'Gator CAPers

MAY 1991

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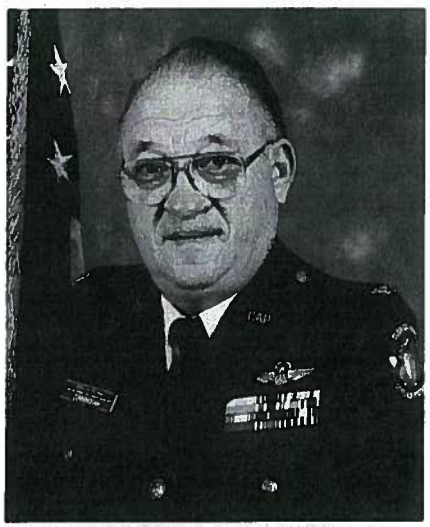
COMMANDER'S COMMENTS

Comments by the Wing Commander



Col. Donald Cunningham

Welcome to the new look of Florida Wing's *"Gator CAPers"*. This came about by a team of dedicated Civil Air Patrol members who have put many hours into giving us in Florida Wing a proud and prestigious publication. Our members before us would be proud that we have carried on this tradition; present and future members will be urged to submit their articles for publication.

I'm proud to have known and helped the first Editor of *Gator CAPers*, Maj. Toni Wakes of Charter #08076, which was then in Group One, or Southeast Florida. Toni was a commercial pilot, search pilot, and a PAO by assignment who loved Florida Wing and Civil Air Patrol. She loved to tell the story and it is up to us, you and me, to carry on the story and keep all informed of our great Florida Wing and our winning team.

In the past year, as your Wing Commander, I've met many new faces and seen several facilities, some great, some not so great. But, they're ours, and let's together make the faces smile and the facilities shine with the real proudness of the great organization. We do the job, but only together will we succeed.

I am attempting to bring the mission of Civil Air Patrol and the membership together and in turn support the needs of our USAF and state and local governments. To do this we must train and be prepared to give our time and effort. Our aircraft and vehicles must shine and our meeting facilities must be clean and neat; our members must be in uniform and our grooming must be superb. How else will future members have a desire to join our units and serve proudly? We start my second year at this conference and I hope you can take home new ideas and understanding of present regulations and policies. I hope you have met your fellow members who carry the same card and wear the same uniform and even use the same communications and SAR language as you. WE ARE ALL ON THE SAME TEAM! Together we can prove this Wing is the greatest team ever assembled!

As I look forward to my first Wing Conference, I must thank Toni Wakes and the many past Editors and Public Affairs Officers, and the present and future officers and members, who will carry on a proud tradition of *"Gator CAPers"*. ■

GATOR CAPERS

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3 April 1991

Colonel Donald Cunningham, Jr.
Commander, Florida Wing, CAP
4680 NW 99th Avenue
Sunrise FL 33351

Dear Don

I'm writing to affirm my congratulations--as well as those of General Barry--during our telephone conversation this afternoon. We're very proud of you, your wing staff, and all Florida Wing senior members and cadets for your superb performance during your Unit Effectivenss Inspection (UEI) by HQ CAP/IG on 15 January.

As I review the report, I simply cannot recall a finer report in the dozen years I've been watching UEI reports from around the country. Of 19 evaluated areas, a total of 14 received either an "Outstanding" or "Excellent" rating--a full 74% of wing functional areas. And to top that off, you earned an almost-unheard-of "Outstanding" in Command--personal testimony of your first-rate leadership of the Florida Wing. Congratulations on a job superbly done!

Please share this letter with all Florida Wing members and units in some appropriate forum or through your wing publication. These results came through a total team effort across the state of Florida, and General Barry and I are proud of all of your members who made this achievement possible.

Thanks for a superb job, Don. Florida Wing is tops in our book!

Sincerely

Rick Anderson

RICHARD L. ANDERSON, Colonel, CAP
National Vice Commander

cc: HQ CAP/CC/NA/IG

Great job, Don. I couldn't have asked for better results!

RBB.

COAST TO COAST

This magazine does not usually print entire stories, but somehow the following account would not be complete if the whole story was not told.

GROUP 2's Capt. Brooks Jones and his wife, S/M Gwen Jones, had recently returned from a routine proficiency flight when they overheard a conversation concerning help that was needed by some private citizens to fly with their son from Ocala to Orlando. The young boy was not expected to live.

Quoting from Capt. Jones . . . "Knowing that we of Civil Air Patrol were not allowed to fly non-members in corporate aircraft, I immediately telephoned LTC Joe Barron, my squadron commander, who directed me to contact the Red Cross to request a mercy mission. We were able to contact Dick Peterson, Red Cross Disaster Coordinator, and Col. Don Cunningham simultaneously, and had the flight authorized. We then called the hospital in Ocala and directed the family to meet us at the main terminal at the Ocala airport. All of this took only 20 minutes. On arriving at the Ocala airport, we were met by a Florida Highway Patrol car with the parents of the young boy, who seemed to be in deep shock. We got them buckled into their seats and were quickly airborne. As we flew into the Orlando area the helicopter transporting 'Bobby' flew past us. They were landing at the hospital. I contacted flight service to give them an update on our progress. Our call sign was 'Mercy Flight 708'. Just before arriving at Orlando Executive Airport, the father asked who he would make out his check to. I replied, 'no check is needed for this flight, the Red Cross and Civil Air Patrol are here to help you in order for you to be able to help your son, we are volunteers, there is no charge.' He responded, 'I didn't know anything like this existed, thank you!' We were both in tears. As we approached the Orlando airport, it seemed the sea parted for us. Usually, we are directed around other traffic, this time other traffic was put on hold until we could land. I requested transportation for the parents and was told that it had already been taken care of and would be waiting for us upon landing.

"UPDATE! We had kept in touch with the hospital on 'Bobby's' progress, which seemed uncertain. A few months later the father telephoned to ask that we all get together for dinner. 'Bobby' is back in school and doing quite well, with only some limited abilities on one side. You would never know to talk with him that his skull had been crushed in an ATV accident when hit by a semi truck.

EDITOR'S NOTE: We as members of Civil Air Patrol can and do make a difference!

•••

Florida Wing personnel combined forces with GROUP 3 and GROUP 4 in Lakeland recently for a Search and Rescue Training Mission. LTC Kathy Fugua acted as MC; Maj. Ralph Dixon served as Ground Ops Officer; Capt. George Davidson handled communications; LTC Chuck Meyers managed flight operations and Maj. Dave Lawson was Safety Officer. A total of 78 senior members and 25 cadets turned out for this practice mission. Lt. Col. Don Stallings stated he was pleased to see the cooperative effort passing on the experience and training. Maj. Calvin Lowrie commended everyone on the fine job and the effort put forth.

During a recent awards dinner the "Extra Mile Award" was given to the following members of GROUP 4: LTC Sandra Cloutier, Capt. Marion Welch, Capt. Roger Cloutier, Capt. Connie Cline, LTC William Boyd and Capt. Roland Rassmussen.

GROUP 4 personnel: Pinellas Sr. Squadron and Bay Area Sr. Squadron all took part in a two-day class in radiological monitoring. Classes were taught by Maj. Sandy Cloutier and Capt. Roger Cloutier.

Bay Area Sr. Squadron (GROUP 4) held its open house recently. Guest speakers included Group Commander James Cline, the Mayor of Safety Harbor and NASA Astronaut Don Beck. This new squadron meets in the Clearwater Jaycee's building.

A cadet officer of the Hernando County Composite Squadron (GROUP 4), Alexander DeGracia, 18, has been interviewed and accepted by the U.S. Coast Guard Academy. He has only a few weeks to decide whether he will accept the appointment. DeGracia has also been accepted for admittance to the U.S. Air Force Academy. A senior at Central High School, DeGracia is the son of Carlos and Rosa DeGracia of Spring Hill.

The Daytona Beach Composite Squadron and Lake Composite Squadron (GROUP 6), consisting of 22 cadets and 9 senior escorts, recently combined resources and interests and set sail (via automobile convoy) on a joint land

(continued on page 5)

I Heard My Mother Cry

I turned twenty-two in Saudi,
And I heard my mother cry.
She didn't want a phone call,
To be our last good-bye.

I told her not to worry,
That I had a job to do,
And I'd be right home to see her,
As soon as it was through.

I picked up my last coins,
And put them in the phone,
Told my mother that I loved her,
And asked her to be strong.

That was when the line went dead,
And left me all alone.
Standing in this foreign land,
Just staring at the phone.

We know about the poison gas,
And the way that we
might die,
But that just doesn't
affect me,
Like hearing my mother cry.

We've dug in our positions,
Now we're waiting for
the fight.
We sweat all through the
daytime,
Then freeze all through the
night.

We sit here in the desert
While the sand blows
all around,
And we listen to the wind
As it makes its lonely sound.

We keep our weapons clean,
Preparing them to fire,
If I said I had no fear,
You know I'd be a liar.

But my greatest fear of all,
Is not that I might die,
But that if I do get killed,
I'll still hear my mother cry.

We eagerly await the mail,
It's the highlight of our day,
And you know who got left out,
Just by the way they walked away.

We sit here in our foxholes,
Longing for the distant day,
When we can kneel and kiss the ground,
In the "good ole U.S. of A."

Some people say that if there's war,
The reason will be greed,
But no matter what the cause,
Someone will have to bleed.

I am here to risk my life,
Quite possibly I'll die,
My reason is a simple one,
It's so fewer mothers cry.

Saddam attempts to justify,
He calls this a holy war,
But those of us that aren't so blind,
See that greed is at the core.

I have no quarrel with Islam,
And the Arabs here like me,
So ask yourself this question,
"Who must Saddam's god be?"

He killed his fellow Muslim,s
When Iraq invaded Kuwait,
He doesn't pray to Allah,
The god he worships is hate.

And when at last, he leaves
the world,
At that judgment in the sky,
The questions he will answer,
"Who made these mothers
cry?"

If we decide to fight today,
Our father down the road,
The only question in my mind,
Is the debt that will be owed.

And when the war machine runs down,
And they tally up the cost,
The price won't be in dollars,
But in the lives that we lost.

The loan account in blood and tears,
Grows larger every day,
How much interest will there be,
Before we decide to pay.

We must stop Saddam Hussein,
We all know the reason why,
But how long before we do?
How many mothers must cry?

By LCPL H. J. Nugent
of Tulsa, Oklahoma
October 17, 1990
Somewhere near the Kuwaiti border

Profile — Major James Giles CAP Group XI Commander

CADET SERVICE: Joined the Civil Air Patrol in March 1963, in Moultrie, Georgia. Was awarded the General Billy Mitchell Award on August 11, 1966, and was awarded the Amelia Earhart Award certificate number 1717 on December 16, 1966. As a cadet he attended four (4) summer encampments and was awarded a flight scholarship in September 1966. Earned a private pilot rating on January 12, 1967.

SENIOR SERVICE: Transferred to Senior Member status in May 1967, when he entered the U.S. Navy. Served in the California Wing during 1968 and 1969, as Cadet Programs Officer of the Oakland Composite Squadron. Has been awarded two (2) Commander Commendation Awards, two (2) Meritorious Service Awards. Has served as Encampment Commander for Georgia Wing Cadet Encampment and also served on encampment staff in various positions on six (6) other occasions. Served as Group V Communications Officer and also as Squadron Commander of the Moultrie Composite Squadron for four years. In October 1990 was assigned as Commander of Group XI of the Florida Wing. He has completed Region Staff College, National Staff College, and the U.S. Air Force IG School. He has completed all five (5) levels of the Senior Member Training Program and was awarded the Gill Robb Wilson Award in September 1990.

AWARDS/RIBBONS: Civil Air Patrol: Recruiting Ribbon, Disaster Relief Ribbon, Encampment Ribbon, Search and Rescue Ribbon, Unit Citation, Find Ribbon, Red Service Ribbon, Aerospace Ed. Ribbon, Membership Ribbon, Leadership Ribbon, Grover Loening Ribbon, Paul Garber Ribbon, Gill Robb Wilson Ribbon, Life Saving Ribbon, Commander's Commendation Ribbon, and Meritorious Service Ribbon. U.S. Navy: National Defense Medal, Navy Good Conduct Medal, Rifle Expert Medal, Vietnam Campaign Medal and Vietnam Service Medal. Was awarded the Navy Gold Jump Wings while stationed at NAS Lakehurst, NJ.

FAMILY: Married to Gail Giles since 1972, they have one daughter, Shanna LeAnn Giles, who is a cadet in the Pensacola Composite Squadron. She is currently working on her Amelia Earhart Award, and plans to enter the U.S. Air Force Reserve upon completion of high school. ■

COAST TO COAST

(continued from page 3)

journey to the Mayport Naval Station near Jacksonville, Florida, to tour the huge aircraft carrier, the USS Saratoga. And what a tour! We went up ladders and down elevators. We hurried from deck to deck like a string of ants — to the hot engine room, to the clanking anchor room with chain links big enough to crawl through, to the multi-acre flight deck and parked aircraft, to the steam driven catapults that launch the huge F-15 fighter planes at 200 miles per hour, and finally to the hangar deck where the aircraft maintenance is performed. Whew!

Daytona Beach Composite Squadron was the surprise host for a bus load of French Canadian Air Cadets recently. "They spoke no English and we spoke no French," stated Capt. Jean Rountree. A senior member finally appeared on the scene who did speak a bit of French and all went well!

At the recent GROUP 6 Awards Banquet, Seminole Cadet Squadron was selected Squadron of the Year. C/Maj. Richard Greenwood was GROUP 6's Cadet of the Year and the Senior Member of the Year went to Maj. John D'Anieri. LTC LaMontagne, GROUP 6 Commander, received his Gill Robb Wilson Award.

LTC Wally Etheridge (GROUP 11) announced his resignation as Group Deputy Commander and as Group Logistics Officer. He will retire at the end of May, and will be greatly missed. We wish them the very best. LTC George Williams has been assigned as the temporary Logistics Officer. ■

Note from the Editors:

Members of Wing Staff and friends would like to extend their sincere condolences to LTC Linday J. Eddy, DCP, FL WG, on the recent loss of her mother, LTC Ruth Eddy. Ruth was a warm, loving and giving person who loved Civil Air Patrol and especially the cadets. She will certainly be missed by all who had been touched by her. Our prayers for your strength in this time of your life. ■

SENIOR PROGRAMS

Florida Wing Welcomes New Director of Operations

Lt. Col. F.R. (Fred) Swearingen has been appointed as Florida Wing's Director of Operations. LTC Swearingen will soon celebrate his thirtieth year with Civil Air Patrol, joining as a cadet in 1961. He has held positions as squadron commander, group commander, emergency services director and has been a mission coordinator since 1975. LTC Swearingen has accepted the responsibility of overseeing the utilization of the 23 Civil Air Patrol aircraft assigned to Florida Wing. LTC Swearingen stated "I want to take a common sense approach to resolving the operations problems. Emphasis will be on aircraft utilization to support all of our Civil Air Patrol missions."

LTC Swearingen is employed as a Senior Purchasing Agent with the Health science Center at the University of Florida in Gainesville. He is married and has two lovely little girls at home in Archer, Florida. ■

EMERGENCY SERVICES

by Maj. Calvin Lowrie

The Emergency Services Department has some new faces on staff with experience and many years of dedication to the Civil Air Patrol.

Maj. Robert (Bob) Berube has assumed duty as ES Administrative Officer for Florida Wing. Bob will handle all mission paperwork to include CAPF 108's, CAPF 101 ES qualification cards, and other duties as assigned by the Director of Emergency Services. He handled these duties last year while assigned to the Operations Department. Maj. Berube is a former cadet, serving Civil Air Patrol for over 40 years. His addition to the staff has provided Florida Wing with increased response in reimbursement for members. Any personnel having questions about any mission paperwork or tracer action should contact Maj. Berube.

Another addition to the ES Department is Capt. David Ball. Capt. Ball has assumed the position of Deputy Director of Emergency Services. David comes from the Gainesville Composite Squadron where he was instrumental in the effective training of personnel in ES qualifications. He served as Mission Coordinator on the Group 2, 6, 7 SAREX at Ocala last fall, as well as handling Coordination North during the DREVAL in March of this year. Capt. Ball has extensive background in Ground Operations as well as Radiological Defense Operations. ■

Senior Member Program Awards

PAUL E. GARBER AWARDS

Maj. Joseph O. Soares, 08434
Maj. Nancy Gallipo, 08014
Capt. James W. Castetter, 08378
Capt. Drew S. Daly, 08116
Capt. R. Lee Easom, 08182

SENIOR TRAINING WORKSHOP

A Senior Training Workshop will be conducted at the Florida Wing Conference, 1991. LTC Frank E. White, Director of Senior Training, invites all interested members to attend the one-hour session.

Promotions for February/May 1991

08023 Capt. Antonio J. Perez Benitoa
08040 Capt. Charles E. Vogelsong
08110 Capt. Phillis S. Stephens
08210 Capt. Vita H. Cox
08310 Capt. Alfred J. Vasquez
08311 Capt. Sharon P. Faircloth
08425 Capt. Michael G. Horton
08434 Capt. Ralph H. Houghton
08016 Capt. William R. Lynch
08023 1Lt. Robert A. Smith
08051 1Lt. David H. Blessing
08125 1Lt. John C. McCullough
08142 1Lt. Sonia D. Abruzzo
08182 1Lt. James A. New, Jr.
08227 1Lt. James M. Mims
08293 1Lt. David A. Allen
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08122 2Lt. Ellen M. Bartola
08142 2Lt. Bruce C. Ruiz
08327 2Lt. Gordon J. Zegan
08425 2Lt. William M. Wilkie ■

Florida Wing Staff Position Open

Do you live in the Orlando area? Would you like to be a member of Wing Staff? There is an immediate opening for Administrative Officer for Senior Training. Please contact LTC White if you are interested. ■

Cadet Programs and Activities

Change SE Region Cadet Leadership School

by Lt. Col. Linda J. Eddy
Director of Cadet Programs

The SE Region Cadet Leadership School dates have been changed to 29 June through 6 July 1991. Also, this activity is now scheduled to be held at Warner Robins AFB, GA. Cost is still to be determined. Space is available for 9 females and 51 males (cadets). Senior representation is needed. Cadets should submit two Form 31's without pictures and seniors should submit two Form 19's to Lt. Col. Linda J. Eddy at Wing Headquarters. For further information you may contact LTC Eddy at Wing Headquarters, 407-851-4782 or 407-380-8713. ■

CADET COMPETITION

by Lt. Col. Thomas Welch

Cadet Competition was held 26-28 April 1991 at the Recruit Training Center, Orlando, FL. 1Lt. Jose Tamayo, Project Officer for this event, is pleased to announce that eight teams participated this year. They were: Groups 5, 8, 9, North Miami Cadet Squadron, Skybridge Composite Squadron, St. Petersburg Cadet Squadron, Tamiami Composite Squadron, and Treasure Coast Composite Squadron. The "Special Team Award" was given to Tamiami Composite Squadron, and Cadet Elizabeth Kendrick walked away with the "Colonel Robert Owen Award". Cadets Samantha-Ducat Spieth and Rosa Parrales tied for the female "Fleetwood Award" and Cadet Mark Malan collected the "Fleetwood Award" for fastest male. The overall first place team was Group 9; Group 8 took overall second place and Group 5 came in third overall. Florida Wing is proud of all these cadets and seniors who took part in this competition. More information and pictures will appear in our next *Gator CAPers.* ■

SHARPNESS!!!

by Lt. Col. Linda J. Eddy

The "sharpness" of a person separates one from another. It gives a person an added "edge" — an "edge" that can be used in many positive ways. The dictionary defines sharp as "keen, thin-edged, distinct, clear, quick of mind, slightly above the correct pitch (in music)". Sharpness in terms of human attributes is a package deal of self-confidence, acute perception, initiative, correct grooming, positive-clear-concise-thinking, and enthusiasm offset by sensitive reality.

To obtain "sharpness", you need to consistently "think sharp, act sharp, be sharp"! Visualizing yourself as being sharp leads you to act sharp which leads you towards being sharp at all things in your life. How would you, as a cadet, do this?

Review how you wear your uniform. Is it always clean, ironed, tailored correctly, worn correctly?

Review how you wear your "normal" clothes. Are they clean, ironed, tailored and worn correctly?

Review how you talk. Do you talk intelligently, clearly, positively?

Review how you walk. Do you walk "tall", straight and proud?

Review how you sit and stand. Do you do this straight and proudly? Always?

Do you consistently pass your tests by studying as you should?

Do you consistently look for the good in ideas presented by others (even if you do not like the "other")?

The path that leads to "SHARPNESS"!!

"S"ensitive: You consistently demonstrate sensitivity to all people and issues affecting your present position and location.

"H"ealthy: You maintain your body in a healthy manner . . . physically, mentally and spiritually.

"A"lertness: You continuously reflect alertness in perceiving how to help others obtain their goals and ambitions.

"R"ealistic: You become aware of the practical aspects of any situation; you demonstrate how to approach any situation in a practical manner.

"P"ositive: You always look at the positive side of things. You turn negative situations into positive avenues of opportunities.

"N"eatness: You are tidy and orderly. You keep your uniform neat, clean, and worn correctly. You take pride in its appearance, as well as your appearance. You demonstrate an extra "crispness" to the wearing of the uniform.

"E"nthusiastic: You consistently demonstrate this trait which sparks cooperation and commitment towards attaining established goals of both the C.A.P. and yourself.

"S"elf-initiator: You consistently look for challenges to excel in and you promote your own actions towards meeting those challenges.

"S"erious: You demonstrate a serious desire in establishing a well-balanced life of well balanced goals of physical, mental, and spiritual ideals. ■

AWARDS PRESENTATIONS

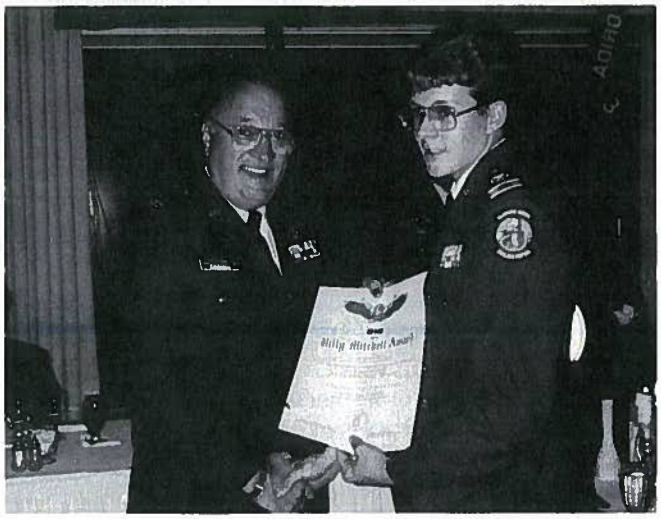
Col. Donald Cunningham shares the limelight with CFO Michael Lazzizzara of West Coast Cadet Sq. Photo courtesy of 1Lt. Barbara Randall, Commander, Treasure Coast Comp. Sq.

Col. Donald Cunningham, Florida Wing Commander, presents Billy Mitchell Award to CFO Christina Pitman of West Coast Cadet. Sq. Photo courtesy of 1Lt. Barbara Randall.

C/FO Millicent Covington receives her Billy Mitchell Award from Florida Wing Commander, Col. Don Cunningham. Photo by LTC Cheryl Miller.

C/FO Jay McCowen receives his Billy Mitchell Award from Florida Wing Commander, Col. Don Cunningham. Photo by LTC Cheryl Miller.

Col. Donald Cunningham, Florida Wing Commander, presents the Amelia Earhard Award to C/Capt. Javier Fernandez of the Miami Enterprise Cadet Sq. Photo by 1Lt. Barbara Randall.



C/FO Dempsey Randall of Treasure Coast Composite Squadron receives his Billy Mitchell Award from Florida Wing Commander Col. Don Cunningham. Photo by LTC Cheryl Miller.

Public Affairs

Florida Wing Civil Air Patrol is extremely privileged to have some terrific leaders among us! Unit commanders, staff officers and our Wing Commander display both innovative and effective methods that enable OUR WING to be heading up the charts to number one! What a positive statement! Think about it. Are you always talking about the many *positive* aspects of Civil Air Patrol and our fine leaders? We, as public affairs officers, meet leaders in the media, in the community, and in the schools, as well as in other areas. We have a desire to publicize CAP and they have a desire for news that affects our public. It's simple. Now communicating with these leaders should be easier if you also understand that we, as public affairs officers, also *share* many of the traits exhibited by leaders (according to Dr. Whitt N. Schults, a career consultant and motivational expert). The ten traits he mentioned are:

1. they observe with application
2. they know how to listen — really listen
3. they take copious notes
4. they welcome ideas
5. they value their time highly
6. they set regular goals
7. they try to understand first
8. they ALWAYS anticipate achievement
9. they know how to ask clear, courteous and incisive questions
10. they know how to organize their approach to challenges.

We do most, or all of the above, in our duties as public affairs officers! This means YOU can work easily into becoming a leader IN THIS AREA! Be positive; be motivated; create your incentives and work toward your goals. This year with Civil Air Patrol celebrating its 50th anniversary, we've more reason than ever to STAND UP, BE PROUD, AND GET NOTICED! Let's do it!

FOR SPECIAL SALUTES to Civil Air Patrol's 50th Anniversary, I am searching for addresses of celebrities who are in FLORIDA and wanting to coordinate a special visit by perhaps the Wing Commander for such a salute. If you have a celebrity in your area and can "round up" the address, please send the information to me for coordination, and I'll let you know when we have something arranged! ■

1991 Encampment Information

Applications are *now* being accepted for the 1991 RTC and Tyndall encampments. Do not wait! Act NOW! Send in the application paperwork and monies as described below. (Please note that a CAPF54, to be used only for cadet registration only, has been included in this issue of the *Gator CAPers*.)

RTC ENCAMPMENT

DATE: 20-27 July 1991
WHERE: RTC, Orlando Navy Base (recruit side)
GOAL: 300 First-time Cadets
COST: $55/Cadet
REQUIREMENTS: Name must appear on the MAY MML Membership Run.
REGISTRATION: 4 CAPF 54's (completed and signed appropriately!). Submit the above items along with $55.00 to Wing HQ.
REGISTRATION DEADLINE: 10 June 1991.

TYNDALL ENCAMPMENT

DATE: 17-24 August 1991
WHERE: Tyndall Air Force Base
GOAL: 90 First-time Cadets
COST: $90/Cadet
Cadet Staff: Any cadet attending ECCSS and *NOT* the RTC encampment will pay an additional $65 for the Tyndall Encampment (total of $140 — $75 ECCSS plus $65 Tyndall.) Cadet Staff desiring to attend both encampments will need to pay the full $90 for their attendance at the Tyndall Encampment.
REQUIREMENTS: Name must appear on the June MML Membership Run.
REGISTRATION: 4 CAPF 54's (completed and signed appropriately!). Submit the above items along with $90.00 to Wing HQ.
REGISTRATION DEADLINE: 30 June 1991.

Please note that there is limited space at the Tyndall Encampment.
!!Apply Early!!

SENIORS NOTE: Any senior desiring to attend EITHER of the encampments for this year, please submit a CAPF 17 to the Wing DCP by 10 June 1991.

ECCSS

Applications are now being accepted to attend ECCSS. Please forward all paperwork and monies to the Wing DCP. Cadets will not want to miss this years' ECCSS! For further details about ECCSS, refer to the February Cadet Programs Bulletin.

DATE: 13-19 July 1991
WHERE: RTC, Orlando Navy Base (recruit side)
GOAL: 80 Cadets
COST: $75/Cadet (ECCSS & RTC Encampment)
REQUIREMENTS: Have had an encampment; be at least at C/TSgt. by the application deadline.
APPLICATION: 4 CAPF 54's (completed and signed appropriately!); a military letter requesting an encampment position; provide a COPY of CAPF 50-1, 59-2, or 59-3. Submit the above items along with $75.00 to Florida Wing HQ.
APPLICATION DEADLINE: 10 June 1991
WHAT: ENCAMPMENT CADET COMMAND AND STAFF SCHOOL

SENIORS NOTE: Seniors desiring to apply to serve on the ECCSS staff, please submit a CAPF 17 by the same date. Each senior will be notified of their acceptance/non-acceptance at ECCSS. ■

1941-1991
Civil Air Patrol
FIFTY YEARS OF SERVICE

APPLICATION FOR CAP ENCAMPMENT

NAME (Last, First, Middle Initial)	CAP GRADE	CAP SERIAL NUMBER

CURRENT ADDRESS	PHONE NUMBER

WING	UNIT NAME	UNIT CHARTER NUMBER

SEX	AGE	MEMBERSHIP CATEGORY	DATE YOU JOINED CAP	RELIGIOUS PREFERENCE
☐ Male ☐ Female		☐ Cadet ☐ Senior		

STATUS IN CADET PROGRAM *(Cadets Only)*. Circle the phase of the cadet program you are in and the number of achievements completed

PHASE I II III IV ACHIEVEMENT 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

PRESENT DUTY ASSIGNMENT

PREVIOUS ENCAMPMENT EXPERIENCE

TYPE (A/B)	DATES ATTENDED	POSITIONS HELD	LOCATION

DESIRED ENCAMPMENT

TYPE (A/B)	DATES DESIRED	DESIRED POSITION	LOCATION

INSURANCE

☐ Medical
Company _____
Policy Number _____

☐ Liability
Company _____
Policy Number _____

ATTACHMENTS: Attach all of the following:

- Medical Statement by Parent or Physician (if required)
- Money Order, Personal Check, or Certified Check

EMERGENCY ADDRESSEE

PARENT, GUARDIAN, OR CLOSEST RELATIVE TO BE NOTIFIED IN CASE OF EMERGENCY:

Name _____ Relationship _____

Address _____

_____

NOTE: You must have your CAP membership card or proof of membership to attend an encampment.

Telephone Number

	Area Code	Local Number
Home		
Business		

I CERTIFY THAT THE ABOVE INFORMATION IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF

_____ *Date*

_____ *Signature of Applicant*

TO BE COMPLETED AT ENCAMPMENT–DO NOT WRITE BELOW THIS LINE

ENCAMPMENT DUTY ASSIGNMENT

MEDICAL DATA (Limitations, Medications, etc.)

SENIOR MEMBER ASSIGNED

Quarters _____
Duty Telephone _____
Duty Location _____

CADET ASSIGNED

Squadron _____ Flight _____
Barracks _____ Bed Number _____

RELEASE AGREEMENT

KNOW ALL MEN BY THESE PRESENTS that I am submitting my application for Civil Air Patrol Cadet Encampment Activities, and I hereby volunteer entirely upon my own initiative, risk, and responsibility for an assignment to participate in this activity at the first available opportunity and with full knowledge that such activity may include:

Traveling by land, sea, or air in US military, commercial, or privately owned vehicles from regular place of residence to site of activity, travel incident to the activity, and subsequent return to place of residence.

Participation in aeronautical activities as a passenger or a student trainee in US military, commercial, or privately owned aircraft.

Living for a period of one week or less on diminished rations and minimal shelter simulating actual survival conditions.

Being quartered and/or subsisting away from regular or normal place of residence for an extended period of time.

FOR AND IN CONSIDERATION OF the benefits of the instruction, equipment, facilities, and other training and necessaries I will receive from Civil Air Patrol, Inc., and/or the United States of America (US Army, US Navy, or US Air Force, as appropriate), I do hereby for myself, my heirs, executors, and administrators remise, release, and forever discharge the Government of the United States of America; Civil Air Patrol, Inc.; all officers; directors, employees, and agents, acting officially or otherwise, of both the United States of America and Civil Air Patrol, Inc., from any and all claims, demands, actions, or causes of action on account of my death or on account of any injury to me which may occur by reason of my participation in this activity and other incidents relating thereto.

_____

(SIGNATURE OF APPLICANT)

RELEASE BY PARENTS OR GUARDIAN

FOR AND IN CONSIDERATION OF the benefits _____ derives by participating in the activity referred to above, I, as parent or guardian of said minor child, do hereby for myself, my heirs, executors, and administrators remise, release, and forever discharge the Government of the United States of America; Civil Air Patrol, Inc.; all officers, directors, employees, and agents, acting officially or otherwise, of both the United States of America and Civil Air Patrol, Inc., from any and all claims, actions, or causes of action on account of the death of or on account of injury to the applicant which may occur by reason of the activities referred to above. In addition, by my signature below, I certify the applicant:

a. Is my minor child or ward.

b. Was born on _____

c. Has no history of injury or disease which might be affected by this activity except: (If any, explain in detail. Attach sheet if necessary) _____

However, in case of injury, disease, or other illness, permission is hereby granted to treat the applicant as required, and if the applicant is released from the activity before recovery from said injury, disease, or illness, further treatment will be provided by myself.

IN TESTIMONY WHEREOF the undersigned has (have) set his (her) (their) hand to the foregoing this _____ day of _____ 19 _____

(WITNESS FOR FATHER'S SIGNATURE)	(FATHER OR LEGAL GUARDIAN)
(STREET)	(STREET)
(CITY) (STATE) (ZIP CODE)	(CITY) (STATE) (ZIP CODE)
(WITNESS FOR MOTHER'S SIGNATURE)	(MOTHER OR LEGAL GUARDIAN)
(STREET)	(ADDRESS IF DIFFERENT FROM ABOVE)
(CITY) (STATE) (ZIP CODE)	

SQUADRON APPROVAL

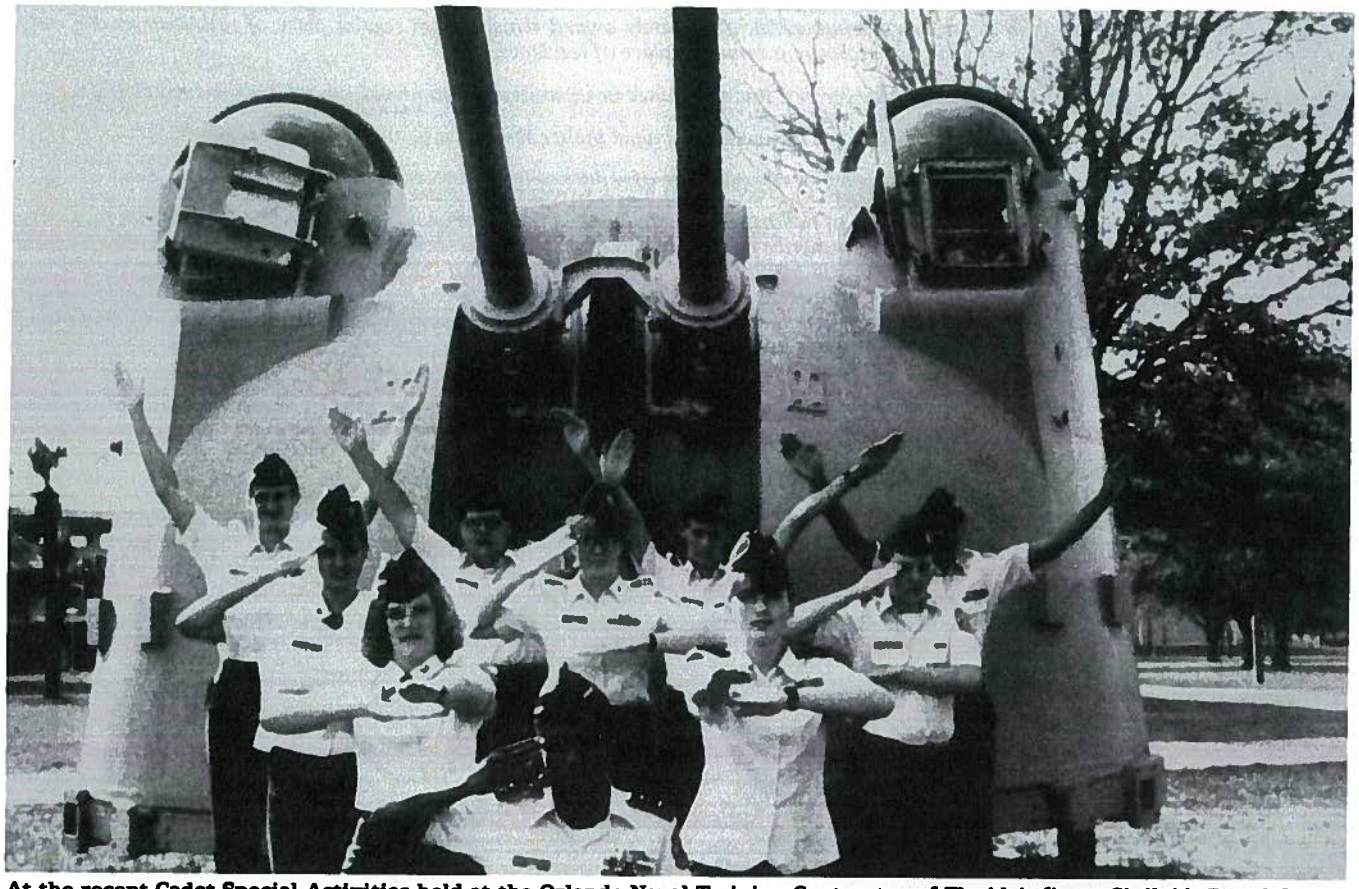
I certify that the applicant is qualified to attend a CAP encampment and recommend approval of the application. Flying (is) (is not) authorized by cadet's parent or guardian.

(SIGNATURE OF SQDN CMDR OR DEP CMDR FOR CADETS)	(DATE)

WING APPROVAL

ACTION BY WING HEADQUARTERS: ☐ Approved ☐ Disapproved	ATTENDANCE PRIORITY *(See CAPM 50-16, para 16-6b)*
(SIGNATURE AND TITLE) (DATE)	☐ 1st ☐ 2d ☐ 3d

Florida Wing Civil Air Patrol Cadets "Salute to the Navy"



At the recent Cadet Special Activities held at the Orlando Naval Training Center, ten of Florida's finest Civil Air Patrol Cadets gathered in front of the "base cannon" in a special "SALUTE". The members of Florida Wing Civil Air Patrol have been privileged and honored to have held many of their Cadet activities on the Naval Training Center Base in Orlando, courtesy of the U.S. Navy, and wanted to show their special appreciation with a "SPECIAL SALUTE". Pictured from back to front, left to right: C/TSgt. David H. Schultz, Tamiami Comp. Sq.; C/2Lt. James Mauser, Lantana/Lake Worth Cadet Sq.; C/Amn. Mike Glascock, Pompano Beach Cadet Sq.; C/TSgt. Carlos Lopez, North Miami Cadet Sq.; C/Amn. Olivia Foster, Miami Challenger Cadet Sq.; C/MSgt. Jennifer Vaughn, Lantana/Lake Worth Cadet Sq.; C/B James Miller, Lantana/Lake Worth Cadet Sq.; C/MSgt. Christina Pitman, West Coast Cadet Sq.; CFO Cherish S. Hoban, Lantana/Lake Worth Sq.; and C/Capt. Richard C. Clarke, Miami Challenger Cadet Sq. Photo courtesy of LTC Cheryl S. Miller, FL WG Public Affairs Officer.

FLORIDA WING

	March	YTD
Saves	0	0
Finds	26	59
SAR Missions	26	74
DR Missions	0	0
RC (Red Cross) Missions	0	0
Sundown Patrol	22	22
Other Missions	1	1
Total Flight Sorties	20	79
Total Flying Hours	32.8	123.3

Number of	YTD
Senior Members (National)	22365
Cadet Members (National)	23279
Florida Senior Members	2817
Florida Cadet Members	1583
Florida Squadrons/Flights	92
Florida Group Headquarters	12
Florida Pilots	170
Florida Aircraft Owners	55
Florida CAP/Corp. Aircraft	24
Florida Radio Stations (Fixed)	225
(Licensed Mobile)	444
(Air Mobile)	135
(Repeaters)	12
(SAR)	57

ALWAYS VIGILANT

Eagle or Oyster?

When God made the oyster, He guaranteed its absolute economic and social security.

He built the oyster a house, its shell, to shelter and protect it from enemies.

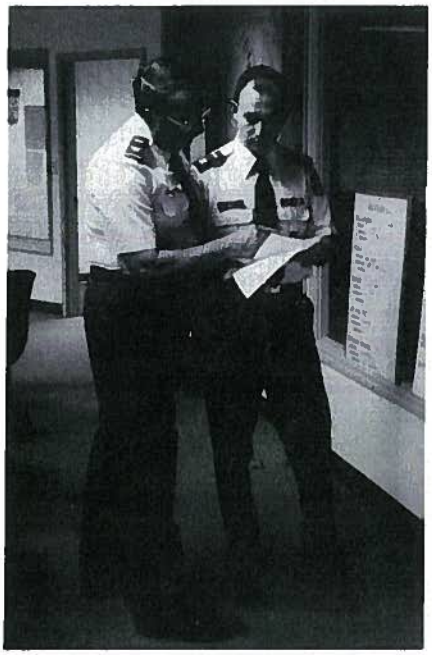
When hungry, the oyster simply opens its shell and food rushes in. The oyster has freedom from want.

But when God made the eagle, He declared, "The blue sky is the limit; built your own house!"

So, the eagle built on the highest mountain. Storms threaten every day. For food, the eagle flies through miles of rain and snow and wind.

The eagle, not the oyster, is the emblem of America. ■

SAR/DREVAL '91



Capt. David Ball, OPS North, confers with Col. Sam Spieker about aircraft, crew availability.

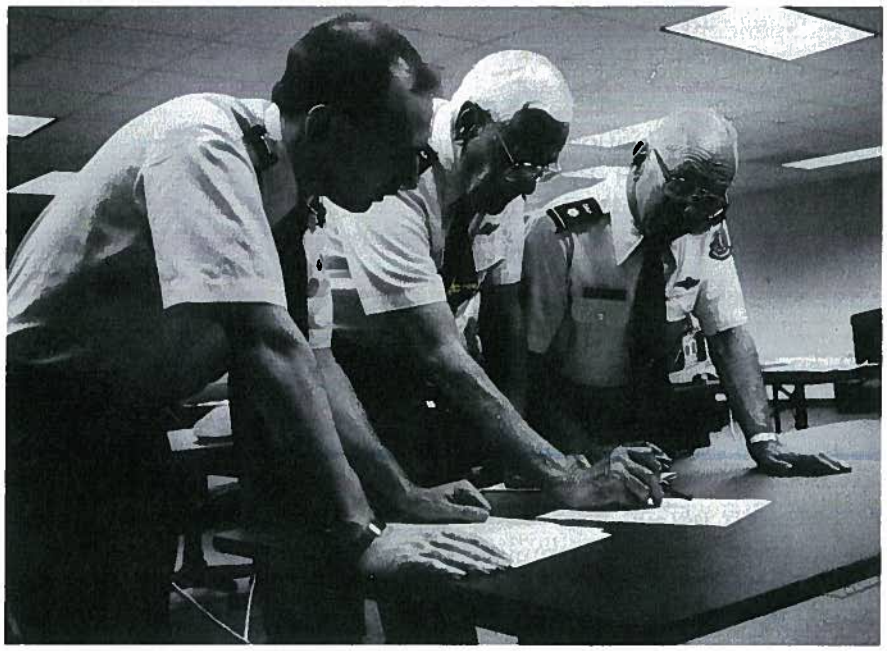
The 1991 Florida Wing SAR/DREVAL opened on Friday, April 19 with a briefing conducted by the CMC, Lt. Col. Al Fields. It was conducted at the Department of Emergency Management State Emergency Operations Center (SEOC), at the state capitol in Tallahassee. Lt. Col. Field briefed the state and the AF evaluators, Col. Richard Gasparian and Lt. Col. Walter Heck of the SELR. The deployment of CAP forces began with the separate control fields of De Funiak Springs, Lt. Col. Frank White MC; Ocala, Lt. Col. Joe Barron MC; Naples, Capt. Henry Kalita MC; and Lantana, Maj. Jim Puglise MC.

The scenario called for a hurricane to sweep across the Gulf of Mexico before entering the Pensacola area. CAP personnel were to be evaluated on how we would respond, pass tasking orders to and from the SEOC, and command and control of CAP forces in the field. In addition, one or more bases would be subjected to an additional SAR problem involving tasking as given by the Air Force. As the local counties participating in the evaluation reported in, weather became an immediate factor in planning and execution of the tasks. Ocala would be shut down for part of the day while in the afternoon, Lantana would close. Operations North, Capt. David Ball and Operations South, Lt. Col. Mel Weiser, ensured that tasks were passed on to the bases and that reports were being followed up. Lt. Col. Bob Croft and Lt. Col. Angelo Donadeo assisted Capt. Joe Lavati with communications. Various field stations assisted in passing traffic under Lt. Col. Ross and Lib Sedita. Realistic simulated press briefings were conducted by Lt. Col. Cheryl Miller for the press and the Governor's staff. SM Lori Lowrie handled administrative duties while Maj. Larry Henderson updated the weather picture regularly. Col. Sam Spieker handled aircraft movements along with tasks from the Ops section.

As the day progressed, a simulated oil tanker off Naples was damaged and leaking oil into the Gulf. A simulated missing F-16 from MacDill AFB was reported missing in the South Avon Park Bomb Range. Lantana staff handled the SAR problem with much assistance from the Naples base. The AF was impressed with our command structure to handle these multiple problems. De Funiak Springs reported that a missing Mooney 201 was overdue from a short cross country flight. Their crews responded and found their objective within hours. Ocala made some state courier flights, along with some aerial radiological monitoring sorties during the day. Damage assessment flights were conducted along the beaches and highways in Palm Beach County by the Lantana base.

As the AF began to compare notes from the different bases,

(continued on page 14)



Left to right: Capt. David Ball, OPS North; LTC Al Fields, CMC; and LTC Mel Weiser, OPS South, discuss strategy during DR/SAREVAL '91.

AIRCREW TOURS

by Michael J. McCormick
Standardization/Evaluation Officer, FAA Accident Prevention Counselor

Each pilot, regardless of level of experience or complexity of aircraft, needs to develop a system of "Cockpit Resource Management" when flying. The airlines have instituted training programs dealing with CRM following discovery that pilots were not using all available resources during the flight. We should consider the same use of resources when we fly.

If a pilot occupies the "right seat", use him/her. They can handle radio communications, checklists, navigation, etc. If you are the sole pilot on board, organize the cockpit to make your job easier. Examples would be having your charts out AND folded properly before you leave the ground; using a headset whenever possible but especially when flying single pilot IFR; and eliminating distractions by briefing passengers as to appropriate actions during the flight *before* departure.

As a highlight, let's discuss the "checklist". The intent of the manufacturer when developing checklists is one of ensuring consistent operation of the aircraft when in specific flight regimes. Some choose to do each item as they point to it. For the low time pilot, this "DO LIST" serves both the purpose of the manufacturer and, in effect, becomes an instructional aid. For the high time and/or professional pilot, the checklist is just that. The crew member performs all actions required in whatever area of flight is involved and then "checks" that each item has been accomplished by using the checklist. Both have advantages and disadvantages, but the underlying statement is that in both cases, the checklist is used. It is a tool and a guide for the proper operation of the aircraft. Remember, using a checklist isn't an indication of your experience and competence, not using one is!

The best time to practice CRM is before we need it. An emergency situation is *not* the time to say "If I'd only done . . ."

SAFETY IS
NO ACCIDENT ■

SAR/DREVAL '91

(continued from page 13)

they were thoroughly impressed with our command and control. They said that our bases, along with the individual MC's, could act independently to accomplish the assigned tasks. Florida Wing received overall an outstanding rating for the evaluation. Individually, the bases had the following breakdown: Lantana received a 294 out of a possible 300, Ocala received a 273, Naples a 270, SEOC in Tallahassee received a 269 and De Funiak Springs a 256. This outstanding rating would have never been possible without the individual contribution of each person expending the time necessary to accomplish the mission. Our teamwork and goal to maintain excellence are seen by our "CAN DO" attitude. ■

Florida Wing Safety Seminar 1991

The 1991 Safety Seminar was held at FL WING HQ, Orlando, on 09 February 1991. The meeting was opened with the Pledge to the Flag. After a reading of Psalm 46 a moment of silence was observed for the war situation and those directly involved, friend and enemy.

The program began with a statement of the seminar objective: The improvement of our safety programs resulting in fewer mishaps. This was followed by the introduction of each member present and their unit and duty assignment. There were 21 members in attendance, including Safety Officers from Groups 4, 5, 6, 8 and 11.

Safety subjects and seminar speakers were:

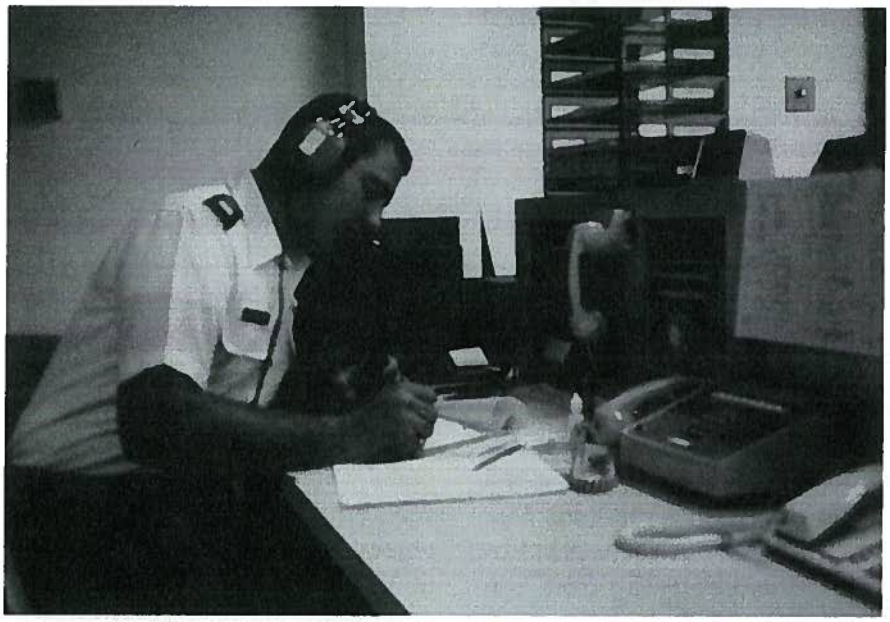
- The CAP Safety Program — Safety Forms — Capt. Caplinger
- Attitudes on Safety — Capt. Logerwell, Hillsboro Sr. Sq./SE
- Video — JAL crash investigation
- Safety Management Book — Capt. Caplinger
- Film — "ROOM TO LIVE" — on automobile seatbelt use
- Defensive Driving — Capt. Joe Hinson, Tampa Area Safety Council
- Comments from the Wing Commander. Report on Maine CAP aircraft crash — Col. Cunningham
- 1990 CAP Mishap Trend Analysis — Cap. Caplinger
- Police interdictions in SAR Ground Operations — Lt. Col. Orgel, Group 5/SE
- Close Your Flight Plans — tips and reminders — Lt. Col. Weiser, Group 8 SE

Special mention goes to S/M's B. Vail and T. Riccio for lending assistance with the film projector.

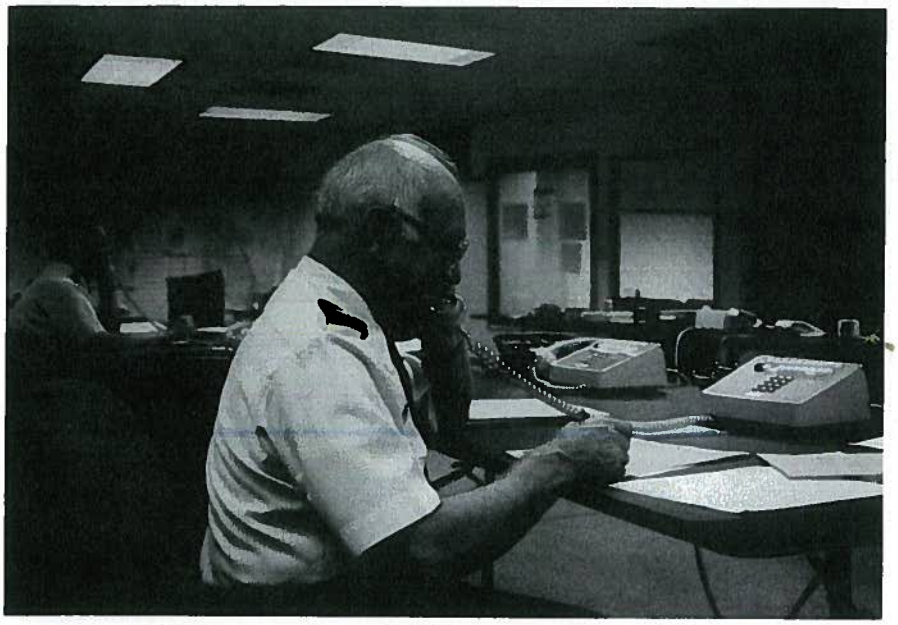
Judging by the critique questionnaires turned in after the seminar, the overall response was very favorable. Also, there is much interest among the membership in attending future seminars. I will encourage Group and Squadron Safety Officers to organize safety seminars in their areas. ■

Assistance From Above

Thursday, April 25, began as each and every day begins for the Florida Wing CAP: Personnel waiting for the call to assist someone in distress. Lt. Col. Seymor Orgel, FL WG Alert Officer, got the call from the AFRCC that a plane was overdue. Mission number 4-0751A commenced under the leadership of Col. Ralph Gwinn as Mission Coordinator. Mission base was established at Merritt Island Municipal Airport. Our objective was to locate Mr. Jack Murrian, 61, of Melbourne. He took off from Melbourne Regional Airport at 1635 hrs. for a local flight. Weather at the time of his departure was marginal with thunderstorms in the area. Even though Mr. Murrian had over 2200 hours flying time and had been a pilot for 12 years, something still went wrong. His single engine Piper FA 24 Commanche was last seen departing Melbourne runway 04 with a right turn over the intercoastal waterway heading south.



Capt. Joe Lavati mans the HF comm area at the TLH SEDL during the DR/SAREVAL 91.



Background: LTC Bob Croft confers with AFRCC while in the foreground LTC Mel Weiser, OPS South, receives update on mission taskings.

Col. Gwinn immediately began alerting procedures to assemble air and ground crews for the ensuing search. Lt. Col. Nancy Gwinn assisted by interviewing family members and friends from his church. Mr. Murrian was dearly loved by the congregation at the Lockmar Baptist Church in Melbourne. As a deacon, he was scheduled to attend a prayer meeting the previous Wednesday evening, but never showed up. Mrs. Murrian believed that her husband was late because he was always willing to help others, no matter what the hour.

Friday started with massive air searches throughout the southern portion of the state. One lead developed that he could have taken a round robin flight from Melbourne to Ft. Myers, Sarasota and returned to Melbourne. With this in mind Col. Gwinn consulted with Maj. Lowrie and Lt. Col. Croft about opening another sub base. Charlotte County was chosen with Maj. Nancy Cadorette taking the MC duties for Saturday and Sunday. Ground teams combed through the Melbourne and Palm Bay areas following some leads that a low flying aircraft was seen in this area in trouble. But, this area is also a heavy student training area used by the FIT University aircraft, also fitting the same

(continued on page 16)

ASSISTANCE FROM ABOVE

(continued from page 15)

description as our objective.

The weekend saw continual efforts for CAP personnel to search and follow up on various phone calls. Crews became frustrated as nothing was turning up. The church continued in its prayers in the hope that someone would find him please.

Capt. Joe Lavati stepped in Monday as MC at Merritt Island as Lt. Col. Mel Weiser did the same at Charlotte County. One possible sighting was investigated with the assistance of the Patrick AFB 41st Air Rescue Squadron. They sent an HH3-E Jolly Green Giant helicopter with three pararescue men on board. Maj. Lynne Puglise boarded the helicopter to assist in the identification of the debris. It turned out negative. The Charlotte County sub base was shut down as they had completed all operations necessary on the west coast.

April 30: Tuesday started with Capt. Lavati at the helm again. More aircraft were now available to search as the western base was now closed. Capt. Lavati called the Florida Department of Emergency Management to see if we could get some boats to assist in the search. Mr. Skip Dugger briefed him on the possible use of the Florida Marine Patrol and Department of Fish and Game. Boats searched the intercoastal waterway from Melbourne down to Grant and returned. It proved to be negative contact with any wreckage or oil slicks seen. That evening, the next MC, Capt. David Ball, was briefed at Wing Headquarters on the situation by Maj. Lowrie. Capt. Ball wanted to get the church more involved in the effort. He met with Pastor Joe Hunt, Mr. Don Phillips, and several others from the church. The strategy that developed provided us with hope.

1Lt. Mike Harwood and Maj. Vic Meyer prepare to launch from Merritt Island during 4-0751A. Both are from Group 12.

The next day, the church members began phoning and assisted in coordinating meals and free dinners from the local restaurants. Crews returning from the search were fed three meals a day and even offered billeting at Patrick AFB or in the church, which was equipped with showers and cots. Flyers were distributed throughout the community to all public areas in order to stir the public to call 24 hours a day at the church with leads. The news media began to swarm around the mission base to see what was going on. The local hospital called to say that their EMS helicopter was available for our use. County sheriff personnel also made available their helicopter and manpower to help. Leads from all over the community developed and were followed up by constant interviews by church and CAP members.

On Thursday, one lead needed further investigation by the 41st ARS. They launched a Jolly Green to the scene, but the same result was seen — negative. Information from Miami Air Route Traffic Control Center gave reports that some targets were seen which could have been our objective, but there was no way to confirm this. Our search continued.

Maj. Lynne Puglise flew in from Miami on Friday, May 3 to take over as MC. An oil slick was sighted off the intercoastal near Valkaria Airport. Again, the 41st was alerted. Maj. Bob Berube and Lt. Col. Skip Pfeiffer joined the helicopter crew to locate the slick. Upon arrival, the slick had dissipated . Since the AF did not dive into the alleged scene, a CAP dive team, under the guidance of Lt. Col. Ed Wolff, Jr., was alerted. They would report the following morning to the Coast Guard Station Port Canaveral for boat assistance.

Saturday morning brought hope for the church and CAP. The dive team went to the site

(continued on page 17)

Florida Wing Safety Suggestion Program

by Capt. Richard Caplinger
FL Wing Director of Safety

This safety incentive program was officially begun in February during the FL Wing Safety Seminar. The purpose is to encourage all members to take an active part in the CAP Safety Program by making safety improvement suggestions or presenting ideas for increasing efficiency in the program.

All members who send in an original safety idea or suggestion will receive a special "SAFETY CERTIFICATE OF APPRECIATION" and will be recognized in this column. If we use your suggestion or adopt your idea into the safety program you will also receive a useful item such as a ceramic "Safety Smart" mug or other incentive as available. Safety Suggestion Forms were sent to all units in March. Additional forms will be sent periodically or you may use the standard CAPF 26.

Members suggestions/ideas received during February/March:

Capt. William Batement 08378: Sun exposure preventive headgear for flight-line personnel.

Lt. Col. Seymour Orgel 08020: Special identifying reflective armbands for ground-team personnel making them more recognizable to law enforcement officers engaged in sensitive operations.

Maj. Calvin Lowrie 08001: Suggestion for ways of increasing the participation of CAP pilots in the FAA Pilot Proficiency Program.

Maj. David Uresti 08089: Radio security suggestion for frequency designators to avoid giving frequency numbers over the air.

2Lt. M.R. Hulme 08089: Better way of noting maintenance squawks in aircraft discrepancy logs, reducing needless duplication.

2Lt. Bob Vail 08089: Drew a poster entitled "DON'T FREQ OUT!", encouraging radio frequency security.

It appears likely that all of these suggestions may be adopted into the program in some form. I wish to thank these members for helping to get the "Suggestion Program" off to a meaningful start. ■

Assistance From Above

(continued from page 16)

and made the dive. The results turned up negative. During the day, numerous ELT's went off and crews from throughout the state assisted in locating them as well as continuing the effort at Merritt Island.

Sunday began with a beautiful sunrise and the hope that today would be the day. The largest outpouring of crews and resources assembled and were dispatched for the search. Over eight leads were looked at by ground teams from Gator Senior Squadron with assistance from the Brevard Sheriff using air boats. Col. Gwinn hoped that the leads would soon turn up our pilot. But, nothing was found. The church again held a special service for Mr. Murrian. As the tenth day of the search began to wind down, you could see disappointment and frustration in the faces of the crews. Mrs. Murrian and Pastor Hunt visited the base to extend their personal thanks for the gallant efforts extended by CAP. She talked with many personnel and shook the hands of those who gave their time to search for her husband. Maj. Lowrie spoke with the family about the mission suspension process to assure them that we could open the mission again. The church was going to continue its efforts to seek out Mr. Murrian by continued public awareness.

A fellow human being, along with his church, had touched our lives with the love and understanding that we would meet him someday. Over 784 personnel with 166 aircraft flying 295 sorties over 698 hours could not produce a plane nor a pilot. But, many said that they would return to search another day, no matter what the hour. ■

Jolly 11 from the 41st RRS, Patrick AFB, launches from Merritt Island with Maj. Lynne Puglise, Wing Staff, to identify possible target.

The following businesses are proud to salute the men and women who make up our state Civil Air Patrol by their lifesaving efforts.

Sun 'N Sea Cottages & Apartments
4651 Gulf of Mexico Dr.
Long Boat, FL 34228
813-383-5588

Happy 50th Anniversary

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Spring Hill
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Tampa Flying Service Inc.
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813-251-1752

C&S Kar Kare
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Lake Worth, Florida
407-585-0760

OK Corral Nursery School and Day Care Center
11083 Hearth Rd.
904-688-4488 Spring Hill

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1. We tried that before.
2. Our place is different.
3. It costs too much.
4. That's beyond our responsibility.
5. We're all too busy to do that.
6. That's not my job.
7. It's too radical a change.
8. We don't have the time.
9. Not enough help.
10. That will make other equipment obsolete.
11. Let's make a market research test of it first.
12. Not practical for operating people.
13. The men will never buy it.
14. The union will scream.
15. We've never done it before.
16. It's against company rules.
17. Runs up our overhead.
18. We don't have the authority.
19. That's too ivory tower.
20. Let's get back to reality.
21. That's not our problem.
22. Why change it — it's working O.K.
23. I don't like the idea.
24. You're right — but —.
25. You're two years ahead of your time.
26. We're not ready for that.
27. We don't have the money, equipment, room, or personnel.
28. It isn't in the budget.
29. Can't teach an old dog new tricks
30. Good thought but impractical.
31. Let's hold it in abeyance.
32. Let's give it more thought.
33. Top management would never go for it.
34. Let's put it in writing.
35. We'll be the laughing stock.
36. Not that again.
37. We'd lose money in the long run.
38. Where'd you dig that up?
39. We did all right without it.
40. That's what we can expect from the staff.
41. Let's shelve it for the time.
42. It's never been tried before.
43. Let's form a committee.
44. Has anyone else ever tried it?
45. Customer's won't like it.
46. I don't see the connection.
47. It won't work in our plant.
48. What you are really saying is . . .
49. Maybe that will work in your department, but not in mine.
50. The Executive Committee will never go for it.
51. Don't you think we should look into it further before we act?
52. What do they do in our competitor's plant?
53. Let's all sleep on it.
54. It can't be done.
55. It's too much trouble to . . .
56. It won't pay for itself.
57. I know a fellow who tried it.
58. It's impossible.
59. We've always done it this way.
60. That's not my responsibility.

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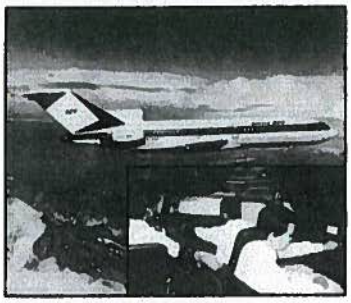

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