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FLORIDA WING

## 'GATOR CAPERS

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### CAP FINDS BROTHERS

A Civil Air Patrol Plane, piloted by Lt. Charles Arrington and his observer, Lt. Mike Beard, found the charred wreckage of a Cessna 172 Sunday, 21 May, 10 miles southwest of Mayo, Fla., a small town in the northern part of the state. (Coordinates: 83° 16' W., 29° 58' N.)

The plane, containing the bodies of two brothers, James Anderson, 27, and his brother Kenneth, appeared to have burned on impact. The plane was identified by a manufacturer's serial number according to Maj. Lee Barnett, mission coordinator.

The aircraft disappeared May 14 after refueling at Ormond Beach on a flight that originated from Sanford airport. The brothers were last seen during the refueling stop. James, owner and pilot, was employed at Southern Line Cleaning Corp., and had been licensed to fly about five months, logging 54 hours of flight time. Kenneth, an entertainer at a local nightclub, had ten hours of flight time. Both were from Casselbury, Fla. James was familiar with the intended route having flown it before in the company plane, according to George Brown, his employer.

During the seven day search, hampered by ground fog and haze in the morning and thunderstorms in the afternoon, CAP utilized a total of 104 aircraft. Area covered in the search was from Titusville west to Crystal River and Pensacola, and north to the Florida border. A total of 126 sorties were flown adding up to 418.14 hours flying time.

Along with the seven day total of 356 CAP members participating in the search, there were 81 fixed radio stations, 70 mobile stations, and 16 ground teams (2 per day). Also of great value in the search was the use of an airborne repeater which facilitated communications between the various bases of operation.

Called in on Friday to assist Florida in the mission was Alabama Wing, who supplied personnel and aircraft to the Tallahassee sub-base. Arrington and Beard who made the find were from Gadsden, Ala. Also called in to assist were the Flagler county sheriff, the Lafayette county sheriff, the Florida Highway Patrol, and the U.S. Coast Guard, which searched the over-

# FLORIDA SCORES 99 ON WING SARTEST



One of the Tampa area CAP members puts the finishing touches on the antenna mast during the recent SARCAP.

(Photo by Major David Moseley, CAP)

Results of the Florida Wing SARTEST held in April of this year have returned with Florida picking up 99 of the possible 100 points on the evaluation and "... is the first Southeast Region Wing to achieve the maximum training points available," according to Colonel Richard A. Naldrett, USAF, SER Chief Liaison Officer.

The test, designed to evaluate the Wing's ability to satisfy its search and rescue responsibilities for the Air Force under conditions as closely approximating those of an actual incident as possible, took place on 15 April this year with mission headquarters located at North Perry Airport and secondary bases of operation at Jacksonville, Charlotte County Airport, and Albert Whitted Airport.

In the report submitted to Colonel Ro-  
(Continued on page 6)

## TYPE B ENCAMPMENT

LEESBURG. . . Eighty cadets and fifteen seniors attended the Type B encampment last weekend at the American Cheerleading Academy. The course covered an introduction to Civil Defense along with leadership and drill.

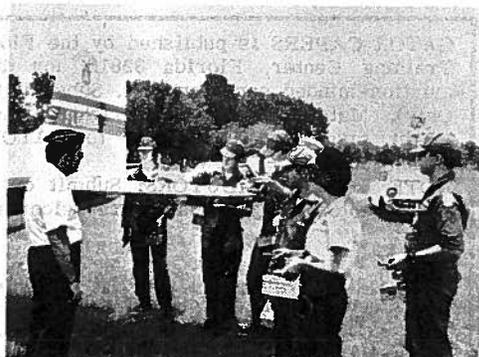
Major Rick Kasten, Wing CD Coordinator, handled the CD training which included finding radiation sources on two aircraft flown in to the academy. The cadets were also introduced to the SARDA and SCATANA plans which will utilize CAP cadets and seniors in time of national emergency.

A highlight of the weekend was a talk by four members of the U.S. Army Special Forces on their training and duties. The Green Berets also conducted a standby inspection and talked to the cadets outside of class.

Most cadets and seniors seemed impressed with the Academy site and facilities. Bunkbeds and hot showers helped ease the full training schedule.

During a final review, a plaque was presented to Mr. Bill Horan, ACA own-

campment commander, to be placed in the new chapel which was built by volunteers and donated materials. The encampment's Sunday morning services were held in the Chapel and Florida Wing was the first organization to use the new house of worship dedicated to the winners of the Congressional Medal of Honor.



# COMMANDER'S COLUMN

RECRUITING - fresh skills, personalities, ideas, ambitions to be brought into the CAP fold. This does not mean just a standard "Recruiting Drive" when thru news media and meetings you thump the drum, show the movies, and promise entrance into the CAP "Valhalla" for those outside the pale.

Actually it means talking to the people by (cadets and seniors) that you come into daily contact with. Telling them the CAP story and making arrangements to bring them out to a unit meeting and introducing them to the members.

It helps a lot if the meeting place is clean and neat, shows organization with members in uniform and a program going on . . . activity. Remember, first impressions are usually lasting.

Once you sign up the person the great problem arises -- keeping the interest of the prospective or new member. There is a tendency of commanders and staff to work with the established, old hands and the tyro just flounders around. The need for a training program with available work books, regulations, manuals, and actual exercises is necessary to maintain their interest and get them into the workings of the unit.

So, look around and judge who would be interested and an asset to your unit, get quality - someone with something to give and make it your personal responsibility to get them involved and oriented into the CAP way of life.

ROBERT C. OWEN, Colonel CAP

# EDITORIAL

First there was "The Big Red \*\*\*S\*\*\*", an underground publication that was often funny, occasionally scathing and usually accurate in basic fact. Although it was not condoned, it will remain in a class by itself.

Then came the "Gator's Tale" better known as the Drop-out's Drivel, and "Sensqr" or "Sensor" (GC hasn't been able to decide which). GC suspects that these editors have missed their calling. They should have attended Everglades Agricultural School, majoring, of course, in muck-raking and the cultivation of sour grapes.

This name-calling attack is written to prove the point that anyone can be sarcastic and snide. It takes no special skills or talents except for a narrow streak of maliciousness that we all possess. It accomplishes nothing.

Muck-raking, yellow journalism, and purple prose are generally widely read. That gossip columns, slander sheets and confession magazines exist are proof enough. These writers justify their actions by saying "it serves a needed purpose." Granted, assuming the purpose is to point out problems within the Wing. That part is easy. We all recognize that CAP has its share of problems. The difficult part comes with trying to come up with a solution and then taking the time and effort to implement it.

GC offers this challenge to all those who publish the underground papers. First and foremost, get the facts straight before you jump in to criticize. Unless your information is accurate to begin with, you have no basis for valid complaint. (A good place to start is by attending Commanders' Calls and reading bulletins or asking the appropriate Wing Staff member.) Second, if after completing the above, you still have a valid gripe, submit it typed and signed with the solution to the problem you would like to see implemented and GC will see that it gets published and answered.

This is a serious offer. If the people concerned do not take advantage of it, then GC can only assume that they are primarily interested in furthering their OWN interests and NOT those of CAP.

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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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Editor and Wing Information Officer . . . . . 1 Lt. Bobbie Sue Cogswell, CAP  
Associate Editor . . . . . WO Douglas Maymon, CAP  
USAF-CAP Liaison Officer . . . . . LCol. Joseph F. Behan, USAF

# DRINK TEST

MIAMI (AP). . . Pilots should first be tested for alcohol intake before strolling onto the tarmac for a flight which could end in a drunken disaster, an aerospace physician says.

Dr. Charles E. Billings, director of Ohio State's aviation medicine research laboratory, said both commercial and private pilots should be given breath tests before any flight.

Speaking before the Aerospace Medical Association's convention recently, Billings said there is no "innocuous level" of alcohol for airmen.

He said an experiment conducted with pilots in Columbus, Ohio, showed that even with consumption of small amounts of alcohol, the airmen made errors in judgment ranging minor to "catastrophic."

Billings' experiment seemed to be supported by a study of fatal airplane crashes.

Of the 256 pilots analyzed in the 597 fatal air accidents in 1971, 52 of them, or 20 percent, had positive alcohol levels. In 1970, there were 18 per cent similarly discovered.

"The data suggest that the next step in alcohol safety action should concentrate upon identifying the alcohol - dependent or addicted pilot," he said.

Billings said the "acceptable level" of alcohol for pilots should be set at zero.

Spokesmen for the Federal Aviation Administration said new federal regulations demanding that pilots not drink within eight hours of flight have brought a drop in the number of recorded violations.

# CAC COMMENTARY

By JIM LEWIS

Cadet Advisory Council is: A help to YOU squadron commander; a help to YOU group commander; and a help to YOU Wing staff. Wait a minute, I know what you are thinking, "I've been taken in by that bunch of cadets before." Yes, but while you are thinking, have you ever asked them for help?

What can Council do for you? CAC can plan encampments, bivouacs, special activities, parties and more. It can bring your problems with the cadets to them and it can in a helpful, constructive way bring the cadets' problems to you. Council should be a force useful to anyone dealing with cadets. The force is there, ready and waiting, all you have to do is make use of it.

Cadet Advisory Council is the only organization in Civil Air Patrol run completely by cadets. As a cadet, I take pride in working with CAC. If you give Council a job, it will get done. Cadets CAN do it.

# SARTEST SCORES

(Continued from page 1)

bert C. Owen, FWG Commander, Col. Naldrett and the other members of the USAF evaluation team (L. Col. Waechter, SEROPS; Maj. Rodenhizer, SERTING; and T. Sgt. McCoombe, SERCOM) said that the Wing demonstrated its ability to perform its search and rescue mission . . . and that "all participating personnel were considered qualified and performed their duties in a highly professional manner."

Statistics: Participating seniors: 168, participating cadets: 64; Aircraft partic-



C/C STEVE BECK

## BROTHERS IN USAF ACADEMY

Word from Brigadier General A. P. Clark, superintendent of the U.S. Air Force Academy, Colorado Springs was received by Cadet Captain Steven P. Beck, Hollywood Cadet Squadron, of his acceptance to the Academy Class of 1976.

Steve will now join his older brother, David E. Beck, a former C/LCol. (also of Hollywood Cadet), who has just completed his first year at the academy, a member of the class of 1975. David was honored by the Academy for his academic achievement in his first year by being named to the Dean's List.

Cadet Captain Beck is a member of Miramar High School's first graduation class and the National Honor Society. He was also elected to the Board of Regents Scholars.

Lt. George R. Beck, CAP, a member of Group 16 staff, is very proud of his two sons, and the choice they have made for their careers in life. As he says, "I do believe Civil Air Patrol, and the training these boys received did a lot to further their career and choice of the United States Air Force. The experience was invaluable."

Steve is to report to the Academy July 3 to begin an intensive eight week summer program, before formally inducted in the Cadet Wing in September during Parents' Weekend.



## A Little BS

Alla jacta est. The die is cast. Caesar has crossed the Rubicon and the first issue (for me) of GC has gone to press. We sincerely hope you like it; but most of all, we hope you will use it. Use it as a means to let the world know what great things you are doing. Use it as a recruiting aid, as a promotional flyer, and a means to find out what the rest of the Wing is doing.

Don't be bashful about sending in stories, pictures, cartoons, suggestions, questions, letters or anything that would be of interest to the rest of the Wing. We're in need of fresh faces and ideas. We're also looking for interesting biographies, historical notes, first person articles (ex. "I Learned About Flying From Him"), book reviews on flying or history, and fundraising ideas. Everyone has at least one good tale that they would like to see in print and GC will see to it YOU get the credit. Just think how your name will look. . . "By Dudley Doolie". Try it, you'll like it.

\*\*\*\*\*

Area C Cadet Council Representative Jim Lewis sounds like a man running for office. Speaking of CAC . . . Have you read the June issue of the "Reporter?" Shows a lot of promise, especially since there was no postage due this time. One point of clarification is needed, however. The "Reporter" says, "New training program for seniors is causing book worms to be promoted. Study your books and before you know it you're promoted. How about a senior promotion board for a little quality control. . ." There IS a senior promotion board. It meets at least once per quarter and makes its recommendations to Col. Owen on the officers who have appeared before it. The new senior training program says, if you want to be eligible (key word) for promotion you must complete a certain amount of training. It's the cadet promotion board we need. There is the example of being promoted on the basis of academic work alone. Live and learn. . . right, Jim.

\*\*\*\*\*

Dr. Scholls is an arch conservative.

\*\*\*\*\*

Summer encampments and Command and Staff School are coming. Looks like a winner this year. Cadets are doing a lot of the planning and the word is the best position for a cadet to hold is Flight Commander. More really good activities this time and a lot less nonsense. GC rates it as three and one-half stars.

\*\*\*\*\*

Are you having a flying encampment in your area this year? If not, ask your commander about it and then be willing to do some work on setting it up. If we don't use the funds, they will go back to National and we get a lot less next year. Flying is the ONLY way to get high.

\*\*\*\*\*

The mustachiod trio (Cogswell, Place and Moseley) all actively participated in the recent SARTEST, proving you can be a ca-

## CHAPLAINS HOSTED

By CHAPLAIN CARL A. DRISCOLL,  
L COL., CAP

Thirty-seven SER chaplains attended the annual conference and Ministry to Youth Laboratory 17-19 February at McCoy Laboratory AFB, Orlando. Sixteen of Florida's 70 chaplains took part and Wing Chaplain Driscoll served as project officer. Chief resource person was Colonel Joseph T. O'Brien, national assistant Chaplain.

Arrangements at McCoy were made with the generous help of the Base Installation Chaplain, Lt. Col. Harold W. Bonner. Greetings were brought by the Base Commander, Colonel Stanley J. Obarski. Presiding at the banquet and leading in discussions was SER Chaplain, Lt. Col. Luther M. Smith. Airlift brought most of the chaplains from out of state.

Much time was devoted to training, and acquainting chaplains with the many programs and activities involved, including uniform inspection.

Wing staff personnel took part to clarify relations, and explain procedures. These included Lt. Col. John C. McDonald, Major Kenneth A. Freeman and Lt. Col. Henri P. Casenove.



Two Florida CAP chaplains attended the 47th annual convention of the Military Chaplains Association held in Santa Monica, California 17-21 April. Pictured above are Chaplain (Major) Grant A. Campbell, Tampa Cadet Sqd., and Chaplain (Lt. Col.) George J. Rennard, North Tampa Cadet Sqd. Two other CAP chaplains were in attendance.

## LAUDERDALE'S LYNCH GETS GOLD BARS

At an impressive ceremony recently Ricky Lynch received his "gold bars" from the commander of the Fort Lauderdale Composite Squadron, Lt. Frances Dorrough.

Along with his family, in attendance were 25 prospective new cadet members, as special guests.

Lt. Lynch is fairly new to Civil Air Patrol having been a member only a year. In that time he has participated in a Civil Defense Exercise, a SCARCAP, and several REDCAP's and has become a mission-rated pilot. Lt. Lynch has also spent many hours training and updating pilots in the squadron as well as all the training he had to complete himself to be eligible for his commission.

Lt. Lynch is squadron training and testing officer and Aerospace Education Officer.

"I only wish I had more like him,"

# CD TYPE "B" AT ACA A-OK

## IMPRESSIONS OF TYPE "B"

By RONALD J. CASPER  
(Ed. Note: SM Casper is a recent transfer from Georgia Wing and is Information Officer for Ocala Composite Squadron. He agreed to write his impression of his first Florida Wing Encampment.)

IT'S COMING SOON! IT'S ALMOST HERE! IT IS HERE! Sorry, but the event you are about to read about is now over and you missed it.

I guess you are all wondering what in the world I am talking about. Well, had you been there you would know already. But since everyone was not as fortunate as the ones of us that were able to attend, I'll tell you all about it.

It all began Friday night, June 2, 1972 at the American Cheerleading Academy. That is when the latest CAP encampment was called to order. For those of you who were not able to attend, all I can say is that you did indeed miss a rewarding experience. This was my first encampment as an Information Officer and first of all let me say to my fellow 10's "MAN, WHAT A WAY TO GET STARTED!" Seriously, it was a very enlightening and informative encampment and cadets and seniors alike seemed to benefit from it.

Since this was a first one for me, I relished a great deal on some personal interviews and observations. One of the officers that was most beneficial to me and to this story was Major Jim Cogswell, encampment commander. When asked what he thought of the facilities, he reflected the majority of the personnel attending by stating that this was probably the nicest facility that CAP has ever had

available to them to use for a Type B. Also the Major expressed his opinion on the subject of the relationship of CAP to the community that it serves, by saying that community action by the local CAP units is one of the best ways that CAP can both build up its membership and maintain it. This comment was also expressed by many of the senior and cadet staff as well as several of the cadets I interviewed personally. I think that you all will agree that this is one of the most important duties that must be carried on, and it must be carried on continuously.

Another interview was with a very pretty Warrant Officer by the name of Yvonne Kones. Miss Kones was very helpful and very informative concerning the female aspects and views of CAP. When asked about what she liked the most she replied "Drill; drill and field instruction. I am very impressed with the military-type atmosphere that we have at this encampment. It's the best I've ever seen."

As I mentioned earlier, I also interviewed two cadets at a meeting and it, too, turned out to be very interesting. One viewpoint I got was from a nice (and pretty) Cadet Sergeant named Deborah Jones. She expressed a desire for more in-depth studies in medical aid and things of this nature. I agreed one hundred percent. The other cadet at the session was C/Tech, Sgt. Jose Karrizales, who brought out the fact that he would like to see more flying, but understood that this prized function was severely limited due to a lack of funds. . . How sad, but true.

I will certainly be at the next encampment at the ACA, will you?

Photos by Major David M. Moseley, CAP.



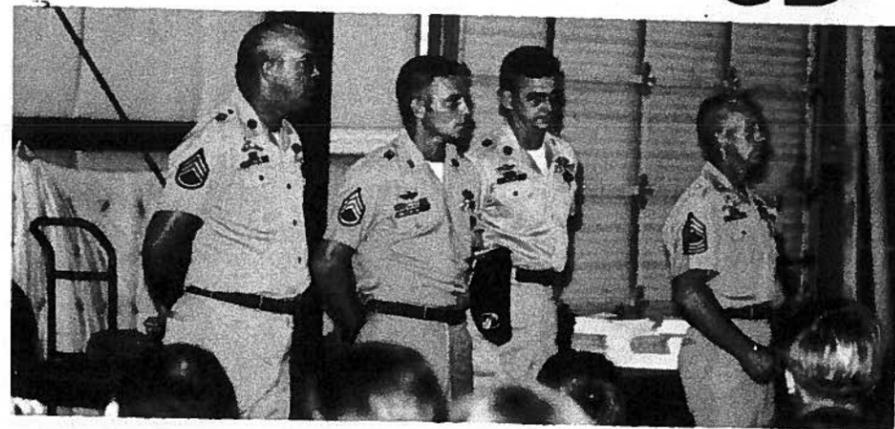
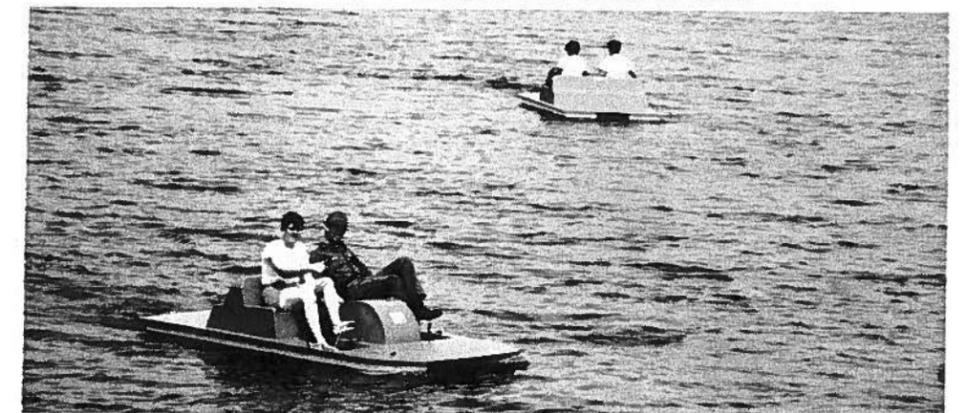
WO Yvonne Kones inspects the male cadets. . .



. . . And Capt. Chuck Place and Maj. Cogswell inspect the female cadets.



"Attention! Barracks prepared for inspection, Sir."



Special Forces NCO's brief cadets. L to R: S Sgt. Bobby Creel, S Sgt. Gil Woods, SFC Michael Hollingsworth, and M Sgt. James Hamilton.



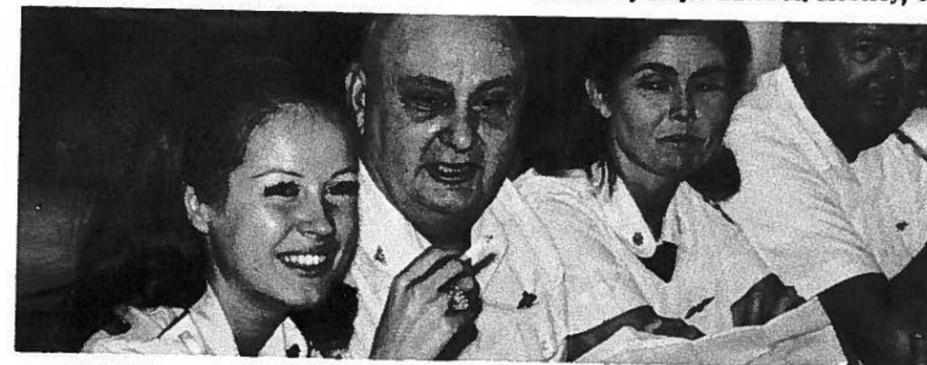
Rosters, rosters, and more rosters. Cadets Doughty and Hannon worked Admin. section.



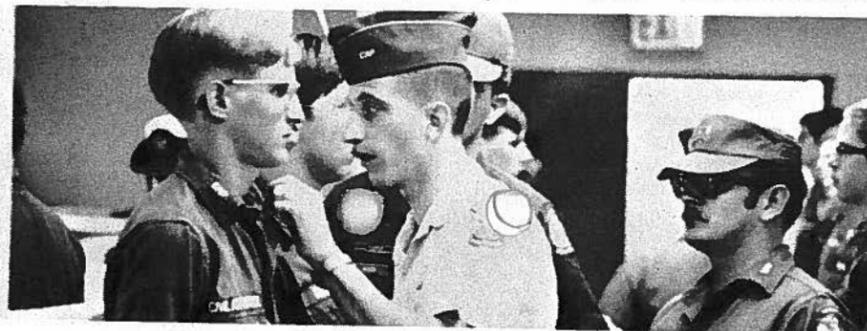
Cadets learned to use CD dosimeters.



Finding radiation "hot-spots" on 4030 Fox.



WO Yvonne Kones, Col. Robert C. Owen, Maj. Lynn Lacey. . . lunch at the Academy.



What was it that Maj. Jim Cogswell found?

# KOMM KOLUME

By CWO KEN RAND, CAP SPARROW 12  
Wing Comm, Engr.

RY RY RY THIS IS THE FLORIDA WING  
ENGINEER TESTING . . . DOES ANYBODY  
HEAR ME???

This column will be devoted to what's  
happening in Florida COMM.

VHF-FM -- WHERE WE STAND NOW:

VHF-FM is probably the best thing that  
ever happened to us since SSB. The possi-  
bilities of this mode point-to-point lo-  
cally and over greater distances through  
repeaters are so numerous it is like hav-  
ing a new private ssb frequency. Reliable  
aircraft communications have been main-  
tained at 4,000 feet over 100 miles with a  
two-watt fm walkie - talkie.

You have probably heard that CAP has  
been donated a quantity of VHF-FM radio-  
telephones. On the surface this is all very  
beautiful until you realize that to make  
them operational it will cost you about  
\$60. At that price, you must also be  
technically inclined and able to do some  
of the work yourself. What I'm saying is  
that you don't take one of these sets and  
just plug it in and use it. If you have  
proven technical ability or access to same,  
contact us in writing and we'll see what  
can be done about assignment.

## OTHER TYPE UNITS

There are other types of units avail-  
able on the used equipment market which  
are ideally suited for our application. Some  
of them are the Motorola D 43, T43,  
D41, T41, (if narrow-banded) U 43, HHT's  
or Progress Line and later GE's. In most  
cases these types of units, when equip-  
ped with the proper normal accessories,  
can be immediately tuned down to 148.15.  
As of this writing the exact disposition of  
143.9 mHz has yet to be determined. We  
will cover that in later columns.

Regency Electronics has just come out  
with a model RE-CAP-2 which covers  
both of our frequencies with an output  
power of 15 watts. It is a solid state unit  
and looks like it will do the job. On the  
basis of schematic and specifications I  
can recommend this unit; however, I will  
be purchasing one and will give you my re-  
port in subsequent columns. The price  
is \$189.50 in single lots.

## WHAT IS A REPEATER?

While on the subject of vhf, let's dis-  
cuss repeaters. What is a repeater? A  
repeater is a receiver and transmitter  
that picks up on one frequency and relays  
out on another, hence the name repeater.  
We have a fine pair of frequencies which  
can be used for repeater operation. Ten-  
tentative plans are: Repeater Input: 143.9  
Mhz. Repeater Output: 148.15 Mhz. Tone  
codings will be assigned and coordinated  
by area. A repeater on a good antenna  
site in central Florida will enable a vhf  
station in Melbourne, for example to talk  
with another vhf station in St. Petersburg.  
The equipment is available and repeater  
operation in Florida will soon be a reality.  
When? How about late 1972.

We have recently demonstrated the effec-  
tiveness of a two-way back to back air-  
borne repeater during our last mission. The

relayed information automatically from a  
handle-talkie on the ground to the search  
base in Gainesville and could just as easily  
have relayed it to Ormond Beach. As it  
was with the Aircraft between Perry and  
Gainesville the control station in Gaines-  
ville carried on simultaneous communi-  
cations with the crash site, Ormond Beach,  
Tampa, Orlando, and mobile units in Mel-  
bourne and Orlando. This concept opens  
a whole new realm of possibilities.

## TELETYPE:

There has been a lot of noise (just like  
the machine) for a vast TTY network  
throughout the Wing linking all person-  
nel and providing a hard copy of all bul-  
letins and transmitted messages. The idea  
is great, although to try and implement  
it now would mean we would end up with  
something not so vast (half vast). First  
of all, we have but one TTY frequency.  
Everyone in the country is on it. In or-  
der for any one message to be received,  
there can be only one transmitter on at a  
time. Although teletype gives you a hard  
copy, it takes longer than conversational  
traffic, and there are no "break-in" priv-  
ileges. I believe we should consider a  
network of mostly teletype receivers, lo-  
cated at licensed hf stations that would  
print out copies of national, region and  
wing bulletins along with general informa-  
tion messages for all units. The number  
of teletype transmitters licensed should  
be limited as follows: One to each Wing  
Staff station with a need, one to each  
Task Force operations and one per Group.  
In these categories alone there would be  
more teletype transmitters and periph-  
eral equipment than we will be able to re-  
liably maintain any way -- which brings  
us to the subject of hardware.

Having a teletype receiving station is  
not simply a matter of going out and  
claiming the first machine you find:

1. You must have a suitable receiver and  
antenna system.
2. You must have a teletype converter  
between the receiver and the printer.
3. You must have a power supply for key-  
ing current within the teletype loop.
4. You must have a reliable machine.

This system must be maintained com-  
pletely as failure of any one component  
will make the system inoperative. To trans-  
mit, in addition to the above equipment you  
should have:

1. A tape perforator.
2. A T-D (transmitter-distributor), also  
known as a tape sender.
3. A transmitter capable of operation on  
our assigned teletype frequency. The  
transmitter should have provision for  
frequency shift keying (FSK) and should  
be able to operate continuously for 10  
to 15 minutes at a time. (Ed. Note:  
Many transmitters are rated for inter-  
mittent service, i.e. 5 minutes on and 25  
minutes standby.)

This is what everyone must have to im-  
plement this vast network. Let's be real-  
istic! A system of selected control sta-  
tions with well placed receiving units as  
outlined above would be much more prac-  
tical.

In all the foregoing, we must remember  
we are not amateurs or CBER's. But, we

for the best means to handle traffic for  
command and operations.

## HF SINGLE SIDEBAND:

We all know how the frequency has  
been clobbered recently and how long skip  
has made reliable short-range communi-  
cations impossible. I can't help you there,  
but suggest you address an informal mes-  
sage to Sparrow 5 asking for assistance.

Does anyone have any ideas for an audio  
filter to reduce the heterodyne noise that  
we are all so familiar with? I have had a  
couple of ideas, but so far nothing has  
proved practical.

Frequency measurements have been go-  
ing along well. I have noticed a number  
of stations who are distorting quite bad-  
ly. Please, as a routine thing, check your  
bias settings if you have an HW-18. I have  
not commented on the air about this unless  
the distortion is severe. Some of you are  
also transmitting carrier as observed on the  
spectrum analyzer. In itself, a little bit of  
carrier does not reduce your communi-  
cations effectiveness. But, technically, car-  
rier leak-through should be suppressed to  
manufacturer's specifications. And, I am  
sure the FCC will soon come out with a  
specification for carrier suppression.

## 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 opportuni-  
ty 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 forth-  
coming issue of Gator Capers.  
DON'T DELAY! ENTER TODAY!

## NEW SUMMER UNIFORM

Carol City Optimist Cadet Squadron has  
found a unique way to combat the South  
Florida torrid summer heat, while partici-  
pating in the physical fitness training  
of the squadron. The made cadets are at-  
tired in blue short pants and white T-shirts.  
The female members of the squadron are  
stylishly outfitted with white blouses and  
matching blue hotpants. The senior mem-  
bers have retained the regulation 1550 uni-  
form.

The squadron feels that this change has  
been highly successful and has aided in the

# AS THE WING TURNS

By DOUGLAS R. MAYMON

They're here, they're there, they're coming out of the woodwork. Like a ravaging horde, "underground" newsletters have descended upon Florida Wing. THE BIG RED \*\*S\*\*, THE GATOR'S TALE, and THE SENSOR all contribute to the current trend of illicit news reporting. Do they have any value, and if they do, just how much?

First, there is THE BIG RED \*\*S\*\*. It has a constant format of using two pictures with (sometimes) funny captions. It then goes on and makes comments on various happenings around the Wing. It has never named specific names, but for the people in the know, it leaves little to the imagination. It has made some valid points, however, at times it has been somewhat out of line.

THE GATOR'S TALE picks up where THE BIG RED \*\*S\*\* leaves off. Not only does the TALE name names, but it does so with a vengeance. Some of its articles are very well done. The others border on character assassination and libel. It has come out with just two issues so far, the second one visually better than the first. Between the two issues, they have made savage assaults on just about everything in the Wing, sometimes without any justification whatsoever. If whoever puts out THE GATOR'S TALE would take some time and give a lot of thought to the matter, they would have a good publication. Until then, forget it.

THE SENSOR is an exercise in futility. Not only doesn't it look like much, it says even less. There's no real comment that can be made on it except better luck next time.

## A Little BS

(Continued from page 3)

det person and mission-oriented at the same time. In fact, you can't be good at one without understanding the other.

If you're looking for a good book to read try "Loud and Clear" by Robert Serling, brother of Night Gallery Rod. An excellent factual account of commercial airlines' pride and problems, the book goes in depth on the cause and cure of the major accidents that have made headlines in the recent years. Although it's technically correct, it reads like a novel, complete with romance and comedy. Highly recommended.

For the history buffs, there's a great book out about the fall of Singapore. It has all the right ingredients: a heroic first officer, the maligned but really quite nice captain, and of course, guns, war, courage, cowardice, wise and wonderful girlfriends and errant wives. The title "The Pride and Anguish" by Douglas R. Man. The news these days is full of the expression "gunboat diplomacy" and this is where it all began.

\*\*\*\*\*

Colonel Sanders is a chicken Wing Commander.

\*\*\*\*\*

And that's a lot of BS.



## EVERGLADES BIVOUAC

By LT. FRANCIS DOROUGH, CAP

It was just getting light one Saturday morning as the cadets from Fort Lauderdale Composite Squadron gathered at a local shopping center with their camping gear for a weekend of survival training in the Everglades.

Lt. Frances Dorough, squadron commander and WO Richard Peck, squadron director of cadets, picked them up in trucks and headed west to the edge of the 'Glades. From there it was hiking into an area that wasn't covered with water and setting up camp. Next item of importance was to find food. Rabbits were caught, killed, skinned and later cooked. The scraps were kept for fish bait and later provided delicious catfish. The entrees were served with native edible plants which served as vegetables.

There was a lot of other training, too. Courses in First Aid with simulated victims, were taught while Major Ed Muskas taught an afternoon of radio techniques and practice.

By nightfall it was nice to sit around the campfire and swap experiences of the day and relax the tired muscles. Bedtime came early and everyone was asleep as soon as they crawled into their tent. That is all but the sentry on guard duty.

Sunday dawned clear and cool. Black bass were caught and cooked for breakfast. Then time to break camp and start the long hike out to the trucks for the drive back to town. Tired, dusty and ready for a hot shower, but happy that we had learned you can survive out in the Everglades.

## CHRISTIAN ENCOUNTER CONFERENCE

Cadets who are age 16 by 31 August are eligible to attend the conference at Ridgecrest, N.C. 31 August to 4 September. Senior members attending as escorts (including chaplains) must be 21 or over.

Cadets will apply on CAPF 31, dated 1969; seniors will use CAPF 70. Applications should reach the National Chaplain, Hq. CAP-USAF (HC) Maxwell AFB, Ala. 36112, at least two weeks prior to 31 August. Upon notification of acceptance, the \$20.00 fee is payable.

These conferences (formerly called Spiritual Life) have been conducted for the past twenty years under the sponsorship of the Chief of Air Force Chaplains.

Six cadets and two chaplains from the Florida Wing attended the 1971 meeting.

Pilot to Ground Control - The altimeter setting you just gave me puts me 60 feet under ground.

Ground Control - Roger, up periscope

Florida cadets stand with Lt. Gen. James H. Doolittle (USAF-Ret.) following a ceremony during which the famed pilot presented the Doolittle Award to five of their number. Receiving the awards (from left to right) were Richard Sarbry, Julian C. Bates, Harry W. Martin, Greg Williams and Eric Whitehead. On General Doolittle's left are Cadet Lt. Donald F. Ruckman and Cadet Lt. Michael A. Fisher of the Patrick Cadet Squadron which made arrangements for the presentation.



Famed pilot, James H. Doolittle (Lt. General USAF-ret.) received a plaque of appreciation from the Patrick Cadet Squadron for his "long and invaluable support to the Civil Air Patrol." Cadet Donald F. Ruckman of the Patrick Squadron is shown making the presentation. General Doolittle, while attending the recent 9th Space Congress in Florida, personally presented Doolittle Awards to five local cadets and was surprised at the end of the ceremony to himself receive an award - the plaque from the local Civil Air Patrol squadron.

## CAC POINTS

Florida Wing Cadet Advisory Council has established the following point system for evaluating the squadron representatives and group Council chairmen. At the end of the calendar year, the points will be totaled and the outstanding squadron representative and group chairman will receive an award at the annual Wing Conference.

**SQUADRON REPRESENTATIVE**  
(per application from squadron)

- 3 points Type B
- 5 points Encampment
- 4 points CCSS
- 5 points Special Acts.
- 30 points Drill Team
- 30 points additional for 1st. place team
- 20 points additional for 2nd. place team
- 10 points additional for 3rd. place team
- 10 points attending a Wing CAC meeting
- 2 points Quarterly per new cadet in Sq.
- 10 points Quarterly reporting form
- 5 points per Sq. article CACIO
- 10 points per Sq. newsletter CACIO

**GROUP COUNCIL CHAIRMAN**  
(per application from Sq. in Gp.)

- 3 points Type B
- 5 points Encampment
- 4 points CCSS
- 5 points Special acts
- 30 points per Drill Team
- 30 points add. for 1st place team
- 20 points add. for 2nd place team
- 10 points add. for 3rd place team
- 10 points attending Wing CAC meet.
- 2 points Quarterly per new cadet in Group.
- 10 points Quarterly reporting form
- 5 points per Gp. article CACIO
- 10 points per Gp. newsletter CACIO

# NOTES FROM NAT'L

National Headquarters has asked for the widest possible dissemination on the following two items. GC therefore takes exception to its policy of not reprinting previously published material by offering for your attention the following.

To: All Unit Commanders.  
 National Headquarters has been deluged recently with letters and notes on a variety of subjects from individual members. The majority of this correspondence is generated by the annual membership renewal notices sent to the member under the direct renewal system. Some people ask routine questions which could easily be answered by the local squadron commander. Others take this opportunity to express dissatisfaction with the overall program or to state a grievance concerning local squadron operations. Many times, National guidance is sought where there has been personality conflicts in the local unit or if a member has not been promoted. With a total membership of some 68,000 members, you can imagine the volume of correspondence generated if only a small percent seeks personalized attention.

Although it is not the intent of National Headquarters to stife independent thinking and it is certainly not our intent to ignore any legitimate problem area in the program, we must insist that members first seek assistance at the local level. If the squadron or wing headquarters cannot provide the requested information, it is up to the commander to direct the inquiry through proper channels to the appropriate National Headquarters' staff agency for resolution in accordance with CAPR 10-1.

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To all Cadet and Composite Squadrons:  
 The flyer "Partners in Aerospace Leadership" was developed in cooperation with the VFW. It has now been distributed, or will be in the very near future, to all VFW posts in the United States. As you can see, it solicits their support and assistance for local CAP units. It is hoped that many VFW posts will be contacted.

Wing Director of Operations LCol. Henri Casenove has requested that each FFA rated pilot, student and up, cadet and senior fill out this form and return it to Wing Headquarters as soon as possible. This is a

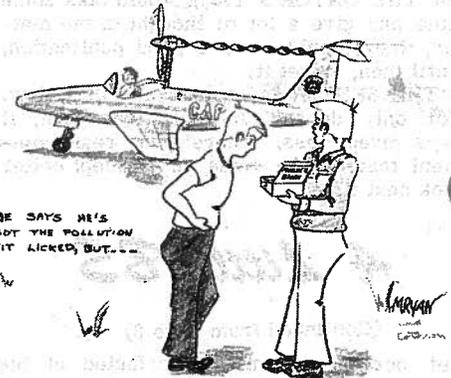
# CAP Tags

The State of Florida now has an optional system of numbering or lettering the regular state license plate everyone purchases each year. The Division of Motor Vehicles in Tallahassee is offering for the first time this year the opportunity to purchase for twelve dollars plus the regular fee paid (depending on the weight of your car) a personalized license plate, for private passenger automobiles.

Col. Robert C. Owen, FWG Commander, has suggested that interested persons request the designation CAP - plus the number of your CAP radio call sign. For example, Col. Owen's tag would be CAP-1, while LCol. Sandy Owen's tag would read CAP-10. This would be a good way of getting the name of Civil Air Patrol before the public.

Although the twelve dollar rate may seem steep, GC has is from reliable sources that these plates will be good for three years with the individual purchasing a yearly sticker to keep the plate current. That would make the cost of the tag only four dollars per year.

Deadline for purchasing the personalized tags is 30 June this year. Application forms are available from your local tag office. Ask for DMV Form PL-1 dated 3-72. All instructions are on the forms.



National Headquarters evaluation point credit item. Do NOT list Corporate aircraft as owned or available. If you have already filled out this form, it is not necessary to do so again.



## FIRST FULLY EQUIPPED IFR SEARCH PLANE

Florida Wing now has on standby its first fully equipped IFR search plane with an Emergency Locator Transmitter Finder installed. Skylane 9261 X owned by Lt/Col Harvey R. Klein, the Florida Wing Legal Officer, was the first of Florida Wing's planned fleet to be equipped with an ELT direction finder.

Pictured above is Skylane 61 X with Lt/Col Klein and CAP member Reggie Haney who is the President of Skyway of Ocala, the fixed base operator at Ocala Municipal Airport in the central part of Florida. Haney is a veteran pilot holding a commercial single and multi engine license and is also an instrument instructor. Two years ago Haney gave Klein his instrument instruction which led to Klein's instrument rating on his commercial license.

Florida Wing plans to equip and base similar airplanes at various airports throughout the state so that at least one of its fleet will be within 45 minutes flying time to any possible crash site within Florida. The criteria set by Lt/Col Henri Casenove, the Florida Wing Director of Operations, is that each of such airplanes be fully IFR equipped and have a minimum of two VHF transmitters, dual omnis and ADF in addition to the ELT Direction Finder. Also there must be sufficient IFR rated emergency services qualified CAP pilots available to fly missions who keep their instrument ratings current.

The ELT Direction Finder enables a search plane to home in directly on an activated Emergency locator Transmitter that is sending a continuous signal on the VHF emergency frequency of 121.5 MGH. As of January 1, 1972, all newly manufactured airplanes in the U.S. are required by federal law to be equipped with an ELT. By January 1, 1974, all general aviation airplanes will be required to be so equipped.

### FLORIDA WING, CIVIL AIR PATROL 1972 PILOT STATUS REGISTER and AIRCRAFT AVAILABILITY

NAME: \_\_\_\_\_, SERIAL No. \_\_\_\_\_, UNIT: \_\_\_\_\_

FAA PILOT RATING: \_\_\_\_\_, DATE OF LAST PHYSICAL: \_\_\_\_\_

TOTAL HOURS LOGGED TO DATE: \_\_\_\_\_, C.A.P. RATING: \_\_\_\_\_

**AIRCRAFT OWNED:**

MAKE	MODEL	"N" NUMBER	LOCATED AT (Airport & City)
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

**AIRCRAFT AVAILABLE:**

_____	_____	_____	_____
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