



FLORIDA WING

Gator CAPers

VOLUME X, NUMBER 2

FEBRUARY, 1968

New Commander For Sector B



Lt. Colonel Albert S. Cross, Jr., CAP, of Daytona Beach, has been appointed Commander of Sector B, Florida Wing.

He succeeds Lt. Col. William R. Bass, Patrick AFB, who has been promoted to Vice-Commander of Florida Wing.

Sector B includes the middle third of Florida. Daytona Beach will be the new headquarters for the sector, which had been located at Patrick AFB.

For the past two years, Col. Cross has commanded the East Central Florida Group 6, which takes in the area from Bunnell south through Melbourne and west to DeLand. Replacing Col. Cross in Group 6, which now will be bounded on the south by Titusville, will be Major Charles P. Cox, New Smyrna Beach.

From Titusville to Melbourne, a separate group has been formed with headquarters at Merritt Island Airport. The new unit, formerly a part of Group 6, will be known as Indian River Group 21, and will be headed by the former commander of the Central Brevard Composite Squadron, 1Lt. John Ostradovic.

SPECIAL ACTIVITIES 1968

It has been announced by Headquarters, Florida Wing, the following cadets have been selected to participate in the 1968 Civil Air Patrol Cadet Special Activities Program. All cadets who have been selected will be advised direct by

mail as to the full particulars for the respective activity. Any cadet having problems of any kind should advise the Squadron and all correspondence should be directed to Major Watson, USAF, Florida Wing Cadet Headquarters, P.O. Box 4127, Patrick AFB, Florida 32925.

1968 INTERNATIONAL AIR CADET EXCHANGE

- FEMALE:**
 C/1st. Lt. Janice L. Maxon Prinsarola-Hagler Cadet Squadron
MALE:
 C/1st. Lt. Robert B. Baehler St. Petersburg Cadet Squadron
 C/Capt. James E. Hughes, Jr. St. Johns River Cadet Squadron
 C/Capt. John C. Kallnowski Orlando Cadet Squadron
 C/2nd. Lt. Charles W. Langford Tallahassee Composite Squadron
 C/Col. George D. Mund Driftwood Cadet Squadron
 C/Capt. Michael A. Murphy Palm Beach Cadet Squadron
 C/Capt. Charles W. VanOstrand

- ALTERNATE 1**
 C/1st. Lt. Johnny W. Blair Miami-Dade Cadet Squadron
ALTERNATE 2
 C/1st. Lt. Tom P. Vilbas North Dade Cadet Squadron

- CADET FLYING ENCAMPMENT POWER-LICENSE**
 C/2nd. Lt. Gary E. Buckler West Jacksonville Cadet Squadron
 C/Col. David C. Gresson Melbourne Cadet Squadron
 C/2nd. Lt. Lily T. Howard Miami-Dade Composite Squadron
 C/Major John R. Wise Tallahassee Composite Squadron

- ALTERNATE 1**
 C/Major Angela Woolen Palm Beach Cadet Squadron
ALTERNATE 2
 C/1st. Lt. Tom P. Vilbas Titusville Composite Squadron

- CADET FLYING ENCAMPMENT SOLO**
 C/TSgt. Robert B. Eldridge Orlando Cadet Squadron
 C/2nd. Lt. Joseph F. Paquin, Jr. Lakeland Composite Squadron
 C/2nd. Lt. James T. Walker MacDill Cadet Squadron
 C/1st. Lt. Alan R. Wick Naples Composite Squadron
 C/TSgt. Patricia A. Zeller

- ALTERNATE 1**
 C/SSgt. Montomery M. Broward Fort George Cadet Squadron
ALTERNATE 2
 C/Major Angela Woolen Palm Beach Cadet Squadron

- AIR TRAINING COMMAND JET FAMILIARIZATION COURSE**
 C/Col. Kevin M. Frye West Jacksonville Cadet Squadron
ALTERNATE 1
 C/1st. Lt. Tom P. Vilbas North Dade Cadet Squadron

- JET ORIENTATION COURSE**
 C/Capt. Mark F. Loos Melbourne Cadet Squadron
ALTERNATE 1
 C/TSgt. James O. Holmes Hollywood Cadet Squadron

- FEDERAL AVIATION AGENCY ORIENTATION COURSE**
 C/1st. Lt. Mare I. Reblum Hialeah Cadet Squadron
ALTERNATE 1
 C/Col. Fredrick G. Winter, Jr. Naples Composite Squadron

- SPACE AGE ORIENTATION COURSE**
 C/1st. Lt. John Petruff Norland Cadet Squadron
ALTERNATE 1
 C/1st. Lt. Johnny W. Blair Miami-Dade Cadet Squadron

- AEROSPACE AGE ORIENTATION COURSE**
 C/TSgt. Jane P. Bowman Oklawaha Park Cadet Squadron
ALTERNATE 1
 C/1st. Lt. Alicia J. McFadden Miami-Dade Composite Squadron

- CADET LEADERSHIP SCHOOL**
 C/1st. Lt. Johnny W. Blair Miami-Dade Cadet Squadron
 C/1st. Lt. Dennis E. Bright Titusville Composite Squadron
 C/1st. Lt. A. Wayne Bulman Bioward Composite Squadron

- C/Major Richard L. Davis Titusville Composite Squadron
 C/2nd. Lt. Lee B. Dehmlow Titusville Composite Squadron
 C/2nd. Lt. Kent L. Fuller Paxon Cadet Squadron
 C/1st. Lt. Patricia A. Gresson Melbourne Cadet Squadron
 C/1st. Lt. Blair A. Heath Naples Composite Squadron
 C/Capt. Karen E. Houghton Jacksonville Cadet Squadron
 C/1st. Lt. Alicia J. McFadden Miami-Dade Composite Squadron

- C/2nd. Lt. Charleen M. McMullen Central Brevard Composite Sqdn.
 C/2nd. Lt. Michael W. Raufs Paxon Cadet Squadron
 C/2nd. Lt. Joyce L. Reschke Forest Hill Cadet Squadron
 C/Capt. Roberta L. Sears Central Brevard Composite Sqdn.
 C/2nd. Lt. Martha C. Sheetz University Cadet Squadron
 C/Capt. Thomas A. Stokes Forest Hill Cadet Squadron
 C/Lt. Col. Fredrick R. Swearingen Homestead AFB Cadet Squadron
 C/1st. Lt. Albert R. Trammell Forest Hill Cadet Squadron
 C/1st. Lt. Tom P. Vilbas North Dade Cadet Squadron
 C/Col. Fredrick G. Winter Naples Composite Squadron

- SPIRITUAL LIFE CONFERENCE**
 C/SSgt. James M. Decker Naples Composite Squadron
 C/MSgt. Mark P. DeLeon Pine Hills Cadet Squadron
 C/MSgt. Charles H. Forbes Paxon Cadet Squadron
 C/MSgt. David E. Krack Titusville Composite Squadron
 C/TSgt. Frank M. Kyle Pensacola-Hagler Cadet Squadron
 C/TSgt. Rodney V. Lancaster Paxon Cadet Squadron
 C/TSgt. Michael A. Levitt Hialeah Cadet Squadron
 C/2c. Robert F. McGee Jacksonville Cadet Squadron
 C/TSgt. David L. White Naples Composite Squadron
 C/TSgt. Wayne A. Tyler Hialeah Cadet Squadron

- SOUTH EASTERN REGION GIRLS EXCHANGE**
 C/TSgt. Kathleen A. Doochack Palm Beach Cadet Squadron
 C/1c. Linda J. Eddy Palm Beach Cadet Squadron
 C/2c. Joyce A. Fletcher Hialeah Cadet Squadron
 C/2nd. Lt. Theresa M. Fradette Panama City Composite Squadron
 C/2nd. Lt. Melissa E. Harlin Titusville Composite Squadron
 C/Capt. Micheline P. Heath Naples Composite Squadron
 C/Major Carla C. Hembree Gainesville Cadet Squadron
 C/TSgt. Linda Kochler Tampa Cadet Squadron
 C/2c. Patricia A. Loose Jacksonville Cadet Squadron
 C/SSgt. Patricia A. Petruff Norland Cadet Squadron
 C/1st. Lt. Carmen R. Pedigo North Miami Cadette Squadron
 C/1st. Lt. Barbara J. Reschke Palm Beach Cadet Squadron
 C/TSgt. Linda G. Richards Hialeah Cadet Squadron
 C/TSgt. Beverly L. Roper Hollywood Cadet Squadron
 C/SSgt. Marjorie C. Rothera West Passo Cadet Squadron
 C/Major Angela K. Woolen Palm Beach Cadet Squadron

- ALTERNATE 1**
 C/MSgt. Sue C. Enten Cunavert Composite Squadron
ALTERNATE 2
 C/TSgt. Cynthia T. Smith Hollywood Cadet Squadron
ALTERNATE 3
 C/2c. Janice L. King Palm Beach Cadet Squadron

LAKELAND AIR SHOW

An air show, to mark the anniversary of Lakeland's Municipal Airport, will be staged on March 10. The airport is the headquarters for the Lakeland Composite Squadron.

The Lakeland Chamber of Commerce Airport Development Committee announced recently that the Navy's Blue Angels will highlight the show to which 30,000 to 50,000 persons are expected to attend. The ground crew members of the Blue Angels will set up equipment March 8, and the team will practice March 9, and the show will be held on March 10.

Plans call for a sale of parking tickets for cars and tie-down tickets for aircraft to be \$2.00 each, to finance the program.

Also invited to participate in the air show are aircraft manufacturers and suppliers, the Lakeland Composite Squadron, United Fund members, Sesame Grotto of Lakeland and Polk County, and other companies and agencies.

The Lakeland Municipal Airport houses the Lakeland Squadron, as well as two flying services, Lakeland and Roberts, plus a hangar for Wellman-Lord. The manager of the airport is Don Emerson.

The airport was laid out by the city and construction began in 1941, after the old northside airport of the city became a training base for British and American aviation cadets. But even before the new field was completed in 1942, the Army Air Corps took it over for use as a B-26 training base for the duration of the war.

At the conclusion of the war, both fields were returned to the city. Most of the flying was done from the old northside airport, until about 1959, when the facility began to get too crowded. The Lakeland Municipal Airport, then called Drane Field, was reopened in 1960.

Leadership

The Civil Air Patrol will operate a Cadet Leadership School at Reno, Nevada, next summer, to train approximately 400 cadets as future cadet officers.

Plans for the school were announced by Air Force Brig. Gen. William W. Wilcox, CAP National Commander, who said the training will consist of four two-week classes with 100 cadets in each class.

The school, approved by the National Executive Committee, will be conducted at Reno-Stead Airport. Cadets selected to attend will be provided air transportation as well as lodgings during the two-week training period. However they will be required to pay for their meals.

The purpose of the school is to provide leadership training and the curriculum will include courses in leadership, physical conditioning, first aid, communications, survival and confidence building. CAP senior members and selected advanced cadet officers will staff the school faculty.

The initial class begins June 16. Successive classes will be conducted June 29, July 14 and July 28.

CHRISTMAS AIRLIFT



The Christmas gifts which were given to the Sarasota and Manatee county tuberculosis patients this Christmas season by the TB and Respiratory Disease Association of Southwest Florida were airlifted to the TB hospital in Tampa by members of the Sarasota Civil Air Patrol Squadron. Major John B. Boyie, right, Squadron Commander, S/M Philip Carter, loaded their plane with an assist from Mrs. Verell Senseman, chairman of patient services for the TB Association. Assisting affiliates of the National Tuberculosis Association is an annual project of the CAP unit. The gift program is a Christmas Seal service of the TB and RD Association of Southwest Florida.

First Cadette on IACE

Lt. Col. William R. Bass, Florida Wing Deputy for Cadets, announced that Cadet Janice Maxon will be the first female cadet from Florida to participate in the International Air Cadet Exchange.

Cadet Maxon was selected as the number one female cadet at the selection board evaluation held in Orlando last November, and has earned the only slot for a female in the 1968 IACE in the Southeast Region.

A member of the Pensacola Hagler Cadet Squadron of Group 4, Cadet Maxon attends Pensacola Junior College. She has been a member of CAP since 1964. At her first encampment in 1966 she was selected as the outstanding doolie. The following year serving as wing Adjutant, she was selected as one of the two outstanding female cadets at the encampment.

Later in the summer of 1967, Cadet Maxon participated in the Summer Special Activities program, attending the Aerospace Age Orientation Course and Maxwell Air Force Base, Alabama.

In addition to being the cadet commander of her squadron, she is the Cadet Advisory Council Chairman for Group 4.

'Gator CAPers

The 'Gator CAPers is published monthly by Florida Wing, Civil Air Patrol, Orlando Air Force Base, Florida, and is distributed to each of its members.

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NOTE TO CONTRIBUTORS: Address all copy to - Editor, 'Gator CAPers - 1518 Gary Street - Jacksonville, Florida 32207. Materials must be typewritten, original copy, on 8 1/2 x 11 white paper, one side, double spaced, in caps and lower case. Photographs must be accompanied by CAPF 89. Photographs and materials cannot be returned.

'Gator CAPers is being sent to each member's last known address. If you or any member you know have changed address, please send a post card to 'Gator CAPers, giving both the old and new address. BE SURE TO INCLUDE OLD AND NEW ZIP CODES.

It is the goal of the 'Gator CAPers staff to publish a paper each month. In order for you to receive an issue by the 20th of the month, we must have all materials by the 1st. If we are late, it is because we either have to wait for sufficient material from the units, or write stories on the basis of scanty information we get. Too often, our paper is made up of releases "borrowed" from monthly I.O. reports. This is one reason for some of the poor photographs we use; they are reprints from newspaper clippings. You are doing the work... please help us out and send releases and photographs to CAPers as well as your local media. It is your paper. Tell us what you are doing.

The deadline for copy for the March issue of 'Gator CAPers is 1 March 1968.

Responsibilities of Command

The Civil Air Patrol officer's commission invests him with the obligation and the right to act on matters within the area of his assigned responsibilities. At some time in his career, virtually every CAP officer serves as a commander or as a member of a commander's staff. Either assignment places him in a distinctive position with characteristic duties and corresponding authority.

Regardless of qualifications, no one can assume command in the Civil Air Patrol unless he has been specifically given the authority to command. In the Civil Air Patrol, officers are usually assigned to the positions in accordance with the requirements of the organization and are detailed to their duties by the commander. An officer may be a leader as a manager and he may exert influence upon those around him, but before he can assume command, he must be appointed or authorized. More expressly, command is the exercise of authority that a member of the CAP exerts over subordinates. It is this authority that makes a commander more than a manager.

The individual receiving a request may obey it or disobey it at his own peril. A commander in his official capacity needs the authority to order unpleasant, unwanted, or hazardous tasks. He has that authority under the Civil Air Patrol regulations.

When an officer assumes command, he has (1) legal authority to give and enforce orders and commands, (2) legal authority to punish refusal and disobedience, and (3) sole responsibility to accomplish the mission of his unit. Therefore, the commander should confidently give orders that relate to military duty, efficiency, morale, or discipline and do not violate defined limits. Furthermore, he should demand and expect complete compliance.

The commander alone must answer for the success or failure of his unit in accomplishing its mission. He can delegate authority or direct someone to act in his place, but this delegation does not relieve him of the ultimate responsibility for everything his unit does or fails to do.

It would be impractical to try to list all the commander's responsibilities. They vary with type of command, with the mission, and even with the commander's personality. Civil Air Patrol regulations, letters and directives are constantly being issued to define these responsibilities.

Writers approach the subject of responsibility in almost as many ways as they approach that of leadership. Volumes have been written, but all the authors agree that the primary responsibility of any commander is to accomplish the mission.

A commander is often faced with the difficult problem of conflicting responsibilities. He is continually forced to choose one course of action from among several that may appear to be equally good. A commander's decision often is questioned by others, and he himself may question it. When making a decision means resolving problems of conflicting responsibilities, a commander can generally find a right answer by referring to the common denominator for his entire effort—the mission. If a commander has thoroughly indoctrinated his members with responsibility for the mission, their confidence in him will not be shattered when he requests extreme hardships or hazardous duty. They will realize, as he does, that the mission comes first.

This is first in a series of editorials covering command and staff positions for our members, so that they may understand a little better of what they should expect as members of the Civil Air Patrol.

CAP-USAF RESERVISTS

An expanded assistance program, offering Air Force Reservists in some 1,600 communities across the nation an opportunity to earn points toward retirement, begins immediately throughout Civil Air Patrol, National Headquarters, CAP-USAF has announced.

Because of their leadership potentials, more reservists are being sought to support CAP's three-point program which includes search and rescue; assistance to the public in times of crisis and aerospace education of senior and cadet members.

Under the program approved by the Air Force and Continental Air Command, the number of CAP visits working annually with CAP at all organizational levels could

increase from some 700 to several thousand.

The program will be administered by the Reservists through creation of the 9285th Reserve Squadron (CAP), which has been assigned to the Air Reserve Personnel Center, Denver, Colorado.

Reservists participating in the CAP Assistance Program will be eligible for CAP membership. Jobs available to them include helping conduct aerospace workshops for teachers and school administrators at some 160 colleges and universities across the nation, serving on CAP Cadet Flying Encampment staffs and supervising cadets at week-long orientation courses held at various Air Force bases.

Cadet Ground School

Cadets of the University Cadet Squadron, Miami, recently began a Private Pilots Ground School Course. The six month course, given on the squadron's meeting night, will qualify cadets to take the FAA written exam, and those passing satisfactorily will receive credit for the first four textbooks in Phase II.

The course is being taught by Lt. Col. Theodore Koschler, a USAF reserve officer, whose civilian job is at the Miami-Dade Junior College. Several advanced students in the Miami-Dade aerospace program are assisting in the ground school instruction. The standard FAA textbooks are being used for the course.

Know Your Wing Staff



Paxton

Lt. Colonel James Paxton joined CAP originally in the Tennessee Wing. To most Florida Wing members he is better known as the Chief Operator of KIG-444.

In his 14 years as a CAP member he has served as Squadron, Group and Sector Communications Officer, before taking over as Wing DCS Communications in 1966. Col. Paxton holds the Air Search and Rescue Ribbon, Red, White and Silver Service, ECI Award, and Senior C.O.P.E. He also holds an Observer rating. Under his leadership, communications in Florida Wing has almost doubled in the number of base, mobile and aircraft stations. Col. Paxton is credited with starting Florida Wing as one of the top Wings in communications in the South-East Region.

Born in Moshelm, Tennessee, Colonel Paxton is employed by Martin Marietta in Orlando. He has six children and is married to Betty L. Paxton. A licensed amateur, Col. Paxton holds amateur license W4KBO and MARS call N0HOA.



& Paxton

Born in Greene County Tennessee, Major Betty Paxton served as Squadron Net Control Station in 1966 before moving to Florida. She joined CAP in Tennessee in 1957. Like her husband, Lt. Col. James Paxton, she is known to Florida Wing members as the voice of KIG-444 serving as second operator of the Wing Control Station. Prior to her present job she served as Group IIO and Personnel Officer, Sector B Administration Officer and on the Sector Inspection Team. She has twice been awarded Florida Wing Certificate of Merit, and in 1966 served as the Florida Wing SERGE escort to Alabama. Major Paxton has attended 11 Wing, Region, or Communications conferences. She served as an instructor for the Civil Defense Medical Self Help Course in the Orlando area last year. To quote from Major Paxton's form 59 "Civil positions, etc. are all in the past for me; I have now gone full time CAP."

Nat'l Commander Visits



Air Force Brigadier General William W. Wilcox, national commander of Civil Air Patrol and former commander of Strategic Air Command, visited Melbourne's Florida Air Academy recently, while on a tour of key CAP units. Florida Air is the only private military school in the country with 100 per cent of its students in CAP. The academy comprises Group 23 of the Florida Wing.

SER UPGRADES

Flight training courses for CAP pilots will be sponsored by the Southeastern Region during the annual conference, it was recently announced.

The conference will be held at The Diplomat Hotel, Hollywood, 25-28 July 1968, with members of the Alabama, Florida, Georgia, Mississippi, Puerto Rico and Tennessee Wings, in addition to personnel from national headquarters, participating.

Some 75 Scholarship Grants in the amount of \$50, each will be awarded pilots taking the courses. Certified FAA instructors will conduct the courses under the management of the Aircraft Owners and Pilots Association.

The courses to be offered include:

1. THE 360° RATING COURSE - Rating for the control of the aircraft with reference to instruments.
2. INSTRUMENT NAV/COM COURSE - Gives the pilot increased knowledge of radio navigation aids for safer and more efficient VFR flying.
3. INSTRUMENT ENROUTE PROCEDURES - For a better understanding of the airways system, air traffic control system and procedures to use when flying IFR cross-country.
4. INSTRUMENT APPROACH PROCEDURES COURSE - Covers all types of instrument

approaches possible with the equipment in the aircraft being used.

5. INSTRUMENT PILOT REFRESHER COURSE -

For the instrument pilot who wishes to update his proficiency.

Note: Course No. 5 will only be offered if there is sufficient demand to justify the cost of a ground school instructor.

Courses 1 thru 4 each have four hours of ground school instruction and four hours of in-flight instruction. The cost of each course is \$75.00.

Course 5 has four hours of ground school and six hours of in-flight instruction. The cost of this course is \$100.00.

The cost of the courses covers the ground school instructor, flight instructor and insurance. Air-raft with instrumentation for the respective courses will be furnished by the students.

An Air Mobility Exercise has been authorized by National Headquarters which will reimburse the cost of aircraft fuel and lubricants to Ft. Lauderdale and return to home station. This does not include fuel to be used in the upgrading course.

Rental aircraft will be made available at Ft. Lauderdale, but, to the greatest extent possible, students should fly aircraft from their home station to the conference.

COLLEGE FOR SENIORS

A Civil Air Patrol Staff College, tailored to bring uniformly into techniques and teaching methods throughout CAP Wings, begins 13 July at Maxwell AFB, Alabama, for 200 senior members, National Headquarters CAP-USAF officials have announced.

The purpose of the college is to graphically demonstrate alignment of leadership techniques and instruction while stressing the importance of senior membership throughout the cooperation.

The overall objective of the school is to develop more effective commanders and staff officers by involving them in all aspects of the CAP program from the "grass roots" level to the highest echelon of command.

Plans formulated at the school will benefit CAP as a whole when the senior graduates return to their home units after the 10 days in the shadow of the Air University at Maxwell, school planners feel.

Decline Needs Change

Both cadet and senior membership declined during the last quarter of 1967, to the lowest point in recent years. There are presently 3768 members in Florida Wing; with 1974 seniors and 1794 cadets.

This drop is primarily due to lack of renewals. The peak renewal month for cadets is October, and for seniors December. Many unit commanders apparently failed to notify their cadets and seniors that they needed to renew. In addition, the wing personnel officer reports that exams are being re-newed, with both the unit and the individual concerned still unaware that the cadet is not an active member. All members are urged to check their I.D. cards for the date of renewal.

Renewal instructions have been sent to all units, following the reinstatement of the direct membership to National Headquarters.

The goal of Florida Wing is still 5,000 cadets and 3,000 seniors. Check your own I.D. card, and make every effort to contact old members who have dropped out during the last year. Cadet and Senior Reserve ribbons are still being awarded for obtaining new members.

S&R FIND



EARRC 02 Coast Guard Assist, 8 January 68, came to a successful conclusion Friday, Jan. 12 at 13:50 hours with the locating of some wreckage and bodies of Pibot Tom Versaggl and one of the passengers, Miss Pam Ritter, on the beach at Anclote Key. The find is credited to Lt. Richard Williker, veteran member of the Phillips Senior Squadron, St. Petersburg, Florida, who was piloting the Florida Wing Cessna 172-4030 F.

WILL WE HAVE THIS APRIL 6?



The 1968 Florida Wing Drill Competition is scheduled to be held at McCoy AFB, Orlando, on 6 April, Col. duPont, Wing Commander has announced.

Each of the twenty-five groups of the wing will have a team competing for the honor of wearing the yellow citation cord awarded

the winning drill team.

This year's activity is expected to dwarf the size of the pictured competition, held several years ago.

The Wing Honor Cadre is in charge of the wing competition this year.

On the same day, in Orlando,

female cadets will take part in the Eastern Airline Stewardess School selection.

Both the winner of the drill competition and the participants in the Stewardess School activity will be announced in a ceremony at the conclusion of the event.

FULL FAMILY CAPERS

1/Lt. Ross Grayam, Commander of the Vero Beach Composite Squadron, has the distinction of having successfully integrated each member of his family into his unit.

Mrs. Grayam, who is the past state commander of the Disabled American Veterans Auxiliary, is serving the squadron as deputy commander for female cadets. WO David Grayam, who is 21 years old, received his COP while a cadet, having enlisted as an Englette at the age of 12. He is currently serving Group 15 as Deputy Commander for cadets. C/SSgt. Larry Grayam, at the age of 16, is currently serving as cadet commander of the Vero Beach Composite Squadron. He also enlisted as an Englette. Cadet Basic Karen Grayam is the youngest of the family in the squadron.

Lt. Grayam has been a member

of CAP since 1963. He was appointed commander of the Vero Beach Composite Squadron by Major James Lawrence, Jr., commander of Group 5, on 17 May 1967.

Grayam has quite a history of service in the military, as well as the veteran's organization. He was a member of the Rangers as well as the 80th Infantry Division, serving as platoon sergeant. Lt. Grayam is past state commander of the Disabled American Veterans. Besides serving on the National Constitution and By-laws committee of the D.A.V., he was awarded the National Certificate of Merit from the national D.A.V. commander.

Each member of the Grayam family holds a First Aid card for the medical self-help course, sponsored by the Civil Defense organization.

UPS AND DOWNS IN THE WING

Florida Wing rocked along during 1967 showing increases in some areas and decreases in others.

According to Lt. Col. James Paxton there was an increase of about 170 stallions during the year to bring the net total to over 400. Percentage wise there was a 100% increase in aircraft licenses, and in actual number the biggest increase was in mobile units, up 102 mobiles to 200.

Cooperate aircraft showed a drop as it has each year. This year the drop was not as much of a decline as in previous years due to the aircraft buy program. Currently there are 34 aircraft, 2 new aircraft were obtained during the year under the aircraft buy program.

Membership also showed a decline during the year. Vehicles showed a decline because of many being surveyed due to age and condition. Many new vehicles were obtained for distribution throughout the Wing including trucks and busses. Wing policy is that staff cars should not be obtained as they do not fit in well with the mission of Florida Wing in SAR, and expense to units to maintain.

Senior training increased with a larger percentage of seniors enrolling in the USAF ECI courses. Training sessions were held throughout the Wing in Search and Rescue with Lt. Col. S.H. Cohen presenting a daylong SAR presentation. A major SAR conference was held in Miami with USAF, Coast Guard, and FAA officials connected with Air Search and Rescue.

Due to lack of airlift, cadet attendance at Summer Encampment was drastically cut to the point that one encampment was cancelled by Lt. Col. William R. Bass, DCS Cadets. This was in part made up by two type B encampments, one for Sector B in Orlando and the other for Sector C

in Jacksonville and Keystone Heights.

In Spatz Awards, Florida led the South-East region. This year Florida presented the highest cadet training awards to C/Col. David Greeson, C/Col. Fred Winter and C/Col. George Mead.

Perhaps the largest increase registered in the Wing during the year was in the total number of units. Currently there are 142 chartered units in the Wing. In Sector A there are 8 groups, with 40 squadrons. Sector B shows nine groups with 41 squadrons. Sector C has eight groups with 40 squadrons. These figures do not include Sector Headquarters or Wing Headquarters units.

As can be seen from these figures, in general the Wing started on the road back to number 1 Wing in CAP during 1967. In general there was an increase in most areas except Cadet and Senior membership and to some extent in Cadet training. Florida Wing "CAN DO" with the help of each member, and put Florida back as number 1 Wing in CAP.

New Cmdrs.

Col. S. H. duPont, Florida Wing Commander, announced the appointment of several new group commanders during the month of January. The new commanders complete the roster, bringing the wing up to a total of twenty-five groups.

Appointed were Major Charles Cox, commander of Group 6; 1/Lt. Robert Byrnes, commander of the reactivated Group 11; 1/Lt. John Osteradovic, commander of Group 21; and 1/Lt. Dorothy Loyd, Florida Wing's only female group commander, in charge of Group 25.

REJECTED CADETS

The following cadets who participated in the annual Wing Cadet Special Activities Selection, had their applications rejected. In some cases these were among the top 40 cadets selected whose names were previously published.

The applications were rejected for various reasons: (1) Not a current member of CAP, (2) Incomplete information on the forms, (3) Letters necessary to accompany the application not included, (4) Signatures—either parents, commanders, or cadets—missing.

Cadets who are listed may write direct to Florida Wing Cadet Headquarters, P.O. Box 4127, Patrick AFB, Florida 32925. Attn: Major Watson, USAF. Major Watson will advise the cadets direct as to what the discrepancy is in each case.

Exam Comments

A final analysis was made of the Special Activities examination that was taken by 114 cadets and this analysis brought out quite a few interesting observations. One was that cadets must have studied their Drill and Ceremonies, as questions under this category were not missed too badly. But some other interesting highlights were brought out, such as: 63 cadets did not know where the Southeastern Region Headquarters was located; 81 did not know how many Wings there are in the Southeastern Region; 47 did not know how to report in correctly (CAPM 50-3, page 24, par. 32); 45 did not know the name of the Florida Wing Liaison Officer (better learn Lt. Col. Finney's name); 26 did not know who the National Commander is (no, Andy, it's not Col. Mason anymore); 61 did not know that the tail assembly of an aircraft is called an empennage (Aircraft in Flight); 91 did not know that Robert White was the first person to be awarded USAF Astronaut's Wings. This is just a short report on the exam. Good luck to all next year.

Col. Puff

And the cadets listed could be selected for a special activity.

- C/ Capt. Edward P. Janke Palm-ito Cadet Squadron
- C/ 1st. Lt. Stephen C. Lawson Lakeland Composite Squadron
- C/ 1st. Lt. John D. Brand Culler Cadet Squadron
- C/ 1st. Lt. Derek P. Smith Canaveral Composite Squadron
- C/ 1st. Lt. Alvis W. Jordan Jacksonville Cadet Squadron
- C/ 1st. Lt. Robert S. Dineen Titusville Composite Squadron
- C/ Capt. George Frye Naples Composite Squadron
- C/ 1st. Lt. Fred Kalka West Jacksonville Cadet Sqn.
- C/ Capt. Richard C. Wohlth Driftwood Cadet Squadron
- C/ TSgt. James H. Kendall Lakeshore Cadet Squadron
- C/ 1st. Lt. Barbara A. Huskan Driftwood Cadet Squadron
- C/ SSgt. Jose A. Fernandez Jacksonville Cadet Squadron
- C/ TSgt. Keith E. Hadden North Dade Cadet Squadron
- C/ SSgt. Geraldine A. Briggs Jacksonville All-Girl Cadet Sqn.
- C/ B Joe D. Poney Edlin Cadet Sqn.
- C/ 2C. Dan C. Ridawer Edlin Cadet Squadron
- C/ 1C. Diann R. Rouse Edlin Cadet Squadron
- C/ 1C. Jerry L. Gibson Edlin Cadet Squadron
- C/ B Christine A. Dindwicz Edlin Cadet Squadron
- C/ TSgt. Brian R. Brown Tallahassee Composite Sqn.
- C/ MSgt. Robert J. Dyches Naples Composite Squadron
- C/ 1st. Lt. Lynette Feard Oakland Park Cadet Squadron
- C/ 1st. Lt. Robert W. Chapull Naples Composite Squadron
- C/ Capt. Michael W. Bristaw Davon Cadet Squadron
- C/ 1C. Edward G. Girard Jacksonville Cadet Squadron
- C/ TSgt. Kathleen M. Kemp Orlando Cadet Squadron
- C/ SSgt. Kathleen L. Sochor West Pasco Composite Squadron
- C/ 2nd. Lt. Bernita L. Trucy North Miami Cadette Squadron
- C/ MSgt. Donna L. Burris West Pasco Composite Sqn.

Adopts S&R

Washington Wing's CAP search and rescue technique is under consideration for adoption by the Canadians. The top airline executives representing the British Columbia Civil Defense Air Service and Canadian search and rescue visited the Washington Wing recently to see if the SAR organization could be adopted by the Canadians.

Lt. Col. William H. Hamilton, Washington Wing's Emergency Service Director, explained his unit's search and rescue program to Harry W. O'Reilly, Air Tur Aviation Ltd. president and A.M. Perry, Aviation manager for the Western Division of Shell Oil Company.

Still Working

Many thanks for all the "Get Well" cards received in the hospital from CAP friends all over the state of Florida, including many from parents of cadets, and cadets.

Lt. W. A. Merton, Commander West Pasco Composite Sqn.

We regret to hear that Lt. Merton is still in the hospital, with another operation pending. He is at the Veterans Administration Hospital, Room 240 Ward 1-3 South, Bay Pines, Florida 33504.

New Bldg.

These two photos were taken about a minute apart at the ground breaking ceremony for the new Civil Air Patrol building at the Ormond Beach Airport. Below, at left CAP Lt. Dick Schmeilzer breaks the ground, watched by from left: Col. Al Cross, CAP group commander; Bert Chambers, Federal Aviation Agency; G. B. Landu, Ormond Beach Deputy Mayor; and Frank Simmet, head of air science at Embry-Riddle Aeronautical Institute. At right, Lt. Schmeilzer adds a concrete block to a wall under construction as Gerald F. Althouse, Ormond Beach City Manager, looks on. Explanation: not a contractor who works at the speed of light, but a delay of the ceremony caused by difficulty in finding a date when all the invited officials could be present.



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PRACTICE SARCAP & BIVOUAC

Juvenile delinquents? Not any of the 84 sharp teenagers who were first on the scene of a burning aircraft Sunday in the Butler Tract, just off Sheridan Street and I-95.

Neither were the teenagers who administered first aid to the pilot of the crashed aircraft, Charlie Justig, before the Hollywood Rescue Squad arrived.

Not were there any delinquents in the youths and 16 senior members of the Civil Air Patrol and one Army buck private.

The plane crash was simulated and part of the three-day exercise of the Civil Air Patrol Cadet Squadrons of Groups 16, 18 and 22.

The simulated plane crash was the climax of an intensive three-day period of instruction in water safety, transportation and traffic management, firearm safety, para-rescue methods, Civil Defense, radio communications, Air Force rescue methods, camping, camp security and ground search and rescue.

Word was received by radio that a plane had crashed and was burning in a generally westward direction from the cadet bivouac.

Rescue and search teams were immediately formed and search patterns carried out to cover every inch of terrain.

The burning wreckage of a Cessna two-seater was first sighted by Cadet Cpt. John Petruff, M Sgt. Morton Bashing and 2/Lt. William Adams.

The three pulled "the victim" from the flaming plane, administered first aid, notified headquarters of the "find" and started to put out the blaze.

CAP headquarters notified Hollywood Police, the sheriff's office, State Highway Patrol and Civil Defense.

Hollywood Rescue completed the first aid and complemented the cadets in the professional look of first aid administered and the montage (simulated burns, cuts and fractures) applied to "the victim" by Army Pvt. Robert Jenkins, a former cadet lieutenant, home on leave before going to Vietnam next week.

Hollywood police arrived and directed the heavy flow of traffic and the fire department extinguished the remains of the fire, and pieces of a demolished airplane. The "victim" had a free ambulance ride from Beacon.

When it comes to flying, the Archer family goes all the way from rebuilding their own aircraft, flying for pleasure, flying for a living and joining the Civil Air Patrol in emergency air search missions.

Although the flying bug takes its turn amidst the enthusiasm for boating and many other activities of this well-rounded five-member family, at the moment it is "top dog."

A heritage which began with his daredevil British father, the late Harry Archer, one of the first licensed pilots, inspired William Archer to learn to fly at 14 years of age and later receive his wings in the United States Air Force in 1943. He was discharged as a Major, and has now logged 18 1/2 years flying with a major commercial airline.

His family took flight with wife Anne, 21 year old daughter Penny, and even Penny's fiance taking flying lessons. Anne discontinued her lessons before she obtained her pilot's license, but she and her 15 year old son, William, are members of the Civil Air Patrol, while dad serves in the Air Force Reserve.

Although Blair, 17 years old, isn't actively in the flying team, he did his share for the family project, "Operation Stinson."

Seven long years of full-family powered operations on rebuilding a 1939 antique five passenger Stinson airplane are about to come to an end.

When the Archers all pitch in to move the wingless yellow beauty from the side yard of their waterfront home in Ft. Lauderdale, they will be dreaming of flying her to Sebring for the sports car races in February, or whatever is happening when that day arrives.

All that is left to do is attach the wings and double check the paint job, in addition to last minute checkout details.

Anne Archer, mother, wife and coordinator for this jet-pace family, first heard the news of the Stinson by way of some visitors from the North.

It seems, the most exciting thing they had seen since their arrival on the Gold Coast was a tiny sports car driving down 27th Avenue in Miami towing a big airplane.

Anne put two and two together and came to the conclusion that her husband had bought another airplane. "I knew no one but Bill would do a thing like that," she laughed.

Anne said when the plane arrived at their home in Miami, "It was a basket case... just the frame." The family set to work covering it with razor back fiberglass.

They even had to make some of their own tools, such as needles to rib stitch the wings. Rib-stitching was a job everyone did in their spare time.

Work continued on the Stinson after they moved to their ranch-style home in Ft. Lauderdale about three years ago.

But the Stinson is not the first airplane the Archers have rebuilt. Their first plane was an AT-6 (advanced trainer) single engine two-passenger.

Before he sold it, Capt. Archer had the thrill of flying it in the movie "Operation Petticoat." He was cast as one of the Japanese zeros in the movie.

Whether the Archers are whizzing through the air, the water or watching the sports cars whiz by, one thing is certain—there is never a dull moment in this household.

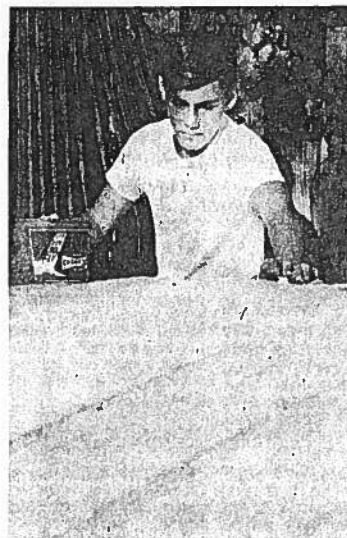
IT'S A FAMILY AFFAIR



MRS. ANNE ARCHER MASKS NUMBERS



SON BLAIR PUMPS UP FLAT FOR THE TRIP TO THE AIRPORT



WILLIAM WASHES DOWN WING FOR FINAL PAINTING



CAPTAIN BILL ARCHER ADJUSTS AIRCRAFT'S INSTRUMENTS

National Hq. Briefs MAC, AFCS on CAP

The story of Civil Air Patrol and its formation, together with an outline of its history, accomplishments, emergency services, and aerospace educational opportunities, recently was presented to leaders of the USAF's Military Airlift Command (MAC) and Air Force Communications Service (AFCS) at Scott AFB, Illinois.

Briefing the two major air commands were Col. Lemuel H. McCormack, Deputy Chief of Staff for Operations, and Major C. L. Crabtree, CAP's Director of Communications. The two officers from National Headquarters CAP-USA were welcomed to the huge MAC base near Belleville, Ill., by AFCS Commander, Maj. Gen. Robert W. Paulson.

Speaking on CAP's mission, Colonel McCormack explained its tie in with the overall Air Force mission. He outlined the CAP's role in flying emergency activities; aerospace educational opportunities open to cadets; their potential to the Air Force; and the Corporation's emergency services program. In the latter program, CAP pilots and aircrews fly search and rescue missions throughout the nation under Aerospace Rescue and Recovery Service (ARRS) direction.

Explaining similarities in the CAP communications system to AFCS-sponsored Military Affiliate Radio Service (MARS) program, Major Crabtree described its mission, organizational and functional aspects.

Purpose of briefing MAC and AFCS was to better acquaint Air Force commanders with CAP's capabilities and solicit their help while showing the many CAP achievements in its 26 years of service to the public. Civil Air Patrol depends on Military Airlift Command for airlift support and on Air Force Communications Service for equipment.

T.V. STAR

Recognition of TV-Movie Star Susan Oliver's recordbreaking flight in a light airplane from New York to Copenhagen, Denmark, brought her an invitation recently to join the Civil Air Patrol.

While offering congratulations on her achievements in flight, CAP's National Commander, Air Force Brig. Gen. William W. Wilcox wrote: "We are proud, indeed to see such aeronautical accomplishments and as a token of our esteem, wish to present you with honorary membership in our organization."

The petite blonde claimed five world records on her seven-day flight in an Aero Commander 200. She had planned to fly to Moscow, but at the last minute was declined entry to fly over the Soviet Union by the Russians.