



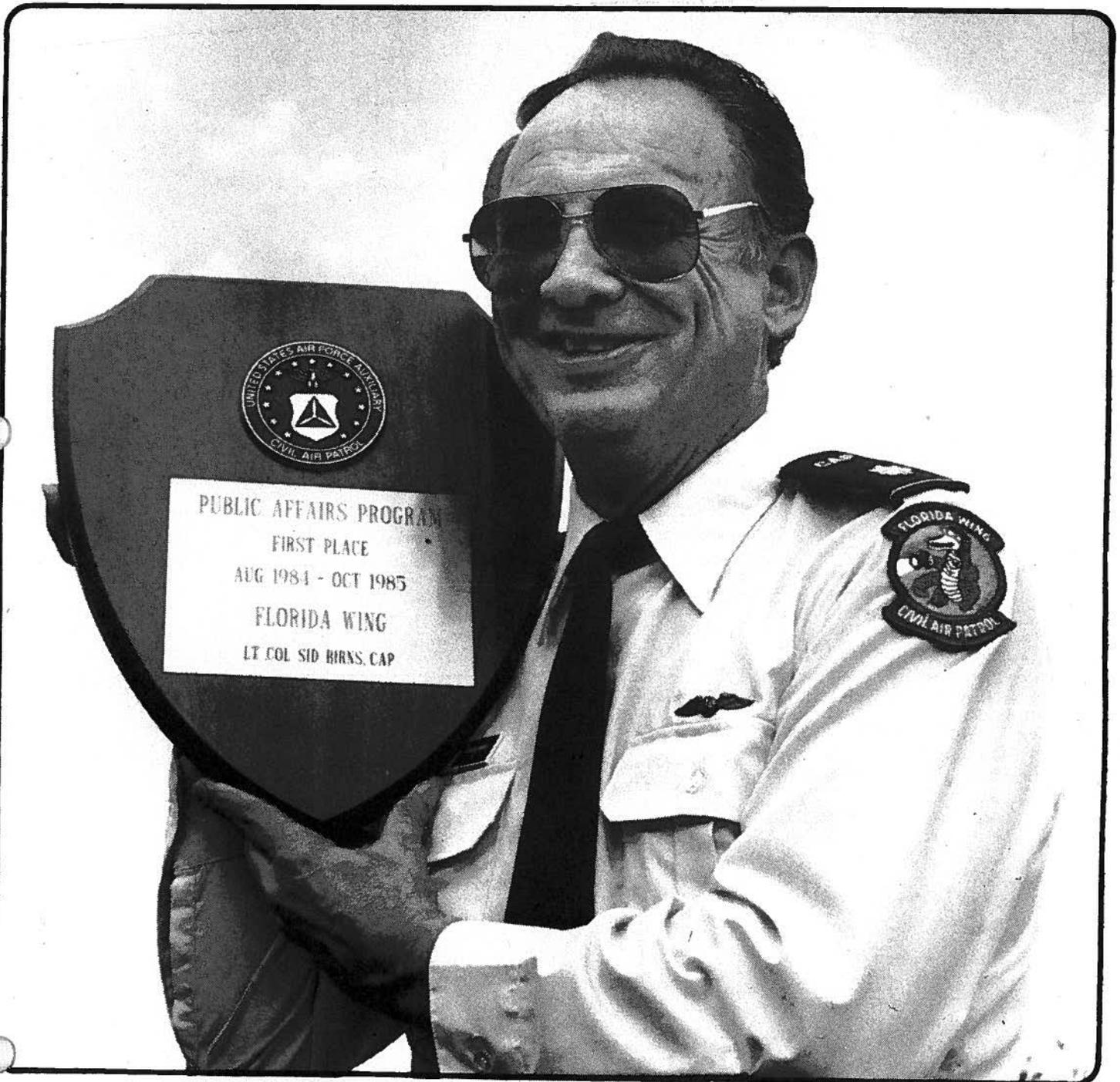
'Gator CAPers



Vol. 27, No. 4

08001

Nov., 1985



"The Plaque Tells It All" (Details Page 6)



COMMAND COMMENT



**Col. Sam Speiker
Wing Commander**

West Orange Cadets Apply Aid Training

By: Capt. Jay Underwood, PAO

Two Civil Air Patrol cadets used their first aid training when they were the first to arrive at the scene of an accident in west Orange County.

After leaving the weekly West Orange Composite Squadron, 08353 meeting recently, cadets **Cassie Cataldo** and **Jimmy Lee** encountered a two-car accident on Hiawassee Road, a short distance south of State Highway 50. While



Cataldo



Lee

Cataldo went to the nearest house to call for help, **Lee** found the doors of one vehicle jammed shut, trapping two occupants inside. He examined their injuries and told them that help was on the way. **Cataldo** assisted the occupant of the other vehicle who had facial injuries and was in a confused condition, standing outside his vehicle. Paramedics arrived shortly and provided further treatment for the victims

1985 is rapidly coming to a close and although this writer has been in office for a year, it seems like only yesterday that the change of command ceremonies took place.

I am very pleased, as is my staff, and the higher echelon of CAP, with the progress our wing has made thus far in all areas by which we are judged.

Almost to a person — both seniors and cadets — are doing an outstanding job — some a little more than others, but most importantly — working together as a team.

Unit Commanders are urged to set the pace for your people. Select your staff by qualifications if at all possible and establish ongoing training programs as per regulations so as to maintain interest in your units and have replacements readily available.

As for CAP-MAP — Florida Wing is alive and well but we can't relax now because like always, those wings that have not kept up with us, will be making the big push by year's end.

Cadet orientations are still well behind the goals set by Lt. Col. Lill earlier in the year, so I urge all Unit Commanders with heavy cadet population to make every effort to see that the cadets receive their flights by year's end.

We are looking for a location for the 1986 Wing Conference and if anyone has a location they feel suitable, please forward the information to this office.

It will be hard to top 1985's conference, but we're going to try. Tentative date will be the first weekend of May.

One last thing — this office has been receiving letters of "dissatisfaction" from member(s) of a group directed against the Group Commander — Number and names omitted for obvious reasons.

These letter writer(s) do not have the courage to sign their name(s) and understandably so because of the libelous and slanderous nature of the letters, and no back-up documentation is ever presented either.

I will not waste my time nor my staff's time investigating a complaint if it comes in the form of an *unsigned* letter.

I apologize for having to include this message in my comments, but as this publication reaches all members, hopefully, the unsigner(s) will get the message and "do it by the Book".

Thanks again to all you hard workers. I am truly proud to be your Wing Commander.

**REPLY TO/ATT'N OF:
Chairman, Ocala Conference Center Committee**

**SUBJECT:
Fund Raising**

**TO:
All CAP Members/Friends of Civil Air Patrol**

Yes, I do care about the Civil Air Patrol program and Yes, I do want to see our Wing be the first in the Nation to have a Conference Center for our education and training purposes.

For this purpose, I pledge my support in the amount of:

\$ _____

which I have enclosed, or monthly payments of:

\$ _____

per month for _____ months, beginning with this initial payment, which I have enclosed, in the amount of:

\$ _____

SIGNED _____

NAME (please print) _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE () _____

Make checks payable to:

FLORIDA WING, CIVIL AIR PATROL, BUILDING FUND

"Sir-prise Visit"

By: Lt. Col. Sid Birns
Wing PAO

General William B. Cass, National Commander, CAP paid a surprise visit to the Florida Wing headquarters recently. He participated in the Wing's monthly staff and group commanders meeting and addressed the members with the excitement and enthusiasm of a new father.

He stated, "We need to increase our membership and at the same time our rate of retention must also increase. You commanders must lead, get more involved, set the example and wear your uniforms proudly and well. And with that I'll say goodbye for now and thanks for your attention."

With that brief message the General left in the same way he entered . . . swiftly and definitely leaving his mark on the members of the Wing.



Col. Sam Spieker, Commander Florida Wing shakes hands and thanks General William B. Cass (right) National Commander, CAP, for visiting with the Wing Staff.

Successful Candidates AEPSM Exam

The individual achievement of the senior members named below has been recognized by the Civil Air Patrol through the granting of the prestigious Aerospace Education Achievement Award.

Satisfactory completion of the AEPSM by the below named persons not only represents a personal honor for this individual, but also reflects highly on the individual's unit and its leadership in Aerospace Education.

Paul Smith, Maj.	08435
Wesley Bitton, 1st/Lt.	08435
Robert Gray, Capt.	08433
Walter Winkelmann, Capt.	08020
Harvey Roger, Maj.	08025
Peter Wright, LTC	08323
Margaret Cagle, Capt.	08029
Lewis Beville, S/M	08029
Juan A. Kirkland, 2nd/Lt.	08029
James Cagle, Capt.	08125
Penelope Roberts, Capt.	08029
Edward Booth, Capt.	08323
W. E. Tomlinson, 2nd/Lt.	08336
Chester W. Plant, Maj.	08025
Carolina Brennon, S/M	08336
Jack R. Hood, Lt.	08336
Jerry Borshard, Capt.	08323
Richard Nall, S/M	08029
Douglas Ream, Capt.	08029
Judith Harvey, Lt.	08025
Jeffery Milges, Lt.	08334
Marie Milges, Lt.	08334
William Scrugg, Capt.	08019
Murrill Maglio, Maj.	08047
James A. Lusk, Capt.	08054
T. J. Deringer, Capt.	08020

John Sparling, Capt.	08380
Saul Sherman, Capt.	08159
Donald Prachnick, S/M	08033
William McCoy, Maj.	08033
Dorothy McCoy, Maj.	08033
Shirley Beane, Capt.	08153
William Koshny, Capt.	08153
Michael Fields, S/M	08033
Diane Fields, S/M	08033
David Straughn, 2nd/Lt.	08259
B. G. Peters, S/M	08323
Jerry Welch, Capt.	08019
Jean Andrew, Lt.	08357
Nellie Wade, Lt.	08335
Kenneth Portlock, Maj.	08032
David Lawson, Lt.	08310
Carolyn Lawson, F/O	08310
Glenn Griffin, Lt.	08020
Henry Felton, Lt.	08020
Wesley Dickman, Capt.	08020
Robert Lester, Capt.	08047

Hurricane Elena Creates Weekend of "Labor"

By: Maj. Cheryl Miller

"How do you spell relief?" When you're talking about disaster relief assistance, at least part of the answer in Florida should be "CIVIL AIR PATROL".

This past Labor Day Weekend, over 100 CAP volunteers put their time, equipment, aircraft and efforts toward helping others prior to, during and in the aftermath of Hurricane Elena.

CIVIL AIR PATROL MEMBERS assisted in many of the affected counties in the area of emergency communications, with some members also working radios at the Emergency Preparedness centers in Bay, Hillsborough and Pinellas Counties.

Other members worked with the Red Cross, manning shelters, and in the Tampa-St. Petersburg area, over 35 CAP members assisted in the evacuation of the 200,000 area residents ordered out of the area. They were directly credited with the rescue-evacuation of 40 patients at Palms of Pasadena Hospital, according to **Maj. Dutch Holland**, the CAP Mission Coordinator in charge of that area.

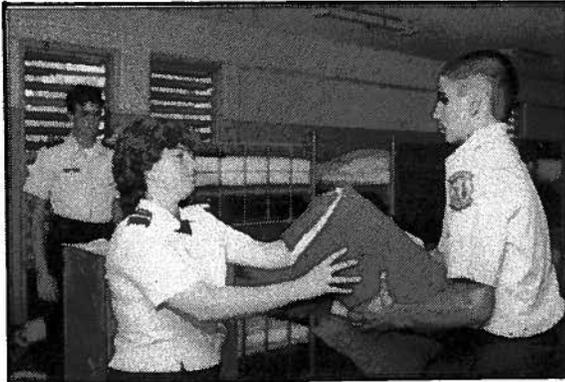
In Taylor County, one man was rescued by CAP members using their four-wheel-drive vehicle, after being stranded by the hurricane, according to **S/M Rhett Denman**.

Meanwhile, damage surveillance was being conducted in at least three counties by ground teams of the CAP, with reports of blocked and damaged roadways, downed powerlines and other vital information being transmitted back to their mission headquarters, for relay to the appropriate authorities.

For the first time, CIVIL AIR PATROL was asked to assist by flying videotaping teams in eleven counties affected by Hurricane Elena. **Mr. Nick Collins**, of the **Dept. of Emergency Preparedness, Division of Emergency Management, Tallahassee**, requested that CAP fly the taping mission, and three subbases were set up to obtain good coverage of the affected counties. Films were then gathered up by three flight crews, picked up at one central point, and delivered to Tallahassee for assessment. This was the result of an Agreement between the State and CIVIL AIR PATROL. **Lt. Col. Bill Archer**, overall Mission Coordinator for the relief efforts performed throughout the State by the CAP, said that his "teams of people put in a weekend full of hard hours, for the benefit of the citizens of Florida. Ten of Florida's thirteen CAP Groups were involved in this mission."



Florida Wing cadets, bags and bed rolls in hand are on their way to newly assigned bunks, to start nine days of intensive training at the summer encampment.



C/2nd Lt. Laura Miller as encampment Group Executive officer distributes bed roll to Cadet A/2C Jorge Martinez, Miami Springs Optimist Squadron.



"Everything by the book" . . . as demonstrated by C/2nd Lt. Flora Shule (third from left) "A" Flight Commander.



Proper wearing of the hats is shown by C/Sgt. Candi Stauble of 3831st ARTCS, Homestead AFB, (right).

Florida Wing CAP Cadets, March to the Beat of the Summer Encampment

"You have just completed a week of torture and I hope you learned something . . . because I sure did."

These words of wisdom were uttered by **Cadet Col. Joe Martin Jr.**, Cadet Commander of Florida Wing Summer Encampment.

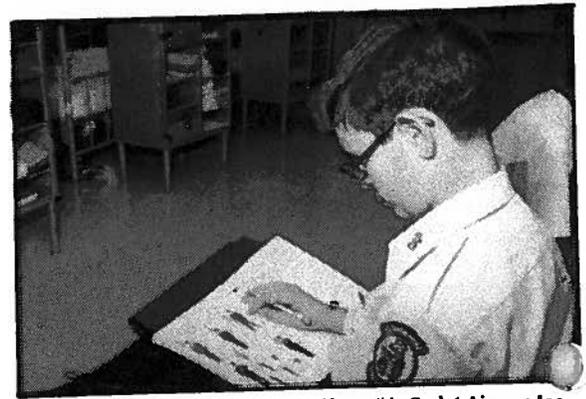
And it all started with the sound of reveille, as it echoed through the compartments at the Naval Training Center, Orlando site of the Florida Wing Encampment. As the sound of reveille dies cadets could be heard muttering . . . "is it time to get up already?"

Two hundred thirty-three young men and women from as far north as the Panhandle to the deep south of Miami Springs, converged on the NTC, to start nine days of intensive military training classes in aerospace education, physical training, survival techniques and much, much more.

For many of the cadets, it was their first time away from home and it didn't take long for them to get into the swing of things. They arose at 5:30 a.m., dressed in the uniform of the day, made their beds, cleaned the area and generally prepared for morning inspection . . . all to be done within an hour's time. Then on to breakfast, to be eaten in thirty minutes, march back to the barracks and prepare for the first class of the day. "By that time the birds are just beginning to come to life."



"How's the food?" asks Col. Sam Speiker, Florida Wing Commander. A unanimous "great" was given by L/R: C/A1C Matthew Littel, C/Sgt. Werner Garner and C/A1C Danny Duncan.



Studying "Wear & Care of the Uniform," is Cadet Airman Joe Rodriguez of Orlando Cadet Squadron.

Photos & Story By:
Col. Sid Birns



For **Cadet Sgt. Linda Leale**, of the Lantana-Lakeworth Cadet Squadron, it was her first time at a summer encampment. She said she had no idea what to expect. One thing **Cadet Leale** noted was, "I learned a lot and it was taught to me by my flight commander **C/Lt. John Dooley**. She taught me discipline and she brought the unit together to perform as a team."

I asked **Cadet Leale** how she liked encampment. "I liked it very much, except for the mornings. They were a total rush. We had to make our beds, put our uniforms in order, clean the area and the racks. When we got through with that, we felt like we had worked hard all day. My overall feeling was that it was just great and I made a lot of new friends and will definitely be back next year."

And, according to **C/Sgt. Mathew Sterling**, who was a second year at the encampment, he found it challenging and rewarding. One thing he noted about the first time cadets . . . "they had that nervous scared look we had, our first time at an encampment. But they were quick to learn and we came together as a team in short order."

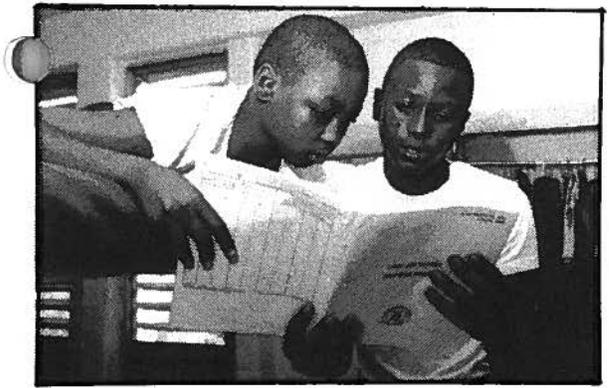
In closing at the graduation ceremonies, **Lt. Col. Dick Reed** said, "I reiterate what **General Hill** said, you look great. And, of course, I knew you all loved the food. One thing I am sure of and that is, that I am proud to serve with each and every one of you."



In a three-way handshake, **Cadet Airman John Kirkland**, SE Tampa Cadet Squadron smiles as he receives his outstanding "Dooley" award. (Dooley means a first time attendee.)



Selected as outstanding NCO **C/Sgt. Ronald Lopez** (center) of Miami Springs Optimist Squadron receives his award from **Brig. Gen. John Hill** (left) and **Col. Sam Speiker**, Commander Florida Wing.



C/A1C Charles Daniels IV and **C/A1C Roosevelt Neal** of Tampa Cadet Squadron put their heads together while reading CAPM 39-1.



"Thumbs up" . . . as he returns guide-ons, **C/Sgt. Philip Cuthbertson** 322nd Cadet Training Squadron, says "it's over, but I'll be back next year, you can count on it!"



Receiving Outstanding Cadet Officer award is **C/Capt. Flora Solana**. She is congratulated by **Brig. Gen. John Hill**, Virginia National Guard and **Col. Sam Speiker**, commander Florida Wing, CAP.



"Flying high with hats in the air" the outstanding flight for the summer encampment show their joy by letting it all go.

Florida PAO Number One

By: Lt. Col. Sid Birns
Wing PAO

(Cover photo by Marti Birns)

Public Affairs Program
First Place
August 1984 - October 1985
Florida Wing
Lt. Col. Sid Birns, CAP

... so reads the plaque that was presented to me at the National Board Meeting, 5 October 1985, at the Hilton Hotel, New Orleans, LA.

Lt. Col. Don Giglia, USAF/CAP National HQ PAO, said that the selection of the PAO of the year was based on:

- The greatest change within the wing's programs.
- The quality of publicity sent out.
- Contributions by the individual units.
- Assistance given to National by the PAO.

Lt. Col Giglio also paid a compliment to our publication. He said the Gator CAPers was one of the finest in the country.

Once again, I must tell all the active PAO's in the Wing, if not for you, I would not have received this singular honor.

We have a nucleus of about 30 very active PAO's out of the 103 units in the Wing. The quality and the quantity that is put out by these people is worthy of my highest praise.

Dont stop... maybe all your efforts and enthusiasm will rub off on the new incoming PAO's.

I salute you, one and all...



Gen. William B. Cass National Commander CAP (left) presents First Place PAO plaque to Lt. Col. Sid Birns (Photo by Lt. Col. Don Anderson).

Emergency Services Bivouac

On May 24-26, 1985, Group 13 of the Civil Air Patrol conducted an emergency services training bivouac as part of training for ground teams.

Personnel began arriving on Friday evening at the Flying A ranch near Reddick, Florida. The ranch is home to LTC William Archer, Chief Mission Coordinator for north central Florida, and Major Ann Archer, Group 13 Commander. While the airstrip is still under construction, the property has enough hills and wooded areas to make it ideal for Civil Air Patrol emergency services training. The two story home is complete with all necessary CAP radios and antennas and the recreation room on the ground floor is more often than not used for CAP meetings and training. The rec room also doubles as quarters for less hardy senior members during bivouacs.

After the usual quiet first night of a bivouac involving cadets, everyone was ready for reveille and breakfast. The first class was Basic Radio Communications taught by Major Ed Amsbury, the Group 13 emergency services officer. After the class work was completed, the practical radio work began. Lts. Jack Hood, Gene Tomlinson and Victor Vasco of the Lake City Composite Squadron (Group 2) gave the students hands-on experience in using 2 meter hand-held radios. After a few minutes of mike fright, the students became more proficient communicators.

While fire fighting and extrication techniques were scheduled, the agencies scheduled to instruct were not available. Since many of the students had no practical CAP experience, a question and answer session generated quite a bit of discussion about our organization.

Following lunch, Basic Survival Techniques were taught by Cadet Dale Bowers of the Gainesville Composite Squadron. He was assisted by MSgt. Tony McGrew, USAF, a member of the Lake City Squadron. Many of the students learned the importance of carrying canteens into the field, especially in 90 degree weather. They also learned to carry a pocket knife, compass and signal mirror as part of your personal gear when flying or camping.

Later classes focused on team safety, the legal implications and responsibilities of emergency services and interviewing techniques.

All the students attended a Level I clinic with the new slides and tapes from National Headquarters.

Sunday activities started with religious services by Major Ann Archer. The sermon and discussion centered on Memorial Day and its meaning to all of us.

ShandsCair, the airborne emergency room operated by Shands Teaching Hospital of the University of Florida, arrived to demonstrate emergency medical services

NO UNAUTHORIZED CHARGE ACCOUNTS FOR CIVIL AIR PATROL

From time to time we unfortunately find out that various units or members of the Florida Wing open up charge accounts in the name of Civil Air Patrol or a local unit of Civil Air Patrol without authorization from the Wing Commander. The Wing Commander is the only corporate officer in the Florida Wing who is authorized to pledge the credit of Civil Air Patrol. Accordingly **NO** charge accounts should ever be opened in the name of Civil Air Patrol or any of its subordinate units without the written authority of the Wing Commander.

Any member who has any questions pertaining to the foregoing should consult either the Wing Commander or the Wing Legal Officer.

and the use of helicopters as an essential medical tool in cases of trauma. Since the water table was lowered by a state agency several years ago, Col. Archer's lake has become an ideal Heliport. The demonstration also proved that Civil Air Patrol and other emergency services agencies can coordinate activities and services as the helicopter had to find the lake bed using only telephone and radio communication with common aeronautical charts. The pilot of the ShandCair helicopter, Kevin Brandt, had never been to the location before but had no difficulty in finding the site.

A compass course and mini-search mission ended the training for the weekend. Cadets Dale Bowers, Gainesville, and Gary Harris, Lake City, taught the courses.

The bivouac was a successful training activity, not only in the courses taught, but as a coordinated activity between four squadrons and two groups. When the Air Force funded Sarcap is held in September with Groups 2 and 13, the various squadrons in the two groups will already be experienced working as one team.

Gator Capers Copy Deadline 6 Jan. 1986



Public Affairs

Lt. Col. Sid Birns

"... we have a problem."

Units that are located in and around large metropolitan areas are all trying to get coverage in the newspaper and all at the same time. The same applies for radio and TV coverage. So, what we have here is a failure to communicate.

Take for example ... "Orlando Group" with its seven squadrons surrounding the City of Orlando. All the unit PAO's including the group PAO, want to get coverage in the only daily paper, the Orlando Sentinel, plus radio and TV. What happens is that two or more of the units send in their releases with pictures. The first unit to get this information to the editor, most likely will get coverage. The other units will lose out because their releases come to the editor on the heels of the first one. Therefore, he isn't going to use more than one item and it will probably be the first one received ... the other two will probably be "deep sixed" (put into the garbage pail). Those other units lose out.

I would like to suggest the following idea for those units falling into this category:

1. The Group PAO become the coordinator for all units in this position.
2. All units concerned meet and come up with a publicity release schedule.
3. Each unit choose what they feel will be the best activity to publicize for their unit and that's how you come up with a working "release schedule."

By using this kind of coordination, I feel that all will ultimately benefit by making it a team effort.

When sending photos to the Gator-CAPers, please **do not** send ZEROX copies, or very poor quality photos. Good color photos 4 x 5 inches or larger are OK.

When sending stories and photos to the Gator, indicate the date, location and other pertinent information. When the editor of the Gator, **Maj. John O'Connor**, finishes with the stories and the photos, he then sends them to the Wing Historian, **Lt. Col. Lib Sedita**. It then becomes a part of the Wing's history. In order for her to be

able to place information properly, it must be dated and have all the necessary information.

If a unit PAO leaves his or her unit to transfer to another unit, they cannot take with them the unit's history scrapbook, even though you have actually put it together ... **IT STAYS WITH THE UNIT.**

For the units that have submitted their scrapbooks for the scrapbook competition and for future units wishing to do the same, the following is the criteria for judgement:

- Size of album
- Continuity
- Local media coverage of unit's events
- Local community involvement
- Photography
- Story and captions

"That's a wrap ... if anyone has any questions or wants advice, my typewriter is available for the answer."

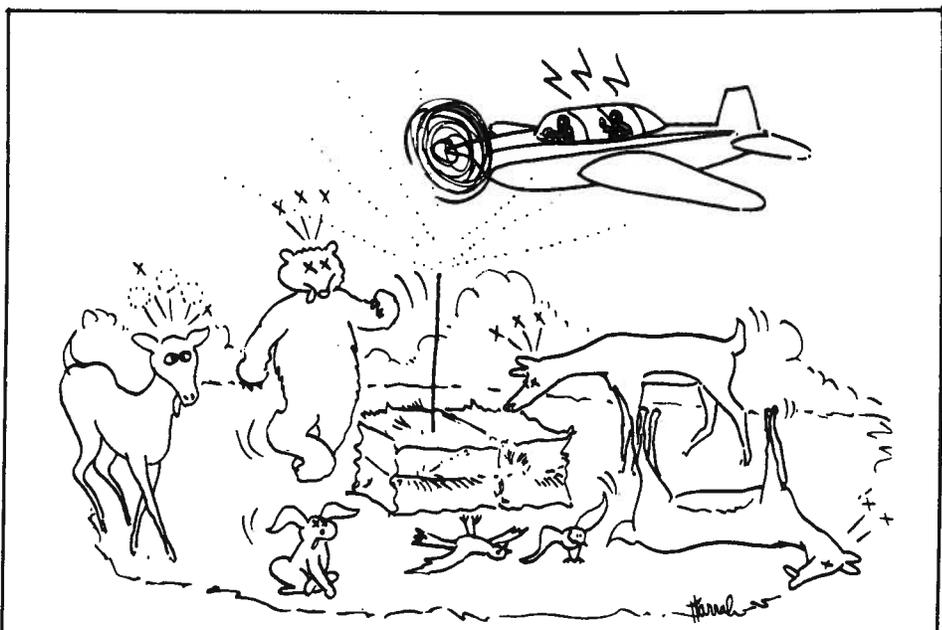
Two Sarasota Girls Receive Mitchell Award

By: Diane Fields, PAO

Two area Civil Air Patrol Cadets, **Miss Paula Cervia** and **Miss Lora Farrell**, were presented the prestigious Billy Mitchell Award and Warrant Officer Rank at our June Family Night/Awards Presentation. It's always exciting to have a cadet earn the Mitchell, but when you have two cadets earn it, at the same time, and both of them female, as well!! That's something to remember! Sarasota City Commissioner, **Ms. Rita Roehr**, presented the certificates to the young ladies while Group 11 Commander, **Maj. Dennis McCoy**, fixed the shoulder boards to their uniforms.

Cervia, will be a Junior at Sarasota High School in the fall, and **Farrell**, who graduated from Sarasota High School in June, will be a Freshman at the American University in Washington, DC with plans to major in foreign languages and international affairs and a possible minor in international business.

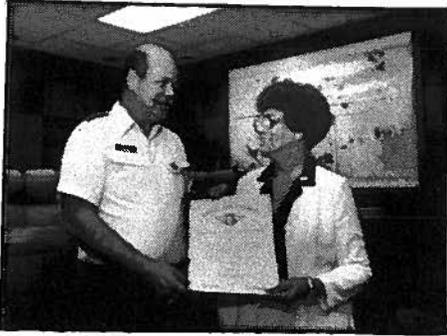
We are proud of them both!



Mission Headquarters, we're beginning to suspect that ELT is in a marijuana drop...

(From "Enchanted Wing News" New Mexico Wing, CAP)

West Germany Crosses Over to Orlando, Florida



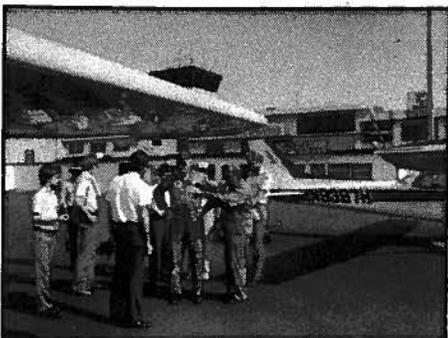
Capt. Joe Rodriguez, Orlando Cadet Squadron, presents a Certificate of Appreciation to Orlando City Commissioner Mable Butler.



West German cadets get a clear view of the Orlando skyline from the top of Orlando City Hall.



Orlando Police radio dispatch room is viewed by West German cadets as they toured the Orlando Police Department.



West German cadets are briefed before they take off on an orientation flight in CAP aircraft.

By: Lt. Col. Sid Birns,
PAO, Florida Wing

"Thanks to the Florida Wing, CAP, for such a great time. You welcomed us like long, lost friends and we thank you for making our stay here so pleasant. And, of course, seeing the Shuttle lift off, was a great thrill for all of us. Let me assure you we love you and from us all, a big DANKESCHOEN.

Those were the words of **First Lieutenant Max Lohrer**, senior escort for the nine West German cadets visiting Orlando, Florida on the IACE program.

Their whirlwind stay included visits to Daytona Beach (lots of pretty girls), visits to Disney World, Epcot Center, the Piper Aircraft Company and Orlando City Hall & Police Department and of course... 'Gatorland. They admired the 'gators from a great distance. Saturday, they were given an orientation flight in CAP aircraft and then were treated to a tour of Rosie O'Grady's flying circus, hosted by famed balloonist, **Col. Joe Kittinger**.

Topping off the nine days of touring, sightseeing and just plain enjoying themselves, was a farewell dinner held at Lili Marlene's Restaurant at Orlando's famed Church Street Station.

At the dinner, we were treated to some "inside" stories by the cadets and by the host families. For openers, it was the first time that some of the cadets had ever slept on a water bed... it made them a little "queezie". Another, was when they were served German sausage and instead of being served on a plate, it was served in a hot dog roll. At one point they tried hard to accept our interpretation of German potato salad... didn't quite make it.

One evening they had the pleasure of our many American "gourmet" delights... they were treated to the famous Pizza Hut's latest culinary delight, **PRIAZZA**.

For most of the cadets our food was new and different and to overcome this "problem," one of them would first try it and the others would wait for his reaction.

However, breakfast was another case entirely. They were served Cheerios. The cadets took a long, hard look at the bowl of cereal and finally one said, "We have something like this in Germany, we feed it to the dogs and cats."

On that happy note, dinner was over, promises of keeping in touch were made and **Swen Schafer** of Ingelheim/Rhein said, "Florida is the best place in the U.S.A." and there wasn't any argument from any of us.



As Capt. Lenny Francis, CAP, starts the engine, West German cadet Swen Schafer leans forward in anticipation.



Scott Felton, a member of the Rosie O'Grady flight crew and a former CAP cadet squadron commander at Incirlik AFB, Turkey explains the Flying Circus operation to West German IACE cadets.



As a token of appreciation and thanks, IACE West German senior escort, Lt. Max Lohrer presents a plaque to CAP Lt. Wendy Brinkman for the outstanding job she did in putting together and coordinating their visit to host city Orlando, Florida.



Sealing their friendship with a handshake are, at left, CAP Cadet A/IC Kevin Blakeney, Orlando Cadet Squadron and a West German Cadet Swen Schafer.



The Early Years

Lt. Col. Elizabeth Sedita, Historian

Way back to February, 1942 seems like a different world in the U.S.A. We had just gotten into World War II — The Axis, Japan and Germany were attacking on both coasts and the country was deluged with rumors of saboteurs, actual seacoast attacks, sinking of ships, and the fledgling Civil Air Patrol had just come into being. The Army and Navy had limited aircraft to protect the coast. Everything was needed to provide the fighting forces overseas and training.

The CAP started out as a Civil Defense Force, and then as the Coastal Patrol developed was incorporated as a civilian arm of the Army Air Force; in fact, later was given "Belligerent" status. Thousands of men and women (there was no cadet program at that time) joined in their local units, got into uniforms — with the famous "red tabs" — and reported to local armories and meeting places, learned marching in formation, military activities, guard duty, and the early pilots took on courier service, delivery of priority personnel, important small parts, border patrol, artillery tracking. These activities required time away

from home and jobs, mostly without reimbursement, and the early CAP members were persons who had some kind of independent income.

The top of the service was CAP Coastal Patrol (anti-submarine) with bases scattered along the Coast. The German U-Boats were having a field day, sinking ships within sight of the beaches and the small planes of CAP were vitally important in spotting subs and reporting them to the naval vessels, few and far between. Eventually, we were allowed to arm the aircraft with crude bombs or depth charges, and this proved successful in both sinking and driving down the undersea craft.

Personally, I started out marching in the Buffalo, New York, State Armory. I flew a few Courier Service missions; mostly Curtiss-Wright in Buffalo to N.Y.-Long Island aircraft plants; then as a 2nd Lt. to Hartford, CT, site of Pratt-Whitney, flying anti-aircraft artillery tracking. I had the experience of flying along at night (without night flying instruments) and having all the land below go absolutely black. They had a black-out test without notification. How I

got out of that is another story!!

Then, having used up 8 of my 9 lives, I was transferred to the Atlantic City Anti-Sub Base. **Major Farr**, CAP, was Base Commander, and he felt all officers should do close-order drill every morning, etc. So, we became the marching/flying CAP. I soon learned about fog, cold, bombing sights using paper clips, and that whales were not submarines, and how to send or read Morse Code and vessel signal flags. Sometimes we got paid — usually by the oil company's donations, but it was an exciting life. One nice thing, we had very little rank, a major was the "tops" I saw. Mostly, flight officers, some lieutenants, and lots of sergeants. Then, one day our engine conked out at 400 feet and pancaked in — we were knocked about, but basically okay. My back was strained and shock.

So, back to Niagara Falls, my home. Then into the Army Air Force, six months later was off to the CBI Theater of Operations.

All in all, the old days of CAP were a real experience, and I take my hat off to the old-timers who filled the gap until our vast production and training was able to make our coasts safe again.

Gulf Coast Sundown Patrol Credited with Four Saves

By: **1st/Lt. Ron Gilbert**
Asst. PAO, FL Wing

The **Gulf Coast Senior Squadron** (Sarasota-Bradenton) **08044** inaugurated a Sundown Patrol program within days of receiving a charter in June and recently was credited with saving four lives during their first weeks of operation.

Lt. Col. Richard E. Leighton, the squadron's commander, was flying the patrol with three other members of the new squadron, **1st/Lt. Karen Wade** and Senior Members **Victor Chambers** and **Jacob Gunther**, on 21 July, when he sighted a disabled sailboat. The craft, which was breaking apart, was estimated to be about three miles from shore. Two people were observed to be clinging to the boat.

A salvage vessel belonging to the Intercoastal Tug and Salvage Company of Venice, monitoring the Coast Guard frequency, heard the CAP's call to the Coast Guard station at Cortez. The salvage vessel reported its position close to the scene and volunteered its assistance.

As it neared the area being circled by the CAP's Sundown Patrol aircraft, the salvage vessel spotted two men attempting to swim to shore. They were disoriented and were swimming parallel to the shoreline rather than toward it. The men were rescued by the salvage vessel, which then proceeded to the sailboat wreckage where the other two men were taken aboard.

Paul Marrone of Intercoastal Tug and Salvage Company, and Coast Guard Petty Officer **Gary May** each credited the CAP Sundown Patrol with "saving lives" in the effort. "Those guys would have been 'goners' if it hadn't been for that little airplane," is the way **Paul Marrone** put it.



Famed balloonist, **Col. Joe Kittinger** (USAF/Ret.), a native of Orlando (left), receives a Certificate of Appreciation from CAP Wing Commander, **Col. Sam Speiker**. Looking on at right is **Lt. Col. Sid Birns**, Florida Wing Public Affairs Officer. **Col. Kittinger** received this award for his help in making the visit of nine International Air Cadet Exchange participants from Germany an exciting highlight of their stay in Orlando.

This month's column
contributed by
Col. Robert Owen
Commander Hdq. Sqdn. 08000



Eye in the Sky

By: **Maj. C. Elizabeth Dever**
PAO and Commander

Charlotte County Composite Squadron has been very busy. Friday, Saturday and Sunday each week, one hour before sunset a pilot and observer take to the air "just in case" a boat is out there in Charlotte Harbor in trouble. Weeks and even months can go by without a single need for help and then suddenly it happens. There before your eyes is a boat with people waving their life jackets, the signal that they need to be rescued.

This happened to **1st Lt. Nancy Cadorette** flying the Sundown Patrol alone this evening because the observer could not make the flight. She circled over the boat to let the people know she saw them, flew on to another boat to attract attention and direct its passengers to follow her. After two attempts they followed and finally took the troubled boat in tow.

Flying on about five miles she came upon another boat in distress. The passengers also signalled by waving life jackets. This situation was incredible; two rescues on one patrol. This time, **1st Lt. Cadorette** picked up the microphone to request anyone monitoring to call the Coast Guard. The radio was "dead." The only thing to do was to fly back to CAP headquarters and call on the base radio. Mission was accomplished.

A reporter from a local newspaper was so intrigued by this episode that he wrote a feature article about Civil Air Patrol and **Cadorette's** experience. He took the time and trouble to contact the Coast Guard and obtain the names of those rescued and interview these grateful people.

Brothers, Charles and Ralph Wilson and two children John and Frank Helm had taken the boat out on a test run after repairing the

motor. The party was well out in Charlotte Harbor when the motor quit and defied their efforts to restart it. They were ½-mile off Hog Island that is uninhabited. Even if they decided to battle the currents their swim would not accomplish anything.

Sunburned and discouraged they were very happy to see the blue and white airplane with "Civil Air Patrol" spelled out on its wings. Even happier were they when the Coast Guard Auxiliary boat came in response for then they knew the pilot had seen them.

It seems that this rescue business is becoming a habit with the lieutenant. On another recent flight she and the observer, Group Chaplain, **Captain William Koschny** made another similar rescue. This time the radio did work and help was at hand from other boaters.

Not to be outdone by this team, another pilot, **Captain Al Thomas** and observer **1st Lt. Anita Mascle** also have a "find" to their credit. They too, were flying the usual uneventful route when they flew over an anchored boat. They suspected motor trouble but there was no reaction from the boaters indicating that they were in trouble. The pilot and observer proceeded on course. However, there remained a gnawing feeling that all was not right. They decided at the end of the patrol to return to that boat. Circling once more, they saw a lot of activity. The passengers were wading around the boat attempting to push it off a sandbar, to no avail.

A happy ending came to their problem when the Coast Guard Auxiliary, summoned by the CAP team, came to their rescue.

So, who knows if things will settle down again into a "hum-drum" patrol? The pilots and observers never know what awaits beyond the next check point. It could be a peaceful fisherman or one frantically waving an orange life jacket.



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