



FLORIDA WING

Gator CAPers

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JULY, 1970

DEPUTY COMMANDER



LColonel John C. McDonald, CAP

LColonel John C. McDonald, assumed the position of Deputy Commander of Florida Wing upon the appointment of LColonel Robert C. Owen as Commander.

Civil Air Patrol has the active participation of LColonel McDonald for fourteen years. Joining in 1956, he has served as a Squadron Commander, Wing Deputy for Operations and Task Force Commander.

He attended the 1957 Summer Encampment at MacDill Air Force Base. In 1963 he served as Senior Escort Officer on the International Air Cadet Exchange to Sweden. LColonel McDonald has also been instrumental in cadet orientation flights.

His Civil Air Patrol Decorations include the Unit Citation, ECI Ribbon, Senior Membership, Certificate of Proficiency, Blue Service with 3 clasps, SAR Ribbon with Prop and two clasps, Senior Recruiter, International Air Cadet Exchange, and Summer Encampment. He holds the CAP Command Pilot Rating with 4000 hours of single engine and multi-engine time.

LColonel McDonald is a Computer Programming Analyst for Prudential Life Insurance Company.

Among LColonel McDonald's other organizational activities are the Vice-President and Director of the Greater Jacksonville Taxpayers Association, a member of the Data Processing Management Association and is the Director of the Jacksonville Service Center.

NEW WING COMMANDER

Effective June 1970, LColonel Robert C. Owen, became the Interim Commander for Florida Wing vice Colonel William R. Bass.

Colonel Bass, Commander of Florida Wing for 2 years will be a member of the Southeast Region Staff.

LColonel Owen, Florida Wing's Deputy Commander since February 15, 1970 will become the permanent Wing Commander following the next meeting of the National Executive Committee.

During Civil Air Patrol's organizational beginning, December, 1941, was when LColonel Owen began his membership. He flew Courier Service from 1941 to 1942 for the New York Wing. In 1942 he was responsible for Artillery Tracking in the Connecticut Wing. New Jersey Wing had his active participation in 1943 as an Anti-sub Coastal Patrol pilot. Leaving the program in 1943, he joined to serve active military duty in the Army.

Returning in 1963, LColonel Owen, became the Information Officer for the Palm Beach Composite Squadron with the grade of Captain. This was just the beginning of his active CAP career.

June 1964, LColonel Owen was appointed Emergency Services Officer for Group 5, and during the same month he was appointed the position of Group 5 Commander. On January 1, 1965, he was promoted to the grade of major.

He was appointed to the position of Sector Commander on April 4, 1966. His promotion to LColonel came on May 1, 1966. Remaining in this position until May 1967, he was appointed the position of Florida Wing Coordinator of



Lieutenant Colonel Robert C. Owen, CAP

Civil Defense. In July 1969, he was appointed to the position of Chief of Staff.

As well as his active participation in activities and programs, his personal expansion of knowledge and accomplishments numbered many. Completing Phases I, II, III, IV and V of the CAP Senior Program, he has received the Exceptional Service Award, the Meritorious Service Awards, the Unit Citation, the Gill Rob Wilson Award, the Aerospace Award with Bronze Star, the Leadership Award with Silver Star, the ECI Ribbon, Senior Membership, the Senior Certificate of Proficiency, the Blue Service with two clasps, the ECI Award with two clasps, Civil Defense Ribbon, the SAR Ribbon with Prop and two clasps, Cadre with Clasp, Senior Recruiter with one clasp, Courier Service, Artillery Tracking and Coastal Patrol Ribbons.

He has a CAP Command Pilot with Multi Engine, Single Engine Land, Commercial, and sea ratings.

LColonel Owen serves as the Director of the Palm Beach County Civil Defense and is President of Quoniam, Inc. of Palm Beach. He is a graduate of the University of Buffalo with a BS Degree in Business Administration.

Married to the former Sandra Brown, who is a major in CAP and Coordinator of Women for Florida Wing, LColonel and Mrs. Owen make their home in Riviera Beach.

The following are the requirements for CAP Form 101, "Emergency Service Qualification Card."

- a. Completion of SAR and CD Qualification Tests.
- b. Hold American Red Cross Advanced First Aid Card (must be 15 years old to qualify).
- c. Senior Member or Phase III Cadet.

'Gator CAPers

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NOTE TO CONTRIBUTORS: Address all copy to—Editor, 'Gator CAPers—Post Office Box 4878—Jacksonville, Florida, 32201. Materials must be typewritten, original copy, on 8½ x 11 white paper, one side, double spaced, in caps and lower case. Photographs must be originals (not clippings) and should be accompanied by CAPF 89. Photographs and materials cannot be returned.

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

CAP FAMILY



(l. to r.) WOC Robert Klase, Jr., USA, TSgt. Eleanor Klase, C/1c Ronalee Klase, C/1c Katrina Klase, CB Cherrie Klase, S/M Bill Klase, TSgt. Robert Klase; (front row) Dean Russell Klase and Donald Ira Klase, Associate Members.

St. Petersburg Cadet Squadron (08066) boasts what is probably the largest of all CAP families in Florida Wing if not in the nation. In the above photograph are (l to r, back row) Warrant Officer Candidate Robert G. Klase, Jr., U.S. Army, a former CAP cadet now in training to be an Army helicopter pilot; TSgt Eleanor S. Klase, Information Staff and Coordinator for women of St. Pete. Cadet Squadron; C/1c Ronalee S. Klase; C/1c Katrina R. Klase; Cadet Cheryl-Anne S. Klase; new Senior Member R. W. (Bill) Klase, recently discharged from the U. S. Army and a former cadet from this squadron; TSgt Robert G. Klase Sr., Information NCO of the squadron; and (front row) Dean R. Klase and Donald I. Klase, both registered as associate members of CAP.

Bob Sr. was a cadet in Massachusetts Wing in the early days of the cadet organization (1943-1945) and following a tour of duty the regular Army he returned to the progr. as a senior and attained the rank of 2/Lt. before leaving the program in the late 1940's.

"Ma" of this family, Eleanor Klase, first became interested in CAP when the boys joined as cadets and by the time the girls were ready to join mom was sold on the idea. She now serves in her regular duties and also directs the squadron chorus and assists with the rifle team. She is frequently seen driving around the state transporting cadets somewhere or running CAP errands.

Bill served as a cadet here before enlisting in the army where he served three years (one in Viet Nam). He holds a black belt and instructors rating in Karate and operates a local Karate school where he is presently training a squadron Karate team for exhibitions and tournaments. Bill has just rejoined CAP, this time as a senior member. Bob Jr. spent one year as a cadet in the squadron and is now in the army.

The three girls are all active cadets and participate in most squadron activities. All three are in the chorus and take part in the rifle program (where Ronalee has earned the rating of apprentice instructor and third bar sharpshooter from the NRA).

Katrina and Cheryl-Anne are also both members of the karate team.

Dean and Donny refuse to be left out and persistently asked when they could be in CAP until it was finally decided to register them as associate members to complete our CAP fami?

Family membership is not unique in t. squadron and is not limited to the Klase family. Bob and Dot Howard serve as the squadron senior finance section and their son Gary is a cadet. "Rocky" LaRoche who is transportation officer has two cadets in his family. Dan Williams, our supply officer has a cadet in the family.

FROM THE WING COMMANDER

"DYNAMIC"—defined by Webster as characterized by energy or effective action; potent; forceful.

This is the goal of the Florida Wing. For many years Civil Air Patrol has gone along, something like Englands "muddling thru," reacting to the various crisis in the SAR and Cadet programs. Unfortunately the organizations that merely react, without a clear cut pattern for leadership and participation in the rapidly changing world, the ability to "stay loose" and ahead of situations, are doomed to die out.

For too long CAP has ridden on the laurels of Anti-Submarine Patrol, Border Patrol, War time Courier Service, SAR participation, etc. Now, with National Headquarters CAP providing leadership on a national level, there are memorandums of understanding and SOP's with the Federal Aviation Agency, Office of Civil Defense, Office of Emergency Planning, and American Red Cross being discussed. These top-side activities make it much easier to plan and get with agencies on a local level.

So, OK, we've started to move, we have a definite goal and mission on the boards and National Headquarters is "cuttin' the mustard." Now it is up to us, the grass roots, commanders and members of the Florida Wing to concentrate on upgrading to fulfill the requirements to be laid on CAP by our country. We must improve and expand cadet and senior training, SAR and CD, aerial radiological monitoring, safety procedures, pilot and observer upgrading, natural disaster operations, communications, military courtesy and wearing of the uniform, ECI courses above 7C, and so on. . .to fulfill and support the CAP mission.

We will endeavor to bring information to every cadet and senior member thru Wing publications so everyone will know the "why" of the Florida Wing. So let's get moving and start back up the ladder. Pride in accomplishment and professionalism are great for morale and the public image; in the jargon of youth, let's make Florida the "swingin'ist Wing" in the Nation.

THE CAP PILOT'S SAFETY CODE

As a CAP pilot, I recognize and accept my obligations:

TO MY FELLOW PILOTS who mutually depend upon me to follow established good practice.

TO MY CREW MEMBERS AND PASSENGERS who look to me to exercise my best judgement.

TO MY ORGANIZATION which entrusts me in the conduct of my flights.

TO DISCHARGE THESE OBLIGATIONS:

I will at all times observe the highest safety standards.

I will never knowingly jeopardize the safety of a flight by undertaking a risk to satisfy personal desire.

I will respect my own limitations as well as those of my aircraft.

I will make certain that the weather is suitable before starting a flight.

I will continue to keep abreast of aviation developments so that my judgement, which largely depends on such knowledge, may be of the highest order.

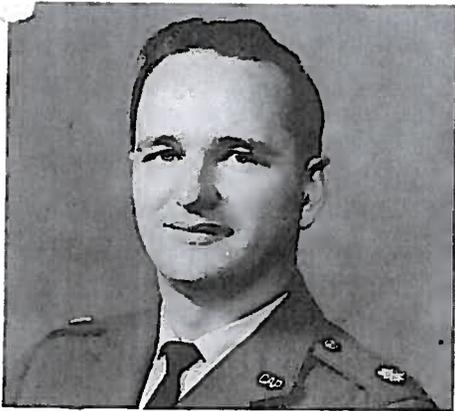
I PLEDGE MYSELF TO THIS CODE AND TO THE IMPROVEMENT OF AVIATION SAFETY.

FLYING SAFETY



If I am any judge of human behavior, this visiting CAP Colonel is about to do a one and a half with a full twist into a canyon. Buzzing went out with the brown shoe boys. If you know a pilot who will endanger his own life and the lives of others by buzzing, you know something else about him—he is a rank amateur.

DIRECTOR OF COMMUNICATIONS



Major Roy S. Lewis, CAP

Florida Wing's new Director of Communications, Major Roy S. Lewis, assumed his new position June 1, 1970.

Major Lewis held the position of Wing Engineer from 1967 until June 1970. He has been in Civil Air Patrol since January 20, 1964. His other positions held were Squadron Commander, Squadron Communications Officer, and Group Communications Officer.

The Civil Air Patrol awards and Decorations that Major Lewis has received include the Unit Citation, Leadership, ECI, Senior Membership, Blue Service, Search and Rescue, Communications, Organizer, Cadre, and Recruiter. Major Lewis received the Certificate of Merit in 1969 for the development of the communications monitoring program. During the time served as Wing Engineer, Florida Wing did not receive one FCC violation notice.

Major Lewis is a Technical Supervisor for the Sylvania Service Company in Tampa.

His wife Wilma is also a member and is a CWO. Their son Roy, Jr., who is three, won't be able to join for 10 more years. The Lewis' have their home on Connie Avenue in Tampa.

BATTLE AT LEESBURG

It was the enemy's camp. The invasion began as the cadets streamed out of busses and cars. The enemy was ready, and the war began.

The cadets first defense was a frantic waving of arms. This was never entirely successful. Some found they could evade the enemy by jogging, but soon discovered they were being trailed by large clouds of scouts. Others sought refuge in the large administration building, but our friends had anticipated this maneuver and waited in ambush, full strength.

The cadets realized the extent of the situation and formed an officer staff to cope with the crisis. They considered several forms of retaliation and defense. Major emphasis was placed on the highly controversial "chemical warfare." This drastic action was taken on the basis of intelligence reports which stated the enemy outnumbered the cadets by odds as great as 1:999. It was also considered the best action against the unique offensive tactics of the enemy: they would lie undetected in the ankle-high grass and engulf any intruder in great numbers.

By Friday evening the situation was improv-

CD Class

Too Many Accidents

by Richard N. Ellis
Brigadier General, USAF
National Commander, CAP

Tamiami airport was the base of operations for an Aerial Radiological Defense Monitoring exercise Sunday 10 May 1970. 1/Lt. Frank Irwin of Miami Senior Squadron 3 was CAP-CD coordinator in charge. Many members of CAP organizations in Monroe, Dade, and Broward counties participated.

Four crews of four men each were qualified in the air survey work using radio detection Survey Meter CD V-781 and associated radiation simulator, voice tape recorder, and chute dropped cannister.

Victor J. Weingartner, of Dade County Civil Defense Hq. conducted the instructional classroom sessions at the Southwind Aviation Co. hangar on New Tamiami Airport.

The CAP piloted Cessna 172 4-place planes were flown on a pre-plotted course in South Dade county. Survey meter readings were recorded over specified points in the area as produced by a simulator device. Upon completion of each mission the recorded results on OCD Form 843, and voice recorded cassette were dropped by cannister and chute at CD-CAP Hq. on the airport. This was coordinated with the FAA tower through the courtesy of William J. McKinney, airport tower chief. A final cannister drop by chute was made at South Florida Civil Defense blockhouse hq. near Jupiter, Fla. to Capt. Bud Bakels, C. O. Gp. 5. Radio contact was accomplished with Jupiter by use of HF sideband equipment.

All communications from air to ground and to CD hqs. were handled solely by CAP radios using Freq. 26.620 MHz and HF. An excellent net was set up under direction of CWO Harold Maxwell, C. O., Miami Senior Squadron 3.

LCol. Robert C. Owen, Deputy Florida Wing Commander and Civil Defense Coordinator for Palm Beach County, observed the exercise and declared it a success.



Some of the class members in front of Southwind Aviation, New Tamiami Airport. L. to r. LCol. Fred Libby, Gp. 10, CWO Harold Maxwell, Gp. 10, CWO Louis White, Miami Sq. 3, Victor Weingartner, Dade Co. Civil Defense, and 1Lt. Frank Irwin, CAP-CD Coordinator.

ing, particularly in the administration building. Only a few snipers remained. With the dawn of Saturday, with the cooperation of 150 cadets and 15 seniors, the enemy was in full retreat. The weapons of Black Flag, Off!, Real Kill, 6/12 and others had pacified the Leesburg mosquito!

Throughout the remainder of the Class B Encampment held May 1, 2 and 3 at Leesburg, only small harassments were experienced by the cadets. The veterans of the battle will not soon forget it.

Since 1 January 1970, four CAP members have lost their lives in aircraft accidents; and eighteen CAP corporate aircraft have been involved in major accidents. This is an appalling safety record; and as National Commander, I am concerned over the apparent lack of supervisory control being exercised by commanders in all echelons.

The following incident is a gross example of one of the above accidents: An individual was awarded a CAP pilot rating, receiving a check-out and pilot proficiency flight and was approved to operate CAP aircraft as pilot-in-command. His first solo flight resulted in a major accident. The resulting investigation revealed the individual did not have a student/pilot certificate or a medical certificate. This pilot had never even received flight instruction from an FAA CFI! The primary cause of this accident was improper supervision and control; however, the accident report and review by CAP supervisors reflected only gross misrepresentation by the pilot.

In spite of repeated notices and warnings, such incidents and unnecessary accidents still continue. This shows clearly the lack of proper attention, supervision and guidance of wing, group and squadron commanders, as well as operations and safety officers in CAP. They are not taking action to make known to all the serious consequences of such foolish accidents and to take positive action to stop them. Too many people at all levels let their known acquaintances in CAP get away with direct violation of directives or inadequate checkout and safety procedures.

This organization can no longer tolerate the "tongue-in-cheek," "get-away-with-it" attitude of such CAP members or supervisors. These practices must stop, and from now on the validity of retaining the commanders and supervisors in their positions following such violations and accidents will be reviewed and where inappropriate or no action has been taken to prevent such accidents, the responsible supervisors and/or commanders will be replaced.

A revised edition of CAPM 60-1, which outlines a more definite aircraft management program, will be in the field within the next few months. In the interim, the following checks will be made immediately on all pilots flying CAP aircraft:

- a. Provide documentary evidence of
 1. FAA pilot certificate.
 2. FAA medical certificate.
 3. Restricted radio operator permit.

This action must be completed prior to a pilot's next flight.

- b. Complete a proficiency flight check, properly recorded on CAP Form 5 and filed in the individual's flight record maintained in the unit headquarters. This action must be completed by 1 August 1970.

The burden of responsibility falls on you as commanders and supervisors to review your current operation procedures and policies and to take those actions necessary to preclude further accidents and loss of life. A positive system of supervision and control of your flight operations must be established.

Region Conference

The 1970 Great Southern Region Annual Conference will be held at the Colonnades Beach Hotel, Palm Beach Shores, Singer Island, Florida on 14-16 August 1970.

A pilot instrument ground school will be conducted 10 through 13 August at the Colonnades Beach Hotel. The first 25 applicants who apply (with \$25.00 attached to their letter application) will be accepted. Housing, at their expense, will be at the Colonnades Beach Hotel. Please send applications with money to SER Headquarters, Box 3117, Dobbins AFB, Georgia 30060, *immediately*.

GENERAL INFORMATION

Transportation—CAP busses will be utilized to bring members to and from the Palm Beach International Airport, Tilford Flying Service.

Registration—All Personnel attending or participating in any activity of the Conference must register at the CAP Registration Desk on the second floor of the Colonnades Beach Hotel to validate being given the special Conference rates. Registration fee for members is \$4.00.

Conference Sessions—All Conference sessions will be held in the Colonnades Beach Hotel. CAP personnel attending the Conference sessions will be required to wear the Conference identification badge.

Banquet—All CAP and USAF personnel are expected to attend the Social Hour and Banquet Saturday evening, 15 August. Tickets covering both functions, including tax and customary 15% gratuities are \$8.00. Please purchase your Banquet ticket upon registering to assist in making arrangements for these functions. Banquet tickets will be available until noon Saturday.

Uniforms—All regular CAP members are required to wear uniforms at all scheduled Conference meetings. Male uniform is 1505 short sleeve and female is summer cord. Headgear must be worn when in uniform and not under cover. CAP members not holding grade may wear appropriate civilian dress, with Conference identification badge. Uniforms worn after

1800 will be Class "A" blue for all members. Civilian dress for males in the hotel dining room and social lounges after 1900 will be coat and tie. The Social Hour and Banquet are "black tie." Civilian dress is appropriate for CAP members. White coat tuxedos will be worn by all CAP Banquet head table personnel, National Board members and others who desire. Semi-formal dress will be appropriate for females attending the Social Hour and Banquet.

Recreation—Conference sessions are scheduled to permit time for recreation. All of the hotel's recreation facilities will be available. Shuffleboard, tennis courts, putting green, bowling on the green, and olympic size swimming pool, children's wading pool, sauna baths, etc. Anyone interested in playing golf may do so at the famous PGA National Golf Club with special greens fees of \$2.00 as guests of the hotel.

Gratuities: The usual gratuities are 15% for food and beverage checks. Hotel room maids, 50 cents per day. Bellmen, appropriate amounts for services rendered. Doormen are required to handle baggage in and out of vehicles and should be compensated for separately.

SECTION MEETINGS

The following section meetings will be held at the 1970 Southeastern Region Conference:

- Wing Commanders
- Administration/Personnel
- Cadets/Chaplains
- Safety/Operation/Maintenance
- Information
- Communications
- Search and Rescue/Civil Defense
- Material
- Cadet Advisory Council
- Aerospace Education/Senior Training

In order that a true picture of our status, goals and problem areas can be discussed, it is important that all wings and units be represented in each section.

PLEASE MAIL THE RESERVATION FORM BELOW DIRECTLY TO THE HOTEL ON OR BEFORE 7th OF AUGUST.

COLONNADES BEACH HOTEL
Palm Beach Shores, Singer Island, Florida

SOUTHEAST REGION CONFERENCE, CIVIL AIR PATROL

RATES: Single \$14.00
Double \$16.00

Parlors \$10.00—\$15.00 a day extra
\$2.00 extra per person for more than two in a room

Please Print

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

ARRIVAL DATE _____ DEPARTURE DATE _____

NUMBER IN PARTY: _____ A DEPOSIT OF ONE DAYS RATE

ACCOMMODATIONS REQUIRED: _____ REQUESTED WITH RESERVATION

CAR WASH

The Homestead AFB Composite Squad held an all-day carwash recently at the Homestead AFB motor pool.

Other than plenty of sun, the cadets also received training on washing motorcycles and Crash Rescue Trucks, all at the same price. The day was a thorough success, netting the squadron sufficient funds to support their activities for some time.

Following the car wash, a farewell party was given for Capt. Paul D. Tolleson, Squadron Deputy for Cadets. He has been selected for Squadron Officers School at Maxwell AFB.



Suprising the Homestead AFB Composite Squadron Cadets, this crash fire truck was brought by the members of the 4531st Crash Rescue Unit to get a cleaning. Cadets (from left to right) are: David Roberson, C/1C; Richard Patterson, Cadet; Tony Buchanan, Cadet; Randal Warren, Cadet Basic; and Louis Berthold, Cadet; washing the crash rescue truck. Jamie, Louis Berthold's little brother, is washing the motorcycle.

CADET RANK

Headquarters, CAP-USAF, has advised that they have been informed that in some cases cadet earned grade insignia has been removed from the CAP cadet uniform during summer activities. CAP-USAF policy has been and will continue that under no circumstances will cadet earned grade insignia be removed from the uniform for any reason.

Request that immediate action be taken to disseminate this information to all cadets with special emphasis placed upon notification of those cadets participating in summer activities.