

FOUR SURVIVE CRASH IN 'GLADES!

SARDA EXECISE ENDS IN REDCAP

Four CAP officers who have flown many SARCAP and REDCAP missions now know what it feels like to be the object of the search, rather than the searchers.

"We know how things look from the other end of the telescope now" one of the four victims of an air crash in the Everglades said, "and we learned a lot that will be helpful in future search missions."

The four, Captain Leroy McKenzie, Captain James Pike, Captain Mike Weiser and 1/Lt. Ed Hill, all of Group 9, were returning from St. Petersburg, after completing their SARDA Mission assignment, when the engine on their Stinson suddenly quit.

Capt. McKenzie, the pilot, knew that he had to pick a spot to put her down, and pick it fast.

"There was nothing I could do," McKenzie said, "We were over a wooded area, so I picked the best opening I could find and landed."

It would have been a perfect dead stick landing, but at the last minute a tree limb caught the right wing and flipped the aircraft on its back. The four scrambled out unhurt. While unloading their gear, and trying to save the radio a spark set the fiberglass aircraft afire and it burned down to its frame.

They were knee-deep in swamp land. The four spent the night sitting on what was left of one wing, swatting mosquitoes and telling stories just to keep awake. Early the next morning they liked through the swamp to a high, dry, shady hammock, marking their way with their underwear, torn in strips, and tied to tree branches. They had no doubt that someone on the mission would find them.

They were right. Mr. and Mrs. Leonard Davidson, returning to Miami from the SARDA target area, spotted the wreckage and reported its location.

A Coast Guard helicopter was dispatched and the men were airlifted to civilization.

Asked what part of the ordeal was worst, Mike Weiser answered, "The moment we all ran out of cigarettes!"

Sectors Getting Ready to Have a Ball!

Military Awards Banquet plans are being firm by heads of all sectors. Lt. Colonel Norman Fisher, Commander of Sector A, announced his sector's affair, scheduled for December 4th, will be held at the Miami Shores Country Club.

Miami's Squadron 1 is handling all the details. Plans call for an evening of fun, food and fanfare, all for \$5.75 for seniors and \$4.75



FLORIDA WING

Gator CAPers



VOL. 5, NO. X

OCTOBER/NOVEMBER 1964



Smiling happily, the four survivors (left to right: Capt. James Pike, Capt. Mike Weiser, Capt. Leroy McKenzie and 1/Lt. Ed Hill) relate the experience of nearly 24 hours in the Everglades. Pilot McKenzie holds up the burnt remains of his 'five engine red' flight suit.

Wing Needs More Chaplains

SARASOTA---The latest roster of Florida Wing CAP Chaplains recently released by the Wing Chaplain, Lt. Colonel Earl V. Farmer, shows that our total now stands at only 47.

Colonel Farmer, while expressing his pleasure over the increase in Chaplains over the February roster which showed only 29, was joined in his displeasure by Wing Commander duPont over not being closer to 100% chaplain manning as required.

Wing Headquarters has just mailed two chaplain recruiting kits to each unit as a move to assist all units in obtaining CAP Chaplains before charter renewal time in January.

Colonels duPont and Farmer have asked each Group Commander who does not have a CAP Chaplain to get one by October 10th, even if they have to get one from one of their squadrons. A Group Chaplain is paramount towards getting all their units 100% manned.

for cadets. Dinner's at eight. Uniform will be Class A with white shirt and black bow tie or civilian clothes.

Call FRanklin 9-2634 for tickets and information.



Gill Robb Wilson, being escorted to his seat of honor by Colonel duPont, typify a contrast in age, but a similarity in their dedication to further the aims of Civil Air Patrol.

National Honors "Father of CAP"

Gill Robb Wilson, one of CAP's founding fathers, was eulogized at the recent National Board Meeting banquet in Houston, Texas.

In a stirring presentation the "many lives" of Gill Robb Wilson were dramatically depicted by narrators who traced Mr. Wilson's countless contributions to aviation during the past half century.

Gill Robb Wilson, World War I pilot, aviation writer for the New York Herald Tribune, Editor of Flying Magazine, founder of AOPA,

etc. etc. etc. - was the one man most responsible for the existence of CAP. Back in 1938 he devised the plan for utilizing America's pilots, private planes and small airfields for the Nation's defense, which was eventually to evolve as the Civil Air Patrol.

Wilson, who had traveled in Germany in 1936, felt that war was inevitable, and that when it came America would depend heavily on home-front contributions. He felt

CONTINUED ON PAGE 3

Cadettes to Invade 'Iwo Jima'

MIAMI---A historic moment, the raising of the flag on Mt. Suribachi, will be relived on the weekend of November 7th and 8th, by 100 South Florida CAP Cadettes who will re-invade Iwo Jima!

Elliott Key, an island off the coast of Homestead, has been named Iwo Jima for the occasion which will celebrate the 20th anniversary of the actual invasion of the island by the U.S. Marines.

This event, the biggest ALL GIRL activity in Florida Wing's history, is the first of many planned activities, according to Lt. Colonel Norman Fisher, Sector A Commander.

The Marine Corps, Coast Guard Navy and Air Force units in the area have promised full support and participation in the planned 'invasion'. Lt. Dale Hester, a Marine Reservist and the Commander of Ben Franklin Cadet Squadron, and Lt. William C. Cornell of the North Dade Senior Squadron, a Navy veteran who participated in the actual two Iwo Jima landing operation, are busy training the girls in 'invasion tactics'.

The whole idea was the brainchild of Project Officer Ray Ruzicki, member of the North Dade Squadron, but the idea has mushroomed into a full fledged, sector-wide activity.

The Operation calls for the actual invasion to be launched at sunrise, Saturday, 7 November. The landing barges carrying the invading 'marines' will rendezvous off shore and three waves of assault troops will attack the fortress amidst simulated enemy attack.

The 'leathernecks' will hit in true combat fashion, waist-deep in water. They will secure the beach, mop up the enemy, and raise the flag on a schedule which calls for split-second timing.

An actual field hospital will be set up as part of this exercise, with medics and stretcher bearers operating under fire, simulating first aid, blood transfusions etc. . . all under the watchful eye of Dr. Sumner Cohen, CAP Medical Officer. Adults will be on a supervisory capacity only--every action will be performed by the girls, under the command of Cadet Major Jackie Earle of Miami All Girls Squadron.

'Gator CAPers

Florida Wing Civil Air Patrol

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WING COMMANDER.....Col. S.H. duPont, Jr.
DEPUTY FOR INFORMATION/EDITOR.....Capt. Ben A. Wakes
MANAGING EDITOR.....Capt. Toni Wakes
DIRECTOR OF NEWS SERVICES.....1/Lt. Bud Jenkins

VOL. 5, NO. X OCTOBER/NOVEMBER 1964

IT'S LATER THAN YOU THINK
The month of October is one of the busiest months for the CAP program. Aside from the start of the big push for the rest of the year's Certificates of Proficiencies, it is the start of the home-stretch drive for the renewal program.

This year in particular, the renewal period is perhaps more significant than in recent years. The National Board of CAP meets on the 29th and 30th, to consider the many problems facing CAP today. One of the main problem areas is the high cost of running the CAP program and the increase in Senior Membership dues to support the years program.

National Headquarters has recommended that the renewal dues be increased from the present \$4.00 up to \$5.00 and the dues for new members move up from \$5.00 to \$7.00.

I personally feel that the dues increase will be approved at the next Board Meeting with an effective date. Soon after the meeting at National, we can publish this in the Gator CAPers and the monthly bulletin.

Have you renewed yet? If more than 146 Seniors and 341 Cadets answer yes, then someone is lying. The Wing had slightly over 2,000 Seniors in 1964 and 3,404 Cadets. You can see from the figure above on those who have renewed, that the greater majority of the wing members may be caught napping and have to pay the new increased rate.

Cadets who fail to renew by the end of the month will have to pay a late fee of 50¢ until the National Cadet dues may become effective.

The 'long and short' of the problem is to renew right now. Go out to your next squadron meeting, taking with you your money and renewal forms. Join those who have already renewed and whatever you do, don't become a part of the 30% of our Seniors and 50% of our Cadets who did not renew at all!



duPont

Samuel Hallock DuPont, Jr.
SAMUEL HALLOCK DU PONT, JR.
Colonel, CAP
Commander

(The following is a directive issued by Lt. Col. Summerson regarding communications on Sunset Patrol)

TO ALL UNITS: Directive #1: Sunset Patrol (Sunset Patrol).

Sunset patrol will take place approximately two hours or less before sundown.

Radio frequency 148.14 mc. will be loaned to the participants as a public service and a safety factor.

The frequency will be used exclusively for this purpose for a period of no more than 45 minutes. The time will start when the aircraft enters the patrol pattern and will end when the aircraft leaves the pattern.

The squadrons participating in the patrol will have one ground control only.

The aircraft while in the pattern will communicate with this station only, in the event of radio failure of the ground control, any station may take over to complete the patrol.

In the event of participation of more than one squadron, each squadron will furnish one ground control for their aircraft. Communications between ground control and aircraft of each squadron will be permissible.

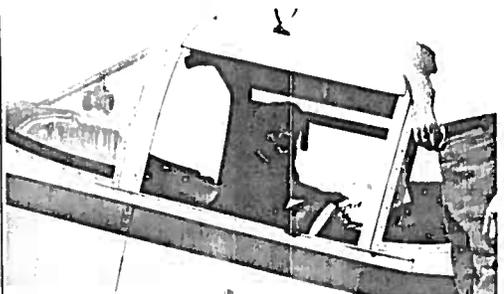
Radio equipment used will be of sufficient power and quality to emit a clear and audible signal.

Receivers at both ground control and in aircraft will be of a clarity where repeating will be unnecessary. Excessive noise from aircraft over the frequency will be deemed a hazard and not permitted.

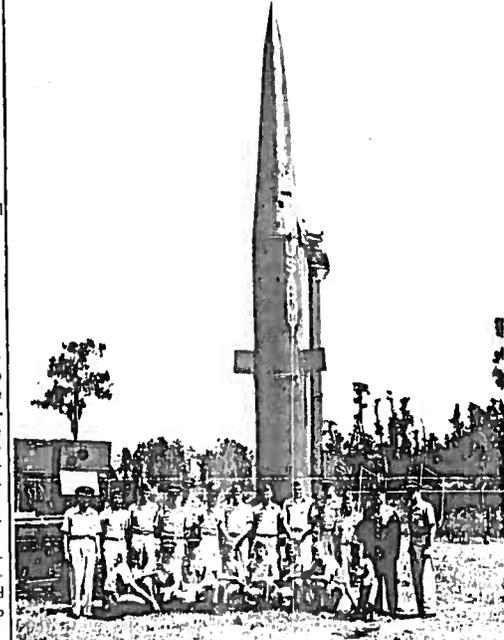
This directive does not indicate that Civil Air Patrol will in any way assume the responsibility for personnel or property while participating in Sunset Patrol.

This directive does not supercede any C.A.P.R.

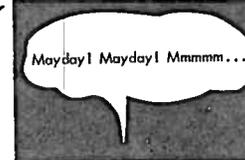
When an emergency is declared by ground control or patrol aircraft the above is superceded and Red Cap conditions will be put into effect.



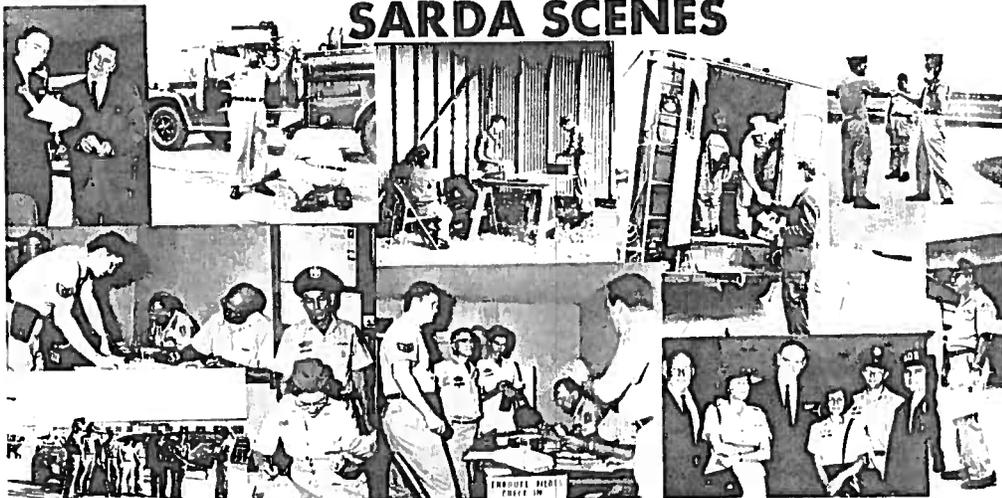
"YOU FLY YOUR WAY AND I'LL FLY MINE!..."
'Fritz', who has logged some 200 hours with his master, S/M John Spencer, Jacksonville, was allowed to sit left seat and became so excited he didn't know whether he was coming or going!



ORLANDO--A selected group of outstanding CAP cadets from the Southeastern Region visited the on a tour of military, National Martin Company plant in Orlando Aeronautics and Space Administration 20 August, where they saw the tion, and industry installations including in a one-week orientation course and tour of the Southeast by the cadets. The tour was sponsored by the regional Air Force CAP Liaison officer in Nashville.



SARDA SCENES



Jax Gets "Bug"

The Jacksonville Search and Rescue Squadron of the CAP had its mobile capability increased by a 9 passenger Volkswagen station wagon, the use of which has been donated to the squadron by Billy M. Tinder, president of Model City Aviation, a fixed-base operation at Thomas Cole Imeson Airport in Jacksonville.

Tinder, Operations and Training Officer for the Jacksonville Squadron, explained that the squadron no longer had corporate vehicles and that the VW wagon would lend itself well to the ground support of search and rescue missions in which the squadron participates.

The mobile unit will be equipped with two-way radio to augment its use and will also carry dispensing equipment to serve food and beverages to ground support personnel, Tinder said.



Group 1 Commander Captain Ed Johnson, presents Captain David Ellsworth, newly appointed Squadron 1 Commander, with the 'Commanders' Plaque.

A Knight in CAP's Armor

There's a bright new decoration on the right hand pocket of Lt. Colonel Lawrence C. Feldman's CAP uniform...an attractive blue and gold shield which proclaims for all to see that "Larry" Feldman, a Florida Wing Staff Officer, is an honest-to-goodness KNIGHT!

CAP members have been everything from printers to presidents, but this is the first time that a CAP member has ever been Knighted... and the story of how this came about spans nearly half a century.

Back in World War One Larry's father, Ferenci Feldmann, an officer in the Hungarian Army, was an engineer on a train carrying munitions to the front. Suddenly he found himself heading into enemy crossfire. He ordered the train to proceed, even though he knew it could become a speeding bomb, and one stray bullet could set it off. His crew deserted. Singlehandedly Feldmann brought the train through the enemy fire to its destination. He suffered shell-shock so severe that it eventually left him totally disabled.

For his action, Ferenci Feldmann was awarded the 'Military Order of Heroes' (equivalent to our Medal of Honor) and was Knighted by the Hungarian Government. The Knighthood included a grant of 100 acres of prime farmland, unrestricted free travel, and personal immunity against religious persecution.

During World War Two Hitler invaded Hungary and the Hungarian

Government went into exile. When the Nazis shipped the Jews out of Hungary, Feldmann waved his immunity to go with his wife and his children (Larry was already in the United States). They were shipped to a concentration camp and the elder Feldmann died on the way. The rest of the family, Larry learned later, perished in Hitler's ovens.

After the close of World War Two, Hungary became a Russian satellite, and the Government in exile remained in exile.

In 1948 Larry, now an American Citizen, returned to Hungary to settle his father's estate. The Russian dominated government acknowledged Larry as the rightful heir and even transferred title of the land to him. There was only one catch. If he wanted to benefit from this transaction he would have to remain in Hungary.

Larry had learned to like the USA land of freedom and didn't think the exchange was much of a bargain. He told the government they could keep everything, all he wanted was the uniform his father had worn when he was Knighted. His request was refused.

In 1962 the Hungarian Military Government in exile, now located in West Germany, informed Larry that as first-born son, he had inherited his father's title, and Larry was requested to come to Germany to be Knighted. Unable to financially swing the trip, Larry was Knighted

continued on page 4



Lt. Colonel Norman Fisher, Sector A Commander, inspecting document officially proclaiming Lt. Colonel Feldman (left) a Knight.

Wing-wide Communications Conference Called

Lt. Colonel A. L. Charland has scheduled a Wing-wide General Communications Conference for November 14th and 15th.

The Conference will be held in the U. S. Air Force Reserve Recovery building, at the Clearwater, St. Petersburg International Airport, target city of the recent SARDA exercise.

Col. Charland will relate developments at the recent National Board meeting and will discuss the limitations of the new frequency tolerances.

The conference will start at 0900 hours on 14 November, with a session for Sector and Group Communications Officers.

The first session of the General Conference will start at 1400 hours and will last until 1700 hours. The Conference's second session will be held Sunday, November 14th, 1000 hours to 1400 hours.

There will be a social hour (fish fry and refreshments) 1930 hours Saturday at the Dolphin Hotel, at 1006 Gulf Blvd.

CADET ACTIVITIES

by Capt. Norman W. Lund

It happened! The first time a female cadet ever won the encampment "outstanding cadet award".

Cadet 2 / Lt. Marlo Behrendt (encampment #5 Admin. services officer as acting Cadet Major) of the South Brevard Composite Squadron, received the honors at the graduation ceremonies at Tyndall AFB. From all reports Lt. Behrendt was the most surprised person there and remained in a state of shock for the rest of the day.

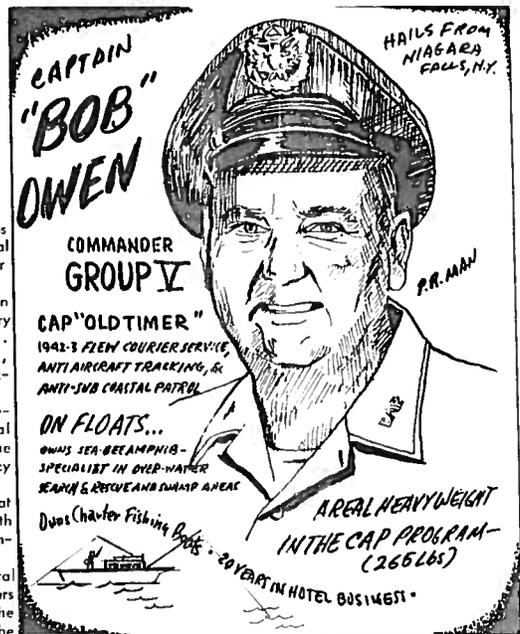
It has been reliably reported to this office that there is a new plan in the offing for encampments next year. Tentatively, there will be two encampments instead of the five we had this year. A so, the most important for cadets who wish to apply for officer positions, all officer applications will be very carefully scrutinized and those chosen will go to Tyndall one week ahead of all other cadets to attend a weeks course of officers training school.

We highly endorse this plan as, unfortunately, some cadet officers this year were not up to handling this responsibility due to lack of training by the home squadrons.

It has also been reported that the prospective encampment commanders will be Lt. Colonel Bass for encampment No. 1, and Capt. Duane Andrews for encampment 2. The senior staff has not been announced.

Lets all try to get to encampments next year! Some squadrons sent no cadets, while the top squadron sent a total of 40 cadets. We all need at least one encampment for C.O.P.'s so make plans now for next year. It will be here before you know it.

The Brevard Engineering College in conjunction with Southeast



KNOW YOUR COMMANDERS...ONE OF A SERIES

To: Lt. Ben Wakes
Subject: REDCAP 4 Oct 61

Dear Ben:

Through your medium of the Gator CAPers, I would like to thank the entire Florida Wing, not as a Senior Member but as a parent, for the maximum effort that was put into the REDCAP on 4 October 61 when the four Senior members returning from the SARDA mission crashed in the Everglades, one of them being my son.

I knew personally that many pilots and crew members went out on a Sortie in a weather condition that was not of the best. I know communications were kept on throughout the night.

Words are inadequate to express the gratitude and the thanks of Mrs. Weiser, myself, Mrs. McKenzie, Mrs. Hills and Mrs. Pike towards everyone.

Sincerely,

Melvin H. Weiser

Region CAP Headquarters, and hosted by the South Brevard Composite Squadron, programmed a whole day for the teachers of the Cape Kennedy Area. The program was designed to acquaint all educators, City officials and other key people with the outstanding work being done by the CAP Cadet Program in Aerospace Education. This meeting was well attended and enthusiastically received.

For all the newscasts, newspaper articles and other news media, many of these people were not familiar with the CAP program. This points up more than ever the need for personal contact with individuals concerning our program. In other words its up to us as individuals to TALK CAP.

The Summer is over - its back to school where we will see old friends and make new ones. Now is an excellent time to start your personal recruiting drive. So get started and good luck.

Low in COP's

COCOA---Florida has a total of 75 COP's issued for this membership year by National Headquarters. This places our Wing slightly over 50% of quota which is 140 for this year.

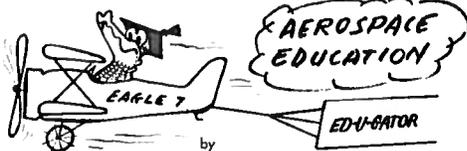
The recently adopted Cadet Training Program has doubtlessly slowed production, but there is certainly no reason to abandon ship", Colonel Bass said. The Deputy for Cadets reminds all units that if Florida does not produce the remaining 65 COP's before December 31st, we will automatically lose most of our 8 Cadet slots on the ACE program. "Florida has 146 Cadets who only need one phase II achievement and possibly the Operation Countdown exam to complete all requirements for the Billy Mitchell award (COP).

"I call on each squadron and group commander to make a personal effort to obtain every possible COP in his unit. A maximum effort is needed to take us all the way to 140."

WILSON continued

that the private pilot (there were 100,000 then) had much to contribute, suggesting that small aircraft could be used for liaison work and to patrol uninhabited stretches of coastline to prevent spies and saboteurs from being landed on our beaches.

Wilson and Thomas A. Beck, Chairman of the Board of Crowell-Collier Publishing Company, prepared and presented a recommendation to President Roosevelt in April 1941, outlining the use of civil aviation resources on a national front. Working with the advice and support of some of America's leading aviators, Wilson whipped the program into semi-final shape, and in October 1941, went to Washington as CAP's first executive officer to work out the final details. General "Hap" Arnold and his board of officers approved the plan, and on December 1, 1941, the official announcement that gave birth to CAP was made.



by
Major James W. Sanderson
Wing Deputy for Phase Fun and
Aerospace Education...

DID YOU KNOW THAT... If an earth orbiting spacecraft has an altitude of 22,300 miles, its speed must be about 6,800 mph to match the 1,040 mph rotation speed of the earth. Under such conditions the spacecraft travels in a "synchronous orbit" and appears stationary in the sky.

To check out a flight crew in a large jet airliner costs an airline about \$40,000 per flight check.

Aviation got its first big boost in Alaska about 1935 when Alaskan airplane operators under bid dog-teams for the job of transporting the U.S. mail.

Airline stewards on long range flights over the North Pole know how to shoot seal, serve it for a meal, and build an igloo. Building an igloo is one of the safety tests the cabin crew must pass in order to qualify for flight over the polar regions.

The total cost of the present NASA space program amounts to about 50 cents per week per U.S. Citizen.

Centrifugal force acting on one ounce of tread on a 30-inch aircraft tire landing at 100 mph creates a force equal to 500 g's. At 200 mph, the force rises to 2,000 g's.

WALK, DRIVE, OR FLY? Most people regard walking as the least expensive way to get anywhere. Actually, the Boeing Company says walking can be the costliest.

For example, a trip from New York to Los Angeles involves approximately 3,000 miles by road. A good hiker could average 20 miles per day including rough going over mountain passes. At this pace he could make the trip in 150 days. If he stayed at second rate motels and chose his restaurants carefully, he might get by for \$10 a day -- or \$1,500 for the entire journey, not including shoe repairs, new shoes, foot powder and chiropodists' bills.

The same trip by automobile would take about five days and cost approximately \$300. But, the least expensive way to cross the continent (least expensive in both time and money) is by jet airliner. The cost - \$152.35 and five hours of time - with food and refreshments included.

NOTHING FOR MALE CADETS TO CROW ABOUT! - A spaceflight research study has found that hens are seven times less affected by "long term acceleration" than are roosters.



Cadet Captain Paul S. Holloway, left, cadet commander of Homestead AFB Cadet Squadron questions Major Paul Kaultz, right, leader of the Thunderbirds, about team pilot qualifications and team activities.

KNIGHTCAP... (continued)

in proxy in a ceremony held on September 21, 1964.

Should the Government in exile ever return to power, all the land and privileges would revert to Larry and he would be a wealthy man. Asked if he would return to

Hungary to claim his wealth, if this should ever happen, Larry replied, "I wouldn't change all the wealth in China (or Hungary) for the piece of paper that has made me the one thing I'm proudest of, being a plain, everyday American."

OHI ---THOSE "GATOR CAPERS!"

The Sonic boom from jet planes breaking the sound barrier gets an enthusiastic response from the bull alligators in the Everglades.

Naturalists speculate that the boom from the plane is on the same frequency as the alligator's mating roar; the 'gators mistake the boom for a challenging male and boom back, causing others to get into the act, and so on until the swamp is in an uproar.

(-AP-)

RENEW NOW !!!

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10 Tips

What with the new unit arrangement within the Wing, looks like we'll have a few more IO's. Those who are new let's start off with a bang. The cadet squadrons are ready to start a new year. Let's hear about YOUR activities.

Have you got a recruiting drive on or about to have one? Let your LOCAL newspapers, radio stations TV stations know about it. Try to get on a radio or TV program to tell the public about CAP and what we have to offer teenagers and adults.

A WORD ABOUT WING NEWS RELEASES. These semi-monthly stories are not slated for the big city dailies. Use them for your weekly papers and local columns. Don't just send them in as written. Fill in the blank spaces with the appropriate names of your squadron members. Put in your local dateline when you can and cross out the typed dateline. If some of your members did something noteworthy pertaining to the story, type out another paragraph or two on white paper and paste it on the news release.

A word about Form 19 and Form 19A. DON'T write Wing Headquarters for these forms... order them from National on Form 8 (see CAPR 900-1). CAPM 900-2 may also be ordered from National. DON'T staple your Form 19's to your back up material!!! DON'T punch out the top space numbered 1 through 20. DO punch out your unit charter number at the left side of the card. DO fill out a narrative Form 19A with every report! DON'T write "negative report" across the IBM card or Form 19A! DO be sure you attach back up material for everything you claim! DO send in back up material and DO get your report in on time... and DON'T send your IO report direct to National Headquarters!! Any questions? Send them to the IO Corner and we'll see that you get the answers!

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PROMOTIONS

The following personnel promotions were recorded at Florida Wing during the month of August:

	TO MAJOR		
Rawls, W.D.	Group 9	Chalker, E.B.	Group 9
Perry, H.A.	Group 6		
	TO CAPTAIN		
Wall, Nell	Group 8	Hamel, J.D.	Group 14
Arpin, J.P.	Group 16	Carlson, J.N.	HAL
Slopa, H.	PIF	Haynes, A.E.	Group 5
Ruppert, W.	DAB		
	TO 1st/LT.		
McGuire, E.	MAR	Foster, C.P.	CBF
Bass, Joan	FWG	Johns, R.E.	SJR
Basso, M.S.	HFB	McLaughan, D.	CAN
Vaughan, A.R.	Group 5		
	TO 2nd/LT.		
Gauthier, S.J.	HAL	Campbell, W.G.	Group 3
Denman, C.R.	CBV	Proctor, C.R.	CAN
Share, W.T.	DEL		

A new roster of units, commanders and addresses is being printed now, and will be in the mail to all units soon.

Ray L. Kraemer
D/Adm.



N. Dade Cadet Sq. Hosts "Summer's End" Party for Miami Area Cadets. Summer's end or winter's start... the reason was less important than the desire to have a party, so the boys and girls got together at the home of Cadette Debbie Steinberg for cokes, barbeque, and dancing under the stars. Even the seniors had a good time!!