



'Gator CAPers



VOLUME 15, NO. 2

McCOY AFB, FLA.

FEB - APRIL 1974

OUTSTANDING FLORIDA CAP MEMBERS HONORED AT AWARDS DINNER IN ORLANDO

CHANGE OF COMMAND



High point of the evening was the ceremony in which Colonel Henri Casenove was sworn in as the new commander of Florida Wing, succeeding Colonel Robert Owen. LColonel Casenove will serve as Interim Commander until the appointment is voted on at the next meeting of the National Executive Committee.

The units and individuals listed below were honored with special awards for their contributions to CAP programs.

Additional coverage of the conference is on pages 6 and 7 of this issue. The photos were contributed by LCol Bernie Schumacher, SE Region Staff and by Sgt Lewis Garrett of the Wing IO Staff.

CERTIFICATE OF MERIT

Lt. Shirley R. Homzak
Captain George W. Busby
Captain James A. Lawrence
Captain Cesare M. Vola
Major Gerald E. Mason

Lt. James D. Levenson
LColonel Ross J. Sedita
Major Charles G. Joyeusaz
Captain John L. Barber
Major Richard C. Ilg
Major Lester E. Boyd

MERITORIOUS SERVICE AWARD

Lt. Benjamin F. Douglas
Major Gerald F. Genaw
Major Fred P. Graham
LColonel Alvin Moore
Captain Lillian E. Holdren
LColonel Russell F. Holdren
LColonel Robert H. Pinney
LColonel James W. Long
Major Robert N. Lee
Captain John A. Homzak
Lt. Linda J. Eddy
Lt. Robert Klase

OUTSTANDING GROUP

Group Six Headquarters

OUTSTANDING SR SQ

Deland Senior Squadron

OUTSTANDING CADET SQ

Cutler Cadet Squadron

I.O. OF THE YEAR

Lt. William Warner

OUTSTANDING SR MEMBER

Lt. Diane Kittendorf

OUTSTANDING CADETS

Cadet Captain Robin Needham

Cadet Colonel Barbara Stack

OUTSTANDING WING STAFF MEMBER

LCol Betty Paxton

EXCEPTIONAL SERVICE AWARD

LCol Richard Krause
LCol Roy Lewis
LCol Harvey Klein

SPECIAL AWARDS

Florida Wing Eagle Pincher - LCol R.F. Krause

Service/Duty - LCol John McDonald

Air War College Graduation - LCol Crescimbeni

National HQ Chaplains Award - Col. Robt. Owen

National Commanders Plaque - Col. Robt. Owen

Distinguished Service Award & Medal - Col. Owen

Wing Staff Award - Col. Robert Owen

CADET COUNCIL AWARDS

Colonel Robert Owen

Major James B. Cogswell

MSgt Jack F. Philpot, USAF

Cadet L/Colonel Marilyn Arbuckle

SPAATZ AWARDS



CAP Brigadier General S.H. duPont presented Spaatz Award Certificates to Cadet Colonels George Nelson and Barbara Stack.

Group Eight Search Pilots Locate Crash Site

While some CAP members attended the Wing Conference in Orlando, others were flying a search mission for LaBelle pilot Curtis Washburn, reported missing at 8 p.m. Friday.

Robert Graves, a business partner, said Washburn was talking to his wife about weather conditions when the radio apparently went dead.

Washburn was reportedly looking at property between Wauchula and LaBelle when he flew into a thunderstorm in his Maule single

engine plane. He had not filed a flight plan.

The CAP search was launched early Saturday morning and the wreckage was discovered on the Bright Hour Ranch, 10 miles southeast of Arcadia at 11:30 a.m. One observer said it looked like Washburn's plane had flown straight into the ground. The pilot did not survive the crash.

Major Ivan Elue, Group 8 IO, said that 32 members of CAP were involved in the air search and ground communications.

REMINDER

20 April - Unit IO reports for the first quarter should be in by this date. Report forms and return envelopes have been sent to each squadron and group.

18-19 May - Quarterly Commander's Call in Orlando.



WING COMMANDER'S COLUMN

COLONEL HENRI CASNOVE, CAP

Targets for 1974

We have all either read or heard the statistics for Florida Wing in 1973. Our standing was 25th in the nation. I do not believe any of us are happy with this standing. The question today is what we--YOU and ME--all of us Seniors and Cadets--can do to put Florida Wing back on top. There is only one way and that is to channel our total efforts in one direction, dig in and get the job done. The direction is to meet the 1974 National Commander's Evaluation Criteria for Florida Wing. In doing this we will not only have increased our standing nationally but will have also improved our capabilities to perform as CAP members, squadrons, and groups.

How do you as an individual fit into this? First, as a CAP member you are a primary part of the overall CAP program and what it stands for. You are the foundation of Florida Wing. Without you, the building of the program cannot exist. The foundation determines the size, strength and capability of the structure. If the foundation deteriorates, the total structure is affected. Therefore, if you carry your weight, perform your job to the maximum, we will have a structure in Florida Wing that will rise above all else. To fulfill your part you must be extremely enthusiastic in doing your share to support the program. The more interest, enthusiasm and effort you put into your CAP activity, the more it will rub off on people around you. This includes other members, associates, and the general public. Our membership is made up of the general public and our membership retention is the result of individuals interest in the program. Now you have the ingredients for one of our primary goals--to increase and retain membership in Florida Wing, CAP.

Next, we must review our individual capabilities as members. We in CAP are proud of the fact that when there is a task to be performed for our neighbors, city, state or country, we as CAP units can perform and function as well organized teams and fulfill the task to the benefit of all. To retain this proud capability, we must continuously train, improve and standardize our activities. We must there fore accelerate our Senior and Cadet training, upgrade our pilot training, and improve our SAR and Disaster Relief effectiveness. Organized training along these lines is the only

way to standardize our activities. Active interest in training is necessary for each member to get the most for the time and effort expended. Remember, training increases the ability to perform, therefore the end result of just passing is not the name of the game, but proficiency is the goal.

As a Cadet, your primary effort is to work toward your Spaatz award, as well as being active in the overall CAP program. Each Cadet who enthusiastically pursues this training will aid in getting others active. Let's get a competitive spirit started that will create more Mitchell, Earhart and Spaatz Award Cadets. The end benefits to you in your future can be far greater than you ever anticipated. Try it, you'll like it, as the saying goes. We, the old codgers of the previous generation are looking to the best of you Cadets to take our place and further improve the CAP program as well as the stature of this our United States of America. Let's all get to be players on the first string rather than second string substitutes warming the bench.

We, the members of Florida Wing know we are tops, but we have to prove it to both National Headquarters and the public. To do this we must first increase our individual effort in the program and secondly let everyone know we are doing the job. Get the press to know us as CAP, Civil Air Patrol, and not misname us as CPA. Get more news stories in the CAP News. Today, we are lucky to have one item in each issue. We are doing things every day that are newsworthy. Make it a point to find a member in your unit who can really spread it thick as well as being on the scene to put it all together. When members see their name in print or picture in the news, it increases their interest one hundred percent. An active I.O. in your unit can be a prime ingredient in putting you on top.

In conclusion, let's show the world that there is no energy shortage in the members of Florida Wing. At the same time, let's channel this energy in a direction that will do us as individuals, and collectively, the most good. We must then publish our accomplishments for recognition of a job well done. This all adds up to super enthusiasm on the part of every Senior and Cadet member of Florida Wing, CAP.

You've probably noticed the absence of GATOR CAPERS in your mailbox for the last two months.

What with promised articles coming in late and some slight delay in the receipt of a check to pay our patient creditors, we got farther and farther behind. So we've decided to put out a catch-up issue for February, March, and April using all the information that has been sent to us to date from our IO reporters in the field.

We realize that everyone is busy and occasionally must take time off from CAP to earn a living. However, in the future, this paper--like Time and Tide--will wait for no man. We will go with whatever we have received by the deadline, the 25th of each month and the layout will be in the hands of the printer by the end of the month.

Thanks for your patience, and keep those stories & photos coming. We can't do it without you!

LEGAL EAGLE PROBLEMS

By LtCol Harvey Klein, Florida Wing Legal Officer

At this time of year many of our members are frantically gathering records, cancelled checks, paid bills and other data into one chaotic heap for the purpose of attempting to prepare a 1973 personal income tax return. The questions now arise as to what items and expenses pertaining to Civil Air Patrol activities are tax deductible.

The general rule is that contributions made to Civil Air Patrol, its Wings or subordinate Units are deductible including any out of pocket expenses that can be properly documented and are directly attributable to Civil Air Patrol activities.

A few examples are the following:

A.) Dues or other contributions paid directly to Civil Air Patrol or Local Units of Civil Air Patrol.

B.) Cost and maintenance of uniforms and insignia required to be worn while performing gratuitous services for Civil Air Patrol and which are without general utility (are not normally used for non-CAP activities).

C.) Unreimbursed over-night traveling expenses away from home including cost of rail or other transportation, automotive and aviation fuel and lubricants and subsistence and lodging while engaged in official CAP activities.

D.) Unreimbursed out-of-pocket expenses incurred for local transportation in order to render gratuitous services to Civil Air Patrol. A standard mileage rate of 6¢ a mile may be used in computing the deductible portion of the cost of operating an automobile for CAP services.

E.) Items of property actually donated to Civil Air Patrol when the property upon donation becomes an asset of Civil Air Patrol. On these items, the value of the donation is the fair market value of the property at the time of the donation. For example, if a member donates a used typewriter to the Squadron, and the typewriter is actually picked up on a Form 37 so as to become part of the inventory of the Squadron property, the fair market value of the typewriter at the time the contribution is made would be deductible on the member's tax return.

Items that are NOT deductible are the following:

A.) Value of a member's time spent in Civil Air Patrol activities.

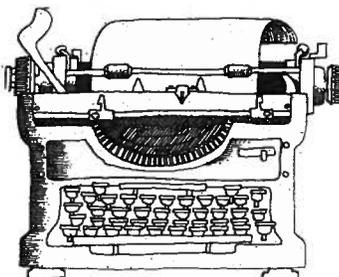
B.) Rental value of property loaned to Civil Air Patrol.

C.) Cost, repairs or depreciation on property purchased by a member and used for CAP activities but which property has general utility other than for Civil Air Patrol such as automobiles, airplanes or radios.

D.) Cost of meals unless necessarily incurred while away from home overnight in the course of Civil Air Patrol activities.

The above examples are only examples and case of doubt in a member's mind as whether an expense is tax deductible or not, the member should consult his accountant or attorney.

a note from



the editor

Survival Training for Cadets

By SM Robert Higgins

Ocala Composite Squadron held its first bivouac since the squadron was reactivated, and the first field exercise for 1974.

Major Capiel, the squadron executive officer, donated his farm woods near Sparr, about fifteen miles north of Ocala, where an area was cleared for the encampment which took place on the weekend of March 10 and lasted three days.

Senior members of the squadron rotated their time and effort in directing the cadets through the correct methods of erecting shelters, field sanitation, camp procedures and proper conduct during bivouac.

SM Larry Baskin, a veteran of survival training with the Navy, was in charge of camp operations, during which he gave several lectures on ways and means of surviving in the wilds with the least amount of essentials. Lt. Chuck Smith, squadron commander, thanked Mr. Baskin, on behalf of the squadron for the valuable information and help.

On the final day of the bivouac, Major Capiel opened his swimming pool to all cadets, seniors and their guests for a welcome "splash-in".

Did You Know ???

The February issue of Civil Air Patrol News contained a special recruiting "pull out" supplement. You are requested to give this supplement to a prospective member or perhaps better—display it in a manner that many people of all ages will see it. One way to do this would be to enclose it in clear plastic or other appropriate material such as document protectors and post it on a bulletin board or other public place along with the name, location and telephone number of your unit or other information about who to contact or where and when your meetings are held.

* * * * *

Page twelve of the February issue of CAP News is dedicated to aircraft fuel conservation. Many of the CAP pilots probably have just taken a quick look at it and moved on to something else like "Ground Loops" or other items. If you haven't already disposed of the News, get it out and read the whole page. It isn't something really new, but it will serve as a reminder of what you learned in the past and perhaps have forgotten.

* * * * *

It is not too late to start saving your receipts, cancelled checks, etc. for your CAP tax deductions for 1974. If there is any doubt about what can be deducted, make a complete record of all expenses related to CAP activities.

* * * * *

Chaplain Completes Course

CAP Major Ralph Lee, Chaplain of the Ocala Composite Squadron has completed a special twenty-five day Air Force Chaplaincy Orientation Course held at Maxwell Air Force Base in Montgomery, Alabama.

Major Lee had the honor of being the very first Civil Air Patrol Chaplain ever admitted to the Air Force University. He is the pastor of the Northside Baptist Church in Ocala.



Hollywood Cadet Squadron members recently were guests of the FAA. Their tour included a showing of two films on the work of air traffic control and a visit to "The Big Floor" where the controllers were on the job. (Hollywood Cdt Sq Photo)

SANTA ROSA CADETS MAKE "FIND"

By 2Lt Sally Spradley

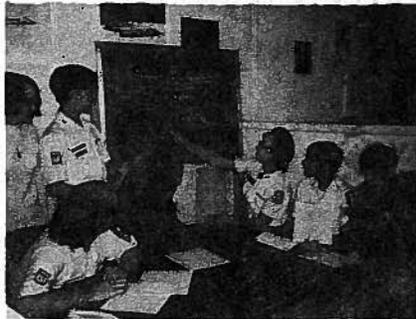
Cadets and senior members of the Santa Rosa Cadet Squadron devoted about an hour of their regular meeting time last January 4 observing Comet Kohoutek.

After a thorough search of the evening sky surrounding the planets Venus and Jupiter the small fuzzy object was located about two degrees above Venus. Seven power, fifty millimeter binoculars were used to locate the rapidly fading comet. At 7:45 p.m. the two or three degree tail could be seen extending a little to the left of straight up from the comet.

Kohoutek was much fainter than was predicted but could be seen for several nights as it rose higher in the evening sky away from the glare and distraction of the two planets.

Sky charts and predicted positions of the comet were passed out among the squadron's members.

Turning out to watch the comet were 2Lt Sally Spradley, SM Janice Joiner, C/SSgt Ronnie Joiner, C/Sgt Richard McWhorter, C2C Donald Pierce, CB James Barnes, CB Jerry Osteen, and a prospective new cadet Sue McWhorter.



After studying sky charts of its position, cadet observers located the comet.



A STORY OF CAP

Civil Air Patrol
Not just people
But an organization of people
People who volunteer for a cause
To serve their government, others,
Family and friends.
For all reasons
And during any season.

They don't get anything worth money,
Because what they get is priceless
Education, a common sense, good
Memories and friends.

They don't need drugs to get high on
They get their highs during a flag
Raising ceremony.
Hearing their National Anthem.
After finding a downed plane they've
Taken hours to find.

Receiving their first stripe and
Ribbon.
Becoming an officer.
Singing while they drill with one
Voice.
Completing an order with precision
And pride.
Knowing they have a friend at every
Side.

CAP members are
Involved, strong, humble
Willing to get up when they stumble.
Leaders, not afraid of being laughed
At. But more than that,
They are human and they are all
Proud to say with conviction
"I'M AN AMERICAN"

(Reprinted from the Palm Beach Cadet Squadron Newsletter)

Thoughts from the Chaplain

III John 2 "Beloved I wish above all things that thou mayest prosper and be in health, even as thy soul prospereth."

RECIPE FOR A GOOD YEAR

Take 12 fine, full-grown months--see that these are free from all old memories of bitterness, rancor, hate and jealousy. Cleanse them completely from every clinging spite; pick off all specks of pettiness.

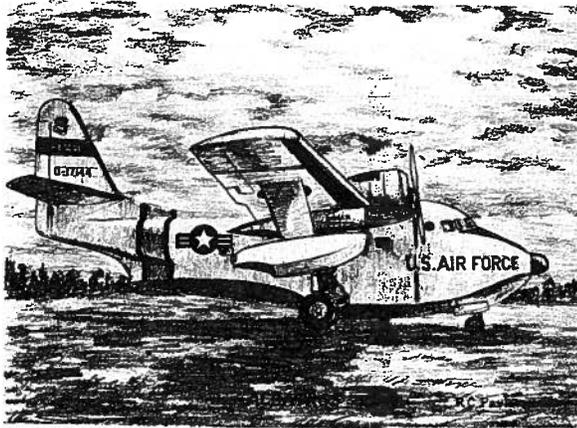
Cut these months into 28, 30 or 31 equal parts. Do not attempt to make the whole batch at one time, but prepare one day at a time, as follows:

Into each day put equal parts of faith, patience, courage, work, hope, fidelity, liberality, kindness, rest, prayer, meditation. Add about a teaspoonful of good spirits, a dash of fun, a pinch of folly, a sprinkling of play, and a heaping cupful of good humor.

Four love into the whole and mix with a vim. Serve with quietness, unselfishness and cheerfulness.

-Anon.

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



AIRCRAFT POSTERS AND NOTECARDS

B/W Sketches by R.C. Parker

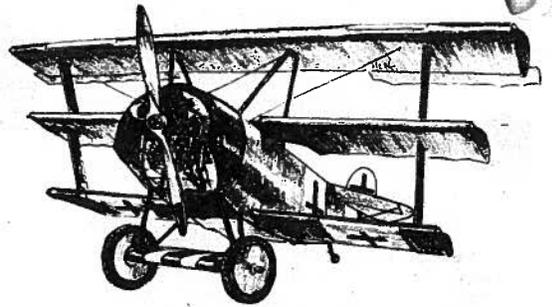
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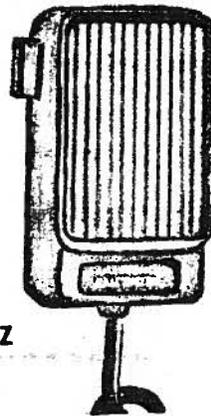
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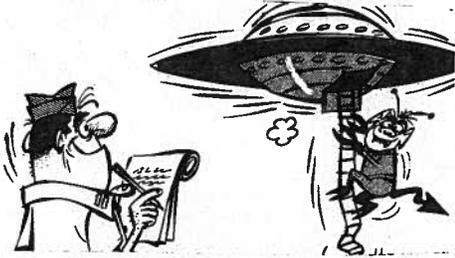


IO - YOU ?

Still undecided? Let us tell you more about it...

What is News?

News, in one sense, is anything that is out of the ordinary. In the more general sense it is something that has happened recently or is scheduled to happen, that people want to know about.



A good news item will contain most of the following ingredients: timeliness, proximity, significance, prominence. Its news value is enhanced if, in addition, it has suspense, oddity, conflict, human emotions, and/or progress.

If there is any question about the news value of a story you are planning, contact the media representative. Remember, he's the professional; a telephone call could save you a lot of wasted effort.

Where to Find News

Recognizing news is one thing, finding it is another. Some stories will come to you almost as a gift, but most of the significant news can be obtained only by lots of legwork, and a bit of ingenuity and imagination.

You must develop a "nose for news."

In the simplest terms, this means having an interest in what is going on in your unit, both from an operational and a human-interest viewpoint. Talk frequently with the staff in the various sections of your unit and let everyone know that you are interested in receiving newsworthy items from them. Don't always wait for them to come to you.

Your commander is always a good source for news. Work with him and try to attend staff meetings.

Some of the more newsworthy items include promotions, outstanding personnel (individual and group achievements), awards, and key personnel changes. CAP newspapers will carry stories on these subjects and they also make good hometown paper releases.

Don't overlook the good human-interest story, i.e., a CAP family, humane actions, life saving, etc. These stories have a high readership appeal.

Stories on your unit's participation in activities currently being emphasized by CAP Headquarters (special activities, training, etc.) will probably receive good treatment in CAP newspapers.

Each unit has its own story to tell. Some stories are unusual. They're newsworthy.

In the next issue—Writing the News Story.

This series based on the AF booklet "Guide for Additional Duty Information Officers" (1970)

HOW DOES YOUR UNIT RATE ON IO ?

Unit standings in points credited during the period January 1 - February 8 are as follows. Units not listed did not report any activity during this period.

08032 - 60	08019 - 60
08049 - 120	08104 - 50
08227 - 211	08165 - 221
08066 - 178	08125 - 60
08013 - 21	08122 - 10
08025 - 60	08029 - 60
08173 - 166	08297 - 120
08259 - 10	

Each report, except releases to GATOR CAPERS, is credited with a bonus of 5 points and any such item that is used in GATOR CAPERS is credited an additional 5 points as a published release. It is much easier to evaluate and record your activity if you report as it occurs rather than saving it up to send all at once. The bonus is intended to encourage you to report often.

Remember, the reporting period for the first quarter ends March 25 and activity must be received at Wing OII before March 31 if you wish to receive point credits for it.

Good news?
Why not share it



Zlt. William Warner of Group 17 has produced another 30 minute TV show on the CAP program for WLCY-TV, Largo. This show featured LCol. John R. Parris and LCol Kenneth McMahon in a discussion that centered around CAP Search & Rescue and flying. Lt. Warner also redesigned a CAP poster to size 22"x28" so that it could be used to make a slide for a TV spot that is shown about 4 times daily, seven days a week.

SPREADING THE WORD ABOUT CAP

Cadet Sgt. Bill Lucas of St. Petersburg is also making good use of posters. He has put several up in city busses, right near the door where they can't be missed. He reports that the squadron has already gotten one new cadet because of them.



Mr. Frank Burnham, an award winning aerospace editor, aviation writer, and CAP member is writing a new book on CAP. The book will chronicle the entire history of CAP but will primarily pick up where "Flying Minutemen" written in 1948 left off. Book will be available at a discount to CAP members thru the Bookstore beginning about September 1974. Mr. Burnham is authorized direct communication with all echelons of CAP in assembling research material. Commanders and information officers are requested to provide full co-operation.

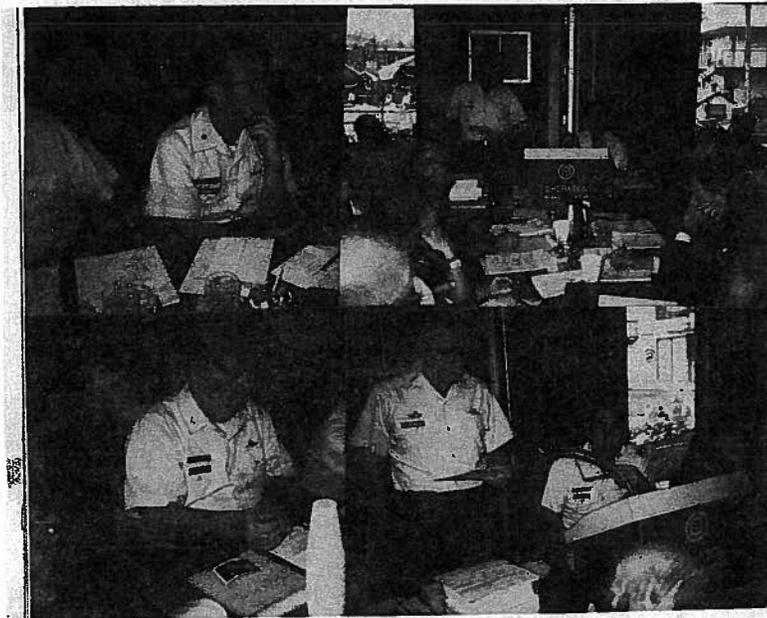


The Lieutenants Douglas, Orlando Cadet Squadron manned a display at the Winter Park Mall in Orlando. The map in the background is one used during the search for the four missing high school boys in November. (Below) Orlando cadets marched in a parade that was seen by approximately 15,000 curb-side watchers and a TV audience of about 45,000.





SOUTHEAST REGION NEWS



Colonel Jolley and his Southeast Region Staff met with Wing Commanders and CAP-USAF Reserve Coordinators in Orlando last month. Topics discussed included the National Commanders Evaluation Criteria, Emergency Services, Communications and the Cadet Program. The 1974 SER Conference was set for 21-22 June, Panama City, Florida.

Please Note

The Southeast Region Office of Information address is now as follows:-

Captain Sue Freeman, CAP
Post Office Box 2427
W. Palm Beach, Fl 33402

BP (305) 832-1337
HP (305) 683-1331

CONFERENCE RATES

Single - \$20.00 per day Double - \$22.00 per day
Kitchennette (2 doubles) \$30.00 per day
Suites (4 people +) \$40.00 per day
\$2.00 charge for each additional person
Children under twelve free.

Mail reservation to - SHERATON MOTOR INN
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Attention: Nevie O'Dell

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Arrival Date _____ Departure Date _____

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SANTA ROSA CADET SQUADRON members 2Lt Sally Bradley and Cadet Don Pierce recently volunteered to help State Park personnel rescue injured fliers seeking refuge along Florida beaches. These weren't pilot types but rather birds that had become saturated with oil. They were shown how to clean up the birds and spent the afternoon driving along the beach highway searching for disabled birds. Although they found none, they plan to continue offering their assistance in the clean-up campaign.



For those of you who have never been on an Everglades Survival Weekend, here's a description from one who's been there.....

EVERGLADES SURVIVAL TREK
By C/IC Debra Cunningham

"Although we started out late, the Survival weekend turned out great. We left Friday night and got to the campsite about 9 PM. After everyone got their night vision, we left for a nice long walk around the field, so Sgt. Babbit could split us in groups of twosomes, then left us there to spend the night under the stars.

Saturday morning we all got up to find our way back to camp, ate breakfast, then fished for a while.

Sgt. Babbit let us build a houch to sleep in later. About 5:30 PM we had a class on night navigation. We waited til dark and went out in the field a couple of miles, and got LCST. When we came back we filled our empty stomachs (that hadn't had anything to eat nor drink since breakfast), as Sgt. Babbit wanted to know what it was like without food and water. Everyone was so tired they ate and went right to bed.

Sunday we got up with big eyes and mosquito bites all over. We all were hungry, so hunted for our breakfast. We found a couple dozen eggs in the weirdest places. Then we had a class on the week-end activities. We broke camp and left for home by the middle of the afternoon, all very tired and hungry. We haven't found a 'mascot' yet but we're tryin'."

To us, it doesn't sound like a relaxing way to spend a weekend--in fact, it seems a lot like (you should excuse the expression)work. The NORTH MIAMI CADET SQUADRON seems to like it though.....so much that they plan to do it again in March.



OFF WITH HIS SHIRTTAIL! After hours of hard work and a rough landing or two, Cadet Sgt. Eberly recently soloed and earned the right to wear his wings...and he does, with pride. On the job with the scissors is Cadet Commander Mark Camerino. (Hollywood Cadet Sq Photo)

SHORT STUFF



Cadet MSgt Garry Matlow was recently appointed Cadet Commander of the CENTRAL BREVARD COMPOSITE SQUADRON by Captain Roxy Smith, commander. Cadet Matlow plans to pick up the previous Cadet Commander in building up membership and cadet activities.

GROUP 6 announces two personnel changes: Capt Robert Witt is appointed Group Inspector and LCol Walter M. Ruppert is assigned as Deputy Commander.

New member in the SCJAX COMPOSITE SQUADRON is Cadet Basic Dana Jones.

GROUP 31 has a new Director of Cadets--SM Susan Oldham, a former cadet. She was formerly with the EAST DUVAL OPTIMIST SQDN.

JAX SAR SQUADRON reports that Captain Luis C. Clarke was presented a Certificate of Retirement.....James Farris was promoted to Major (Our congratulations!).....SM Robert Wofford is the squadron's new information officer.



Lt. Sabin

The Lieutenant is visiting in the St. Petersburg area. His home is Clairton, Pennsylvania where he is Deputy Commander of his squadron. They are a communications unit and handle all "SARCAP" and "REDCAP" radio traffic for Group 60. Lt. Sabin has been in CAP for 10 years and in addition to his squadron duties is an advisor to CAP rangers is his area.

On a recent Wing evening Net a new voice checked in identifying himself as "Rolling Stone 303". The newcomer was not a rock star as some of the Group 17 staff jokingly suggested, but 1Lt Adrian Sabin Squadron 613, Pennsylvania Wing, CAP.

ST. PETERSBURG CADET SQUADRON reports some promotions in January.....cadets advancing in grade were MSgt Andy Fontanez, MSgt Mark Johnson, Sgt Mike Rhoden, Sgt Mike Boyd, Sgt Bill Lucas, C2C Tom Shaw and moving up toward Officer Country, Cadet WO David Heymann.



Orlando Cadet Squadron operated a CAP display at the Winter Park Mall during Aviation Week Activities in the Orlando Winter Park area (Orlando Cdt Sq Photo)

People up in GROUP THREE are warned against stopping to talk with Lt. or Mrs. Bob Klase unless they have lots of spare time. The Klases just recently became grandparents of a 6 lb. 11 oz. baby boy and can be counted on to tell you all about it. Proud parents are former cadets Ken and Bunny Paulson.

A standard First Aid class is being held by DAYTONA BEACH COMPOSITE SQUADRON...Major J.A. Johnson of the ORMOND SQUADRON is the instructor. Upon completion of this class, SK Harry Criss will start a ground school class for our members which should last about seven weeks.



A ground school course is being held at the headquarters of the CLEARWATER COMPOSITE SQDN. It is open to cadets from Group 17 at or above the grade of Staff Sergeant, and will take eight weeks to complete. Instructor is Mr. Jack St. Arnold.

The recent Awards Banquet held by DAYTONA BEACH COMPOSITE SQUADRON was enjoyed by all. A special plaque was presented to Major Merritt Powell for outstanding services to the squadron and the entire CAP program. He was squadron commander for seven years before resigning last July. A trophy was given to Cadet Sgt Cathy McClancy as the squadron's Cadet of the Year and Cadet Sgts Bob McGovern and Chuck Vola were each presented with a trophy as Most Dependable Cadet of the Year.New members: Cadet Charles Mulford, SM Richard J. Mulford, and SM Harry V. Criss. Mr. Criss is a commercial pilot with an instructor's rating. Also transferring from cadet status to senior is Jesse Cochran. He is a student at Citadel College, Charleston, S.C. on an Air Force Scholarship.

Cadet Captain Walter Kraujalis of GULFPORT CADET SQUADRON was recently appointed to the Air Force Academy by a Florida State Senator.

JAX SAR SQUADRON's 1Lt. Marty Broward has traded his CAP insignia for that of the USAF. He has finished his training at Medina AFB and is now a commissioned officer in the AF. A personal note.....He and WO Betty Joyeusaz also a member of JAX SQ announced their engagement December 27. Congratulations!!

PCMPANO BEACH CADET SQUADRON cadets are planning to attend an upcoming rocketry bivouac. Hope that we will receive a report on it for a future issue.



THREE NEW CADETS have joined the Santa Rosa Cadet Squadron. Cadet SSgt. Richard McWhorter (seated) points out the chapter in the Leadership Lab Manual on the wear of the CAP uniform to Jerry Osteen, James Barnes, and Scott Gordon. (Santa Rosa Cadet Sq Photo)

CAPers Honor Chaplain Cooper

Members of the CAP from throughout Central Florida met at the Islander Beach Lodge recently to honor one of their hardest working, most loyal members—Chaplain Leslie Cooper, who is leaving the area to manage a coal company in Kentucky.

Forced to drop out of school, he joined the Army at 18 and was stationed at McCook Field in Dayton, Ohio. It was there that his lifelong love of flying was born.

Cooper was one of the first to parachute jump—his first jump was in 1922, when flying had been a reality for only 19 years. He remembers those years as exciting times when he flew with Billy Mitchell, Anthony Fokker, and Don Sikorski. He was featured in Ripley's "Believe It Or Not" in 1939 for his total free fall jumping distance of 1,250 miles.

Chaplain Cooper plans to use the money from his new job to finance a church for the Baptist Mission he founded in Belize, Central America. When this is complete, he intends to return to his New Smyrna Beach home and use it as a base for his camper excursions to the West.



THE AIR TRAVELER

CAPT. LESLIE COOPER—Dayton, Ohio—PARACHUTE JUMPER HAS FALLEN 1,250 MILES! THIS IS THE DISTANCE FALLS FROM THE TIME HE LEFT HIS PLANE UNTIL HIS PARACHUTE OPENED. HE JUMPED 800 TIMES.



Plan Your Flight — Fly Your Plan!

One of the most often neglected acts of a pilot contemplating flight in an aircraft is that of proper pre-flight planning. While the reasons remain obscure, the facts are well supported by aircraft accident statistics. In addition, a major portion of the counseling activity in the FAA Accident Prevention Program is devoted to counseling pilots who have failed to accomplish sufficient pre-flight preparation and planning for a given flight.

The basic elements of preflight preparation require the use of a current navigational chart on which the pilot can mentally review his intended route of flight. He may or may not wish to draw a line on the chart representing the True Course. He should, however, review the projected path across the face of the map for the location of good check points, restricted areas, obstructions, and other flight hazards and also suitable airports. There are several different types of aeronautical charts currently in use. For the VFR pilot planning navigation by either Pilotage or Dead Reckoning the Sectional Aeronautical Chart is an excellent choice. It is scaled at 1:500,000 or 8 statute miles to the inch. The physical characteristics of all landmarks both cultural and geographic are shown in great detail. The pilot should have little difficulty identifying the selected landmarks along his route of flight. Another popular chart containing most of the detail of the sectional chart is the World Aeronautical Chart. The scale of the WAC is 1:1,000,000 or 16 miles to the inch. Elevation is presented on both of these charts by color coding and contour lines. Many States print aeronautical charts which are excellent for Visual Flight Rule navigation within their State boundaries. Both cultural and geographic landmarks are distinctive and easily identifiable. The pilot should realize, however, that all of these charts are designed primarily for VFR navigation and contain only limited information concerning radio aids and frequencies. The pilot should then refer to the Airman's Information Manual for more precise coverage of this information.

Nothing is more embarrassing to the pilot than to become lost while in flight. He should be aware that failure to orient the chart so that North on the chart is toward True North can lead to disorientation. It is important also to work from the chart to the ground since the chart may not portray all the features visible on the ground. Remember, one can never become lost as long as the terrain immediately below can be identified with positive reference to a position on the map.

The NOTAMS section of the Airman's Information Manual should be carefully checked for the current status of facilities and other information to be used which may not be shown on the chart.

Weight and balance data should be computed on the basis of planned loading arrangement to

ensure that the allowable CG range and gross weight are not exceeded. Takeoff and landing distances should be determined according to load, temperature and elevation and compared to the known lengths of the runways to be used. Additional equipment should be included when appropriate, such as a flashlight for night flights.

Weather involvement continues to be one of the most relentless causal factors in aircraft accidents. This type accident is seldom the fender-bender type—it is quite often fatal. The pilot should go to the weather bureau for a personal briefing even though the information can often be obtained by telephone. He should make every effort to familiarize himself with the current weather reports and forecasts, PIREPS, and winds aloft forecasts. The weather information should then be weighed carefully in considering a Go/No Go decision. This decision is the sole responsibility of the pilot and he should never let compulsion take the place of good judgement.

Precise flight planning of log items, such as pre-computed courses, time and distance and navigational aids and frequencies to be used will make enroute errors in these items less likely. Special attention should be given to fuel requirements keeping in mind the need for an ample reserve as well as the location of refueling points available as the flight progresses. The pilot should file a Flight Plan with the nearest FS facility. The value of services rendered in case of an emergency far outweigh any objections a pilot may have to recording his flight intentions.

In summation, it is well to point out that the use of obsolete charts can lead to numerous problems for the pilot—becoming lost, inadvertently entering an airport traffic area without radio contact, entering an airport control zone in less than VFR conditions without authorization—these problems could many more pay confront the pilot whose real progress in flight is not farther along than the seat of his pants. Thorough and complete pre-flight preparation will do much to ensure a safe and uneventful flight. In no other mode of travel has so much time, planning and expense been expended toward the assistance and protection of the traveler as has been the case in aviation. Ultimately, however, safety in flight rests with the pilot. It is his prerogative to plan the flight carefully and use good judgement in its execution. One of the best guides to follow in the exercise of good judgement is the safety rules of Federal Aviation Regulations. These rules in most part have been compiled by airmen for airmen as a result of trying and bitter experiences. Statistics have shown that in many instances a violation of the Federal Aviation Regulations has contributed to an accident. It can truly be said that "The measure of a successful flight is not necessarily that it was accomplished safely, but that it would have been accomplished safely still in the face of an emergency while enroute."



This Cessna 150 was recently purchased by the Clewiston Squadron & will be used for Sundown Patrol every Sunday afternoon.

NOW THEY'D RATHER BE FLYING

SO. Composite Squadron held an orientation flight for its cadets on February 24 at Craig Airport, Jacksonville.



The aircraft used was the L-16 "Airknocker" owned by Group 31 and it was flown by Maj Jim Harris of JAX Search and Rescue Squadron.

The weather was fine and the cadets had about 30 minutes each with a chance to handle the controls. At least a couple of cadets have a new interest in aviation as a result.

Cadets who took part in the orientation were Cadet L/C John A. Dishman, C/Major Jonathan Burnett, Cadet 2Lt Keith Volkman, C/Sgt Roy O'Banion and Cadette Basic Dana Jones. Dana was interviewed by Jacksonville's Channel 12 Action News and was all for the program and flying. The interview appeared on the 6 p.m. news.

(Story and photo by Major Gene Golien, Sqdn IO)



Group 17 recently presented a "Certificate of Appreciation" to WLCY-TV 10 for their continued support and assistance to the CAP program. Mr. George Kaye, moderator of the Involvement 10 program, and Ms. Jane Hiller, Public Service Department, received the certificate from Group I.C. 2Lt. William Warner (right).

Cadets Bring CAP to the South Florida Fair

Cadet M/Sgt Debby Cheston, Group Five CAC Chairman, reports that Group Five cadets worked at the South Florida Fair manning a CAP information booth.

Part of the exhibit were two manikins, one in CAP uniform and the other made up as a disaster victim. They demonstrated that air search is not the only mission of the Civil Air Patrol. Slides of other CAP activities were also shown during the day.

The display was a great success, Debby said. It brought in some new recruits and made the public more aware of the job CAP is doing in Florida and throughout the country.

Miami River Clean-Up

1Lt. T. Haack of the North Miami Cadet Squadron reports that their volunteers were up bright and early looking for gas to get down to Curtiss Park for the Miami River Clean-up Project. Taking part were Lt. Haack and Cadets Sobczak, Cunningham and Barnett from North Miami and Lt. Doug Maymon, Commander of Miami Lakes Squadron.

On arrival at the park, they were given a "River Talk" about how clean the river used to be in the earlier days, its part history, and what the authorities hoped to accomplish with the clean-up campaign.

They were assigned to an area from 42 Street south and filled six big trash bags, plus boards too large to put in bags and even an old kitchen sink.

At the end of the day, the volunteers felt as though they had accomplished only a fraction of a clean-up job but the authorities were very pleased with the amount they had done.



Cadet Captain R. Sobczak and Cadet 2C Karen Barnett carry up part of the debris they have picked up along the river bank. (North Cadet Squadron Photo)

CAP Training Pays Off

Recently a Pompano Beach Cadet Squadron member, Cadet L/Colonel James Wirshing, changed his CAP uniform for a USAF uniform.

He has been a member of CAP and of Pompano Squadron since it was formed in 1968. During this time he has earned his Billy Mitchell and Amelia Earhart Awards and has served as cadet commander and Group 16 CAC Chairman.

He received his first stripe upon taking the oath of enlistment. Because of his past CAP performance, he was off to technical school after only one week of basic training.



Rules for Writing Right

If you'd like to be a reporter for GATOR CAPERS, here are a few rules for beginning writers to help you get started.

1. Don't use no double negative.
2. Make each pronoun agree with their antecedent.
3. Join clauses good, like a conjunction should.
4. About them sentence fragments.
5. When dangling, watch your participles.
6. Verbs has to agree with their subjects.
7. Just between you and I, case is important too.
8. Don't write run-on sentences they are hard to read.

Look for more of these helpful rules in next month's issue.

Lake Geneva Bivouac

A bivouac at Lake Geneva highlighted January activities of the Orlando Cadet Squadron. Commander Ben Douglas was assisted by 1Lt.M. Douglas as Executive Officer and Cadet Commander Scott Freeman and his staff.

Arriving at the campsite, the cadets immediately began their emergency services preparedness training. Classes and field training were held in Navigation, First Aid, and Communications. Cadets also attended Chaplain Services. Recreational activities included swimming and trail hiking.



First Aid trainees John Kirsten, Aubry Jones, and Shelby McNut assist "casualty" Tim Watkins. (Orlando Cadet Sq Photo)





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