



# GATOR CAPERS



*The Official Publication of Florida Wing*

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MAR-APR 1977

## Arson Is Suspected As Fire Destroys Air Cadet 'Home'

Tampa Cadet squadron recently lost its "Home" in a fire which firemen suspect to be caused by arson. On the evening of the 24th of March a combination of events, which could only be described as "Lots of Bad Luck," lead to the complete destruction of the place Tampa Cadet squadron called HOME.

At about 6:30 p.m. Mrs. Mona Metzmeier, who reported the fire, saw small flames burning under the right side of the porch of the building on Idlewild Ave at Dale Mabry Highway and Hillsborough. She attempted to call from a pay phone at a nearby Kwik Pep service station but it was out of order. She then ran two blocks to her home to make the call. At 6:40 the call was registered Armdale Volunteer Fire Department and they arrived within minutes but their pumper was broken and there were no hydrants nearby. Pumpers from West Hillsborough and North Hillsborough were dispatched but they ran dry before the fire was under control.

Several spectators reported seeing two boys running from the area shortly before the fire was reported. No one was in the house since this was a thursday night and the cadets meeting is on tuesday. All was lost in the fire. The house was valued at about \$11,000 and the contents at around \$3,000. Of course a value can not be placed on all the CAP records lost in the fire.

## T-Shirt sells CAP

Palm Beach Cadet has designed their own squadron Tee Shirt. The Tee shirt is white with a blue collar and blue trim on the short sleeves. On the back in blue letters in a circle is Civil Air Patrol Auxiliary of the United States Air Force. The front has Palm Beach Cadet Squadron with a young and slender Florida Wing Gator.

Since this is now the age of the Tee shirt the squadron has decided to cash in on this. The Tee shirt really a great I. O. and recruiting tool, many cadets wear the shirt to school and with the Tee shirt being worn all it really does the job of passing the word about Civil Air Patrol



## Unit gets new flag



"I pledge allegiance to the flag..." But what happens when you have no flag? Tampa Cadet Squadron recently lost their building and all contents in a fire. On thursday 7 April, 1977 the American Legion, Post 139, Tampa Florida, presented to Lt.Col. Leo Tyson, Commander Gr. 111 with an American flag for Tampa Cadet. This dedicated organization, The American Legion, donated our one cherished possession, The American Flag. Our most sincere Thank You.



NEW Cap — approved



The CAP jumpsuit which has recently been approved for general purpose wear is really an asset to our wardrobe. But we must follow the guidelines set up for wearing it. (see Commanders Corner, page two this issue.) The Florida Wing Uniform committee has approved a new cap for optional wear with this jumpsuit. It is a light weight baseball cap. The caps can only be ordered through LtCol. Lynn Lacey. They are blue with white insignia as seen in the photo. (I promise a better picture next issue.)

The price of the caps is listed below:  
SM thru Major.....\$5.00  
LCol & Col. ....\$6.50  
Cadets.....\$3.50

Please order your caps thru your group commander.

Information needed: Name, rank, Unit number, wether your a--Pilot, observer, communicator, call sign, solo pilot, and your cap size. Send your orders to:

LCol. Lynn Lacey  
2021 Clarice Cr.  
Tampa, Fla. 33616

Allow three weeks for delivery.





My apologies to our readers for the late publication of this edition.

However, the next issue will be out as scheduled. The deadline will be extended to June 15th with hopes that it will be in the mail by June 25th as planned.

Please bear with us as this new baby gets its walking legs.

Thank you  
Diane "Kitty" Kittendorf  
Capers Editor



### GATOR CAPERS

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                          some who did not include their  
                          name with their release.  
                          THANK YOU ALL.

### UP IN THE AIR

At a Commander's Call during 1976 Florida Wing Commander Col. Henri Casenove remarked that "Daytona Beach Composite Squadron is the 'flyingest' unit in Florida Wing, Civil Air Patrol."

Now that all the figures are in and reports compiled, the Wing Commander's statement can be verified by the Squadron's Operations Report for the year. One corporate-owned Cessna 150 is assigned to Daytona Beach Squadron, which had on its roster in 1976 11 student pilots, 11 private pilots, 4 holders of commercial certificates and three Certified Flight Instructors.

Squadron records indicate that those members logged 535.1 flight hours in Cessna 6590G. During that logged time 10 people made their first solo flights and five became private pilots.

Besides 6590G, Squadron members own four other C-150's, two C-172's, one Grumman-American Trainer and one Comanche 400, all of which fly uncounted hours of cadet orientation, Search and Rescue, and Civil Defense missions--all of which are omitted from the Squadron's Operation Report.

Has any other CAP Squadron logged more than 535 hours on a Cessna 150, or any other single corporate-owned aircraft? Or, for that matter, 535 total hours officially recorded on the operations logs? Daytona Beach Squadron is doing its best to maintain CAP's reputation as a "flying organization".



who's in?

### Commanders Corner



Exposure of Civil Air Patrol to the public and to prospective new members is through the visibility of the uniform. The condition of the uniform and the way it is worn creates either a positive or a negative first impression to a prospective member. If the uniform is not sharp and neat, or if the stature or the grooming of the wearer is not good, a definite negative impression is made. If the person and the uniform present the best possible appearance, you create a good impression and will be a recruiting tool for your unit.

The majority of Cadet and Senior Members in Florida have been wearing their uniform in a complimentary manner. This is most gratifying to me as your Wing Commander, since pride of appearance normally goes hand in hand with pride of membership and organization. Pride in turn, relates to activity and training which has shown a considerable upswing in Florida CAP.

Several months ago a new general purpose uniform, the Jump Suit, was introduced. It is a very comfortable, easily maintained, useful item. Without control or direction in its use, it can present a negative appearance. Standards for wear and embellishment have been set by National Headquarters and augmented by Florida Wing. These include:

1. All insignia, patches, etc. attached will be cloth. No metal rank or cutouts will be worn.
2. Insignia, etc. will be positioned per dimensions specified by National Headquarters.
3. This uniform is not a foundation bill board for display of any or all patches publicising affiliation with other organizations or publicising products. It is a CAP uniform, and is not intended to simulate a race car jockey outfit.
4. There will be no embroidery or patches of any sort affixed to the back of the jump suit.
5. The Florida Wing Uniform Committee has approved the use of a white ascot with this uniform. Also, a standardised light weight ball cap has been approved with an established arrangement of CAP insignia, commission grade and either aircrew wings or charter number (for non aircrew

Continued Pg. 3.....

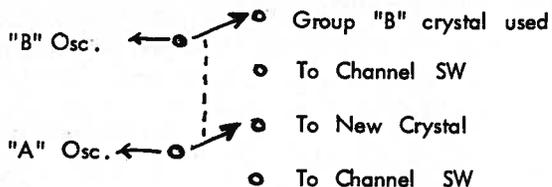


# Communications gap closed

Lt. Col. Ross Sedita, Commander of group 21 has recently had some ideas published in other CAP wing papers . We are a little slow getting it to you but we hope it will be of some use to our communicators too.

Now that it is possible to purchase "antiquated" 23 channel CB "synthesized" transceivers, it comes to mind that this is a quick cheap (inexpensive) way to obtain a reliable small 26.620 MHZ transceiver. Most people believe that you lose 4 or more channels if you do this. Not so. You don't lose any channels - you gain 26.620 MHZ.

The following information is for a Fanon/Courier "Fanfare 100" or a J.C. Penney "Pinto Model 6213". However this information can be used to convert any "synthesized" CB set as long as the Group A and B crystal frequencies can be determined and the "IF" frequencies are known. On some sets you can use the space between channels 22 and 23 providing the waffer on the channel switch still has the contactors remaining. Some sets will lose PA in this position. If the above is not possible then externally mount a miniature DPDT switch on the side of the case nearest the crystals, and wire as follows. Remove the crystal oscillator "B" wire from the channel select switch and solder to the center terminal of one side of the new DPDT switch as shown. Then do the same for the crystal Oscillator "A". Complete wiring as shown in the diagram below.



To determine the frequency of the new crystal for 26.620 MHZ use the following formula:

$$\text{Group "A" + Group "B" - receive Freq.} = 11.275 \text{ MHZ (1st IF)}$$

$$11.730 \text{ MHZ (2nd OSC)} - 11.275 \text{ MHZ} = 455 \text{ MHZ (2nd IF)}$$

This is for dual conversion receivers.

$$\text{Group "A" crystal (x) + Group "B" (14.950 MHZ) - 26.620 MHZ (CAP)}$$

$$= 11.275 \text{ MHZ}$$

$$x + 14.950 - 26.620 = 11.275$$

$$x + 14.950 = 11.275 + 26.620$$

$$x = 11.275 + 26.620 - 14.950$$

$$x = 22.945 \text{ New crystal for 26.620 MHZ}$$

Order this crystal with wire leads - it makes installation easier.

It will be noted that Group "A" usually consists of 6 crystals (largest group) while Group "B" usually consists of 4 crystals (the smaller of the 2 groups). The Group "B" crystal in this case, was selected because it was nearest to the added external DPDT switch. Any one of the group "B" crystals could have been used in the formula.



# CADETS CORNER

This is it CADETS... This page is all yours. You will even have your own editor. You can use cartoons, advise column, Activities, news...it's up to you. See the classified section for more information on WHO your editor will be. It may be YOU!



Cadet Bath Davidow of the West Miami Cadet Squadron, Miami, played her flute for the recent Air Force Assistance Fund Drive telethon at Homestead AFB. Other members of the Squadron contributed their time and energies to helping the fund reach its goal of \$9000. The final contributions totaled over \$12,000. The fund assists Air Force families in times of emergency or need.

## TAG DAY \$\$

Palm Beach Cadet started its large fund raising effort with a TAG DAY. 15 Cadets worked for four hours on local street corners asking for donations. The money will help keep the many cadets flying, help pay for the cost of encampment and help send the 6 cadets going to Special Activities this summer.

Since Palm Beach Cadet Squadron is such a large unit it will take a lot more fund raising activities to raise all the money necessary to cover its many expenses. The cadets also held a Dance-A-Thon with many local businesses donating the place, refreshments and of course, sponsoring the cadets with donations for each hour they dance. A car wash is also planned. Everybody is hoping the proceeds will equal what the tag day did. \$710.00 is not bad for only four hours work.

(Please note that all fund raising activities must be approved by the Wing Commander and legal officer BEFORE they are permitted. This is to protect you and The CAP name from any possibility of liabilities.)



Captain John Troutman, Group 17, introduces WO Scott Davis, St. Pete Cadet squadron, to the intricacies of the instrument panel of the Cessna 172 during cadet flight orientations at Albert Whitted Airport. Photo by Ellen Van Dyke.

## June 27 - July 22



We apologize for the lateness of this information but the deadline was posted as June 1st - but if the slots are not filled you may still have time.

## AEROSPACE EDUCATION COURSE

For too long a time Civil Air Patrol has slighted, or in many cases ignored, its responsibility in aerospace education. Now an opportunity has arisen which will allow CAP commanders at all levels to take positive action in support of aerospace education.

This summer CAP will sponsor the first annual Aerospace Education Leadership Development Course at Maxwell AFB, Alabama, 27 June through 22 July. This will be the first time that a comprehensive leadership development course in aerospace education has been held in our nation, and, in my opinion, it is a significant milestone in CAP's aerospace education effort.

It is evident to me, and I am sure to you, that the area of greatest weakness in aerospace education, both within and outside CAP, is the lack of informed and skilled leadership at the local, state and regional levels. The purpose of this four-week course is to prepare individuals to perform in these leadership roles.

(this information is direct from a letter from B Gen. Tom Casaday)  
For more information and registration forms please contact  
Capt. Paul Foster at Wing Headquarters ASAP.

The cost is \$375.00 and that includes room, meals and registration fee. It will be conducted at the Air University at Maxwell AFB from June 27 to July 22. It can be used for either undergraduate or graduate credit. (six semester hours). Air lift may be available.

# SHORT SHORTS

Thanks to those units who are sending me their news publications. From these we sometimes pick up items for "Short Shorts" or we can expand for other news. Remember to count re-publication as an I.O. item on your monthly I.O. report. Send those reports DIRECT to the Wing I.O.

# # #

Several South Florida units took a trip to Wright-Patterson AFB in Ohio in January. They Froze their...noses. Now that the weather is warmer you might want to contact the L.O. at Wing Headquarters for information on how you can get to go. But if the answer is delayed a bit don'T worry. The summer special Acts may have everything going at full capacity.

# # #

1972 IACE Wolfgang Tacke will be spending 6 weeks touring the US this summer with four of his friends and is planning to be in West Palm Beach and Orlando around August 18-20.

# # #

Lt Stephen Marcus, former I.O. for Patrick Cadet Squadron, has recently been appointed to be the WING MISSION IO. He works for Marc Aero Inc. at McDonald Airport so his availability to get to a mission site is good. We know this will be a great help to the Mission Coordinators. Get to know him. He's part of the TEAM.

# # #

Schedule dates for Florida Wing Promotion Boards are listed below. All requests must be in one month prior to the schedule dates. All are at Wing Headquarters in Orlando.: 25 June, 20 August, 15 October, 10 December.

# # #

The group 16 Cadet Advisory Council hosted a multi-group picnic. 95 cadets and seniors from groups 16, 10, and 18 participated in the fun which included vollyball, football, swimming and eating. Group 16 CAC Chairman C/LCol James Cox had so much fun plans are being made for another picnic.

# # #

Watch out for the ...family??????????????



Col. Henri Casenove presents Major Ed Bodenheimer with an award in recognition of his services as Air Force Liason officer with the Florida Wing. Photo by Herman Slapo.



# S E R Staff college

A Southeast Region Staff College is being offered this year for the first time. It will be directed by Major Richard Curran and will be held at Maxwell AFB. After this year it will be necessary to have attended this before you will be accepted for National Staff College. So if you plan on going to National Staff College next year you must get registered now.

The dates for the school are 21-27 August. The cost is \$75.00 per student. This will include Room, Board, Banquet and supplies. If you wish to attend please get your request to The Wing Commander as soon as possible.



## CDEX Disaster --- without a hitch

Nearly 150 members of the Florida Wing Civil Air Patrol converged on Tallahassee and Ocala April 2, 1977 in small aircraft and support vehicles and private vehicles from all over the state to take part in the annual Civil Defense Disaster Preparedness Exercise.

As the official Auxilliary of the United States Air Force CAP is charged with Search and Rescuse activities of downed aircraft by the United States Air Force Rescue Control Center at Scott AFB. Civil Defense assigned Civil Air Patrol the responsibility of air reconnaissance of simulated havoc, brought about by a mythical hurricane striking the west coast south of Crystal River and proceeding NE to the Jacksonville area before leaving the state. Drops in pressure south of the storm area spawned mythical tornadoes damaging the University of Florida campus, North Ocala and the city of Palatka. A shipment of radioactive material near Ocala sustained simulated damage, sending decontamination ground teams into the scene to deactivate the hazards that could result. Col. Casenove, Commander of the Florida Wing CAP units, located in the main Headquarters of Civil Defense received the problems developed during the training mission dispatching more than 26 aircraft, ground support vehicles and 146 senior and cadet members into action. Col. Casenove says equipment with an estimated dollar value in excess of one-half million dollars privately owned by the volunteer members of CAP was used in todays training exercise. Out of pocket expenses of the participants will exceed \$1,000 of which \$300 will be returned by the U. S. Air Force to pay for gas used.



### Comm. Corner (cont.)

personnel) affixed. Availability of these caps is defined in the Gater Capers.

6. Communicator, R. M. and NEAT patches will be affixed to the uniform as prescribed by National Headquarters.

7. It should not be necessary to mention that tennis shoes, sandals, argyle socks or other than standard uniform footwear will not be worn with any CAP uniform.

8. The jump suit is not to be used as a mechanics coverall for dirty jobs or as a ground team field uniform.

9. The jump suit will not be worn when participating in a scheduled official Wing or higher eschelon function unless it is included in the listed uniform of the day. It can be worn when traveling to and from such functions, on military airlift or when flying in CAP aircraft.

I feel that the above will suffice in aiding every member, purchasing this new uniform, in preparing and wearing same in the best interest of Civil Air Patrol. The jump suit is a very comfortable item for our climate, is inexpensive and looks good when properly worn.

Henri Casenove, Col., CAP  
Wing Commander

# Ettiquette in uniform

(With summer activities comming up soon we feel it will be a help to you to read the following article which appeared in a CAP newspaper from another wing. I regret I can not name the wing because the article was passed to me without that information.)

## When Visiting A Military Base

Hesslein Squadron (Ohio) — While wearing the CAP uniform at the local airport or in your local town you are looked upon as just another person in the Air Force. However, when on an Air Force Base, your uniform stands out as being different. This is due to the ID badge, Wing patch and Name tag.

Naturally, the question of the salute comes to mind. Do you, or don't you? Very simply YES you do. Being a guest on the base you shall render all courtesy, due a senior officer. That is, you shall salute any officer senior to you, male or female. And you may expect a salute from anyone junior in grade to you; however,

you are required to return any and all salutes rendered to you. Should any Air Force personnel fail to either render you a salute or return your salute you SHALL SAY NOTHING, but continue on your way as if nothing had happened. You shall under NO circumstances redress any Air Force personnel. Remember at all times, you ARE A GUEST ON THEIR BASE and shall conduct yourself as such at ALL TIMES!

You do not have authorization to arrange any "DEALS" with any branch of the military, such as equipment, air lift, or orientation flights. Any such ar-

rangements MUST be made by the Wing Commander through the Wing Liaison Officer, and the Wing Liaison Officer ONLY! You might think of it in this manner, "We speak CAP, the Air Force speaks Air Force, and the only bilingual person that can speak both CAP and USAF is the Wing Liaison Officer."

Any infractions of these simple rules can cause untold difficulty for further coordination between CAP and the military. The Wing Commander requests your assistance in furthering CAP's image along these lines. From Ohio Wing Newsletter.



### Advertising Policies

Publication of GATOR CAPERS will be bi-monthly, with dates for deadlines as follows: April 5, June 6, August 9 October 5.

GATOR CAPERS has an approximate distribution of 4,000.

All prospective advertisers are advised that this paper is distributed to members and interated parties of Civil Air Patrol. This being an aerospace oriented organization, volunteer and non-profit, our rates are designed to help us cover costs of printing and distribution. However we reserve the right to refuse advertising from anyone or firm that is not appropriate to our select membership.

\*\*\*\*\*

Personals...3 lines....	\$ 1.00
1/8 Pg.....	\$10.00
1/4 Pg.....	\$20.00
1/2 Pg.....	\$40.00
Full Pg.....	\$75.00

per issue

Do you know how to identify airplanes?  
How far they can go on a tank?  
Watch for a new feature to begin in the next issue.

## THANKS From a MOTHER

The following letter was recently recieved by Col. J. Paxton. We don't often get a THANK YOU for the work we do so Col. Paxton wanted to share this with you. He felt it is really directed to all the hard working volunteers who spend many hours in all searches.

Dear Col. Paxton:

I would like to Thank you and Major Volue for everything you have done to help us. Tom started 10 yrs ago as a fledging in the Linden CAP Squadron. The CAP has been his whole life and his first love. We are proud to know men like you have inspired Tom. Please keep up the good work for the many young boys in the future. Please thank all the people who helped in the search for Tom. May God Bless you all

Sincerely  
Mrs + Mrs John Burmetts  
+ Sons

### Worth Repeating...



### Classified

\*\*\*\*\*  
WANTED : Cadet Editor . No experience necessary. Must be interested in writing. Able to keep a pulse on the cadet activities. Promtness important, neatness and ability to type very helpful. Ideas and enthusiasm a must. Send resume and one paragraph on why you want the position to Editor GATOR CAPERS , P.O. Box 20091, Orlando 32814. All cadets are eligible. Pay is non-existent. Supervision will be only technical, not editorial.

FOR SALE: Tail light/Stop light Bulbs for 24V system. \$4.00 each. Contact Major Croft, group 5 Commander.



**FLA. OPERATIONS for 1977 (so far)**

<u>Mis. #</u>	<u>Objective</u>	<u>A/C used</u>	<u>Sorties</u>	<u>Personnal</u>	<u>Closing</u>
1 Jan 77 4-004	Cessna 205 Aircraft was found on the ground at Ft. Pierce by The Ft Pierce FBO	1 (on Stand By)		32	2 Jan.
26 Jan 77 4-091	PA-32 Aircraft was found on the ground at Leesburg by LCOL. David Mosley when he made ramp check.	3(on Stand By)		30	27 Jan.
18 Feb 77 4-166	Daytona Precautionary alert to assist Orlando FSS. CAP logged in approx. 3200 AC and located 17 A/C that were overdue. Quote from closing report from AFRCC, " A " WELL DONE" to the professionals of the Florida Wing Civil Air Patrol. "	11	5	115	21 Feb.
6 Mar 77 4-224	C-337 The " Ghost Ship" was searched for for three days with Neg. Results.	20 A/C	44	110	9 Mar.
8 Mar 77 4-232	Beach 33 A/C found by the Lee County Chopper. 2 persons deceased.	3A/C	7	15	8 Mar.
14 Mar 77 4-258	C 150 CAP Find. on the ground in Ft. Lauderdale.	7 A/C	17	15	15 Mar.
17 Mar 77 4-278	C-172 Crashed aircraft was spotted in the Glades by Capt. Harry Jones who was on a training flight with student. Pilot had left scene of wreckage. He walked out of Glades to Aligator Alley. CAP flew cover to lead a ground team in.				
2 Apr 77 C-33-3-77	Practice CDEX	26 A/C	65	164	3 Apr.

~~~~~ 23 LIVES SAVED IN 77 ~~~~~

**GATOR CAPERS**  
HEADQUARTERS  
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