



'Gator CAPers



VOL. 20 NO. 1

MIAMI, FLA.

JANUARY 1979

LColonel E.L. Marina Is Wing's Top Recruiter

TOP 5 WINNERS RECRUIT 214 NEW MEMBERS

The five top recruiters in Phase I of Project Launch brought in a total of 214 new members for the Wing.

The Wing Commander's Special Award goes to LCol. Evaristo Marina, Miami Aerospace Squadron, who recruited ninety members.

Other top recruiters and their prizes are

- 1) C.S. Meyer (08328) - 36 new members
\$300 Flight Scholarship or mess dress
- 2) Scott Boyd (08432) - 33 new members
\$174 Clegg Radio
- 3) Theodore Robbins (08330) - 30 new members
\$75 Bookstore credit and set of CAP regs and manuals
- 4) Joseph Day (08327) - 25 new members
\$50 and set of CAP regs and manuals

The following recruiters earned a \$50 credit toward any senior activity: Howard Cumler (08328) recruited 12 new members; John Stootman (08237) 12; H.S. Little (08328) 11; Charles A. Smith (08190) 11; Elsie Hasty (08237) 10; and Louis Lebron (08166) 10.

A \$25 Bookstore credit went to Ray Galambos (08020) 8; Harold Cabiniss (08412) 6; Lawrence C. Miller (08176) 6; and Glenn Outlaw (08103) 5.

A one-year subscription to the CAP regs and manuals went to Richard Collins (08165) 3; Art Trowbridge (08328) 3; Vilma Fischbach (08054) 3; Elizabeth Sedita (08293) 3; David Benton (08042) 3; John J. O'Neill (08023) 3; Betty McNabb (08412) 2; Peter Wright (08323) 2; Marvin Lane (08060) 2; and Paulette Mowbray (08116) 2.

Top Cadet Recruiters

Top cadet recruiting honors go to Harold Cunningham (125) who recruited 11 new members. Tied for second place are David Stark (159) 5; and Cathy Carter (279) 5. In third place is Michael Manning (160) with 4.

Winning a \$50 encampment scholarship were Michelle Litz (160) 3; Donald Robinson (160) 3; and Steve Sargent (176) 3.

A \$25 Bookstore credit went to each of the following cadets. They each recruited two new members. David Ogan (425); Michael Knox (423); Thomas Hain (423); Paul Griffith (066); Jeffrey Nolte (322); Tim Davis (327); Peter Bernstein (054); C.W. Berry (116); Mark Brown (122); Stephen McTarsney (143); and R. Brown (122).

PROJECT LAUNCH: Phase 2

If your name is not among those listed, you still have a chance to win some of these great prizes. The second stage of Project Launch will run from January through June 1979. Here are the prizes offered...

- Seniors -
- 1) \$300 Flight Scholarship or mess dress
 - 2) VHF Clegg Radio and a set of CAP regs
 - 3) Bookstore credit for \$50; \$30 activity grant; set of CAP regs

The next top ten after these will receive a \$50 credit for any senior activity. The next ten will get a \$25 Bookstore credit and the next ten a one year subscription to the CAP regs.

- Cadets -
- 1) \$300 Flight Scholarship
 - 2) \$100 portable TV set; \$50 activity grant; \$25 Bookstore credit; and set of CAP regs
 - 3) \$50 activity grant; \$25 Bookstore credit; and set of CAP regs

The next top ten cadet recruiters will be awarded a \$50 credit toward any cadet activity. The next ten will receive a \$25 Bookstore credit, and the following ten will be given a subscription to the CAP regs.

All grants and scholarships must be used before July 1, 1980. They are not transferable.

You and your squadron are also eligible to compete for the prizes being offered by National Headquarters, CAP. \$2000 in cash prizes are offered to squadrons. The winning Wing will receive an aircraft. Other trophies and certificates will also be awarded. One hundred prizes are also awaiting individual recruiters, and all members recruiting 10 or more members will receive a set of CAP regulations. More information on the National contest is on page twelve of this issue. You can be a winner in both the Wing and National contests and help support the CAP program by going all out for recruiting.

Plan Now to Attend the Annual Wing Conference March 16-18

Commander's Column...



BY COLONEL RICHARD L. LEALI, SR.



"PRIME IN '79"

prime (prīm), adj. 1. first in importance, excellence, or value. 2. first or highest in rank.

This is the dictionary definition of "prime" and we'd like to see that definition apply to Florida Wing. How can this be accomplished?

First, every member, cadet and senior, must make it his own personal responsibility. This is your program and only you can make it work. Don't settle for anything less than excellence!

Information Officers--Let them know what's happening. Put out a good unit publication. Keep your local news media informed as to what CAP is doing for the community. Community support for the program depends on a well organized public relations campaign.

Emergency Services--Attend the Wing and local training activities and work to maintain your proficiency. Work with local disaster relief agencies to coordinate your services in time of emergency. Plan ahead.

Safety Officers--Monitor all CAP operations for safety. Promote safety in aviation by sponsoring CAP/General Aviation Flight Safety Clinics. Train your unit members to be alert to safety hazards.

Administration and Personnel Officers--You are the ones who keep us organized and maintain training records. Your efficiency can take the frustration out of the loads of paperwork required. Make it your business to see that it is done right the first time and submitted on time.

Communicators--Communicate! Pass and send radio

messages promptly. Keep up-to-date on equipment and procedures by attending training seminars. Your radio may be the only means of communication in an emergency so be prepared.

Cadets--Make a special effort to complete more contracts this year. Your Mitchell or Earhart Award can be the ticket to such special activities as the International Air Cadet Exchange. Support the local and Wing activities that are planned for you. Set a goal and work toward it. Participate!

Commanders--Yours is the responsibility for seeing that the goals of the program are met. Coordinate and direct your staff and unit members toward the accomplishment of their primary goals. Together you can get the job done.

No matter what your specialty, make 1979 the year that you work a little harder to improve your performance. Every member is important to the Wing in carrying out its mission of service. Support and attend the Annual Wing Conference. Personnel from National Headquarters, Southeast Region, and Wing with all their accumulated knowledge and experience are there to help you.

Recruiting is everyone's business. In order to keep the program strong we need to have new members coming in. Don't leave it up to someone else to do your share. Each Florida Wing member is responsible for recruiting a new member this year. You know what CAP has to offer...spread the word!

The key word is "participation". You joined because you wanted to help and you are needed to get the job done. Florida is your Wing and it can only be as professional and dedicated as its membership. We were great in '78 and you can make us "PRIME IN '79"!

MEMO FROM THE LIAISON OFFICE -- ORLANDO

The year 1978 was one the Florida Wing can remember with a great deal of satisfaction and pride. Membership was up at a time when the National trend skidded alarmingly; three excellent Class A Cadet Encampments plus numerous Class B Encampments were held; ground teams participated in two CD disaster operations; and the Wing was credited with locating eleven ELT's, two vessels in distress and six aircraft. Most importantly, six lives were saved by your efforts.

Your record is made even more impressive by the fact that no aircraft or serious ground accidents were suffered during the operations. Numbers like these don't happen by chance. They demonstrate hard work and professionalism on the part of every member who participated, and they forecast a bright New Year for the Wing.

Colonel Leali has clearly identified our goals for 1979:

three Class A Encampments, dramatic increases in membership and new units, at least thirteen flight clinics, more joint emergency services seminars, and the number one WEEP standing in CAP. Looking at your performance during 1978 proves you can meet or exceed each of the objectives.



I look forward to working with you in the coming year, and I have confidence that you will end 1979 at the top.

Have a happy and safe New Year.

JOHN G. HANKS, Lt Col, USAF
Florida Wing Liaison Officer



LETTERS

Commanding Officer
Aerospace Rescue Recovery Center
Scott AFB

Dear Sir:

We are again requesting your office to authorize the CAP to assist the Orlando FSS during the Daytona "500" race February 18, 1979.

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

Your continued cooperation is appreciated.

Sincerely,

JAMES CORRETTJER
Chief, Orlando Flight Service Station



GATOR CAPERS



GATOR CAPERS is published by Florida Wing Civil Air Patrol, 8850 Binnacle Way, Orlando, Florida 32809. All releases or correspondence pertaining to the newsletter should be sent to the Editor, 12822 SW 12 Terrace, Miami, Florida 33184. Material may be reproduced if context is preserved, credit given, and copy sent to GATOR CAPERS.

Florida Wing Commander
Colonel Richard L. Leali, Sr.

USAF-CAP Liaison Officer
LColonel John G. Hanks

Florida Wing Information Officer
Major Albert E. Seeschaaf

Editor	Photo Editor	Lithography
Diana Roder	1Lt John O'Connor	Lewis Garrett

EDITOR'S NOTE

Good news for information officers! We have a new photo editor, 1Lt. John O'Connor of Ft. Myers. He advises that he can process color and polaroid prints so that they will reproduce satisfactorily. Try to send pictures that have good contrast. Light objects against a dark background and vice versa. Also for indoor photos, stay within the range of your flash. The original photos can be returned to you if you will send a self-addressed stamped envelope of an appropriate size. Also rather than writing right on the back of the photo which may damage it if you press too hard, it is a better idea to write the info on a label which can then be stuck on the back of the print.

Address changes do not need to be sent to Gator Capers. Labels are purchased from National HQ and will reflect the address change you send them.

Reports and correspondence addressed to the Wing Commander are being received at the Gator Capers address. Please use the addresses in the Wing Roster or send reports to Wing HQ for forwarding.

MISSION REPORT

Mission #4-1400A
21 November 1978

Florida Wing assisted the Florida Division of Disaster Preparedness in a search for a missing aircraft, a PA-23 N54615, white with red and blue stripes, missing enroute from Defuniak, FL to Pompano Beach, FL. The mission was suspended December 6 after approximately 19,440 square miles had been searched and all leads had been exhausted.

Mission #4-1420A
27 November 1978

Florida Wing assisted the Florida Division of Disaster Preparedness in a search for a possible down aircraft in the vicinity of Merritt Island, FL, which was reported to the Brevard County Sheriff's Office by two local citizens. All leads were exhausted and the mission closed on November 28. Six aircraft and 23 members participated.

Mission #4-1400A
Reopened 09 December 1978

Mission was reopened when a report of aircraft wreckage being sighted was received by Florida Wing CAP. Washington County Sheriff's Department and CAP ground teams investigated with negative results. The mission was resuspended and the aircraft with four persons on board remains missing.

Mission #4-1525
24 December 1978

The ARTCC was notified of an ELT signal being heard in the Palm Beach area. The Florida Wing CAP was alerted and a search was begun. The signal was located in an aircraft that had made an emergency landing in a field east of Pahokee. The pilot was uninjured. CAP used an airborne DF to locate the signal.

Mission #4-1532A
26 December 1978

Search objective was an overdue Beechcraft, N-1043A, with two persons on board. It was enroute from Ft. Myers to Jacksonville on IFR. Last known position was NE of Ft. Myers. CAP along with the Coast Guard and Desoto County Sheriff's Department began the search and the aircraft was located 10 miles east of Arcadia. Ground teams went in to recover the deceased. One CAP aircraft and forty personnel were involved in the search.



ACTIVITIES SCHEDULE

- | | |
|-----------|--|
| Feb 3 | Group 3 Awards Banquet |
| Feb 10-11 | Group 8 Flight Clinic, Naples |
| | Group 7 Flight Clinic, Herdon Apt, Orlando |
| Feb 13 | SER Chaplains Banquet, Maxwell AFB |
| Feb 16-17 | IG Inspection of Florida Wing, Orlando |
| Feb 16-18 | Cadet Leadership School JAX NAS Bldg 911 |
| Feb 17 | Aerospace Education Workshop
University of North Florida |
| Feb 17-18 | Group 3 Flight Clinic, Hillsboro Sr Sq |
| Feb 24-25 | Squadron Leadership School, Tyndall
Group 3 Flight Clinic, Lakeland Sr Sq |

FLYING SAFETY UPDATE

These articles are presented by AVEMCO Insurance Company in the interest of flight safety.

OXYGEN . . .

Don't leave it up in the air!

Flying high above the clouds can be an exhilarating experience. You leave behind the reduced visibility and the buffeting your aircraft often experiences in cloud turbulence and break out into blue skies and sunlight. But your exhilaration could also be the last few seconds before you suffer an inability to perform even the least demanding tasks. Complete blackout can follow in less time than it takes to read these words. The cause — hypoxia, also known as anoxia — an insufficient supply of oxygen in the blood and tissues.

When atmospheric pressures decrease, oxygen pressure also decreases and this causes a decrease in the amount of available oxygen which the body must absorb into the blood in order to function. A lack of sufficient oxygen causes deterioration of mental functions particularly in the areas of mathematical and reasoning capacities . . . both absolutely essential to safe flying.

At 25,000 feet the National Transportation Safety Board has determined that there is little more than two minutes before the effects of a lack of oxygen are felt and very often it is impossible to tell that the euphoria is indeed hypoxia.

Federal Aviation Regulation 91.32 states that at cabin pressure altitudes above 12,500 feet (msl) and

up to 14,000 feet (msl) supplemental oxygen must be used for that part of the flight at those altitudes when the duration of the flight is more than 30 minutes. Although you may fly up to 12,500 feet and still be within the legal limits of operating your aircraft without supplemental oxygen, the FAA recommends 10,000 feet (msl) as a good operational altitude limit without using oxygen . . . in the *daytime*.

On the other hand, the symptoms of hypoxia in the form of diminished vision occur at lower altitudes during *night* flying. In which case the use of supplemental oxygen is recommended at altitudes of 5,000 feet.

You may wonder why the FAR places an altitude limit of 12,500 before using the plane's oxygen supply and the FAA recommends 10,000 feet as a limit for good operational practice for guidelines in using your oxygen. It's because individuals' susceptibility to the symptoms of hypoxia differ one from another and because one individual's reaction to insufficient oxygen can vary even from one day to the next. Fatigue, cigarette smoking, physical condition, alcohol or certain drug ingestion, an excess of carbon monoxide are among the causes which can all or severely change a person's tolerance to hypoxia.

The lethal potential of hypoxia is multiplied by the increasing numbers of high-performance, turbo-charged aircraft flying for prolonged periods in higher altitudes.

The high flying pilot starts to deteriorate to some degree in mental efficiency and alertness above 12,000 feet if supplemental oxygen is not used. Over 14,000 feet, impaired mental function occurs. If the pilot reaches 24,000 feet with a failed oxygen supply, he'll have about three minutes of "useful consciousness" where the problem can be recognized and dealt with. And with hypoxia, the problem may not be recognized due to a false feeling of exhilaration and well-being experienced in the early stages. This makes it difficult for the pilot to realize he's actually in trouble until too late.

Headache, dizziness, sleepiness, nausea, visual impairment, increased breathing rate, listlessness, poor coordination, skin color changes (cyanosis) are indicative of an oncoming hypoxia attack and there's little time between recognition of the symptoms and the steps required to alleviate them. If you are unsure,

don't waste time . . . use your supplemental oxygen supply immediately. And you won't want to find you neglected to replenish it.

Your preflight check should include your oxygen equipment. Note when it was last serviced and if all parts are in good condition and operational. How much flying time is left in your supply? In one fatal crash where it was determined the pilot was incapacitated by a lack of oxygen, investigators found that had the tank been full there would have been a 2 hour and 50 minute supply of oxygen available; but the tank had not been serviced after a passenger had used an undetermined amount in a previous flight. The fatal flight was 2 hours and 53 minutes.

You'll surely have a lot more time to check your oxygen supply during preflight than you will after hypoxia hits you and you're taking emergency action.

A properly checked and adequate supply of oxygen in the cockpit can be a real life-saver when higher altitudes leave you breathless.

Don't leave your oxygen "up in the air"!



**SAFETY —
IT'S NO ACCIDENT!**

CHAPLAIN'S CHIPS

From
The Reverend
Frank E. Ockert



Another Year . . .

Time marches on with steady pace
But still I find God's love and grace
Sufficient for the day that is at hand.
Though sometimes I will fret and fuss
And ask Him why He leads me thus,
Still lead He does, toward the Promised Land.

Then as this brand new year comes on
And I review the one that's gone,
I ask a question I alone can know;
I've had a problem, one or two,
But just what did this past year do,
Am I better than I was a year ago?

No living thing can just stand still;
We're going up or down the hill,
I'm better, or I'm worse, each passing day.
Oh give me faith enough, dear Lord,
To trust completely in thy Word
And make me more like thee this year I pray.

Cadet Council '79

New cadet council members for 1979 have been announced by the Director of Cadet Programs. They are:

Region Council C/LColonel Harold Cunningham
15005 NW 11 Avenue
Miami, Florida 33168

Wing Council Chairman - C/Major Timothy Carroll
115 Longwood Avenue
Rockledge, Florida 32955

Vice-Chairman C/Major Bob Daugherty
203 - 50th Avenue Plaza East
Bradenton, Florida 33507

Vice-Chairman C/Major Lisa Carmona
5875 SW 74 Terrace #26
Miami, Florida 33143

Recorder C/LColonel Michele Litz
14725 SW 83 Avenue
Miami, Florida 33158

Recorder C/Captain Barbara Vola
Route 6, Box 1636
Pt. Orange, Florida 32019

The purpose of the Wing Cadet Council is to aid the Wing Commander and Deputy for Cadets in monitoring and implementing the CAP cadet program. The Council is not a command element and recommendations are presented to the Wing Commander to study and implement as he deems appropriate. Cadets serving on the Council must have a thorough knowledge of the program and a special understanding of the problem areas within the Wing.

CAP MEMBER PROFILE...

"The Youngest Aircraft Builder"

By Shirley Krekel, Information Officer, Blue Max Sqdn.

Tammy Doane became a member of EAA at the age of 13. At the age of 14 she began to build a light, two-seater airplane along with her father, Captain Bill Doane, who helped with the heavy work. The only work she didn't do herself was the converting of the VW engine and the installation of engine and cables. It took about 21 months for the plane to be completed. Tammy named her experimental plane "The Third Dimension" and it was registered as N3TD.

Tammy was recognized as the youngest aircraft builder by the FAA and the Smithsonian Institute in Washington, D.C., and the Plane & Pilot magazine. Articles were also published in EAA's Sport Aviation, Sports Illustrated and Popular Mechanics. These articles along with many pictures have all been neatly placed in scrap books.

Tammy had to wait two years after completing the plane before she could fly it. However, her father flew the aircraft in two air shows. Tammy got her pilot's license on her 17th birthday. However, she didn't have the required hours to fly the experimental plane. She taxied the plane down the runway a few times. The plane was taken to the Sebring Municipal Airport where it was stored in a hangar. On May 4, 1978 a tornado tore through the hangar and demolished the airplane. As the news traveled, Tammy began to receive letters from other pilots and their encouragement helped her to decide to try to build another plane. However, she only had about four months to do it as she had enlisted in the Air Force. She realized that she couldn't finish it herself in the short time she had so she offered to share the project with the cadets of the Blue Max Composite Squadron which is commanded by her father. The cadets were very enthusiastic about the opportunity to learn aerodynamics first hand. Tammy is hoping that as the cadets become licensed to fly, they will be able to fly a plane built by the Squadron and that she will be able to fly it when she is home.

Tammy left on November 5th to start her career in the US Air Force. After basic training, she plans to go to Tech School to further her education as an Aeronautical Engineer. She attributes her knowledge in passing the tests to her training in Civil Air Patrol. She had earned the Mitchell Award and obtained the rank of Warrant Officer and had served as the squadron cadet commander. Due to this she has entered the Air Force as Airman 2nd Class.

Photos: "The Third Dimension" before the tornado & after; Tammy and her helpers working on the plane.



Senior Promotions - Dec. '78

08001	McClintock, Willie N.	MAJOR
08020	Galambos, Ray W.	MAJOR
08165	Wilson, Warren A., Jr.	MAJOR

ACROSS THE WING

Earhart Awards

Cadet Robert D. Gall of the Panama City Composite Squadron was presented the Earhart Award at the Group One dinner celebrating the 37th birthday of CAP. The award was presented by State Representative Ron Johnson.

November 14, North Tampa cadet Captains Scott Taylor and Scott Eash received the Earhart Award from Major Howard Cumler, Group 3 Commander and former commander of the North Tampa Squadron. Approximately 40 persons attended the ceremony which included an audio-visual presentation by Major Cumler on the USAir Force Academy.

Richard McAleese of Orlando Cadet Squadron recently received his Earhart Award and also has been awarded a full ROTC scholarship. He is a graduate of Colonial High School and has been a member of the Orlando Squadron since 1975. McAleese is planning for an Air Force career in computer programming.



The presentation was made by LColonel Samelson, USAF a professor of Aerospace Studies at FTU, Orlando, Fla.

Award for Service

Major Ben Nation, a charter member of CAP, was presented the National Civil Air Patrol Meritorious Service Award at a CAP anniversary banquet held by the Mid-Florida Squadron on December 3.

Nation, who has been with CAP since its inception in 1941, received the award as recognition of his thirty-seven years of dedicated service to the Civil Air Patrol program.

--Captain Virginia Ingle
Mid-Florida Sqdn I.O.



Presenting the award to Major Nation was Major Charles Smith (left), Group 7 Commander.

Orientation Flights

Twenty-one cadets from the University Cadet Squadron received orientation flights in one afternoon when two of the squadron's pilots teamed up to fly the cadets. Each cadet was given a first hand opportunity to find out what goes on during a flight in a general aviation aircraft. Between flights the cadets were briefed on flight-line procedures and the safe parking of the aircraft by C/LColonel Mark McCarthy. Cadets also received radio operations training under the watchful eye of C/TSgt. Steve Hamel.

Communications was maintained with both aircraft from the temporary operations center at New Tamiami Airport at all times through the use of the Miami area CAP repeater and portable FM units in each aircraft. The flights operated between New Tamiami and Homestead General Aviation Airport.

At the end of the day, 15 cadets had received one of their six orientation flights--nine of them "first-timers". The seasoned cadet flyers, with one more flight experience, were also quite happy with the day's effort.

--LColonel Robert Miller
University Cadet I.O.

Anniversary Gift



West Miami Cadet Squadron celebrated CAP's 37th anniversary by giving a gift to an area hospital... a new windsock for the James Archer Smith Hospital's helipad. Making the presentation is 2Lt David Allen and Cadet 2Lt Todd Puglise. Accepting for the hospital is Administrator Mr. Lorn Leitman.

--2Lt David Allen
West Miami I.O.

Veterans' Day Parade

Thirty-five cadets and eight senior members from Group 3 marched in Tampa's Veterans' Day Parade and Memorial Service sponsored by the Veterans' Council of Hillsborough County.

The parade took place on November 11. Two marching units were made up from group squadrons including North Tampa, MacDill, Lakeland, Tampa, and Group HQ. The Group 3 staff car, ground team vehicles, and communications vans also represented CAP in the parade.

Group 3 cadets placed a wreath at the War Memorial at the Hillsborough County Courthouse in remembrance of those who gave their lives in the service of this country.

--2Lt Vi Taylor
Group Three I.O.

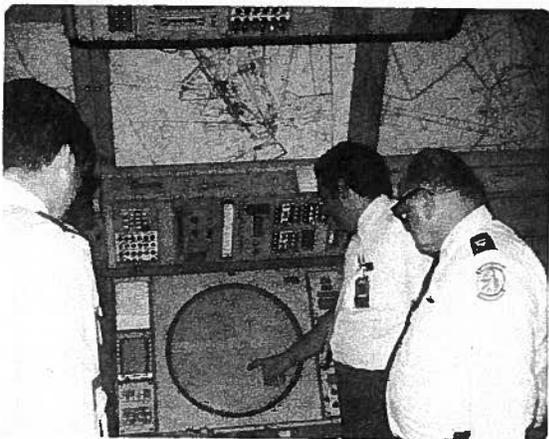
Air Traffic Control Briefings

ARTC Center Miami

Seventeen members of Florida Wing attended an Emergency Services Seminar hosted by members of the FAA Air Route Traffic Control Center in Miami on December 2.

The CAPers, representing seven Florida Wing units, were given information on the Track Analysis Program. This was of special interest as it is a means of obtaining prompt information about an aircraft that is the objective of a CAP SAR mission.

Melvin Davidow and William Purdy, data processing specialists for Miami Control Center conducted the seven hour briefing session in which the CAP personnel were given the opportunity to analyze TAP computer runs. The computer (which is twice as large as the one used by NASA on the manned lunar flights) can assemble the necessary information within a matter of minutes.



Highlight of the session was the opportunity to go onto the "floor" of the center to watch the flight controllers, under the supervision of Senior Team Leader Les Brown, at work tracking the many aircraft under the control of the Miami Center.

Project Officer for the activity was Captain Glenn Pena, Florida Wing Director of Senior Training. Those attending: LCol Don Anderson, LCol Robert Croft, Major Mary Douglas, Major Al Seeschaaf, Major Frances Dorough, and Major Ben Douglas of Wing HQ; Major George Jackman, Lt. Dan Levitch, Lt. Judy Levitch all from Group 10 Headquarters; LCol George Petit, Major John Abbey and Lt. Ray Galambos of Group 5 HQ; Major Doris Anderson, Group 8 HQ; LCol Don Cunningham, North Miami Composite Sqdn; Lt Earl Hodges, Naples Sqdn; and Lt. A.W. Clement, Hollywood Composite Squadron.

--Major Al Seeschaaf
Florida Wing I.O.

Tampa International Airport

Members of the Hillsboro Senior Squadron recently toured the air traffic control tower and radar control room at Tampa International Airport. Controller Ron Levesque was in charge of the briefing and showed the CAPers the scopes and told them how the controllers use them in tracking aircraft within their sector. The tour also included two films which showed how controllers work as a team with airline and general aviation pilots.

--Lt. George Schumacher
Hillsboro Sr. Sqdn. I.O.

MacDill AFB Open House

By 2Lt. Vi Taylor, Group Three Information Officer

"My feet hurt!", seemed to be a fairly common remark as 56 cadets and 30 senior members from Group 3 pitched in on Saturday and Sunday, November 4-5, in support of the annual MacDill AFB Open House.

Group 3 HQ, North Tampa Cadet Squadron, Tampa Cadet Squadron, Brandon Cadet Squadron, Lakeland Cadet Squadron, MacDill Cadet Squadron, Hillsboro I Senior Squadron, and Lakeland Senior Squadron all provided members to help make the 1978 MacDill AFB Open House the best.

Group 3 personnel provided VIP escort service at Base Commander Colonel Cunningham's office for distinguished guests and at the VIP grandstand during the shows given by the US Army's Golden Knights and the USAF Thunderbirds. Information and programs were passed out by other cadets to the thousands of visitors, while cadets and seniors manned a Civil Air Patrol display booth in the Base Hangar depicting the cornerstones of the cadet and senior programs through displays set up by all the squadrons. Two communications vans were on display and a ground team jeep and equipment were available for inspection by Open House visitors. A busy recruiting table was part of the CAP display.



The Headquarters of Group 3 and MacDill Cadet Squadron was open both days to provide a place for rest and refreshments for CAP members. Several CAP families in Group 3 hosted eight female cadets from the Tallahassee Composite Squadron who were visiting the Open House, while the male cadets stayed on base Saturday night.

Group 3 personnel reacted to an emergency on the flight line when an incoming Thunderbird plane developed a "hot brake" by assisting base security personnel in cordoning off the plane to prevent the public from potential danger.

Major Howard R. Cumler, Commander Group 3, and Cadet LColonel Steve Sargent, Tampa Cadet Squadron, Cadet Officer in Charge, both agreed that seniors and cadets did an excellent job for both Civil Air Patrol and the USAF at the MacDill AFB Open House. Total attendance at this year's event was estimated to be 100,000. Project Officers for Group 3 were Captain John Stootman and Major Howard Cumler. MacDill liaison was provided by USAF-CAP LO Captain Robert Hawley. Plans are already underway to make the 1979 Open House even better than this year's successful event.



COMMANDER'S REPORT: TYPE 'A' ENCAMPMENT

I would like to take this opportunity to report on the Owissa Bauer Encampment, starting with Sunday before the encampment when only 13 applications had been received to the first day of the encampment when 74 cadets reported in. Thanks go to the individual squadron commanders who encouraged their cadets to attend.

Orientation flying of each cadet was accomplished through private and corporate aircraft as well as the use of the US Army helicopters. Over 200 Form 77's were processed and sent to National Headquarters from the encampment.

Army and Air Force tours were accomplished with the excellent cooperation of T/Sgt. Rick Largent, USAF and Captain Peter Roming, US Army.

A presentation by Mr. Bill Connor, an L-1011 pilot for Delta Airlines, on Advanced Aircraft Systems was given and enjoyed not only by the encampment attendees but by members of the Group 10 senior staff who were invited to attend. The presentation included up-to-date films on the F-15 Streak Eagle; F-16; AV-8B Harrier and the SR-71 Blackbird.

During the course of the encampment, CAP programs and courses were conducted by LColonel Miller, LColonel Cunningham, and Major Green.

Pass-in-Review and graduation ceremonies were viewed by the Florida Wing Liaison Officer LColonel Hanks and Florida Wing Commander Colonel Richard Leali.

I would like to commend the excellent cadet staff that Lt. Levitch had working with him. Led by Cadet LCol. Cunningham, they performed with little senior intervention. The senior staff worked as a team and performed well together. They were W/O Debbie Webster, 1Lt. Judy Levitch, 1Lt. Dan Levitch, and LColonel Howard Gelbman. My thanks also to USAF M/Sgt. Tom Wade.

In closing, I would like to thank the cadets who attended and who made the encampment so successful.

Captain Harry Jones, CAP
Encampment Commander

REMINISCING . . .

By 2Lt. David Allen, Information Officer

The Homestead Type A Encampment for December '78 is over and a lot of hard work and fun for all the cadets will be just fond memories.

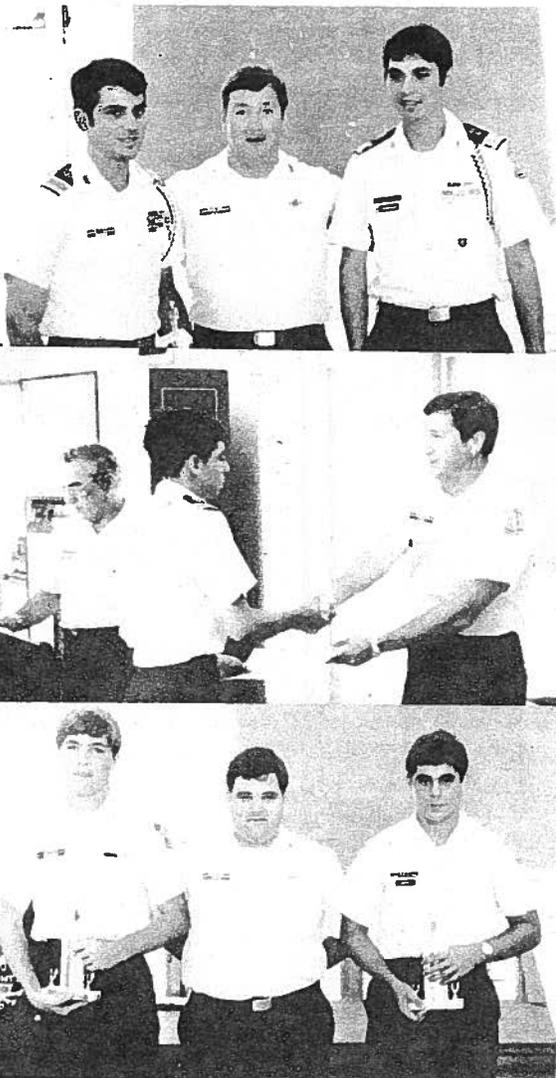
Do they remember the pleasant face-to-face encounters they had with their flight commanders on the drill field? What about the flying that took place the very first day with senior members from as far away as St. Petersburg flying down to assist. Oh yes, let's not forget the helicopter flights that were provided by the US Army and the fun that was. Also the good food, and lots of it, provided by the food service personnel at Homestead AFB. Last but not least, who remembers the soft ball game between the seniors and cadets, where the cadets tried real hard to let the senior staff win, but they kept dropping the ball?

If the cadets don't remember their flight commanders (who could forget them), they were "A" Flight-C/Capt. Stark from Palm Beach Cadet; "B" Flight-C/Capt. Gregg Wiles from Palm Beach Cadet; "C" Flight (the top flight of the encampment) -C/2Lt. Linda Artemik from Palm Beach Cadet; and C/Captain Andy Greenberg from West Miami Cadet.

Is anyone going to forget the last day of the encampment with its pass-in-review ceremony and graduation in front of Colonel Leali, the Wing Commander; Colonel Hanks, the Wing Liaison Officer; and Major Jackman, Group 10 Commander.

Was anyone surprised when it was announced that cadet "Rocky" Goida, Jr. from Miami Aerospace Academy Squadron and Cadet Juan McDermott from West Miami Cadet Squadron shared the top cadet of the encampment award? I believe that this is one of the few times that this award has been shared. It did not come as a surprise to anyone that the top officers of the encampment were C/Colonel Cunningham and C/Colonel Puentes, both from the Miami area.

All in all, although it was one very short encampment, everyone present agreed that it was one of the best.



PHOTOS: Top cadet officer C/Col Puentes and C/Col Cunningham with Captain Jones (center); C/Capt Andy Greenberg, W. Miami, receives his certificate; Top

cadets Juan McDermott and Rocky Goida with Lt. Dan Levitch (center); Lt. Spivey preparing for cadet flight; and Flight "C" top flight of the encampment. →



SPRING ENCAMPMENT

APRIL 8-14

The Type A Encampment will be held at MacDill AFB, Tampa, April 8-14. All cadets are encouraged to attend, especially those who have never attended one before.

Complete the application below (type or print clearly) and mail it to the Director of Cadet Programs, 1674 Bresee Road, West Palm Beach, Florida 33406.

Cost of the Encampment is \$38 for cadets who are first-timers and \$43 for those cadets with prior Type A Encampment experience. DEADLINE - 1 April 1979.

FLORIDA WING ENCAMPMENT APPLICATION

LAST NAME _____ FIRST _____ INITIAL _____

CAP SERIAL NUMBER _____ DATE JOINED CAP _____

DATE OF BIRTH _____ AGE _____ SEX _____ RANK _____

UNIT NAME _____ CHARTER NUMBER _____

NAME OF PARENT OR GUARDIAN _____

ADDRESS _____ ZIP _____

HOME PHONE (Area Code _____) _____ WORK PHONE (Area Code _____) _____

PRIOR ENCAMPMENTS ATTENDED _____ DATE _____ TYPE _____

PARENT'S PERMISSION: My child has my permission to attend this Type "A" Encampment. I certify that he/she is in good health and that all personal belongings are properly marked with his/her name. I assume responsibility for his/her transportation to and from the Encampment.

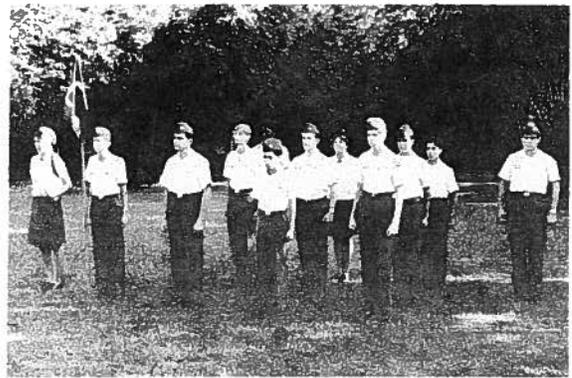
PARENT'S SIGNATURE _____ DATE _____

UNIT COMMANDER'S PERMISSION: I certify that this cadet is a current member in good standing of CAP and has my permission to attend this Encampment. In my judgement, he/she is mentally and physically prepared for this activity.

UNIT COMMANDER'S SIGNATURE _____ DATE _____

APPLICANT'S REQUEST: I request permission to attend the Florida Wing Type A Encampment. I understand that I may be sent home for medical and/or disciplinary reasons or for non-regulation haircut.

CADET'S SIGNATURE _____ DATE _____



KAHLER PLAZA INN, Orlando, Fla.



16th Annual Florida Wing Conference & Cadet Special Activities Selection

The Sixteenth Annual Florida Wing Conference will be held at the Kahler Plaza, Orlando, March 16-18, 1979. Room rates are given below. Seniors should register no later than two weeks prior to the conference. Cost including banquet is \$12.50 for pre-registered attendees. Registration at the reception desk will cost \$15.00.

Cadets must register through the Florida Wing Director of Cadet Programs, 1674 Bresee Road, West Palm Beach, by filing CAP Form 31. DEADLINE is March 2, 1979. Cost for cadets is \$30, which includes room for Friday and Saturday nights, two breakfasts, lunch, coke party, and banquet. (Orlando area cadets will pay only \$15.)

FRIDAY 16 MARCH

Registration
 Florida Wing Executive
 Board Dinner Meeting
 Wing Staff Meeting
 Group Commander's Cocktail
 Party and Reception
 Cadet Processing and Selection

Cadet Selection Processing
 General Assembly
 Level I - Orientation
 Chaplains
 USAFR Assistance Officers
 Communications
 Aerospace Education
 Promotion Board
 Wing Utilization Board
 Cadet Luncheon

Safety
 Personnel & Administration
 Senior Programs
 Logistics & Supply
 Information
 Cadet Coke Party
 Cocktail Party (No Host)
 Awards Banquet & Dance

SATURDAY 17 MARCH

Registration
 Cadet Breakfast

Cadet Selection Processing
 Cadet Programs
 I.G. Staff
 Operations & Emergency Services

SUNDAY 18 MARCH

Church Services
 Commanders Call Breakfast

KAHLER PLAZA INN, ORLANDO, FLORIDA
 151 EAST WASHINGTON -- PHONE (305) 841-3220

Note: Deposit Required with Reservation Equal
 To One Night's Room Charge. Check-out 1 PM

PLEASE RESERVE _____ ROOM(S) FOR _____ PERSONS.

Single \$17/day for one person.

NAME _____

Double \$20/day for two persons.

ADDRESS _____

Twin (Two double beds) \$22/day for two persons.

CITY _____ STATE _____ ZIP _____

ARRIVAL DATE _____ TIME _____

DEPARTURE DATE _____ TIME _____



Reservation request for the 16th Annual Florida Wing Conference and Cadet Special Activities Selection March 16-18, 1979.

