sponsored challenge of flight which was started in 1942, but they now have an additional and equally important challenge --a well-rounded general education in aerospace subjects and related activities. Senior members, too, are encouraged to upgrade their knowledge of aerospace subjects. In fact, all of CAP's current programs are aerospace oriented.

As can be seen by our front page story and other articles throughout this issue of Gator Capers, Florida Wing is keeping up the CAP tradition of service in search and rescue, aerospace education programs, and cadet activities. We are fortunate to have members who care about the CAP program and will work to recruit and train new members and help current members upgrade their skills. These are the people who will make it possible for CAP to continue to offer its services to the community and nation for many years to come.

On the following pages is some material dating back to the war years. Included are some letters, newspaper clipping, and excerpts from the CAP Regulations dated March 29, 1943. It is interesting to notice the emphasis on "military secrecy" in regard to CAP operations.



0 ORGANIZATION
00- Authority

0. Civil Air Patrol, hereinafter referred to as CAP, originated through the desire of civil airmen of the United States to be utilized with their equipment, in the war effort.

1. CAP was established Dec. 1, 1941, by the U.S. Director of Civilian Defense by order which reads in part as follows: "... in line with the traditions of this nation, ... I do hereby order established under the Office of Civilian Defense, the Civil Air Patrol. ... I call upon all persons in civil aviation to enroll and otherwise assist in this important contribution to our national defense."

1 This step was taken after consultation with and written approval of the Departments of War, Navy, and Commerce in October, 1941.

2 The establishment of CAP was formalized on December 8, 1941, by OCD Administrative Order No. 9 which reads in part as follows: "By virtue of the authority vested in me through my appointment as United States Director of the Office of Civilian Defense, through the Executive Order (No. 8757) of the President creating said Office, dated May 20, 1941, I have caused to be created and organized a branch of this Office of volunteers for the purpose of enlisting and training personnel to aid in the national defense of the United States, designated as the Civil Air Patrol. ... It shall be the duty and responsibility of the National Commander to see that the objects and purposes and orders issued in conformity with the policy of the Office are carried out..."

1 PERSONNEL
10- Status

0. All CAP personnel, other than National Officers and civilian employees, will be civilian volunteers.

1. All applicants for membership will sign the following oath: "I hereby make application for enlistment in the Civil Air Patrol and do solemnly swear (or affirm) that I will bear true faith and allegiance to the United States of America, that I will serve them honestly and faithfully against all their enemies whomsoever, and that I will obey the orders of the President of the United States and the orders of the officers appointed over me."

2. Enlistments in CAP will be for the duration of the war plus 6 months. During this period, all who take the CAP oath will be subject to it unless sooner discharged from CAP or on active duty in the armed forces of the United States.

3. The activities of the CAP will be conducted by the members without pay or reimbursement for expenses, except for certain operations wherein members may receive a per diem for expenses and rental for their equipment. ...

4. A member may be ordered to CAP operations duty but the usual policy except in emergency, will be to permit him to apply for assignment and require him to serve on such duty only for the period pledged in his application. ...

5. By order of the War Department, CAP members are permitted to wear the Army uniform, with certain distinguishing features. Appointments and titles of function and rank are in CAP and not in the Army. The prescribed CAP emblem bearing the letters "US" is registered internationally. A member in CAP uniform captured by the enemy will be on the status of a prisoner of war.

11- Eligibility

0. Men and women who are citizens of the United States, native-born or naturalized for a minimum of 10 years from countries other than enemy nations or those occupied by the enemy, are eligible for CAP membership. Minimum age is 16. It is recommended that an applicant under 18 be enlisted as a cadet rather than as a member unless he holds a CAA student pilot certificate. ...

12- Application

After endorsing an applicant, the unit commander will admit him to training as a provisional member of the unit in which status he will not wear the CAP uniform or insignia. He will be excluded from assemblies where he may gain confidential information. He will not participate in CAP operations except by order of the National Commander or in temporary emergency but will be subject to command and discipline pursuant to the CAP oath. He will attain membership in CAP only after completion of training prescribed. ...

JACKSONVILLE JOURNAL, JACKSONVILLE, FLOR

Brilliant Rescue Work Saves Civil Air Patrol Fliers as Plane Plummets Into Ocean



—Photo by Dishinger-Woodward.
A. M. CRABTREE

The weather was bad last Wednesday afternoon when Pilot Lieutenant A. M. Crabtree and Pilot Observer Francis McLaughlin took off for a flight mission. But the men had no idea they would have to absorb so much of it.

They were on regular civil air patrol duty seven miles off the coast near St. Augustine when the motor of their Fairchild plane started acting funny. They contacted port by radio and headed in.

They were going 80 miles an hour when the motor stopped. The plane slid swiftly down into the choppy sea.

"The waves were as high as the Flagler hotel," says Lieut. Crabtree.

The plane was submerged three minutes after it touched the water. It had hit with such force the watches on both the fliers' arms stopped within two minutes of each other.

They were already five feet under the surface before they were able to loosen their safety belts, open the plane door and crawl out.

They were wearing the regulation "Mae West" safety belts, but Crabtree was too heavy for his. He had to swim about two and one-half hours they were in the water before being located by the planes that had taken off immediately upon getting the radio message "We are going down."

Crabtree had told his friend he was "going down and don't try to do anything about it. You stay here and they will find you," when he was spotted by Observer Carl Langston in a CAP plane piloted by Claude Wells.

The plane flew down close and dropped a rubber life raft. With mighty effort the raft was inflated and the two weary men crawled aboard. Crabtree passed out. He had swallowed acres of those waves. He recovered to feel a rush of water and air on his face.

He became conscious enough to discover a hole in the rubber. He stuck his fist in the hole and held on for dear life.

Langston and Wells set out to find a boat to pick them up. They located a navy "crash" boat going at full speed "exactly the opposite direction."

After practicing yellowing "follow us" together they cut the motor of the plane and flew low over the small craft. Finally over the roar of the sea, and the motors of the boat and plane, they were understood. The plane led the boat straight to the two men who had, by this time, lost the deflated rubber tube.

Lowered ladders, many ropes and lots of work got the flier into the boat and wrapped in warm blankets. Crabtree and McLaughlin were taken immediately to a St. Augustine where they were treated for shock and exposure.

Mrs. Thelma Crabtree lost no time in reaching there after she had been phoned of the crash.

"The whole town was swell," she said. "I have never been treated so nice. The brand of hospitality the city of St. Augustine uses is positively the best."

She said the navy, coast guard, military police and civilians were very kind and helpful.

Lieutenant Crabtree, Langston and Wells are all Jacksonville residents. McLaughlin is from Daytona Beach.

Mrs. Langston and Mrs. Crabtree have offices adjoining each other in the Exchange building here in town. They are keeping the businesses going while their husbands do their share in the war effort. The Crabtrees have a son attending the University in Gainesville.

Both men are anxious to take off again on their jobs. They are sorry only about losing the Fairchild, which was the first plane to take off after the CAP was organized, and the new radio, their watches, binoculars and cameras.



OFFICE OF CIVILIAN DEFENSE

CIVIL AIR PATROL

Washington, D. C.
Group 4 CAP Fla. Wing
307 Hogan St.
Jacksonville, Florida

October 31, 1942

Subject: Military Secrecy
To: John A. Keil, Captain, Civil Air Patrol
Intelligence Officer, Wing 41
Box 1411
Lantana, Fla.

1. Attached find two copies of an article that appeared in the October 30th, 1942 issue of the Jacksonville Journal regarding crash of a CAP coastal patrol plane.
2. Have checked with the City Editor of the Journal to find where he received his information. He said after reading the story that he would think that same came from Pilot Crabtree. I, personally, would believe after reading the story that perhaps Mrs. Crabtree might have given out same, since she is quoted in the story.
3. I telephoned Captain Gresham, Group Commander, this morning, reporting the incident to him and he advised me that Pilot Crabtree had phoned him earlier, informing him that the story had appeared and stated that it must have leaked out from some place.
4. I doubt that the story "leaked out" because of the fact that Pilot Crabtree's picture appears in the paper and I should think that it might have been turned over by either he or Mrs. Crabtree to the Press.
5. I regret that such a breach of military secrecy should have occurred in my area but assure you that I had no idea that such a thing would happen until I read same in the newspapers.

Frank Winchell
Lt. Frank Winchell CAP
Intelligence Officer
Group 4 Florida Wing

FW:T



OFFICE OF CIVILIAN DEFENSE
WASHINGTON, D. C.

GM-78A

CIVIL AIR PATROL

NATIONAL HEADQUARTERS
WASHINGTON, APRIL 5, 1945

Subject: CAP Rules (Second Instalment)

To: All CAP Unit Commanders

1. Herewith are further sections of the new CAP Rules. As in the case of the Rules sent you under GM-78 on March 29, this instalment is issued as a 16-page folder for convenience in printing and distribution. When material reaches you in this form, you can remove the staple and cut along the fold so the various pages can be assembled according to the index. If you will set up a loose leaf book with division cards for the 10 sections of the CAP Rules, it will be simple to file subsequent pages. Temporarily you may place some of the more important old CAP directives in the various divisions for ready reference.
2. The organization charts which follow are based on the CAP Rules previously sent you and illustrate the flexibility of the authorized organization to fit a given Wing or Squadron situation.
3. The continuation of the Personnel provisions herewith cannot be made fully effective until the rest of the Personnel procedure is issued. Effective immediately, however, no membership applications will be accepted without the endorsement of a CAP unit commander. Applicants so endorsed may be accepted as provisional members of units so they can start their training. Further Rules will provide that to attain membership, a provisional member must complete 25 credits hours of CAP training as follows: Civil Air Patrol, 2 hours; Military Courtesy and Discipline, 3 hours; Infantry Drill, 5 hours; Safeguarding Military Information, 1 hour; Articles of War, 1 hour; any other authorized CAP training courses, not less than 13 hours.
4. Additional Military Training courses are outlined. Attached are new Training Manuals on Protection of Military Information and Meres Code, illustrating the type of training material which will be issued henceforth. Reference are made in the Rules to other CAP Training Manuals not yet issued. The old Training Directives for the respective subjects will be used until the new Manuals reach you.
5. Rules as to CAP Cadets are more flexible than the previous directive on this important subject.
6. In addition to the old CAP directives listed in GM-78, the following are obsolete and may be removed from files: Training Directives 2,5,12,19,20,32; Operations Memorandum 4; Operations Directives 1,2,5,11,14; General Memoranda 20, 21,22,23,24,25,26,30,35,41,48,58.

Earle L. Johnson
EARLE L. JOHNSON
National Commander



OFFICE OF CIVILIAN DEFENSE

CIVIL AIR PATROL

Washington, D. C.

CAP Group I

Lantana, Florida
October 14, 1942

Subject: Group I Activities During October

To: John A. Keil, Captain, Civil Air Patrol, Intelligence Officer, Wing 41.

1. Group I Staff Officers were appointed early in September and now have things well in hand and running smoothly. Walter K. Maier is our Group Commander, and the balance of the staff is as follows:

Ed. V. Quinn, Executive Officer
Mildred T. McLoughlin, Adjutant
Harry E. Bassett, Personnel Officer
Earl C. Adams, Intelligence & Public Relations Officer
Chas. A. VanNormer, Training & Operations Officer
Wiley R. Reynolds, Jr., Equipment & Supplies Officer
Herold V. Emerine, Communications Officer
Thomas C. Manning, Transportation Officer

2. Captain "Wally" Maier has been connected with aviation in this area for the past twelve years and is well known to all air-minded people in this section. He operated a flying school for a number of years at the old Belvedere Airport, and later continued on Morrison Field with The Palm Beach Aero Corporation after that field was opened. More recently "Wally" has been training CPTP students for Uncle Sam, and though lately busy at that has found time to take on the command of Group I. Captain Maier is married and has a very new son that practically disrupted Operations for awhile.

3. Most of our Group is on active duty and have been studying drill, code, meteorology and navigation in their "spare" time. On the other hand, the balance of the Group has been far from inactive. Meeting every Thursday night and Sunday morning, they have been studying close order drill, military discipline, organization of the Army and Navy, and surprisingly even the girls are giving a very good account of themselves in the manual of arms. Lt. Quinn and Eddie Loy deserve a lot of credit for this work, as well as the officers and men of the Florida Defense Force, who have given a lot of time and work to our program.

4. We were sorry to lose Major Boyd, our CO in the First Air Squadron to the Navy, but he is now a Lieutenant Commander and we all hope he will enjoy his new work. Captain Belcher, Operations Officer left for the Army, and is now a Major stationed at Morrison Field. "Ducky" Boston, our ace navigator, left to fly bigger and better planes for Western. Fred Boyd went to O.S.C., and we understand that "Bevo" Bevington is soon to follow in his footsteps. For Allen, Linsey Eys, "Ducky" Quinn, John Hawkins, Powers Taylor, Jim Sharpe, John Tindell, and Glenn Wiley, all are serving in some branch of the Armed Forces.



Earl C. Adams
Earl C. Adams
1st Lt., Civil Air Patrol
Intelligence Officer, Group I

1941 - 1978



A Tradition of Service



Senior Member Promotion List

AVOIDING VISUAL FADEOUT

Photochromic sunglasses—those that have a tint that varies with the amount of sunlight that strikes the lenses—can create problems for the unwary pilot. Photochromic lenses have recently become quite popular in both prescription and nonprescription glasses. Individuals who require prescription lenses see photochromic styles as a way to save money by not buying a second pair of glasses for use in bright sunlight; they offer those persons the convenience of wearing one set of eye-aids that vary in tint in relation to ambient lighting conditions.

Technically, the darkening of such lenses is caused by ultra-violet light, which causes silver halides in the lenses to darken and shield the eyes against bright sunlight. As the intensity of the sunlight that reaches the lenses is reduced, the halides lose their color and the tint is reduced. However, the tint changes that accompany variable lighting conditions are not immediate; several minutes are required for the lenses to change from one tint level to another. Some lenses may require several hours in darkness to return to minimum tint after being exposed to bright sunlight.

The variable tint, which has made photochromic lenses so popular and convenient, is the primary reason that aviators should exercise some caution in their use during flight operations. For instance, the pilot who is wearing photochromic glasses when he is directing his plane toward bright sunlight may encounter some problems during a descent through an overcast sky. His vision may be impaired by lenses that have not sufficiently reduced their tint in the absence of bright sunlight. That could make it difficult to see the cockpit gauges during an instrument approach at the destination.

An obvious solution would be to remove the glasses. However, some persons may not realize that they are straining to read the cockpit instruments through dark glasses. Others may have earpiece attachments connected to their glasses' frames, so removing them would be inconvenient. Still others may be wearing prescription glasses that are essential to proper vision.

While problems are created by lenses that remain too dark in low light conditions, other difficulties are encountered when the glasses remain too light under bright conditions. To adequately protect eyes from sun glare, a tinted lens should generally pass no more than 25% of visible light, a figure not

always achieved by photochromic lenses (and other sunglass lenses as well). The problems for photochromic lenses can be compounded by being shaded by aircraft cockpits, in addition to the filtering of ultra-violet light by the windshield. There may not be enough ultra-violet light to strike the lenses in order to activate the halides. So, the pilot who banks his plane and abruptly finds the sun glaring into the cockpit, may discover that the glasses do not offer enough protection from a sudden increase in brightness.

Keen perception can be maintained by the human eye over a wide range of light intensities. However, below certain levels—generally that of normal room illumination—that visual acuity is markedly reduced. Additionally, any transparent material that is placed between the eyes and the subject that they are focused upon, reduces the effective illumination in proportion to the optical density of the material.

Any substance between the pilot's eyes, for example—sunglasses or a windshield—lessens the aviator's visual performance, even if flight conditions are CAVU. So, the flier who wears nonprescription photochromic glasses, rather than removing them when sun glare is no longer a problem, is reducing his visual ability.

A person who wears photochromic glasses at dusk is also placing himself at a disadvantage, especially if he believes that the lenses are completely clear; some lenses reduce light as much as 20%, even after being exposed to several hours of darkness. Other lenses in the "automatic" category are designed so that the tint is not intended to clear beyond a specific level, for cosmetic appearances. These problems are in addition to the fact that the external light is likely to decrease much more rapidly than the lenses can clear.

Pilots who buy sunglasses for themselves, should select lenses that are nonpolarizing and have a dark neutral tint (they display natural colors). Persons who use a headset or earpiece attachment should be sure that the frame design will be comfortable with the additional equipment. Individuals who require prescription spectacles should consider buying two pairs—one clear, nonphotochromic pair and another tinted pair for operations in bright sunlight.

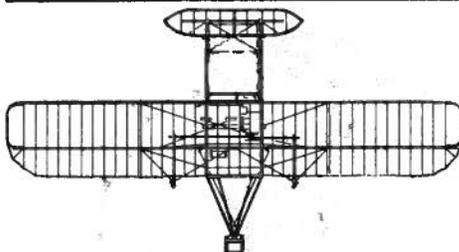
And pilots who insist on wearing photochromic sunglasses should be sure to wear them just as they would any other sunglasses—only in bright sunlight and never at night or in low light conditions. Avoiding "visual fadeout" can help prevent accidents. Be sure that your sunglasses are "safety glasses." □

OCTOBER

CPT	McLuckie, Edward A.	08025
2LT	Wolf, Kenneth E.	08026
2LT	Taylor, Violet T.	08026
1LT	Petrowsky, E. S., Sr.	08032
2LT	Pius, David G.	08051
1LT	Webbe, Richard S.	08076
1LT	Young, Robert A.	08104
2LT	Hill, Ronald E.	08116
1LT	Pavone, Elaine M.	08116
1LT	Wilkinson, Mark P.	08117
1LT	Marquiss, Loretta E.	08153
1LT	Johnson, Louis S.	08165
1LT	Dickler, Ronald C.	08249
2LT	Travi, William J.	08274
1LT	Cumler, Karen H.	08274
2LT	Register, Andrew T.	08308
2LT	Kelly, Darold G.	08308
2LT	Kelly, Jacquelin J.	08308
2LT	Jackson, Thomas D.	08423

NOVEMBER

CPT	O'Neill, John J.	08023
CPT	Prine, Henry A. Jr.	08033
CPT	McCoy, Dennis K.	08033
2LT	Bloom, Jay S.	08049
2LT	Keys, David A.	08049
MAJ	Reed, Jackson C.	08051
MAJ	Petrillo, Anthony J.	08104
MAJ	Amsbury, Edward A.	08142
CPT	Shideman, George E.	08165
MAJ	Webster, James P.	08165
2LT	Horn, Douglas S.	08190
CPT	Portlock, Kenneth W.	08310
CPT	Cabaniss, Harold P.	08412
MAJ	Fouche, Paul R.	08420



1903-1978 Seventy-five Years of Powered Flight

On December 17, 1903, Orville Wright made the first powered flight at Kitty Hawk, North Carolina. That flight lasted only 12 seconds and covered 120 feet. Today, 75 years later, we live in an era of 747s, L-1011s, and manned lunar flights. Robert J. Serling has written a booklet "Wrights to Wide-Bodies—the First 75 Years" in which he made some of the following comparisons:

	Speed (mph)	Range(mi.)	Horsepower	Wingspan	Weight
Wright Flyer	31	1/4	16	40 ft.	605 lbs.
Jetliners	500-600	1,000-6,000	10-75,000	90-195	50-300,000

WING STAFF BULLETIN BOARD--

NON-MEMBERS PARTICIPATING IN CAP ACTIVITIES

We have had several instances in the past few months where young people have been allowed to attend cadet activities (bivouacs, orientation flights, etc.) who are not officially members of the Civil Air Patrol. In the event of an accident, this could cause serious problems not only for the CAP but also for the senior members who allowed the non-member to participate. Please remember the cadet accident insurance is only valid for members. Also, additional liability results to both the organization and senior member who allowed the non-member to participate.

RICHARD L. LEALI, SR., COLONEL, CAP
Commander

MEMO FROM THE NAT'L SAFETY OFFICER OF THE YEAR

When corporate aircraft are being prepared for a flight to a destination away from the home base, where there are not tiedowns available, for any reason--whether mission sortie or practice--or otherwise, sufficient nylon tie down ropes and temporary tiedown anchors should be placed on board to secure the aircraft upon landing at destination. This is the responsibility of the pilot-in-command.

RUSSELL F. HOLDREN, LT COL, CAP
Safety Officer, Florida Wing

TIEDOWN KITS

A full kit consisting of 15 ropes, 15 rods, 15 rings, 30 arrows, 8 wing spoilers, 1 2pc driving unit and a canvas roll-up storage container...type AN8015-2.

Ideal for extra tiedown requirements during SAR missions Fly-In meetings, etc. Kit can be broken down and carried in corporate aircraft for emergency tiedowns. Can be used over and over.

Kit weight 32 pounds. Shipping weight 37 pounds. Rates F.O.B. Amarillo, Texas, shipment by UPS where possible, estimated freight cost to 500 miles \$6.07, to 1000 miles \$7.62, to 1500 miles \$9.25.

CAP SUPPLY DEPOT PN: CAP75..... \$18.00

APPROVED FOR SALE IN SUPPORT OF CIVIL AIR PATROL AIRCRAFT AND/OR UNIT ACTIVITIES ONLY. NOT FOR MEMBER AIRCRAFT USE.

CAP Supply Depot, 14400 Airport Boulevard, Amarillo, Texas 79111. Phone (806) 335-2001.

CIVIL DEFENSE HOME STUDY COURSES

The Wing has recently received a limited number of application forms for both Civil Defense USA and Introduction to Radiological Monitoring thru the efforts of LCol Reid, SER CD Coordinator. These applications will be available to units upon request. Please request applications only for those who intend to enroll immediately. There is a three month time limit on each course. Also remember to submit a photocopy of the course completion certificate to Wing HQ for WEEP credit.

GLENN M. PENA, CAPT, CAP
Director of Senior Training

COMMUNICATIONS

Repeater Operation

A. As of June 1979, all Base Stations that now operate on repeater mode only will have to be capable of operating both Simplex and Duplex. This is to eliminate the excessive utilization of the repeater which disrupts Simplex service.

B. More training is needed in repeater operation terminology, especially prevalent is the use of the term "station not heard" when there has been no acknowledgment of a call, instead of just signing "out".

Licensing

A. The new 100-1, June, 1978, is the only form acceptable at Wing level. Copies of these forms may be obtained at Wing level and reproduced locally.

B. Licensing applications coming to Wing must contain all pertinent information or they will not be processed and will be returned. A new form must then be resubmitted.

C. 452-C cards will be updated and initialed by the Group DOK.

Terminology

To facilitate handling traffic, the following procedure is to be followed. Instead of saying each number individually in three and four digit series, they should be separated in this pattern:

A. Three digits -- The first digit announced singly, the last two paired. 3-3-3 would be three -- thirty-three.

B. Four digit numbers would also be paired.

HERMAN SLAPO, LTC, CAP
Communications Officer, Florida Wing

NEW ADDRESS FOR FAA FILM LIBRARY

FAA Film Service
2323 New Hyde Park Road
New Hyde Park, New York 11042

A Thought in Passing . . .

We search for but do not always find
The holiness, the calm,
The peace that passes understanding,
The hope that keeps us from despair
Because we fail to love
Our neighbors as ourselves!

Despite the tumult of
Tempestuous and confusing times
May each one find--and keep--
The faith to overcome,
To bring triumph from defeat
In the dawning year.

--D. Meadows

CONGRESS '79 THE NATIONAL CONGRESS ON AEROSPACE EDUCATION

APRIL 5, 6, 7
1979

SITE: SHERATON-ATLANTA HOTEL, ATLANTA, GEORGIA

CO-SPONSORS: CIVIL AIR PATROL/FAA/NASA

REGISTRATION FEE: \$35.00 if received prior to 1 March
\$40.00 thereafter

Registration fee includes admission to all official sessions, special hotel rates, luncheon and reception.

Pre-register and save by completing the registration form and attaching your check or money order (registration fee only) before March 1, 1979, to address below. Make check or money order payable to NATIONAL CONGRESS ON AEROSPACE EDUCATION.

NATIONAL CONGRESS ON AEROSPACE EDUCATION
CAP NATIONAL HEADQUARTERS/ED
MAXWELL AFB, ALABAMA 36112

NOT INCLUDED: Meals and sleeping accommodations, transportation to and from hotel and field trip transportation (est. field trip transportation cost \$4.00 each).

BASIC SCHEDULE:

- Wednesday, April 4 - Arrival, Registration, Hotel Check-In, Reception.
- Thursday, April 5 - Opening Session, Keynote Address, Mini-Sessions, Workshop Directors Session, CAP/AE Session.
- Friday, April 6 - A.M. Heritage of Flight Segment, Women in Aerospace Panel. P.M. Field trip to Delta Airlines Maintenance Facility.
- Saturday, April 7 - A.M. Workshop Directors Award Ceremony, General Presentations, Closing Session P.M. Optional trip to Warm Springs and Plains, Georgia.
- Sunday, April 8 - Departure.



FEATURED SPEAKERS: Dr. Paul Garber, Keynote Address
MajGen Ralph Saunders, Air Rescue
Mr. Jack Lambie, "The Gossamer Condor"

HOTEL LODGING: Reservations can be made in advance for attendance at the Congress by completing the registration form and mailing it DIRECTLY to the Sheraton-Atlanta Hotel. All rates quoted are for Congress delegates only. ROOMS WILL BE FILLED ON A FIRST-COME FIRST-SERVED BASES. (ALL RESERVATIONS MUST REACH THE HOTEL BY MARCH 15.) Upon receipt of the form, the hotel will confirm your reservation by mail.



DETACH HERE FOR MAILING TO THE SHERATON-ATLANTA

Name			
Address			
City		State	Zip
Organization/Firm			
Arrival Date	Hour	No. Persons	Departure Date
Sharing with			One card per room, please

ROOM RATES

SINGLE OCCUPANCY \$26.00
DOUBLE OCCUPANCY \$18.00 PER PERSON (\$36.00)

Please check if return confirmation desired.

In the event requested rates are not available, next available rate will apply.

RESERVATIONS

Rollaway Beds \$4.00 each (Crib Free)
Reservations will be held until 6:00 pm Atlanta time. A deposit or guarantee by the company at one night's rate is required for arrivals after 6pm. Check out time is 1:00 pm. Credit information will be requested at time of check-in. Credit Cards honored are Diners Club • Bank Americard • Carte Blanche • American Express • Master Charge.

Detach before Returning to National Headquarters CAP/ED

INDIVIDUAL REGISTRATION FORM

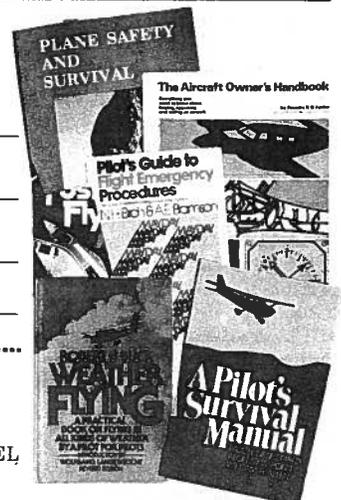
Mr. ()
Mrs. ()
Miss ()

First Name	Initial	Last Name
Street Address	City	State
Zip Code		
For Use on Congress Roster		
Representing: School/Organization/Firm	Address	
SIGNATURE: _____		

REGISTRATION FEES - CHECK SELECTION

- () Basic Congress Registration Fee if mailed before 3/1/79 \$35.00
- () Basic Congress Registration Fee if mailed after 3/1/79 \$40.00

ENCLOSE CHECK OR MONEY ORDER FOR REGISTRATION FEE ONLY. YOU WILL PAY THE HOTEL FOR YOUR ROOM ACCOMMODATIONS.



PROJECT LAUNCH-- A GOOD INVESTMENT

Well! There's some good news for all those members of Florida Wing who are out there doing their share of recruiting.

According to the September IBM run, Florida Wing has 1473 cadets and 1727 seniors--a total of 3200 members --and we are still growing.

Mostly we are growing in senior membership. We have gained 58 seniors since June and have lost only 22 cadets over-all. Yes, we lost 22 cadets. One Group alone recorded a loss of 27 cadets all by itself. But, they know their problems and have promised better results.

If we can increase our retention rate along with our recruiting, we will come out all right. Our over-all retention rate for cadets stands at about 41% at the present. Just like recruiting, retention is up to every member, every squadron commander, every group commander.

The question always comes to mind, "Is everyone doing his share in this nation-wide effort to increase CAP membership?"

Every member should sit back and ask himself what he has done for Civil Air Patrol lately that has been of help in this area. True, some members just don't have the knack of getting people interested in the program. But, when you think about it, all it really takes is for you to sit down with someone on a one-to-one basis and tell just what it is that you do in CAP, and what it counts for, and what you get out of it.

If you really think about it, the incentives are built into the program for both cadets and seniors. We all get some satisfaction out of participating or we wouldn't keep up our membership. Recruiting is one way you can repay CAP for all it has done for you.

PERSISTENCE PAYS OFF

To the Editor, Gator Capers

Enclosed you will find two newspaper articles. One, the Letters to the Editor, took me nine letters in nine weeks but it finally got in. The "Hotline" one I called every Monday for five Mondays and finally got that in.

This is what I have done in my squadron to recruit new members. Why not publish this in the Gator Capers and give someone else the same idea I had. Don't give up, it worked for me.

--Thomas Fuger, SM
Manasota Senior Squadron



To The Editor CAP Wants Volunteers

Sir: The Civil Air Patrol is a squadron of dedicated civilians who spend their own money and time to help other people. We are advised by the Air Force. We wear Air Force-type uniforms, but different insignia. The CAP is important enough that permanently attached Air Force officers, are here to advise when needed.

We have qualified pilots who can fly in the event of a nuclear attack, monitor fallout levels, and locate the safest roads for a civilian evacuation. Aerial radiological surveying in conjunction with surface monitoring covers vast areas.

We are called from our jobs to spend our own money and time to locate downed aircraft. This search and rescue is called a redcap. During the last six months of 1977, 35 lives were saved, 417 search missions were flown, requiring

5,355 flights with 9,483 hours in the air.

Search missions are flown in every state, including Alaska. When a disaster strikes, the CAP is called out to use aircraft to fly in supplies, food and medicine. We always have someone willing, and able to help.

Every weekend -- weather, money, and aircraft permitting -- we fly a sundown patrol. We monitor the Coast Guard frequencies, fly from Sarasota to Venice back to the Skyway bridge and then to Sarasota looking for disabled boaters.

We do need new members, we do need aircraft, and being a pilot is not necessary. There are dozens of jobs to keep the aircraft flying. For more information call me daytime at 371-4434.

THOMAS FUGER
Sarasota

Think of CAP as a company in which you have invested. If you do your part in recruiting, the company will stay in business and you will continue to get a good return on your investment.

You alone can decide how important the CAP "company" is to you and how much time and effort you want to invest. When it comes to recruiting, THE DECISION IS STILL YOURS.

--LCol Robert Miller
Director of Project Launch

Mayor Proclaims "C.A.P. Week"



Mayor Margaret Lofroos of Mt. Dora has issued a proclamation designating the week of December first as "Civil Air Patrol Week" reports Mid-Florida Squadron commander Captain Helen Smith.

Other events scheduled to honor CAP on its 37th anniversary are a banquet and an "open house" squadron meeting. Cadets and senior members will wear the CAP uniform as they attend church on Sunday December 3. Posters, brochures, and displays concerning the CAP program will be placed throughout the community during "Civil Air Patrol Week."

--Captain Virginia Ingle
Mid-Florida Squadron I.O.

HOTLINE

Q: For three weekends in a row, I have seen a plane fly up and down the beaches and on the bottom of its wing is, "CAP Rescue," and I'm curious about what this means. I've asked several people and one said it has something to do with the Coast Guard. If you could find out about this, many would be interested.

D.L., Sarasota

A: You have noticed the weekend (and holiday) "sunset patrol" of the Civil Air Patrol, which is an auxiliary of the U.S. Air Force. This area's Manasota squadron of the CAP operates the "sunset patrol" over the Gulf waters to scan for any boaters who may be in distress. Boats with wakes obviously are under their own power and in no need of assistance. "If you see a boat sitting still in the water, I can circle round and come close. If they have a fishing line out, they're not in trouble. If they're waving at me, I know what I've got," a volunteer CAP pilot once commented.

In other counties, other CAP squadrons do the same thing. CAP, established shortly before the Japanese attack on Pearl Harbor in 1941, "represents the only national organization specifically trained and equipped to perform air search," according to an auxiliary report.



First Aid Certificate Renewal

All First Aid certificates expire three years from the date of issuance (located on the lower left corner of the face of the certificate.) The certificate may be renewed once by taking a review course. After once having been renewed, the entire course must be retaken. The review must be completed before the certificate expires.

Standard First Aid & Personal Safety: Approx. 9 hours
Text: SFA&PS

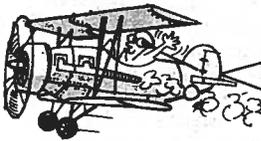
Advanced First Aid & Emergency Care: App. 24-27 hours
Text: AFA&EC

Cardiopulmonary Resuscitation certificates expire one year from the date of completion of the course (expiration date is located on the lower left hand corner of the face of the certificate) and should not be confused with the completion date of First Aid. CPR date is the expiration date.

CPR review time frame is approximately 4-6 hours and covers the four skill tests plus airway obstruction. Renewal at present is for three years, subject to change very shortly. If approved by the American Red Cross and American Heart Association, the renewal certificate may be issued for only two years instead of three as it is at present.

Standard Multimedia First Aid may be renewed by reviewing the four work books and passing the skills as originally taken. Time frame for renewal is 4-6 hours.

Thomas H. King, 1 Lt CAP
Coordinator, ARC



+1 **RECRUITING** +1

New Recruiting Drive! Watch for Details in the January Issue

North Tampa Squadron Hosts Weekend Bivouac

North Tampa Cadet Squadron hosted all Group 3 cadet squadrons at their annual "Green Beret" bivouac held at the Citrus Wildlife Management Area in West Central Florida.

Members of the 20th Special Forces National Guard Unit, commanded by 1Lt Frank Vans Evers and his "A" team, unit conducted classes in survival, land navigation, safety, and rope bridge construction during the morning and provided a "hands on" training approach in the afternoon and evening exercises.



The cadets, in addition to learning ground team skills, were also competing for the Group Commander's Award of Excellence Ribbon for the month of October. During the bivouac, points were awarded to the five participating squadrons for Day Land Navigation and Night Land Navigation accuracy, for inspection of squadron bivouac areas, and for speed in constructing rope bridges across a ravine and having five-man teams cross.

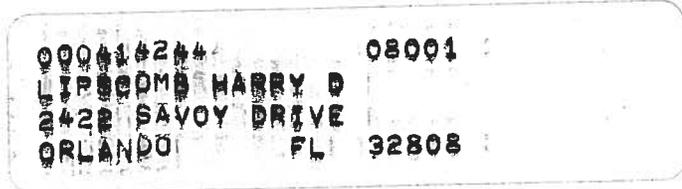
Project Officer 1Lt Ray Taylor, Group 3, tallied the points at the close of the weekend and Tampa Cadet Squadron won the ribbon.

Fifty-two cadets and seventeen seniors participated in the bivouac.

--Information Officer
Group 3

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