



FLORIDA WING 'Gator CAPers

VOL. 5 NO. V

MAY 1964

Educators Meet In Orlando

Bud Jenkins

ORLANDO AFB --- Teenage youngsters know more than their teachers about aerospace in most cases and the Florida education system must institute an aerospace training program similar to the CAP cadet program, if we are to have the future scientists, physicists and engineers necessary to capitalize on the natural resources and climate in a top position in the national space program.

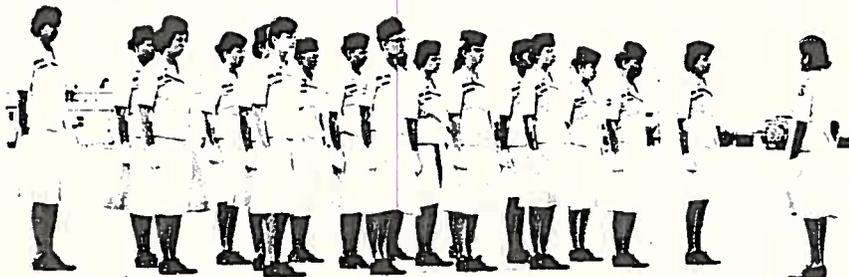
The glaring lack of competent teachers and aerospace programs as demonstrated to 75 of the top educators of the state at a three-day aerospace workshop held on May 12-14 at Orlando AFB and Cape Kennedy, presented by the Civil Air Patrol, Florida Wing.

The CAP aerospace education program was presented to the college, high and junior high school principals and guest space leaders by Florida Wing Commander Col. J. Hallock duPont; Ken Perkins, E Region director of aerospace education; Major James W. Sanderson, Florida deputy director of aerospace education and a member of the State Department of Education, and Col. G. Ballard Simmons, dean of the college of education at Florida Atlantic University.

Scientific advancements expected within the next few years include the space probe, space stations for interplanetary space transportation, the harnessing of ocean waters for electricity, the development of an air car, riding on a cushion of air replacing the present automobile, a network of highways cut through solid rock underground with speeds of the cushion cars approximating 300 miles per hour, electronic computation of telephone, electric, gas, tax and other utility bills presented to each household once a month through a little black box placed beside the telephone, a push of a button in a central office, and of course the development of missiles, rockets and super-jet planes.

The CAP program was well-known by many and some of the educators had already incorporated the use of CAP textbooks into their programs on an individual class basis, but only Dade County had made any extensive use of the CAP books or allied systems. The National testing service was offered the teachers as well as the program and the success of the workshop

'MAGS' MAKE IT 3 IN A ROW



Miami All Girls Squadron - winner of the Florida Wing Drill Competition three years in a row!

PATRICK AIR FORCE BASE -- The Miami All Girls Squadron walked off with first honors for the third year in a row when they won the 1964 Florida Wing Drill Competition recently held at Patrick AFB. In 1962 this team was chosen as the Region Champion and won the right to compete in the National Drill Competition held annually at the Air Force Academy in Colorado Springs, Colorado.

A total of six drill teams, representing most sections of the state performed before four Air Force Drill judges in a four minute routine as prescribed for CAP drill competitions. Each of the teams was composed of 18 cadets plus a drill team leader who gave the drill commands.

Second place honors went to the Central Miami Cadet Squadron, and the third place team was composed of several squadrons in the Jacksonville area who banded together to form a complete team.



CAP aerospace education materials on display at workshop.

Maj. J. W. Sanford Deputy Director, Aerospace Ed.

and one in Ft. Lauderdale were so enthused that not only were they to incorporate the texts but also were going to start CAP cadet squadrons in their schools.

Noted scientists, engineers and professors such as Dr. James G. Houser, director of advance programs for Martin-Merietta Co., first to enter the moon shot picture; Dr. W. G. Manning Jr., chief of space tracking systems for the Air Force Missile Test Center; Dr. D. Andrews, professor of chemistry at FAU; Dr. T. C. Helvey, SFU biophysicist; Dr. J. T. Kirby, of the Florida Education Assn., and Dr. B. Blackmon, head of the aerospace workshop at Florida State U., were enthused over the CAP program and endorsed its use in connection with other texts written for air lines, electronics firms, the USAF and the FAA.

Panelists from elementary through college institutions presented various demonstrations of aerospace

teachers themselves are not educated through workshops, seminars, institutes and in-service programs to equip the youth to take their rightful part in the future.

Many of the educators were airlifted to Orlando and then to Cape Kennedy for a tour of the missile sites by members of the Civil Air Patrol.

Representing CAP were Col. duPont, Maj. Sanderson, Liaison Officer Maj. Van Ness Barnard, USAF, S/M Kay Huber, Miami Squadron 2, Dr. Ballard, Maj. R. Moore, deputy director of cadets Group II, and M/Sgt. Bud Jenkins, Ben Franklin Cadet Squadron IO.

All CAP members were bombarded with requests for further information on the CAP program after the workshop in regards to getting materials and demonstration in public and parochial elementary and secondary, junior colleges and colleges.

More than 70 percent agreed

15 SELECTED FOR E.A.L. STEWARDESS SCHOOL

MIAMI--Mrs. Edwina Gilbert, Manager, In-Flight Training Center for Eastern Air Lines and Colonel duPont, Wing Commander, presided over a special selection board to choose the fifteen cadettes to represent the Florida Wing at the 2nd annual EAL-Florida Wing CAP Stewardess School to be held July 12th to July 18th.

The following cadettes were named: Sharon Chisholm, Mary A. Felter, Nancy Fisher, Barbara L. Frank, Michelene Hearsh, Judy A. Henderson, Mary L. Kennedy, Connie L. Kostyra, Gail K. LeGrand, Sally E. Newman, Donna M. Taylor, Paulette D. Ross, Sandra J. Smith, Patricia A. Tierney, and Kathleen L. Vaingat. Three alternates were selected in this order: Linda M. Marshall, Joyce A. Witnauer and Diane D. Packer.

The fifteen cadettes will live at the Miami Springs Villas for the week of the school with the girls in training with EAL, and will attend all class lectures and field tours that the regular stewardess trainees participate in during their regular five week course. One stewardess trainee will be selected to act as a hostess and 'big sister' for each of the CAP cadettes during their stay at the training school.

Cadettes who successfully graduate from the CAP course, will be given the new CAP stewardess wings and the special activities ribbon.

OUTSTANDING REGION CONFERENCE PLANNED

NASHVILLE, TENN. --- Colonel F. Ward Reilly, Southeast Region Commander, in a letter to all Florida Wing unit commanders, has asked for maximum support and attendance for the 1964 Region Conference, scheduled for 4-7 June, 1964, at the Diplomat Hotel, in Hollywood.

Colonel Reilly began his letter with the statement that this years conference was to be considered a Commanders call for all unit commanders of the Southeast Region, and that it was expected that all unit commanders, or their representatives would be represented at this years conference.

The 1964 Conference will be the first one that is entirely planned and run by the Air Force from start to finish. Each section meeting will be run by the staff counterpart at National Headquarters. It will be an excellent time for all unit commanders and their staffs to meet to explain local problems to National Headquarters.

Colonel duPont, Florida Wing Commander, has asked that all units in the Florida Wing be represented by at least two staff members, the Commander or his representative and one other staff officer. Col.

'Gator CAPers

Florida Wing Civil Air Patrol

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WING COMMANDER.....Col. S.H. duPont, Jr.
DEPUTY FOR INFORMATION/EDITOR.....2/Lt. Ben Wakes
STAFF CONTRIBUTORS:.....1/Lt. Toni Wakes
Maj William P. Mullen, 2/Lt. Robert D. Cunningham, S/M Bud Jenkins

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MEMO from the Commander

LET'S WAIT UNTIL THE LAST MINUTE... The Florida Wing is suffering from a spreading administrative disease named, "Let's wait until the last minute". As of yet, there is no cure for this disease and the cure may be worse than the disease itself.

As an example of this disease, let's take the matter of encampment applications. Last year the Florida Wing established three summer encampments and sent cadets to three out of state encampments in order to satisfy the number of encampment requests. This gave the Wing a total of 517 cadets, who successfully completed the summer camp program. This year, with 41.6% more cadets, and an earlier starting date, it is proper, I believe, to assume that the number of encampment applications would be somewhere around 50% more than last year. This would give Florida about 950 cadets who should apply for one of the encampments.

On 26 April, as this paper goes to press, we have a booming total of 241 applications with only 4 days left to go before the previously published deadline for applications. Had we not extended the deadlines for these applications we would have had only about 350 cadets who would be able to go to summer camp.

Many seniors feel that Wing was going to extend the deadline anyway, so why rush ahead with these applications? The only reason that the deadlines were extended was to allow cadets to apply for camp who had been held back because seniors involved did not publicize the summer programs, or did not push to get the applications to Colonel Bass on time.

Prior planning is absolutely necessary and mandatory to the successful management of any business or Military unit. It is impossible to continue running the Florida Wing with this last minute rushing around. Only 52 of our 106 Phase II selection questionnaires were back in the first two weeks. It is now five weeks since these questionnaires were due back at Wing and despite six separate notices there are five squadrons that have still not responded to the requests for the selections.

Would it surprise anyone to know that Florida and National Headquarters have already set the dates and locations for the first three 1965 Summer encampments? Did you know that the 1965 Special Activity Selections weekend will be 23-24 January 1965?

Every time that this subject of administrative discipline comes up, someone invariably manages to mention that this is a volunteer organization. This is little excuse for abuse of normal business procedures. If something is worth doing, it is worth doing well.

I would like to make the suggestion, particularly to the squadron commanders in the Wing. Please plan your work. See what you have from higher headquarters that is delinquent, and see why it has not been sent back. Check with your staff and set up a system to see that this does not happen again. When you get one of the wing questionnaires, answer it and send it right back the same day. Don't be one of those units that has a reputation of always dragging its feet!



du Pont

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

THE NEXT FLORIDA WING GROUP COMMANDERS CALL will be held at 0730, Sunday June 7th at the Diplomat Hotel, during the last day of the 1964 Region Conference. All Group Commanders and their directors of cadets are required to attend this breakfast meeting. A review of the cadet and senior training program is planned in addition to a complete presentation on the summer encampment program. Colonel Ashworth has asked to speak to the Group Commanders and directors of cadets during this meeting.

Breakfast Flight Fun For All

KISSIMMEE -- The first of the scheduled monthly "Fly-In" breakfasts was held Sunday, April 19, at the Kissimmee Airport. The breakfast was hosted by the Orlando Search and Rescue Squadron, and Lt. Henri Casanova, Commander of the Squadron said that nearly 100 CAP members and guests drove, flew and bounced into Kissimmee for a hearty breakfast that consisted of fruit juice, pancakes, sausage and coffee. Price for the breakfast, including extra coffee, was \$1.25 for adults and 75¢ for children under 12 years of age.

Lt. Col. Richard C. Lockman, Commander of Group XI, welcomed the members and guests. He predicted that 'Fly-In' breakfasts will become one of CAP's most popular social activities.

Lt. Casanova MC'd the affair and started off the 'Tall Hangar' tales with a personal 'true' story, but the award for this event went to S/M Leland Cooper of the Ocala Senior Squadron.

Eugene W. Stedman of Lakeland Composite Squadron won the award for arriving in the oldest airplane, (a 1940 J5A Piper); S/M Georgies H. Pelletier, West Palm Beach, received the oldest pilot award, Lt. Nancy Klose and John Lowe, both of New Smyrna Composite Squadron shared the youngest pilot award and Lt. Toni Wakes received the trophy for flying the longest distance (from Miami).

Breakfast was prepared Field Kitchen style on portable gasoline stoves in a "T" hangar, by an Orlando S&R team of specialists who got their training preparing breakfasts for their wives on Sunday mornings.

Each month, on the third Sunday of the month, a different Task Force will host a similar breakfast fly-in at various locations throughout the wing and they will be open to all visitors as well as CAP members.

MAY BREAKFAST FLIGHT IN LANTANA

Group V and the Palm Beach Senior Squadron will be hosts for the Task Force II breakfast flight on Sunday, May 17th, at the Lantana Airport near Lake Worth. The breakfast will be served from 9 till noon with trophies being given as usual for the longest distance flown, the oldest pilot and the best hangar story.

Lantana Airport has 4,500 foot paved runways and no tower. Unicom is available on 122.8.

The June breakfast flight will be hosted by Task Force I with Lt. Col. Norman Fisher as host. This event will be held June 21st and will be at the new Homestead Airport, near Homestead, Florida.

TO HOST GIRLS

Group IV I.O. Helen Kerr has accepted the assignment of Wing Project Officer for the SE Region Girls Exchange which takes place on July 28 to August 4th. Her assignment involves hosting 12 girls and 2 escorts for two days at Pensacola, arranging and traveling by Group IV bus to Orlando and Cape Kennedy, and setting up the



Breakfast at Kissimmee... and the food was good, too!

ABOUT SONIC BOOMS...

You have probably heard the sonic booms of aircraft flying faster than sound. But if you are like most Americans, you probably don't know what causes the sharp sound, what it can do, what it can't do, whether it is necessary. Since the 'booms' come without warning they startle - they might even make you angry. You can hear and feel them but you can't see them. Pressure waves build up around an aircraft flying faster than sound, spreading in all directions. If these sound waves are strong enough to reach the ground, you will hear a 'boom'. Sonic booms are believed to be created only at the point where an aircraft exceeds the speed of sound. This is not true. Aircraft flying at super-sonic speed 'drags a cone of sound' along its path. Pressure waves created by a supersonic aircraft cause sound when they reach your ear. Any object that exceeds the speed of sound can make 'booms', rifle bullets, missiles....

The strength of a boom which reaches the ground varies depending on the aircraft's altitude, size, weight, and speed. Temperature, wind, terrain and moisture in the air affect its strength. Air Force research has proved that the boom pressures can't directly injure people, but a strong boom may break glass or aggravate plaster cracks.

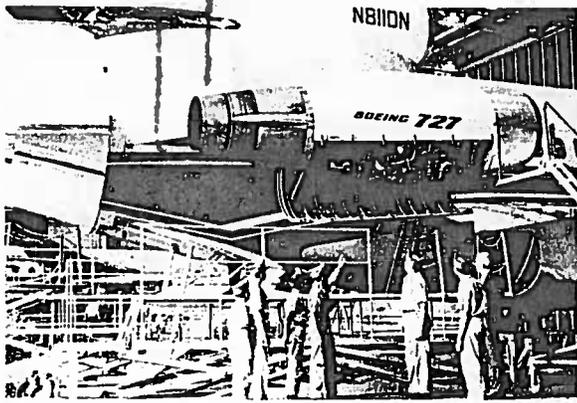
The Air Force and other organizations are trying in every way to reduce the annoyance of these sonic booms. The Air Force now restricts super-sonic flights to high altitudes which increases the distance that the pressure cone must travel to reach the ground...resulting in a weaker sound heard at ground level.

Air Force pilots flying super-sonic aircraft are mature, dedicated carefully trained men who risk their lives to perfect their ability to protect us. They are on directed missions - not 'stunting' or 'hot rodding'. Understand the need for super-sonic flights. Everything possible is being done to reduce the effects of sonic booms.

THE DEADLINE FOR THE FIRST THREE ENCAMPMENTS has been extended as follows:

1st ENCAMPMENT	14-28 JUNE	DEADLINE 8 MAY
2nd ENCAMPMENT	28 JUNE-12 JULY	DEADLINE 20 MAY
3rd ENCAMPMENT	12-26 JULY	DEADLINE 8 JUNE

ALL CADETS WHO HAVE SUCCESSFULLY COMPLETED PHASE I ARE ELIGIBLE FOR ENCAMPMENT. Any cadet presently enrolled in a Phase I program and who will graduate from this phase



MIAMI BEACH -- 15 members from the Miami Beach Optimist Cadet Squadron visited the Eastern Air Line Overhaul Base recently. They were given a complete tour of the facilities by Mr. Joe Burke of EAL Public Relations Dept. They saw a jet engine just removed from an airplane come to the shop for overhaul.

After the engine is totally dismantled, inspected with ultra-violet devices for imperfections and measured for wear, they are reassembled. This all takes place in assembly line form. After the electrical components are added the engine is tested.

The cadets saw the pre-flight work that goes into getting the new Boeing 727 Jet ready.

Aerospace Education Workshop Scheduled for Fla. State

Maj. (Dr.) C. Robert Blackmon, Florida Wing Aerospace Education Officer, will be Director of the 1964 FSU Aerospace Education Workshop on the Florida State University Campus in Tallahassee during 16 June, 3 July 1964.

While the workshop will feature some of the outstanding names in aerospace science, it is designed for any teacher wanting to get up to date on the history and development of aerospace research and science.

The course is not designed for science teachers only. Any person who can gain admission to Florida State University as a "Special" student or graduate student will be eligible to register.

The course will be for three semester hours of credit at \$38 tuition. The participants will furnish their own expenses for the tuition and living during the 3 weeks.

Participants may expect (tentative, of course) an airlift to an aerospace installation, a tour of an AF base, local aerospace industries tours and some of the top speakers on aerospace subjects. The films will be worth the whole course! Various approaches to the subject area will be made by small group work in elementary and secondary education and curriculum.

In many instances, the speakers of the day will serve as consultants to participants involved in individual projects or will work with small seminars also.

FOR INFORMATION AND FORMS... write to Dr. C. Blackmon, Director, 1964 FSU Aerospace Education Workshop, Room 213, Education, Florida State University, Tallahassee, Florida.

GROUP IX & XVI Cadet Ball

Oakland Park Cadet Squadron walked off with most of the honors for 1963 at the recent Group IX-XVI Cadet Ball. Over 100 Cadets and Seniors attended the affair, which was held Saturday, April 25 at the Palm Aire Country Club in Pompano.

Lt. Col. M. Weiser, Commander of Group IX, and Captain Barry Brimacombe, Commander of Group XVI, held the joint affair to honor the best in their groups in 1963 when all units in the groups were part of Group IX under the command of Lt. Col. Ted Cohee.

Col. Weiser presented a trophy for the best all around squadron '63 to Lt. J. Arpin, Commander of the Oakland Park Cadet Squadron. Cadette Dona Palmer, also of Oakland Park, received the award for the outstanding female cadet and Cadets Norman E. Baldwin and David Arpin of Oakland Park tied for the outstanding male cadet award. (It was decided to present a trophy to each when the judges



Capt. Brimacombe also announced the selection of the first Ranger Team in the Florida Wing, which included Cadette Jean Maynard, (one of the 4 girls participating in the Ranger Training Program) from

AROUND & ABOUT

CAP was represented at the funeral of Navy's famed 'Blue Angles' pilot Lt. George Neale. The memorial service was held at the Naval Air Station Chapel on 18 March. Cadets George Coffey and Sonny Adkinson of Milton Squadron attended.

Central Miami Cadet Squadron held its first family night since the new Educational program was instituted on the 1st of January. A good many parents were out to see the cadets get their promotions and ribbons. The evening started with formation, presenting of the colors and a short exhibition drill for all the mama's and papa's who were on hand.

Sgt. Ralph Ambuehl was presented the outstanding Cadet award trophy for the quarter, and Sgt. Steven Hostetter was promoted from the ranks to 2/Lt. There were many other promotions from cadet basics up to C/S Sgt. At the close of the evening all retired to the breezeway where refreshments were served.

Eight cadets from Pensacola Corry Field and Eglin Squadrons, appeared on TV Channel 3 during March. The cadet program was featured in the interview type presentation. Continued effort along these lines is overcoming the problem they have had in the past in educating the public to the fact that there is a CAP in NW Florida.

The Pensacola Composite Squadron enjoyed graduation ceremonies conducted by Lt. Randow and were inspired with an address given by Capt. Leon Henderson USAFR. The affair was well attended by parents who saw cadets receive ribbons for the Curry and Doolittle achievements. This was the final meeting of the Pensacola Composite Squadron before it was split into two separate units.

Jay Wilhelm, cadet commander of the Hallandale cadet squadron of the CAP, has been selected as 'cadet of the year' by his squadron.

Lt. Wilhelm, 16, was awarded the Hugh Cramer trophy at the annual cadet award ceremonies at the Lake Forest recreation center. He was selected for outstanding qualities in leadership, administration and aerospace scholarship throughout the past year. He has also been named by the Florida Wing to attend IACE this summer.

ST. PETERSBURG --- Pinellas International Airport was the scene of the annual St. Petersburg Air Exposition in conjunction with the Festival of States on Friday, April 3rd, sponsored by the Civitans. Pinellas and Hillsborough CAP units gave valuable assistance. Seniors and cadets parked aircraft, manned the information booth, and supplied escort to people in wheelchairs.

Four F84's flying low over the field opened the show. Aircraft participating ranged from a 1914 Nieuport to the new Air Force Phantom 11. Some spectators re-

CAPTAIN BARRY BRIMACOMBE COMMANDER GROUP XVI.

ONE OF THE FOUNDERS OF MIRAMAR SQUADRON WAS SQDN'S COMMANDER

BECAME DEPUTY OF CADETS, GROUP IX THEN, DEPUTY COMMANDER, GROUP IX

STUDENT PILOT - OBSERVER RADIO OPERATOR - LOVES TO HUNT, FISH, CAMP, AND

Motorcycle Fan - Used to Race Micro-Midgets in 1958



KNOW YOUR GROUP COMMANDERS - One of a series.

SAFETY HARBOR --- Four representatives of CAP appeared before the City Commission on April 6th, and received the city's endorsement in organizing a youth and adult program in the area. The representatives were Maj. W. Trauner, executive officer of Group XVII, Lt. Grant Pealer, IO of Clearwater; Lt. James Simmons, squadron commander of Safety Harbor and Sgt. Peter Dopirak of Safety Harbor.

Maj. Trauner, from St. Petersburg, told the commission that Rev. Charles Hutchins of the 1st Methodist Church had agreed to be the chaplain for the squadron.

Speaker at the Milton Squadron graduation ceremonies was Commander K. J. Curry, USN. His topic was "The mission of the Squadron in the flight training program." Slides depicting the command presentation were shown. Cmdr. Curry was assisted by Lt. Magee, USN. Those receiving the Gen. J. F. Curry Achievement ribbons were A.E. Sutherland, VF 101, U.S. Wayne Harrow, Sonny Adkinson, Navy, gave a very informative talk on survival on water, of prime interest to Key West pilots.

The Marathon Cadet Squadron participated in an annual parade in Marathon. The CAP queen, along with her escorts, rode in a white convertible decorated in the CAP colors. The other cadets in the squadron rode in an open automobile in front of the queens "chariot". The queen was cadet Debbie Majewski.

The Key West Squadron was host to members from several South Florida squadrons and the Group I Commander, Col. Norman Fisher, at a Fly-in-breakfast on April 5.

Guests were met at the airport by Capt. Wm. Plowman, Commander of the Key West Senior Squadron.

Transportation from the airport to the La Bria Restaurant was provided by Lt. Col. R.E. Harringer, 6947 Security Squadron USAF, the Air Force Bus the "Blue Goose", was used.

After breakfast, a meeting was held at CAP Headquarters. Lt. Curry Achievement ribbons were A.E. Sutherland, VF 101, U.S. Wayne Harrow, Sonny Adkinson, Navy, gave a very informative talk on survival on water, of prime interest to Key West pilots.

PROMOTIONS

The following members received promotions recorded at Wing Headquarters during March, 1964:

TO LT. COL.:
Arnold, Barbara
Bodie, J.E.
Bass, William

TO MAJOR:
DeMarzo, E.J.
Watkins, C.E.
Doyle, John C.

TO CAPTAIN:
Stone, Kenneth R.
Snell, Perry
Carson, R.H.
Cohen, S.H.
Bailey, R.W.
Tyson, L.L.
Ellsworth, D.R.
Johnson, E.K.
Sechrist, W.E.
Kent, Walter N.
McKinzie, L.G.
Cox, C.P.
Weiser, M.M.
Hammonds, O.C.

TO 1ST LT.:		Group XI
Roberts, A.N.		ORL
Vanschack, O.		MS3
Cohen, B.J.		BRG
Lesnie, M.L.		UCC
Mack, Francis		CCC
Cleaver, J.J.		CLT
Griffith, Mary		TMS
Pucci, J.		VEN
DeBaltz, J.D.		WGC
Fisk, A.O.		GTC
Nixon, John C.		CLW
Allen, A.R.		HLD
Rohrbach, S.E.		MS1
Chandler, W.P.		TPA
Thomas, D.K.		CLS
Walker, J.F. Sr.		PBC
Napierkowski, A.A.		VPS
Sanders, W.		
TO 2ND LT.:		Group III
Holt, Lindsey		SJR
Holt, Jereline		SJR
Hughes, J.E.		SJR
Bellus, Mark		NAP
Turner, Paul		NDD
Berry, H.L.		BFC
Myers, Eric		Group III

Congratulations to all!



by
Major James W. Sanderson
Wing Deputy for Phase Fun and
Aerospace Education...

DID YOU KNOW THAT Lt. Col. Pete Young, Jr. 29th Air Division, has logged over 20,000 military flying hours—more than any other Air Force Pilot.

A Stanford Research Institute report predicts that by the year 2,000 the U.S. will have adopted completely the metric system of measurement.

An energetic encampment commander, trying to inspire the troops with the idea it was later than they thought, said: "Here it is Monday morning and tomorrow will be Tuesday, and the next day Wednesday—the whole week half gone, and nothing done yet."

Minimum fuel requirements for a DC-8 overwater flight require that the airplane have fuel enough to 1) fly to its destination, 2) fly to the most distant alternate, 3) fly an additional 10 per cent of the time needed to reach its destination, and 4) fly for 30 minutes in a holding pattern 1,500 feet above the alternate airport.

A survey of speech habits of air traffic controllers revealed that the Number One problem was too fast a rate of speech, followed by poor articulation, mispronunciation, slurring of consonants, and mumbling.

Do you have a question concerning Aerospace Education? If you do, contact me at PO Box 5031, Driftwood Station, Hollywood, Florida.

of CAP's old friend, Bill Mason.—Flight surgeon was Dr. Harold Davidson, a local doctor, who gave all the necessary inoculations, took care of the sick, and handled the other medical duties, free of charge. The cafeteria, which served three hot meals a day, was run by Mrs. Dorothy Higby. The Atlantic City woman, known to everyone as Dot, transferred from the Red Cross motor corps to start a base canteen a few days after the coastal patrol moved in. Under her expert direction the canteen grew into a full-fledged cafeteria that was scarcely surpassed by the best resort hotels.

The radio setup at Atlantic City was second to none. One base transmitter was obtained through the help of RCA's Jim Riddle, who diverted it from a shipment intended for China. A second was donated by Major Larry Dunn, New York wing communications officer and later technical adviser for CAP national headquarters. He deserted his Long Island dental practice to fly regular patrols and to help develop communications facilities. In all, 38 four-frequency transmitters were built and installed in Base One's planes over the months. An added feature was a communications sub-station maintained at Sea Girt, New Jersey, by Lieutenant Bill Hillreth and his wife. The Hillreths had been graduated from the Signal Corps school at Fort Monmouth and it was their responsibility to take radio "fixes" if a plane went down. They also acted as prompters when radio messages were garbled or misunderstood.

The Rehoboth base, located three miles northwest of Rehoboth near the village of Lewes, had a small sod field without boundary lights or markers as a foundation to build on. That was just about all except for three ancient sheet-metal hangers with dirt floors and doors that wouldn't close. Here, too, a mercurious transition took place. A room in one of the hangers became communications headquarters and a lean-to attached to a second hangar was converted into an operations office. Later a canteen and a restaurant were constructed. The lumber was donated for this, but all hands pitched into to do the building. Captain Tom O'Dea, a Dover auto salesman in civil life, was one of the key figures in the Rehoboth expansion: He was a master at locating scrap lumber and at installing heating and plumbing.

At Rehoboth, Major Holger Hoiriis and his successor, Major Hugh Sharp, standardized with F 17C 24s, thereby simplifying maintenance. Since Rehoboth's mechanics pulled complete overhauls, the single model made the task easier. In the summer of 1942 a seaplane base was set up two miles from the main field, at the head of Rehoboth Bay. Fairchild equipped with pontoons usually flew as sister ships to landcraft. In addition, an antiquated Sikorsky 39 was kept for rescue work and used occasionally for patrols. *Continued*

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Ten members of the Miami Beach Optimist Cadet Squadron were luncheon guests of the Miami Beach Optimist Club. Club President Irving Ferrel greets Lt. Kenneth Kipnis, Squadron Commander, and cadets.

Flying Minute Men

the story of

CIVIL AIR PATROL

FROM THE BOOK BY
ROBERT E. NEPRUD

The Coast Guard boat couldn't come too near. There was danger that Knox and Binder would be dashed against the hull by waves. On the cutter, Chief Boatswain's Mate A. E. Ackery had his mates tie a line around his waist and secure it to a cleat on the deck. Then he jumped over the side and swam toward the two men. He had to fight for every inch of forward movement and was sometimes swept backward despite his dogged struggle. Ackery was nearly spent when he reached Knox and Binder, but he managed to slip his line around their waists. All three were towed in, half-drowned, and hauled aboard the cutter.

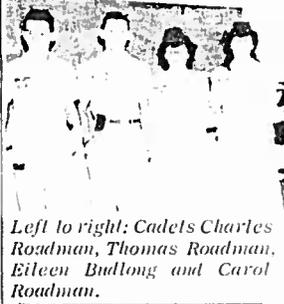
Ackery won the Coast Guard lifesaving medal for the rescue, and both Knox and Binder carried on with Patrol Force One when they had recovered from their injuries. But it is doubtful that the two CAP lieutenants ever wore the red drake on the blue sphere that their ducking had earned for them. They had come too close to death to care about being reminded of the incident.

The Atlantic City base took shape quickly. Starting with little more than a fair landing field, with gravel runways, and two hangers—one of which was practically falling apart, Base One blossomed out with a roomy operations building, a superbly equipped control tower and communications office, intelligence and code rooms, an infirmary, and a fine cafeteria. The infirmary, which was credited with saving the lives of four cracked-up Army fliers and several CAP members who had been fished out of the Atlantic in mid-winter, was the outright gift

ROUND ABOUT

Cadets Charles Roadman and Carol Roadman of the Charlotte County Composite Squadron were number and two nationally to be awarded COP's under the new revised cadet training program.

At a family night held at the CAP Hangar, Charlotte County Air-Port, Mar 24, Lt. Col. G.K. Wall Group VIII Commander presented the COP's. Col. Wall also presented the Wright Brothers Achievement Ribbon



Left to right: Cadets Charles Roadman, Thomas Roadman, Eileen Budlong and Carol Roadman.

Squadron Moves

OPA LOCKA---The Ben Franklin Cadet Squadron has changed its meeting place to Sun Line Aviation facilities at Opa Locka Airport.

Through the courtesy of James Fox, general manager at Sun Line, the cadets have been given a meeting room, officers quarters, supply room and a place to drill. All facilities have been painted by cadets. The only thing missing is furniture. Any old chairs, tables, etc. lying around?

BFC added another first during the month of April. They acquired a Jeep station wagon, put it into shape, and are presently outfitting it as a combination communications first aid wagon, allowing the squadron to go operational for the first time. Eventually a second wagon will be outfitted for first aid and the present jeep will be completely for communications under CWO Tom Aven, communications officer.

I.O. TIPS

Get the full names and the right names in each story. A baby is born and is given only one thing he can call his own. Years later he may die and still only own his name. To him that is the most important thing in the world. Spell it right!

Keep your stories brief. Tell the facts but don't embellish them with trivia. Only a select few have written the Great American Novel. Even if you do, the newspaper editor doesn't have the space to print it.

Don't use military time in your stories for newspapers. Zulu time is only for African natives as far as most editors are concerned.

Get your story to the paper NOW. A NEWSpaper is only interested in what is going to happen, is happening now or has just happened. Two days from now your story is only good for a magazine.

Don't get mad if your story isn't printed. Write another and try again!



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