



'Gator CAPers



VOLUME 14, NO. 4

McCOY AFB, FLA.

NOVEMBER 1973

COLONEL ROBERT OWEN NAMED WING COMMANDER OF THE YEAR

Task Force II SAR Seminar

Search and Rescue Standardization Seminar was held on 27 and 28 October 1973 at the Hewlett Packard Building in Orlando, Florida. Under the direction of L/Col. Henri Casenove, Wing Director Operations; L/Colonel Donald Cunningham, Task Force II Coordinator; and Capt. John Homzak, Wing Sector of Senior Training, the Seminar was attended by forty members of Task Force II (which includes Groups 3, 6, 14, 17, 20, and 21).

Subjects covered in the Seminar were Emergency Services, natural disaster, responsibility, training, ELT's, liabilities, mission communications, Civil Defense, ground operations, Red Cross, SARDA, SCATANA, A.R.R.S., staffing, and mission I.O.

According to L/Colonel Casenove, attendance at Standardization Seminars is "essential for upgrading of senior members in our emergency services responsibility." It is requested that a Seminar be conducted in your area at least once a year with members from each unit attend.

The next SAR Standardization Seminar is planned to be held in the Task Force III area in early 1974.

T's Available at Wing

Delmar Kittendorf, D/Logistics Florida Wing, announced that Wing Headquarters has a sufficient quantity of new Electronic Locator Transmitters and so that all units with corporate aircraft purchase them at a cost of \$100.00 each, which represents a significant saving over the regular retail price. To order, simply prepare a letter of request stating the aircraft number and point of assignment, and enclose a check in the amount of \$100.00 per unit made payable to the Florida Wing, Civil Air Patrol. Mail to Major Robert M. Lee, Wing Maintenance Officer, 500 Bob Airport Road, Deland, Florida 32720.

LAS VEGAS, Nev.—Colonel Robert Owen's many years of service to the Civil Air Patrol program were rewarded at the annual CAP National Convention held here last month when he was named Wing Commander of the Year.

Colonel Owen has been with the Florida Wing since 1963, but his association with the Civil Air Patrol Program dates back to its beginnings in 1941.

From 1941 to 1942 he flew Courier Service for the New York Wing and in 1942 was responsible for Artillery tracking in the Connecticut Wing. New Jersey Wing used his services as an Anti-Submarine Coastal Pilot in 1943.

He left the program in 1943 for active military duty in the Army, returning to it in 1963 as the Information Officer for the Palm Beach Composite Squadron. This was just the beginning of his active CAP career.

In June of 1964, Colonel Owen was appointed Emergency Services Officer for Group 5 and later that same month was given the position of Group 5 Commander. On January 1, 1965, he was promoted to the grade of major.

He was made a Sector Commander in 1966 and in May of that year received his promotion to LColonel. The following year he became Florida Wing Coordinator of Civil Defense and in July of 1969, he was appointed Chief of Staff.

An active participant in GAP activities and programs, Colonel Owen has completed Phases One thru Five of the Senior Program. He has attended all the Senior Training Courses offered, such as the Allied Officer Weapons and Space Orientation, CAP National Staff College, OGD Staff College, Disaster Preparedness Indoctrination for Senior Civil Air Patrol Officers, and various Operational Emergency Services Training.

Among the awards and decorations he has earned are the Exceptional Service Award, the Meritorious



Colonel Owen receives congratulations and his Award from Brig Gen S.H. duPont, Jr., CAP National Board Chairman (right) and Brig General Leslie J. Westberg, USAF, National Commander of Civil Air Patrol. (Photo by LCol Richard Leall, FLAWG IO)

Service Award; the Unit Citation; the Gill Robb Wilson Award; the Aerospace Award with Silver Star; the Leadership Award with Silver Star; the ECI Ribbon; the Senior Membership Ribbon; the Senior Certificate of Proficiency; the Red Service Ribbon with four clasps; the ECI Award with two clasps; the Civil Defense Ribbon; the SAR Ribbon with Prop and four clasps; Cadre with clasp; Senior Recruiter with one clasp; and Courier Service, Artillery Tracking, and Coastal Patrol Ribbons.

He is a CAP Command Pilot with Single Engine Land and Sea Ratings.

Besides serving as Director of the Palm Beach Civil Defense, he is the President of Quoniam, Inc. of Palm Beach. He and his wife Sandra, who is a LColonel in CAP and Coordinator of Women for Florida Wing, make their home in West Palm Beach.



Candidates for Chairman of CAC for 1974 (standing left to right) C/LCol. Karan Krna; C/Maj. Daniel Levitch; C/LCol. George Nelson; C/LCol. Sherrie Doughty. Seated (left to right) C/Captain Susan Doughty, CAC DAS; and C/LCol. Marilyn Arbuckle, CAC Chairman 1973.

C/Major Levitch Elected C.A.C. Chairman for 1974

The Sheraton Orlando Jetport Inn was the site of the Annual Florida Wing Cadet Advisory Council meeting which was held on 27 and 28 October 1973. The council serves as the official advisor to the Wing Commander, representing all Florida cadets, and is itself advised by the Florida Wing Director of Cadet Programs.

Council Chairman C/Lt. Colonel Marilyn Arbuckle presided over a very busy agenda with discussion on subjects which included reporting squadron projects and activities, fund raising, recruiting and retention, and summer encampments. The council received a short address from Colonel Robert Owen, Florida Wing Commander, who was in attendance during most of the session. Colonel Owen stressed the fact that he was very much interested in hearing the opinions and recommendations of the Cadet Advisory Council.

Highlight of the two day meeting was the nomination and subsequent election of a new Florida Wing Cadet Advisory Council Chairman to serve for the next one year term of office.

Nominees included C/Lt. Colonel Karan Krna, C/Maj. Daniel Levitch, C/Lt. Colonel George Nelson, and C/Lt. Colonel Sherrie Doughty. After nomination, these candidates were called to the front of the meeting and in a "Meet the Press" type format fielded all kinds of questions from the cadets in attendance.

Newly elected Council Chairman is C/Major Daniel Levitch who won on a platform of "I have the money, time, and two aircraft available to go any where in Florida." He also stated that future editions of GATOR CAPERS will benefit from the sage advice of the Cadet Council.

"Problem Solving"

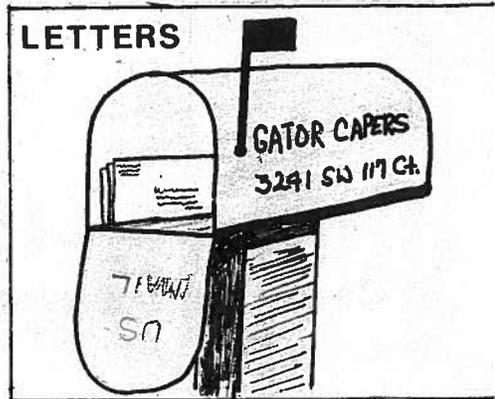
My reflections--both personal and in discussion with other CAPers after the Cadet Program Seminar and discussion at the National Board Meeting in Las Vegas recently--bring home the battered and worn truism that the only way to solve the declining cadet membership problem is by good, hard work. There is no "instant, brilliant" solution. We heard many suggestions, repetition of problems, etc., with the two largest being (1) procurement and training of squadron commanders, and (2) retention of cadets.

Problem one is the largest and most important to my mind--where to get suitable seniors to join, study, develop leadership qualifications, be able to relate to youth, and at the same time be able to have the time to devote to the squadron. We in Florida have over 100 units and a vast area to cover, and training a commander is not an overnight job, especially in the cadet program. Then too, after talking to many commanders, their complaint is that the ever-present need for paperwork at all levels is seriously hampering and taking the enjoyment out of the program--although they admit most of it is necessary. Is our world growing so complicated that personal enjoyment is a thing of the past? I know that personal satisfaction is about all the reward we can offer a squadron commander; let's not salt this with frustration. Internal communications thru visits, telephone and radio calls, meetings, etc. help no end to bridge the gap of misunderstandings and help clear up situations, and--with problem #1 being worked on--problem #2 will be solved to a great degree. Any good squadron commander will find that "activity" is the key word in retention (and recruitment). If the unit can put forward a program of varied activities that interest, challenge, and hold the cadet, then the squadron will prosper.

So, we come back to hard work--on everyone's part. Keep pointing, keep attending, keep planning. Use guidance and pray for luck in turning up good command material wherever it may be found. We have a real good youth program--basically. Individuals must use initiative to develop it, making a smooth blend of the old and the new.



Colonel Robert C. Owen, CAP



LColonel Leali
FLANG IO

Dear Sir:

As you realize, most units try to keep close contact and working relationships with their local Civil Defense Coordinators. For this reason, would appreciate you sending a copy of your publication GATOR CAPERS to Mr. Lyle Fox, Pinellas County CD Coordinator.

Also, if we can come up with some advertising, will, of course, contact you.

Thank you,

BENJAMIN R. SMITH
Commander
Suncoast Squadron
Pinellas Park

---We are sending Mr. Fox a copy of this issue and will put him on our regular mailing list.

Viewpoint . . . IN MEMORIAM: CAP CADET PROGRAM

Many of the members who attended the recent National Convention in Las Vegas sat through an exercise in frustration known as the "Cadet Program Forum". This was a meeting called of all the faithful and loyal workers within the cadet program who were given an opportunity to express their opinions concerning the problems of the cadet program directly to the National Board and to the head table, which consisted of B/General Leslie Westberg, National Commander; B/General S.H. duPont, Jr., and B/General William Patterson, outgoing and incoming Chairmen of the Board; and Mr. Jack Sorenson, DCS Aerospace Education and the Cadet Program.

Everyone was in accord that the cadet program is facing serious problems as reflected in the tremendous decrease in membership over the past three years (38,000 cadets October 1970-25,000 cadets September 1973.)

Although many good ideas were presented to the assemblage, the meeting came across with more of a "let the membership blow off steam" type of image, rather than any kind of constructive effort to correct the flaws of the cadet program. Mr. Sorenson, as always, reflected his complete lack of interest in any opinion that deviated from the norm established by himself and his committee of six middle-aged Ph.D. aerospace educators. B/General duPont, who was chairing the meeting, was out of the room at least 48% of the time. The National Board members, with a few minor exceptions, just kept looking at their watches and wondering how long this ordeal would last and how long it would be before they could get back to the gambling casino or other interests. B/Gen. Westberg, sensing the growing frustration of the many people who were making sincere recommendations and feeling like they were accomplishing nothing, made the command decision that, as suggested from the audience, in the future the squadron commander would only be required to sign achievement contracts one time, rather than the normal eleven times per contract. While all cadet squadron commanders are certainly appreciative of this gesture, this action in itself falls far short of curing the ills of the cadet program.

Much has been spoken and has been written concerning the specific problems of the cadet program. This writer suggests that perhaps one area has been overlooked--Civil Air Patrol's leadership and responsibility toward the cadet program at the National level.

Traditionally, the National Executive Committee (composed of eight region commanders and the officers of the National Board) has passed off its policy making responsibilities for and towards the cadet program to the section at National Headquarters responsible for implementing cadet policy (Office of DCS Aerospace Education and the Cadet Program). The National Executive Committee has shown a high desire not to get involved in the details of the cadet program. In contrast it has shown a willingness to discuss for hours proposals which could or would have a direct effect on the senior membership of our organization. This lack of personal interest in the cadet program by the NEC has allowed the cadet section at National Headquarters to operate relatively unchecked and unresponsive to the desires of the membership.

Another factor which contributes to this lack of leadership by CAPers within the National level of the cadet program is the non-existence of any formal structure for reporting and making policy recommendations by the National Cadet Program Advisory Committee (NCPAC). This committee is composed of senior members who work within the cadet program and represent every region of the Civil Air Patrol. This committee has been fought at every turn over the past four years by the cadet section at National Headquarters. Lack of interest on the part of the National Executive Committee and both active and passive resistance by the cadet section at National Headquarters has kept the NCPAC from being a viable force for leadership within the cadet program by CAPers at the National level.

Do all of these facts add up to no hope for the cadet program? The answer to that question rests with our new Chairman of the National Board, B/General William Patterson. B/General Patterson is a long-time member of the National Executive Committee and former Chairman of the National Cadet Program Advisory Committee. He is well aware that a large vacuum exists at National Headquarters in the administration of the cadet program. The need is great for CAP members to once again have a voice in the direction which the cadet program is to follow.

The time to act, Mr. Chairman, is now! Tomorrow may be too late. We certainly cannot afford to lose another 13,000 cadets during your term of office.

LColonel R. L. Leali, Sr., CAP
Florida Wing Information Officer

1. Congratulations on having been appointed to the position of Florida Wing Information Officer. It is a pleasure to know that you are back in fully functioning capacity. It is also nice to see the multi-colored newsletters in circulation once again. The logo could stand some perking up but I'm sure that you will attend to that matter in time.

2. A wise decision was made on your part in giving the job of Gator Capers Editor to Dian Roder as she will do a fine job. I am glad you realized that the prime role of Wing I.O. is not to serve as the above position. You can do much for the wing and the program in general and certainly do not need the additional burden of Gator Capers hanging over you.

3. I would like to see more contact made with state and local officials through your office regarding various forms of support, at very least to be of a monetary nature.

4. You should be aware that you have my unit's uppermost support in whatever you endeavor to accomplish. If you or your office ever by desire of something and I can be of some assistance, rest assured that I will answer your request.

DOUGLAS R. MAYMON, 1Lt., CAP
Commander
Miami Lakes Cadet Squadron

---Thanks for your offer of support. We can always use help in filling the page of GATOR CAPERS and will look forward to receiving releases on activities in your area.

more letters on page 5

DID YOU KNOW ???

Squadron Commander's Handbook, dated 5 September 1973, has been published and was prepared primarily as a managerial aid for CAP squadron commander. All squadron officers should familiarize themselves with its contents. It can also serve as a training aid for personnel who are being prepared for officer duty.

The Extension Course Institute (ECI) now has six courses for photographers. CAP IO's are eligible to apply for these correspondence courses. Check with your training officer for further info.

CAP officer grade promotions are not automatic upon completion of Level One or Level Two training. This training is but one of several criteria which make a member ELIGIBLE for promotion. He or she must also demonstrate leadership ability and be recommended by the unit commander.

Another change to CAPM 60-1 "Flight Management" is being published. Be sure to update all copies in your files.

Operations Bulletin 73-12 states that every commander must have an Operations Officer appointed to his staff. CAP Pamphlet 210 "Flight Operations Officer" is available for purchase (35¢ each) at the CAP Bookstore.

Safety Officer should be assigned at all levels (squadron, group) and should have no other unit duty assignment.

With the exception of chaplains, new members may not wear the CAP uniform until Level One training is completed. (Reference CAP Manual 50-17)

CAP National Staff College is the one required activity in Level Three of Senior Training. (See CAP Manual 50-17, paragraph 7)

Attention All Pilots !!!



DON'T FORGET TO CLOSE YOUR FLIGHT PLAN

FLY TO
ATTN OF: Office of Information, Unit Reporting

TO: ALL FLORIDA WING INFORMATION OFFICERS

SUBJECT: Reporting Unit IO Activity

There has been an unforeseen delay in getting you the details of the new reporting system that was to have gone into effect 10 October 1973.

Basically, the new system eliminates monthly report forms in favor of activity being reported as it occurs.

Carbon copies of releases and memos or postcards reporting other IO activity should be sent to the Office of Information, c/o SM Diana Roder, 241 SW 117 Court, Miami, Florida 33165. Also, send at least one copy of your unit publications. A copy should also be sent to National IO Office.

It is planned to award points for various activity, however, this will not go into effect until 1 December after everyone has received the details on the new reporting procedures.

An Information Seminar is being planned for on 2 December in conjunction with the Wing Commanders Call in Orlando. Any interested members are welcome to attend. Details later.

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NOTE TO CONTRIBUTORS: Submit only typed copy. Black and white photos of good quality are welcomed. Please attach a complete caption to all of your photos.

Florida Wing Commander
Colonel Robert C. Owen

USAF-CAP Liaison Officer
LColonel Joseph F. Behan, USAF

Florida Wing Information Officer
LColonel Richard L. Leali, Sr.

Editor.....SM Diana Roder
Lithography.....Lewis Garrett

"This is Stinson 97382



--- MAYDAY ---

---By Major David M. Moseley, Commander Group 20.

A Group 20 aircrew had an emergency of their own while participating in Mission 39-170. 1Lt. Ben Douglas and his wife had just completed a search of their assigned area and had begun a climb back to cruise altitude. Suddenly the instrument panel began to vibrate heavily. They managed to coax the plane up to 1000 feet and tried to find the cause of the problem. Fuel.....no problems there; oil pressure.....still in the green; a little carburetor heat.....still no change. Varying the power setting didn't seem to help either. Now what? They decided that the best thing would be to head home fast and get that bird on the ground. Orlando was home, and besides, it had fire equipment on standby. With the shaking, vibrating plane still holding its altitude, they pointed the nose north, and fingers crossed, headed for Herndon Field.

"Orlando Tower....this is Stinson N97382, over Disney with a rough engine, request a straight-in approach, over." No reply. Now they really began to worry. The VHF was out and the airplane had begun to lose altitude. Maybe the CAP radio was still working. Success! A call to Sparrow 30 on FM and things began to happen.

Mobile and base stations copied their transmission, and relays by way of HF, FM, and the telephone made sure that the Tower was alerted. Orlando Ground Control told all aircraft to hold short of the active runway, and air traffic was advised to clear the way. With 500 feet of altitude on downwind, lots of runway in front of them and help available if it was needed, the Douglasses could begin to relax. Even so, the plane's safe touchdown was greeted with sighs of relief.

The uneventful landing was kind of an anti-climax and then, as the aircraft taxied to the parking area, the VHF radio began to work again. The Douglasses decided then and there that they had been the victims of Murphy's Law—"If something can go wrong, it will...and at the worst possible time."

Ben decided that he had better not wait any longer to install that new aircraft radio he has sitting on the shelf at home, but Major Lee, the Group 20 aircraft maintenance officer, told him that there wasn't any hurry now. He'd diagnosed the Stinson's problem as a blown jug. "That figures," sighed Douglas. "Anybody know where I can get an airplane engine -- cheap?"

CALENDAR OF COMING EVENTS

DEC		1973							NOVEMBER		
		4	5	6	7	8	9	10	11	12	13
2	3	11	12	13	14	15	16	17	18	19	20
9	10	17	18	19	20	21	22	23	24	25	26
16	17	24	25	26	27	28	29	30	31		

10-11 November Central Florida Sport Aviation Fly-In. Flying Seminole Ranch, Chuluota, Florida. Sponsored by Experimental Aircraft Association Chapter 74, Box 20571, Orlando, Florida 32814.

11 November Fly-In Hernando County Airport. Sponsored by Brooksville Composite Squadron.

23-25 November GROUP 31 is holding Tyre B Encampments at the Jacksonville Naval Air Station, Bldg. 593, beginning Fridays, at 1600 hrs. ending Sundays. The officer in charge is LCol Wm. Bristow, 6815 Cherbourg Ave. S., Jacksonville 32205.

14-16 December

1 December 32ND ANNIVERSARY OF C.A.P. !!!!

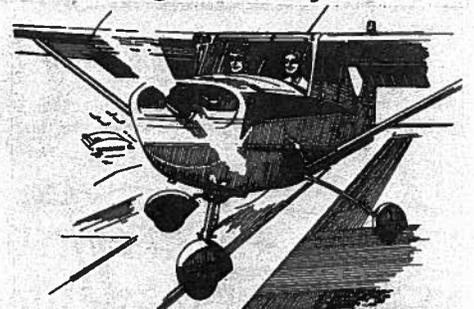
1 December Wing Staff Meeting and WING INFORMATION OFFICER CONFERENCE Orlando.

2 December Group Commanders Call Sheraton Jet Port Inn, Orlando.

8 December Florida Wing Civil Defense Exercise. This is a wing-wide exercise and all emergency services qualified personnel ought to participate. Contact your Task Force Coordinator for more information.

16-17 February Annual Wing Meeting and Cadet Special Activities Selection. Kahler Plaza Inn, Orlando.

CAP Flight Safety Clinics



Colonel Robert Owen, Florida Wing Commander, has requested that all Group Headquarters conduct a flight clinic in their area immediately. According to Owen, "It is imperative...due to our high accident/incident rate in the Florida Wing." The flight clinic provides an opportunity for all senior members who are pilots to attend a ground school course and in addition to get an annual check ride in their corporate aircraft.

The ground school course normally will cover such subjects as weather briefing, in-flight procedure, emergency procedures, tower procedures, flight safety, and use of radio navigation aids. Civil Air Patrol personnel will be utilized as instructors whenever possible and will be assisted by trained professionals from the aviation industry. The fee for both the ground school and the flight check is \$20.00 of which \$10.00 is later refunded to the Group by National Headquarters. Maximum attendance at all flight clinics is certainly encouraged as the first step towards improving our flight safety record.



**DON'T TRUST
TO LUCK
TRUST
SAFETY**

The total drag of an airplane is divided into two components, parasitic drag and induced drag. The two are always present though in varying degrees. Parasitic drag is caused by the skin friction and turbulence of the air flowing past the various parts of the airplane. Induced drag—a term tossed about casually by engineers but only dimly understood by most pilots—is a result of the wing's work of sustaining the airplane. The wing lifts the airplane simply by accelerating a mass of air downward. It is perfectly true that reduced pressure on top of an airfoil is essential to lift, but still that is but one of the things that contribute to the overall effect of pushing an air mass downward. The more downwash there is, the harder the wing is pushing the mass of air down. At high angles of attack, induced drag is high. As this corresponds to lower air speeds in actual flight, it can be said that induced drag predominates at low speed and parasitic drag is greater at high speeds.

A mixture of short runways, rough ground, grass and snow, high airport altitude, high air temperature, a weak engine and a heavy load, in any of many combinations, is the danger signal. When you do find yourself in a marginal take-off situation, know your plane's take-off speed for the conditions prevailing, the distance required to accelerate to that speed, and then allow a generous margin of safety by picking up as much speed as possible just off the ground before trying to climb. If the plane is still dragging its wheel when it should be airborne, abort the take-off while you can, for you're heading into a stall dozen or fifty feet up.

GROUND EFFECT & YOU

Every pilot has encountered the term "ground effect." As a term, it is frequently tossed loosely about in most every "hangar session." Although the term is widely used, its effects on airplane performance is but dimly understood.

Write a number of accidents in general aviation are traceable to a lack in understanding ground effects. A pattern in these type accidents is clearly visible. The field is short and rough, or it is covered with snow, mud, or tall grass. The plane is heavily loaded or its engine's horses have become old grey mares. After a sluggish run the pilot horses the plane off the ground, barely clears the fence at the end of the runway, and then, seemingly clear of the ground, falls disconcertingly back to earth. Why?

Ground effect works on wing downwash and wingtip vortices. It tends to reduce the angle of downwash and diminish the effect of the wingtip vortices. This results in a reduction of the airplane's induced drag when very near the ground. At the moment of lift-off there is about 48% reduction in the induced drag as compared to flight as compared to flight altitude. Induced drag increases rapidly as the plane climbs. At 18 ft. there is only about an 8% reduction in induced drag due to ground effect. A pilot in trying a take-off from a poor field uses full power and holds the plane in a nose-high position. Ground effect reduces induced drag so the airplane is able to reach a speed where it can be "horsed" off. But, as altitude is gained induced drag increases as the effect of the ground effect diminishes. Twenty to thirty feet up, ground effect vanishes, the wing encounters full effect of induced drag and the struggling plane which got off the ground on the ragged edge of a stall becomes fully stalled and drops to earth.

Ground effect works when landing also. In the common case of an airplane coming in with excessive speed, it flies down from free air into ground effect and the reduction of induced drag as it nears the runway comes into effect to make the airplane float. This leads to the classic type of overshoot. On short fields, approach as slow as is consistent with safety, and the effect on the ground is minimized. When you do overshoot and the far end of the runway is fast approaching, recognize that ground effect is reducing your induced drag and helping the plane to float on an on and on — so give it the gun and go around as soon as you realize you have come in fast and are skating along on ground effect.



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NEW FLORIDA WING CHAPLAIN LColonel L. F. Windham recently took over the position from Chaplain Driscoll. LCol Driscoll will be continuing with the program as assistant chaplain.



Thoughts from the Chaplain

Ecclesiastes 3:7 "...a time to keep silence, and a time to speak."

No is next to the shortest word in the English language. It is the concentrated Declaration of Independence of the human soul. It is the central citadel of character and can remain impregnable forever. It is the only path of reformation. It is the steam-gauge of strength, the barometer of temperament, the electric indicator of moral force. It is an automatic safety-first device. It has saved more women than all the knights of chivalry. It has kept millions of young men from going over the Niagara Falls of drunkenness, corruption, and passion.

No is the updrawn portcullis and barred gate of the castle of self-respect. It is the dragon that guards Beauty's tower. It is the high fence that preserves the innocence of the innocent. It is the thick wall of the home, keeping the father from folly, the mother from indiscretion, the boys from ruin, and the girls from shame. It is the one word you can always say when you can't think of anything else. It is the one answer that needs no explanation.

The mule is the most sure-footed and dependable of all domestic animals. No is the mule-power of the soul. Say it and look your man in the eye. Say it and don't hesitate. Say it and mean it.

A good round No is the most effective of shells from the human howitzer. In the great parliament of life, the Noes have it. The value of any Yes you utter is measured by the number of Noes banked behind it.

Live your own life. Make your own resolutions. Mark out your own program. Aim at your own work. Determine your own conduct. And plant around them an impregnable hedge of Noes with the most jagged and sharp thorns that grow.

The No-man progresses under his own steam. He is not led about and pushed around by officious tug-boats.

The woman who can say No carries the very best insurance against the fires, tornadoes, earthquakes, and accidents that threaten womankind.

Be soft and gentle as you please outwardly, but let the center of your soul be a No, as hard as steel.

MORE LETTERS

Mr. Robert Owen, Commander
Florida Wing, Civil Air Patrol

Dear Mr. Owen:

I wish to acknowledge the participation of the Florida Civil Air Patrol in the recent search for the missing aircraft, N-9348G, a C-182, piloted by Mr. Charles C. Cole of the Federal Aviation Administration, Aeronautical Center, Oklahoma City, Oklahoma.

I have been advised that the Florida Wing flew 52 sorties, requiring 99.6 flight hours and provided one ground team, for a total involvement of 107 persons. This was an excellent effort.

Please express my sincere appreciation to all of your personnel who contributed to the mission.

Sincerely,

THOMAS J. CRESWELL
Director, Aeronautical Center, AAC-1

TO: All Wing Commanders

1. It has come to my attention that CAP aircraft have been flown outside the Region without the approval of the Region Commander. This is in violation of CAPR 60-1, par. 2-1 and 2-4, and this will not be tolerated.

2. Further violations will result in disciplinary actions against all personnel aboard the aircraft and the Wing Commander.

3. Request widest dissemination of the contents of this letter.

THOMAS C. CASADAY, Colonel, CAP
Commander
Southeastern Region, Civil Air Patrol

SM Diana Roder, CAP
GATOR CAPERS

SUBJECT: Recruitment of Reserve Assistance Personnel

1. I wish to commend you for the excellent quality and content of GATOR CAPERS, Volume 14, No. 3 (October 1973).

2. The 9004th Air Reserve Squadron (CAP) supports the CAP Reserve Assistance Program which concerns itself primarily with advising and assisting CAP personnel in accomplishing their duties and mission.

3. To ensure better liaison and contact with reserve and CAP personnel the Florida Wing has been divided into four geographical areas, each having one or more Assistant Wing Reserve Coordinators.

4. Any USAF reserve personnel interested in the CAP Reserve Assistance Program should contact the Assistant Reserve Coordinator nearest him and this officer will be most happy to explain the program; also CAP members may know of reservists who could be referred to him.

5. I am enclosing a copy of the areas referred to together with a list of the Assistant Wing Reserve Coordinators, and I would appreciate your disseminating this information through the GATOR CAPERS as I feel this will be extremely beneficial to our recruiting efforts as well as CAP.

With appreciation for your support in this matter, I am

Very truly yours,

PAUL W. POTTER, JR., LTC
Reserve Assistance Coordinator
Florida Wing, Civil Air Patrol

SOUTH FLORIDA: All areas lying South of an east west line running from Palmetto, Florida, on the west coast through Sebring and Ft. Pierce on the east coast.

LCol Richard E. Brooks, USAFR
1355 NE 138th Street
North Miami, FL 33161

Major Michael Degni, USAFR
3385 Church Hill Drive
Boynton Beach, FL 33435

CENTRAL FLORIDA: All areas lying North of the S. Florida area and South of an east-west line from the mouth of the Suwannee River on the west coast, easterly to and including Ormond Beach, on the east coast.

Major George L. Walker, USAFR
335 Fern Road
Lakeland, FL 33801

Major Fred R. Cooper, USAFR
4718 South Fern Creek Avenue
Orlando, Florida 32806

Major Joseph R. Keesling
727 Quintilian Avenue
Orlando, Florida 32806

Cpt. James A. Noppenberger
5936 27th Avenue, North
St. Petersburg, Florida 33710

NORTH FLORIDA: That area lying North of the North boundary of the Central Florida area to the Fla. Georgia state line and lying east of the Suwannee River.

Cpt. William R. Picott, USAFR
1823 Landwood Street
Jacksonville, Florida 32211

WEST FLORIDA: That area lying west of the Suwannee River.

Major Mark C. Nice, USAFR
3506 Kilkenny West
Tallahassee, Florida 32303

LCol William V. Wagner, USAFR
103 Southern Street
Pensacola, Florida 32503

Wing Patch Gator
c/o GATOR CAPERS

Dear Mr. Gator,

Recognizing your distress at having no first name I hereby suggest a few choices. No one of them is outstandingly good, but they will give you something to choose from in case no one comes along with a better name.

ALBERT is of course a standard name for many alligators. SEARCHIE is suggested by your searchlight and the role of your human friends who fly who drive jeeps and cars and trucks, and who slog through the mud, sand, brush and mosquitoes.

VOLARE includes both volunteer and to fly, and your human friends are, after all, volunteers, and fly when they get a chance. PATRICK comes from Patrol, as in Civil Air Patrol, and CIPAT is a contraction of Civil Air Patrol.

Or maybe the short name, PAT, would be sufficient. FLOWING combines Florida and Wing. Some of your friends will shorten the name to FLO, and that is all right if you are Ms. Gator instead of Mr. Gator.

Peace! And may your swamp never run dry!

DAVID A. DENSLON, Chaplain (Major)
Sarasota-Bradenton Senior Squadron 08044



LAS VEGAS HILTON

Almost 2000 members representing all of Civil Air Patrol's fifty-two wings converged upon beautiful and exciting Las Vegas on 11 October 1973 for the purpose of attending the Annual National Convention. The convention is held to promote a better understanding of Civil Air Patrol's current policies and problems within its membership and also to host the meeting of the National Board (the policy making body of Civil Air Patrol). The highlight of the assemblage each year is the election of a new chairman (the high position a CAP member may hold).



Florida Wing was very well represented. Colonel Robert C. Owen, Wing Commander, and approximately twenty other members of the Wing were in attendance. Hosting the convention was the fabulous Las Vegas Hilton which offered something for everyone. Members could pass their free time in the gambling casino playing blackjack, roulette, keno or one of the other games of chance, or simply stand in front of a slot machine (one-armed bandit) and feet it with coins at a brisk pace. Gourmet dining was to be found 24 hours a day and the featured entertainment was the Ann Margaret show. The Las Vegas hotel strip offered many other gambling casinos and restaurants for those who wanted variety and featured other nationally known entertainers such as Carol Lawrence and Robert Goulet, Dione Warwick, Jimmy Dean, Nancy Sinatra and many others.



Highlights of the National Convention included:



---The long awaited Cadet Forum in which all members who wished to speak could address the National Commander, B/General Leslie Westburg and Mr. Jack Sorenson, DCS Aerospace Education and the Cadet Program, stating their views as to what was needed to put the program back on its feet.

---The installation of B/Gen. William Patterson as the new Chairman of the National Board of CAP.

---Florida Wing's purchase of 30 ELT's for resale to all units which have corporate aircraft.

---Presentation of Civil Air Patrol's Outstanding Wing Commander of the Year Award to Col. Robert Owen, Florida Wing.





1948-1973
Legacy of Leadership

A SHORT LOOK BACKWARD -- A LONG LOOK AHEAD



On the night of May 26th, 1948, a telegram was delivered to the Chairman of Civil Air Patrol. The message — warm but short and to the point — was characteristic of its writer, President Harry S. Truman.

In my opinion, this simple 77-word wire is the most important document in CAP history because it officially announced Civil Air Patrol as an auxiliary of the U.S. Air Force.

We, the 1973 delegates to this great Civil Air Patrol National Board Meeting, salute the Silver Anniversary of our CAP-USAF solidarity. We assemble here in unity and dedication to reflect upon our past deeds and achievements and to face head-on the challenges of the future.

As we begin another quarter century of volunteer service to our country, we are faced with many complex problems and sobering responsibilities. These new challenges will be met with courage and full confidence in the leadership of our organization.

Here, in Las Vegas, our collective energies will be directed toward making many important and correct decisions which will effect this great organization of ours for years to come.

For more than three decades — since its origin in 1941 — Civil Air Patrol has contributed again and again to a grateful Nation.

I am convinced that CAP has the capability, the esprit, and the will to make an even greater contribution to our fellow Americans in the decades ahead.

As always, your willingness in giving freely of your valuable time and talents will determine CAP's destiny. This is what it's all about — you and your individual participation make the difference!

LESLIE J. WESTBERG
Brigadier General, USAF
National Commander

CIVIL AIR PATROL Annual Convention

Las Vegas, Nevada

12 - 13 October 1973



STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 10, 1952

FROM The White House
Washington

May 26, 1948

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

Chairman,
Civil Air Patrol Board, Mayflower Hotel, Washington, D. C.

I am happy to inform you that I have just approved H.R. 5296, an act "To establish Civil Air Patrol as a civilian auxiliary of the United States Air Force and to authorize the Secretary of the Air Force to extend aid to Civil Air Patrol in the fulfillment of its objectives, and for other purposes".

My very best wishes to you and all of those in attendance at the annual dinner of the Civil Air Patrol.

HARRY S. TRUMAN

Short Stuff

Cadets from NAPLES COMP SQ recently took a trip to Marco Island where they were the guests of the Marco Beach Hotel and the Piper Aviation Company. They had the opportunity to see all the new model aircraft on display at the sales conference that was being held at the hotel.



ST. PETE CADET SQUADRON has a new supply officer, Cadet 2nd Class Reinhard. He has taken over the position from Cadet T/Sergeant Heyman who is now Deputy Cadet Commander.



NAPLES COMPOSITE SQUADRON reports that the Jenks family seems to have a corner on spot landing contests...Last month 1Lt Bill Jenks brought home a trophy from the Marathon Fly-In. This time the congratulations go to his son Dave who managed to beat out his Dad and the rest of the gang at the Clewiston Hush Puppy and Fish Fry Fly-In. He came closest to the line in the spot landing competition and also was a winner in the bombing contestnice work, Dave! (Better luck next time, Dad)



SOJAX Cadet of the Month is C/Cl Roy G. O'Banion.Congratulations to TSgt James W. Pool for being selected ROTC Exec at Escambia High School, and to A1C Roy A. Burton for being selected as the Battalion Commander of all the high schools in Pensacola who have Navy ROTC. Both are members of PENSACOLA COMPOSITE SQUADRON.



Proudly wearing their brand new solo pilot wings are Group 17 cadets Wally Kraujalis, Ross Weaver, Richard Beachlir, Sarah Stitch, Betty Davis, Cheryl Homzak and Eric Haertel.

UNIVERSITY CADET SQUADRON reports that the "Dirty Dozen, plus One" attended their weekend bivouac the Flood Control District. Classes were held in SAR, First-Aid, Leadership, and equipment used in the field. In the afternoon, there were field problems which were followed by a critique. Later there was a football game with a final score of 0-0. (We won't look for you guys in the Super Bowl.) and a marshmallow roast by the campfire along with cokes and other goodies.



SOJAX COMPOSITE SQUADRON has a special activity planned for Saturday, November 17. The 111 Aviation Company, Florida Army National Guard, commanded by Major Richard Capps, will conduct training and orientation flights in their helicopters beginning at 1400 hours.



LColonel LeRoy G. McKenzie has been named the new commander of GROUP 18. He takes over command from Major Mike Rossman.



NEW MEMBERS: SOJAX COMPOSITE SQDN - C/B A. Edgar Miller; C/B Richard D. Lowe; SM Gerald P. Marsh



CIVIL DEFENSE HOME STUDY COURSES. These are available to you at no cost and a certificate is issued upon successful completion of the course. For more information contact the Wing Civil Defense Coordinator Major Lee R. Kasten, P.O. Box 5862, Tallahassee, Florida 32301.

Many thanks to those who sent copies of their newsletters or bulletins. I hope to see even more of them this coming month. Don't forget to send a copy to the National Office of Information so Florida Wing will get credit for them. You're the ones that can make us Number One!

Until next month,

Shorty

INTRODUCING, FLORIDA WING'S GROUP COMMANDERS...



This month, WO Bill Warner, I.O. GROUP 17, would like to introduce his commander, LC COLONEL KENNETH R. McMAHON.

LC Colonel McMahon spent the first day of his life in Bryson City, North Carolina, but later attended schools in Winston-Salem and Highpoint. In 1958 he pulled up roots and transplanted himself in Florida sands at Key West. He moved to the West Central Suncoast seven years ago and resides there now with his lovely wife Melba.

Since joining the Greensboro, North Carolina Composite Squadron in 1957, he has advanced through ranks to his present status. Some previously held positions include Assistant Adjutant, Information Officer, Senior Training Officer, Communications Officer, Flight Leader, Executive Officer, and former commander of Suncoast Senior Squadron.

During his 15 years service to CAP he has received many awards and decorations including the Search and Rescue Ribbon with three clasps; the ECI Ribbon with clasps; Unit Citation with clasps; Service Ribbon with three clasps; and the Civil Defense Award. A graduate of the Air University and a mission rated observer, his recent graduation from Staff College is but another step onward in his Civil Air Patrol career.

To augment his five-figure CAP salary (\$50,000) he moonlights as Superintendent of Communications for GEL/MET Development Corporation in Gulfport.

In spite of his busy schedule, he manages to devote time to Northwest Presbyterian Church in Kenneth City where he serves as an elder. He is also an orchid fancier and enjoys working in his home garden which is complete with running fountain and Tiki idols.

Group 17 supervises six squadrons: Clearwater Composite Sq; St. Pete Cadet Sq; Gulfport Cadet; Pinellas Senior Sq; Suncoast Senior; and Crysta River Composite Squadron.



Any CAP member may advertise to buy, sell or trade in this column. Rates: 1-10 words - 1 charge; 11-25 words - \$1.00; 5¢ per word in excess of 25. A member may advertise equipment or personal property. Ads cannot be accepted for rentals, personal services or firearms and ammunition. Gator Capers does not endorse or guarantee any items offered here. Ads must be printed or typed. Include ZIP in address and area code: phone number. Also give your name, rank and unit of membership. Ads must reach us by the 25th of the month. Make check payable to GATOR CAFE and send it to Gieronymus Gator, c/o GATOR CAFE PO Box 3176 AMF, Miami, Florida 33159.

SAMPLE 10 WORD AD: "Sears Walkie-talkies; 2 unit \$25; 1234 6 Street, Anyto Park, 33333."

MIAMI CADETS "VICTIMS" OF EXPLOSION

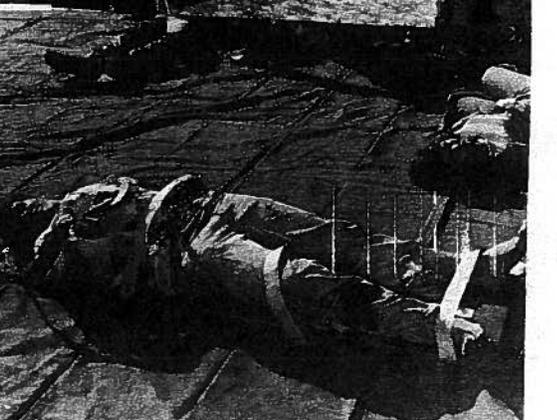
Recently some sixty cadets from Groups 10 and 18 became "casualties" of an explosion in an abandoned building at the Miami International Airport. The casualties were, of course, not real. The whole exercise was to test and evaluate the effectiveness of local hospitals and emergency disaster units of the Dade County Fire and Sheriff's Department, the Red Cross, and volunteer communications through out the County.

Cadets were called to the building for "make-up" at 7 a.m. on October 13th. About two hours of artistry followed to make the injuries look as real as possible. Using a wax-based make-up and a fake blood that really clots, the cadet "victims" soon looked as if they had indeed been in an explosion. Now the scene was set and the "emergency call" went in.

Smoke billowed from the windows, well rehearsed screams and moans soon filled the air, and the addition of wailing sirens from the arriving emergency units made the exercise so real looking that civilians in the area came running to see if they could help.

The rescue units were on the scene within minutes of the call and cadets were tagged with injury and First Aid tags and were evacuated from the building and the area for further "treatment". Some cadets were evacuated by helicopters of the 301 ARRS Unit of Homestead AFB to local hospitals.

This exercise was the second in a planned series of three to be held in Dade County this year.



WEATHER OR NOT



Whether or not you make your flight should depend on what you learn from the Weather Bureau. Some pilots do not bother to get a briefing if the service is not readily available at the field, but the pilot who has learned to respect the forces of weather realizes that even a long-distance call would be money well spent.

Do not omit weather planning in your flight planning. It can be the most important part. Get a complete briefing. Don't try to get the briefer to make your decision of whether or not you will fly; only you can make that decision. Fix limits of weather conditions beyond which you will not fly—and stick to them. Use the weather; don't fight it.

EASTERN AIR RESCUE TO HOST SAR SEMINAR

Colonel James E. Dalton, USAF, Commander of the Eastern Rescue Coordination Center, 39ARRWg has announced that the Center will host a SAR seminar at Eglin AFB, Florida on 17 and 18 November 1973. The tentative schedule includes the following:

- a. A brief overview of the organization of SAR responsibilities and resources
- b. Tour and briefing of the facilities and operation of Eastern Air Rescue
- c. SAR mission prosecution procedures, to include sample mission.
- d. Special subject - briefing by Dr. R. B. Mabrey, FAA Southern Region (Col CA CAP) on major causes of aircraft accidents as they apply to the search and analysis of aviation fatalities for 1972.
- e. Discussion periods oriented toward the identification and solution of problem areas.

Each Regional Liaison Officer will allocate the personnel quotas among his wings as he deems necessary. The Southeast Region has been given fourteen slots to fill.

Says Colonel Dalton, "We sincerely look forward to meeting as many members as possible, and will do everything we can to make this seminar interesting. We are confident it will benefit all of us and increase the overall effectiveness of the SAR effort within the Eastern Sub-Region."

Group 20 M-16 Qualification Course Held



That's no lady, that's Cadet McNutt making her mark with her "shootin' arn" at McCoy's firing range.

(Story and photo by Major David M. Moseley, Commander, Group 20)

McCOY AFB, FL.—Cadets and senior members of Group 20 had a chance to shoot for record at the rifle range at McCoy AFB a few weeks ago. AF SS Caamano, range safety NCOIC, supervised the personnel and demonstrated what an M-16 can do when operated on full automatic. Hunks of wood flew every direction as he tried firing short bursts from the hip while aiming generally down range. Heavy wooden beams overhead absorbed many of the rounds which otherwise may have gone out of the range. Cadets fired, scored others' targets, and then learned how to clean their weapons.

Following the range qualification, all personnel were taken on a tour of the Non-Destructive Testing Facilities at the base by AF TSgt Garand. (The sergeant is also a member of CAP and belongs to the McCoy AFB Cadet Squadron.) The group showed the magnifying equipment as well as the X-ray machines which are used to check the wings of SAC and other Air Force planes. Ultra high frequency testing equipment was demonstrated to show how reflected sound and oscilloscopes detect even minute defects in a load bearing structure. These machines are so sensitive that two fingers rubbing together sound like two pieces of sandpaper. Much was learned about how testing assures the safety of today's airmen.

Practice Search and Rescue Mission Held



Cadet Nelson from Orlando pays close attention as Major Genaw, Group 20 Communications Officer explains the workings of the squelch on an FM handheld radio.

LEESBURG, FL.—A practice SAR mission was flown from the Leesburg Airport recently while cadets received ground classes in casualty handling, search and rescue procedures. The casualty handling was taught by SM Edith McLoughlin, a registered nurse, and SM Marge Bogucki, a registered emergency medical technician.

Cadets and seniors got their first taste trying to locate a radio transmitter using direction finding loops. They didn't realize at the time that this experience would soon be used. Long after, the first ELT-aided search rescue in Florida took place. Ground crews searched three target parachutes that had been placed in various positions to correspond to a mission crew members who had jumped from a disabled military aircraft.

(Story and photos by Major David M. Moseley, Commander, Group 20)



A ground team of Group 20 cadets carry out an "injured crewman".



Lt Ben Douglas, Orlando Cadet Sq commander, supervises loading of the "casualty" into a vehicle for simulated transportation to a hospital.



BURNSIDE-OTT AVIATION TRAINING CENTER

BLDG. 106 OPA LOCKA AIRPORT MIAMI, FLA. 33054 PHONE (305) 685-5111

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If time is your problem, BATC has two consecutive weekend Private Pilot and Instrument ground schools.

The finest training aids are used to prepare you for the FAA written examinations.

At Burnside-Ott we use the best to train the best. For more information telephone BATC.

Letters, Continued ...

LColonel Richard Leali, CAP
Florida Wing Information Officer

Dear Dick,

Knowing the flood of letters you must be getting from the field on your first issue of GATOR CAPERS, just thought I'd write a note to let you and your staff have produced one of the best issues of GC since S. H. duPont was ghost editor in '65. Out here in the hinterlands issues of GC that have the obvious professional polish of Volume 14, No. 3, are refreshing changes from issues of the past several years. The time and effort to produce a newspaper of the caliber of Vol. 14, #3 is appreciated.

Sincerely,

BILL HREEZE
Gainesville, Florida

Wing Patch Gator
c/o GATOR CAPERS

Dear Mr. Gator:

How about "Alli" Gator?

ROBERT E. MILLER
Group 15 08152

Wing Patch Gator
c/o GATOR CAPERS

Dear Mr. Gator:

I suggest the name ALLI or ALLEY.

CWO HENRY C. BOERNER, JR.
Tampa Cadet Squadron 08176

Wing Patch Gator
c/o GATOR CAPERS

Dear Mr. Gator:

Why not make it simple? Call yourself ALI -- ALI-GATOR.

ED MUSKAS, Major
Headquarters Senior Squadron A 08201

Enclosure (1) Alligator Claw

-----Thanks for the alligator claw, Major. The perfect gift for the person who has everything. The Gator read your suggestion and went out and got himself a turban. He does look rather dashing in it doesn't he?

To All Florida Wing CAP Members

Now it's up to you all to give the Gator an "official" name. Choose the one you think would be the best, print your choice on the "Official Ballot", and send it to Wing Patch Gator, c/o Gator Capers, 3241 SW 117 Court, Miami 33165. If last month's trip to Las Vegas left you a little short, why not have everyone in the squadron chip in for a stamp and send all your votes in together. Results will be in the December issue.

Yours truly

The WING PATCH GATOR

P.S. Don't forget to read the suggestions on page 5 before you make your choice.

REMINDER



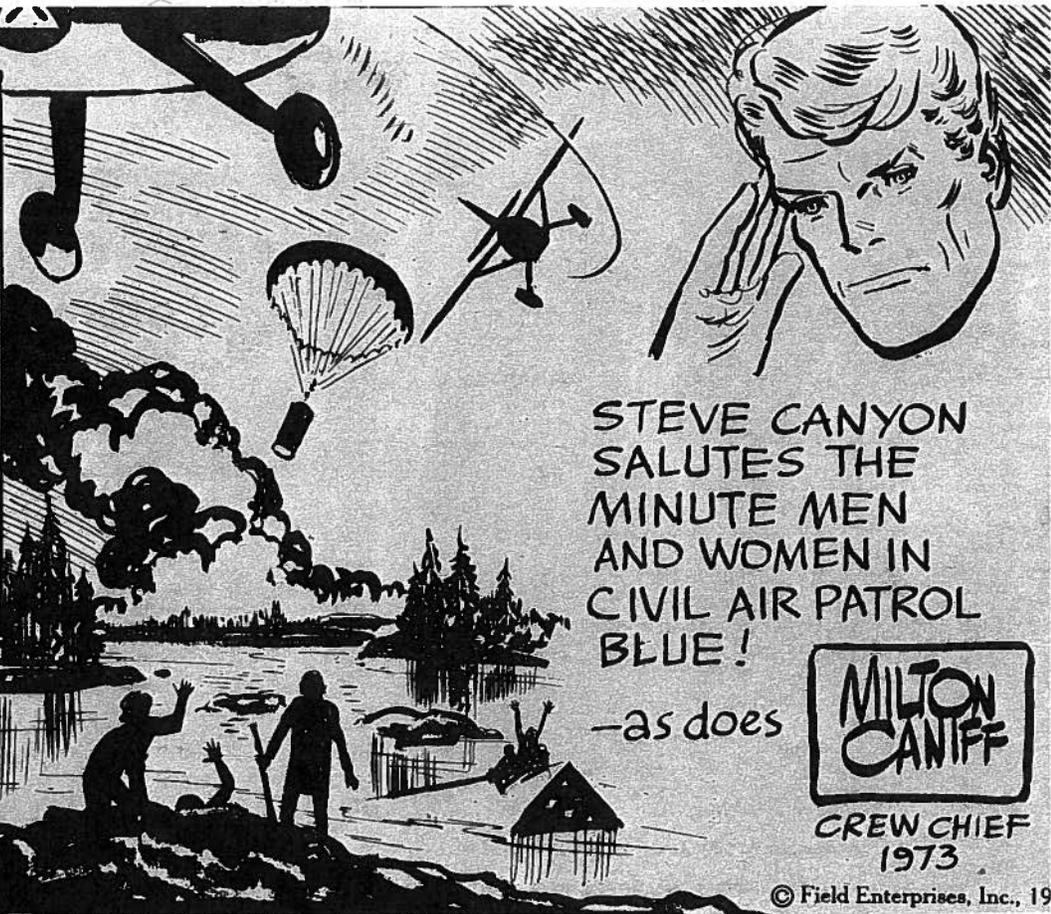
When you have finished with your copy of GATOR CAPERS, pass it along to a friend!

OFFICIAL
BALLOT ...

my choice is



IF THERE IS A
CATASTROP**HE**
C.A.P. WILL BE
IN THE MIDDLE
OF IT - HELPING
- AS IT HAS DONE
FOR 32 YEARS!



STEVE CANYON
SALUTES THE
MINUTE MEN
AND WOMEN IN
CIVIL AIR PATROL
BLUE!

-as does



CREW CHIEF
1973

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