

Office of Information  
Florida Wing—Civil Air Patrol  
Auxiliary of the U. S. Air Force  
Post Office Box 4878  
Jacksonville, Florida 32201

194721555 14749  
FLORIDA WING CIVIL AIR PATROL  
PO BOX 65  
HALLANDALE, FL 33009

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U. S. POSTAGE  
**PAID**  
Jacksonville, Florida  
Permit Number 3277



FLORIDA WING

# Gator CAPers

VOLUME XI, NUMBER 4

OCTOBER, 1970

## BRING 'EM BACK ALIVE

Florida Wing, CAP supported the American Automobile Association in their Holiday "Bring 'em Back Alive" program over the four day Labor Day weekend. CAP aircraft made surveys of traffic conditions on the highways throughout the state. Tourist attractions and beaches were also mentioned from the air. All information from the aircraft was immediately relayed via the CAP radio net to a Civil Air Patrol station set up at the A.A.A. headquarters in Orlando. This information was then distributed to over 160 broadcasting stations throughout Florida by A.A.A. on an hourly basis. The information was then put on the air to the general public by these broadcasting stations with the intent of reducing congestion accidents, thereby holding down the holiday death rate in Florida.

This CAP activity served a dual purpose. Besides providing a service to the public on the holiday, it provided extremely good practice in observing ground conditions that could be required in aerial survey during natural emergencies or Civil Defence disaster support. This type of sortie differs considerably from that utilized in missing aircraft.

Aircraft that were equipped with CAP radios on 26,620 MHz. reported findings direct to A.A.A.-CAP headquarters from distances upward to 60 miles while flying at altitudes of 1500 to 2000 feet above the terrain. Operational bases were set up at Miami, Palm Beach, Clewiston, Tampa, Orlando, Cocoa, New Smyrna Beach, Jacksonville, Perry and Pensacola. Aircraft launched from these locations that did not have CAP radios on board, utilized FAA Frequencies for reporting, with relay by FAA to the CAP station at the operational base. This preplanned coordination worked quite favorably.

The total activity, commanded by LCol. H. P. Casenove and coordinated by the four Wing Task Force Mission Coordinators, LCol. D. Cunningham, LCol. J. McDonald, Maj. L. Barnett and Maj. W. Gardiner, involved an average of 195 members each day with utilization of 24 aircraft and 33 CAP radio stations reporting over 200 observations per day to the A.A.A. Observations included many contributing items of information to the general public

## MODIFIED CADET PROGRAM

January 1, 1971 is the final date for cadets to enter into the modified cadet program. The transition into this modified program is a simple task if just a few basic steps are followed.

Since the squadron commander is the most important individual in the program, he is the man to "start the ball rolling." He must interview each cadet and review the cadet's records. Counselling the young cadet, he finds what achievements have been completed. Then, by reviewing the Cadet Handbook (CAPM 50-2) and the Leader's Handbook (CAPM 50-76), he (the commander) will decide what achievement the cadet must begin work on to enter into the correct sequence as listed in the Cadet Handbook (pages 5-6 and 19-20). For example, Cadet Jones has completed the Goddard, Richenbacker and Doolittle Achievements in Phase II. In order for the cadet to begin the correct sequence, he

must receive the achievement package listed first in the sequence (the Arnold Achievement).

The cadet then fills out one Bookstore order form (the amber, manifold form) for the Arnold Achievement. He encloses a check or money order in the amount of \$1.50, made out to "The Bookstore." By return mail, National Headquarters will return the Aerospace Education materials along with a contract for the Arnold Achievement. The cadet, along with the squadron commander, completes the contract form in four (4) copies. The cadet will retain the yellow copy in the pocket of his Cadet Handbook. The blue copy will be retained by the squadron until the cadet completes his achievement. The pink copy will be forwarded directly to the Wing Deputy for Cadets. The white copy will be held by the squadron until the completion of the achievement. Then it will be forwarded to the group headquarters after the cadet's CAPF 66 is annotated showing completion.

Once the achievement contract package has been received and the contract has been filled out the cadet is in the modified cadet program.

The Aerobics Book, Leadership Manual (CAPM 50-3) and Cadet Handbook (CAPM 50-2) may be ordered separately on a Bookstore order form, for those cadets who don't have them.

Returning to the example for a moment, the cadet has completed three achievements in Phase II. They are out of sequence, so the cadet will have to annotate his order form for the next achievement (Wright) that he requires Cadet TSgt. stripes for his completion of the Arnold Achievement.

So the steps are:

1. Review the cadet's records.
2. Start with the first achievement not completed in the sequence.
3. List that achievement on a Bookstore order form with the appropriate fee.
4. Mail in to the Bookstore, National Headquarters.
5. Upon receipt of the achievement package, counsel the cadet and fill out the Achievement Contract.
6. Send the appropriate copies to the locations listed.
7. The cadet then completes the requirements for the achievement.

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**The Florida Wing Civil Defense - Civil Air Patrol Exercise has been scheduled for 7 November 1970. This vital part of the CAP mission will include participation of members and units in all parts of the state.**

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in the interest of safety. Items such as overflow crowds in certain camping facilities, concentration of cars at the Disney World Exhibit, congestion around certain parking areas at the many beaches, reports on progress of heavy thunder storms, etc. made an almost continuous flow of communications traffic.

Indicated results were that highway deaths during the daylight hours were held to a record minimum. This illustrates that an informed public responds to information and instruction. The safety level of the CAP activity was also good with the total operation performed without incident or injury.

The American Automobile Association considered this activity to be the best in its four year history of the "Bring 'em Back Alive" program, and indicated that Florida CAP was a prime contributor to make it so.

# 'Gator CAPers

The 'Gator CAPers is published by Florida Wing, Civil Air Patrol, Orlando Naval Training Center, Orlando, Florida, and is distributed to each of its members.

Wing Commander . . . . . Colonel Robert C. Owen, CAP  
Director of Information . . . . . Major Richard R. Charlett, CAP  
USAF-CAP Liaison Officer. . . . . LColonel Robert H. Pinney, USAF

**NOTE TO CONTRIBUTORS:** Address all copy to—Editor, 'Gator CAPers—Post Office Box 4878—Jacksonville, Florida 32201. Materials must be typewritten, original copy, on 8½ x 11 white paper, one side, double spaced, in caps and lower case. Photographs must be originals (not clippings) and should be accompanied by CAPF 89. Photographs and materials cannot be returned.

'Gator CAPers is being sent to each member's last known address. If you or any member you know have changed address, please send a post card to 'Gator CAPers, giving name, CAP unit and serial no. and both the old and new addresses. **BE SURE TO INCLUDE OLD AND NEW ZIP CODES.**

## FROM THE WING COMMANDER

Seems more difficult each morning when we get up to face the problems of an increasingly complex way of life. Everything moves faster, but we wonder if it is really moving forward; calculators and computers do our work but require us to pile up more paper work for them to digest. The requirements for our CAP way of life is increasingly difficult—regulations and manuals require more from us; many a moan I have heard for the "good old days," but those are gone beyond recall—and I admit sorely missed at times.

The challenge of the modern CAP, a new cadet program, replacement of obsolete aircraft, upgrading of senior pilots, observers and officer types, use of crash locator beacon, an expanding and more efficient communication system, service to the nation in civil defense and natural disaster, on and on goes the list. Never was the need greater for CAP and its unique organization and personnel. To those dedicated members we all owe our support and efforts even more to make their jobs a little easier in the organization. Our commanders are due a smile rather than a growl.



## RECRUITING FILM

National Headquarters has recently released a new and interesting film on cadet special activities. By use of up-beat music and split frame techniques, the film is directed at young people.

The film contains very little dialog, and is directed at presenting what the activities are; however, the sound track does contain excerpts from presentations at various special activities. Astronaut Alan Bean gives a brief summary of the benefits of participation in CAP and its special activities.

Since it is very limited in dialog, the use of the film for recruiting should be in conjunction with a prepared presentation. In other words, don't depend on the film to sell the program. Work up a good presentation and use the film as a final sales point.

The film may be obtained from the Florida Wing Liaison Officer, Naval Training Center, Orlando, Florida, for a period of two weeks, upon written request.

## FLYING SAFETY



I am sure that this poor fellow who caused this wreck 3 weeks ago will gladly swear that he will never again takeoff without checking his supply of gas and oil. Be professional. Use your checklist. You, our airplanes and the whole CAP flying program will last a lot longer.

## TOWER TOUR



A new control tower just constructed at Palm Beach International Airport demonstrated the intricate workings of an air traffic coordinator to cadets from Palm Beach Cadet

The bird's eye view at the top of the tower lasted approximately twenty minutes. During this time cadets witnessed how airplanes are maneuvered into the air traffic pattern; how each lands; and how they are coordinated on the ground. Together with watching, the traffic coordinators explained major items and answered questions proposed by the cadets.

## GROUP 21 COMMANDER

Captain James B. Cogswell II was appointed commander of Indian River Group 21 on 24 August 1970.

Capt. Cogswell, a CAP veteran of seven years, holds both the cadet and senior Certificate of Proficiency. He has also participated in numerous summer encampments, and has been awarded the Unit Citation, Red Service Ribbon and the ECI Award.

Capt. Cogswell joined the cadet program at the age of 16, and achieved the rank of C/LCol. As a senior member of the CAP program, he has held the positions of Group Deputy for Cadets, Group Deputy Commander and has been a member of the Florida Wing Deputy for Cadets staff.

Capt. Cogswell, a graduate of Cocoa High School in 1963, holds a BA in History from the University of Florida. He resides, with his wife and two children on Merritt Island.



Capt. James B. Cogswell, CAP

## NOTES

The Quarterly Meeting of Group Commanders and Wing Staff will be held 17-18 October 1970 at the Robert Meyer Motor Inn, Orlando. Section meetings are planned for Operations, Senior Training, and Civil Defense, a seminar will be held on Cadet Training, and both the Senior and Cadet Promotion Boards, the Awards and Decorations Board and the Wing Executive Committee will meet.

The Florida Wing Annual Meeting, including the Awards Dinner, Special Activities Selection for Cadets, and section meetings in most areas will be held 13-14 February 1971. The location remains the Robert Meyer Motor Inn, Orlando, but the time has been shifted from past years, from Thanksgiving weekend.

## PORTRAIT OF A PILOT-DECEASED

If every pilot could be made aware of the following facts and took appropriate measures to avoid falling into these various categories, the needless weather type fatal accident could be eliminated. Here is a profile of this type of pilot:

The weather-involvement, fatal accident pilot is a VFR type, between the ages of 30 and 50, affluent enough to own or rent a reasonably late model aircraft and has between 50 and 1000 flying hours. In most instances, he holds a Private Pilot certificate with Airplane single-engine land ratings. He may even be an unsupervised student pilot who no longer sees a necessity for dual instruction and has neglected to take the appropriate FAA written examination and flight test.

His accident will occur during a business or personal pleasure flight; he will be one of the 68% in his group who fails to take the time to receive any sort of weather briefing. Only 16% of his group actually go to the Flight Service

Station or Weather Bureau for a thorough briefing. Only 40% of his group will bother to file a flight plan.

It will be his FIRST accident—and it will most likely happen on his trip home, on a Friday, Saturday, or Sunday, during daylight hours in August, November, December, or January in a single engine aircraft. Some sort of precipitation will be occurring with low ceilings-low visibility.

It will be his LAST accident!

The only thing he may take consolation in is that there is a 99% possibility he and the innocent passengers he takes with him will be buried on a clear day, in gorgeous VFR weather conditions, by a level-headed, clear thinking minister, and he will be mourned by his family and friends who believed the accident was caused by the horrible element "WEATHER"—or that "flying machine"—not "Old Joe"—he was an excellent pilot!

(From *Southern Wings*, July 1970)

## RADIOLOGICAL MONITORING COURSE

AERIAL RADIOLOGICAL MONITORING SURVEY planning and implementation are well under way in Florida CAP and CD. The most recently graduated class of ARMI's (Aerial Radiological Monitoring Instructors) was a group of Civil Defense/Civil Air Patrol staffers who completed both the ground course for Radiological Monitoring Instructors (4 days) and the RMI course (1 day) held at the Emergency Operating Center of Hillsborough Civil Defense in Tampa, June 15-19, 1970.

These new graduates are now prepared to join other ARM instructors in conducting classes for CAP senior personnel who will be manning the CAP aircraft to fly missions at the time of enemy attack upon the United States. Pilots and observers should complete radiological training in this sequence:

Radiological Monitoring Course (RM) — 16 hours

Aerial Radiological Monitoring Course (ARM) — 16 hours (8 hours class, 8 hours field exercise)

The importance of being capable of monitoring the fallout levels of an area such as Palm Beach County with its 2,600 square miles cannot be overemphasized. Dr. Werner Von Braun recently stated that "Everyone on earth lives within 30 minutes of potential destruction by nuclear bombs or missiles. Our times are perilous—almost unthinkably so. There is no sensible solution except preparedness."

See your Civil Defense liaison officer and set up training classes for twelve trainees for each session. Certificates of Completion for each course will be issued upon conclusion. By next winter each group should be able to muster the aircraft with the radiological instrumentation and the trained personnel to participate in a large-scale combined exercise.



Examining radiological detection devices are (l. to r.), Robert Kohler, instructor of Nuclear Physics at Florida State University, Thomas Cook, Civil Defense Director for Hillsborough County, Col. Robert C. Owen, Florida Wing Commander, and Maj. Lee R. Kasten, Florida Wing Coordinator for Civil Defense.

## CHAPLAIN DRISCOLL APPOINTED

Dr. Carl A. Driscoll of Tampa has been appointed Wing Chaplain as of 24 June. He succeeds Chaplain J. Woodrow Fuller of Jacksonville whose church duties required increasing time. Chaplain Driscoll is Secretary for the Florida Synod of the Lutheran Church in America, and has been active in CAP since 1959. He began with the Tampa Composite Sqd., then Tampa Senior Sqd., and since 1966 as Group 3 Chaplain.

He holds service ribbons for Recruiting, Encampment, Air Search and Rescue, Leadership, Blue Service with clasp and the Communicator Badge. He was project officer for several conferences for Wing Chaplains.

He graduated from Wittenberg University and Hama Divinity School in Ohio and served parishes there before coming to Florida in 1957. He was called to his present position in 1963 after serving a Tampa congregation for more than five years. Newberry College in South Carolina conferred the Doctor of Divinity degree in 1966.

Chaplain and Mrs. Driscoll have a married

son and daughter living in Florida and four grandchildren.



1. Col. Carl A. Driscoll, CAP



C/Capt. Roxie Dennison is shown receiving The Amelia Earhart Award and her Solo Pilots Wings in a formal Group Formation Ceremony at Vandenberg Airport, Tampa, July 28th, 1970. L. to R.: Capt. Lynn A. Lacey, Deputy for Cadets; C/Capt. Roxie Dennison; Lt. Anna Bates, Commander of Clair Mel Squadron; Maj. Nathaniel Brittingham, Commander of Group 3, and 1st Lt. John Balogh, Ass't Operations Officer.

C. Capt. Dennison, a member of CAP since 1965, is Group 3 Advisory Council Chairman.

# MIAMI SQUADRON ONE SARCAP

On a bright, windy Sunday, August 30, the Miami Senior Squadron 3 conducted a SARCAP at Tamiami Airport. Mission headquarters was in the main reception room of Southwind Aviation on the N.E. side of the airport. Our thanks go to Mr. Griffin of Southwind Aviation for his kindness in making their hangar and facilities available for our mission operation.

By 1000 hours many CAP personnel had arrived for registration. Forms 101 were checked for pilot and observer eligibility, and a gen-



One of the CAP planes participating in the SARCAP at the Tamiami Airport. This Piper PA 18, 125 hp., Super Cub, is owned by Miami Senior Squadron 1. This aircraft has been completely rebuilt recently through the sponsorship of National Airlines.

eral briefing of the mission was given by CWO Al DeMaria, squadron operations officer, acting as mission coordinator. 1Lt. John Petruff was operations officer assigning search areas to aircraft. CWO Louis White assisted in mission orientation and flew the initial route search. S/M A.E. "Mac" McLean was de-briefing officer.

In short, the mission was a situation involving an overdue pilot and two fellow passengers, parachute equipped, who had taken off from Tamiami Airport on runway 9L for Ft. Myers, Florida. They left in a downwind departure pattern.

Seven planes with crew members reported for the SARCAP. Nine sorties of approximately 1½ to 2 hours duration were flown. Three targets had been placed: one on the crosswind just after left turn from take-off, a second in the southwestern area of Dade County, and the third near the South Cement Plant. This was in the scope of the downwind departure path of the missing plane. This latter target was sighted on approach for return from search area by Dr. Richard Miller and his pilot wife Phyllis. A ground crew of cadets under Lt. Andre Ellen, Central Cadet Squadron, was sent to the general area of the cross-wind target but were unable to locate it.

Communications, under the direction of Lt. Arenburg of Hialeah Cadet Squadron, was established with several aircraft and with ground crews. This was conducted in an efficient manner.

Food facilities, under the direction of CWO Opal Sobczak and WO Lorena Bennington, was in the form of "Sloppy Joe" sandwiches, tea, coffee and soft drinks. Some CAPers brought their own picnic lunch which was enjoyed on the lawn adjacent to the Southwind ramp.

Among the seven Florida Wing staff members attending were Col. R. C. Owen, Wing Cmdr., LCol. Lawrence Feldman, LCol. Richard Krause and LCol. Richard L. Leali. Total participation included approximately 45 senior members and 35 cadets. No mishaps occurred; spirits of the entire group were high. The cadets did an enthusiastic job of ramp traffic handling and ground search. Intense de-briefing was conducted upon return of each sortie, handled by S/M McLean.

A constructive critique by Col. Owen and others revealed that the mission had been a general success. A few points regarding some lack of uniform completeness, more stringent ramp discipline, and a few other items were mentioned for future correction.

## SUMMER ENCAMPMENT

"Sound Adjutant's Call!!" That's a phrase that will long be remembered by everyone who attended this year's Summer Encampment Program at Patrick AFB, Florida. Everyone who participated in this year's program was well trained in the Pass in Review Ceremony "by the book" as LCol. William Bristow, commander for this year's program, would say.

It was alot of hard work, and good fun too. Rattling out of bed at 0500 each day for Reville formation was rough on everybody, including the Senior staff, but everyone managed to be in place at the prescribed time. Making up each bunk and cleaning the rooms plus taking care of uniforms filled the early morning 85 minutes before formation. That 0520 mile which everyone ran really started the day off with a jolt. It wasn't easy, but you sure woke up.

Shoe leather was left on almost every square foot of pavement on Patrick. Marching and more marching... It was really fun once we all got in step and learned a few songs. Boy, some of those songs! Under the encampment staff leadership we all learned plenty of drill and ceremonies. Hup, two, three, four! Get in step, people! Who would ever believe how many miles we all marched.

Breakfast was usually augmented with a daily ration of salt pills to help us keep our body moisture in the hot east-central Florida sun. It never seemed to cool off. For Encampment 70-1 it never rained. Those hours on the drill pad seemed never to end.

Tours were good, too. We were all given an idea of what Air Force life is really like. We toured the Air aircraft which the Air Force uses to track, photograph and communicate with the satellites fired from the Cape and the East-

ern Test Range. Those droop-snoot jets sure looked funny.

The Cape Kennedy Tour kept everybody's interest until the hard days and nights managed to catch up with us all. I guess about half of the cadets on my bus fell asleep on the way home. Major Torres from the Range Control Center added plenty to our tour. Just being in the building where all of the shots are controlled was awesome.

Encampment this year had everything. We even managed to play some soft ball in our not-so-spare time. Seems that the senior staff defeated the cadets soundly during 70-1. Oh, well, next year is another year. Perhaps the tide will turn and the cadets will win.

A couple of the cadets even managed to get in a little surfing. There must have been hundreds of surfers on the beach. I know I had to dodge a few stray boards and people.

"You must carry your CAPM 50-2—Cadet Handbook with you wherever you go." Oh, yes, the words that seemed to make the day complete. Who could ever have imagined we would have to memorize that entire book. Seems like every time you turned around somebody was asking questions on the 50-2. I guess a group of cadets would have failed had a written test been given, though, especially for 70-2, since very few people actually studied.

All in all I guess the three hundred or so of us who attended knew that we had had an Air Force Orientation as the Encampment program is intended to provide. There was a great deal of hard work and somewhat lengthy training sessions, but we had a good time in the end.

I'm ready for next year's encampment already. It's bound to be even better than this year's

### KEVIN FRYE

On September 12, at a luncheon ceremony held at Jacksonville Naval Air Station, the Falcon Award was presented to the parents of Kevin Frye.

The award, one of the highest in Civil Air Patrol, was earned by Kevin before his death in Viet Nam. It was presented by Brig. General Charles F. Riggle, USAF, to Mr. and Mrs. Warren A. Frye.

Kevin M. Frye joined CAP as a member of the West Jacksonville Cadet Squadron in Sept. 1963. He achieved the first major plateau as a cadet by earning the Mitchell Award in May of 1965, and received the Earhart Award on 28 April 1966.

In 1966, Kevin was selected to attend the Flying Encampment, and upon completion, was awarded his Glider Pilot and Private Pilot Wings. On 9 December of that year, Kevin received the General Carl A. Spaatz Award. It was presented in Tallahassee, by Governor Claude Kirk, who was a former shipmate of Kevin's father during the Korean conflict. At that time, Kevin was the youngest of the thirty one cadets in the nation to receive the Spaatz Award.

On 10 December 1968, Kevin joined the senior program of CAP in the West Duval Cadet Squadron, thereby qualifying for the Falcon Award.

Kevin joined the U.S. Army on 12 Dec. 1968, and went on to train in flying helicopters receiving his pilot's wings in November 1969. Kevin was decorated only twenty days after arriving in Vietnam, for heroism, and was presented the Air Medal with a V for Valor. He also received the Army Commendation Medal, the Bronze Star for achievement and the Vietnamese Cross for gallantry.

WO Kevin Frye was killed in enemy action on 28 July 1970. He was a credit to Civil Air Patrol and to his country, and will remain an inspiration in the years to come.