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FLORIDA WING

GATOR CAPERS

Volume 14, No. 1

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Florida, Dec.—Jan., 1973

TENTH ANNUAL FLA. WING CONFERENCE FEATURES AWARDS, NOTABLES AND CADET SPECIAL ACTIVITIES SELECTION

"Let's all support this conference as the biggest and best ever." Col. Robert C. Owen, Florida Wing Commander has announced February 17 and 18 as the dates for the annual Florida Wing Conference and Cadet Special Activities Selection to be held in Orlando at the Kahler Plaza Inn (formerly the Robert Meyer Motor Inn).

Saturday will feature a General Assembly meeting in the morning and special section meetings in the afternoon. Communications, Emergency Services (Operations, CD, Senior Training, and Safety), Information and Public Relations, Cadet Program, Personnel and Administration Material are all on the list of events for seniors and interested cadets. And for seniors only, a personality adjustment hour (cocktail party).

Highlight of the evening will be the Awards Banquet and Military Ball. Attending will be honored guests from National Headquarters, Eastern Air Rescue, and Southeast Region and nearby military bases.

Uniforms for the section meetings will be 1505's or new blues for males and dacrons or new blues for females. During the banquet, senior males will wear winter mess dress, blues with white shirt and black tie, business suits, or blazers. Females will wear appropriate military or civilian dress. Tickets for the banquet and military ball will be \$7.50 per person and are available from Col. Owen, P. O. Box 10388, Riviera Beach, Florida, 33404. Early purchase will be appreciated. Make checks payable to Florida Wing, CAP. Do not mail requests after 12 February. A limited number of tickets will be on sale in the lobby of the hotel until 1300 hours Saturday. Wing has to give banquet quotas so please mail your requests as early as possible. Cadet tickets are included in their fee and will be given to them when they register.

Reservation forms are in this issue of Gator Capers and are for seniors only. A separate form has been printed for cadets who wish to attend the conference but not participate in the selection process. Lt. Col. Sandy Owen and her staff will man the CAP registration desk in the hotel lobby. A registration fee of \$2.50 will be charged to all (cadets

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December Busy Mission Month

December is always a busy month for CAP and search missions and this year was no exception.

CAP units in Fla., Alabama, Louisiana were alerted to search for an aircraft overdue on a flight from Panama City to New Orleans. The plan and pilot were tracked on radar past the west boundary of Eglin AFB and that was the last known contact. Lt. Col. John Milner, Group 42 Commander, acted as mission coordinator for the Fla. portion of the search but turned up no positive leads. The search was suspended.

Then it was the Coast Guard helicopter that crashed in the Gulf of Mexico. Again Fla. Wing, CAP was asked to assist. Emergency services personnel from Group 3, Group 17, Group 14 and Group 8 stood by with radios, aircraft, vehicles and ground teams should they be needed. However, the Coast Guard quickly located the wreckage twelve miles west of Boca Grande and CAP aircraft, limited to coastal and inland search, was not needed.

Running concurrently with the helicopter search was a Task Force One-Group 8 effort to find a six-months pregnant woman adrift with a boat cushion somewhere in the 10,000 Islands area.

Dr. and Mrs. Robert Rockfeld of New Jersey rented a small boat from Remuda Ranch and headed west through the many mangrove Islands. Dr. Rockfeld reportedly had difficulty with the 9hp boat motor and fearing that they would drift into the Gulf, he and his wife attempted to swim to shore. Unable to reach land together, Dr. Rockfeld left his wife with a boat cushion and swam to shore alone where he was found the next morning by local campers.

The Coast Guard, Sheriff's Department Marine Patrol and Civil Air Patrol searched for several days but were unable to find any trace of the missing woman.



Colonel Robert C. Owen, Florida Wing Commander, and Brigadier General S. Hallock du Pont, National Board Chairman, confer during banquet at 1972 Wing conference.



HERITAGE

"Pass the Torch," or perhaps you might call it the "American Heritage," -- it is our responsibility to hand this heritage on to the next generation, improved if possible, and we have the task of accomplishing this in the most trying period ever faced by mankind.

We are grateful to the founding fathers, and to the successive generations of men, women, and children who have brought America to its greatness, but deplore the abrupt changes which have occurred recently -- a retreat from patriotism, a retreat from responsibility, a retreat from excellence. These are the eternal standards without which a nation cannot continue to exist.

The development of "let them do their thing" or "I'll get mine, the devil with everyone else" is a selfish, self-seeking philosophy implying a complete disregard for the rights of our society. We see undue concern for the murderer, the rapist, the dope peddler, to the almost complete disregard of the law-abiding society and see this permeating the land from the highest courts to the lowest individual.

We in Civil Air Patrol do not buy this permissiveness sweeping our country. We still believe in our government and its system, not perfect, but the best operation, we think, in the world today. Our CAP members, also not perfect but some of the finest people in the USA, volunteer to do their best for the people of America.

This may not be the popular policy today. Certainly our membership does not climb with the increase in general population growth but we maintain a good nucleus of dedicated CAPers who will respond to emergencies and work with the cadets.

In 1941-42 I personally saw CAP come into being and thousands of citizens join to assist in the defense of the United States. Would you bet your life and those of your loved ones that such an emergency would not arise again? Look at history! In the meantime we must fulfill our CAP missions and stand ready to "pass the torch" on to our new generations. Don't you be the one to let it fall into the dirt.

"CAP ALL HEROES"

In a recent issue of the "Mid-Cities Daily News (Dallas-Ft. Worth area) there appears an editorial congratulating CAP on its 31 Anniversary. Because of its complimentary and unique format we reprint the opening paragraphs. It gives CAP a lot to live up to in its 32nd year. Let's hope we can do it.

"Not all heroes in the field of aviation make headlines. Not all of them ride down a main street in a ticker tape parade. Some of them never meet the President of the United States or receive a commendation over his signature.

"But, they are heroes just the same.

"They can seldom be singled out in a crowd. They rarely are seen in uniform. One of them may live next door or ride in a car pool with you to a job not even remotely related to aviation.

"These heroes are the men and women in the Civil Air Patrol, an organization of civilian volunteers which is celebrating its 31st anniversary. On this occasion, the Mid-Cities Daily News salutes the civilian aviators locally and over the nation for their contributions to the nation's safety and welfare."

Major Linwood "Mike" Wilson holds the trophy won by cadets from East Duval Optimist Composite Squadron and West Duval Composite Squadron for the best marching unit in the Youth Appreciation Week Parade in Jacksonville, Florida. EDOCS cadets, who made up the color guard for the parade, are from left to right C/SSGT Doug Leas, C/MSGT Jeff Hancock, C/MSGT Robert Hinton, and C/SSGT Andy Powell,



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**FAEA And CAP
Hold Conference**

The Florida Aerospace Education Association (FAEA) and Florida Wing Civil Air Patrol recently co-sponsored an aerospace education teacher conference at West Palm Beach International Airport.

The conference was attended by junior and senior high school instructors from Brevard and Orange counties, Miami, Naples, West Palm Beach and Jacksonville, three representatives of the State Department of Education and personnel from University of Florida, Fla. Institute of Technology, Florida State University, and University of South Florida.

Explaining Civil Air Patrol and how it can be utilized in the school system were Ken Perkins, Director of Aerospace Education for Southeast Region and Maj. Bob Croft, Fla. Wing Director of AE.

The day-long meeting involved a free exchange of ideas on methodology, objectives, audio-visual aides, budgets and textbooks and flying programs. Representatives from Piper Aircraft, Tilford Flying Service and Florida Airmotive offered suggestions on how their companies might benefit the program in the schools at all three levels.

During the afternoon the group was the guest of Eastern Airlines for a tour the Lockheed 1011 TriStar.

A number of the newly-formed FAEA are expected to attend the National Aerospace Education Association Conference in Oklahoma City in April.

**Lt. Webster
Assumes Command
Of W. Miami**

First Lieutenant James M. Webster, CAP, assumed command of the West Miami Cadet Squadron, Group 10, on 1 September 1972. Lieutenant Webster took over as commander when Major J.K. Lanahan, the former commander, moved up to the position of Group 10 Administrative Officer.

Lieutenant Webster is a former cadet and has been a member of Civil Air Patrol since 1964. He has served in many positions in several different squadrons throughout the wing. He received the Amelia Earhart Award in 1968, and held the discretionary rank of C/LTC. He joined the Senior Program in 1969, and was previously the Group 10 Safety Officer, and later the Executive Officer of West Miami.

Lieutenant Webster announced that MSgt. Michael Moore, who recently transferred to Florida from New Hampshire Wing, will be the Squadron Executive Officer. C/Col. James W. Reagan will remain as the Cadet Commander, with C/Col. Andre M. Dall'au as Advisor, and C/Maj. Kitty S. Hannon as Cadet Executive Officer.

A Little BS

HAPPY NEW YEAR! GC hopes the old year left lots of pleasant memories and that the new one finds you able to keep that long list of resolutions. If you haven't made any, may we suggest a few that might be worthwhile.

1. In 1973, I will keep SAFETY in mind in everything I do, both at home, at work and in CAP.

2. I will also refuse to deal in gossip and rumors, they can undermine the strongest organization. . . and I will remember that other people in CAP are human and therefore will sometimes make a mistake or use poor judgment, and that includes me.

3. In 1973 I will make every effort to participate in squadron, group and wing activities.

4. During the coming year, I will pursue the training offered to me by CAP and make myself as proficient as possible and then use that knowledge for the betterment of the program.

5. And finally, I will do whatever is necessary to see that I always look my best in uniform. If I need to lose weight, do something with my hair, shine my shoes or simply stand straight and tall, I will do so and wear my uniform with pride.

Other military organizations are riddled with cryptic abbreviations and our symbols that leave outsiders baffled and confused as to meaning. Even our own National Headquarters uses obscure office symbols. . . In an effort to keep up the professionalism and status afforded by the use on non-comprehensible abbreviations, GC offers the following list of terms and definitions for your edification and use. (P.S. They have no official sanction, but can be a lot of fun. If you come up with some good ones, GC would love to hear them.)

HUBCAP - center of attraction

RECAP - 65-year old pilot who rejoins as 2nd Lt.

MADCAP - Commander's call

SIMCAP - Simulated active CAP member

NONCAP - Belongs, but never participated

COMCAP - Radio nut

SARCAP - Play time

REDCAP - Real time

GASCAP - Covers hole where fuel goes in

TOPCAP - Juan Ignazio

BOTTLECAP - A real corker

ZAPCAP - Gotcha!

POOPCAP - Gator Capers

NONPOOPCAP - Several to choose from

RAPCAP - Net time

BELLCAP - Ding-a-ling

KYCAP - Chaplain

COPECAP - Learning to live with it

FLAGCAP - The Generals

ICECAP - That's cool

LENSCAP - Louses up otherwise good pictures

DUNCECAP - Everybody knows one

SKULLCAP - Strictly Kosher

STOCKINGCAP - The female contingent

And that's a lot of BS!

Password Is Hope

By CARL A. DRISCOLL, LTC

Florida Wing Chaplain

"The Holidays" are the most exciting of the year. They generate more anticipation, more excitement and more realization than any others. They can also be the most depressing and frustrating. Many will be extremely weary, and happy to see them end.

Without doubt, more good is done during the holidays. More hungry are fed; more underprivileged receive some good things; more money is given to charity; more prisoners are released; more patients leave all kinds of hospitals; more families are reunited; more engagements are announced; more greetings are exchanged, and more optimism is evident. All in all, the holidays are good days.

For many, these are also new days for hope. This has always been true in time of war. We Americans long for peace after weary years in S.E. Asia. The people there must long for peace even more after 20 years of bloodshed. Surely it is hope that has kept our POW's alive and their families waiting. And that same hope glows in countries behind the Iron Curtain, in Africa, Asia, South America and Ireland.

But hope needs a foundation. Otherwise it is only a dream and a fantasy. And where is that foundation? For the Judeo-Christian world it is still in God, and the avenue is prayer. To limit it to man only continues the unfulfilled dream.

"And now Lord, what wait I for? My hope is in thee." (Psalm 39:7).

SAR... Step Two Getting Started

By MAJOR FRED GRAHAM

Four questions must be answered prior to beginning any squadron ground SAR training program. (1) Who will you train? Enforced training of all cadets is not the answer. . . this training should be on a voluntary basis to insure the quality necessary for effective ground teams. Cadets who would like the outdoors, camping, hunting etc, are your prime recruits. (2) Who will train them? This question is the kicker. . . the one that needs the most honest answer from those considering a squadron SAR program. The answer "I will" may not be the best. As with any program, if the instructors have had standardized training the program has a good chance to succeed. Complete training SAR manuals are available to insure the type of training needed and those interested in forming SAR teams would find them very valuable. *See footnote. (3) When will you train? One full weekend in the country, glades or what have you, each month, will produce a trained team within six months. Classroom work during squadron meetings just can't do the job. It can get you started but interest in the program won't continue without field work to prove its worth. (4) Will trained cadet teams under the command of a trained senior be used on Wing REDCAPS & SCARCAPS? This answer is the easiest . . . YES!

(Continued on page 5)

Legal Eagle Dives Into New Column

This is the first of what we hope will be a regular feature in Gator Capers consisting of questions that are frequently posed to the Florida Wing Legal Officer. Lt. Col. Klein has warned us that the law on any particular subject is the last guess of the Supreme Court of the United States, which has sometimes been known to change its mind and reverse itself. Therefore, he warns that any opinion given by any attorney is only an "educated guess" as to what the law really is.

With this admonition in mind, here goes:

QUESTION: Are there any particular steps that must be taken to obtain authority before a Civil Air Patrol Unit can engage in a fund-raising drive?

ANSWER: Civil Air Patrol Manual 173-1, Paragraph 1 - 1 b provides: "Wing Commanders will be responsible for maintaining complete control over all fund-raising activities within their units. Subordinate units will obtain written approval from Wing Headquarters before initiating any fund-raising plan or activity". Accordingly, any approval for a fund-raising activity should be obtained by the Squadron Commander writing a letter to Col. Owen, the Florida Wing Commander, through Group Headquarters setting out all the details of the fund-raising drive and requesting written approval.

QUESTION: Will the Florida Wing Commander approve a fund-raising drive that provides for a percentage or a commission to be paid to a professional person or fund-raising organization?

ANSWER: In certain cases, yes. However, the same provision of Civil Air Patrol Manual 173-1 provides: "Specific approval from National Headquarters is required for any fund-raising plan that provides for the payment of a percentage or a commission to any person". Any Squadron desiring approval of such a plan should initiate the request for approval far enough in advance of the proposed drive to permit correspondence between Wing Headquarters. This correspondence should be initiated in the same way as any other fund-raising drive (to the Florida Wing Commander through Group Headquarters).

QUESTION: May a Squadron Commander or any other Civil Air Patrol member open a charge account or borrow money for a Civil Air Patrol activity?

ANSWER: Definitely not! The Florida Wing Commander is the only Civil Air Patrol member in the State of Florida who is authorized to borrow money or open a charge account in the Civil Air Patrol (or any subordinate unit).



Cadets construct natural shelters on a recent Glades weekend.

THE WHOLE THING



When Florida Director of Senior Training asked Lt. Col. John Milner to make copies of the slides used for the Level 1 senior training clinic, little did he realize it would involve the whole family and working 1-o-n-g hours into the night. Pictured is a small sample of what the Milners produced. Thank you John, Margie and the family. . . "Ya done good"!!

NPA Honors Boyd

Washington, D.C. -- President A. Rufus Applegarth of the National Pilots Association recently presented to Lester Boyd, of St. Petersburg, Fla. Wings Group 17 Commander, the NPA's highest award -- the Safe Pilot Certificate granted to its members by the nation's largest non-profit pilot organization in recognition of skill and flying ability represented by 500 hours or more as pilot-in-command "without major accident involving damage to property or injury to person".

Boyd, whose pilot career began in 1965, accumulated a total of 1,000 accident-free hours to qualify for the coveted NPA recognition. He owns and flies his own single-engined Bonanza.



trees

... are for swingers.
They are also solid citizens
who provide forest products,
protect watersheds, and
provide outdoor recreation.

Maj. Moseley Hosts First Group 20 Christmas Party

Group 20 held its first Christmas party for all personnel last month. 47 senior members and cadets from all the units in the group joined with wing staff, task force 2 representatives and others in an enjoyable banquet at the CPO Club.

Senior members and cadets received awards for their activities during 1972. CWO Harry D. Lipscomb, Sparrow 2061 was presented with the Most Valuable Communicator Award. McCoy AFB Cadet was cited as being the most active mission participant, while Pine Hills Cadet was dubbed the outstanding unit in terms of cadet activities for the year.

Below - SM Lee R. Suits, McCoy AFB Cadet, Lt. Skip Pfeiffer's date Carol, Lt. Pfeiffer, Lts. Mary & Ben Doubles and SM Jim Valin rear appear to be enjoying the meal during group 20's Christmas party. Bottom photo SM W.H. Strandberg, Lt. Col. & Mrs. Nat Brittingham, Mrs. Casenove & Lt. Col. Henri Casenove.



CAP Supports Apollo Launch

The last in the series of Apollo moon shots was a grand spectacle for everyone, but especially for those cadets and seniors who worked the Apollo support mission at TiCo and surrounding airports in Brevard County.

As has been the practice in the past with previous Apollo launches, CAP assisted the local airport authorities in logging aircraft in and out, filing and closing flight plans, and taxiing and parking the hundreds of aircraft that visit the space center on the day of the launch.

It begins the day before lift-off. Traffic backs up for miles as cars, campers, tents and trailers vie for that "ideal" parking space along the rivers so they can get the best view. Motels and hotels are booked solid weeks in advance. Long lost relatives suddenly remember distant cousins who live in the county, and drop in to "keep up the family ties."

Gas stations and convenience stores do a land office business with ice and camera film being at a premium.

But without a doubt the single most consistently busy place is the airport. First the single-engine and light twin engine aircraft arrive. It starts out slowly the day before the launch and by nightfall perhaps sixty to seventy-five aircraft are on the ground. The next morning things pick up as the heavy twins and really big aircraft move in. Everything is there. . . Beechcraft, Jet Stars, Learns, Sabrelliners, DC3's and more. . . and a surprising number with foreign registry. And with the impressive array of planes comes an equally impressive array of passengers; senators, movie stars, state officials, television personalities and Texas millionaires who fly in but have their limousines driven all the way from Texas to meet them.

CAP cadets and seniors have little opportunity to sight-see themselves because at launch time at TiCo airport alone there are well over 400 aircraft on the ground and as soon as the missile is on its way they all want to be the first to leave.

This year Lt. Col. Lee Barnett directed the support mission with able assists from Maj. Herman Slapo, Capt. Bob Witt and WO Ken Rand and lots of cadets, Lt. Col. Barnett said the excitement of the cadets had built to a fever pitch right up until launch time but as the flame from the missile lighted the sky like an early dawn and the rumble of the shock wave rattled windows and doors, there was a complete silence from the watchers. It is indeed an awesome thing.

Oh yes, one other note of interest. The sky just before launchtime looks like a giant pinball machine ringing up a million points. Red and green blinking lights, strobe lights, landing lights, all flashing and darting around the sky as aircraft jockey for the best position for viewing. Literally hundreds of planes flying up and down the river and along the perimeters of the restricted zone. The sight is breathtaking and after it's all over you wonder why there were no mid-air collisions.

1973 Cadet Special Activities

INTERNATIONAL AIR CADET EXCHANGE: A one - month program to foster international understanding, goodwill, and fellowship. CAP exchanges cadets with similar organizations in Canada, Central and South America, Europe, and the Near and Far East. Approximately 200 cadets and a like number of foreign participants representing some 26 countries will participate in the exchange. The IACE uniform (\$57.00) and registration fee (\$18.00) Cost \$75.00. **Personal funds \$135.00.

Requirements: Male or female cadet 17 years of age minimum; Amelia Earhart Award required (Spaatz preferred). National Headquarters approval required for selection without Earhart Award; *CAPF 31 - Application; *CAPF 32 - Physical.

CADET OFFICERS' SCHOOL: A two-week course designed to increase the effectiveness of cadet officers. Curriculum includes psychology of leadership, problem solving techniques, public speaking, physical fitness, and orientation trips. Instruction is divided between lecture and seminar. There is also a field exercise and a graduation parade. *Cost \$40.00 ** Personal funds \$30.00.

Requirements: Male or female cadet; Billy Mitchell Award; *CAPF 31 - Application.

AIR FORCE ACADEMY SURVIVAL COURSE: A one-week course planned and conducted by USAF personnel at the AF Academy, Colorado. Course is designed to acquaint cadets with the art of survival. Training includes water survival, sustenance of life while living off the land, and the development of life-sustaining techniques in mountainous country. *Cost \$15.00 **Personal funds \$20.00.

Requirements: Male cadet 16 years of age minimum; Billy Mitchell award; *CAPF 31 - Application; *CAPF 32 - Physical.

COMMUNICATIONS ELECTRONICS COURSE: A two-week course planned and conducted by USAF personnel at Keesler AFB, Mississippi. Course includes communications principles, radio operator training, tours, and practical laboratory exercises. *Cost \$30.00 **Personal funds \$30.00.

Requirements: Male or female cadet 16 years of age minimum; Billy Mitchell Award; FCC restricted radio - telephone operator permit; CAP radio operator's permit (CAP Form 76); Served as squadron cadet communications officer at minimum of 11 meetings; *CAPF 31 - Application; Served as a communicator in one CAP operational mission, search and rescue test, or Civil Defense test.

FEDERAL AVIATION ADMINISTRATION CADET ORIENTATION PROGRAM: A one-week program planned and conducted by the FAA Academy at Will Rogers Field, Oklahoma City, Oklahoma. The course is designed to acquaint cadets with the history and organization of the FAA and to develop an understanding of the functions and responsibilities of its various units. It also provides information on career opportunities in the

WING CONFERENCE

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as part of their total fee) and this will include, for seniors, one free drink at the cocktail hour. Registration is required to attend conference meetings.

Radio communications, airport transportation, information desk, etc., have all been planned to make your weekend more enjoyable and an up-to-date bulletin board will be maintained to keep you informed of all the goings on.

SELECTION

Florida Wing will hold its annual Cadet Special Activities Selection Board on the 17th of February 1973. This event, to select those cadets qualified to attend the National Special Activities, is one part of the Florida Wing Conference. Normally attended by personnel from Southeast Region and National Headquarters, the weekend of meetings is topped off by the Wing Banquet and the Cadet Dance.

Florida Wing has been allotted forty-one openings for our cadets to represent the Wing. The events, such as International Air Cadet Exchange, Cadet Officers School, Air Training Commander Familiarization Course and others provide one to three weeks of tours, classes, fun and memories for a cadet. Application is simple, two copies of CAPF 31, Application for Cadet Special Activities, completely filled out and signed by parents and unit commander, along with a check for \$20.00 are all that's needed.

The Selection Board will be made up of senior members who have had much experience in the Cadet Program both as cadets and senior members. They will question cadet on his/her background, knowledge, and experience in the cadet program. Also a part of the evaluation, a 100-question examination gives the cadet an opportunity to show how qualified he or she really is.

Those cadets who had completed four achievements in Phase II or more have received a letter of invitation from Major Jim Cogswell, Wing Director of Cadet Programs. Any other cadets may apply who qualify for an activity by 31 December 1972. You must have all Cadet Program requirements for each activity you apply for completed by that date.

For cadets who want to just attend the meetings and fun of the Wing Conference, the application in Gator Capers is your only requirement to complete. All cadets are urged to attend the section meetings on Saturday afternoon and to take a bigger part in the Wing.

FAA and entrance requirements. *Cost \$15.00 **Personal funds \$20.00.

Requirements: Male or female cadet 15 years of age minimum; Four achievements in Phase II; *CAPF 31 - Application.

SPACE FLIGHT ORIENTATION COURSE: A one-week course designed to further the aerospace education of cadets and to motivate them toward careers in aerospace and allied sciences. Course includes history, philosophy and objectives of space flight; propulsion and structural design of space vehicles; guidance, navigation, instrumentation and communication; systems engineering, and visits to an astronautic and manufacturing engineering laboratory. *Cost \$15.00 **Personal funds \$20.00.

Requirements: Male or female cadet 15 years of age minimum; Four achievements in Phase II; *CAPF 31 - Application.

ATC FAMILIARIZATION COURSE: A one-week course planned and conducted by USAF personnel. Course provides familiarization training at ATC Undergraduate Pilot Training bases to stimulate an interest in the USAF as a career. Course includes briefings on mission and operation of a training wing; academics; visits to control tower, maintenance, propulsion, parachute and aero repair shops; air search and rescue indoctrination, and physiological training. *Cost \$15.00 **Personal funds \$20.00

Requirements: Male cadet 15 years of age minimum; Four achievements in Phase II; 10 hours of pilot flying time highly recommended; *CAPF 31 - Application; *Armed Forces Flying Class III Physical (SF 88).

AIR FORCE LOGISTICS COMMAND ORIENTATION PROGRAM: A one-week program designed to provide cadets with briefings and presentations on the global aspects of AFLC support. Cadets will observe airframe maintenance, component repair and overhaul. *Cost \$15.00 **Personal funds \$20.00.

Requirements: Male or female cadet 15 years of age minimum; Four achievements in Phase II; *CAPF 31 - Application.

MEDICAL SERVICES ORIENTATION PROGRAM: This is a one-week program planned and supervised by USAF personnel, and is designed to acquaint cadets with various medical fields both in the USAF and civilian life. *Cost \$15.00 ** Personal funds \$20.00.

Requirements: Male or female cadet 15 years of age minimum; Four achievements in Phase II; *CAPF 31 - Application.

CHAPLAIN SPONSORED CONFERENCE: The Christian Encounter/Spiritual Life Conference is a USAF Chaplain sponsored activity designed to augment the spiritual and moral aspects of the CAP Cadet Program and to stimulate active participation in the church of the cadet's choice. *Cost \$20.00 **Personal funds \$20.00.

Requirements: Male or female cadet; *CAPF 31 - Application.

SAR. . . Step Two Getting Started

(Continued from page 3)

Cadet teams, trained in SAR have been used in the past and will be used in the future. Cadets can do the job!

The training of a cadet team takes time, knowledge and patience. The benefits are many . . . a squadron activity . . . a recruiting aid . . . a retention aid . . . pride in the squadron . . . sharp fatigue uniforms . . . a deeper understanding of one of our primary missions . . . and perhaps some day a qualified team of cadets and their commander will be instrumental in accomplishing the one thing for which they have trained so hard . . . the saving of life.

* Footnote: You may contact Maj. Graham directly for further information on training manuals, instructors, program planning, etc. 305-667-4788 evenings please.

COMM. CORNER

CWO KEN RAND
Wing Engineer

The Wing Communications Engineer sits in his tower and receives vibrations. These vibrations regard such topics (again) as VHF repeaters and teletype.

We all know the mission of CAP Communications as stated in Manual 100-1. Our communications capabilities should be utilized in support of the following operations:

- a.) Training
- b.) Emergency
- c.) Flying

The order of these operations is normally as written, however, in an emergency all support and capability should be utilized, especially the training that we were SUPPOSED to have received before the emergency came up. Flying, as always, is utilized in training and especially the emergency. To again quote, "the ideal communications system is one which allows a commander to communicate direct with each element under his command. A compromise must be reached wherein the maximum of reliable communications is afforded while still remaining within the limits of technical, economical and atmospheric conditions." If you read on in 100-1, you can't help but get the message. Our function is to respond to the needs of the organization. We are all volunteers, nobody needs the job he has in CAP. We work because we feel CAP is a worthwhile organization, with a worthwhile mission, and our contribution moves the organization and its goals forward. Each one as an individual has his job and the responsibilities that go with it. My job is to plan, direct, and inspect all technical operations regarding communications in the Florida Wing. I do not set policy -- only recommend it.

We are all familiar with HF-SSB and its use. We know that only one person at a time can use it or we will "double." 26-62 Mhz is also well known; it is a short range point to point communications frequency useable also for local nets, and will continue being used with special emphasis on cadet communicator training. We all knew that VHF AM was essentially the same as 26 Mhz but afforded no skip problems and was a little more private. The advent of VHF FM didn't change the character of VHF appreciably, but the type of equipment available opened new possibilities. We stand now at a point in time where we can intelligently plan a system and to the best of our financial and spare time availability, carry it forward. I have recommended a VHF repeater plan utilizing back to back repeaters. I am well aware that the Georgia Wing does not have this type of system and is very happily using a repeater which is 143.9 in and 148.15 Mhz out. I would like to point out that within the original concept of VHF communications, the use of a one way repeater will virtually wipe out, in the area of that repeater, any point to point communications between two units operating on 148.15. Granted, when going through the repeater, range will be greatly increased and the advantages of that repeater will be obviously apparent. We all should understand that when a mobile unit, which has been set up for 143/148, operation leaves the area of that repeater, unless it is one of the new multi-frequency transistor types which are extremely broadbanded, it is

useless; since you'll hear what's going on on 148 but can't talk back, and you will transmit on 143 and interfere with stations you can't hear. Another side of the coin. If you are in a one-way repeater equipped area, you will be monitoring 148 but you will be accessing, by means of your 143 transmitter, the repeater transmitter on 148 and possibly cause interference to other VHF stations trying to carry on point to point communications on that frequency, but out of range of your mobile antenna on the ground. The mobile unit working the repeater will never know that he has been interfering with these other VHF stations since he receives the output of the repeater loud and clear from its high vantage point. This is one of the reasons for a back to back tone access plan. Another example: We all know that teletype (ASFK) is authorized for VHF. With a typical 5 or 10 minute teletype transmission, a relatively large radius around the repeater will be wiped out for any VHF communications during that period of time. If there was no interference or no other known stations operating on the repeater's output frequency, fine, there wouldn't be a problem. However, as pointed out, we just eliminated all simplex (point to point) communications on the 148 VHF frequency while the repeater is operating. The questions seems to be, when considering these points of view, to leave VHF as a point to point frequency with no repeaters, or to have VHF utilized exclusively by repeaters. I don't have the wisdom of Socrates, the logic of Plato, the patience of Job, or the space to explain all the overall advantages and disadvantages of each system. In my judgment a back to back system is a system where repeaters and point to point could co-exist. One example: If there was a point to point conversation on 148, the back to back repeaters' 148 receivers would hear it, and would do one of two things:

1. Would repeat it to 143 where it could be heard if properly tone accessed, or
2. Lock out the 148 transmitter as long as the signal was heard and not allow any repeater type interference to happen.

Granted, my descriptions and explanations are not eloquent or adequate enough to cover this subject entirely. If an intelligent communicator were to sit down calmly, put aside personal interests and consider what would be most beneficial to the Wing, and TO OUR MISSION IN CAP, he's probably come to the same conclusions that I have.

With all the foregoing said, we can decide what to do now. As previously stated, this is a volunteer organization. We all would prefer doing what WE like to do. If someone in Miami wishes to set up a one way repeater and someone in Daytona also wishes to do the same, it is my opinion that a plan should be submitted, discussions should be encouraged, and avoiding any major disagreement, I'll agree to it. It is far better to have interested, enthusiastic people doing something half right, than to have no one doing anything and everyone complaining about it. Let's put an

Inspection Dates Set For Groups

By EARL J. PILCHER, LCol, CAP
Inspector General

Under the provisions of CAPR 123-1, this headquarters will conduct an inspection of your organization on dates as indicated below:

HQ GP 20	11 Feb. 73
HQ GP 16	21 Feb. 73
HQ GP 3	15 Mar. 73
HQ GP 5	21 Mar. 73
HQ GP 42	15 Apr. 73
HQ GP 10	18 Apr. 73
HQ GP 6	22 Apr. 73
HQ GP 31	9 May 73
HQ GP 21	13 May 73

Names of inspection team members will be announced later.

To effectively use the limited time available, request group commanders arrange for staff to be present. Records and files pertinent to each area should be available for reference.

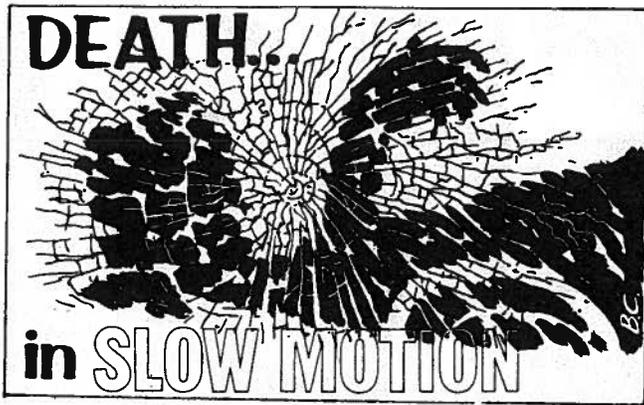
Big Turnout For 'Lauderdale Party

Christmas and the holidays is a time for celebrating and Ft. Lauderdale Composite Squadron did just that. On December 1, the unit held an anniversary party for CAP's 31st birthday at the Tale of the Tiger. Members attending first feasted on a prime rib dinner and relaxed afterward with comedian Jay Wray.

Then on the fifth of December, they held an open house with seventy-five seniors, cadets and guests attending. Special guest of honor was Lt. Col. Al Moore, Wing Inspector for South Florida and his staff. Captain Frances Dorough, squadron commander, presented the history of CAP and the unit to the guests along with a movie on summer encampments.

Later refreshments included a large decorated cake depicting the events in the unit's past including a replica of an L-16, N10413. The replica of the plan was presented to Lt. Col. George Sattler (former Sqdn. cmdr.) as a remembrance of the aircraft he liked so well.

as best I can. Be aware that the problems I described will happen sooner or later unless we eliminate repeaters or go all repeaters. Then you will have to put in the down link from 148 to 143 and tone code it. Perhaps I am too much of a visionary, but at the very least I recommend the access station have simplex capabilities on 148. Then when the accessing station is out of range of the repeater you will have first hand experience on the difficulties of operating simplex within the transmitting range of the one way repeater. Please understand I am not arbitrary or dictatorial but only wish to point out that there is no simple solution. Once again, I encourage discussion on the radio, letters, or a face to face conference. To put it all in the present day language, "Everyone has their bag!" Mine is VHF, especially repeaters. If you have a better solution or idea, I am ready to listen. Hope you all had a good Christmas and



Don't read this story if you have a weak stomach. For the next 7/10ths of a second I am going to take you through "Death in Slow Motion."

It's night, you're tired, and you're late getting home, so you're driving 55 miles per hour on a road not designed for that speed. Your car reaches a curve in the road, but you make a mistake, too late—the car goes out of control, and you hit a solid immovable object, CRASH.

1/10th of a SECOND: The front bumper and chrome "frosting" of the grillwork collapse. Slivers of steel penetrate the wall to a depth of one and a half inches.

2/10ths OF A SECOND: The hood rises, crumples, smashes into the windshield. Spinning rear wheels leave the ground. The fenders come into contact with the wall forcing the rear parts out over the front doors. Your body continues to move forward at 55 miles per hour—twenty times the normal force of gravity. You now weigh more than three thousand pounds. Your legs, ramrod straight, snap at the knee joints.

3/10th of a SECOND: Your body is now off the seat, torso upright, broken knees pressed against the dashboard. The plastic and steel frame of the steering wheel begins to bend under your death grip. Your head is now near the sun visor, your chest above the steering column.

4/10ths OF A SECOND: The car's front twenty-four inches have been demolished, but the rear end still is traveling at about thirty-five miles per hour. Your body is still traveling at 55 miles per hour. The half ton motor block crunches into the wall.

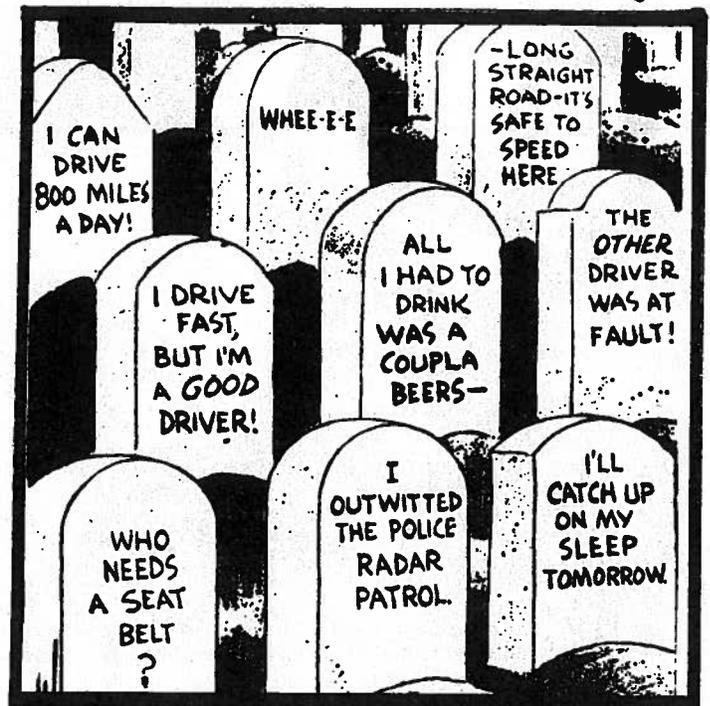
5/10ths OF A SECOND: Your fear-frozen hands bend the steering column into almost vertical position. The force of gravity impales you on the steering shaft. Jagged steel punctures your lungs and intercostal arteries. Blood spurts into your lungs.

6/10ths OF A SECOND: Your feet are ripped from your tightly laced shoes. The brake pedal shears off the floor boards. The chassis bends in the middle, shearing body bolts. Your head smashes into the windshield. The rear of the car begins its downfall, spinning wheels digging into the ground.

7/10ths OF A SECOND: The entire writhing body of the car is forced out of shape. Hinges tear, doors spring open. In one last convulsion, the seat rams forward, pinning you against the cruel steel of the steering shaft. Blood leaps from your mouth, shock has frozen your heart, you are dead.

Total time elapsed: seven-tenths of a second.

Last Words--On Safety



New Year, New Chance

(Editor's Note: This is a 1965 editorial from Stray Shots, the newspaper of the U.S. Disciplinary Barracks, Ft. Leavenworth, Kans. We think its message has some application to all men and women as we begin a new year.)

It often occurs that those who mourn their losses the loudest and longest are least fit to start anew. Tired, lazy or unambitious, they welcome some unfavorable incident to give them cause to feel hampered or defeated by misfortune so that they may feel free of self-responsibility and lay the blame of misfortune on fate and not themselves. These are the fatalists, those who feel inadequate and too insecure about coping intelligently with the realities of living. They would rather give in to life than stand up to it, close their eyes and not see it, turn their backs instead of facing it; thus some people die before they learn to live. To these people life is too many challenges, too many fears, and they are always ready to offer excuses for their failings and lean upon some crutch. In their seeking a cause to blame and a shelter of self-delusion in which to hide, they admit the inability to rely upon themselves.

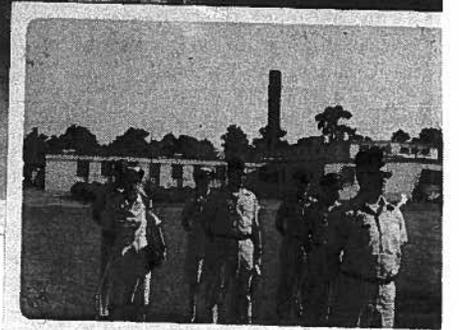
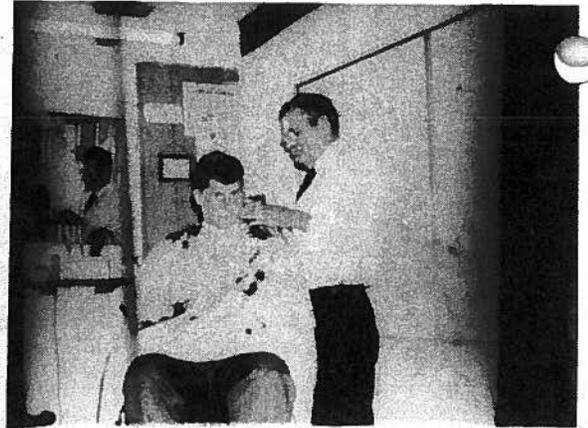
Self-reliance is more realistic, least unstable, and has the greatest advantage of enabling a man to see, to know and be confident in himself. To know and recognize your own strengths and weaknesses is a good start toward realizing the sage precept of Socrates: "Know thyself". For like the adage of a chain being only so strong as its weakest link, a man is only so strong as his greatest weakness.

The self-reliant man is the realistic thinker who is able to choose the way of greatest advantage instead of yielding in the direction of the least resistance and is confident of his choice. Good, sound thinking makes a great difference. This is where your power to accomplish and excel lies. Your thoughts, more specifically, the way in which you think and see yourself can either propel or impede you, make you better or worse. In each man there is this potency. Successful men learn how to develop this thought power and use it to their best advantage.

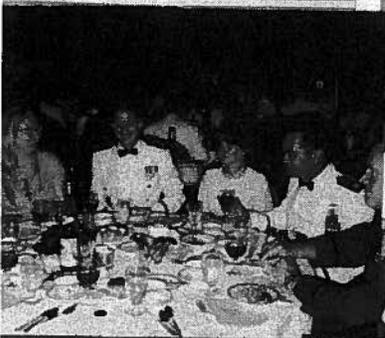
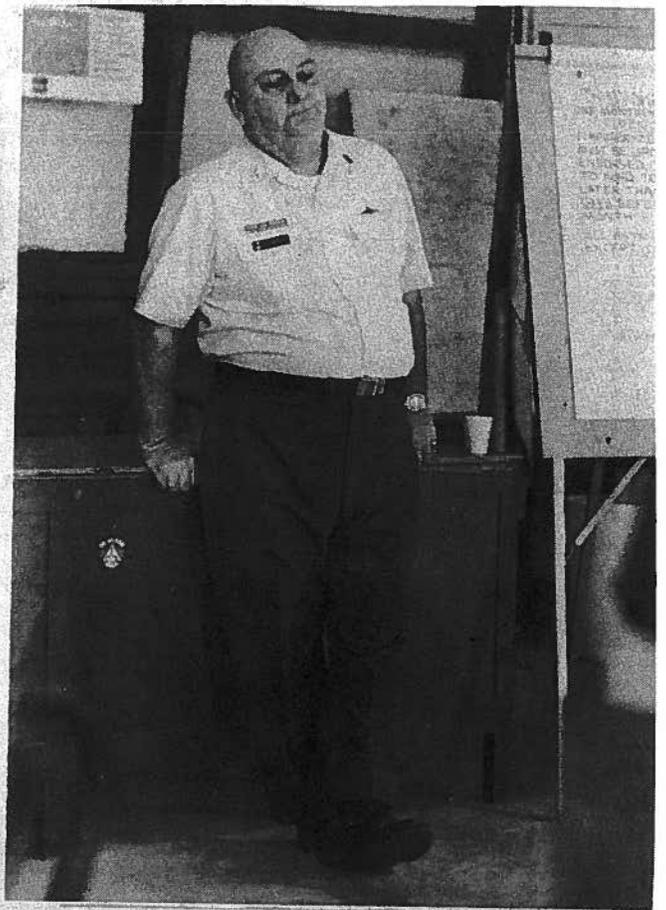
Whatever your present environment may be, you will fall, remain, or rise with your thoughts, your vision, your ideal. It is not what you have lost, but what you have left that counts. Too many of us squander precious energy, time, and courage dreaming of things that were and can never be again, instead of dedicating ourselves to some useful purpose and worthy task today. While you're serving time, it's not enough to be good; it is more to be good for something.

Forever, in the end, it is what you do with what you have left

31 YEARS IN CAP...



DO YOU REMEMBER?



FLORIDA WING CAP ANNUAL CONFERENCE RESERVATION REQUEST

(Seniors Only)

TO: Kahler Plaza Inn
(formerly Robert Meyer Motor Inn)
P. O. Box 1729
Orlando, Florida 32802

Please reserve and confirm the accommodations I have indicated below. I understand that I may be charged the indicated rates for these accommodations if I do not register by the time indicated.

NAME _____

RANK _____

Arrival Date _____

Arrival Time _____

Departure Time _____

Departure Date _____

Street Address _____

Total Number in Room _____

City _____

State _____ Zip Code _____

Room Desired: Single (one person) \$17.00 per night _____

Special Information Required _____

Double (two persons) \$20.00 per night _____

Double (2, 3, or 4 persons) \$24.00 per night _____

(PLEASE MAIL THIS FORM DIRECTLY TO KAHLER PLAZA INN)

CADET APPLICATION TO PARTICIPATE IN 1973 FLORIDA WING CONFERENCE

(ATTENDEE WILL NOT BE A CANDIDATE FOR SPECIAL ACTIVITIES)

INSTRUCTIONS: Read and follow the instructions. Complete this form with typewriter or pen. Print all requested information except signatures. Attach a check or money order for \$20.00, payable to the FLORIDA WING CADET FUND. DO NOT SEND CASH! Mail the completed application and check to the address printed below before February 12.

To: Major James B. Cogswell, II, CAP, Director of Cadet Programs
864 Caroline Ave., West Palm Beach, Fla. 33406

PART I -- APPLICANT

NAME _____ AGE _____

LAST FIRST MI

ADDRESS _____

Number and Street City ZIP Code

PARENT/GUARDIAN'S NAME: _____ Home Ph. _____ Bus. Ph. _____

SQUADRON NAME _____ CHARTER 08 _____ GROUP _____

MONTH & YEAR MEMBERSHIP CARD EXPIRES: _____

Signature of Cadet _____

Serial Number _____

Rank _____

PART II -- PARENT'S CERTIFICATE

My child has my permission to attend the 1973 Florida Wing CAP Conference at the Kahler Plaza Inn (formerly the Robert Meyer Motor Inn), Orlando, on February 17 & 18. I certify that he or she is in good physical condition and emotionally mature for his or her age group. My check for \$20.00 payable to the FLORIDA WING CADET FUND is attached.

Signature of Parent or Guardian _____

Date _____

PART III -- COMMANDER'S CERTIFICATE

I certify that the above named cadet is a current member of Civil Air Patrol and is presently on a valid and current contract and has my permission to attend this activity.

Signature & Grade of Squadron Commander _____

Date _____

FLORIDA WING CONFERENCE SCHEDULE — 16, 17 & 18 FEBRUARY

Friday, 16 February 1973

1600-2200 hours	Senior Preregistration	Hotel Lobby	LCol Owen
1600-2200 hours	Appointment Interviews (Group Commanders & Wing Staff Officers)	Presidential Suite	Col. Owen

Saturday, 17 February 1973

0600-0900 hours	Cadet Registration	Room 216	C/LCol Arbuckle
0730-1400 hours	Senior Registration	Lobby	LCol Owen
0800-1000 hours	Chaplain Meeting	English Room	LCol Driscoll
0800-1200 hours	Cadet Selection Board	French & Spanish	Maj Cogswell
1000-1200 hours	GENERAL ASSEMBLY	EOLA BALL ROOM	Col Owen
1100-1200 hours	Special Cadet Luncheon	Coffee Shop	No Host
1300-1500 hours	Communications	English Room	LCol Lewis
1300-1500 hours	Emergency Services (Operations, CD, Senior Training & Safety)	Eola Ball Room	LCol Casenove Maj Kasten Capt Homzak LCol Barnett
1500-1700 hours	Information/Public Relations	English Room	Lt Cogswell Maj Schumacher
1500-1700 hours	Cadet Program	Eola Ball Room	Maj Cogswell
1500-1700 hours	Personnel/Administration	Spanish Room	LCol Kraemer Maj Loyd
1500-1600 hours	Cadet Testing	Grand BallRoom	Capt Place
1500-1700 hours	Material (Logistics)	English Room	Maj Kittendorf
1830-1930 hours	Personality Adjustment (Cocktail Party - Seniors Only)	Eola West	No Host
2000-2230 hours	Awards Banquet	Grand BallRoom	
2230-0100 hours	Cadet Dance	Grand BallRoom	

Sunday, 18 February 1973

Church Services to be announced - LColonel Driscoll and Staff			
0800-1130 hours	Wing Commanders Breakfast Group Commanders & Wing Staff only)	French Room	Col Owen
1200-1400 hours	Senior Promotion Board	English Room	LCol Kraemer

Airport Clean-up Campaign Gets Boost From Gen. Westberg

From the National Commander, Brigadier General Leslie J. Westberg:

As was discussed in General Ellis' letter of 2 June 1972, CAP can and should assume a leadership role in the FAA's Airport Cleanup Project. The December issue of the CAP Bulletin contains a statement concerning the program and a "To Whom It May Concern" letter for CAP use. It is my desire that we in CAP do all we can to assist FAA in this ambitious program.

FFA has requested that we advise them of the results of our efforts. To accomplish this it will be necessary to have squadron commanders record the results of their members' efforts and report through Group HQ's to Wing HQ's. The required information is contained in the CAP Bulletin.

Let's get behind this program and show FFA that CAP is truly the leader in improving the image of the aviation community.

From Colonel Robt. C. Owen to all Group Commanders: Kindly contact your Squadron Commanders reference this directive and report by letter to me. 1. The airports contacted, 2. Reception by airport manager, and 3. Whether a program was initiated. Suspense date is 10 February 1973, send to PO Box



Dade County Mayor John B. Orr (left) presents a proclamation to C/L Col. James W. Reagan, West Miami Cadet Sqdn. At right is L Col. Hal Williams, Commander Group 10. The proclamation declared the week of 26 Nov. - 2 Dec. 1972 as Civil Air Patrol Week in metropolitan Dade County. (Photo courtesy

Management Methods

Periodic self analysis by all supervisors is mandatory if we expect to accomplish our mission through the proper management of people. Try the following rules on yourself, as a supervisor, honestly and take a long, hard look at the results:

Make people on your staff want to do things.

Study subordinates and determine what makes them tick.

Be a good listener.

Criticize or reprove constructively.

Criticize or reprove in private.

Give praise in public.

Be considerate.

Delegate responsibility for details to subordinates.

Give credit where it is due.

Avoid domination or "forcefulness."

Show interest in and appreciation of others.

Make your wishes known by suggestions or requests.

When you make a request or suggestion, be sure to tell the reason for it.

Let your subordinates in on your plans and programs even when they're in an early stage.

Never forget that the supervisor sets the style for his people.

Play up the positive.

Be consistent.

Show your people that you have confidence in them and that you expect them to do their best.

Ask subordinates for their counsel or help.

When you're wrong or make a mistake, admit it.

Give courteous hearing to ideas from subordinates.

If an idea is adopted, tell the originator why.

Give weight to the fact that people carry out best their own ideas.

Be careful what you say and how you say it.

Don't be upset by moderate grouching.

Use every opportunity to build up in subordinates a sense of importance of their work.

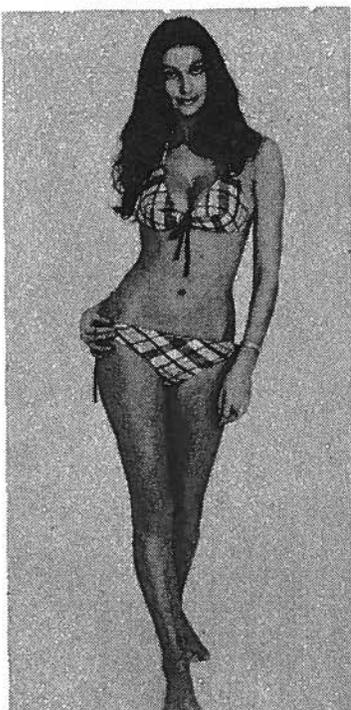
Give your personnel goals, a sense of direction, something to strive for and to achieve.

Keep your people informed on matters affecting them.

Give subordinates a chance to take part in decision, particularly those affecting them.

Let your people know where they stand.

Remember, the day of "treat 'em rough and tell 'em nothing" has passed.



BY PUTTING HER best foot forward, Playboy model Marilyn Cole hopes to get someone to be her Valentine on February 14. She thought the bikini might help a little bit, too.

Leaving on a Jet Plane? Beware DYSRHYTHMIA

Time was when the major malaise of the traveler was dyspepsia or dysentery; today these maladies must take an economy back seat to another "dys" disorder, dysrhythmia.

Although it sounds like a more alarming affliction, dysrhythmia is simply the mental and physical distress that can occur when your 24-hour metabolic clock is thrown off balance by traveling across time zones at jet speed.

For example, if you travel from New York to London by jet it takes six hours, but the clock in London is five hours ahead of the clock in New York. When you land in London at 6 a.m. local time, it's 1 a.m. New York time. Since your 24-hour metabolic clock is adjusted to New York time, your body is tired and in need of rest. But your mind acknowledges London time, and it's telling you it's time for breakfast. This schism between body and mind is commonly known as jet lag, but the medical word for this disruption of normal eating and sleeping patterns is dysrhythmia.

Experts are only beginning to define dysrhythmia and no exact answers or miracle cures have been discovered. It is known, though, that human reaction to crossing time zones at jet speed is as individual as a set of fingerprints. Your reaction depends not only on age and temperament and metabolism, but on how you help or hinder your body's ability to adjust.

Since members of the military are among the world's most frequent travelers, it's likely that you will someday "come down" with a case of dysrhythmia. Here are a few tips by Najeeb E. Halaby, President of Pan American Airways, on how to avoid some of the discomfort.

● Take north-south flights whenever possible. Evidence indicates that these flights do not present a problem because, although there is a change in climate, you remain essentially in the same time zone. You would, however, be the victim of a severe case of dysrhythmia if

you flew from Chicago to Canberra, Australia, as this flight not only turns summer into winter, but noon into midnight.

● It's generally better to fly from east to west and gain an hour per time zone, than to fly west to east and lose an hour. Many veteran travelers with a day to spare often prefer to take a morning flight from New York to London or Paris. A flight that leaves the U.S. at 11 a.m. gets you to London around 10 p.m. local time. That, of course, allows you to do your sleeping in a bed.

● To help your body adjust to time changes, get some rest while on the plane. As simple as this sounds, you will find it almost impossible at first. Even regular travelers find it difficult to doze off while being distracted by in-flight color movies, stereo hi fi, food, drink, and pretty stewardesses. You can, however, choose a seat in a non-smoking section, away from the galley or lavatory, pin a do-not-disturb sign on yourself and try to sign off. Sleep masks, blankets, ear plugs, and slippers are sometimes helpful.

● Take a minimum of food and drink while in-flight. Doctors claim that the groaning board of goodies which the airlines offer passengers does not exactly dissipate dysrhythmia. When you're offered that delicious-looking pheasant under glass and the big cool drink, think moderation.

If you're just on a quick trip, you may find it advantageous not to adjust your metabolic clock at all. Some travelers keep their watches on home time, eat when they are hungry, sleep when they can, and arrive home tired but with their normal living patterns only slightly disturbed.

However, you'll probably find it best to try to adjust as quickly as possible to your new time zone. The trick is to take it easy the first day and get a good night's rest. The main thing to keep in mind is that dysrhythmia is temporary, it's not fatal, and it's all a question of time.