



Florida Wing 'Gator CAPers



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CAP Mission

On Thursday, 22 September, Florida Wing began operations for a REDCAP, with Major Henri Casenove as mission coordinator. The search was for a Red and White PA 24 Commanchee, N7090P, missing since 20 September. The aircraft, piloted by Mr. E. H. Leach, with one passenger aboard, took off from Tampa at 11:30 A.M. on the 20th, bound for Baton Rouge, Louisiana, via Valdosta, Crestview, Mobile, and Picayune. The pilot had over 3,000 hours of flying experience.

At the start of the mission, headquarters were set up at Peter O. Knight Airport, Tampa, with sub mission operations at Ocala and Lake City. Low ceilings in all areas, with local showers and gusty winds limited activity. A route search was made from the point of departure to the first check point, Taylor Omni. On Friday, additional bases were set up at Bartow, Leesburg, Perry and Panama City. Improved weather and radio communications enabled investigation of several leads and extended search patterns. Ground teams were used to investigate leads on Saturday, but all search proved negative. Sunday saw an all out effort to cover the entire upper section of the state. Operations bases had to be closed down, however, as deteriorating weather progressed north thru the state.

In total, the entire area of the state was covered; 32,000 square miles. A total of two man years of effort was expended, with 471 hours of flying time in 324 sorties. Many of the news media were contacted, and resulting leads investigated, but all leads proved negative.



Mission Coordinator Major Henri P. Casenove briefs Observer Capt. Jackie Bodle, at Lakeland Airport.

JANUARY WING MEETING

REDCAP Scores Early Find

At 10:00 P.M. Friday, 2 September, Major Henri P. Casenove of Orlando was notified that a light plane was missing and presumed down. An immediate phone check was initiated with the airfields in Central Florida, which proved negative. Major Casenove proceeded to organize the units of CAP for a search mission.

Mr. and Mrs. Eugene Pendleton of Tampa had departed from Vandenberg Field, Tampa, at 8:30 A.M. Friday on a pleasure flight in their Luscombe airplane. Mr Pendleton was a former Spitfire pilot with the Royal Canadian Air Force and the RAF. He has also flown with the Israeli Air Force and has accumulated more than 2,000 hours pilot time. It had become the custom of Mr. and Mrs. Pendleton to fly to some city in central Florida for lunch each Friday, and then return to Tampa. The plane had five hours of fuel aboard. The three Pendleton boys attended school Friday and when their parents did not pick them up they became alarmed and reported their fears to the authorities.

At dawn on Saturday, 3 September, eight aircraft of the Civil Air Patrol took off from Lakeland Municipal Airport. Each of the planes was assigned a different search sector to attempt to locate the missing Pendleton plane. Radio communications had been set up by 6:30 A.M. and a motorized ground team was standing by. The Florida Highway Patrol and the Polk County Sheriff's Office were also cooperating in the search.

At 10:15 A.M. the search flight piloted by Mr. B. F. Blake, with George Vandenberg as observer, sighted the wreckage of the Pendleton plane 1200 feet east of the Zephyr Hills Airfield. The crew landed and made their way to the downed plane on foot, to find both Pendletons dead.

A total of 52 Civil Air Patrol personnel were involved in the operation. Thirty two sorties were flown and two ground rescue teams were ready.

The annual Wing Meeting is planned for 13 thru 15 January 1967, to be held at the Robert Meyer Motor Inn in Orlando.

For cadets, the selection for Special Activities will highlight the weekend. Cadets will compete for Power and Glider Flying Encampments, as well as for the many other special activities offered each year by Civil Air Patrol.

As in past years, the formal banquet has been planned for Saturday evening, followed by the Military Ball. The Cadet Selections will be announced at this event.

In addition, meetings are planned for most sections; conferences will be held for personnel in the cadet program, for Operations, Information, Medical and Inspectors, as well as squadron and group commanders.

Medical Section Plans

Two high level seminars, a cadet first aid competition and a short course for paramedical personnel are included in the plans for the annual Wing Meeting in January.

In addition, the Central Florida Tuberculosis Association has generously arranged for a Mobile X-ray unit to be stationed at the hotel on Saturday. The unit, which does not normally operate on Saturdays, will be available for the special use of CAP personnel, and all members, both senior and cadet, are urged to avail themselves of this convenient opportunity to obtain a chest x-ray.

A Diabetic Screening Center will be set up by the Ames Laboratory of Elkhart, Indiana. The Ames Company has also planned a training course in laboratory techniques for interested personnel at the Wing Meeting. The number of spaces is limited and requests must be made by letter direct to the Wing Medical Section, Robert H. Saber, M.D., 429 South Lake Barton Rd., Orlando, Florida 32807.

The medical conferences at the meeting will be limited to physicians, emergency services and operations officers. Further information on these meetings will be published in a special Wing Medical Section Bulletin.

In Memory of
DAVID J. BYRNE
 April 29, 1947 - September 15, 1966
 Oakland Park Cadet Squadron

On the evening of Friday, September 16th, at approximately 6:00 P.M., Oakland Park cadets were alerted to prepare for a REDCAP to search for C/MSgt. David J. Byrne.

Cadet Byrne had been reported by his mother to have been missing since the previous evening, when he had driven a friend home, and had not returned.

Within a half-hour of the alert the REDCAP was cancelled, as the cadets were shocked to hear that David's body had been found in his car, submerged in a Northwest Ft. Lauderdale quarry.

David's parents have suffered an irreplaceable loss in the death of their son, and we of the Oakland Park Cadet Squadron share their loss with them. Our ranks, while only depleted by one man, seem to be lacking an integral part of their being.

As a cadet, and moreover, a dear friend to all of us, he will be thought of and missed for his quick smile, ready kindness, and eager willingness to cooperate so as to better himself and his squadron.

Cadet Byrne had earned his coveted C.O.P., and was awaiting its presentation at the time of his death. The Mitchell Award, as well as a promotion to C/2Lt., were awarded posthumously at the funeral, which included a CAP Honor Guard.

Cadet Byrne's many contributions to the squadron will live always in our hearts and memories, as will our thoughts and memories of he, himself, as the wonderful person we all remember.

From the Commander

Continued from Page 2

If the Group Commander, in the above example, decides to stay with his decision after being informed by the sector staff officer that the decision was not in accord with the rules, the sector staff officer will inform the Sector Commander, who will resolve the differences.

If the Group Commander believes the Sector Commander's ruling violates Wing or National Regulations and policy, an appeal may be made to the Wing Commander per CAPR 123-2. In all cases one must follow the direction of his immediate commander, without regard to his personal opinions, even if an appeal is pending.

In the normal communications "chain," a staff officer works under his counterpart of the next higher headquarters. This relieves the unit commander of the necessity of knowing every detail, and speeds up communications. This delegation of authority is a means of getting the job done faster and more efficiently. But the communications "chain" is not to be confused with the true "Chain of Command," which is simple and unvarying. Each unit commander is responsible to the commander of the next higher unit. Each member of a unit is responsible, through the unit's chain of command, to the commander of that unit.

Palm City Cadets Always Ready

On Saturday evening, August 27, the cadets of the Palm City Cadet Squadron again proved the readiness of Civil Air Patrol to assist in any emergency. The members of the squadron had set out from Ft. Myers for a beach party at Bonita Beach, about 25 miles away. Some 10 miles south of Ft. Myers they came on the scene of an automobile accident. The driver of the car of four teenage girls had lost control on a curve, overturned, and slid upside down into a deep drainage ditch.

Lt. Sowards, commander of the squadron, was first to reach the car. Two of the girls were dazed but on their feet, and the cadets were quick to help them. A third was found unconscious on the ground, after having been thrown thru the windshield. The driver was still in the car. Since the car was partly in water and settling, Lt. Sowards first removed the trapped girl. It was learned later that she had a serious pelvic injury, and the prompt action rendered by the cadets who had recently completed the Red Cross Advanced First Aid Course was very much needed.

While first aid was being administered, other cadets had summoned the Florida Highway Patrol, and an ambulance. All four of the girls were taken to the hospital. The cadets proceeded to their beach party, knowing that their training in CAP had been of great help.



Civil Air Patrol training has paid off again for C/1Lt. James Gann, Cadet Commander of Hialeah Cadet Squadron, and C/Sgt. Lorrenza Nealy, Cadet I.O. of Central Miami Cadet Squadron. These Group 22 Cadets, through their CAP training, have qualified for the illustrious Company "A", also known as the Black Berets or Air Rangers of the University of Miami AROTC program. The two cadets give the CAP cadet program credit for their training in military discipline, bearing and courtesy. To become members of Company "A", they had to pass several difficult physical training exercises and a rigid personal appearance test, but they feel it is well worth the training they will receive in parachute jumping, judo and jungle survival.

Sector A Council

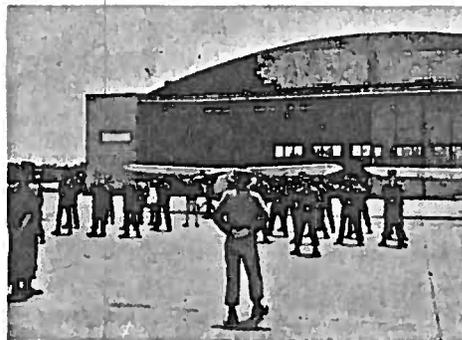
Lt. Col. John F. Doyle, Sector "A" Deputy for Cadets recently announced the appointment of Cadet Lt. Col. Steven S. Lappin to the position of Chairman of the Sector Cadet Advisory Council.

Cadet Lappin's appointment came after former Chairman C/Lt. Col. Tony L. Buholtz resigned to enter the U. S. Army. In addition to Cadet Lappin's appointment, Cadet Frederick R. Swearingen was appointed to the position of Deputy Chairman.

Formerly, Cadet Lappin was Deputy Chairman and Cadet Swearingen served as Sector Council Administration Officer. Cadet Lappin is from the North Dade Cadet Squadron, where he served as Cadet Commander for 2½ years. He participated in the 1965 IACE to Israel, and has attended 4 summer encampments.

On his appointment as Deputy Chairman, Cadet Swearingen retained his administration position, and was promoted to Cadet Lt. Colonel. He has attended 7 CAP summer encampments and attended the first National CAP Flying Encampment at Elmira, New York, in 1965. He is formerly of the Ben Franklin Cadet Squadron, where he served as Cadet Commander for 7 months prior to his Sector appointment.

These appointments are in conjunction with the reorganization of the Sector A Cadet Advisory Council. The Group Chairmen are now elected by their counterpart Cadet Squadron Commanders. Newly elected members of the Sector A Council include C/2Lt. Charles Walker, Group 5; C/1Lt. William Bateman, Group 10; and C/1Lt. Jim Rounds of Group 16. Other Group elections are now being held.



Groups 4 and 7 held a combined weekend bivouac at the Appalachicola Airport on August 12th thru 14th. Pictured are cadets in formation in front of the hangar during the bivouac. Over 100 cadets attended, and everyone who registered for the activity received at least one orientation flight. Also a highlight of the weekend was the Saturday night fish dinner, prepared by Franklin County Sheriff Marshall.

Information Officers...
 become a
 'High Point' I. O.

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WING SARCAP AT LAKE CITY AIRPORT

The Lake City Airport became a beehive of activity shortly after daybreak Saturday, September 10, 1966, when equipment and personnel began arriving to set up a mission headquarters. Throughout the day and into the night communications nerve centers were set up, and personnel registration and assignment areas, briefing rooms and aircrew ready rooms were established.

After the headquarters had been set up, the participants were given the problem by the Southeast Region Evaluation Team.

Mr. Boob Tube, a 25 year old private pilot, and his wife Honey Tube, of Ocala, Florida, took off from Jim Taylor Airport in Ocala at 11:00 A.M. September 9, for a round-robin flight from Ocala through Gainesville and Tallahassee. The pilot had logged fifty hours, ten of which were in the white and tan Piper Cherokee 160, N6867W, which they were flying. The aircraft has a four-hour (50 gallon) fuel capacity, cruises at 110 mph, and is equipped with VHF, OMNI, ADF and TACAN communications equipment. Boob filed his Flight Plan as follows: V159 to Greenville OMNI; V22 to Taylor OMNI; V157 to Gainesville; and V157 to Ocala. This Flight Plan was filed by radio from Gainesville, at 12:00 noon. His last known position was not varified. At the time of the flight the weather was 5,000 feet and scattered, with light and variable winds. There was a front line from Tallahassee to 30 miles southwest of Cross City, and building up to Valdosta, Georgia. The estimated time enroute was two hours and forty minutes.

Under the command of the Florida Wing Mission Coordinator, Major Joseph M. Heape, CAP personnel proceeded with the simulated search mission. The valuable training achieved at SARCAPs helps to make the CAP function with the skill of a highly professional and well organized task force.

During the two exercises the 250 CAP personnel, along with 35 member and corporate owned aircraft and 45 member and corporate owned vehicles of the Florida Wing were evaluated on their effectiveness by the members of the Southeast Region United States Air Force Liaison Office, who scored the overall activity as 97% effective.

WING SARCAP IN PICTURES

Beginning with the morning shave, the personnel attending then registered and went to the briefing. Shown are Major Joe Heape, Mission Coordinator, Major Henri P. Casenove, Deputy Coordinator, Major William Kobos, Administration, and Captain Emie Lewis, Operations, at the general briefing. After taking notes on the briefing, the operational forms were taken care of, and individual briefings held. Then to the flight line. Captain Grady is shown in communications, Lt. Ray Eddy in Information. Ground teams were ready and standing by. Refueling operations took place throughout the day. The general debriefing was by Colonel Ward, of the Southeast Region Liaison Office.

