



FLORIDA WING



# Gator CAPERS

VOL. 5 NO 1

RALPH GWINN

JAN. 1964



# 'Gator CAPers Florida Wing Civil Air Patrol

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WING COMMANDER..... Col. S.H. duPont Jr.  
DIRECTOR OF INFORMATION..... Lt. Col. Edw. J. Campeau  
EDITOR..... WO Ben Wakes

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## MEMO from the Commander

CARRYING OUR FAIR SHARE OF THE WORKLOAD...I recently lost an uncle who had three things to say as to why he felt that some of the things he did lead him to a successful life. It so happens that this man lived to be 86 years of age and practiced what he said for many, many years.

Although I can remember hearing this saying during my past years, the Associated Press picked up his sayings and recently ran them in an article on his recent passing away. His saying went something like this: (1) A business fails when it does not make a profit (2) It pays to be friendly to ones competitors (3) You have to swear at your friends and fellow workers every now and then to drive home a point.

Let us see how this would be applicable to running a CAP unit. First of all, the measurement of the profit on a CAP unit would be its evaluation periodically. How can we decide when a CAP unit is turning a profit or operating at a loss? The main way of judging success of any size unit is the establishment of a quota system and then an evaluation system that was as fair as possible to measure the accomplishment of these quotas.

Friendliness to our competitors seems to be out of place until you stop and think exactly what it means. Translated to CAP, friendliness to competitors means competing with neighboring units, but at the same time, working with extreme harmony and good will towards the accomplishment of the mission. This is particularly important for those units which share a common town or community. This is most important in some of our larger cities where numerous units share people, airports and most important, newspapers and other media. In my opinion, it is most important to have friendly competition, but I have known cases where neighboring squadrons would not even talk to one another. This is carrying the competition too far. We must all remember that we are wearing the same wing patch. True, we would all like to see our units as the best in the wing, but we must all remember that we are all part of the overall National and Wing program and carry a responsibility to show this.

Unlike my Uncle, I do not go along with swearing at people, but I have been known to raise my voice to get a point across and I have also been known to get quite loud and disturbed when I am making a point. At times, I believe that I would do almost anything to urge you people forward toward accomplishment of the goals.

The Plans section of the wing is working on a Group and Squadron evaluation system patterned after the National Evaluation of wings, that will be broken down into categories. Evaluation will be for Cadet Squadrons, Senior Squadrons and Composite Squadrons as well as for Cadet Groups and Composite Groups. This new evaluation program will be placed into effect with the year end 1963 Figures. This should be published by late February and evaluations will be quarterly. We, at wing, feel this will let our 125 units know how they stand.

As you all begin the new year, please think of these three suggestions toward success that this one man found so helpful. In stopping to think of them carefully, I'm sure you will agree that they have their place in CAP.



du Pont

*Samuel Hallock Du Pont, Jr.*  
SAMUEL HALLOCK DU PONT, JR.  
Colonel, CAP  
Commander

## CAP WEEK PROCLAIMED

Throughout the state Mayors of many municipalities proclaimed CAP Week as Civil Air Patrol began its 23rd year of operations. Typical is the proclamation reprinted below from the Winter Garden Times. All of the planned anniversary celebrations were postponed until after the observance of the national 30 day mourning period.

**A PROCLAMATION  
Civil Air Patrol Week  
By the Mayor of the  
City of Winter Garden**

**WHEREAS, the Civil Air Patrol, civilian auxiliary of the United States Air Force, is devoted to volunteer service to the community and to the nation; and**

**WHEREAS, the men and women of this organization have given unselfishly and wholeheartedly to the relief of suffering and to the safeguarding of the lives and the property of their fellow Americans through the performance of air and ground search and rescue, mercy missions and disaster relief; and**

**WHEREAS, these same civilian volunteers are dedicated to promoting an effective national program of aerospace education and training for our youth; and**

**WHEREAS, December 1st, 1963, marks the 22nd anniversary of the founding of this volunteer civilian organization dedicated to the services of humanity;**

**NOW, THEREFORE, I, Percy Blunt, Mayor of the City of Winter Garden, do hereby proclaim the week beginning December 1st, 1963, as "CIVIL AIR PATROL WEEK" and do hereby call upon all citizens of the City of Winter Garden to observe this week by participating in ceremonies designed to honor the men, women and cadets of the Civil Air Patrol.**



Lt. Col. Norman Fisher, Commander of Group 1 and Lt. Ed Johnson, Commander of Miami Squadron 1, receiving CAP Week Proclamation from Miami's Vice Mayor Kennedy

## DUPONT VISITS NATIONAL HQS.

Col. duPont, Florida Wing Commander, completed his usual bi-monthly two day visit to National Headquarters in Houston, Texas.

Col. duPont feels that a two-day visit to National helps keep him abreast of the major programs and at the same time allows him to keep in close personal touch with the staff section heads at Ellington who are responsible for the many varied programs.

Of prime importance during this recent visit was a further study of the new Cadet Program. Col. duPont learned that Florida Wing will be the first wing to adopt the new program when it is placed into effect on January 6th. He also learned that the centralized testing section is shipping exams to units on the same day as the requests are received and that corrected exam cards are presently being returned within three days of receipt.

Col. duPont finds that he can keep ahead of the new program being developed by these visits, in addition to spotting such problem areas as the new ECI program before most wings become aware of them.



## GROUPS VI & XIII VISITED

The Wing Commander and the USAF Liaison Officer both visited the December Squadron Commanders call and Group Staff meetings of Group VI and XIII.

Col. duPont and Major Barnard visited with Lt. Col. Ralph Gwinn Commander of Group VI on Sunday 2 December, at the South Brevard Composite Squadron Building, site of the Group VI monthly call. All squadrons of Group VI with the exception of Titusville and Deland were represented by their commanders and some of their squadron staffs. Both visitors were most pleased with the progress Group VI is making and the spirit of the Group's squadrons. After the formal meeting, Col. duPont inspected the cadets of South Brevard Composite Squadron and was well pleased with their uniforms and military bearing.

Group XIII added a new squadron on 5 December. Sebring Composite Squadron was added to this fast growing group, having been transferred from Group VIII. All from Group XIII were present for the squadron commanders call held as usual in the terminal building at the Lakeland Municipal Airport. Both Col. duPont and Major Barnard commented on how well the new Group XIII was progressing under the leadership of Lt. Col. John E. Bodle. Both of the wing visitors were particularly impressed by the cooperative spirit showed by the squadrons of Group XIII.

Lt. Col. Kraemer accompanied Major Barnard to the Group VI Call, and Lt. Col. Charland, Lt. Col. Milner and Capt. Altwater drove to the Group XIII call.

**NEED A MATE?** If so, the girls of University Cadet Squadron, Group I, could show you how to get one. At the Sadie Hawkins Dance held Friday, November 22, 1963, the male cadets of the squadron found true love, as they were dragged over to Marryin' Sam. Marryin' Sam did an excellent job considering that he charged a small fee for the service he conducted.

"All Dogpatch gatherers agree that the Stingrays did a wonderful job. We thank them for appearing and hope that they enjoyed themselves as much as we enjoyed them. Our own band appeared at this dance for the first time... and they have a style all their own... ALL their own!" said one of the members of the squadron.

W/O Jan Lowe, New Smyrna Beach Composite Squadron, received his ECI diploma on 11 Dec. 1963. This makes 5 ECI diplomas for New Smyrna Beach.



## First In COPs GROUP XIV ACTIVATED

The Florida Wing has now moved into first place Nationally in Percent of COP quota for the month ended 30 November. Florida has a percentage of 83.6% to lead Kansas which has 79.6%.

The Florida Wing has produced 97 COP's out of its annual quota of 116. This is the first time this year that the Florida Wing has been able to move into the number one position in COP's. Last month Florida Wing moved into second from third place, where it had been for three months in a row.

Col. duPont, Wing Commander, said on December 16th, that the Wing had 113 COP's awarded or pending, and that it was almost sure of making its quota of 116 before the 31 December deadline. He also said that it would be impossible to determine the Wing's National Standing during the middle of the month, but that he was pleased with the progress the wing had made during this last month. He noted in particular that Group 1 had produced 8 COP's so far this month which accounted for the largest portion of those received this month.

The Wing Commander also noted that the units and personnel of the Florida Wing usually came through in fine shape when backed up against the wall, and showed fine competitive spirit.

## RHODES GETS M S AWARD

Lt. Colonel Alfred T. Rhodes, long-time commander of Group VI and now the Wing Chief Inspector, received the coveted Meritorious Service Award at the November 23rd Wing Staff Meeting in Orlando.

This presentation to Col. Rhodes, whose record of 22 years dedicated service can't be matched by many CAP members.

## CAP GRASSHOPPER HOPS TO 2nd PLACE

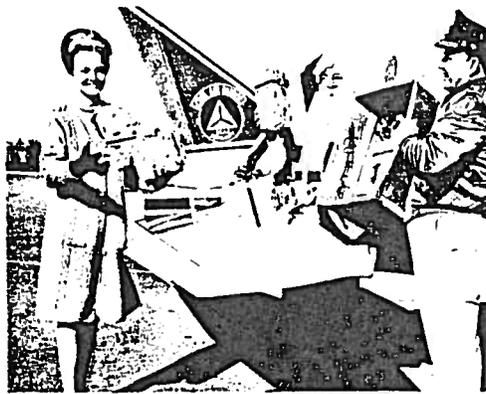
Grasshoppers - women pilots, 45 of them from all over the state held a confab and contest at the New Smyrna Beach airport on 20 November 1963. 1/Lt. Nancy Klose of the New Smyrna Beach Composite Squadron, a member of this organization, took part in the spot landing contest and took second place honors.

GROUP XIV, with Headquarters in Sarasota, has been activated by the Wing Commander, Col. S. H. duPont, Jr.

The new Group will have Major F. Joseph Kiernan, a long time CAP member, as its commander. Major Kiernan came to Florida from the New York Wing where he was a Squadron Commander. In Florida, Major Kiernan has served as Commandant of Cadets for the Sarasota Composite Squadron and was most recently Group VIII Director of Cadets.

Group XIV will start with six squadrons including Anna Marie Island Cadet, Bradenton Cadet, Manatee S & R Senior, Sarasota, Composite, Venice Composite and Wachula Composite. Several new cadet squadrons are in the planning stage and should be organized after the holidays.

Col. duPont presented the Civil Air Patrol Charter to Major Kiernan during his recent visit to Group XIV's first organizational meeting and initial Squadron Commanders call. Col. duPont spoke to the assembly at length on each unit's individual progress and concluded his remarks with a briefing on the new National Cadet Program and an outline of what he expected from Group XIV and its squadrons.



## CAP JOINS TB

The Florida State Tuberculosis Association and the Florida Wing Civil Air Patrol joined hands for the third straight year on November 17th in a combined effort to let the patients in the three State TB Hospitals know that they have not been forgotten.

The Wing was once again deployed under the Task Force concept to pick up specially created King-size Christmas cards from all counties and fly them to five area collection points. Cards collected at these five area centers were then flown to the three state hospitals in Tampa, Lantana and Tallahassee.

Colonel duPont flew "Eagle 1" to Jacksonville where he met with Lt. Colonel John McDonald, Deputy Commander-North, who was the Wing TB Project Officer for this year's joint effort. "Eagle 1" took Mrs. Marie Kelley, State TB Director of Information and 12 other State TB Dignitaries to Tallahassee and return for a visit to the hospital there.

Speaking in behalf of the Wing, Col. duPont said that he was extremely pleased, not only for the tremendous effort expended by our CAP members and units, but also that CAP was recognized and thanked for its part in the annual TB Campaign ceremonies.

On Sunday, December 1, Xmas gifts for patients at South West Florida TB Hospital in Tampa were delivered by Santa (Charles C. Shanon, Florida TB Association) and his helper (Orange Bowl Queen Jeanne Hefinger). Instead of a sleigh and reindeers, Santa was whisked through the skies by CAP's Lt. Col. Norman Fisher, Lt. Ed Johnson and Lt. Ira Gottfried. The gifts were presented by former patients of the hospital.

DON'T PUT OFF UNTIL TOMORROW WHAT YOU CAN DO TODAY--IF YOU LIKE IT, YOU CAN ALWAYS DO IT AGAIN TOMORROW.

## MAN BEHIND THE SIGNATURE

*Wm Mullen*

If he had his wish, the man behind this signature would spend ALL his time with a drawing pen in one hand and a martini in the other...

Captain William (Bill) Mullen, Wing Director of Insurance (and staff cartoonist for Gator Capers) looks at the humorous side of life... and he finds it in the darndest places. He can take any normal situation and with a few deft strokes of his pen, turn it into a side splitting, laugh provoking adventure. But unlike many cartoonists Mullen's pen is never dipped in acid. He just pokes good natured digs at those around him. More than once our Wing Commander has been the 'victim' of his satire.

Bill's ability to see the lighter side of things comes as naturally as his ability to tell a good yarn. More than once he's held an audience spellbound as he drew out one of his 'hoosier' stories... but the punch line is always worth waiting for.

Bill was born in Indiana, but he really started livin', he said,

when he came to Miami in 1950. He's been in CAP since 1957 when his good friend Ellis Blythe, who was then Chaplain of North Dade Composite Squadron, convinced him to join.

"I still don't know whether I should bless him or curse him for that," Bill says, "because since I joined CAP my life just ain't been the same!" For one thing, Bill became interested in flying and he's somewhat of a celebrity... he's a student pilot and he's logged more than 130 hours - mostly flying around the pattern at North Perry Airport, in Hollywood, Fla. Out there they call him "Pattern Perfect Bill."

Bill's held most every CAP job there is. He helped organize North Dade's Ground Search and Rescue unit... he's been Supply Officer... Personnel Officer... and he's CAP's best one-man recruiting team. He's a communicator, holds an observers rating... he hunts, fishes and loves lobsters. His greatest accomplishment? Being married to the same woman for 23 years... and liking it!

## REGION USAF STAFF VISIT SUCCESS

Colonel Oren H. Lane, USAF Chief Liaison Officer of the Southeast Region, USAF-CAP office in Nashville, Tennessee, seemed well pleased with his recent staff visit and inspection of the Florida Wing Headquarters and Wing Staff Officers.

Colonel Lane, accompanied by his Region Staff including Lt. Colonel Raddie Massey, Lt. Colonel E. Lee Secrest, Major Clarence Brown, Mr. Kenneth Perkins and M/Sgt. John Pigg, made his annual 2 day visit during the recent monthly wing staff meeting at Wing Headquarters in Orlando on the 22nd and 23rd of November.

Colonel duPont ran his normal four hour staff meeting Saturday morning, followed by three committee meetings in the early afternoon. Those Wing Staff Members not in committee meetings met with the Region USAF Inspectors in individual sessions to review their own staff records.

A total of 24 Staff Sections were inspected by the Region personnel topped off by an informal conference between Colonel Lane and Colonel duPont. During this conference, Colonel Lane told Colonel duPont and Major Barnard Florida Wing USAF-CAP Liaison Officer, that the Florida Wing had tremendously improved and that this was the best CAP Wing organization that he had ever seen in his nearly four years as Chief Region Liaison Officer.

Colonel duPont said after the inspection that he was extremely pleased with the showing that the wing had made and that he was most satisfied with the Region visit.

## GROUP XV NEWEST GROUP IN WING

Group XV was activated Friday night, December 6, 1963, at a meeting of the membership of the combined units of the new group.

This was the 7th group to be chartered during 1963 since Col. duPont became wing commander in March.

Col. duPont established a precedent, not only in the Florida Wing but also the Southeast Region, by appointing the first female Group Commander in our history. Major Barbara Arnold, long time Commander of the Fort Pierce Composite Squadron, was appointed on December 1, 1963 and received her charter five days later.

Group XV will consist of three composite squadrons initially, with two additional cadet squadrons planned. This new Group consists presently of Fort Pierce Composite, Stuart Composite and Vero Beach Composite.

Our fast-moving 'leader' spoke to cadets and seniors of the new group and its squadrons during which time he spoke of individual responsibility and long range planning.

Starting this Month

# Flying Minute Men

the story of  
CIVIL AIR PATROL

FROM THE BOOK BY  
ROBERT E. NEPRUD

## FOREWARD

*This is one of the great untold stories of the war - a story whose final chapter has not yet been written.*

*"Flying Minute Men" is the saga of the Civil Air Patrol, an American phenomenon launched one week before Pearl Harbor by private fliers who could see trouble ahead and were prepared for it when it came - much as were the "Minute Men" of the Revolutionary War.*

*In its ranks were millionaires to shoe clerks, lawyers and mechanics, doctors and plumbers, professional women and housewives - all of them aviation enthusiasts with something to contribute.*

*This was the army that flew more than 24 million miles over the Atlantic and Gulf in single-engined landplanes to help win the battle against German U-boats that were preying on coastal shipping early in the war; and it should be noted that, for one period - at the start of the war - this CAP was the only agency that was able to take any real action toward controlling the submarine menace. This civilian flying unit was the army that furnished the Regular Army and defense plants with an efficient aerial courier service; that lured targets for anti-aircraft batteries and tracked for searchlight crews; that flew sentry duty along the Mexican border, on watch for spies and saboteurs; that spotted forest fires, rushed medicines and supplies by air to flood disaster areas, and located lost plane after lost plane in mountainous and wooded terrain.*

*I have watched the CAP grow from a crisis-born idea into a national institution, and I am confident it will continue to carry on its truly American program for many years to come.*

*H. H. ARNOLD, General of the Army (Commanding General of Army Air Forces during World War II)*



## CHAPTER ONE

There was a time early in 1942 when Nazi submarines were bagging two or three vessels a day along the East Coast and in the Gulf of Mexico. The entire 1,200-mile sea frontier from Halifax to the Florida Keys was protected by some antiquated subchasers, five old Eagle boats, three ocean-going yachts, fewer than a dozen Coast Guard ships, four blimps, and a handful of airplanes. During those first desperate months after the United States was plunged into war, the Navy was spread far too thin to keep the Nazi sharks at bay - and the tanker man who sailed past Cape Hatteras alive counted himself lucky.

Twelve vessels went down in January, 42 took the plunge in March, and by May the toll of shipping was so terrible that no figures on losses were released to the public. For several humiliating weeks, all coastal vessels were ordered to put up in harbors until convoys could be organized. Danger lurked along the waterfront. Mysterious blinkers contacted offshore craft at night; enemy agents rubbed shoulders with sailors in bars and restaurants, alert for news of ship movements; short-wave sets concealed in attics and basements relayed information from towns and cities along the coast. Eight Nazi saboteurs, schooled in the arts of death and destruction, were actually intercepted by alert Coast Guard sentries. Four Nazis landed on a Florida beach, and the other four near the eastern tip of Long Island after disembarking from submarines in rubber boats.

The 245-foot transatlantic monsters, spawned in the pens at Laurent, Bremen, and Wilhelmshaven, became brazenly impudent. They sank a ship in the mouth of the Connecticut River, patted two more in the Saint Lawrence, and crept up into the Lower Mississippi to threaten shipping plying out of New Orleans. Before dim-outs were ordered along the coast, the U-boats turned the waters off brightly lighted resort cities into shooting galleries, ramming torpedoes into sharply silhouetted tankers and merchantman within sight of the boardwalk crowds. Sometimes, in order to conserve their "tin-fish," subs blasted shipping with their two formidable four-inch guns, which more than matched the armament carried by most U.S. patrol boats. On occasion, U-boat crews even hung out their wash and took sunbaths on deck when their crafts surfaced to charge batteries.

Wild stories - reminiscent of some that went the rounds during the First World War - told how theater tickets from Miami showhouses, milk bottles with the stamp of a Miami dairy, and bread-wrappings from a Miami bakery had been found aboard a submarine captured off Florida. These tales were later discredited, but the fact that they were accepted by many persons as the truth is evidence of the jittery state of the nation during those hectic, embattled days.

Gasoline and oil shortages were growing in the Eastern states as tanker after tanker was torpedoed and turned into a gigantic funeral pyre after leaving Texas refineries bound for Northern ports. Tanks and guns and ammunition intended for Russia and England were often diverted to the bottom of the ocean a few hours after leaving American harbors. Submarines were operating close to land, frequently attacking their victims from the inshore side.

Civilians along the coast wanted to help, but there was little they could do except to stare in horror at charred corpses washed up by the tide on oil-drenched, wreckage-littered beaches. Off Miami, Florida, and off Provincetown, Massachusetts, they did race to the rescue in motorboats to pull sputtering, half-dead seamen and soldiers out of the ocean - the latter being survivors of a troopship torpedoed near the fashionable art colony. But there seemed to be little that either the military or civilians could do to stem the tide of destruction. It was like trying to battle a giant with a fly-swatter.

There were many in this country who were unprepared for the shock of Pearl Harbor, who didn't believe this country ran any real danger of becoming involved in Europe or in the Pacific. But most of America's civilian airmen were awake. They reasoned that in a national emergency their special training and their planes could be utilized to supplement the military. At the same time, they realized that they would have to work as an organized force if they were to function effectively as an aid to the Army and Navy.

Long before the Civil Air Patrol became an official body on the first day of December in 1941, fliers were being organized for potential military operations, and planes and technicians were being lined up by local units. The training program was geared from the first to whip the squadrons into shape for the emergency missions they were later to run off under military control.

As more flights and squadrons mushroomed into being in towns and cities all around the country, and as the situation along the coast grew worse, the personnel of CAP became increasingly insistent that they be given the job of patrolling the sub-infested offshore waters.

By February 1942, the situation had reached a critical stage. It was then that William D. Mason, later a director of the Petroleum Administration for War, on leave from the Sun Oil Company to supervise security for oil shipments, pushed the plan to employ men and plane of the newly formed Civil Air Patrol as submarine spotters. Himself a member of the nation-wide organization of civilian airmen which had gone into operation under the Office of Civilian Defense on December 1, 1941, to give wings to the nation's home defense needs, Mason was

convinced that private fliers in small planes could play a big part in checking the terrible toll of shipping being taken by the German wolf-packs. He discussed the project with Major General John F. Curry, national commander of the Patrol, early in February. But money for bases, along with a directive from the Air Force's General Henry H. Arnold, was needed before the Minute Men of the Air could be authorized to fly over the shipping lanes.

J. Howard Pew, president of Sun Oil Company, advanced \$10,000 as an initial requirement establishment of coastal patrol bases. This amount later was increased by some \$8,000 by Sun, and other oil companies contributions swelled the amount to about \$45,000. When the Air Force later noted the fine work of the CAP on coastal patrol missions, it assumed the financial burden.

The first reaction of most Army and Navy brass, however, was strictly negative. It was troublesome enough to have civilians flying their little planes over inland areas, they thought, and it would be twice as bad to have them clutter up the already confused situation along the coast. Besides, they asked, what good were country-club pilots in single-engine land-planes when it came to policing the ocean highways? These missions would have to be flown 40 or 50 miles offshore and were rugged enough to give a real workout to the service aircraft and pilots of the First Bomber Command.

In the meantime, more ships were being sunk, and the Army and Navy still lacked strength to offer much more than token protection. The oil industry and spokesmen for the maritime unions demanded that something be done to give crews and cargoes an even break. Civilian planes and pilots might be able to help. Why not give them a chance?

"We may not sink any submarines," said Gill Robb Wilson, the New York Herald Tribune's aviation writer, who was then CAP's national executive officer, "but we might be able to frighten them into staying below the surface. That would reduce their speed and the accuracy of their fire would suffer, giving our shipping a fighting chance. They wouldn't be knocked over like sitting ducks as they are now."

It was finally agreed that experimental bases were to be set up immediately at Atlantic City, New Jersey, and Rehoboth, Delaware. A third was to be activated at West Palm Beach, Florida, shortly after the two Northern stations commenced operations. A grant of \$18,000 was allowed for the maintenance of the bases during a 90-day trial period. The "hot spots" they covered were idly known as ship graveyards, where sinkings were almost daily occurrences.

To Atlantic City and to Rehoboth in late February and early March of 1942, came some of the best-qualified civilian pilots in the country, many of them brining along their own planes, two-way radios, and spare parts. Most of the early arrivals were Easterners, but the ones who came later to bases up and down the coast were from 45 different states. They were picked men - pilots with hundreds of hours of flying time, much of it on cross-country flights, who had been given dry-land training for the incredible job they were about to tackle. Among them were barnstormers, lawyers, bus-drivers, manufacturers, mechanics, doctors and shoe clerks. Wealthy Manhattan brokers like Tom Eastman shared the assignment with men like the late Ben Berger, a former Denver bakery truck driver who died in a crash at Atlantic City on Easter Sunday, 1943. Dozens of the active-duty volunteers junked their businesses and jobs for months or years. Some brought their wives along. Many of the women worked as typists, communications specialists, and plotting board operators - jobs they shared with local volunteers. A number of the girls at the bases were pilots in their own right, but the coastal patrol flying duty was barred to them because of the risks connected with the overwater missions.

CONTINUED PAGE 7



IT'S NO ROCKET... CAP space team member, Jacksonville Astronaut, Navy Lt. Alan Bean, (second from right) admires a model of Civil Air Patrol's "Old Faithful", search and rescue aircraft during family night ceremonies of his parent unit, the West Jacksonville Cadet Squadron. Looking on are Capt. Clyde R. Tebbe (left) Commander of West Jacksonville Cadet Squadron, Lt. Sally A. Bennett, Florida Wing Coordinator for Women and Lt. Colonel Otis L. Phillips, Commander of Northeast Florida Group II, CAP.



## ACTIVE SINCE THE BEGINNING

Florida Wing has many things to be proud of... but it is proudest of its members who joined CAP at its inception back in early '42. Lt. Col. Lawrence J. Feldman is one of those CAP 'originals'. Larry, Exec for Group I, was in at the birth of CAP and has been an active member ever since. Feldman joined the first squadron formed in New York, and flew convoy cover missions as far as 100 miles over the ocean. He flew over one hundred of these missions in an old, unarmed Fairchild and spotted and reported two submarines.

Lt. Col. Feldman's contribution to World War II effort has earned him the following decorations: Anti-submarine Patrol ribbon with two clusters; Service ribbon with four clusters; Distinguished Service ribbon and a search and rescue ribbon with two clusters.

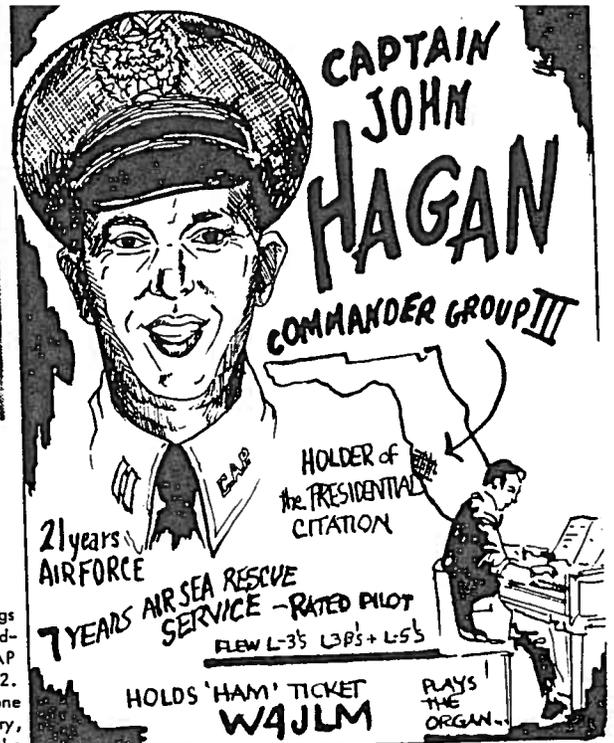
Feldman, a native of Hungary, came to the United States in 1930 when a pre-Hitler wave of anti-semitism forced him out of medical college. He is the sole survivor of a family killed by the Nazis. In New York he became a mechanic, an American Citizen, a pilot and a member of CAP.

Miramar, Hal landale and Driftwood Squadrons held a field exhibit on December 14th and 15th at the lot on Pembroke Roads and State Road 7. Recruiting and familiarization with CAP were the main objectives. A communications system and a 20-man tent were set up. The Hallandale L-5 was on display. The exhibit was a success as several new seniors joined.

Cadet Mark Haffey of the Carveral Composite Squadron, Group VI, recently received two CAP honors by being promoted to C/2 Lt. and being named Cadet Commander for the Squadron.

C T/Sgt. John Russo, New Smyrna Beach Composite Squadron was presented his COP by 1/Lt. Charles P. Cox, Commandant of Cadets, at the regular meeting held 30 October, 1963.

W/O Darrel Albert of North Dade Composite Squadron was appointed Commandant of Cadets replacing Capt. Don Cunningham, recently appointed Commander of the Senior Squadron.



KNOW YOUR GROUP COMMANDERS (One of a series)

## SPECIAL ACTIVITIES SELECTION PLAN SET

The Selection process for the National Cadet Special Activities will take place on Saturday, 18 January, at the Robert Meyer Motor Inn.

80 Cadets will be airlifted from their home towns, arriving in Orlando about 9 AM. These cadets will be driven from the airport to the Robert Meyer Motor Inn, where they will register for their room and change into class B (no tie) uniform.

After registration, the cadets will proceed to the two testing rooms where they will be given multiple-choice written exams. Two types of exams will be given: The first, a general leadership examination and the second a specialty exam covering each of the National Special Activities, such as IACE, SAOC and JOC.

For example, assuming a cadet has applied for IACE, JOC and SAOC. After registration, the cadet will proceed to examining Room #1 where he will take the officership examination. After that, the cadet will take the specialty exams for IACE, JOC and SAOC, since he has applied for these courses.

After a group luncheon with the other cadets, he will be called before the seven-member selection board in alphabetical order. He will be instructed to remove his name plate and will be known to the selection board by number only.

Many units in the wing are not getting into Gator CAPers because the material they send arrives too late. Photos and stories must reach the editor before the 15th of the month to be included in the next months issue!

The selection board will be unaware of a cadets scores on the written exams, and this will enable them to make an unbiased, straight-forward evaluation.

The Military Ball will begin at 8:30 PM and will last until 1:00 AM. During the intermission of the dance, beginning at 10:00 PM, the announcement of the winners and alternates will be made and formal pictures taken.

All cadets, male and female, who have applied for a national special activity, must wear the Class A Uniform to the Military Ball. Only those cadets who are not participating in the selection process or non CAP member dates of those involved may wear civilian clothing.

For those participating in the selection, tickets for the dance are included in the cadet package price of \$11.00. Tickets will sell for \$1.00 per couple or stag to all seniors and to cadets who have not purchased the \$11.00 weekend package. The \$11.00 package covers three meals, hotel room and dance for the participating cadets.

It is expected that 30 cadets from the Central Florida area will participate in the Special Activity Selection. They will drive to the Robert Meyer since they live too close for airlift. All in all, 75 seniors and 150 cadets and their dates are expected to attend the Military Ball.

University Cadet Squadron announces the recent promotion to Group X Cadet Council Chairman of Cadet Major Mendoza. His replacement will be Cadet Commander Ed Willard. "Farewell Fearless Leader"...

## Send material in early!

# "FAMILY NIGHT" BIG SUCCESS



## - RED CAP!

by Ben Wakes

You're a pilot. Every hour you can steal you spend in a small fast moving compartment surrounded by dials and gauges... a private world of your own... a world you know and love. But today you're not flying for pleasure. Today you're flying for survival. You're on a CAP Search and Rescue Mission... a REDCAP!

It started the night before. You were spending a quiet evening at home watching the midnight movie when the phone rang. Reluctantly you left your TV set and answered it. Phil Swanson, your Squadron Operations Officer was on the other end of the line.

"Bob, we're on alert. Someone in a Piper Colt hasn't been heard from since noon. No, it isn't anyone we know. Briefing is set for 0600 at the field." You told him you'd be there.

You went back to the movie but your mind wasn't on TV any more. You were thinking about the pilot somewhere out there in the dark... alone, maybe hurt, maybe dying... maybe even dead, and you begrudged the fact that nothing could be done about it until morning.

You didn't need the alarm to wake you. You had been lying in bed waiting for it to ring for hours. It finally did and shivering in the early morning cold you slipped into your flight suit. Pale gold was rimming the eastern sky as you drove the few miles to the field. The air was damp and a misty fog clung to the ground. Damn! This you knew would delay your take-off.

The briefing room was already crowded when you arrived. People were huddled in small groups; some around a long, map filled table; some at the big blackboard; others around the steaming coffee

communications was being set up and radio operators, adjusting their gear, were getting the net into operation. There were women busy at phones and typewriters. Cadets were gathering forms and placing them in piles on various small tables. This was SAR in action. This was but one group of CAP members in the area voluntarily responding to a call for help... and there were others, all over the nation, ready to do the same.

You went over to the table marked "Registration" and signed in. Phil saw you and called you over to the table with the maps. Someone handed you a cup of coffee and you gulped it. It was bitter, but the warmth felt good going down your throat.

"The whole southern part of the state has been called out on this one." Phil told you, "Col. Wilson is Mission Coordinator. Briefing in 10 minutes."

You looked down at the maze of maps... all marked up in heavily bordered sections with numbers on them. "God," you thought, "What a helluva lot of territory to cover."

Col. Wilson arrived and everyone gathered around the large table. You looked at the people all around you. You knew most of them. These were the same people who always came to the meetings; attended conferences; went to encampments; took the educational courses; these were the workers of the organization. Some were pilots many were not. Some would be observers on this mission, others would handle communications, or ground support, or work in the information section, or on the flight line, or run errands, or do the necessary paper work. All were needed. There would be something

You listened to the briefing in silence and asked questions in hushed tones. There was no joking or kidding around because this was serious business. You found out more about the mission. You learned that the pilot was only a kid with a student ticket. Yesterday at noon he rented the aircraft and flew to the practice area about 5 miles from the field. He had six hours of fuel aboard. At sundown, when he failed to return to the field, Eastern Air Rescue Service was notified and the mission was called.

You saw the other pilots looking at each other. They all knew that this would be a rough one to locate. With six hours fuel he could have gone down anywhere, in any direction.

The briefing over, you were assigned your search area and an observer. Together you planned your navigation and search pattern, estimated the time it would take you to cover the area, filled out your briefing form and checked out your aircraft. By this time the fog had burned off and you were able to start the search.

Now you're flying back and forth over desolate swampland, peering at the ground, straining your eyes for any sign of wreckage or life. You... and others like you... in other aircraft, in different search areas... all volunteering time, talent, equipment, and just plain hard work... not for pay, not for fun, but for survival. You may not be the one to find the missing pilot. He may not even be found at all, but you'll keep looking until you're ordered to stop. You'll keep looking and thank God that others will keep looking too, because if not now, maybe soon your life may depend

Tuesday, December 17, 1963, the second 'Family Night' ceremonies of the San Jose Cadet Squadron of the Civil Air Patrol, was held at its headquarters. The new CAP Cadet program involving the training of the cadets was presented by S/M Lee C. Bradley, Senior C/Training Officer. This new program will be effective January 1, 1964, based on 14 eleven week cycles.

The advancement of the squadron including the various activities were presented by the cadets who participated.

Cadets having completed the basic training requirements were sworn in and became official members of the CAP. Cadets who completed further requirements were advanced in grade and were awarded certificates of accomplishment and training awards.

Cadets assigned to new cadet staff positions were: C/3c R.F. Loehner, C/Training Officer; C/3c S.P. Warming, C/Flight Leader; C/3c R.L. Melvin, C/Supply Officer; C/3c R. A. Holton, C/Flight Leader; C/3c R. McCracken Adm. NCO; C/B Helen Vernon, C/Flight Leader; C/3c Robert L. Smith, C/Squad Leader; C/3c D. R. McMurry, C/Squad Leader.

Among persons attending were parents and guests being: Lt. Col. John C. McDonald, Deputy Wing Commander; Lt. Col. Otis L. Phillips, Commander N.E. Florida Group II; Maj. Robert D. Moore, Director of Cadets, N.E. Florida Group II, 1st Lt. Sally A. Bennett; Co-ordinator of Women, Florida Wing; 1st Lt. E. Warren James, Commander, Jacksonville Cadet Squadron; 1st Lt. John Pettis, Commander St. Augustine Cadet Squadron; 2nd Lt. Carl N. Schueffler, Executive Officer, West Jacksonville Cadet Squadron; W/O R. D. Carroll, Executive Officer Fort Caroline Cadet Squadron, and S/M Putney Commander of the Arlington Cadet Squadron.

After the squadron's ceremonies, Cadet Paul White cut the cake with its colorful squadron shield and motto "Potimus" (the Best) in bold letters, to begin the family social

## THANKS TO CAP...

The following 'open letter', received by Lt. Col. Norman Fisher, speaks not alone to the Colonel but to every senior who willingly devotes many hours working with the cadets.

Working with 'the kids' is often just plain hard work, and those seniors dedicated to the cadet program often envy the freedom of those not involved with cadet responsibilities - but comes a letter such as this - and they wouldn't change places with anyone else for a million. The words 'thanks to CAP' is payment enough.

Dear Colonel Fisher,

Just a little note to express in some small way my sincere thanks for all you have done for my sister and me. Since the very first time I came into CAP you have always been there to help and assist me along. I thank you sincerely for the guidance and the ideals you have taught me.

Next month I'll be leaving for college at Florida State in Tallahassee. This, too, you have helped me reach, for I was fortunate enough to have won the American Legion Scholarship which you wrote one of my letters of recommendation. Though I'll be leaving, I won't fail to take along with me all the wonderful moments, memories,



friends, education and ideals CAP has given me. I shall sincerely be forever grateful and I can truthfully state that if it wasn't for you and a few other people in the program who helped me over the rough spots, I don't think I would have profited from it as much as I did. For many times when I needed to be set straight on a particular subject, you were there to do whatever necessary.

I shall not fail to keep in touch and perhaps I may still be able to participate in some of the activities whenever I have a break. No matter what, I thank you and I thank CAP - it's a wonderful program.

Sincerely,  
Rita

Cadet Major Rita Figuero, the writer of the above letter, was one of the most outstanding cadets in the Florida Wing. She holds a COP, Rifle Marksmanship and National Drill Ribbons. She was on the Exchange Advisory Council and twice she led the Miami All Girls Squadron to Florida Wing Drill Competition victory and under her leadership they went on to Region and National Drill Competitions.

# HONOR & AWARDS NIGHT

New Smyrna Beach Composite Squadron had an honor and awards night in which friends and parents attended. It was held on the regular meeting night, December 4.

Capt. Edward Steighner, Commander, spoke of the achievements the Cadets had attained during the year and introduced 1/Lt. Charles Cox, Commandant of Cadets. Lt. Cox presented promotions to the following cadets: From C 1st Lt. to C/Capt. William Robinson, Commander; C 2nd Lt. to C 1st Lt., Jerry Frye; and from C/M Sgt. to C 2nd Lt., Robert Stettina.

Also an annual event, is the handing out of trophies to cadets who have earned their COP during the year. This year six cadets received a COP trophy. They were C/1st Lt. Jerry Frye; C/2nd Lt. Robert Stettina; C/T Sgt. Lynn Krohn; C/T Sgt. Arthur Glatt; C/T Sgt. James Taylor and C/M Sgt. John Russo.

Another annual event is the awarding of the Cadet of the Year trophy. This trophy is awarded to the cadet who has shown good leadership, neat appearance and has, in the cadets opinion, done the most toward helping and building the Squadron to a high level. The cadets themselves do the voting.



This year the trophy was presented by Group VI Director of Cadets, Capt. Dorothy Puffoff to Cadet T/Sgt. Robert Mercer.

# MINUTE MEN

At the outset, volunteers were given the option of signing up for 30, 60 or 90 days of continuous service - or longer. The 30-day minimum was soon upped to 90 days however, since a man who was to be around for only a month or two would still be a rookie when he left. The majority of the pilots, observers, and mechanics who reported for duty at Rehoboth or Atlantic City signed up for six months a year, or for the duration.

Calls went out to the CAP state organizations (called wings) for airworthy planes of 90 horsepower or more - planes ready to fly into action at once. Such ships as the Fairchilds, Beechcrafts, Stinsons, Wacos, and heavier craft - with or without pilots - were requested. Hourly rates covering the out-of-pocket charges and depreciation were paid the owners.

To make sure that coastal patrol fliers would be treated as prisoners of war and not shot as guerrillas if captured by Nazi submarine crews, CAP officials worked through the War and State Departments to make the functions known to foreign governments. The "US" on the organizational emblem was further guarantee that the men who flew over the ocean in civilian ships were under official Army orders.

The week that Gil Rob Wilson's Atlantic City contingent set up shop at the Municipal Airport a near-hurricane threatened to demolish CAP aircraft staked down on the field. For two nightmarish sleepless nights, every man on the field clung to wings and struts and tail surfaces to prevent the howling wind from blowing the ships over and wrecking them. Pilots and observers joined guards and mechanics in the battle against the elements, sometimes throwing themselves bodily across fuselages when the blow was at its height. Whenever they could be spared momentarily, men ran into a rickety hanger and slapped each other around in order to restore circulation - then go back for another bout with the storm and soon would be stiff with cold and drenched to the skin by the sleety rain.

The idea of flying in land planes over the ocean at a few hundred feet and as far as 100 miles out of sight of shore was something that most coastal patrol volunteers considered sheer suicide a few months before. Some of the pilots were professional aviators, but with the exception of the late Major Holger Hoirris, Delaware Wing Commander who headed the Rehoboth base, and a few others, none had had

# PROMOTIONS

The following is a list of promotions which became official during the period 1 November to 30 November 1963.

## TO LT. COLONEL:

Crook, Jack Canaveral Composite Squadron

## TO CAPTAIN:

Stone, Franklin (deceased) North Dade Composite Squadron  
Collins, William Florida Wing  
Collins, Alice Florida Wing  
Whitman, Ernest Florida Wing  
Steighner, E.C. New Smyrna Beach Composite Squadron  
McCleary, Jane W. Jacksonville Cadet Squadron  
Oliveira, Joseph Margate Cadet Squadron

## TO 1ST LT:

Henderson, R.Y. (Chaplain) Charlotte Co.  
Pealer, Grant Winter Garden Cadet Squadron

## CONGRATULATIONS TO THE ABOVE.

A word to the wise: Anyone holding rank who has not renewed by 30 January will automatically lose their rank and be demoted to Senior Member. They will lose any pilot ratings and will be required to re-submit form 2's for reinstatement through channels.

Notice: The following applications are held at Wing for missing material and errors committed on their applications. Notice has been sent to their units. Please follow up immediately:

Armstrong, G.R.	Tri County Cadet Squadron
Bradley, L.C.	San Jose Cadet Squadron
Carlson, V.J.	San Jose Cadet Squadron
McCracken, O.J.	San Jose Cadet Squadron
Hoffman, E.S.	Hollywood Senior Squadron
Terrill, D.P.	Hollywood Senior Squadron
Velie, R.J.	Hollywood Senior Squadron
Van Atta, E.	Sebring Squadron
Williams, J.W.	Milton Cadet Squadron
Dunlap,	Milton Cadet Squadron
Singley, C.R.	Duval Cadet Squadron
Carpenter, R.E.	Oakland Park Cadet Squadron
Nilson, C.	Homestead Senior Squadron
Urban, G.L.	Tampa Composite Squadron
Utt, D.E.	Tampa Composite Squadron
Roa, H.E.	Panama City Cadet Squadron
Burnett, J.E.	Ocala Cadet Squadron
Leskin, Ira	Miami Squadron II

The following renewals are held at Wing for compliance with National request for new fingerprint cards to be sent WITH their form 13's. Units have been notified but we have not received them yet:

Wallace, C.L.	St. Petersburg Composite Squadron
Turner, A.G.	Tampa Composite Squadron
Harrison, R.L.	Winter Haven Squadron
Fontaine, Bertrand L.	St. Petersburg Comp. Squadron
Wood, Helen	Group XI
Evans, Alice M.	Brandon Cadet Squadron
Dorsey, John M.	Choctawhatchee Squadron

Units will advise immediately why correspondence has not been answered. Let's get with it.

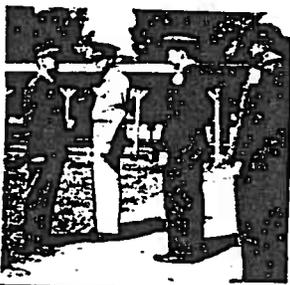
Ray Kraemer



Lt. Col. Ralph Guinn, Group VI Commander presents 1/Lt. Nancy Klose, New Smyrna Beach Composite Squadron, her diploma for completion of the ECI program. Lt. Klose is the fourth member of the New Smyrna Beach Composite Squadron to receive this diploma.



Colonel duPont presenting Organizer Certificates and Ribbons to Captain Walker, Commander Central Brevard Comp. Squadron, and 1/Lt. Lund, Commander South Brevard Compos. Squadron, who were instrumental in organizing their particular units.



Colonel S. H. duPont, Wing Commander, paid a visit to the Group VI meeting held at the South Brevard Composite Squadron Headquarters on December 1, 1963. After the general meeting, Colonel duPont made an inspection of South Brevard Cadets. In picture; C/Capt. Ronald Desjardis, C/Commander; Colonel duPont; Major William R. Bass and Captain Perry.

# Group IX Cooks Its Goose

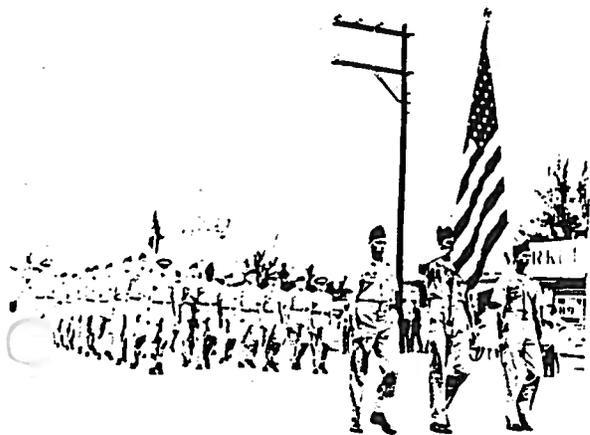
Group IX, always interested in training, has initiated a Cook School conducted by 1/Lt. R.K. Hall. The school covers all aspects of field messing, and by the end of January 1964, a staff of two senior mess officers and five cooks will be available to the various Squadrons of the Group. The mess section of present has a full field kitchen capable of feeding 500 people in the field. It has already proven itself in a bivouac during the Ranger training program, providing well balanced, hot meals, in the field.

NOTICE: ALL FLORIDA WING SENIOR MEMBERS 20 January 1964 is the deadline for your renewals to reach Wing Headquarters. Be sure that you have submitted your renewal applications and that your unit has mailed them to Wing before 20 January.

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Central Miami Cadet Squadron marched in their usual good form at the Pre-veterans Day Parade in Hialeah.

Continued next month

# GROUP COMMANDERS CALL TO BE HELD JAN. 19

The first Group Commanders call of the new year will be a "dutch-treat" breakfast type call, at 0800 hours, Sunday, January 19th, in Orlando at the Robert Meyer Motor Hotel, site of the 1964 Selection Board, according to the Wing Commander.

It is anticipated that all Group Commanders will be present the day before to attend the annual Cadet Special Activities Selection Board and examination process. Experience has shown that the Group Commanders take great pride in their cadets and that they like to be present during the selection process.

Col. du Pont has asked all 15 Group Commanders to be present and Major Bass has asked the Group Directors of Cadets to be present also. The Group Directors will attend breakfast and the first hour of the Group Commanders Call and will then adjourn to a separate meeting with Major Bass.

The three main presentations for the Group Commanders Call will be Direct Senior Membership Processing, Implementation of New Cadet Program and the 1964 Encampment Program. Colonel du Pont said that there was a lengthy agenda, but that these were the main items.

The last Group Commanders Call was held last July 13, at which time there were only 12 Groups. 100% attendance is required which has always been the case.

Group Commanders have expressed great interest in attending these 'calls' as the Commanders have the opportunity to discuss any common problem areas with their counterparts from other sections of the state.

## GROUP 1's LARGEST NEW SQUADRON

On Friday evening November 15, 1963, between 7 & 9:30 PM the University Cadet Squadron held its 2nd Annual Parent's night.

About 200 parents and guests were present. The guest speakers included Col. du Pont, Wing Commander, and Major William Oberholtzer, USAF, from the Office of Special Investigation in Miami.

During the early part of the evening Col. du Pont awarded the squadron a plaque in recognition of being the largest new squadron in the Wing. They were also awarded a 'quota buster certificate' for breaking the 1964 quota.

Other items on the agenda were the presentation of awards to the cadets by Sqdn. Commander Capt. Dow and the drill team gave a demonstration which impressed the parents very much.

The meeting closed with an inspection by the Group X Commander, Lt. Col. John Doyle. Everyone went home with a better knowledge of CAP and smiles on their faces.

# CADETS!

## DO YOU BELONG IN AERO-SPACE?

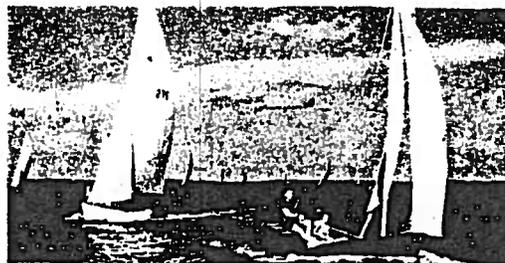
Preparing yourself for a profitable career may be faster and easier than you think.

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## STUDENTS DESIGN AND BUILD JET ENGINE

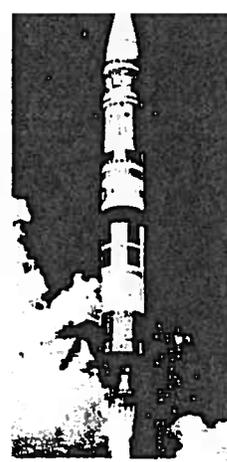
If you had walked into the engine shop at Embry-Riddle Aeronautical Institute recently, you would have found a beehive of measuring, sawing, cutting and welding. This activity, with all its hustle and bustle resulted in a new jet engine being rolled out of the shop on November 1st. The design and building of the engine was under the direction of Willard Bolton, Powerplant Instructor and proud caretaker of the Nazi jet engine, "Bolton's Baby". It was only fitting and proper that this engine, built by the students, also have a name. In honor of their instructor it has been christened "Bolton's Baby, Jr."

The engine has been designed around an old B-17 exhaust supercharger. With a few modifications here and there, a lubrications sys-

tem was installed. Next came the making of air ducting and adding a single combustion chamber. A tail cone was fabricated, instrument panel and fuel control system installed to complete the engine.

The first attempt to start the engine failed due to a low compressor speed. This was corrected the next day by using an electric motor to bring the compressor up to starting speed. This second attempt saw Jr. breathe its first breath of fresh Florida air.

The engine now has over three hours of running time while the R.P.M.'s have been held just under 10,000. Future plans for the engine call for the addition of a water injection system. The happy parents have other engines and projects on the drawing boards.



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