



'Gator CAPers



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MARCH 1979

Downed Plane Found by CAP Search Teams

By SM Hucknall and LCol Dave Moseley

Ralph Wright was flying his red-and-white Cessna 150 home from a business trip when he ran into a severe storm. His plane went down only minutes from his destination in the Orlando area.

Witnesses reported a possible plane crash to McCoy Tower. They thought they had heard a plane go down around Lake Mary Jane. Deputy Leo Faurot of the Fresh Water Fish Commission stated that he had heard a high pitched whine of an aircraft engine not unlike the sound of a model plane that terminated with a thudding sound.

CAP ground team members Ron Hill and Richard Brinkman went out to search at 2 a.m. but found nothing. Air search efforts began at 6 a.m. but no sightings were made during the day.

The next day, Sunday, the weather was getting worse, and the search efforts were stepped up. Units from all over central Florida were called in, including ground teams with all terrain, four wheel drive vehicles. At three-forty that afternoon, a ground team from Suncoast Senior Squadron with aid from air searchers located the plane in a wooded area near Lake Moss. The body of the pilot was found near the wreckage. He had died on impact. Sheriff's Department personnel were called in

by radio and CAP personnel helped officers secure the area.



The wreckage of the aircraft was found in the clearing near the center of the photograph. The heavily wooded area made it difficult for searchers. The area also is dotted with trash piles and it was difficult for searchers to distinguish between these and the wreckage. Only at low altitude could the colors of the plane and distinguishing details be made out. (Photo by LColonel Dave Moseley, Mission I.O.)

CAP AND RED CROSS JOIN IN MERCY MISSION

The Daytona Beach chapter of the American Red Cross and the Ormond Beach CAP squadron worked together recently to fly in an emergency supply of blood for three patients in local hospitals.

Platelets, which are used to help victims of leukemia and cancer patients whose bodies do not produce the clotting element, can only be made from freshly drawn blood and the processing must begin within four hours.

Red Cross had arranged with Patrick AFB in Cocoa Beach to supply the needed blood and, in accordance with the Red Cross/CAP national agreement, contacted CAP for transport.

Permission was received for a CAP plane to land at Patrick, and Major Harry Criss of the Ormond Beach Squadron picked up the blood and delivered it in little over an hour from the time it was drawn, well within the time limit.

APRIL FLIGHT CLINIC

Central Brevard Composite Squadron will host a Flight Safety Clinic the weekend of April 7-8. The clinic is open to all who may be interested; it is not necessary to be a pilot or a CAP member in order to attend.

It will be held at the Squadron hangar on the southwest corner of the Merritt Island Airport beginning at 8:30 a.m.

The ground review will include aviation weather, enroute and emergency procedures, flight safety, FAR's, navigation, and aircraft maintenance.

Flying activities consisting of check rides and biennial flight reviews for those who need them will be conducted on both days. Prevailing flight instructor rates will apply. Aircraft ranging from a Cessna 150 to a Piper Aztec are available for rental from Merritt Island Air Service.

Pre-registration must be completed by March 30 but applications will be accepted on a space available basis until the day of the clinic. Cost is \$20. For more information contact H. Foehrenback 305/783-2155.

Coming up — Type A Encampment MacDill AFB, April 8-14

Commander's Column...



BY COLONEL RICHARD L. LEALI, SR.



A New Approach to the Cadet Recruiting Problem

I feel that the viability, if not the very survival, of the CAP cadet program is in question. Membership has declined from 44,000 in 1971 to 22,000 in the latest report. Increased efforts in recruiting and attempts to revise the current program are just treating the symptoms and not getting down to the basic problem. For a permanent cure, a whole new approach is necessary. We must take into consideration the actual situation at the squadron level when setting national standards for the program.

The main problems of the current cadet program, as I see them, and my solution to these problems are outlined below. A similar discussion of the situation has been presented to National Headquarters officials for their consideration.

One of the main objections raised by prospective male cadets is that they do not wish to conform to the strict military grooming standards prescribed for wearers of the CAP/USAF uniform. These standards are not accepted by a large number of 13-17 year olds whose interest in aviation and aerospace would make them potential members. There are several reasons why these boys do not want to cut their hair to meet CAP standards. One is that the time spent in CAP activities is small in comparison to time spent in school and other peer groupings where long hair is the accepted style and there is peer pressure to conform to the group. Another reason is the preference of some parents for the longer styles.

Also a problem at the squadron level is the great amount of paperwork involved in administering the cadet program. Senior members who joined to work with teens find themselves spending most of their time on forms and files. This is also a burden on the National HQ office that processes cadet contracts.

CAP must recognize that long hair, although a symbol of rebellion in the early 70's, has now become an accepted style. Since the wearing of the USAF uniform requires conformity to their standards of grooming, the following reorganization of the cadet program is suggested. Both current styles and USAF standards are taken into consideration. Administrative procedures will change to fit the new program.

The cadet program should be divided into two levels--BASIC and ADVANCED. Basic (to include Phases I & II of the current program) will operate as follows: Cadets in the Basic program will not be entitled to wear the CAP/USAF uniform. This will be a privilege which must be earned during the 1 1/2 to 2 years it generally takes to complete the achievements that lead to the Mitchell Award. These cadets will wear the CAP jumpsuit with appropriate insignia and the CAP baseball cap. Current civilian hairstyles will be appropriate with this uniform. Another advantage is the relatively lower cost of the jumpsuits and the availability of smaller sizes for the youngest cadets. The administration of the cadet program in the Basic phases will be under the control of the squadron commander. Cadet training records will not be processed through National HQ until the cadet has progressed through Phases I & II and is ready to apply for the Mitchell Award.

Advanced level will be conducted as follows: Cadets who have completed the required training in the Basic level will then make the decision to either remain in the cadet non-com ranks or apply to be a cadet officer. If he wishes to advance, a cadet will apply to take a nationally standardized test which will be ordered from National HQ and administered by an officer above the squadron level in a controlled situation. If he passes the exam, he will receive a certificate indicating he has completed the Basic course and is entitled to two stripes upon joining the US Air Force. He will receive the Mitchell Award and the privilege of wearing the CAP/USAF uniform (which includes conforming to grooming standards).

The proposed changes will encourage young people interested in aviation and aerospace to join the program and become involved in it. Rather than being forced to break away from their peer group to conform immediately to new standards, they will have a chance to learn to identify with CAP and to make their own decision about taking on the responsibilities connected with the wearing of the uniform. Because it will be their own decision, they will be more highly motivated to conduct themselves in a manner worthy of the organization the uniform represents. The new program would give CAP a larger pool of potential cadet recruits and a more highly motivated cadet officer corps. The proposed administrative changes will free squadron officers to spend more time working directly with their cadets and will also help to clear up any paperwork backlog at National Headquarters.



Notes from the USAF/CAP Liaison Office

NEW RADIO AND TELEVISION SPOTS. The December copy of CAP NEWS announced tapes of new Civil Air Patrol radio and television film spots to be available in January 1979. Telephone inquiries I have received in the LO Office following the showing of radio and television spots clearly demonstrate the effectiveness of these plugs. I recommend Groups obtain copies of these new releases and include them in local recruiting campaigns.

ELT MISSIONS. A study of ELT missions for 1978 again points out that most ELT's are found on airports. In many instances, 10 to 15 hours were flown in ELT search and the ELT was eventually located in an aircraft located on the airport. In large metropolitan areas or areas where there are numerous airports, an airborne survey may be needed to more closely pinpoint the signal source. Otherwise, the most effective and efficient method of locating an ELT reported in the vicinity of a town or city, or heard near an airport, is a search of nearby airports with ground teams using hand-held DF units.

(Continued on page 3)

CAP POLICY INTERPRETATION: AFRCC MISSION REIMBURSEMENT FOR NON-CAP AIRCRAFT

REIMBURSEMENT FOR USE OF NON-CORPORATE/NON-MEMBER OWNED AIRCRAFT. Recently, a question arose concerning reimbursement for fuel used in a State owned helicopter that was employed in a Florida Wing mission. Hq CAP-USAF Staff Judge Advocate submitted the following information and interpretation which would apply to employment of any non-corporate or non-member owned aircraft or use of a non-CAP member in an AFRCC authorized mission.

1. Under the CAP Emergency Service regulations, those who may participate in an Air Force mission is strictly controlled by the CAP Mission Coordinator who operates under the direction of the CAP Wing Commander. Only qualified CAP Senior members may participate in Air Force authorized searches. While normally aircraft engaged in such missions are either Corporate owned or member owned, it is not essential that that be the case. The key test is whether or not pilots and other occupants of the aircraft are CAP senior members qualified in accordance with CAP directives. It is from the list of authorized senior members prepared by the Mission Coordinator that reimbursement for fuel and lubricants is authorized.

2. CAP directives do authorize (where unusual circumstances are present) the participation of non-CAP members on Air Force search missions only as approved by the appropriate CAP Commander. This can be authorized when the participation of non-CAP persons would contribute to or assist in the saving of a life. These regulations have been interpreted to authorize non-CAP individuals to ride in CAP aircraft if, for example, they have specific knowledge or information as to the crash site.

3. The CAP, while performing on an Air Force mission, is acting as an agent of the United States and as such, the United States is liable for injury or death suffered by third parties as a result of CAP negligence. The CAP senior members, of course, are covered by Federal Employees Compensation Act and as such the exclusive remedy is to file for those benefits if injured or killed. When the CAP permits non-CAP members to participate as an official part of the CAP search on an Air Force mission, it exposes the United States to legal liability. There has been, in the past, one or more cases of suits brought against the United States because of incidents of this nature.

4. Based on the foregoing, Hq CAP-USAF/DO provided the following criteria for reimbursement on non-CAP aircraft:

- a. The aircraft must be dedicated to CAP for use on the mission.
- b. The pilot-in-command and observers must be CAP members.
- c. The Mission Coordinator must authorize the flight in accordance with CAP directives.

John G. Hanks, Lt Col, USAF
Florida Wing Liaison Officer



MISSION REPORT

Mission #4-042
13 January 1979

Florida Wing CAP searched for a light plane, a red and white Cessna 150, with one person on board. The aircraft was enroute from Pahokee, FL to Orlando. The wreckage was located by CAP personnel approximately twelve miles southeast of Orlando. The pilot was deceased. Sixty-nine sorties were flown by CAP searchers.

Florida Wing personnel, in the course of the above mission, also located and silenced an ELT transmitter that had been activated by an unknown cause. It was found in a Super Cub on the ground at New Hibiscus Airport, Vero Beach. The signal source was located by searchers using DF equipment.

L. O Notes (cont. from page 2)

CHRISTIAN ENCOUNTER CONFERENCES. Three Christian Encounter Conferences will be held in 1979: Mars Hill, NC in July; Mo Ranch, TX and Silver Bay, NY in August. The conferences will be available to CAP cadets and their Senior Member escorts (one escort is required for each 10 Cadets). No airlift will be provided; therefore conferees must arrange their own transportation. Additional information may be obtained from the National Chaplain.

LONG DISTANCE TELEPHONE COSTS. An all-out effort to curb commercial telephone costs in the FL Wing Liaison Office is underway. The large number of missions and activities since October 78 has caused us to spend 41% of our annual telephone budget in only the first three months of fiscal year 79. What does this mean to you? We will limit long distance calls to those contacts deemed mission essential and time critical... not just a convenience. Therefore, if you call the LO Office and the recorder answers, please leave a message so we can determine whether to return the call or answer by some other means.

JOHN G. HANKS, LT COL, USAF
Florida Wing Liaison Officer



GATOR CAPERS



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Flight Safety Clinic Sponsored by Group 9

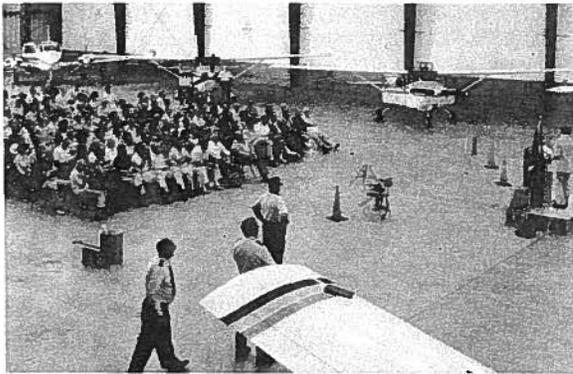
Group Nine held a flight clinic on January 13 and 14. Speakers included Mr. Bernie Giere, Chief of FAA General Aviation from Washington, D.C.; Mr. Purcell, Chief of Flight Standards Division; Mr. Jones, Chief of GADO District 5; Mr. William Strauss, APS GADO District 5, Mr. Phlantz, Congressional Aviation Subcommittee member, and tower operations officers from North Perry, Ft. Lauderdale, and Pompano Airports.

The clinic was designed to update rated pilots on FAA Regulations, flight safety, general aviation emergency procedures and operations, and aviation weather.

An aerobatic demonstration was presented by the famous Pitts Aerobatic Team, winners of the International Competition in Russia and Yugoslavia last year.

About 300 people attended the sessions. Pilots were given the opportunity to take their bi-annual flight check rides. Project co-ordinator was LColonel Don Cunningham.

--Captain Pat Bevilaqua
Group Nine I.O.



Facilities of the Pompano Air Park were used for the clinic.

"A Gathering of Eagles"



Two Group 5 members, Lt. Colonel George Petit and Captain Edgar Bergman recently attended a dinner featured as the "Gathering of Eagles". Pilots who had

soloed before 1935 met to reminisce about the Curtiss OX5 engine, three-place biplanes with tail skids and no brakes, and those wonderful "feast-or-famine" days of barnstorming.

LColonel Petit, presently the Group's chief check-pilot and safety officer, soloed in 1927. The dinner gave him a chance to catch up on some hangar flying with many of his old flying pals from his Chicago area fixed base operation that was located at the old Dixie Airport in Harvey, Illinois.

CHAPLAIN'S CHIPS

From The Reverend
Frank E. Ockert



"SEND FORTH THY LIGHT
AND THY TRUTH TO BE MY
GUIDE..."

A ship lay battered by the waves
Where she had run aground;
Somehow she strayed from waters deep
Where ships are usually found.
I stood and gazed upon this wreck
And dreamed of days gone past
When this proud vessel plied the deep
And braved the stormy blasts.

How could it happen, this shameful end
Of vessel proud and brave?
Ah, better far than ending here
She'd sunk beneath the wave.
She looked as she'd been soundly made,
Her timbers still looked strong,
Yet here she lay, a hopeless wreck,
And I wondered what went wrong.

It seemed a still small voice then spoke,
A voice I'd learned to know,
That told me ships don't run aground
Where ships are meant to go.
It's only when they stray off course
And sail the shallow strand
That they end up here as this ship did
A-bleaching on the sand.

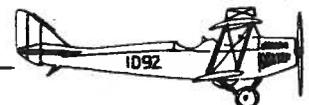
I fell in prayer and cried, "Oh Lord,
Oh hear me just once more.
May I not end a worthless hulk
Somewhere along the shore.
Oh keep me where the billows roll,
Where there are souls of men to save,
Till at thy call, still under sail,
I sink beneath the wave,"

-- F.E. Ockert

Captain Bergman, who soloed in 1933 at Fitzmaurice Field in Massapequa Park, New York, spent an enjoyable evening recalling the problems of his operation--a Waco Ten and a DeHavilland Gypsy Moth.

Eagle Certificates were awarded to the more than one hundred early fliers to commemorate the adventurous but trying years of aviation's beginning.

--Captain E. Bergman
Group 5 I.O.



CAP MEMBER PROFILE . . .

"IF IT'S WORTH DOING, IT'S WORTH DOING WELL"

By Vi Taylor, Information Officer, Group 3

Major Howard R. Cumler is Commander of Group 3, Florida Wing with Headquarters at Mac Dill AFB. His Group covers Hillsboro and Polk Counties and has at present five cadet squadrons and two senior squadrons.

Major Cumler was born in Lakewood, Ohio. He graduated from Lakewood High School and received a Bachelor of Mechanical Engineering degree at Cleveland State University. He has taken graduate courses at the University of Pittsburgh and many management courses through the Westinghouse Advanced Management Seminars.

He served in the U.S. Army Infantry during World War II and post war years.

He is presently Manager, Procurement/Cost Control with Wyoming Mineral Corporation. He previously held management positions with Westinghouse in Pittsburgh and Tampa, all in Naval Nuclear and Commercial Nuclear programs. He lives in Lakeland, Florida.

He was active in Junior Achievement for seven years serving as Engineering Advisor for five years and Senior Advisor for two years in Pittsburgh and Tampa, and is presently on the Board of Directors of the Lakeland Junior Achievement organization.

He has been a member of the U.S. Coast Guard Auxiliary for eighteen years and held many Flotilla and Division assignments. He is presently a member of Flotilla 79-Tampa, where in conjunction with Civil Air Patrol, he is trying to arrange "Sundown Patrols" over the Tampa Bay area.

He is a member of the Florida West Coast Purchasing Management Association and is presently on their Board of Directors. In August 1975 he received the Certified Purchasing Manager Award from the National Association of Purchasing Management.

For pleasure he enjoys scuba diving, which he's been doing since 1959. He is a YMCA certified scuba instructor although he does not teach scuba diving at the present time. His other interests are canoeing and boating, camping, bowling, and landscaping.

He was previously Squadron Commander of North Tampa Cadet Squadron before being asked to be Group Three Commander. Other duties held by Major Cumler in Civil Air Patrol were: Type "B" Encampment Commander 1977; Flight Line Officer-SARCAP 1977; Ground Operations Officer-Leesburg CDEX 1978; Part-time Wing Staff for Wing DCP-1977/1978. Recently he served as the Commander of the Type A Encampment held at Hurlburt Field.

He thinks Civil Air Patrol is a "fantastic" opportunity for the young adults of today but quickly adds "If a job is worth doing, then it's worth doing well" and cadets should not treat the program lightly.

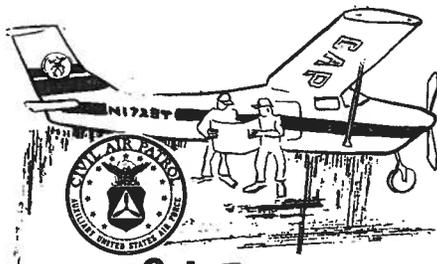
He and his wife Karen have three children and all are involved in the CAP program. She is a 1st Lieutenant and commander of the Lakeland Cadet Squadron. Cadets Captain William, Sgt. Judith, and M/Sgt. Kimberly are all members of the Lakeland Cadet Squadron.

The Group 3 motto for 1978 was "We Do It Right" and under Major Cumler's guidance they gained the #1 spot in Florida Wing for the months of August through December.

The new motto for 1979 is "Putting It All Together for Excellence in CAP". According to Major Cumler, "It's time we "fine tune" our endeavors to upgrade what we do for CAP in 1979, for as we attract more and more cadet and senior members they will bring with them vigor, imagination and innovation. Let's be sure we are able to meet the challenge of 1979."



Major Cumler joined other Group 3 members in providing flight line security at the recent Sun'n'Fun Fly-In at Lakeland.



an **ACTIVE** program
for **ACTIVE** Americans



Radiological Monitoring



Pictured above is 2Lt. Frank Miller, Lee County Composite Squadron, Ft. Myers, receiving his diploma for radiological monitoring. Making the presentation is Lt. Robert Yaeger of the FAA Crash Station, Lee County Division of Protective Services. [From 1Lt. John O'Connor (08040)]

Orientation Flights



Mid-Florida Squadron cadets recently received orientation flights from pilot Phil Ware of the Ocala Squadron. Altogether, nine cadets had a chance to fly. [From V. Ingle, Mid-Florida IO]

Level I Presented



LCol David Moseley, Major Joe Capiel, and Lt John Norman were among those present at the level one course held at the Ocala Squadron HQ. Twenty-one members completed the course conducted by LCol Moseley. [From Bob Higgins, Ocala IO]

CPR Training



Instructor Homberto Sanchez supervises LCol Ron Mullins as he practices CPR techniques on a manikin. Members of Hillsboro Sr Sqdn I attended the classes presented by personnel of the Centro Asturiano Hospital in Tampa. [From 1Lt George Schumacher, Hillsboro IO]

Community Service



Seminole Cadet Squadron members participated in a Toys for Tots drive. Shown with some of the toys collected are (top) 1Lt Elaine Pavone, C/WO Mark Cominski, CSgt Doug Sena and Cadet Brian Honeyager and (bottom) Cadets James Grady, Julie Johnson, and Tom Scarpello. [From 1Lt Elaine Pavone, Seminole IO]

Service Award



Cadets Jeff Boyle of Patrick Cadet Squadron and Bruce Hardy of Mid-Florida Cadet Squadron show Patrick Squadron Commander LCol Elizabeth Sedita the award given them by the Order of Daedalians. The Order, which was founded by WWI pilots to encourage patriotism, presents the award for service to the aviation community in keeping with the high principles of the Order. [From Major Al Seeschaaf, Florida Wing IO]



SUN'N' FUN FLY - IN '79

Group Three cadets and seniors participated for the fifth year at the annual Sun'n'Fun Fly-In held by the EAA at the Lakeland Municipal Airport January 21-27.

Fifty-five cadets and twenty-one seniors helped EAA members in the parking lot, at the entrance and flight line gates, and on the flight line for security of aircraft and crowd control during the air shows.

Aircraft from the ultra-light to historic warbirds were on display. Due to the heavy volume of air traffic a temporary FAA Air Traffic Control service was set up at the Lakeland Airport.

--Captain Vi Taylor
Group 3 IO



Off-duty cadets take the opportunity to get a closer look at one of the unusual aircraft on display.

Sunset Patrol Report: 8 Finds; 1 Save in Four Days

Lt. Art De Mario, Miami Senior Squadron 1 Commander, and his staff have been instrumental in setting up successful working relations with the US Coast Guard and Coast Guard Auxiliary.

The "Sunset Patrol" started active coordination with the Coast Guard on January 27 with two finds recorded by pilot Mike De Marcos and observer Art De Mario.

Sunday, January 28, one "save" was recorded by pilot Jerry Benjamin and observer Jim Wellington. CAP aircraft N56726 proceeded sixteen miles northeast of Miami to assist a vessel which reported itself in imminent danger of being swamped by 7-10 foot following seas. The vessel had also lost sight of land. The CAP located the vessel and the pilot, an experienced boatman, instructed the vessel's master on handling his boat. Both units were communicating on VHF-FM marine radio frequencies. The CAP crew guided the vessel towards shore and stood by for an hour and a half until a Coast Guard unit arrived to assist.

February 3, four finds were recorded by pilot Eric Perle with Art DeMario and Mike DeMarcos acting as observers and radio operators.

February 4, two more finds were made by pilot Eric Perle with Jim Wellington flying as observer.

Group Ten flies three separate "Sunset Patrols" each weekend along the southeast coast of Florida from Light House Point to Key Largo. Training will be set up in the near future for other area squadrons who wish to learn to work with the Coast Guard to aid boaters in distress.

--The "TALE SPINNER"
Group 10 Newsletter

Sarasota Bivouac Is Ground Search Training Exercise

By Major Dorothy R. McCoy, Sarasota Squadron I.O.

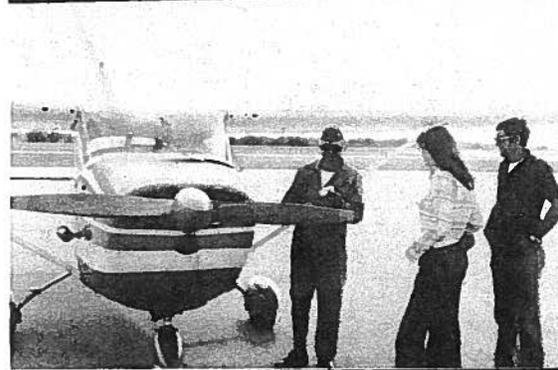
On a raw, damp and bone chilling morning, well before the crack of dawn, six senior and eighteen cadet members began a weekend bivouac at the Hi Hat Ranch in a wilderness area of Sarasota County.

The bivouac included classes in map reading, first aid, compass reading, communications, ground search techniques, and a practice mission. Instructors were Captain Henry Prine, Major William McCoy, and Captain Dennis McCoy.

A night mission which demonstrated the importance of following the ground search procedures learned earlier was followed by lights out. Reveille came after a night distinguished by snoring, woosy animal noises and a gremlin with a can of shaving cream. A mile run before breakfast made the food taste extra good.

After breakfast, another practice mission was held to test the cadets understanding of what they had learned in the previous day's classes. Although this was the first training bivouac for over half the cadets, the results were outstanding. All four of the "victims" were found and first aid administered.





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Photos from Group Ten I.O.



SPRING ENCAMPMENT

APRIL 8-14

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

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

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

FLORIDA WING ENCAMPMENT APPLICATION

LAST NAME _____ FIRST _____ INITIAL _____

CAP SERIAL NUMBER _____ DATE JOINED CAP _____

DATE OF BIRTH _____ AGE _____ SEX _____ RANK _____

UNIT NAME _____ CHARTER NUMBER _____

NAME OF PARENT OR GUARDIAN _____

ADDRESS _____ ZIP _____

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

PRIOR ENCAMPMENTS ATTENDED: _____ DATE _____ TYPE _____

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

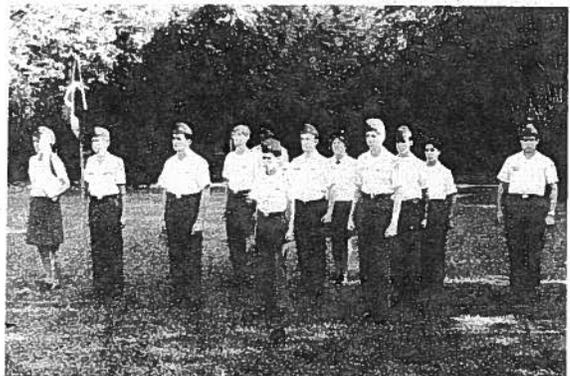
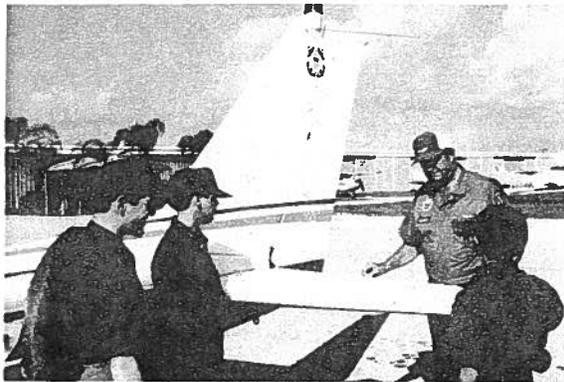
PARENT'S SIGNATURE _____ DATE _____

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

UNIT COMMANDER'S SIGNATURE _____ DATE _____

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

CADET'S SIGNATURE _____ DATE _____



Garber Awards Presented

Awarded in the name of an air pioneer, aviation historian, curator emeritus of the National Air and Space Museum, and advocate of Civil Air Patrol, this advanced award is granted upon completion of level IV training.

Level IV is designed for CAP members who wish to become high level leaders in the program. Criteria for completion include completion of level III, study of three books on aerospace, a presentation on aerospace to a group or publication of an aerospace manuscript, and attendance at National Staff College.

The awards were presented by Wing Commander Colonel Richard Leali at the quarterly commanders call in Tampa.



Captain Thompson



Major Diane Kittendorf



Captain Ed McLuckie



Major George Jackman



LColonel Del Kittendorf



Major Frances Dorough

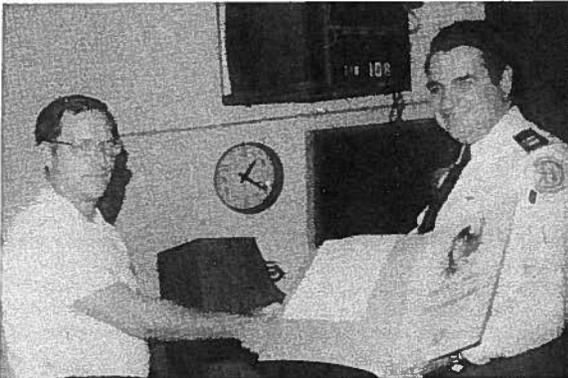


Major John Marquis

...and more Awards across the Wing



At a recent Fort Myers awards ceremony, Cadets Gordon Bryant (left) and Shane Bryant received their Billy Mitchell certificates from LColonel Richard Zaloudek, a former Group 8 Commander. Both cadets are members of the Lee County Composite Squadron. Shane has also been nominated for an appointment to the Air Force Academy by Congressman "Skip" Bafalis. [From 2Lt. Gordon Bryant (08040)]



LColonel Robert Miller of University Cadet Squadron completed his Level III training and was presented with his Grover Loening Aerospace Award by Wing Commander Colonel Richard Leali.



Colonel Richard Leali and Major George Jackman present a Region Leadership School Diploma to Captain Ted R. Robbins. Captain Robbins, commander of the Opa-Locka Senior Squadron, is the nephew of the late Major Richard P. Robbins, one of the founding members of the Florida Defense Force—now known as Civil Air Patrol—and second commander of Florida Wing. [From 1Lt. Brenda Litz (08249)]



Cadet Captain Bruce Hardy of Mid-Florida Cadet Squadron recently received the first Colonel Michael McCoy Award—the plaque, shown above, and a check for one hundred dollars to be used as he chooses. The award will be presented annually to the best cadet in the Group; by Mrs. Rose McCoy in honor of her late husband.

Other awards presented during the Group 7 Banquet were best I.O. to Captain Virginia Ingle of Mid-Florida Squadron, and outstanding squadron in the Group to 1Lt. Jeffrey Brown, Mid-Florida Commander. Amelia Earhart Awards went to Cadet Captains Patrick Hardy and Bruce Hardy, and Mitchell Awards went to Cadets William Sturgeon and Paul Borowsky. Certificates of Appreciation went to Mr. Rhodes Conklin, Managing Editor of the Mt. Dora Topic and to Mr. William Bond, Managing Editor of the Orlando Little Lake Sentinel. [From Capt Virginia Ingle (08303) and 2Lt Doug Horn (08190)]

BILLY MITCHELL AWARDS were received by six cadets from the Patrick CAP Squadron. Wing Liaison Officer LColonel John G. Hanks presented the certificates to Paul Cotter, Arthur Shick, Jeffrey Broyle, Thomas Strom, James Miles, and Philip Sapero during a ceremony at the NCO Club at Patrick Air Force Base. [From Captain Chet Brogan (08293)]

OTHER AWARDS... North Tampa Cadet Squadron Commander Captain Jewell Langston received a trophy for the best Squadron in Group 3 at the Group Awards Banquet held February 8. The squadron also received the 1978 Group 3 Safety Award and Florida Wing Certificate of Achievement for an accident-free year... Cadet Mark Alan Zweig of the Brevard Composite Squadron won 1st Place in the local American Legion Oratorical Contest. He will now compete in county and regional contests.

GROUP ONE ANNOUNCES AWARDS TO Major Gerald T. Gardner, Pensacola, the Grover Loening Award for completion of Level III training... Cadet Robert Gall, Panama City, The Earhart Award... Cadet Tony Jones, Panama City, the Mitchell Award... Cadet Donald Perri, Tallahassee, the Mitchell Award... Cadet David Ogden, Pensacola, the Mitchell Award... Cadet Michael Knox, Eglin, the Mitchell Award. Promotions were earned by Captain Paul Fouche, Group I, to Major and SM Harold Cabanis, Panama City, to Captain.

Top Ten units in the Florida Wing Information Program as of the end of the 3rd quarter are, beginning with the first place—HQ Group 3, HQ Group 5, Central Brevard Composite, West Miami Cadet, Hillsboro Senior, University Cadet, Patrick Cadet, Palm Beach Cadet, Howard Showalter Senior, and Lakeland Cadet.

Senior Promotion List

08040	Bryant, Gordon E.	2LT
08044	Bingle, George W.	1LT
08044	Grover, Dallas III	1LT
08044	Griffin, Bobby R.	2LT
08044	Griffin, Donna M.	2LT
08044	Ramirez, Enid R.	1LT
08050	McWhorter, Walter R.	CPT
08051	McCort, William	CPT
08060	Heehler, Ruth K.	1LT
08078	Eutsler, Elson E.	2LT
08084	Snyder, Charles W. II	CPT
08103	Outlaw, Christine C.	2LT
08103	Outlaw, Glen G. Jr.	1LT
08116	Hill, Sharon A.	2LT
08123	Lundblum, Carl	1LT
08160	Rosado, Orlando J.	CPT
08182	Parker, Alma B.	CPT
08269	Browder, Garth D.	CPT
08301	Dawson, Thomas R.	CPT
08309	Packard, John R.	1LT
08323	Alexander, William E.	CPT
08327	Fields, John R.	2LT
08327	Bailey, William B.	2LT
08327	Franco, John J.	2LT
08327	Woodring, Francis H.	2LT
08425	Roy, Donald L.	CPT

SHORT STUFF



Joe Ross Senior Squadron recently was presented the Evelyn P. Harvey Award for outstanding service in communications and also an award for community service for their aerial patrols of local waters.

University Cadet Squadron received a tour of the City of Coral Gables Emergency Operations Center and were briefed on CAP/CD operations plans in the event of a local disaster.

Captain Richard Cervelli of the Naples Composite Sqdn is the coordinator for a campaign to raise \$50,000 for the construction of a CAP building at the Naples Municipal Airport. Several fund-raising events have already been held and more are being planned. The squadron's fifty-six seniors and fifty cadets are working together on the project.

Tamiami Senior Squadron, which was chartered only last summer, came away with top awards at a recent Group 10 Awards Banquet. They were named Outstanding Squadron and the commander, Captain Ken Lifland, was chosen as the Outstanding Senior Member.

Fast thinking and Civil Air Patrol training helped Lt. Robert Peck of the Gainesville Composite Squadron save a home from serious fire damage. His actions prevented the flames from spreading and damages were minimal. He learned his firefighting techniques as a cadet in the Daytona Beach Composite Squadron.

2Lt. Thomas Fuger's motto is "It never hurts to ask". The Manasota Senior Squadron commander has written a letter asking for the donation of an aircraft for the squadron. The request has been mailed to one hundred twenty airports in Florida and as time permits he plans to write to other possible sources in other states. He says "it's worth a try".

Editor's Note

The Office of Information Services was assigned several special projects during the month of February and due to time limitations, GATOR CAPERS was not published for that month.

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