



# 'Gator CAPers



VOLUME 21, NUMBER 2

MIAMI, FLORIDA

FEBRUARY 1980

## Wing Conference

Florida Wing will hold its 17th Annual Wing Conference and Awards Banquet in conjunction with the National Congress on Aerospace Education. By holding a joint meeting, Florida's membership and interested aerospace educators will be able to see and hear nationally recognized persons in the field of aerospace. This will be one of Florida's most interesting and exciting conferences! Plan to attend on 28, 29, and 30 March 1980.

### \*\*\*\*\* AGENDA \*\*\*\*\*

#### FRIDAY, MARCH 28

- 1800 - 2000 Registration Desk Open  
Executive Board Dinner Meeting  
Florida Wing Promotion Board, Aircraft Utilization Board
- 2000 Florida wing Staff Meeting, Group Commander's cocktail party and reception

#### SATURDAY, MARCH 29

- 0800 - 1200 Registration Desk Open
- 0830 - 1230 General Assembly, Royal Banner Hall
- 0830 - 0915 "The Space Shuttle and Science"  
Dr. Kathy Sullivan, NASA Astronaut
- 0915 - 1030 "Out Heritage of Flight"  
Dr. Paul Garber, Historian Emeritus, National Air and Space Museum
- 1030 - 1045 Break
- 1045 - 1135 "The World of Agricultural Aviation"  
Mr. Farrell Higbee, Executive Director, National Agricultural Aviation Association
- 1140 - 1210 "Poking-Fun"  
Dr. James Blakley
- 1215 - 1330 Lunch
- 1330 - 1630 General Assembly, Royal Banner Hall
- 1330 - 1400 "Greeting"  
Brig. Gen. Johnnie Boyd, CAP  
Brig. Gen. Paul Gardner, USAF  
Col. Richard Leali, CAP
- 1400 - 1445 "What is Aerospace Education?"  
Mr. John V. Sorenson, DCS, Aerospace Education, CAP National Headquarters

1445 - 1500 Break

- 1445 - 1630 "Civil Air Patrol's Aerospace Education Mission"  
Ma Jule Zumwalt, RDAE, Pacific Liaison Region, USAF-CAP  
Mr. Kenneth Perkins, RDAE, South East Liaison Region, USAF-CAP  
Mr. Paul Foster, Director of Aerospace Education, Florida Wing, CAP

1800 - 1900 No Host Cocktail Hour

1900 Florida Wings Awards Banquet

#### SUNDAY, MARCH 30

0900 - 1200 Florida Wing Commander's Call, Royal Banner Hall

Conference pre-registraiton form and hotel reservation form are on page 12 of this issue. Mail them Now! Deadline for pre-registration reduced rates is March 15. Hotel reservations must be received by March 10.

### PROJECT LAUNCH TO BEGIN AGAIN

Brigadier General Johnnie Boyd, CAP, National Commander of Civil Air Patrol, has announced a new six month recruiting drive. The goal is to increase Civil Air Patrol's overall membership by 10% during the period 1 January 1980 - 30 June 1980. Any CAP member, senior or cadet, who recruits 3 new members will have his membership renewed free for one year. Additionally a unit commander category has been added. For the recruiting unit commander or his designee, free renewals will be as follows:

- a 10 - 19 new recruits ..... 1 year free renewal
- b. 20 - 50 new recruits ..... 2 years free renewal
- c. over 50 new recruits ..... 3 years free renewal

Florida's wing-wide recruiting effort, Project Launch, will run simultaneously with National's Recruiting prizes for the 1st, 2nd, and 3rd place senior recruiters and 1st, 2nd, and 3rd place cadet recruiter are as follows:

#### SENIOR RECRUITER

- 1st Place - Clegg Radio or Complete Mess Dress Uniform
- 2nd Place - \$50 Bookstore Credit and \$50 Activity Credit
- 3rd Place - \$50 Bookstore Credit or \$50 Activity Credit

#### CADET RECRUITER

- 1st Place - Clegg Radio or Stereo System
- 2nd Place - \$50 Bookstore Credit and \$50 Activity Credit
- 3rd Place - \$50 Bookstore Credit or \$50 Activity Credit

Recruiting trophies will also be awarded to 1st, 2nd, and 3rd place Groups and Squadrons.

**COMMANDER'S****LETTERS****COLUMN**

By Colonel Richard L. Leali, Sr.

**AVIATION FUEL SHORTAGES**

On a recent Emergency Services Mission (REDCAP), one of our local units encountered a very serious problem which could impact future search and rescue missions which they are called upon to perform. Their local fixed base operator furnished Civil Air Patrol with all of the aviation fuel necessary to conduct its USAF authorized mission. In the course of providing all of the aviation fuel needed for the mission, the fixed base operator exhausted his monthly fuel allocation from the oil company which supplied him. The oil company disapproved his request for replacement aviation fuel and this fixed base operator was caught short with no aviation fuel for his regular customers during the remainder of the month.

As you are aware, fuel supplies continue to be scarce with major distribution problems almost everywhere. This could have a serious impact on the Florida Wing's Emergency Services Program. The ultimate tragedy would be not to have enough fuel, vehicle or aviation, to conduct a USAF authorized mission.

Group and Squadron Commanders are urged to contact their County Fuel Allocations Officers, fixed base operators, and gasoline vendors, advising them of the need for fuel for the conducting of emergency search and rescue missions. You must request that Civil Air Patrol be exempted from normal fuel allocation quotas for the conduct of Emergency Services (saving lives).

Remember . . . no one can force a gasoline vendor to provide fuel for Civil Air Patrol. You must attempt to make them aware of the necessity of the need for fuel.

Most importantly . . . contact them in advance of the need. Don't put your squadron or group in the position of trying to clarify fuel quotas after the fact such as happened in the situation described above.

Please take action now while there is still time to do something about the problem.

**FLORIDA WING CALENDAR**  
1 January 1980

Mar 1	SER Commanders Call
Mar 8	Group 7 SAR Exercise, Herndon Airport
	Group 2 Inspection
Mar 13	Group 14 Inspection
Mar 15 & 16	CDEX **** Change of Date
Mar 22 & 23	Open
Mar 26-30	National Congress On Aerospace Education, Orlando
Mar 28-30	Florida Wing Conference, Orlando
Mar 30-Apr 5	type A Encampment, MacDill AFB
Apr 6	Easter
Apr 11 & 12	NEC
Apr 14-18	National SAR School, Governor's Island, NY

Commanding Officer  
Aerospace Rescue Recover Center  
Scott AFB

Dear Sir:

We are again requesting your office to authorize the CAP to assist the Orlando FSS during the Daytona "500" Race day February 17, 1980.

The CAP assistance has been an invaluable aid in eliminating useless and unnecessary searches by logging all itinerate arrival and departure time with aircraft identification.

Your continued cooperation is appreciated.

Sincerely,

William O. Vickers  
Acting Chief, Orlando Flight Service Station

Mr. George Jackman  
Sector A  
Civil Air Patrol

Dear Mr. Jackman:

This is by no means an easy letter to write because I can not think of any words that are adequate to express my deep appreciation for all that was done in the effort to locate my husband, Jack W. Houston.

It was indeed refreshing to learn that there are people out there that care about their fellow-man. The trend today, as you well know, is to put yourself at the top of the list of things to do and there are times I must admit that I have been guilty of just that.

Another important factor that I have personally learned is that our Government is 'ever-ready' in an emergency of this type. I have never doubted the loyalty I have for my country and this cry for help that I issued which received tremendous response only confirms my thinking that the United States is the greatest country in the world.

My deep appreciation and thanks go out to you and all of your staff who exercised their dedication and attention on trying to find my husband. I realize these people gave up their free time and used their own planes to become part of the search party. Of course, it also takes a lot of dedication of a leader of a group like this, such as you, to command the same interest and dedication in an all out effort such as this.

Thanks is such a little word but it has one of the largest meanings when it comes sincerely from the heart and that is the way I am sending it. Please express this to all concerned and I might say that from this day forward when I hear the words Civil Air Patrol I will bow my head in a moment of thanks.

Very truly yours,

(Mrs.) Esther Houston  
Delray Beach, Florida

# Emergency Services

## REDCAP UPDATE

Mission #4-1418; 29 October 79  
Purpose: ELT Search

Miami ARTCC advised of an ELT signal being heard in the Palm Beach area. Florida CAP ground teams using hand-held equipment located the non-distress signal on a boat in the area of the Stewart and Jupiter Inlets. Signal was activated by an unknown cause and deactivated by the USCG.

Mission #4-1425 A; 30 October 79  
Purpose: ELT Search

Miami ARTCC advised of an ELT signal being heard in the Palm Beach area and CAP search teams were activated. The signal terminated before it could be located.

Mission #4-1481; 12 November 79  
Purpose: ELT Search

Miami ARTCC advised of an ELT signal being heard in the Orlando area and CAP ground teams were dispatched. Signal terminated before it could be located.

Mission #4-1532; 24 November 79  
Purpose: ELT Search

Miami ARTCC advised of an ELT signal being heard in the Tampa area. CAP search teams using airborne DF equipment located the signal in a Globe Swift on the ground at Avon Park Airport. Signal was deactivated by the aircraft owner and CAP personnel.

Mission #4-1534 A; 25 November 79  
Purpose: Search for Missing Aircraft

Florida CAP assisted the Florida Division of Disaster Preparedness in the search for a BE-50, N1706, white, black and orange, missing enroute from Delray Beach to Key West. As of 28 November all leads were exhausted and the mission suspended. One person was involved and remains missing. Florida CAP aircraft flew 38 sorties during the search effort.

Mission #4-1562 A; 30 November 79  
Purpose: Search for Missing Aircraft

Florida CAP assisted in the search for a red and white Grumman AA-1 reported missing on a local flight in the Melbourne area. No flight plan had been filed and last known position was the point of departure and Melbourne airport. CAP search crews located the aircraft approximately 12 miles NW of Melbourne. A flight surgeon and med tech were dispatched from Patrick AFB to the crash site. Both occupants of the aircraft were declared deceased at the site and the bodies were recovered by the Brevard County Sheriff's Dept. Nine CAP aircraft flew 12 sorties during the course of the mission.

Mission #4-1573 A; 5 December 79  
Purpose: ELT Search

Miami ARTCC advised of an ELT signal being heard in the Okeechobee area. CAP crews began the search but the signal was deactivated before it could be located.

Mission #4-1601; 16 December 79  
Purpose: ELT Search

Miami ARTCC advised of a signal being heard in the Orlando area and CAP launched a search. Crews using hand-held equipment located the source of the signal in a Cessna 182 on the ground at the Mid-Florida Airport. The non-distress signal was deactivated by CAP personnel.

Mission #4-1647 A; 30 December 79  
Purpose: Search for Missing Aircraft

Florida Wing personnel were called in to assist in the search for a possible crashed aircraft that had been sighted on the ground near Ft. Lauderdale. Search teams located the gold and red Cessna 172 in a remote area about 35 miles west of Ft. Lauderdale. Miami Coast Guard sent a helicopter to investigate and reported that aircraft did not appear to be in distress and no people were seen at the sight. Two CAP aircraft participated in the search.

Mission #4-011 A; 5 January 80  
Purpose: Search for Missing Aircraft

Florida CAP was called out to search for an aircraft reported missing on a local flight from OpaLocka Airport. Mission was closed when the pilot called the airplane's owner to say that he was in Stuart and in no distress. Fifteen sorties were flown by CAP personnel.

Mission #4-016; 8 January 80  
Purpose: ELT Search

Miami ARTCC advised that an ELT signal was being heard in the Ft. Myers area. CAP personnel using airborne and hand-held DF equipment located the signal in a Cherokee Cruiser on the ground at Page Field and deactivated it.

## GROUP SEVEN PARTICIPATES IN SEARCH EFFORT

Members of Group 7 were called upon recently to assist in the search for a Beechcraft Bonanza reported lost in the area of Leesburg, Florida. The aircraft was enroute to Leesburg from Macon, Georgia when it ran into severe weather and nearly zero visibility. CAP personnel were called upon by the Sheriff's Departments of Lake and Sumter Counties.

LColonel Gerald Genaw, mission coordinator, dispatched LColonel Tom Grady and Capt. Tom Locke of Showalter Squadron to the area at first light to fly as observers in helicopters until the weather cleared enough to allow CAP fixed-wing aircraft to enter the search area.

The local authorities reported the aircraft located when one of the aircrew walked out of the crash site during the night and waved down a passing car for assistance. The site was in such a remote area of the swamp that positive identification had to be withheld until a ground team could get to it. Capt. Locke was one of the ground team members who made the identification. The other person on board the aircraft was found to be deceased.

Other CAP members assisting in the search were Capt. Mac McMorrow (Showalter Sq.), SM Gerry McConnell (Seminole Cadet Sq), aircrew members; communicators WO David LaMontagne (Seminole), C2Lt. Larry Bevis (Orlando), and Major Linda Eddy (Group 7 Commander).

-1 Lt. Byron Rambo Mission Information Officer

**HOW TO MAKE A SQUADRON GROW**

INVERNESS, FLA. - Civil Air Patrol is on the map in Citrus County, Florida. When Lt. Colonel Fred W. Hess took command of Citrus Co. Composite Squadron August 15, 1979, the unit was operating with ten active cadets and three active seniors. The roster now stands at forty seven active cadets and nine active seniors.

This growth was brought about through an extensive recruiting campaign and media blitz. Col. Hess accompanied by Major Arlyn Sukut, Dep. Cmdr. and Major Marion Hess, Admin. Off. and cadets Ernest Stanley, Robert Martin, Joseph Stanley and Jeanne Wilson spent one entire day briefing each class at the Inverness Middle School on the CAP program. The results of this was a 282% increase in membership.

Inverness is a small town but also the County Seat of Citrus County. Because of this, it is served by three out of town newspapers as well as the local paper. Major Hess, who previously served as Information Officer for National Capital Wing and Public Relations Officer with Middle East Region, capitalized on this potential for media coverage. This has resulted in an article every week in two or more papers.

This publicity has paved the way for acquiring assistance from the community without having to explain "what CAP is" initially. With the emphasis being on the cadet program, the unit has obtained a new meeting place (the County Court House), secured the services of the local recruiter as a drill instructor, obtained the services of the local fire department who lights the area with floodlights so drill can take place, developed a working rapport with the Civil Defense Authority and embarked on a fund-raising campaign within the community.

The number of youngsters who responded to the school briefings proved that there is a need for CAP in Citrus County. Many of them come from outlying areas of the county to attend the meetings. Some come directly from school and wait three hours until meeting time. Twenty of the new cadets have already received their first orientation ride and already a drill team is being formed.

With national membership still declining, Citrus County Composite Squadron is on the rise. How? Try proper and effective leadership, role models, recruiting effort and publicity and see what happens. Citrus did and they're only beginning.

MAJOR MARION HESS,  
Citrus Squadron Public Affairs Officer

**MCCOY SQUADRON HONORED**

The McCoy Cadet Squadron was honored recently, when the unit received a citation from the NATIONAL POLICE OFFICER'S ASSOCIATION. It was presented by Mr. Don McTarsney, a member of the association, who submitted the award to their awards committee.

The award was for the unit's quick response and positive action last March, when a twin-engine aircraft crashed in Howey-in-the-Hills, Florida. The call for a ground team came over the radio during a unit meeting. The cadet ground team was at the location of the crash in less than two hours, traveling from the extreme end of Orange County to the extreme north end of Lake County.

The ground team (1 Lt Byron L. Rambo, C/WO Royce Andrews, C/WO Shawn McTarsney, C/WO Don Walker, and C/WO Chip Brown) remained overnight at the site to provide security, until they were relieved by the investigator from the National Transportation Safety Board.

**GROUP ONE COMMANDER NAMED**

Panama City, Florida— Civil Air Patrol Major Walter G. Green, III, has assumed command of Group I of the Florida Wing of Civil Air Patrol. Group I includes the area to the West of the Suwannee River.

Major Green joined Civil Air Patrol in Virginia in 1975, where he served as the commander of the Fort Lee Composite Squadron. During a three-year tour in England he worked closely with English cadet organizations and served as commander of the first Civil Air Patrol unit in Europe, the Alconbury Cadet Squadron. Prior to assuming command of Group I, he served as the Group's Plans and Programs Officer. His is a graduate of the Air Command and Staff College and has been twice awarded Civil Air Patrol's prestigious Meritorious Service Award.

Major John Hobbs, the former Group Commander, has been appointed to serve as commander of Sector D, which includes Group I. As a Sector Commander he serves on the Florida Wing Staff and is primarily responsible for directing search and disaster response activities.

-2 Lt Jean Woodham, Group One Information Officer

**GROUP SEVEN SARCAP**

More than 200 members of Florida Wing Sector B participated in a quarterly SAR test January 12 and 13. Base of operations was Hernando Airport in Brooksville. Mission coordinators were CAP LColonels Willard David and Fred Hess.

Mission objective was to locate an aircraft supposed to be lost enroute from Pensacola Naval Air Station to St. Petersburg via Panama City. Last reported position was at Gainesville where the pilot reported fire in the cockpit and that he and the co-pilot were bailing out. Weather at the time was heavy overcast, rain squalls, and gusting winds up to 25 knots.

The simulated mission began at 0900 hours. The weather at this time had deteriorated to zero-zero making it a strictly ground search effort. By 1100 hours ground teams reported picking up two ELT signals but by 1145 hours the rains were so heavy that the teams had to stand by. The search continued throughout the day until the targets were located by cadets from the New Port Richey Squadron.

The mission was judged a success by Air Force evaluators Majors Thomas Stanbaugh and William Hopgood, and M/Sgt. Andrew Berg. Also on hand as observers were Wing Commander Colonel Richard Leaf, Sr., D/Wing Commander LColonel Robert H. Pinney, and CAP/USAF Liaison Officer LColonel Mike Mills.

**CADETS AT SARCAP MAKE REAL RESCUE**

Cadets from the New Port Richey Squadron arrived at the SARCAP area Friday night to erect tents. At 0300 hours Saturday, the cadets on guard detail at the north gate of the airport reported that a car traveling at a high rate of speed had left the highway and flipped over. Thirty-three cadets rushed to the roadside to find a Datsun B210 flipped over on its roof and a woman in a nurse's uniform trying to get out of the car. They managed to get her out of the vehicle and administered first aid. A phone call brought help for the woman and a tow truck for the vehicle.

-LColonel J. E. Day,  
Public Affairs Officer, New Port Richey Sqdn

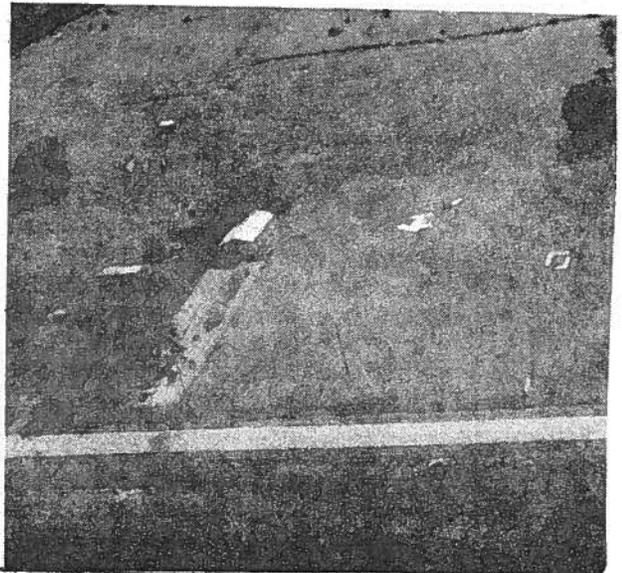
# photo pages

C/WO Holly Taylor received her Mitchell Award, which was presented to her by Chaplain Renard. C/WO Holly Taylor is the Cadet Deputy Commander at North Tampa Cadet Squadron. Col. Renard has been Chaplain for North Tampa Cadet Squadron since September 1968.



During the month of December, Hillsboro I Senior Squadron flew a total of 35 Group 3 cadets on orientation flights. Cadets were given a briefing on the area in which they would be flying and were shown how the aircraft is given a pre-flight check.

## SARTEST SNAPSHOTS -- PLANNING THE SEARCH . . . ON TARGET

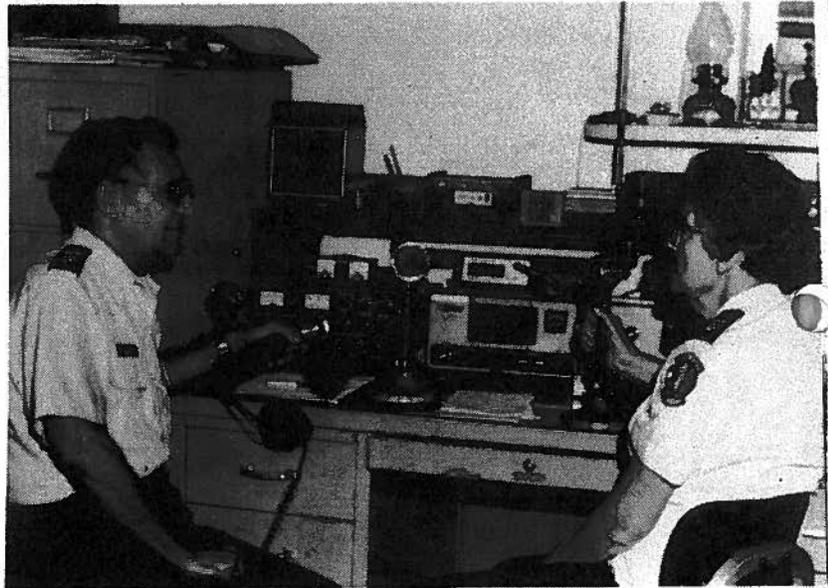




Second Lieutenant Joe Hinson, of Hillsboro I Senior Squadron recently made his first solo flight in the Group 3 corporate aircraft, a Cessna 140. Lt Hinson has been a member of the Squadron for two years and serves as Squadron Safety Officer.

These two L-Col, a husband and wife team have a total of over 45 years of service to the organization, on it's 38th anniversary, in December. Col. Ross J. Sedita joined January 1948. Both are retired and maintain at their home in Merritt Island a room full of radios with one of the best communication systems in the Florida Wing. Elizabeth (known as 'Lib' to many) is the Commander of Group 12. Group 12 consists of four squadrons in Brevard County. Over the years they both have held various positions in other Wings in Alabama and Florida. Col. Ross is now the Director of the Southeast Region. Before Col. 'Lib' was appointed Group 12 Commander, she was the Patrick Cadet Squadron Commander for almost six years. That Squadron meets at Patrick every Monday night on the base. The two have won various service awards too numerous to mention. Their daughter Donna Medina is now the Chief of Staff for the Mississippi Wing. Donna's Husband Gabe is the Assistant Director of Communications in the same Wing.

Captain Chet Brogan,  
Group 12 Public Affairs Officer



Cadet Warrant Officer Don Walker was presented the award for being the best "super doolie" at the 1979 Cadet Summer Encampment in Orlando, Florida. The trophy was presented by Major Linda Eddy, Commander of Group 7 at a meeting of the McCoy Cadet Squadron (08143).

A super doolie is a cadet who has previously attended an encampment. Cadet Walker served as the Cadet First Sergeant at the encampment, which was held at the Naval Training Centers Recruit Training Command.

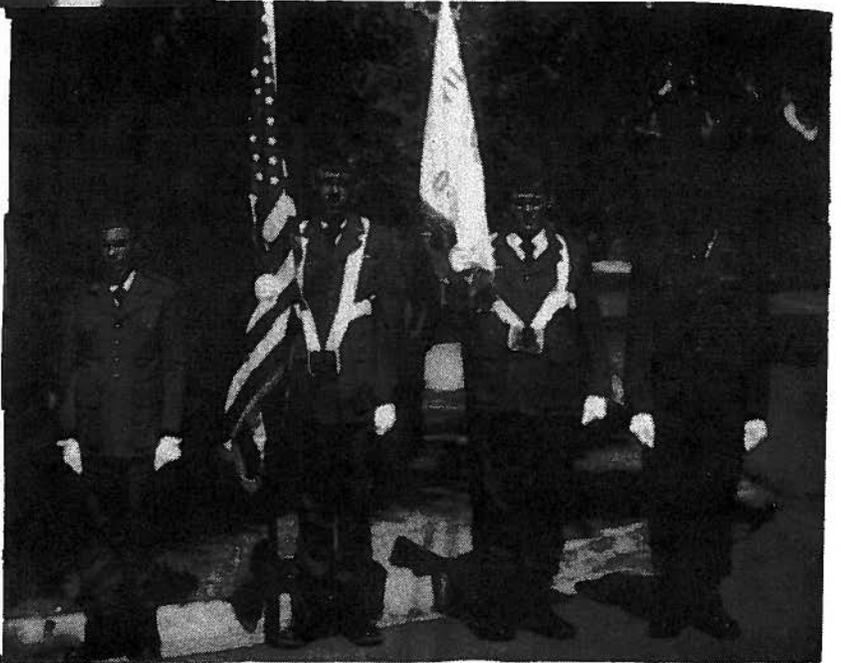
Cadet Walker presently serves as the Cadet Executive Officer for the unit.

From 1/Lt Byron L. Rambo, Group 7 Public Affairs Officer



The corporate aircraft maintained by Hillsboro I Senior Squadron, Group 3, was part of a CAP static display at the annual MacDill AFB Open House. Over 100 thousand people attended the function, and many favorable comments were made in relation to the CAP display. Cadet and senior members from all units in Group 3 participated. (Hillsboro Public Affairs Officer).

The Gainesville Composite Squadron participated in the Cedar Key Seafood Festival recently along with the Cedar Key Flight and some members of Group 13. In addition to a CAP information booth, the organization was represented by a marching unit and color guard cadets Paul Phillips, Peter Van Mierop, Ron Trojanowski, and Carl Cooper. (Rebecca Robertson, Public Affairs Officer, Gainesville Comp. Sq.)



Members of group 4 and Sector B celebrated CAP's 38th birthday in December with a dinner and awards presentations. Wing Commander Colonel Richard L. Leali, Sr. presented a Meritorious Service Award to New Port Richey Squadron commander LColonel Joseph Day for his efforts in the Wing Recruiting Drive and his assistance in organizing and training members of several new units. Cadet Warren Phillips of Regency Park also was recognized for his recruiting efforts and was presented with a check for \$50, one of the prizes offered during Project Launch. (Photo report by LColonel J.E. Day, New Port Richey Comp. Sq.)

# FLYING SAFETY UPDATE

## “WHERE THERE’S SMOKE...”

An inflight fire is a serious emergency that demands decisive action from a pilot, who should be prepared to expect additional emergencies caused by the flames, such as an off-airport landing or equipment failures.

The accident statistics indicate that airborne fires don't occur very often, a fortunate fact for pilots, since most general aviation aircraft aren't equipped with fire detection/suppression systems. Pilots must usually rely on their natural “sniff and see” equipment. Unfortunately, an airplane may be badly crippled by the time its pilot senses the flames or smoke.

A pilot should carefully review his aircraft operating manual, set up a handy checklist or commit to memory the manufacturer's recommended procedure for handling an inflight fire. When flames are tickling the aircraft, the pilot doesn't have time to be searching out such information.

Fuel or oil is often responsible for feeding an engine fire, and a shutdown of the powerplant is usually called for: throttle closed, mixture off, fuel pump off, fuel selector off, and magnetos off.

Pilots of powerless single-engine aircraft are left with no choice except to make a forced landing. Twin-engine pilots may elect (a “judgment call”) to continue the flight to the nearest airport; however, a wing could be seriously impaired and lead to a failure. Even a brief but intense fire could cause dangerous structural damage. In some cases the fire could continue to burn under the wing and out of view of the pilot.

Air and heater vents should be closed to reduce the possibility of smoke filling the cabin and incapacitating the pilot. The pilot may slip the airplane in an effort to keep flames from the cabin.

A high speed descent may snuff out the blaze and hasten getting the airplane on the ground. During the descent a turn will allow the pilot to see if smoke continues to trail behind the airplane, a fair indication that the fire may still be active.

If the flames are snuffed out, no attempt should be made to restart the engine. A serious problem existed in order for the fire to have begun in the first place, so a restart may only rekindle the blaze. And the pilot may not be lucky enough to extinguish it the second time around.

A fire originating inside the cabin is frequently associated with the electrical system. The odor of burning insulation is a signal to shut off the master switch, as well as all other electrical switches. If that procedure solves the problem (a careful check of the circuit breakers may reveal the culprit), the pilot might attempt to isolate a malfunctioning piece of gear. After returning the master switch to “on,” individual items can be turned on one-by-one (most important items first) with short intervals of

time between. Hopefully a defective unit can be located by tell-tale smoldering and turned off. In the event of a fire in the cabin, a vent may be opened to allow some fresh air in (if the airplane isn't pressurized), but the pilot should be alert to the possibility that a draft could fan a smoldering fire in a wire bundle.

Lighted cigarettes can set fire to upholstery or charts. A coat or blanket may be used to smother the flames, or coffee from a thermos may be used to drown them.

Butane lighters and hair spray contain flammable substances and could create a sudden blaze if their contents ignited in flight. The problem could be compounded if the containers were stored in a baggage compartment, especially one inaccessible in flight. So, the pilot should give some thought to what the luggage contains before he loads it aboard the airplane.

An on-board fire extinguisher offers an additional means of coping with an inflight cabin fire. But the close confines of an aircraft cabin can pose some potential problems when certain extinguisher contents are used to fight a fire. Extinguishers using carbon dioxide (CO<sub>2</sub>) may create a toxic atmosphere when discharged in a confined cockpit area. If discharged directly on flesh, it can cause injuries because of its extremely low temperature when liberated from its container. Vaporization of the CO<sub>2</sub> can form a temporary fog that could obstruct vision. CO<sub>2</sub> is particularly good for fighting flammable liquid and electrical fires. It is non-corrosive and leaves no residue.

Dry chemical extinguishers, using sodium bicarbonate-based compounds among others, are also effective against burning liquids and electrical fires. Discharging a dry chemical fire extinguisher in the airplane is likely to cause a “cloud” of fine particles that could impair vision. The breakdown of the chemicals by the heat may also be irritating to the eyes and respiratory tract.

Plain water extinguishers are effective for upholstery fires (as are the other types of extinguishers) but they are not for use on burning liquid or electrical fires.

Fire extinguishers in the airplane should be readily available in flight. They must be secured in quick-release brackets, lest they become dangerous missiles in turbulence or lost under a seat when needed most. The installation of the brackets must be performed by a certificated mechanic.

An inflight fire presents a serious problem to a pilot. The best protection is to avoid having one in the first place. That begins on the ground with proper maintenance and thorough preflights.

Any pilot faced with an inflight fire must act swiftly and be prepared to cope with other problems that may be created by the flames before the situation becomes “too hot to handle”.

**PACIFIC REGION STAFF COLLEGE**

The 1980 Pacific Region Staff College will be held in Las Vegas, Nevada at the University of Nevada from 1 through 6 June 1980.

Prerequisite for attendance is Senior member who has completed Level I.

Application is to be made on CAP Form 17. Only one copy is needed at this office. **Twenty-five dollar deposit** required with application. Application is to be forwarded from your unit commander to Wing HQ. (Squadrons should not need to go through Group and/or Sector). Wing HQ will then forward directly to the Staff College office. To relieve the paperwork load, it should not be necessary for any level other than the applicant to keep a copy of the application. **After** attendance, the National machine listings will show attendance for member's personnel records.

Cost of the activity will be \$80, which will include lodging, meals (banquet included) and registration fee. Lodging is based on double occupancy of rooms. If you wish to room alone, plan on an additional \$12.50 for the week. (Cost based on room Sunday through Thursday nights and meals Sunday noon through Friday noon.) If you arrive on Saturday night, room will be \$5 per night per person.

If you wish to bring your family and make it a vacation, they may stay in the dormitories with you. We need to know in advance about families, so we can arrange for additional rooms.

College credit (2 semester hours) will be available in the School of Business and Economics - Upper Division. (Mgmt 410-X Leadership Seminar).

Classes will commence at 1300 hours on Sunday 1 June and the activity will end with graduation exercises on Friday afternoon. Registration will be on Saturday 31 May and Sunday morning 1 June.

The Pacific Region Conference will also be held in Las Vegas, scheduled to begin on Friday afternoon, immediately at the conclusion of the Staff College.

All applications received at the Staff College office by 1 May will be eligible for a drawing for a complete set of CAP Regulations and Manuals.

Upon acceptance, each applicant will be furnished with a Course Description which will show the hours to be spent in each subject. This may help in arranging time off, and/or employer assistance. OR, a copy can be sent of a phone call or card is sent to the Director for those who may need to know **before** they can request tie off from employers. Home phone of Director is 503-283-1799.

IRIS J. DONALDSON, LCol, CAP  
Director of Administration

**REVISED AIR COMMAND AND STAFF COLLEGE PROGRAM.**

Effective 1 JAN 80 a new ACSC Program of 50 lessons, in four separate courses is available to CAP officers in the grade of O-4 and above. The entire program will require completion within two (2) years of enrollment. The old program of three courses is available thru 31 December 1979. Apply directly to ECI in accordance with CAPM 50-17.



an **ACTIVE** program  
for **ACTIVE** Americans

**FLORIDA WING SQUADRON LEADERSHIP SCHOOL,  
31 MAY - 1 JUN 80.**

The first Wing-wide SLS will be offered 31 May 1 Jun 80 at Webber College, Babson Park, Florida, just south of Lake Wales. You may drive, or FLY-IN, using the Airport at Lake Wales, from which a shuttle bus will be provided to and from the college. Accommodations for Friday (30 MAY) and Saturday (31 MAY) will cost approximately \$10 per night. **ADVANCED RESERVATIONS** to be sent to DTT/FLWGHQ by 15 MAY 80. Food will run approximately \$2 for breakfast, \$3 for lunch and \$5 for dinner, cafeteria style. We will have an entire college to ourselves for the weekend, with library, study areas, class rooms, grounds for walking, exercise areas with playing courts and a lake for swimming. Initial interest would be appreciated. The curriculum will be somewhat revised as compared to the recent Central and South Florida SLSs, with longer periods given to Squadron-level duty assignments, such as cadet programs, operations, administration and other "specialty track" areas, with more emphasis on "doing the job in the unit."

**SOLO SCHOLARSHIP MONEY**

The Florida Wing through the State Appropriation, is now ready to disperse the Solo Scholarship money to the Groups. The money will be dispersed according to the last group standings.

Group 3 .....	3 Scholarships of \$175 each
Group 16 .....	3 Scholarships of \$175 each
Group 4 .....	3 Scholarships of \$175 each
Group 17 .....	3 Scholarships of \$175 each
Group 1 .....	3 Scholarships of \$175 each

The remaining groups have one scholarship each of \$175.

**QUALIFICATIONS TO BE MADE BY EACH CADET:**

1. 16 years of age.
2. FCC restricted radio/telephone permit
3. FAA 3rd class medical/student pilot license
4. Copies of items 2 and 3 must be sent to the Office of DCP by 1 March 80 OR THE GROUP WILL LOSE THE SCHOLARSHIP

-For the Commander

Major Angela K. Artemik, CAP  
Director of Cadet Programs

## Virginia Wing Building Fund

The Virginia Wing Civil Air Patrol Headquarters Building Fund Committee has for sale a Blue/Black Baseball Cap with "Civil Air Patrol" over the front bill. These letters are in white and the cap is washable. This is a very attractive cap made of polyester nylon knit with a reinforced front lining. These caps are manufactured here in Virginia.

These caps were made part of the uniform by National Headquarters in July this year by General Cassidy and the national board. This cap can be worn with civilian clothes with the insignia of rank removed. It was authorized to be worn with the blue jump suits and fatigues only.

TO ORDER the new "OFFICIAL CIVIL AIR PATROL BASEBALL CAP" with Civil Air Patrol written across the front, please fill in this form and send to the following address:

VIRGINIA WING HEADQUARTERS BUILDING FUND  
CAP USAF AUXILIARY  
P.O. BOX 237  
SANDSTON, VIRGINIA 23150

Name of Wing/Organization \_\_\_\_\_

Name of Squadron \_\_\_\_\_

Address of Squadron \_\_\_\_\_

Address where caps are to be sent:

NAME \_\_\_\_\_ STREET/BOX NUMBER \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

PHONE ( ) Area Code NUMBER \_\_\_\_\_

NUMBER OF CAPS (all are adjustable) \_\_\_\_\_ each

PLEASE ENCLOSE, PER CAP, \$5.00 plus \$1.00 shipping and handling cost.  
Please DON'T SEND CASH.  Cashiers Check  Personal Check  Money Order  
On orders of 25 caps or more, orders will be shipped prepaid. Please allow 3 to 4 weeks for delivery after receipt of order.

### WING SARTEST 79

Preliminary briefing for the test was held November 16 at the National Guard Armory in Lake Wales. Several staff positions were filled and the general assembly was divided into smaller groups for more detailed briefings.

The test began November 17 after the remaining staff positions had been assigned and all personnel had been briefed. A schedule of one aircraft every fifteen minutes was set and two areas were designated as visual search targets. A one mile track creeping line pattern was to be strictly adhered to and completed through the entire area to avoid any conflict with other aircraft in the search sector. Aircraft completing the visual search were to divert to another sector for ELT and ground team practice using two-way radio or any other type signal to guide ground teams to the target. All targets were located by the search crews.

### CADETS REPRESENT FLORIDA AT NATIONAL COMPETITION

Sixteen Civil Air Patrol cadets from the central Florida area representing the state of Florida and the CAP Southeast Region in the annual CAP National Cadet Competition at Maxwell AFB, Alabama. The cadets were coached by Captain Charles 'Skip' Pfeiffer, CAP of Winter Park, and escorted by Lieutenant Astrid Johnson, CAP, of Longwood.

The CAP National Cadet Competition is more than just a drill team event. The cadets were judged by military officers and CAP officers on their personal knowledge of aerospace and leadership topics, an extensive written examination, volleyball match, measured mile run, and the uniform and drill exhibition. The cadets have practiced for over 3 years to win the state contest held here in Orlando last March. The team then traveled to Ft. Rucker, Alabama where they competed against teams from Alabama, Tennessee, and Georgia for the Southeast Region title.

-PUBLIC AFFAIRS OFFICER, GROUP SEVEN

### GROUP 16 STAFF CHANGES

Charles S. Myers, Major-CAP, Commander of Florida Wing's Group 16, has announced changes in the Group's staff effective 1 January 1980.

S/M David E. Wilson and S/M Joseph D. McPike, M.D., have transferred from Lakeland Senior Squadron - 08328. S/M Wilson will serve as Group 16's Operations Officer, and Dr. McPike has accepted the position of Medical Officer. 2/Lt Robert E. Vick, a former cadet, has been appointed Deputy for Cadet Programs, transferring from Winter Haven Cadet Squadron - 08347. S/M John M. Polson is currently awaiting certification as the Group Chaplain.

2/Lt Edwin F. Tanner will replace Captain Eugene R. Collins as Deputy Commander of the Group. Captain Collins has been appointed Communications Officer, in addition to his current duties as Personnel Officer and Emergency Services Officer. Lt. Tanner will continue as the Group's Senior Programs Officer.

1/Lt Kathryn F. Rand will continue to serve as Finance Officer together with LTC Emmett A. Betts, Aerospace Education Officer, and 1/Lt Karen H. Cumler, Administrative/Public Affairs/Supply Officer.

-Karen H. Cumler, 1/Lt-CAP, Public Affairs Officer  
HQ Group 16

A total of 138 members participated in the operation - 120 senior members and 18 cadets. Twenty-nine aircraft and 39 ground vehicles were used. An additional force of 18 seniors and 25 cadets observed the proceedings and acted as a base support unit.

SARTESTs such as this one are designed to show up any need for improvement in air and ground crew procedures so that they can be trained and ready when an actual search is called.

-By Captain William Warner,  
Group 4 Public Affairs Officer



# Across the Wing

LAKELAND CADET SQUADRON held an Open House at the unit's new headquarters for families and friends of squadron members, students from the Florida Baptist School where the unit meets, and members of the sponsoring Optimist Club of Lakeland. The program included a presentation of the "CAP Story". (2/Lt William Padfield, Commander, Lakeland Cadet Squadron).

POMPANO BEACH CADET SQUADRON Open House was held January 23. Awards presented included Mitchell Award to C/WO Alex Jantzen, Earhart Award to C/Captain Joseph Peseux, New Program Outstanding Cadet to Cadet Sean Lehman, Squadron Cadet of the Year to C/Sgt. Axel Hohl, and Solo Wings to C/Sgt John Larsen.

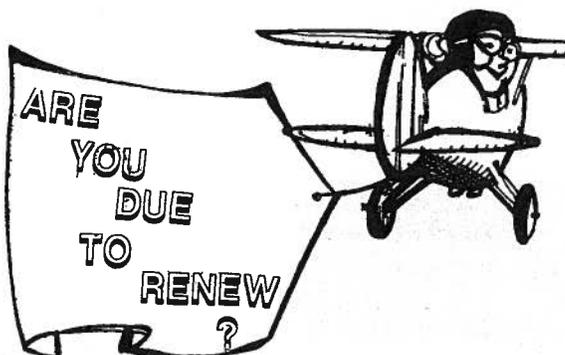
WINTERHAVEN CADET SQUADRON newsletter lists promotions for the following cadets: Curry Achievement - Eric Flett, Beverly Cloud, and Shawn Offerman; Arnold Achievement - Troy Williams, Tommy Harwell, Larry Roark, and Larry Fredrick; Wright Achievement - Russell Stringer, Hamp Plowden, and Mike King.

ORLANDO CADET SQUADRON announces that thanks especially to Mrs. Lory McGrath, one of their most supportive parents, the unit will now be meeting at the Orlando Naval Training Center Conference Facility. Meetings will remain scheduled for Thursday nights at seven p.m.

LAKELAND CADET SQUADRON has been invited to participate in a Polk County Drill Competition during March. JROTC units from throughout the county will also attend. Extra drill practices are being scheduled so that CAP will be sure to make a good showing.

GROUP SIXTEEN cadets received orientation flights thanks to Sector C Commander Major Howard Cumler and Sector C Aerospace Coordinator Captain Ray Taylor. The Sector officers received fine support from the pilots of Lake Wales Composite Squadron and Lakeland Senior Squadron. Cadets from the Kathleen Senior High School AFJROTC participated in these flights along with the CAP cadets.

January 26 fourteen new cadets from the FORT PIERCE COMPOSITE SQUADRON had their first orientation ride. Three planes, a Cessna 150 flown by Major Galambos, a Cessna 152 flown by the Lieutenants Newman, a Lake Amphibian were used. Some new senior members also had the opportunity to fly and the event was covered by the Ft. Pierce News Tribune.



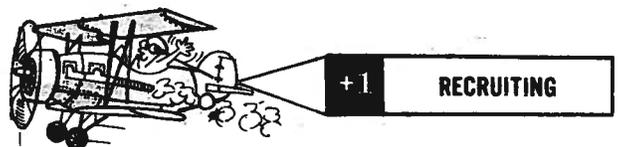
FLORIDA WING has received the Unit Citation Award for exceptional performance during the period 1 July 1978 - 10 June 1979. This is only the third time that Florida Wing has received this prestigious award and all members are to be congratulated for a job well done!

RECORDS CHANGE — The ZIP code for Wing Headquarters has been changed. Please correct your roster to show the address 8850 Binnacle Way, Orlando, FL 32812. Using the correct ZIP code will avoid delay in mail delivery.

NEW WING AND GROUP APPOINTMENTS announced in January were Major Walter Green III, Commander, Group 1; LColonel Linwood Wilson, Commander, Group 2; Major James Webster, Commander, Group 4; Captain Richard Leighton, Commander, Group 11, LColonel Fred Hess, Commander, Group 18; and Major Bernard Flanagan, Wing Chaplain.

WESTVIEW CADET SQUADRON held their first Parent's Night on January 4 at the Westview Juniro High. Receiving their first promotion from Cadet Basic to Cadet Airman were John Jones, Errol Puyol, Jeffrey Allen, Ronald Gillyard, Lenworth Davis, Allen Louis, Marc Scaffidi, Joseph Leech, and Grisel Santiago. (Cadet Airman Marc Scaffidi, Cadet Public Affairs Officer, Westview Cadet Sq.)

SEARCH-A-GATORS SQUADRON, Group 9, took delivery of a Cessna 152 in December. After an annual inspection is completed, the aircraft, based at North Perry Airport, will be used for training and orientation flights as well as actual search missions. A weekend Sundown Patrol is also planned. (Group 9 Newsletter).



## CAP IN THE NEWS

WEST PALM BEACH, FLORIDA— On 7 December, 1979, Channel 5 News, WPTV, was invited to participate in a practice Sundown Patrol. Reporter Diane Walker and cameraman Steve Wilcox were present at palm beach International Airport at 1:00. The Sundown Patrol was staged to acquaint the press with the 38 th anniversary of the Civil Air Patrol and the new Cessna 152 that Group 5 recently purchased from National Headquarters. 1st Lt. Maglio, a pilot with over 2,000 hours flying time in small aircraft, gave the news team an enjoyable experience to remember.

Channel 5 presented the news story at 5:00 p.m. and 11:00 p.m. with a commentary from Bob Howick. The film footage was superb and Mr. Howick's outstanding commentary spread the message to the public that the Civil Air Patrol is here to help and an exciting team to join.

—SM HARRY E. SIEGRIST III,  
Group 5 Public Affairs Officer

# Conference Pre-Registration Form

SENIOR MEMBERS, MAIL THIS FORM DIRECT TO: Director of Plans and Programs  
8285 SW 104 Street, Miami, FL 33156

NAME \_\_\_\_\_ RANK \_\_\_\_\_

UNIT NAME \_\_\_\_\_ CHARTER # \_\_\_\_\_

Enclosed is my check for \$13.00 made out to Florida Wing Civil Air Patrol to cover the cost of pre-registration, banquet, and entertainment at the Annual Wing Conference in Orlando, March 28-30.

DEADLINE FOR PRE-REGISTRATION is March 15, 1980. Registration at the reception desk will be \$16.00.



MAIL TO: COURT OF FLAGS HOTEL  
5715 Major Boulevard  
Orlando, FL 32805  
Attn: Reservation Manager

HOTEL RATES  
\$29.00 Single. \$37.00 Double. \$42.00 Triple. \$47.00 Quad.  
Court of Flags Hotel, 5715 Major Boulevard, Orlando, FL 32805  
(305) 351-3340

HOTEL REGISTRATION FORM: FLORIDA WING CONFERENCE

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

WILL ARRIVE ON: DATE \_\_\_\_\_ TIME \_\_\_\_\_

DEADLINE: 10 March 1980

WILL DEPART ON: DATE \_\_\_\_\_ TIME \_\_\_\_\_

ACCOMMODATIONS: SINGLE \_\_\_\_\_ DOUBLE \_\_\_\_\_ TRIPLE \_\_\_\_\_ QUAD \_\_\_\_\_

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