

WELCOME REGION

WELCOME SOUTHEAST REGION... For the second year in a row the Southeastern Regional Conference is being held at the Diplomat Hotel, and once again the Florida Wing is happy to welcome the Region members to the Task Force I area.

Lt. Colonel Norman Fisher, Commander of Task Force I, has alerted task force personnel to do everything in their power to make the "visitors" welcome and comfortable.

From the registration right up to the final banquet, the agenda for the Southeast Regional Conference is full and interesting.

The conference will open with a general briefing, and seminars will be held Friday and Saturday from 0900 until 1300. The afternoons will be left free for sightseeing, golfing, fishing, swimming, etc.

A patio party will be held on Friday night and the highlight of the conference will be the Saturday night banquet. Plans will be finalized Sunday for the fly-in to the Bahamas, with return scheduled for Thursday.

Major General Albert T. Wilson Jr., Vice Commander of the Continental Air Command will be the keynote speaker of this, the first Southeast Regional Conference to be completely conducted by the United States Air Force.

Key Staff Announced

MIAMI --- Colonel S. H. du Pont, Wing Commander and Encampment Commander for the five 1964 summer encampments at Tyndall AFB, after a meeting with Lt. Colonel William Bass, Wing Deputy for Cadets, announced the key staff appointments for this summer.

Deputy Commander for 64-1 will be Captain Richard L. Leali with CWO Alan M. Sepe as Commandant of Cadets. Lt. Col. Ray Kraemer will serve as Deputy Commander for 64-2 with CWO Alan M. Sepe once again serving as Commandant of Cadets. Captain Barry Brimacombe will serve as Deputy Commander for 64-3 with his Commandant of Cadets as yet unannounced. Lt. Colonel Ralph T. Gwinn will be deputy Commander of 64-4 with 1/Lt. John W. Milner, Jr., as Commandant of Cadets. 64-5 will have 1/Lt. Duane P. Andrews as Deputy Commander and CWO James P. Cogswell as Commandant of Cadets.

Colonels duPont and Bass said although they were extremely pleased with the 62 Senior encampment staff applications, that there were many key staff jobs as yet unfilled.

Our greatest need for seniors is for the female seniors and chaplains. A total of ten chaplains are necessary and as yet, only three have applied for duty. Persons interested in working at any one of



FLORIDA WING 'Gator CAPers



VOL. 5, NO. VI

JUNE 1964

WING 101.78% EFFECTIVE!

Sarcap Best in Wing History



Which way to the target? Colonel Norman Fisher and Captain Nelson seem to agree.

Colonel Orren H. Lane, Chief Region Liaison Officer, and Major Clarence Brown, Evaluation Team Leader, awarded the Florida Wing 101.78% effectiveness out of a possible 100% in the annual Wing Effectiveness Test held May 2nd.

This unusual grade was made possible under the new evaluation system that awards bonus points for percentage of aircraft, crews and mobile units in excess of certain prescribed minimums.

More than 800 personnel registered for the SARCAP and a three-man Air Force team evaluated the statewide effort.

Wing Headquarters at Orlando AFB was mission headquarters, with three sub-mission headquarters. Naples was the headquarters for Task Force I and 2, under the command of Lt. Colonel Norman Fisher. USAF Major C. Brown evaluated. Task Force 3, under the command of Lt. Colonel Earl Pilcher was headquartered at the Bartow AFB Airport. Lt. Colonel E. Lee Secrest was the Air Force evaluator.

Lt. Colonel Richard Lockman was in command of Task Force IV with headquarters at Ocala Municipal Airport. Colonel Orren H. Lane was the Air Force evaluator.

Evaluation was based on a seven section CAP-USAF form, covering effectiveness of items such as Air Operation, Alerting and Planning, Preparation and General Briefing, Safety, Communications, Emergency Services, etc.

In a critique at the end of the mission, the evaluation team pointed out some of the Wing's weak points, but all agreed that the overall effectiveness of the Florida Wing was one of the highest in the nation.

More than 54 aircraft and 96 ground vehicles were involved in the search for the target... a mythical, all metal 4-place white and silver Cessna 172. The plane, piloted by Peter Rockhot, flying by himself, had left Ocala Municipal Airport at 1200 EST enroute to Everglades, Florida. No flight plan was filed at take-off on 30

Florida Now Largest Wing

ELLINGTON AFB, TEXAS --- National Headquarters has just announced in its monthly statistics report that the Florida Wing is now the largest CAP wing in the nation.

According to the April report, the figures for which are 30 days old when printed, Florida showed 4,502 members, almost 600 ahead of 2nd place Puerto Rico with 3,926 and 700 ahead of California at 3,830 and New York at 3,810.

Col. duPont said that Florida should exceed 5,500 members by the year end which would place it as still the largest, with California estimated to have 5,000 total.

MIAMI --- a total of 107 squadrons gave cadet achievement exams during the exam week of the second training cycle.

Exam night took place on schedule during the 9th week, from May 18th thru the 24th.

An estimated 2,200 cadets each took an exam during this time. An estimated 70% of the wing's 3,100 plus cadets were present on exam night.

Colonel duPont estimated that the passing rate during the second cycle would average about 78% on

COCOA --- The Florida Wing became the second wing to have its cadet membership polls pass 3100 members in any one year.

Puerto Rico with its cadet program heavily entrenched in the public school system, has exceeded 3100 cadet members for the second straight year and now stands at 3701 cadets.

As this issue of "CAPers" goes to press, Florida has a record 3,141 cadets, nearly 900 more than in May of last year, and 600 more than the official 1963 year end report.

Colonel Bass states that he expects the 1964 year end total to pass the 3,500 member mark before the entire wing switches to membership year 1965 later this summer.

Applications Slow

COCOA --- The Wing Deputy for Cadets, Lt. Colonel Bass, advises that applications to attend one of the five 1964 summer encampments are still coming in to his office at a very slow rate.

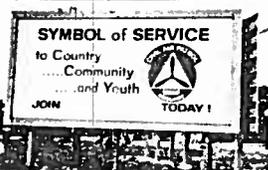
To date, only 653 cadets have applied to attend, with Tyndall AFB having a total capacity of 1,250 cadets during the entire summer. Camps 1 and 2 have been closed to applicants with 230 and 171 cadets respectively. Travel orders have been mailed to all units sending cadets to either of the first two encampments.

The Florida Wing is pushing to obtain in excess of 400 more cadets to attend the remaining encampments. "We hope to send more than 1,100 cadets this year" Bass said.

The deadlines for applying for the encampments this year are as follows: Encampment #3 - deadline June 18th; Encampment #4 deadline July 6th; Encampment #5 deadline July 23rd.

The cost for an encampment is only \$17.00 and application for cadets and seniors are available at every squadron.

Squadron Commanders are



'Gator CAPers Florida Wing CAP

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 DIRECTOR OF NEWS SERVICES..... 1/Lt. Bud Jenkins
 STAFF CONTRIBUTORS..... Maj. W.P. Mullen,
 2/Lt. R.D. Cunningham

VOL.5, NO. VI

JUNE 1964

MEMO from the Commander

THE RESPONSIBILITIES OF BEING NUMBER ONE --- Not long ago, a staff officer from National said that although the 1963 annual evaluation of wings placed Florida second, and since the 1964 evaluation has yet to be published, he considered Florida the number one, best wing, regardless of the system used.

Naturally I was quick to agree. Now that we are number one in size and in some key minds, number one in evaluation, we must realize that with this coveted position comes a great amount of responsibility for setting the national example.

It is important, I believe, to set the pace not only for quantity, but also for quality, for the rest of the 51 wings to follow. When you are number one, everyone is shooting to catch you and surpass you in every way. Many wings are envious at our leadership position in size, chartering units, or of the recently published first quarter standing showing us number one in the information program.

We can not afford to be sassy and complacent. We are not number one by much of a lead in any area. We do have a decided advantage, however, in that we have been pushing very hard in all areas. We have built fast, but we have built strongly.

The proper wearing of the uniform may seem remote to being number one, but it is important to our maintaining our proper perspective. Equally important is military courtesy and discipline, particularly in administration. We can not get sloppy now, or ever again.

We have come a long way in 23 years, particularly of late. We are not in the Hall of Fame, but we are moving in that direction. Florida is about to embark on "project 65". This will really be an undertaking. This will be the year for 200 units and 7,000 members. Are you ready? Is your unit ready? If not - let's get going! We are going to need all the help we can get!



duPont

Samuel Hallock DuPont, Jr.
 SAMUEL HALLOCK DU PONT, JR.
 Colonel, CAP
 Commander

CADETS GET 'COPTER FLIGHT

MAC DILL AFB---On Saturday morning April 18, the cadets of the Brandon Cadet Squadron went to MacDill AFB to participate in a field trip.

Arriving at 0900 hours, they went to the south ramp to watch the 836th Air Division Review. Then they were taken by bus to the flight line to observe the base aircraft.

The main part of the tour was an Orientation Flight in the "Huskey" helicopters, maintained by Det 14, Eastern Air Rescue Squadron. Captain Lee, Commander of Det 14 explained the purpose of air rescue and the part played by CAP. He then explained some of the Helicopters important features. The cadets were then shown a movie on Air Rescue. After the movie Capt. Lee took the cadets for the flight.



LEFT TO RIGHT: Cadets H. King, B. Gribbohm, B. Baxter, D. Bean, P. Evans, G. Farmer, J. Strickland, J. Bennett, E. Davila, R. Llanes, M. Gribbohm, M. Weltherington, J. Heath, R. Read, D. Bennett and R. White. Extreme Right - Captain Lee, USAF & Captain Kholos, CAP.

One cadet rode in the co-pilot's dining hall. Capt. Kholos, Com-

Joins Wing as Director of News Services

1st Lt. B. G. "Bud" Jenkins, former I.O. for Group 1's Benjamin Franklin Cadet Squadron, has joined the staff of the Florida Wing as Director of News Services.

Jenkins is no newcomer to the newspaper business, having entered journalism as a sports writer and columnist while still in High School. He has been editor of four weekly papers and currently is on the reporting and photography staff of the South Broward Bureau of the Ft. Lauderdale News.

Bud joined CAP as a charter member of Benjamin Franklin Squadron in February 1963. His wife, Marjorie, is the squadron personnel officer, his daughter Elizabeth Anderson is coordinator of women and his son Robert is the cadet supply officer. A son-in-law, Douglas Anderson, was operations officer until his enlistment in the USAF in March 1964.

Jenkins attended the Suffolk University, College of Journalism in Boston, is a member of Sigma Delta Chi, professional journalist society, member of South Florida Rescue Association, Inc., past president of the Lions Club, past secretary of the Moose Lodge Legionaire of Moose.

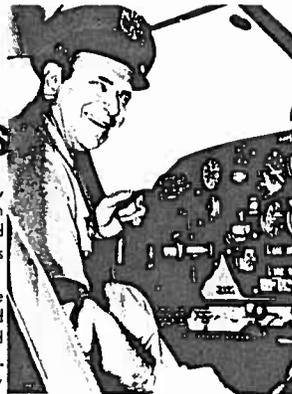
As Director of News Services, Jenkins will still continue as Gator CAPers star reporter and photographer, will write the wing press, radio and TV releases and will assist the Wing Deputy for Information with the IO program.

NEW TRAINING CYCLE JUNE 8TH

WING HEADQUARTERS---The third 1964 cadet training cycle will begin on Monday, June 8th.

Questionnaires will soon be sent to all squadrons asking which phase II achievement each squadron is teaching in the 3rd cycle. Each squadron may reach only one phase II achievement during any one cycle.

The Aerospace Education Achievement will be taught wing-wide by all squadrons having Phase III cadets in their units.



Wing Director of News Services, Lt. 'Bud' Jenkins.

CAP Radio Used In C.G. Test

NAPLES --- The USCGA held a test mission in Florida on May 16 with a simulated Tornado striking four locations in the state. In the Naples area, simulated recon flights were made to report 'damages'. The following reports were received by USCGA Headquarters in Naples:

1150EST: Aircraft reports bridge on Rt. 92 to Marco has ten to fifteen foot section missing.

1205EST: Aircraft reports very extensive damage to buildings at Marco. Medical assistance required.

1225EST: Aircraft reports two boats drifting northwest 1 mile west of tower at Caxombos Pass. One in sinking condition, the other about a quarter mile away, capsized with two persons clinging to keel. Advise point of departure of rescue craft so we may guide to scene.

1240EST: Aircraft reports swimmer in Rooker Bay, apparently heading toward an island.

1250EST: Aircraft reports extensive fires at Marco. Injured being moved out of area. Bucket brigade operating but fire too extensive. Need fire fighting equipment and medical aid.

1315EST: Aircraft reports rescue boats guided to scene of boats reported earlier. Rescue effected. Tow being secured to sinking craft. Advise action regarding capsized craft desired.

1325EST: Swimmer in Rookery Bay on island north of east-west line from channel marker #40 in center of bay. Requires medical attention and pickup.

95 SHORT OF COP QUOTA

COCOA --- Lt. Colonel Wm. R. Bass, Deputy for Cadets, reports that application for the Billy Mitchell Award (COP) have slowed down considerably during the past month.

While pointing out that Florida has now a total of 45 Billy Mitchell awards so far this year, 95 short of the 1964 quota, Colonel Bass felt that the main reason for the lack of application was due to the wing being in the middle of the cadet program cycle. "We expect to receive 35 applications after exam night this month", Bass said.

Including this present training cycle, Florida will have three complete cycles before the year and in

CRANE 24 WHERE ARE YOU?

One of the most complete, personally owned and equipped Mobile Rescue Units of the Florida Wing is owned by, of all people, a 'paper pusher'!

Crane 24 has been seen around the Wing, in the past, as a black Chevy station wagon, with 'skunk stripes' and '24' on the top. This is no longer around. The unit has been replaced with a newer '63 Pontiac station wagon and after 3 months of hole drilling, wire stringing and a great deal of technical work done by S/M Jerry Genaw of the Orlando Cadet Squadron, the unit is once again operational.

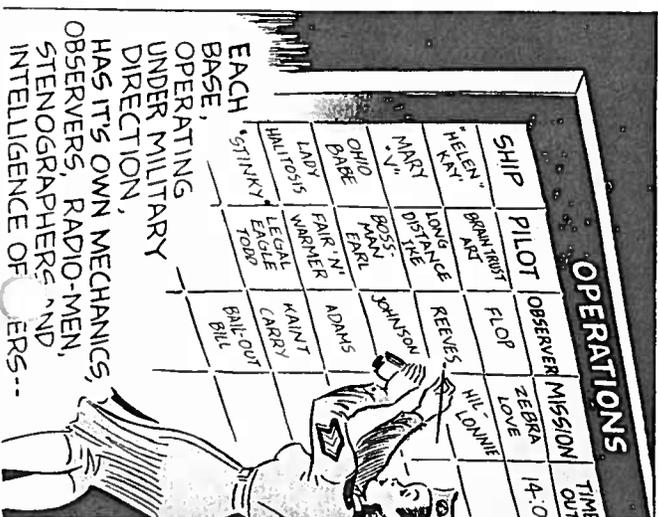
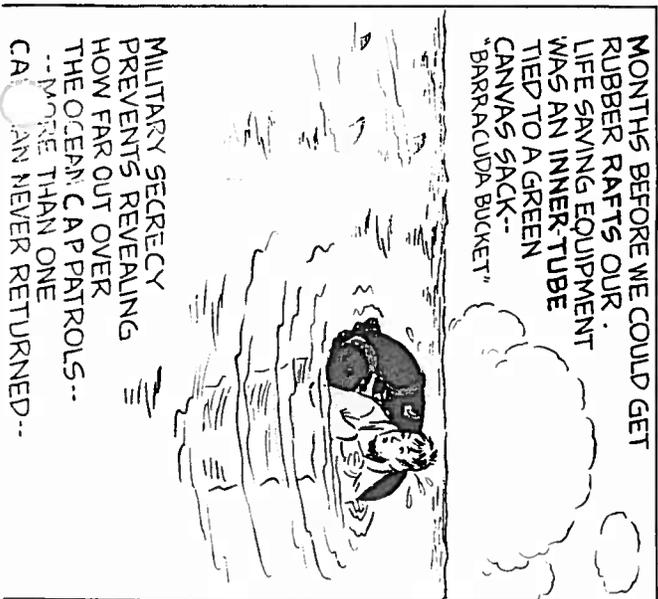
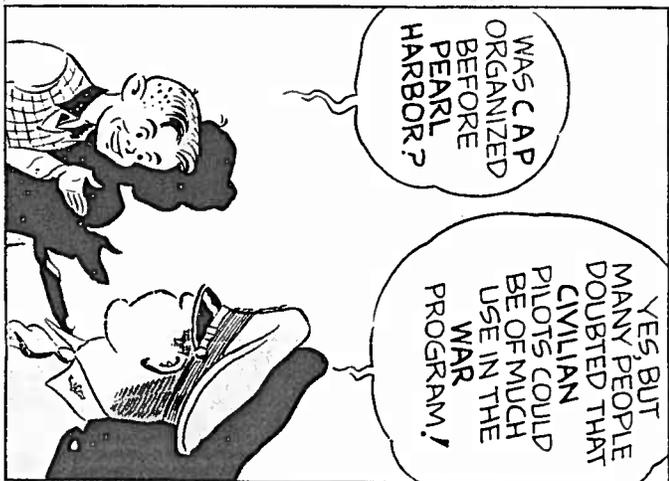
Some of the equipment and features of the unit are: Radio - Johnson Viking Mobile 4467.5 kc, SCR 522 148.14 mc, Citi-fone CB-5 26.62 mc. Public address system for paging and controlling crowds around a mission scene. Ability to feed any of the above radios into a PA system for monitoring while away from the unit in the field. 110v power supply for field repair of equipment etc. A siren (for emergency only). Ability to simultaneously flash parking and tail lights (for off road parking only). Fire extinguisher (dry chemical type). Litter, full size partial folding canvas type. Crow bar, shovel, machete knife and tools. Spot lights, portable type 12v. Signal flares (railroad type 15 min. 5 min. red) Smoke type (1). Rope, 200 ft. nylon, for roping off crash area. Clothing field (rain gear-knee boots-gloves-pancho also used for shelter half-and cover-alls. Survival food, 3 meals, and water jug, canned heat and cook stove. First Aid Kit large size, made up, and 2 blankets and splints, (set of four). 22 cal. pistol (for emergency use only).

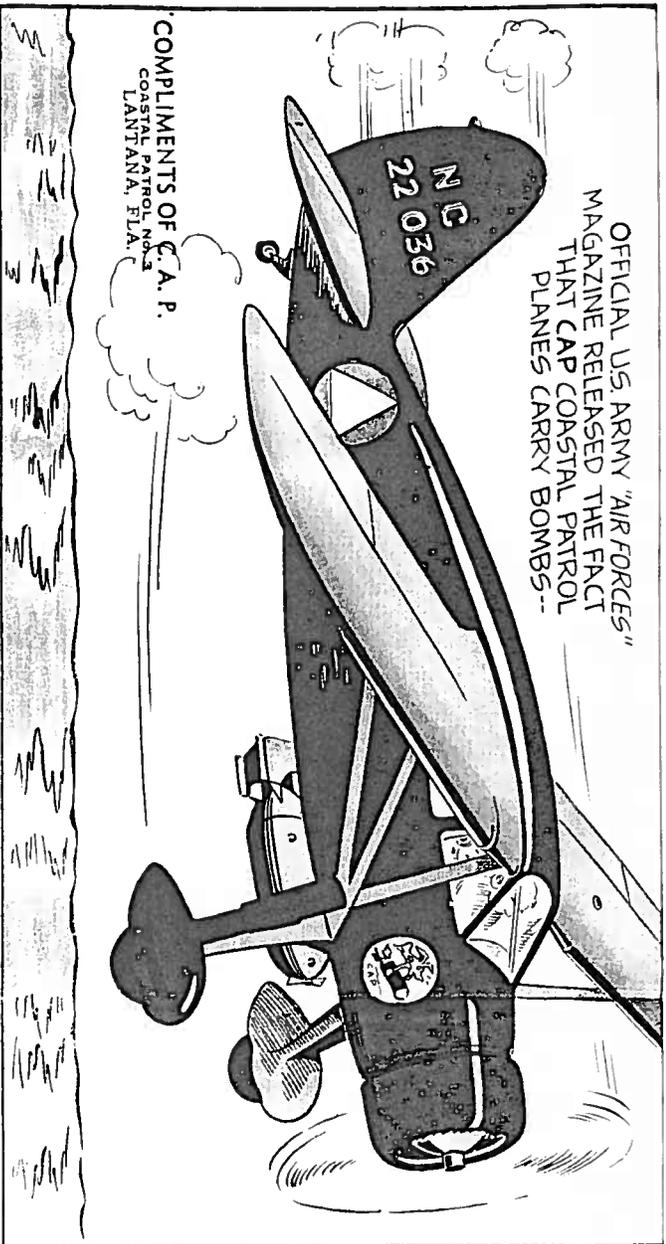
The equipment is carried at all times and is stored in a well under the rear deck with radio gear reported to a control panel on the dash. The litter can be transported on the roof top carrier when unit is used for 6 passenger transportation, and can be used inside the vehicle with an attendant seat available due to a split back seat. The entire unit is air-conditioned and electrical gear operated on standard alternator and battery.

Oh yes, the proud owner and operator of this unit is Lt. Colonel Ray Kraemer of Wing Staff.



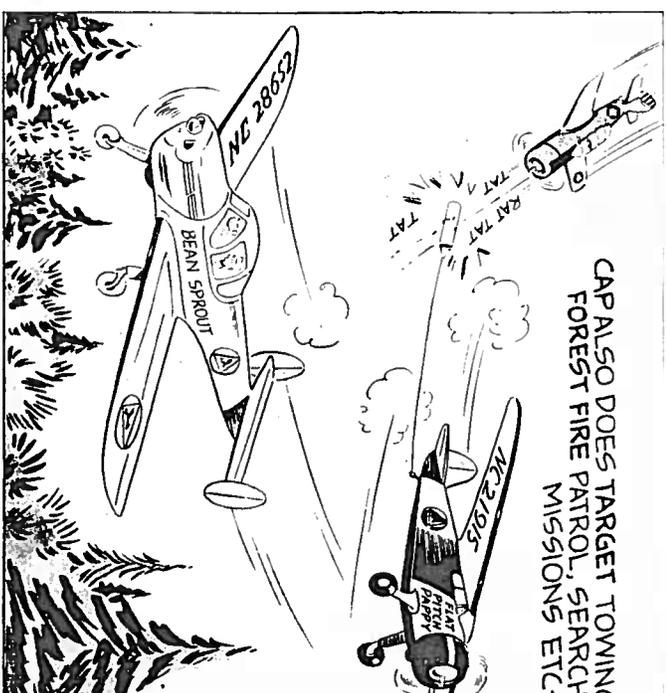
Lt. Colonel Ray L. Kraemer Crane 24.



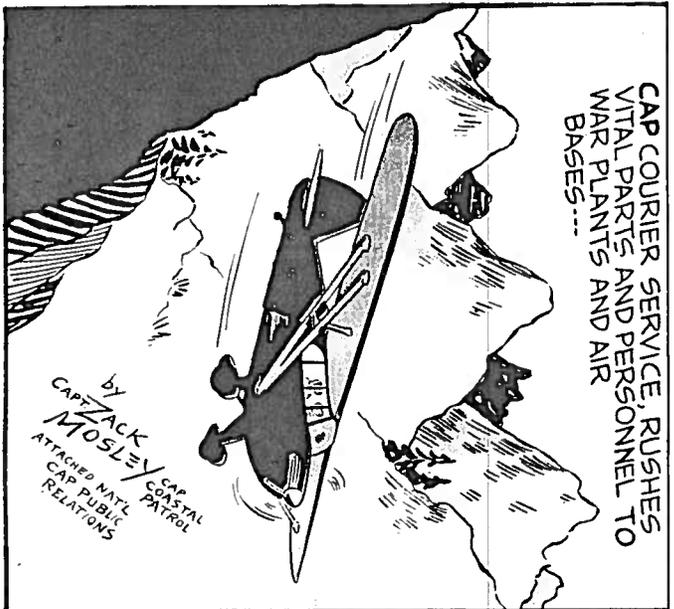


OFFICIAL U.S. ARMY "AIR FORCES" MAGAZINE RELEASED THE FACT THAT CAP COASTAL PATROL PLANES CARRY BOMBS--

COMPLIMENTS OF C. A. P. COASTAL PATROL NO. 22 LANTANA, FLA.



CAP ALSO DOES TARGET TOWING FOREST FIRE PATROL, SEARCH MISSIONS ETC.



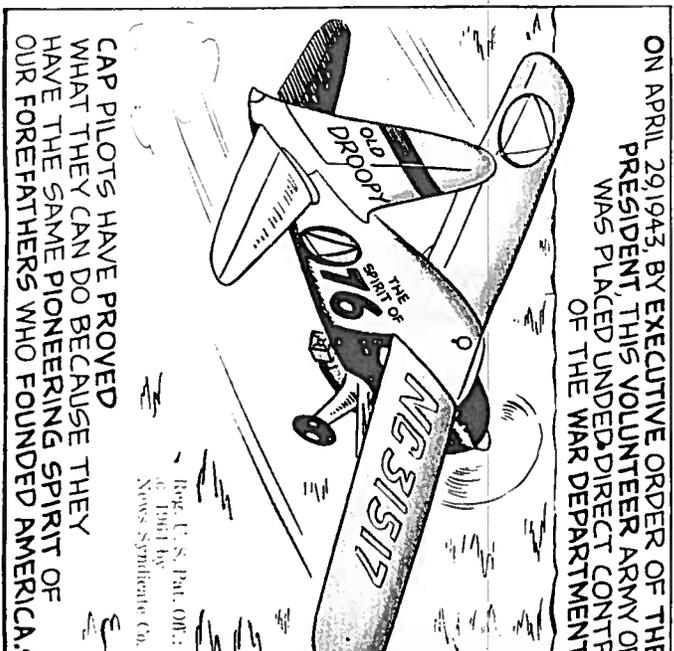
CAP COURIER SERVICE, RUSHES VITAL PARTS AND PERSONNEL TO WAR PLANTS AND AIR BASES...

by CAP ZACK MOSLEY / CAP PATROL ATTACHED MATL CAP PUBLIC RELATIONS



NATURALLY, NOT EVERY MAN WITH RED SHOULDER STRAPS HAS SUNK A SUB BUT HE DOES BELONG TO A LEGION OF WEATHER BEATEN PILOTS--

...THAT HAVE FLOWN 18,000,000 MILES OUT OVER THE OCEAN IN SINGLE ENGINE LAND PLANES HELPING THE ARMY AND NAVY HUNT SUBS!



ON APRIL 29, 1943, BY EXECUTIVE ORDER OF THE PRESIDENT, THIS VOLUNTEER ARMY OF WAS PLACED UNDER DIRECT CONTROL OF THE WAR DEPARTMENT

CAP PILOTS HAVE PROVED WHAT THEY CAN DO BECAUSE THEY HAVE THE SAME PIONEERING SPIRIT OF OUR FOREFATHERS WHO FOUNDED AMERICA.

Page: U. S. Pat. Off. © 1964 by News Syndicate Co.

AROUND & ABOUT

MIAMI --- Central Miami Cadet Squadron held its annual anniversary party on Friday, April 24 at the Palm Springs Community Room.

A nice turnout of cadets, their dates and parents attended. There were two honored guests, Major John C. Doyle and his son Colonel John F. Doyle. Col. Doyle who is on the Wing Inspection Staff, gave the cadets a real ringout inspection.

Cake and punch were served. A special birthday cake which had three sparklers on it, was to represent the Squadrons third anniversary.

Squadron Commander Lt. C. J. Buhaltz introduced Col. Doyle, the squadrons first commander, then Maj. Doyle, the second commander and Mr. Paul Kadlec liaison for Eastern Air Lines. He introduced his senior staff and congratulated them all on their wonderful work.

JACKSONVILLE --- A follow-up ground search for the remaining wreckage of a Navy jet that crashed in heavily wooded territory on May 3rd, was conducted by five squadrons of the CAP from the Jacksonville area.

An all day search which began at 8:30AM was concentrated in an area about 25 miles north of Jacksonville.

Personnel were assigned to cover ground approximately 1000 yards wide and 300 yards long.

The firing pin from the pilot's ejection seat and a small piece of wreckage were recovered.

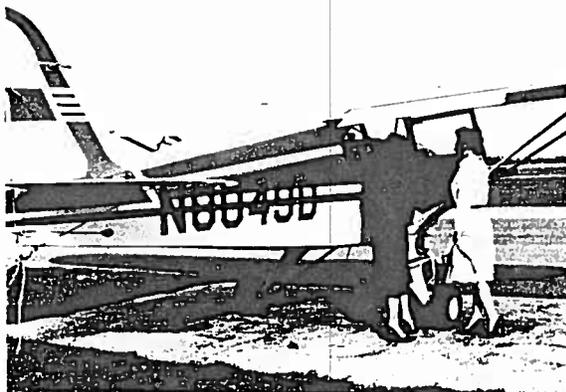
The participating units, with a total of 40 cadets and 6 seniors were Jacksonville Cadet, San Jose Cadet, Fort Caroline Cadet, West Jacksonville Cadet and Orange Park Cadet Squadrons.

VENICE --- The fast growing cadet program of the Venice Squadron under the command of 1st Lt. John DeBaltz, has begun a series of basic search and rescue training missions utilizing their cadets in the ground rescue work.

On April 18, 25 cadets and 5 seniors set up a field rescue headquarters in the deep wooded area near Venice. Using tents for shelter the program consisted of field first aid, military training and discipline, physical fitness tests and practice search and rescue of downed pilots.

"We need a new medal" one cadet remarked, "for cooking and then eating what was cooked!". With this kind of spirit, the Venice Squadron is building up membership to an all time high!

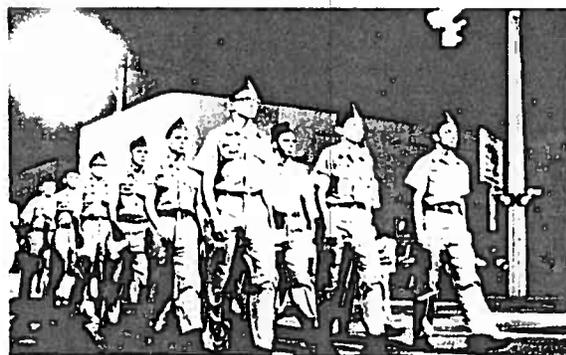
The squadron hopes to sponsor similar training with their groups units from Sarasota, Bradenton and Arcadia.



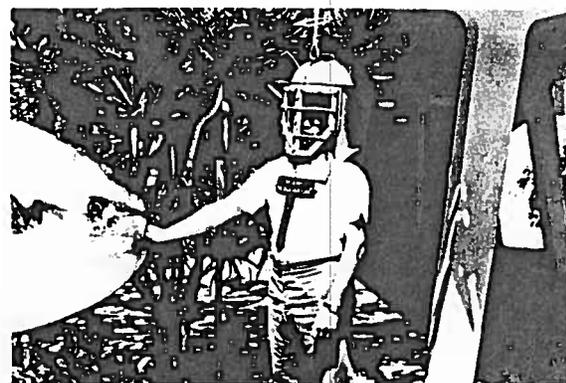
Flying club members of Miami Squadron II hooked their jewels, watches and CAP medals to raise money for their new 150 HP Tri-Pacer. Aircraft was paid for by members who bought up block flying time in excess of \$3,300.



The Gerber brothers --- Bert, assistant Cadet Commander of the Winter Haven Squadron; Bill, now at the Air Force Academy; and Bob, who is presently at the Marion Military Institute, Marion, Alabama; are pictured left to right with Captain Leo Van Drimmelen. Winter Haven claims the national record of having three boys from the same family receive their COP's from the Civil Air Patrol.



A part of Group V's cadet contingent in the West Palm Beach annual Armed Forces Day parade. Squadrons in the Group V area combined to form a co-operative group the size of the other military units represented.



Captain Ken Stone, Commander of Group V, indulges in some photographic antics as he poses for a novelty picture

Flying Minute Men

the story of CIVIL AIR PATROL

FROM THE BOOK BY
ROBERT E. NEPRUD

"We fly by the grace of God and Smitty," the Rehoboth pilots were accustomed to say.

Captain Everett M. Smith was the full name of a small, dark haired man in his early fifties whose mechanical wizardry became legendary. A veteran of the First World War, he had worked with aircraft during most of his adult life, and had once designed and built a very flyable airplane. He had assembled P-40s for General Chennault's Flying Tigers in China before the United States was formally at war with Japan, later returning to a field near Wilmington as base mechanic. When High Sharp invited him to come along to Rehoboth, he accepted on the spot.

Smitty was usually tinkering around in his workshop an hour before dawn, and he often could be found among his benches and homemade machines and tools at midnight. He trained young local boys and a few former automobile mechanics to help him do tricks with airplane motors. When it became impossible to have major overhauls made at inland stations, Smitty manufactured the special equipment he needed with the help of a second-hand lathe and a few hand-tools and did the job at Rehoboth.

Captain Smith's safety devices were widely copied around the coastal circuit. One of his best known inventions was a door that could be tossed aside in a matter of seconds when a pilot was forced to crash-land in the ocean. Since one of the greatest hazards to the downed pilots and observers was the danger of being trapped in the plane's cabin by the pressure of the water, the removable doors simplified the process of leaving the wreck in a hurry.

To make a ditched plane stay afloat, Smitty manufactured special tin cans that would fit into the rear of a Fairchild's fuselage. There were five of them, all a different shape. The cans not only prevented a plane from sinking like a rock, as

planes had a bad habit of doing, but also converted a wreck into a position marker for rescue operations.

"You see," one of the Rehoboth pilots explained, "visibility is one of the vital factors. A rubber boat drifts at two or three miles an hour. If you lose it in the wintertime, the men can't possibly last the night. But this plane with tanks has its tail painted a bright yellow. It floats obliquely with its engine in the water and its tail sticking out, a beacon twelve to fifteen feet high and visible as far as ten miles away on a calm day."

Smitty's "cans" proved their worth soon after they were installed. On several occasions, planes were towed ashore and salvaged after going down.

Ed Smith's Atlantic City counterpart was Lieutenant Rudie Chalow, a garageman from Vineland, New Jersey. Soon after his arrival the tall, thin-faced engineering officer transferred practically his entire repair shop from Vineland to the base. Chalow's equipment was housed in a little shed built inside ramshackle Hanger Three. Some of the patching and improvising that took place under the sieve-like roof of the old hangar was decidedly unorthodox, but Rudie kept the patrols in the air.

The third experimental base was opened on Marcy 30, 1942, at Morrison Field, Florida, a few miles from West Palm Beach. But Army traffic was too heavy, so Major Ike Vermilya - an old-time airman who was the prototype for Zack Mosley's "Long Distance Ike" in his syndicated "Smilin' Jack" comic strip - moved his lads to a small municipal airport just outside Lantana.

Mosley, a captain in CAP, was in Major Ike's crew and flew numerous missions over the water. With Captain Art Kell, the unit's intelligence officer, Mosley once escorted newspaper columnist Henry McLeMure from Daytona Beach to Lantana for a visit which furnished

GROUP V VISITS SEAQUARIUM

Twenty-three cadets and two seniors from the Group V area visited the Miami Seaquarium on May 9th aboard the Group V bus recently acquired from Wing Headquarters.

All aboard at 9:30am headed south from West Palm Beach. Represented were four squadrons, Riviera Cadet, Lantana-Lake Worth, Palm Beach Cadet and Forest Hill Cadet.

Since the bus could carry only a limited number, cadets were selected by virtue of their test grades in the new training program. This afforded a desirable reward for the

Two hours later Florida's scenic US 1 turned onto Miami's famous Rickenbacker Causeway where the glittering golden dome and the monorail system of the Seaquarium could be seen in the distance.

The bus arrived about 45 minutes before the show began allowing time for group pictures to be taken by the public relations staff of the Seaquarium.

Later the cadets went sight-seeing through the show windows of the deep where they could stare 'face-to-face' with literally hundreds of fish, some weighing 500 lbs. or more.

After the show of jumping porpoises, barking seals and sea-lions

...are you SURE this is the Bosa Nova?

material for several columns regarding "the old man's branch of the air service." Here are some excerpts:

"The two CAP captains brought me down in a ship that looked as if it were on lend-lease from the Smithsonian Institution. I would not be at all surprised, in fact, if its motor wasn't stolen from Eli Whitney's cotton gin. Yet this crate, this fugitive from a salvage drive, is the pride of the coastal patrol base from which they operate.

"We took off from a military base and the kids there couldn't help but laugh as we taxied to the line between rows of modern dive-bombers and pursuit planes. The air-speed indicator showed 80 miles per hour as we were airborne and 210 when we cleared a pine thicket so closely that I could have robbed a sparrow's nest had I chosen to. Captain Mosley was at the controls and Captain Kell at the repairs. Kell tied some mysterious strings together, put on some earphones that didn't work, and manually held a ventilator closed. It was the only plane I was ever in that underwent repairs while taxiing to take off.

"We came down as the crows fly but we didn't beat any crows who were following the same flight plan. When we landed, a group of CAP's were taking off on a routine flight. Out over the sea they disappeared, flying planes that made ours look like a luxury liner in comparison. Any time you want to sing a song to some unsung heroes, lift your voices to those middle-aged men, all volunteers, who are doing a hazardous job in equipment that would make Pratt and Whitney have gooseflesh that Douglas could see all the way from California."

The deep water a few hundred yards off Lantana Beach was a main highway for coastwise shipping. It was also a playground for submarines. In the space of a very few miles, more than a dozen sinkings had taken place. The U-boats struck their biggest blow early in May, accounting for five Allied ships in less than 48 hours.

Three patrol planes searching for survivors from the SS Eclipse, the first victim, spotted a submarine about to attack another merchantman. They dived on the periscope and drove it under. That night the Nazi sharks went to work in earnest and blasted four more vessels in Major Ike's front yard.

The dawn patrol on the morning of the 5th sighted the SS DeLisle on the beach, 25 miles to the north, with a gaping hole in her side. Farther south, other patrols located three more victims of the night's orgy of death. The SS Amazone, Dutch freighter, was down within sight of shore, the tip of her most protruding from the water like a gravestone marker. Nearby, the American tanker SS Java Arrow was still afloat but listing, one side bashed in by a torpedo. And five miles to the south, the US Tanker SS Halsey, afire from stem to stern billowed great clouds of black smoke -- she had burst into flame several hours after being attacked, just as her crew was approaching in life-

One of the killers, spotted off Cape Canaveral by the Melbourne Patrol just at sunrise, paid for its share in the previous evening's depredations. Pilot Carl Dahlberg and Observer Earl Adams sighted the U-boat with its conning tower awash, lying in the path of an approaching tanker. The German lost interest in the hunt when the Stinson got within a mile and a half of it, crash diving for cover. Dahlberg and Adams circled low over the area where the sub was last seen. Twenty minutes later, they picked up its slick, on a line between the diving point and the tanker. A Navy plane answering the CAP call for aid, took up where the Stinson left off. It unloaded two depth charges and later, reported by the grapevine, to have found their mark.

The rash of sinkings was only a few hours old when an incident occurred that almost broke the hearts of the two Lantana fliers concerned and had much to do with bringing about the arming of coastal patrol planes.

Pilot Tom Manning and Observer "Doc" Rinker were cruising in their Stinson when they spotted a submarine on the surface in the vicinity of Cape Canaveral, near the mouth of the Banana River. In its haste to get away, the U-boat rammed its nose into a mudbank and stuck there, its propellers churning futilely. The CAP plane circled overhead for 42 agonizing minutes while Rinker and Manning watched the mired monster squirm in the sand like an ugly worm. Rinker was on the radio every minute of the time calling for bombers, destroyers, submarines--anything! But before help arrived, the sub worked itself loose and disappeared in deep water. Weak with excitement and disappointment Manning and Rinker flew home to Lantana, moaning and cursing about "the big one that got away".

Major 'Ike' called CAP headquarters in Washington and scorching the wires with his report: "That's one we could have chalked up for a sure kill if we'd had bombs!" he shouted. "You see that we get 'em and pronto, so we don't get caught with our pants down again!"

General Arnold, learning of the incident at Cape Canaveral and of similar experiences by other CAP fliers along the coast, soon afterward directed the arming of all patrol planes. The Stinsons and Fairchild's and other aircraft were fitted with bomb-racks which held demolition bombs and depth charges. Light planes carried two 100-pound 'demos,' and heavier ones like the Gull-Wings, Reliants, and Widgeons hoisted 325-pound depth charges. For the most part, standard bomb-racks were used, while releases varied according to which ordnance depot armed the ships. A bomb-sight rigged from 20 cents' worth of hairpins, glass, tin cans, and miscellaneous scrap by an anonymous Army technician at Morrison Field was improvised for CAP's use and turned out to be surprisingly accurate up to an altitude of 3,000 feet. This was more than three times the height at which the CAP dropped its bombs.

Next Fly-In Breakfast June 28th

This month's Wing Fly-In Breakfast will be held one week later... (the 4th Sunday) and will be hosted by Task Force 1's Commander, Lt. Colonel Norman Fisher. Col. Fisher feels that the Wing will need an extra week to recuperate from the Regional Conference.

The breakfast will be held at the new Homestead General Airport, near Homestead, Florida, and breakfast will be served from 9:00 until noon.

For those pilots who get lost just flying around a pattern, this airfield is easy to find--just follow the 188° Radial of the Miami Omni 32 miles south to where it intersects the 243° Radial of the Biscayne Omni... and you'll find us around somewhere!

As usual trophies will be awarded for the longest distance, oldest pilot, etc. How 'bout having one for the most landings made in one approach?



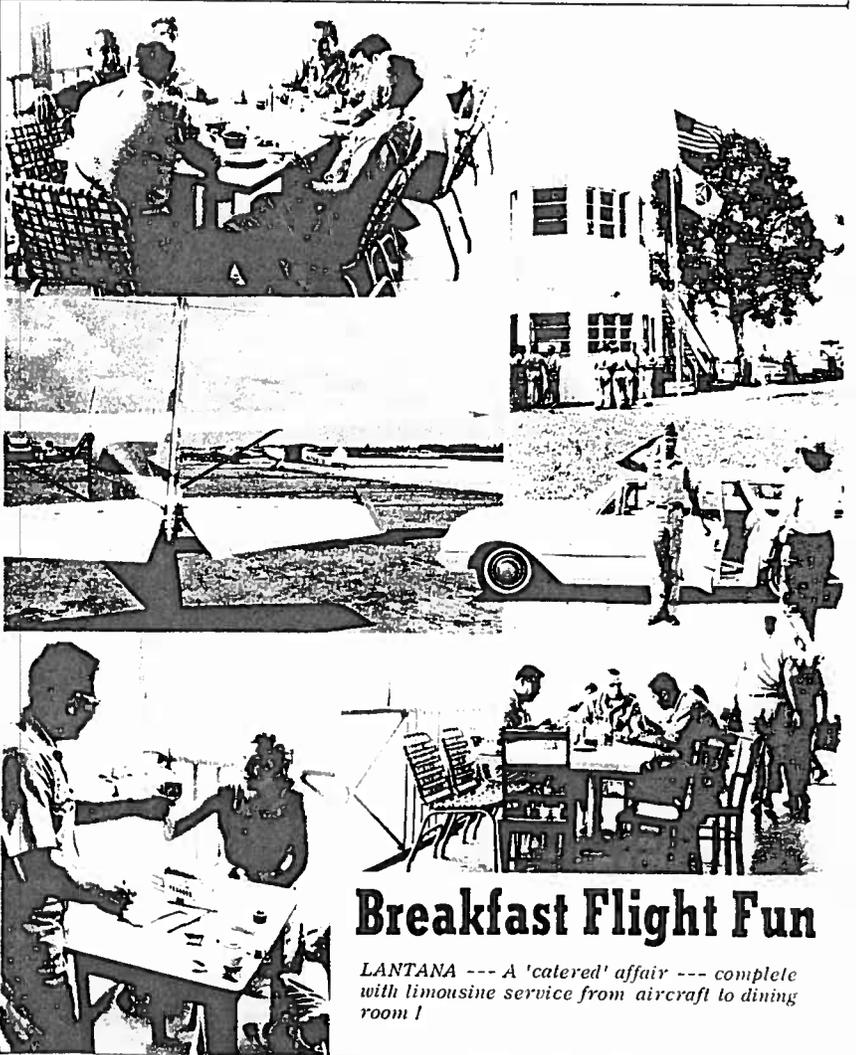
COLONEL F. WARD REILLY
COMMANDER S.E. REGION, CAP SINCE 1958

RAMBLIN' WRECK FROM GEORGIA TECH... ATTENDED FIRST CADET ENCAMPMENT IN NATION - MAXWELL AFB ALABAMA

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PILOT

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Breakfast Flight Fun

LANTANA --- A 'catered' affair --- complete with limousine service from aircraft to dining room!

FAA Guests

JACKSONVILLE --- The Jacksonville Search & Rescue Squadron were the guests of the Federal Aviation Agency office at Hilliard on Sunday, 17 May, for an inspection

Billy M. Tinder, president of a local aviation company and operations and training officer for the squadron stated that the purpose of the tour was an orientation and familiarization session for the benefit of the pilots and observers who con-

"We want the members of our squadron to be thoroughly familiar with the facilities and techniques of the FAA," Tinder said, "since they have frequent contact with FAA personnel during missions". The tour was arranged by S/M



DID YOU KNOW THAT... navigational air signals. In addition, baggage tags have been changed too.

The Beatles visit to the U.S. has effected air cargo traffic? After their return to England, American Airlines is still flying about 3,000 pounds of Beatle recordings daily from a Nashville plastics firm to cities throughout the country. Three tons of Beatle record labels were flown in one shipment from the west coast to the Nashville firm.

The first astronaut-scientist to visit the moon probably will be a space-flight trained geologist.

The cost of changing the code name of New York's International Airport from "IDL" (Idlewild) to "JFK" (John F. Kennedy International Airport) is estimated at \$500,000. The changes involve such items as air navigation charts, reservations, computer codes and

airline passengers arriving at LaPaz, Bolivia airport are offered oxygen respirators when they leave the airplane. The airport is 13,425 feet above sea level.

Upper atmosphere research first began in the US with the firing of a series of 64 captured German V-2 rockets in 1946.

Texas has more airports and landing strips than any other state. It leads with 655, followed by California with 514 and Pennsylvania with 485.

Chuckles - some cadets enjoy the opportunity of attending a summer encampment to get away from their school routine and forget things... and when they open their suitcases they find that they did!

I.O. TIPS

Tell the most interesting part of your story in the first paragraph. Keep it short and have your facts straight. Don't guess at names. Look them up.

Unless you are a professional writer, don't try to write a full story. Write down the facts and hand them to the reporter in your area. He will write the story according to the style used by his paper.

DON'T GO TO THE EDITOR OR PUBLISHER of a city daily newspaper. He is much too busy to be worried about stories. He makes up the pages of the paper. The paper hires reporters to write the stories. See the man or woman reporter on your beat.

Write down the facts and names. Don't try to phone your story in unless you have a 'real hot' one. Names and places get garbled on the phone. Write it!

If you have photos for the paper make sure that they are 8x10 glossy black and white. Color pictures do not reproduce well in a newspaper. Editors prefer the larger

prints in most cases. Some weekly papers can use 5x7 prints.

Papers prefer to have their own photographers take local pictures. Notify the paper in plenty of time to schedule a photo. Then remind them the day before of the appointment.

Keep a schedule of appointments. Most news photographers have several assignments each day. Don't keep him waiting or expect him to stay for your whole meeting. If you say 8 p.m. and the photographer is there, stop what you are doing and set up the photo then and there. Let him get on his way. You can always interrupt your program long enough for the advantageous publicity your squadron will get from the photos.

Cadets Aid In Disaster Exercise

HOMESTEAD AFB---As screaming sirens sounded the start of exercise 'Great Effort,' Capehart housing residents here settled in their dwellings to wait out the large scale disaster exercise.

Thanks to the efforts of CAP cadets from the base squadron, the area dwellers knew what was happening and what to do. The base recently underwent exercise 'Great Effort' to test its ability to survive a nuclear attack.

The cadets, assisting the base Disaster Control Office, distributed some three-thousand leaflets outlining procedures to be followed.

CAP S/M Homer Perry met early one morning shortly before the start of the exercise with cadet A/IC Sally Newmand and Basic Cadets Jim Freeman, Wayne Gorton and Larry Turner. Eight hours later the footsore CAPers had blanketed the housing area with exercise handouts.

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PROMOTIONS

The following promotions were recorded at Wing Headquarters during April. This does not necessarily indicate date of promotion or authority thereof:

TO CAPTAIN:

Frank, R.L.	Winter Haven	Wright, G.	OCC
Schmidt, W.A.	CLT	Westphal, G.T.	TMS
Allen, R.W.	PIE		

TO 1st LT:

Putney, D.J.	ARL	Roadman, C.W.	CLT
DuPree, D.M.	ORP	Mullins, P.	TMS

TO 2nd LT:

Hughes, J.E.	SJR		
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ACTIVATIONS during April

Santa Rosa Cadet SRC 08173 Group II
Box 435, St. Augustine, Florida - Commander L.E. Andreu
South Dade Cadet SDC 08172 Group X
Box 1025 Homestead AFB, Florida - Commander Gary Wruck
Old Tampa Bay Cadet OTB 08171 Group XVII
Box 143 Safety Harbor, Florida - Commander Peter Dopirak
Tarpon Springs Cadet TSC 08170 Group XVII
Box 1336 Tarpon Springs, Florida - Commander Wilton Garret
SW Dade Group XVII 08175
General Delivery - Ludlam Br., Miami - Cmdr. Richard Leali
Tampa Cadet Squadron TPC Group III
Box 9002 Tampa, Florida - Commander Harvey Smith
South Putnam Cadet - Group XII
Box 215 Crescent City, Florida - Commander Thomas Colbert

DE-ACTIVATION:

Manatee Search & Rescue Squadron,
Okeechobee Squadron

CHANGE IN COMMAND:

Mt. Dora Cadet - Niel Neiford Box 288 Mt. Dora
Milton Cadet - Milton E. Watson S/M
Canaveral Beach - David W. Pleva, Capt.
Pine Hills Cadet - Ruth Nickels, M/Sgt.
Tampa Senior - David E. Thomas 1st Lt.
Pinellas Park Cadet - Helen S. Keetley, 2nd Lt.
University Cadet - A.E. Schrader, Capt.
Key West Cadet - Donald A. Moore 1st Lt.
MacDill AFB Cadet - Leo E. Tyson, Capt.

CHANGE OF ADDRESS:

Ft. Caroline Cadet - Box 8491 Jacksonville, Fla. 32211
Miami Springs Cadet - Box 307, Hialeah, Fla.
Pineallas Park Cadet - Box 11145, St. Petersburg 33733
Group IV Headquarters - PO Box 2181, Pensacola 32503

Lt. Col. Raymond L. Kraemer,
Wing Deputy for Administration

Lt. Col. John F. Doyle
Anderson's Office Supply Co., Inc.



Some screwy write-up's appear now and then in maintenance logs. For instance:

After a local flight a pilot entered this discrepancy in the aircraft form 'Something loose in tail'. The next morning when he returned for another flight in the same bird he found this reassuring corrective action entered after his write-up: 'Something loose in tail tightened'.

Another pilot's write-up: "No. 2 engine missing." Corrective write-up: 'Replaced No. 2 engine'. The write-up: 'Prop pitch control stuck 50 miles out'. The corrective write-up: 'Adjusted to 3 inches'.

First flight write-up: 'Left wing heavy.' Corrective write-up: 'Centered tab'. Second flight write-up: 'Right wing heavy'. Corrective write-up: 'Centered tab'. Third flight write-up: 'Both wings heavy'.

WING HAS 141 UNITS

ORLANDO AFB---Lt. Colonel Ray Kraemer, Wing Deputy for Administration, announced the activation of Paxon Cadet Squadron in Group II near Jacksonville.

Paxon Cadet Squadron is the 17th new unit to be chartered by the wing during the first half of membership year 1964, and raises the wing unit total to a record 141. Florida now stands second in the number of chartered units behind New York which has 146.

Florida chartered 42 new units during the year 1963 and deactivated 10, leaving the wing with a net gain of 32 units for the year, which established a new national record for any wing's gain in chartered units.

Present wing plans call for the chartering of 37 new units during membership year 1964, raising the wing total to 161, passing last year by three.

Colonels duPont, Bass and Kraemer are quick to point to the tremendous activity in chartering new units by the Group Commanders. Particularly outstanding have been Groups II, IV, XI, XII and XVII.

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