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FLORIDA WING

'GATOR CAPERS

Volume 13, No. 2

Orlando NTC

Florida, July 1972

FIRST ENCAMPMENT CANCELLED; STILL GO FOR NUMBER TWO

BULLETIN

There will only be ONE summer encampment at Patrick Air Force Base this summer. Dates will be 3 August thru 12 August. Major Jim Cogswell, Florida Wing Director of Cadet Programs, announced the cancellation of the previously scheduled July encampment at the Base stating that non-participation by both cadet and senior forced the action. (See story page 1, page 5, and application page 8.)

Summer encampment time is here, the once a year active duty tour for doolies and officers alike. During the ten day stay at Patrick AFB (near Cocoa Beach and Cape Kennedy) Florida Wing cadets can expect to fire rifles, ride with Base Security Police, know the precise meaning of "eighteen and six" and have a constant regard for the well-being of a famous cow. There will also be a beach party at the end of encampment.

Major Jim Cogswell expressed regret and disappointment at having to cancel both the Cadet Command and Staff School and the first scheduled encampment. "When you

come to the deadline and there are only seven cadets applying to attend, it makes the planning seem wasted." There are currently 1600 cadets in Fla. Wing and encampment slots open to only 80 males and 55 females. Because of the limited number, Maj. Cogswell urged that each squadron commander inform every cadet of the encampment dates and get them to apply immediately. He also said special consideration should be given by unit commanders to those cadets who need the encampment to fulfill the requirement for their Mitchells.

When asked about the \$33.00 cost for cadet and senior alike, Maj. Cogswell gave this explanation. "The biggest percentage of expense is the meals. Not only must we pay for the food, but the cooks and mess hall staff as well." Patrick AFB employs civilian unionized cooks who receive overtime wages for serving CAP. CAP is not permitted to provide cadets for KP to help defray expenses. Maj. Cogswell said he had found in the past at encampments at other bases that the Air Force used their own men in the mess halls, thus keeping costs at a minimum. Of the other Air Force bases
(Continued on page 5)

Exchange Cadets Due Canadian, German Guests In Florida

Twenty five foreign cadets and escorts are due in Florida Wing this month to begin the Wing phase of this year's International Air Cadet Exchange.

The group, composed of ten cadets and two escorts from Canada and fifteen cadets and one escort from Germany, will arrive at Patrick AFB on Saturday, 22 July and will leave from West Palm Beach on 4 August. Between these two dates, they will visit Cape Kennedy, Orlando and Disney World, Tampa seeing MacDill AFB and Busch Gardens, Miami, and West Palm Beach.

Project Officer this year for the Wing is Lt. Col. Paul Potter, USAF Reserve Coordinator for Florida Wing. Local Project Officers are Lt. Col. Chuck Denman (Patrick), Lt. Col. Grady (Orlando), Major Schumacher (Miami) and Captain Don Hill (West Palm Beach).

Lt. Col. Potter requests that all CAP members give their upmost support to the visit this year. "This activity is one of the most rewarding functions we have each year."

CADET SCHUPLER WINS SCHOLARSHIP

Mr. John V. Sorenson, National Headquarters Deputy Chief of Staff for Aerospace Education has announced that Cadet Captain Jerry M. Schupler has won the CAP Colonel Joseph Moody Science Grant for 1972.

The grant, given in memory of the late Florida Wing commander, is for \$500.00 for one year and is part of the \$45,000 given in scholarships and grants each year by CAP.

Cadet Schupler is a member of Palm Beach Cadet Squadron and has also been selected this year to participate in the



SUMMERTIME



"Summertime and the livin' is lazy" was certainly not written with CAP in mind. Still, it is only human nature to consider summer as vacation time and get a good rest to recuperate for the rest of the bustling year. The mind and body need a vacation, but unfortunately while the senior CAP members oil up their reels and wheels, the cadet section is engrossed in ACE, cadet special activities, encampments, preparation for fall drill competition, etc. Seniors though are still attending meetings and on stand-by for emergency Redcap missions -- it's hurricane season in Florida, too -- and the new senior training program is getting underway.

The above means that the Wing appreciates all your efforts, cadet and senior, in these difficult organization times. Take your summertime vacations, enjoy them, rest up from the troubles of making a living, and when you get back refreshed we will be ready to get down to business again this fall. Many challenges are on the horizon and new ideas and concepts to be worked on and evaluated. Some of it doesn't make very pleasant reading, but FlaWG will give it a good try out, and if it is not practical, let us know! We are known to speak up for realism and the average senior member and cadet.

Good fishing!

COL. ROBERT C. OWEN, CAP

GUEST EDITORIAL

INDIAN GIVERS?

1. A number of members in the Florida Wing have been under the erroneous impression that they can be Indian givers. This means they believe they can make a donation to CAP and then later demand the donation back. The problem particularly arises in relation to corporate aircraft and corporate vehicles. This memorandum is an attempt to clarify the CAP Regulations as well as the law in the State of Florida.

2. Few members of a Church would be under the impression that their donations to the church could be reclaimed by them if they transfer to another church or give up membership in the first church. The same principle applies to CAP as to churches. CAP is a non-profit United States corporation. Any money or equipment donated to the corporation by way of a gift becomes a completed transfer of title and cannot be reclaimed if the member or individual is transferred to another unit or leaves CAP.

3. Under the circumstances it is possible for a member to LEND his equipment to CAP for its use. This is customarily done with radio equipment when the member does not wish to relinquish title to the equipment but only its use for CAP purposes. Under such circumstances no deduction can be taken on income tax for the value of the equipment since title never passes. On the other hand, if a member (or non-member) donated either money or equipment to CAP he is entitled to take an income tax deduction for the amount of money or fair market value of the equip-

ment, but title passes to CAP and the donor has no further claim to the money or equipment.

4. When an aircraft or vehicle is issued to CAP unit or purchased by CAP unit, title vests in CAP and any money expended for purchase, maintenance or permanent additions to the aircraft or vehicle, whether by a unit or by an individual, constitutes donations to CAP and cannot be reclaimed. This principle would apply to maintenance as well as for parts such as tires, generators, batteries and other items that become any part of the aircraft or vehicle and necessary for its use.

5. On the other hand, it is possible for a CAP member to install a radio in an aircraft or vehicle on a lend-lease agreement, whereby title never passes to CAP and tax deduction is not taken by the member. Upon the relinquishment or transfer of the vehicle or aircraft in such circumstances, the member has the right to remove the radio since it is not an absolutely necessary part for the use of the aircraft or vehicle, but is a separable addition thereto. This principle would not apply even in the case of a radio where an old radio is replaced by a new radio.

6. The principles set forth above are general principles of law as well as CAP regulations, and in case of confusion, the undersigned will be glad to render an opinion based upon the facts of a particular case, if said facts are presented in written form.

HARVEY R. KLEIN, LCol., CAP
Florida Wing Legal Officer

Letters To The Editor

Gator Capers will publish as space permits, letters to the editor. All must be signed and must be in good taste in the judgment of the editor.

Lieutenant:

Just received the June issue of the Gator Capers, and thought I would point out a slight bit of flimflam.

The Editorial talks about having the facts. Then on page 8 you talk about L/Col. Harry Klein having the first ELT equipped plane in Florida. Please note that the Cessna 172 Skyhawk of the Naples Comp. Sq. has been so equipped for a year. In fact it was used in the Wing SARCAP last year to demonstrate the effectiveness and efficiency of the system during the 1971 SARCAP. The Wing Commander and L.O. took demonstration rides at that time.

Oh, yes, the report after that SARCAP said they flew the ship, when actually all they did was ride to see how the ELT worked.

Don't feel badly that I point out these items, I know what you have to contend with, since the Gator Capers was born during my term as Wing I.O. Then it was published for a total cost of \$25.00 per issue - and everyone got a copy! The original masthead was provided by Zack Mosely.

E. J. Campeau, Lt. Col., CAP

KEEP IT CLEAN

Florida Wing declares war . . . on junk aircraft and aviation litter. If your unit has not declared war as yet, this is a good time to begin and work on that tan at the same time.

The Federal Aviation Administration and National Headquarters has asked that all CAP units participate in a clean-up campaign to rid airports and buildings of clutter. General Ellis suggests that units start by cleaning up their own areas and hopefully other agencies will follow suit.

Col. Robert C. Owen reminds everyone to make sure a senior member is present if a cadet work party is formed. "We don't want to have any accidents either. Working with junk can be hazardous."

MANUAL OFFERED

Attention First Aid Instructors:

Major Dave Moseley, Fla. Wing Activities Officer has received a copy of two manuals on wound simulation. These manuals have instruction how to prepare mass casualties to test hospital and other emergency support personnel. Included are instructions in the symptoms to portray different kinds of injuries to add the most possible realism. Mr. Willard Silva, Red Cross Representative in Jacksonville is responsible for supplying the original information. First Aid Instructors desiring copies of these manuals can contact Major Moseley in order to arrange for duplication. As they are quite lengthy it will be necessary to determine the demand for them before beginning the typing necessary to duplicate the instructions. Write P.O. Box

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NOTE TO CONTRIBUTORS: Submit only typed or printed original copy. Black and white photos of good quality are welcomed. Identifying information should accompany them.

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Associate Editor CWO Douglas R. Maymon, CAP
USAF-CAP Liaison Officer LCol. Joseph F. Behan, USAF

A Little BS

It's once again time for the Gator "Tell It Like It Is... More or Less" Capers, the newspaper that asks the poignant question "Who Cares?" For those of you who responded to the question by standing up yelling in unison "we do" and marched around the room waving your Wing patch in one hand and the CAP regulations in the other, have I got a book for you!!!

To quote from the book jacket, "the valient exploits of the Civil Air Patrol in peace and war." I kid you not. Published in 1966, "Minutemen of the Air" by Carroll V. Glines and Gene Gurney, tells the story of CAP since its inception in 1941. If you feel like the only valient exploit you've had lately was facing yourself in the mirror to see if the Steve Canyon crinkles are still in the corners of your eyes from squinting into the sun too long, then read this gem from Random House.

Seriously, the "old-timers" fall into the class of honest-to-goodness heroes. Their actions during the war were something we can all be proud of. They operated under extreme conditions with a spirit and dedication that should serve as a model for us today.

The book however, neglects that part of CAP we are all so familiar with, the day to day grind of meetings, reports, struggling to keep up with the quotas and wondering why we ever volunteered in the first place. "Minutemen" jumps from one glorious action to another glorious action glossing over the training we undergo so we can accomplish these "valient achievements."

GC found the book on sale for 99¢ (definitely not on the best-seller list) at a chain bookstore. Suggest you pick up a copy, it really is entertaining. For those of you who might not be able to find it, GC would like to pass along this poem from the book ascribed to an anonymous ship captain.

"When the cold, gray dawn is breaking
And the wolf-pack hovers nigh,
When the skipper scans the ocean
With a grim and worried eye,
Then a distant sound grows louder
And brings comfort to his soul,
For he knows his ship is covered
By the Civil Air Patrol."

A CAP supply company in south Florida recently received a shipment of 500 Wing patches -- Only one thing wrong, our beloved alligator was headless. Our resident mystic and part-time weather balloon says this is definitely an omen of some sort.

Some CAP members in Florida say they still haven't gotten their copy of GC. If you were among these, read carefully, so you won't miss out again. GC gets the labels from National Headquarters once a month. Check with your unit commander's copy of the computer print-out to see if your name and correct address appear. If everything is OK, then yell at the postal service; if not, your commander should send your correct address to Wing and NHQ. In the mean time, pick up one of the copies mailed to the units.

(Continued on page 6)

Former Cadet USAFA Grad

By WAYNE WELCHEL, 1 Lt., CAP

Cadet Alan J. Leitch, son of Mr. and Mrs. Abbot J. Leitch of 6322 Pine Avenue, Hibernia, Green Cove Springs, is one of more than 750 cadets who graduated from the United States Air Force Academy on June 7.

Upon graduation from the Air Force Academy, Cadet Leitch will be commissioned a second lieutenant in the United States Air Force and awarded a B.S. degree in Psychology. In July he will be the guest of the Royal Air Force Academy in England for two weeks. In late August he will report to Del Rio, Texas for Fighter Pilot training.

Cadet Leitch was a former member of the Paxon Cadet Squadron of the Civil Air Patrol. He joined in August 1964 and was an active member until his appointment to the Air Force Academy by United States Representative Charles Bennett in 1968. He served as the Cadet Military Education Officer, Aerospace Education Officer and Cadet Commander of the Paxon Squadron.



CADET ALAN J. LEITCH

NAME THE GATOR

Florida Wing has a symbol. It is a Gator. He appears on the Wing's shoulder patch, on various units' stationary, and on other miscellaneous items. He is one of the truly outstanding figures in Florida Wing. In all this glory, the Gator has one very pressing problem. HE DOESN'T HAVE A NAME. We are appealing to the members of the Wing to solve this dilemma. In order to make the Gator a respected individual WITH a name we are taking this opportunity to announce the NAME THE GATOR CONTEST.

The rules are quite simple. They are as follows:

1. You can enter as many times as you want, but only one name per letter or card.
2. Along with the name include the reason you selected it in twenty-five words or less.
3. Decision of the judges is final.

The winner gets a twenty-five dollar United States Savings Bond.

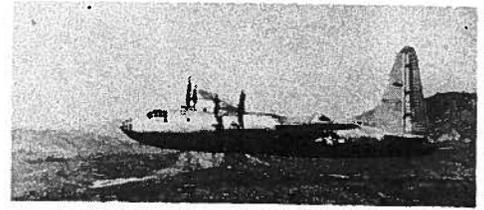
Send all entries to:

CWO DOUGLAS R. MAYMON, CAP

Name the Gator Contest Editor
864 Caroline Ave.

West Palm Beach, Fla. 33406

The winner will be announced in a forthcoming issue of Gator Capers.



AIRCRAFT RECOGNITION

Can you name this rare oldie? It may take some research. Answer will appear in August issue.

AS THE WING TURNS

By DOUGLAS R. MAYMON

A successful squadron is one that has a workable bank account. This aids the squadron in more ways than may be at first apparent. Number one, of course, is that the more the squadron can pay for, the less of a strain it is on the cadet and the parent. A stable bankbook helps keep a squadron going in that the members know where the next dollar will be coming from and hence do not worry about the burden of payment being shifted to them simply because they belong.

The most proven method is to have a steady source of income. Since National Headquarters frowns on stock investments, no matter how blue chip they may be, the next best thing is a monthly or bi-monthly fund raising drive. It is better to have an activity of this type every month or two rather than just when the squadron is in need of money. The IDEAL squadron should never really need money unless it is buying an airplane or sending the commander to Las Vegas for two weeks. Members will respond more readily to a regularly scheduled event when they will to something that is planned haphazardly. This makes it much easier for them to plan their own time and thus be more receptive to the idea of going out and making money for someone else. The intelligent squadron commander will explain to his unit how they are actually helping themselves when they help the unit.

The most successful money-making project ever created is the DOUGHNUT SALE. For the time and effort needed, nothing can beat it. The whole thing can be done in one morning with a little advanced planning. Other activities to help keep the cash rolling in include car washes, rummage sales, raffles (stuffed animals go good), candy sales, paper drives, bottle collecting (the returnable kind, you'd be surprised how many kids pick up old beer bottles), etc. The types of activities are only limited to the imagination, so long as the wing commander approves. He must be notified of all activities in advance of their taking place.

One of the senior members to be the trusted person, the finance officer, should be appointed if the squadron does not already have this position filled. No need to do a Dun and Bradstreet on him, be sure that he is fairly reliable and doesn't keep changing his name and address. The bank account should be in the name of the squadron with the unit commander and finance officer signing for it. Remember, only one account per squadron, but if it gets higher than the F.D.I.C. limit something can always be worked out.

Hell Hath No Fury Like A Woman

. . . Or A Hurricane Scorned

The storm season is here. Agnes has come and gone with billions of dollars in destruction left in her wake. But what about Betty, Carrie, Dawn, or Edna??

If you've lived in Florida for a long time, you may have a tendency to be a little blasé about hurricanes. After all, it has been a long time since a big hurricane has spent its fury in Florida. So when the warning comes, you bring in the trash cans, buy some extra batteries for the flashlight and radio, invite the neighbors over for a hurricane party and you're all set, right?

WRONG!! That casual attitude can kill you at the worst and at the least cause you to be ineffectual in the CAP mission of helping others.

One of the prime missions of CAP is support of local agencies in times of natural disaster, providing an organized and trained group of volunteers dedicated to saving lives. In order to save those other souls, you must first save yourself and your family.

Go over this check list and make sure that your home is prepared.

1. Keep track of the hurricane watches and warnings issued for your area.

2. If a warning is issued, the storm is expected within 24 hours.

3. Protect windows and glass doors.

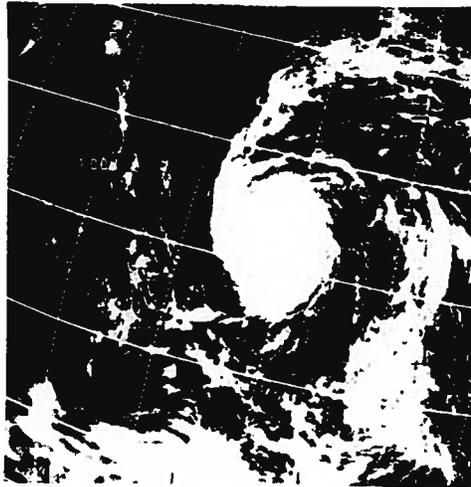
4. Check trees for broken and dead limbs or limbs which could shatter your windows or shred a roof in high winds.

5. Tie down or move inside all objects outside the home which could be blown around. They might seem heavy now but a 125/150 mph wind can move a lot.

6. Check the tie-downs on your antennas. Replace worn ones or lower and secure the antenna.

7. Fill the car with gas, park in the most sheltered place available and set the brakes and check the wheels.

8. Swimming pools should be drained to half full and pumps and filters covered and secured.



9. Inside the home: turn the refrigerator and freezer up to maximum cold setting to help prevent spoilage if power goes off. (On some models this must be done gradually over several hours to prevent overloading). Open and close refrigerator doors only when necessary.

10. Sterilize all available containers and draw fresh water for storing. Don't forget to fill the bathtub.

11. If tap water is used after the hurricane, it should be boiled or treated with bleach (directions are on the bottle) until officials give the OK.

12. Stock up on freeze-dried or canned foods that require no refrigeration and which can be eaten without cooking. Special dietary foods or medications should be on hand. Don't forget infant's formula that is ready to use from the bottle or can and disposable diapers. It's also a good idea to have a large supply of plastic trash bags on hand. Pick up service may be interrupted or delayed due to heavy demand.

13. Don't wander out into the eye of the

storm. The opposite winds can come on with sudden fury. Remember, walking is impossible in winds over 90 mph, you will have to crawl.

14. Don't use your telephone unless it is for emergency purposes.

15. Windows on the side away from the wind should be opened slightly to equalize pressure.

16. Don't forget your pets. Have a good supply of food and old newspapers on hand or whatever other requirements they will need during confinement.

17. Finally, if you are in low-lying areas of near bays or beaches or if you feel insecure, you should seek out your public shelter. If you live in a mobile home, get a copy of the special hurricane instructions available at the local Civil Defense headquarters and follow them. It could save your life.

Now that you have prepared your home and family to ride out the hurricane, what about your responsibility to CAP?

1. Call your group or squadron commander and operations officer and find out what the plans are should a storm threaten your area. If they have no plans set up, suggest a group-wide meeting NOW to work out details. You may not be able to contact one another once the storm hits. Telephone lines are often severed by falling trees and the like.

2. Have a work detail or GI party to make sure the CAP building will be secure. Most units have lots of loose items laying around outside (old antennas, stacks of aluminum cans accumulated for fundraising, old aircraft parts, derelict vehicles of one sort or another, bits of lumber, wire or tires, etc.).

3. If there is any danger of flooding or seepage from windows and roofs, make sure unit records and files are out of danger.

4. Check and see who has the keys to the building and what their vacation schedule is.

5. Is there an emergency power supply for your unit? Does it work? Do you have a supply of fuel for it? Enough to run it for three or four days without resupply?

6. Are the Corporate vehicles fueled and ready to go? Are the Corporate Aircraft secure.

7. Who is your Civil Defense director? Does he want qualified seniors and cadets to help man the shelters?

8. Find out what your unit safety officer is doing to prepare. He is an important person in an emergency. Among other duties, he should be aware of any hazards you may encounter and take every precaution to protect the well-being of all persons working the disaster.

Above all, don't take chances. Make sure Wing Staff is informed about what you are doing. If you have questions about proper procedure during a natural disaster, ask someone who can give you accurate know-



Rifles And Rides At 72 Encampment

(Continued from page 1)

Throughout Florida only Tyndall and Eglin have space and ability to support a CAP encampment, but because of the distance involved and the lack of airlift, we could not use them. CAP cannot currently get support airlift from the Air Force, Air National Guard or Air Reserves. The Southeast Region aircraft is committed for the remainder of the summer. It is the only aircraft available to CAP to fly Special Activities cadets to and from their activities and serves not only Florida but the rest of the region as well.

On the schedule for encampment this summer, Major Cogswell said cadets can expect more action tours. Such passive, look-only tours like motor pool and fuel jump have been eliminated and in their place such tours as the SAGE facility (the radar tracking intercept installation), tours and possible flying with the Air Rescue Helicopter Squadron, introduction to and working with the Base Security Police as well as other surprise tours that should prove to be very interesting.

Cadets attending should plan on arriving at the encampment between noon and 3 p.m. on the 3rd of August. They are encouraged to have two sets of each uniform fatigues and class B's.) with them on arrival. Laundry facilities are available. Male cadets and seniors will have the opportunity to purchase from the Base the uniforms they might need. Female uniforms are not available from Patrick.

Also suggested are the following:

MALE CADETS
 3 or 4 service uniforms
 blue web belt
 silver buckle
 flight cap
 raincoat
 pairs black socks

1 pair black plain-toe dress shoes
 4 white cotton T-shirts
 1 utility cap
 1 pair black combat boots or service shoes
 4 pairs heavy boot socks
 6 sets underclothing
 1 pair athletic shoes
 6 plain white handkerchiefs
 1 pair athletic trunks
 1 athletic supporter
 1 pair swim trunks
 2 pair pajamas

FEMALE
 3 or 4 service uniforms
 2 pairs white gloves
 1 black handbag
 1 flight cap or beret
 1 service hat (if No Beret)
 1 raincoat
 6 pairs hose (neutral)
 1 pair pumps
 1 pair loafers Plain toe black
 3 pairs dark blue socks
 6 sets underclothing
 1 pair tennis shoes
 1 bathing suit and cap
 1 robe or housecoat
 2 pairs of pajamas

Other personal garments as required.

Miscellaneous Personal Items both to male and female must bring: Pens and pencils, bath sandals, bath soap and covered dish, clipboard and paper, clothes hangers, clothes pins, comb and brush (cosmetics, Female) deodrant, hair care products, laundry bags, scrub brush, sewing kit, shoe trees, and shoe shine supplies, soap powder, stamps, shaving gear, stationery, toothbrush and toothpaste, towels and washcloths. If space is available you should also bring camera and film, first aid kit, flashlight, iron, and notebook.

Cadets will have time provided to make small authorized purchases from the Base Exchange.

All cadets are asked to use encampment applications available at their squadron or the form on Page 8. Make all checks payable to Florida Wing Cadet Fund and mail in completed form immediately. Time is running out. Applications will be taken on a first come, first served basis. All personnel who have pre-paid for the cancelled encampment will receive their returned applications and checks in the mail. None will be held over. If they wish to attend the one remaining encampment they are



Tape measures and coat hangers are the tools this cadet uses to make his bunk.



COMM. CORNER

A METHOD OF MEASURING THE FREQUENCY OF HF SIDEBAND TRANSMISSIONS

By RAND

Many of you have asked how we do it. The following is a description of the system which we use to measure hf-ssb frequencies. These measurements have proved accurate to plus or minus five Hertz.

We are using a Collins 51S1 receiver with an oscilloscope connected to the IF output and a spectrum analyzer wired into a broadband mixer stage. A system of switchable padded crystal oscillators is used to inject carrier frequencies through a variable attenuator into the antenna network of the 51S1 in an AM mode. A Hewlett-Packard 5245 counter simultaneously measures the injection oscillator frequency.

The measurement technique is as follows: The RF section of the 51S1 is tuned to what would be the carrier frequency. The injection oscillator is turned on and adjusted to a point where the received signal as observed on the IF oscilloscope resembles an amplitude modulated waveform. While observing the IF oscilloscope checking for distortion and looking at the spectrum analyzer watching for any stray carrier or splatter, the crystal injection oscillator is adjusted to a critical point where the received station operator's voice begins to invert. At this point the measurement becomes subjective in that it relies mostly on operator's skill.

We have conducted tests where the carrier was measured at the transmitter, then the transmitter in a ssb mode was measured at the monitor station location 40 miles away. We have consistently maintained within the last 6 months deviations of no more than plus or minus 5 Hz. The system has proved reliable while measuring the transmit frequency of stations in the Southeast Region. In many cases, we have come as close as plus or minus 2 Hz. This system can be duplicated throughout the country to guarantee compliance with the soon-to-be-established plus or minus 50 Hz tolerance on hf.

VHF PROGRESS

There are two types of radios currently being distributed by Florida Wing: A Motorola T43 GGV and an AC Achiever-phone Model CVT-1. For those who were issued this equipment, the following specifications and advice will be in order:

Model T43-GGV -- order crystal type Motorola RS-1 transmitter and Motorola type RM-10 receiver. Order by operating frequency and the crystal manufacturer of your choice will automatically correlate the Motorola type number with your unit and the proper oven temperature. The Motorola transmitter should put out approximately 20 to 25 watts into 50 ohms. The receiver should measure .5 microvolts for 20DB quieting. Battery drain is approximately 8 amps continuous and 16 amps transmitting. The usual failure in these units is the vibrator. A universal replacement is a Mallory #1701. For further improvement in performance I recommend replacing the selenium rectifiers

Need Chaplains

Carl A. Driscoll, LTC, Wing Chaplain

Early in 1972, Florida had 71 chaplains. In spite of much effort in both retention and recruiting, the number dropped to 53 in May. We lost Group 16 Chaplain R. L. Stephenson by death. Chaplains Fuller, Fooks, Irwin, Lashway and Tollner have moved to other states. Two chaplains have moved to Florida towns that do not have a squadron. One or two are in towns where the squadrons have been deactivated. Recent appointees include Chaplains Tom Moss at Naples, Ambrosio Patacsil in Miami and John W. Colley in DeLand.

A number of those who did not renew had been inactive for some time, but several others had been serving well. We are sorry to lose them. Group chaplains have responded to the need by meeting with units that have no chaplain, or by securing visiting clergy. A number of visiting clergy have rendered valuable service. We hope the squadrons thus served will make every effort to recruit them. The Wing chaplain and Group chaplains have the necessary information and application forms.

Chaplains who are actively participating may be promoted on the basis of time in grade - 12 months from Captain to Major, and 18 months from Major to Lt. Col.

We salute all our fine chaplains who extend their parish to include CAP.

A Little BS

(Continued from page 3)

Senior members who complete all sections of Level II of the new training program will probably be known as Master-Gators.

* * * * *

In the June '72 issue of the "Air Reservist" appears a story entitled "Welcome Lift". GC quotes in part;

"More than 800 Air Force ROTC cadets owe their presence at the Arnold Air Society Conclave to members of the Air National Guard and Air Force Reserve.

Of the 2,200 cadets attending the conference about 1,400 required transportation from distant points throughout the U.S. The problem was solved as a by-product of routine airlift training missions normally flown by the Air National Guardsmen and Air Force Reservists during unit training assemblies. . ."

"In accomplishing the airlift, the Air Guard contributed four C-54 Skymasters, three C-97 Stratocruisers and two C-121 Super Constellations, while the AF Reserve used five C-130 Hercules and four C-124 Globemasters."

End of quote. If certain questions arise in your mind as you contemplate how you will get to the Region Conference or the National Convention in Dallas or other activities, you are not alone. We passed our questions on to CAP-USAF National Headquarters and will publish their reply when received.

WHITE GOES AF NEW CHARMAN

Major James B. Cogswell, Director of Cadet Programs has announced the appointment of C/Major C.S. Ellsworth as the chairman of the Wing Cadet Advisory Council replacing C/Lt. Col. David L. White.

Cadet White, who served as CAC Chairman during 1971 and was re-elected chairman in January, has joined the US Air Force. C/Major Ellsworth is a member of the Miami Dade Cadet Squadron and has been Vice Chairman since January. He will hold the position until the next meeting of the full council when a permanent chairman will be chosen.

C/Major Ellsworth is now working on plans for the Wing drill competition in October plus completion of various projects the council has been working on this year. Tentative plans are to have the next council meeting during the weekend of 16-17 September with drill competition 28-29 October 1972.

Acting Vice Chairman for the council will be C/Major Cecilia Bachman from Group 6. All cadets and seniors are urged by C/Major Ellsworth to work with and support the efforts of the Cadet Advisory Council.

Sarasota Rockets To Demonstration

By 2 Lt. M. LYNN PLACE

Sarasota Cadet Squadron held a model rocket demonstration Saturday, 1 July 72 at Bayshore Gardens Shopping Center in Bradenton.

The demonstration was held to show the types of rockets, launch systems, and recovery systems, but mainly to prove what an interesting, educational and fun hobby model rocketry can be.

The demonstration was sponsored by Leisure Hour Craft and Hobby Shop and the Bayshore Merchants Association with all rocket engines used supplied by the hobby shop.

Launching sessions were held in the morning and afternoon with over 100 successful launches versus seven failures recorded. Between rocket sessions, the crowd was thrilled by aerobatics flown by radio controlled model airplanes.

A crowd of approximately 150 viewed the demonstrations.

(Picture courtesy of Capt. Chuck Place and WO Larry Hanely).



Cadet Marilyn Arbuckle tries to remember what comes after "Five, four, three."

Summer Encampment Application

Cadet Achievements _____ HEADQUARTERS
Complete _____ FLORIDA WING, CIVIL AIR PATROL
Office of the Director of Cadet Programs
864 Caroline Ave., West Palm Beach, Fla. 33406

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APPLICATION TO ATTEND FLORIDA WING ENCAMPMENTS

Cadet ___ Senior ___ Date of Encp. _____ Type A ___ Type B ___ CCS ___
Name _____ Rank _____ Serial # _____
Address _____
Home Phone _____ Business Phone _____
Unit _____ Charter # _____ Group _____
Position Held In Unit _____
of Type A Encp Attended _____ # of Type B Encp Attended _____

TO BE COMPLETED BY MEMBER:

I request permission to attend the Florida Wing Encampment indicated. I certify that I hold a current CAP membership card and that I will have that card in my possession at the encampment. I understand that I will be expected to conduct myself in a proper manner at all times.

Signature of Member _____ Date _____

TO BE COMPLETED BY CADET'S PARENTS:

My child has my permission to attend the Florida Wing Encampment indicated. I certify that he or she is in good physical condition and is emotionally mature for his or her age group. He or she has/has not my permission to fly in CAP and/or USAF aircraft.

Signature of Parent _____ Date _____

TO BE COMPLETED BY UNIT COMMANDER:

I certify that the above member is a current CAP member and is active in this unit. If a cadet, he or she is currently under contract and will bring the yellow copy of the current contract to the activity or a letter stating the present status. This member has my permission to attend this activity.

Signature of Commander _____ Date _____

!!NOTICE!!

Cadets and Seniors applying for the Type A Encampment at Patrick Air Force Base, 3 August - 12 August should complete the above form and submit it with a check or money order payable to Florida Wing Cadet Fund. If you desire a staff position indicate the position you would like on a separate sheet of paper or use one of the standard encampment application forms available at your Squadron. There will be only 80 males and 55 females selected to attend the only encampment this summer. Applications will be taken on a first come, first served basis. Time is very short, get them in NOW.

Cost is \$33.00 for both cadet and senior applications and should be mailed to 864 Caroline Ave., West Palm Beach, 33406. Do not mail to C/D Cadet Office address.

