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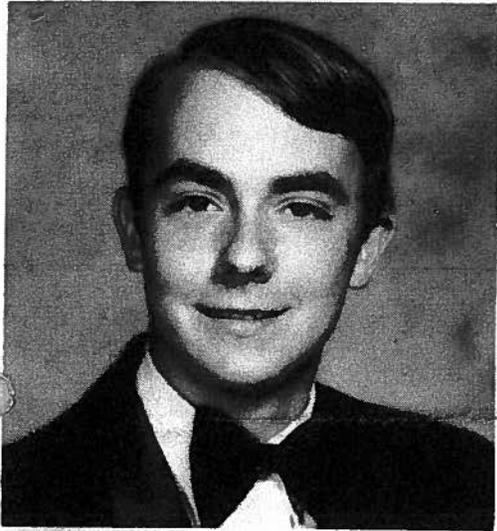
FLORIDA WING

GATOR CAPERS

Volume 13, No. 4

Orlando NTC

Florida, September 1972



Florida's Fisher Wins Brewer Award for 1972

Mr. John V. Sorenson, Deputy Chief of Staff for Aerospace Education and Cadet Programs, has announced the award for 1972 to Cadet 1st Lt. Michael A. Fisher, of Patrick Cadet Squadron.

The annual award, made to one senior member, one cadet, and one organization, is made for the most significant contribution to the aerospace field. It is given in memory of Mr. Brewer's life-long interest in aviation to aerospace.

Cadet Fisher, now a freshman at the University of Florida, has been recognized by the National Aeronautics and Space Administration for his contributions to the United Space program with his design of an emergency space suit to be used on orbiting space platforms. He is also the developer of an experiment entitled "The Effects of Prolonged Weightlessness on Cryptobiotic Organisms" designed to be used during the Skylab Project which has given tentative acceptance by NASA.

In addition to his aerospace accomplishments, Cadet Fisher represented Florida on the International Air Cadet Exchange this year and toured Norway. He

CONFERENCE HIGHLIGHTS: FLORIDA WINS SAR & IO; CAP—CDEX TO BE 28 OCT.

"Have uniform, will travel," was the order of the month for Florida Wing members during the last of August and all of September. First on the agenda was National Staff College, 21-27 August at Maxwell AFB. (See story on page 4). While the training session for seniors was nearing completion, other Florida Wing staff and cadets attended the Regional Conference in Biloxi, Mississippi.

Presided over by Region Commander, Col. Tom Casaday, the conference got off to a good start with a general assembly meeting Friday morning and the presentation of two awards to Florida Wing, CAP. Col. Robert C. Owen, Commander FWG, accepted the Outstanding Search and Rescue Award and the Outstanding Information Award for the Wing. Two trophies accompanied the presentation. The balance of the conference was devoted to section meetings with members of National Headquarters staff and Region staff, with a banquet finalizing the weekend.

At the Wing Commander's Call held in Orlando on 16-17 September, there were a number of announcements made of interest to the Wing. Lt. Col. Roy Lewis expressed his desire

(Continued on page 9)

Another Red Cap For North Fla.

After an intensive four-day search, Florida Wing, CAP assisted by aircraft and personnel from Georgia and Alabama Wings located the wreckage of a single-engine aircraft missing on a flight from Crestview to Ft. Lauderdale.

The find was made by a Florida businessman, Bob Woodford of Perry who volunteered his time and company plane to aid in the search under the direction of CAP. The wreckage was sighted about midday on Wednesday, 13 Sept., but identification could not be made until late Wednesday night because the wreckage was buried in six feet of mud about one-half mile west of Fenholloway River and one mile in from the Gulf Coast.

Pilot of the plane, William Phillips, 41, of Myrtle Point, Oregon, and his six-year-old daughter died in the crash. They were on their way to join his wife, Rebecca, in Ft. Lauderdale. Phillips' single engine Noony was last reported by Tallahassee radio to be in the Perry, Fla. area.

Woodford, familiar with the local terrain, said that no part of the aircraft had been visible, and it made the find because he noticed unusual furrowing in the ground. . . CAP called in helicopters from Tundell AFB and the Sheriff's



TAMPA - C/Capt. Robin MacNeil, CAP, Clair Me. Squadron, Group 3, proudly holds the FIRST PLACE DRILL TEAM AWARD she has accepted in behalf of her team. The competition was held during the Encampment at Patrick Air Force Base, August 3-12. C/Capt. MacNeil has been an active CAP member for two years. She is 16 and attends Brandon High School. (See story on p. 6)

COMMAND IS A LONELY THING



COL. OWEN

When a CAP officer at any level is appointed to command a unit, he or she must be prepared to make personal sacrifices in time, money, and energy. The most important concept he has to live up to is the fulfillment of the CAP mission - and the commander alone must answer for the success or failure of his unit in accomplishing its mission. He can delegate authority or have someone to act in his place but the ultimate responsibility falls on him for everything his unit does or fails to do.

It is not only his responsibilities to his own unit which are myriad, but he has responsibility to higher headquarters and to other units on his level: teamwork is desirable. Of all the responsibilities of a commander, the most gratifying is the responsibility of his own unit. These are the people closest to him. Here is where he can see tangible evidence of his success -- and his severest tests. He deals with human beings - all shapes and kinds with varying potential. His is the problem of leadership - which is different from military command. He must be able to lead by example, with respect and commitment to his unit.

Also, as stated in words and verse, "Be kind to your commander", he or she has a lonely road to travel. Where the average member spends a two hour CAP week, the commander can be found at all odd hours burning the midnight oil, pouring over reports, and attending to his multiple duties - usually all alone.

COL. ROBERT C. OWEN, CAP

LEADERSHIP

A leader is a member of a group on whom the group confers a certain status and leadership describes the role by which the duties of this status are fulfilled. Leadership is widely recognized in all organizations, large and small; it is recognized in industry, business, science, art, music, journalism, etc. Our American colleges and universities recognize the need for good leadership and in many instances provide scholarships for the most promising students for this very purpose.

Leaders are not leaders because they are widely different from everyone else, but because they are like many others, and therefore, able to understand them, hold their confidence and act on their behalf with assurance that they will be supported by others.

In an organization like the Civil Air Patrol there are countless opportunities for individuals to become good leaders. All that is required is alertness, competence and courage and an understanding that the effectiveness of the role depends upon the functional relation between the individual attributes of the man and the specific goal of his group at the moment. One of the goals of the Civil Air Patrol is to motivate and encourage young people to formulate life goals and ambitions; to help them become informed and useful citizens and ultimately future leaders. The field is wide open - the talent is there; use it!

Lt. Col. Joseph Behan, USAF
USAF-CAP Liaison Officer

Vacation RedCap



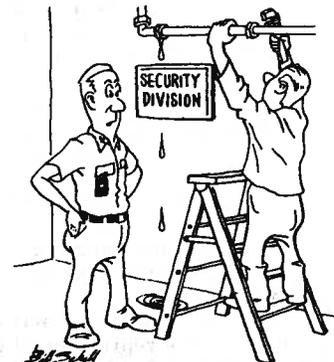
You work all year at your profession and at CAP, then the summer comes and it's time for vacation, right? That's what Lt. Col. Earl Pilcher and his wife thought as they packed up and headed off to Alaska for some fun. While in Alaska though, the Pilchers found themselves involved in four, count 'em four, REDCAPS in ONE day. It just proves that CAP people get involved and there are some fishermen in Alaska who are glad they do.

Pictured above is the aircraft (Beaver) that the Pilchers flew in to make the find. By the way, the Pilchers did have that fun on their vacation and also made some new friends.

Maymon New Cmdr.

It was announced through the Southeast Florida Group One Office of Information that First Lieutenant Douglas R. Maymon has assumed the duties of commander of the Carol City Cadet Squadron. Lieutenant Maymon takes over the position that was left vacant when First Lieutenant Larry Kirkland, the former squadron commander, was named as the new Group One commander.

Lieutenant Maymon, a former cadet colonel and Falcon Award recipient, has previously held the positions of Assistant Wng Deputy for Cadets, Group Senior Program Officer, Group Cadet Program Development Officer, and Task Force One Administrative Assistant.



In the future you will refer to this as a plumbing

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NOTE TO CONTRIBUTORS: Submit only typed or printed original copy. Black and white photos of good quality are welcomed. Identifying information should accompany them.

Wing Commander Colonel Robert C. Owen, CAP
 Editor and Wing Information Officer 1 Lt. Bobbie Sue Cogswell, CAP
 Associate Editor 1 Lt. Douglas R. Maymon, CAP
 IISAF-CAP Liaison Officer Lt. Col. Joseph F. Behan IISAF

A Little BS

As we join our heroes this week, we hear them saying, "We seem to have a problem here." O.K., I'll buy that. . . you bet your sweet violets we've got a problem. In fact, we've got lots of problems. . . in the units, in the groups, in the Wing and nationwide. It's pretty darned obvious if you start looking at attendance at any given activity, including the activity of just belonging to CAP. Participation in everything is down. It doesn't take a card-carrying soothsayer to predict that unless we ALL start doing something right away, it's going to get much worse instead of better. Let's get realistic and deal with things as they really are and not base everything on rosy fantasies that can never be.

Unlike Cinderella, there will be no fairy godmother to wave a magic wand and cure all our ills. If we ever want to get to the ball, we're going to have to WORK. Everyone of us is going to have to stop feeling sorry for ourselves, get out of these comfortable chairs and DO something. By everyone, I mean the newest cadet and senior right on up to the old-timers who have put in their years of service and earned their rest. But there is a crisis at hand and we need every able body and mind working to get us through it. Not only at every age but at every level. Members at the local level yell about those idiots at group, wing, region and National. "They sit up nights figuring out ways to make us miserable and overworked." O.K., listen to what they are saying. . . are we indeed putting in late hours thinking up new ways to make it tough? At the upper levels of the organization, you hear "Those dummies, we do all the work for them and they still can't get it right." How about it? Are you doing the work you should be doing in the squadron. Be honest. . . could you do more? Sure you can.

There is no instant solution. No one answer will make it all hang together again. But maybe you, whoever you are, can come up with part of it. Presumably we all joined this organization to serve, not our own interests, but those of others. Go to a meeting. . . find out what's happening. Listen to those complaints. They can't all be cranks. Let's all go to WORK.

Be the first cadet on your block to get your Spaatz. No, you can't get it with three box-tops and a quarter, but you can get it by doing a little studying and applying for the exam. If you make it by the end of the year, you will be presented at the Wing Conference with a Maj. Cogswell, Secret Decoder Ring, an autographed copy of Lt. Doug Maymon's biographical data form, and an offer from a not too reputable movie company to make a film, entitled "Super Cadet".

A special thanks from everyone to Lt. Col. and Mrs. Joe Behan who hosted a fabulous party in their home Saturday night before the Commander's Call. We had a marvelous time and you both were very gracious to invite us all.

G.C. tip of the month: Chuck and Lynn are looking for a new Place.



WHAT A HEAVENLY DAY --- BUT
THERE I GO TALKING SHOP AGAIN!

Cartoon by Sgt. Bill Schell
in the Philippines Flyer.

The CAP Chaplain

By Ch, LTC, L.F. Windham, CAP

Why do we have clergymen serving in Civil Air Patrol? For reasons bigger than that of expediency. There is ample theological justification for their presence and service in CAP.

The chaplain is a paramount symbol of what is transcendental about human life. His presence in the CAP uniform, wearing the cross or tablets, is a reminder that the ultimate issues of life are not determined by men. They are settled by the Creator and Redeemer of the universe.

Americans have rarely hesitated to recognize the need of Divine guidance in the affairs of men. While the Constitutional Convention was meeting at Philadelphia to devise the Constitution of the United States, Benjamin Franklin, 87 years of age made the following motion:

"I have lived, Sir, a long time; and the longer I live, the more convincing proofs I see of this truth; that God governs in the affairs of men, and if a sparrow cannot fall to the ground without His notice, it is probable that an empire can rise without His aid?

We have been assured, Sir, in the Sacred Writings, that "except the Lord build house they labor in vain that built it." I firmly believe this; and I also believe that without His concurring aid we shall succeed in this political building no better than the builders of Babel. We shall be divided by our partial interests; our projects will be confounded, and we ourselves shall become a by-word down to future ages. And what is worse, mankind may hereafter, from this unfortunate instance, despair of establishing governments by human wisdom and leave it to chance, war and conquest.

I, therefore, beg leave to move that henceforth prayers, imploring the assistance of Heaven and its blessings on our deliberations, be held in this Assembly every morning before we proceed to business, and that one of the clergy of this city be requested to officiate in that service."

At this late date in history no session of either the Senate or the House opens without prayer.

Thus chaplains, wearing the CAP uniform lead CAP personnel in worship and prayer,

AS THE WING TURNS

By DOUGLAS R. MAYMON

During and after just about every cadet oriented activity, such as an encampment or bivouac, the comment is made to the effect of "WHY DON'T THE SENIOR MEMBERS LEAVE THE CADETS ALONE AND GO OFF BY THEMSELVES SO THE CADETS CAN RUN THE ENTIRE OPERATION"? Of course the remark is made by a cadet who feels that anytime a senior member is present, it is an intrusion upon the cadet's domain. This feeling may be justified in some cases, but in most it is not.

Many cadets do not fully understand the senior's role in the cadet program. There are some senior members that do not understand their role either. CAPM 20-1 gives a fairly accurate description, but that is only a superficial job analysis. There are other manuals, booklets, and regulations that can guide the senior member, but in the end, it is the senior himself who will finally determine exactly what he will contribute to the CAP Cadet Program.

It is admirable on the cadet's part that he should want to do things on his own. He must realize, however that the senior staff officer, in most cases, has more experience in dealing with situations that might arise than the cadet does. A big mistake that many cadets are guilty of making is that just because the cadet feels he automatically knows more and that the senior member should be quiet and stay in his own corner. This is a total illusion of the cadet.

There are a great many senior members that have been in CAP for less times than a number of cadets. These very same seniors are also doing a fantastic job. This is not to say that there are not some senior members who would be better off in an all senior squadron. The cadet should merely realize that the senior has a job to do and is doing it to the best of his ability.

A lot of cadets should sit back and take stock of themselves before they begin to evaluate the way the senior members do things. The senior is there to help and guide the cadet, not to unnecessarily interfere.

Peace to those that make war.



Chaplain, Lt. Col.

L. F. Windham,

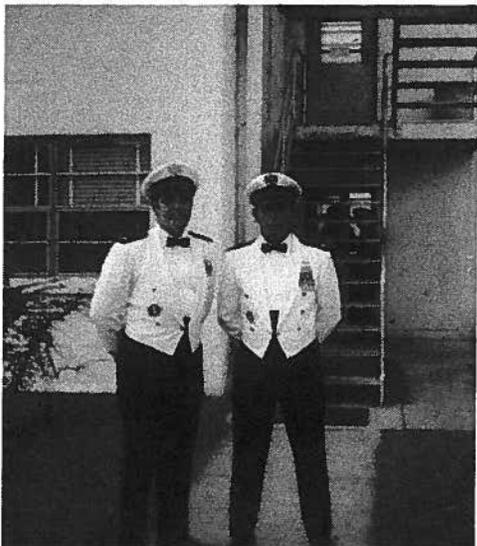
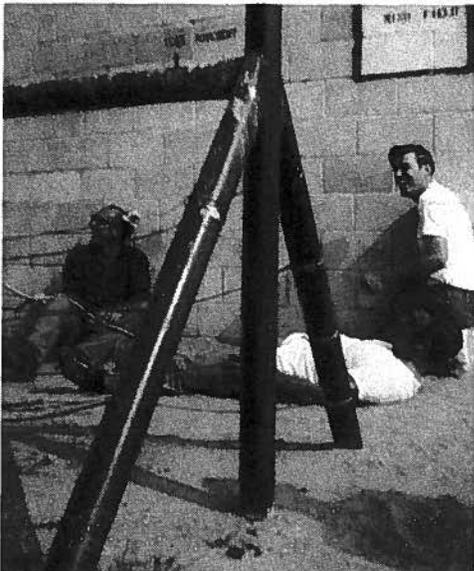
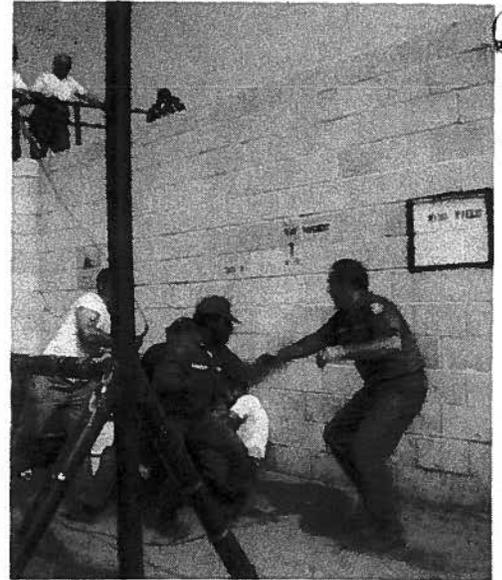
Deputy Wing Chaplain

membering that life is not full and meaningful unless it reckons with the dimension of the divine. Often the CAP chaplain deals with problems which go beyond any secular solution. They have been trained to see, and deal with things in the light of eternity. They seek to bring all men into a right relationship with God. It is what theology sometimes calls the new birth.

The chaplain may engage in the whole program of service in CAP, but his main objective is to bring God to man, and men

Mysterious Project X?

If you think that seniors do all the work and cadets have all the fun, then you haven't been to National Staff College at Maxwell AFB for a week. Sure there were classes on written and oral communications, on CAP, on the Air Force, on lots of things, but there was also Project X. Sound mysterious? Maybe like an old Japanese sci-fi flick starring Godzilla and Mothra? No, this is for real; real seniors in real fatigues doing lots of real hard work. . . and most of all having one heck of a good time. Pictured are Majors Ken Freeman, Rick Kastne and Bernie Schumacher. All dressed up for the Dining In are Maj. Kasten, Maj. Freeman and Lt. Sue Freeman. Maj. Lee Barnett received the unique and distinct honor of being elected Mr. Vice for the dining-in and provided some unusual entertainment for those in attendance. Hoo-lee, hoo-lee!





Oct. 25

A telegram from a Becker Elementary School teacher in Cincinnati, Ohio, Miss Tanya Womer, asked President Nixon what she could tell her second-grade students about Veterans Day. Her telegram read:

"My name is Tanya. I'm a second-grade teacher and in charge of the Veterans Day assembly. I wanted my father to give a talk on what Veterans Day means, but he can't because he died in the Korean War. Since the President is supposed to be our guiding light and father of the country, would you take the place of him now and give me some fatherly advice on what to do and say as if you were on that stage in his place?"

On behalf of the President, Donald E. Johnson, head of the Veterans Administration in Washington, D.C., and Chairman of the President's Veterans Day National Committee, replied in part:

"Dear Tanya: Your father deserved and deserved to live as much as any American and any father. No man, however much he cares for his country and his family, willingly wants to die to save them. That some do is the tragedy of humankind. It is a deeper tragedy for those he loved and left in sorrow.

"What I would say in your father's place, Tanya, is that October 25 is a day for all Americans -- every man and woman whose heart beats with pride and love -- to stay strong in search of peace. I would say that every man who defended his country is a patriot of freedom, of peace and faith in America. I would say that your father paid the highest price man can pay for freedom, not because he wished it but because he had the courage to face the total consequence of his country's call to duty without flinching.

"I would say, Tanya, I honor your father in full today, as a man and on behalf of his country. We owe him much. We honor him and your own spirit and courage to endure his loss. His valor helped save freedom.

"In saving it he provided you -- all of us -- with the freedom to ask questions today about the blunders of our past that permitted his death in Korea.

"He was a man, as were all who walked beside him in battle.

"In remembering his sacrifice let all Americans remember the need to keep alive the spirit of unity in America, to help revitalize our sense of one nation, one people, dedicated to Peace with Honor for all mankind." (AFPS Editorial).

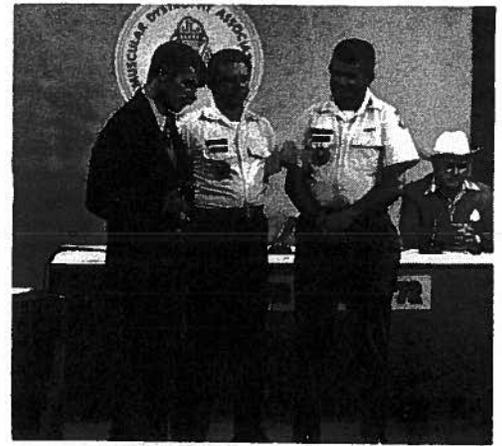
American Flag Protocol

OCCASION	INDOORS		OUTDOORS	
	Civilian Attire	In Uniform	Civilian Attire	In Uniform
When the National Anthem is played	Stand at attention	Stand at attention; if under arms salute	Salute (1)(2)(3)(4)	Salute (1)(2)(4)
When the flag passes by in a parade or review	Stand at attention	Stand at attention; if under arms salute	Salute (3)(5)	Salute (5)
When the flag is hoisted or lowered, or colors are posted	Stand at attention (4)	Stand at attention	Salute (3)(4)	Salute (4)
When the Pledge Of Allegiance is recited	Salute (3)	Stand at attention	Salute (3)	Salute

- (1) Flag, if visible, is faced and saluted; if not visible face music and salute; if music is recorded face front and salute.
- (2) Salute is rendered at first note of music and held until last note.
- (3) When in civilian attire: MEN—remove head-dress, hold at left shoulder with right hand over heart; without hats, place right hand,

palm open, over heart. WOMEN—place right hand, palm open, over heart.

- (4) When in athletic clothing face flag or music, remove head-dress, and stand at attention.
- (5) Salute is rendered when flag is six paces from viewer and held until it has passed six paces beyond.



LABOR DAY A BIG ONE FOR GROUP 3

By W.R. Blake, Capt.
CAP GROUP 3 I.O.

What at first appeared to be a segment from TV's Mission Impossible for Tampa's Group 3, turned out as a smooth, well-coordinated operation. Only the involvement and teamwork of all Group 3 staff and unit seniors, under the command of Major Lynn Lacey, made it possible to react quickly and carry off two separate assignments simultaneously during Labor Day Weekend on such short notice.

Twenty-five of Group 3's senior members participated in the Jerry Lewis Muscular Dystrophy 24-hour Telethon. The Telethon took place at WTOG-TV Station in Pinellas County. Group 3 personnel screened and controlled the movement of people about and in the station's facilities; acted as guardians of the cash "fish-bowl"; and maintained open radio communications throughout the areas of activity. Group 3's Major Lynn Lacey and Major Herman Slapo were briefly interviewed by station's announcer during telethon. CAP senior members were telecast frequently during the 24-hour period doing their duty. Florida Wing's Group 3 were, also, frequently mentioned and complimented, both publicly and privately, for the quality and value of their services. The Telethon in the Tampa Bay Area received approximately \$94,000 in contributions. Friday through Monday found Group 3 pilots, observers and aircraft taking part in the AAA Labor Day Highway Traffic Patrol.

Group 3's greatest accomplishment, in making the Labor Day Weekend missions possible, was in proving that organization and TEAMWORK gets even the most impossible appearing job done. But, then isn't that what CAP is all about?



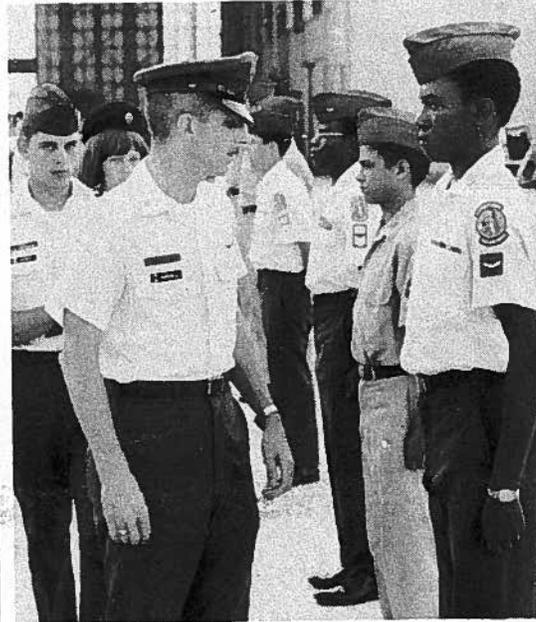
FROM HATE TO HAPPINESS

By C/SSgt. Ceryl Bosman
Eglin Composite Squadron

(Ed. Note: Florida Wing held its summer encampment this year at Patrick AFB, commanded by Lt. Col. John Milner, CAP group 42 commander. Also on the senior staff were: Maj. Jim Cogswell, Inspector; Capt. Chuck Place, commandant; Capt. Sam Tollett and Lt. Lynn Place, Tac. Officers; W.O. Larry Dinkin, medical officer; SM Tom Woodcock, assistant Tac. Officer. Cadet Commander was C/LCol Andre Dall'au. One hundred and eighteen successfully completed the encampment. One of these was Cadet Bosman, who offers her impressions of the 10-day event.)

I won't use any soppy beginnings such as "It was very nice." It wasn't. But we Doolies had a binding tie that kept us going: our seething hate for cadet officers and the Inspector, Major Cogswell.

We all had a shock when after the first inspection we came back to find our beds torn up, mattresses thrown on the floor and clothes out of the closets. We found this to

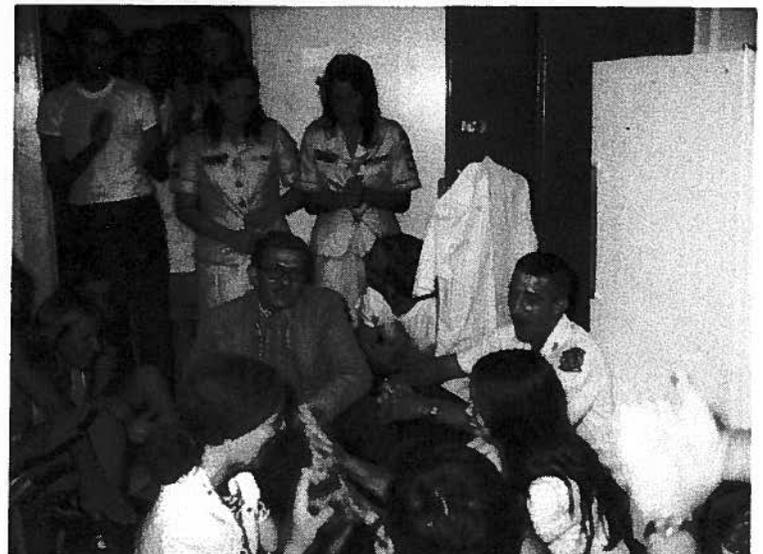


T SUMMER ENCAMPMENT

favorite pastime of Major Cogswell, the surprise came when some of the s got together with a guitar and were ig and the Major was right there in middle of it. In fact, he was the only hat knew all the words to "The House : Rising Sun."

7 to day it was a constant battle with "woolie boogers" and a continuous gle trying to remember when an of-asked you where you lived not to say raiso, Fla. It was pure frustration you were positively sure your bed 18 and 8 and it still got torn up and utely hilarious when a funeral was d for a poor dead dragonfly and you o play the part of the mourning rei- And finally, it was sheer ecstasy you shot 36 out of 40 on the rifle

now we all felt a deep relief when nally crossed the stage to receive ertificates and yet, too, there was a of regret that it was all over and lose all of our good friends we'd . We started vowing we would never back again and finishing promis- o come back next year. All I can say nclusion is that "IT WASN'T SO "



COMM. CORNER

CWO KEN RAND
Wing Engineer

Last month we discussed a VHF repeater system that in its completed form could virtually blanket the state with reliable 2-way communications. This month, we will talk about how we can make this idea a reality.

Sparrow 12 repeater is currently under construction. It is located southeast of Lakeland, Florida in the Highlands area. The station antenna will have a center of radiation approximately 330 feet above sea level. Normal operational antenna pattern will be omni-directional, with directional antennas available for long haul link. Effective coverage area in repeat mode is expected to be a 60 mile radius. Range could be increased if the station accessing the repeater has an above average antenna. This should consistently link Sarasota, Brandon, St. Pete, Tampa through Lakeland to Orlando. Initial repeater access will be operator controlled during specified hours.

Control station licenses on 143.9 mhz initially should not be issued to any station below group level. A few carefully selected mobile assignments will be made based on active participation in search and rescue activities. It is expected that the repeater system will be a tool for operations not a toy for communicators. This philosophy will be carried throughout the wing whenever a request for a repeater in a given area is to be considered. By way of further explanation, a well designed and geographically coordinated repeater system will work properly, consistently, and will prove to be an asset for those in direct authority on whom the responsibility of getting things done rests, a poorly designed system will be no help to anyone.

As we discussed last month, tone codings will be assigned to each repeater location. I believe we should consider establishing additional repeaters in the Orlando, Fort Myers, Miami, West Palm Beach, Jacksonville, Perry/Tallahassee, and Ocala/Gainesville areas. The pan-handle would need a site established somewhere between Pensacola and Tallahassee. Traditionally, most of our searches have been either in the Everglades/Okeechobee area or the upper West Coast. These two areas would be adequately utilizing the above mentioned VHF repeater sites.

This column will be published after our communications conference in Orlando, and I expect there will be some discussion then -- (that's the newspaper biz!)

NEW AIRCRAFT

By Maj. Ivan Blue

Fort Myers Group 8 Civil Air Patrol has just acquired another aircraft, to replace the aircraft lost in the wind storm May 1971, at Page Field. This aircraft will be used for search and rescue. Civil Air Patrol Cadet orientation rides and Cadet pilot training.

All four Group ' Squadrons now have aircraft.

As of mid May, C.A.P. had recorded 7,338 flying hours nationwide in search

Women Play Bigger Role

Women's Lib is hitting Civil Air Patrol as well as many other facets of our lives. The number of females in our organization is increasing at a rapid rate providing us with about 25% of our total membership in the Florida Wing at this time. Both cadet members and females in general want to be involved and Commanders should take advantage of their talent and utilize it. Women serve in a variety of staff positions. They make excellent personnel, administrative and I.O. Officers as well as being able to serve in areas of the cadet program. Many of our women are observers and Florida has several female pilots who are valuable assets to our search and rescue mission.

Our female cadets and seniors are not quite as discriminated against as previously and now we can participate in many more special activities including IACE. These cadets are usually well trained and as capable as serving as their male counterparts. Florida Wing has had both female and male survival schools and as a rule the girls far outshine the young men. Just because they may look delicate doesn't mean they are!

All ages of females today are more interested and involved and have more to offer than at any time in our history. Commanders take heed - your females can be of great assistance to you. If you don't use their talents they will soon begin to look elsewhere for programs in which they can be ACTIVELY involved!

"DR. HAMEL...

I PRESUME"

The Rev. Joseph D. Hamel, pastor of the First Brethren Church of Sarasota, Florida, received an Honorary Doctor of Divinity Degree from his Alma Mater, Ashland College in Ashland, Ohio on May 21, 1972. Dr. Hamel holds the degree of Bachelor of Science in Education and the degree of Master of Religious Education from Ashland Theological Seminary in Ashland, Ohio. In addition to pastoral duties, the Dr. Hamel is a Sarasota County deputy Sheriff with specific work in suicide prevention and also Juvenile officer. He is also a substitute teacher in Sarasota and is State Fire Chaplain of the Florida State Firemen's Association and Life Member.

Dr. Hamel was named Sarasota's Citizen of the year in 1964 and also was the recipient of the Sertoma Freedoms Award for outstanding patriotism.

He also appears in Who's Who in the South and Southwest. He is a member of the American Legion; V.F.W.; and D.A.V. and a member of the Board of Directors of Project Alert and is President of the Tanglewood School of the Bible, Inc. and is chairman of the department of Religious education and Psychology.

Dr. Hamel has also been National Moderator of his denomination and at present directs a weekly Television and Radio program on the West Coast of Florida.

Tampa Cadets React to Emergency

By W.R. Blake, Capt. CAP Group 3 I.O.
as reported by W/O Florence Stootman,
Tampa Cadet Sqd. CAP

Tampa Cadet Squadron, Group 3, senior members and cadets visited Cape Kennedy Space Center for a tour on the 28 and 29 of August.

Returning home to Tampa, via MacDill AF Base bus, the group of 30 members came upon an accident between a small compact auto and a station wagon that had just occurred seconds before.

The compact auto had rolled over, ending on its top in a ditch, injuring and trapping a young woman, her younger brother and four small children. The station wagon occupants were shaken, but otherwise unhurt.

The bus, with the CAP members, came to an immediate stop. Under the direction of Chaplain (Major) Grant Campbell and W/O Florence Stootman (nurse), the injured were comforted and administered first aid, C/WO Boerner, utilizing his CAP mobile radio unit, called for the Florida Highway Patrol and ambulances. All arrived about 12 minutes later.

In the interim, the cadets and other senior members kept the area clear of spectators and the traffic moving in a safe, orderly manner.

Although, almost every member carried a camera, so intent were they in meeting the emergency and protection of others that no photos were taken.

Cadet At Prep School

Cadet T/Sgt. Goeffrey Whisler of Haines City, a member of the Lake Wales Cadet Sq., is now a cadet of the U.S. Air Force Academy Preparatory School near Colorado Springs.

The squadron also has another former member who received an appointment to the U.S. Air Force Academy in 1970. He is Timothy W. Cooper of Lake Wales,

the rank of Lt. Col. with the Civil Air Patrol. He has been a member of Civil Air Patrol for 12 years.





Munday Makes Mitchell on Mon.

Cadet Susan A. Mundy became the first det officer for Pine Hills Cadet Squadron, by receiving the Billy Mitchell Award the 14 Aug. 72. This marks a new direction for the squadron -- up.

Cadet Mundy's CAP career started in April 1969 in Lebanon Squadron, Lebanon, Tenn. In Sept. 1969, she transferred to Pine Hills Cadet Squadron in Florida. Since transfer, she has attended two encampments, and a cadet command and staff school held on Air Force Bases, such as Patrick AFB, Cocoa Beach, Fla.

Susan's leadership positions range from det flight sergeant to Group 20 Cadet Activity Council Chairman. Presently, she commands the cadets of Lake Fairview Cadet Squadron as the cadet commander. The proud parents of Cadet Mundy are Thomas and Virginia Mundy who live at 11 Hastings Street, Pine Hills.



Drill Comp. 21-22 Oct.

Florida Wing will hold its annual Drill & Competition at Patrick AFB on 21 October to choose the top drill team for 1972-73. In view of the announcement from National Headquarters that National Drill Competition may be held in 1973, the winners at Patrick may have the chance to represent Florida and the Southeast Region at this event.

Teams will be judged according to CAPP 65 and will be scored by the judges on uniform inspection, drill performance, and the team commander. Wing Director of Cadet Programs Major Jim Cogswell advised each unit entering a team to study the manual well. Another good source of information is the old cadet recruiting film, *Accent on Youth*, which shows parts of the 1960 National Drill Competition.

Teams can be made up of members from different squadrons as a Group team if the squadrons do not have enough members. Competition should be difficult as the team from Miami Dade Cadet, last year's winners, appear to be trying for two in a row.

☆☆☆

Ethyl alcohol is the active ingredient in alcoholic beverages. It is lighter than water and has a lower boiling point than water. Ethyl alcohol, C₂H₅OH, is colorless but it has a distinctive odor.

Wins Award...

(Continued from page 1)

has been a consistent winner in national and international science fairs for the last five years.

The Brewer Award is presented during the National Convention each year. Cadet Fisher is the son of Colonel and Mrs. Thurman D. Fisher, USAF (Ret.) and lives with his parents in Cocoa Beach, Florida.



Cadet Council Meets At ACA

Wing Cadet Advisory Council Chairman, C/LCol. Skip Ellsworth has announced the dates of Oct. 7-8 as the time for the annual seminar and workshop and election of officers for the coming year. The meeting, mandatory for all squadron and group representatives, will be held at the American Cheerleading Academy in Lessburg. Registration fee for the weekend will cover the cost of billeting and meals at the Academy.

Everyone is urged to arrive between the hours of 9 and 10:30 on Saturday morning and to bring with them sheets, blanket and pillow. On the agenda for the two day session is discussions of drill teams, bivouacs, DART teams, special projects sponsored and run by CAC, election of officers and, of course, lots of recreation time. The Academy has a pool and a beautiful lake to offer as a respite from the rigors of the workshop.

Checkout time on Sunday will be noon in order to give everyone sufficient time to return home.

Alcohol, while a drug, can be classified as an incomplete food. It contains no vitamins, proteins, carbohydrates or fats but it does contain calories.

Conference...

(Continued from page 1)

for maximum participation in the Communications Exercise held on 28 Sept. and the need to purge the radio licenses held in Florida by non-active members. He also asked for everyone's help in securing old, non-valid station licenses. Wing Inspector Lt. Col. Pilcher urged better attendance at group inspections.

Major Lee Barnett, Wing safety officer (and new squadron commander) stressed the need to practice safety in all areas of CAP and asked that any accident involving CAP be phoned in collect to his business number, 904-255-2542. The number is handled 24 hours a day by an answering service who will accept the collect call if the caller gives his name, rank and that the call concerns a CAP accident."

The annual CAP - Civil Defense Effectiveness Test Exercise will be held on 28 October this year with Mission Headquarters at Wildwood, according to Maj. Rick Kasten, CD Coordinator. Bulletins and announcement with specific instructions will be coming out soon. An all-out 100% effort is expected.

Save those green stamps. Major Bernie Shumacher, special projects officer is formulating plans to collect the savings stamps to assist the Wing in purchasing needed equipment. There will also be a bulletin out on this in the near future.

Special guests at the commander's call were representatives from the Red Cross who explained the recent agreement between CAP - Red Cross and how each can benefit the other during a natural disaster or other emergency. They encouraged all groups and squadrons to contact their local Red Cross chapter and establish a good working relationship.

Four From Five, Plus One From Ten

By CADET CHERYL WELLS

Yes, Group 5 had a solo encampment this year, and according to the Palm Beach Cadet participants, "It was a smash, er uh I mean blast." All in all the encampment went very smoothly and all five cadets, including one from West Miami (from Group 10), soloed successfully. Cadets receiving their solo wings were: C/2Lt, Sherri Dought, C/MSgt, Steve Ballard, C/MSgt, Cheryl Wells, C/TSgt, Hugh Baker, and C/T Sgt, Dollie Pettry.

This activity took place at Tilford Flying Service from the 16th to the 26th of August. Tilford instructors Frank Millian, Dale Shomburg, Larry Talley, Tim Beverly with a big assist from Richard Johnson and James D. Tilford summed up the

10-day training with the comment, "It was quite an experience." With the flying done in the morning, the afternoon was devoted to ground school. The ground sessions were often so involved and interesting that they lasted until late into the afternoon.

Of course, there were the highlights of chasing down the cadets who just soloed and clobbering them with buckets of water, shaving cream, and attacking the shirt-tails with scissors. The instructors also got a good soaking at the end of the event.

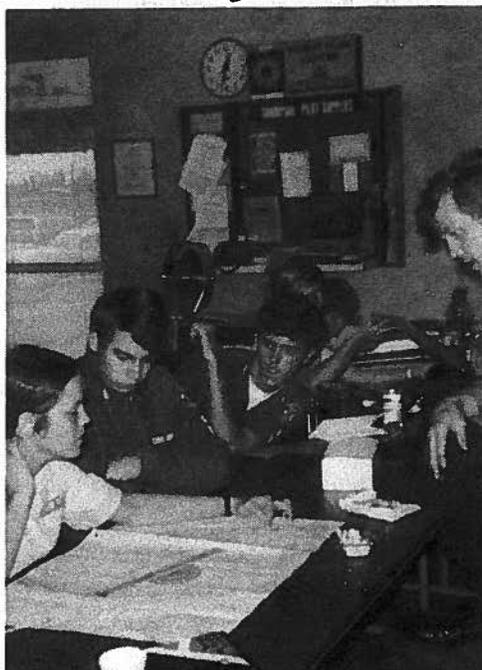
If you would like to be a part of a solo encampment and find out for yourself how much fun it can be, then get your group together and start working on one right now. The money is available now and it

doesn't have to be held during the summer. It can be held anytime at all. In most CAP activities, there is a fee of a closer relationship between you and your CAP family. And while you're thinking about it, don't forget the work that goes into it. Group 5 held a dance to raise part of the money. We organized a dance which featured three fabulous groups of musicians who graciously donated their time and efforts, Trenton, Catsass, Sirius. The senior squadron also donated money and time to help the cadets. So you see it was a REAL COMMUNITY EFFORT. From all of us who soloed. THANKS.

Photos by Carlos Roque and Ed Bergman



3



1000 AFROTC SCHOLARSHIPS AVAILABLE

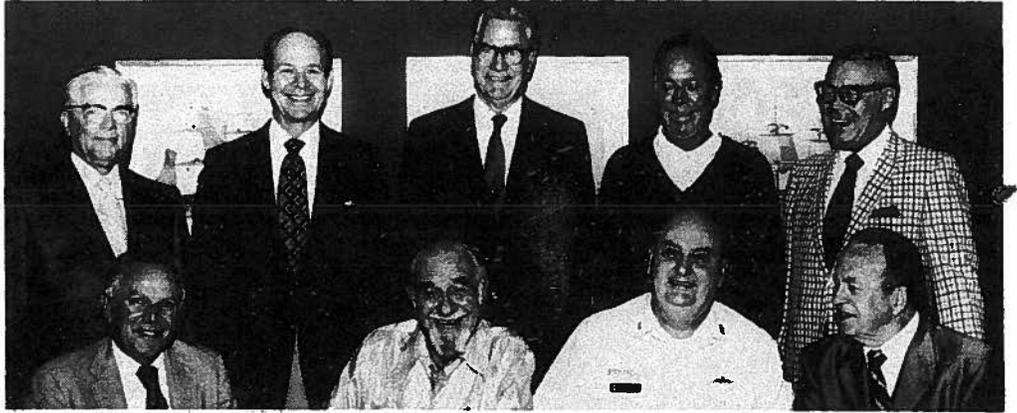
Approximately 1000 Air Force ROTC four-year college scholarships will be awarded to students who will be entering their college freshman year during 1973-74. The scholarships cover full tuition, laboratory expenses, incidental fees, and an allowance for books. Scholarship recipients also receive \$100 each month in non-taxable subsistence allowance while in school.

All applicants for a four-year college scholarship must be qualified and agreeable to entering the Air Force ROTC program in a flying category and will be expected to enter the Air Force Flying Training Program upon graduation from college. Deadline for application is November 15, 1972.

Air Force ROTC also offers three and one-half-year scholarships to both men and women cadets who are enrolled in the four-year college scholarship must be qualified and agreeable to entering the Air Force ROTC program in a flying category and will be expected to enter the Air Force Flying Training Program upon graduation from college. Deadline for application is November 15, 1972.

Air Force ROTC also offers three and one-half-year scholarships to both men and women cadets who are enrolled in the four-year AFROTC program. Applications for these scholarships should be made to ROTC officers on campus during the student's freshman or sophomore year. Students not required to be qualified in the flying category to be eligible for a three or two-year scholarship.

Basic criteria for the Scholarship program are as follows: Be a citizen of the U.S., be 17 years of age (18 for women) and must be under age 25 on 30 June of the year in which they are eligible for appointment as second lieutenants, be enrolled or accepted for admission at one of the colleges which hosts an AFROTC detachment, agree to enroll in the Air Force ROTC, be qualified for enlistment in the AF Reserve, be in good academic standing, attain a qualifying score on AFQT, and qualified on an AF medical examination.



In a meeting presided over by Col. Robert Owen, Florida Wing Commander, Civil Air Patrol, held recently in the Board Room of the First National Bank in Palm Beach, it was resolved that the consultant staff would unanimously support and assist in the effort of recruitment of C.A.P. members as well as the training of Cadets.

In attendance were: Wiley Reynolds, Director, First National Bank; Richard Adams, retired Air Force Major, VP First National Bank; Paul Butler, Palm Beach and Oak Brook, Illinois, number one aviation enthusiast; Col Wright (Ike) Vermilya, veteran pilot of 60 years; R. Bruce Jones, retired Colonel, Army, Attorney; Les Lear, public relations specialist, associated with Lear Jet; Carl Anderson, C.A.P. Pilot, retired official; Col. Robert Owen, Florida Wing Commander C.A.P., director Palm Beach County Civic Defense; George Frost, retired Navy Pilot, Palm Beach Town Manager; Zack Mosley, cartoonist, veteran C.A.P. pilot.

Civil Air Patrol, Florida Wing extends its sincerest regrets and sympathies to families and friends of those CAP members who have passed away during September 1972. We will remember them for their dedication and devotion to serving others.

C/SSgt. Milner New Cadet Cmdr.

Pensacola Composite Squadron has a new cadet commander, C/SSgt. Michael W. Milner. A member of the CAP since May of 1971, Mike was initiated into the realm of command in an elaborate ceremony. In a moment filled with symbolism (and a good bit of playfulness) the cadet members of the squadron soaked Milner with two buckets of water.

Earlier this summer, Pensacola cadets along with cadets and seniors from Eglin and Panama City toured the Aerospace Medical Center at Pensacola NAS. The group was escorted through the physiological training center by Olin Tisdale, a member of the squadron. They received a briefing on aircraft ejection seats, how they can be dangerous and how to use them safely.

Air Force ROTC College Scholarship Application for 1973-1974 Academic Year

male applicants only

1. NAME			2. Home phone
	LAST NAME	FIRST NAME	
		MIDDLE INITIAL	
3. Current mailing address			
	NO. AND STREET	CITY AND STATE	ZIP CODE
4. DATE OF BIRTH	19	5. SOCIAL SECURITY NUMBER	6. U.S. citizen <input type="checkbox"/> YES <input type="checkbox"/> NO
MONTH DAY YEAR BORN	YOUR SOCIAL SECURITY NUMBER		7. State, legal residence
8. High school			
	name	address	9. HIGH SCHOOL GRADUATION DATE
10. I will take the College Board Scholastic Aptitude Test	19	11. I will take the American College Test (ACT)	19
	MONTH YEAR		MONTH YEAR
12. I have taken the College Board Scholastic Aptitude Test	19	13. I have taken the American College Test (ACT)	19
	MONTH YEAR		MONTH YEAR

Additional information may be obtained writing direct to Air Force ROTC, DI-

New FAA Flight Form



Pilot's Weather Briefing Guide

PILOTS: Help us to help you get a better weather briefing. You will get faster service, and you can assist the weather briefer by telling him:

1. **That you are a pilot.** If you are a student, private, or commercial pilot—say so. The weather briefer needs to know that you are a pilot, not someone who calls just to find out the general weather picture.
2. **The type of airplane you are planning to fly.** Light single engine, high performance multi-engine, and jets all present different briefing problems.
3. **Your destination.** If you plan to stop somewhere enroute or deviate from the normal course, you should tell the briefer your intentions.
4. **Your estimated departure time.**
5. **Whether or not you can go IFR.** Are you instrument rated, current, and is your airplane properly equipped?

A pre-flight weather briefing should include:

1. Weather synopsis (position of lows, fronts, ridges, etc.).
2. Current weather conditions.
3. Forecast weather conditions.
4. Alternate routes (if necessary).
5. Hazardous winds.
6. Forecast aloft.
7. NOTAM information.

NOTE: All of these items are on the weather briefer's checklist!

USE THE OTHER SIDE OF THIS SHEET TO WRITE DOWN THE WEATHER INFORMATION AS THE BRIEFER GIVES IT TO YOU.

We hope the weather for your flight is good all the way to your destination. But, if it looks a little doubtful, it may be a good idea to give some thought to the following:

- The flight visibility through a wet windshield is not nearly as good as the ground visibility reported on the station (refly to enroute).
- Veteran pilots always have an "out," (or alternate course of action) if the weather is worse than expected. If you don't have a good "out," don't go!
- The weather between reporting points may not be as good as the weather shown at reporting stations, especially during marginal weather conditions.
- Any thunderstorms that may be in the vicinity of your route will add greatly to the weather hazard.
- The possibility of icing in the clouds may prevent you from going IFR safely, even as a last resort.
- If the cloud ceilings will keep you at low-level, have you considered the tall T. V. and radio towers? Some of these may not show on your charts!
- The risk of flying in marginal weather at night is a great deal higher than during the day.
- If there is anything about your weather briefing that is not clearly understood, or if you would like additional information, it will be cheerfully discussed with you. The primary job of the people in the Flight Service Stations is to help you plan a safe flight.

FAA Form 8000-20 (1-72) REMEMBER! A SAFE FLIGHT IS NO ACCIDENT

The form pictured above is a part of the FAA'S accident prevention program. It's designed to help pilots get and understand weather briefings. The front side gives you hints to help you and the fore-caster prepare a forecast for YOU, and the back side has spaces marked for all the information you will need to have a safe flight. Remember, a large percentage of the aircraft we search for go down because the pilot did not know the weather he was getting into. Check this new aid at your local Flight Service Station.

Attention, All Cadets

Attention, all Cadets. We need your help. If you or anyone you know who is a cadet in Florida Wing has completed any flight training, (solo, private pilot, commercial, or instrument) the Wing Cadet Office needs to know right away. The information is needed to fulfill a requirement on the National Commander's Evaluation. If your name is NOT listed below and you have completed the training levels listed above either on your own or under the Corporate Marching Funds program, fill out the form below and mail it right away to Director of Cadet Programs, 864 Caroline Ave., West Palm Beach, Fla. 33406.

CADETS ON RECORD WITH FLIGHT TRAINING

Cheryl Wells, 08159; Dollie Pettry, 08159; Hugh D. Baker, 08159; Steve Ballard, 08054; Sherri Doughty, 08090; Thomas Bryan, 08123; Howard Tetrault, 08123; Alan Hammerschmidt, 08267; Jack Wilkes, 08267; Chris Cundiff, 08267; Albert Skipper, 08267; James Lewis, 02893; Harry Martin, 08293; Robert Bloomquist, 08293; Eric Whitehead, 08293; Michael Beechler, 08043; Betty Davis, 08043; Cheryl Homzak, 08084; Nell Mariotti, 08173; George Speer, 08101; Dennis Barry, 08101; Robert Frost, 08159; Porter Pinder, 08279; Julian Bates, 08293.

NAME _____ SERIAL # _____ RANK _____
 UNIT _____ FLT. TRNG. RED'D _____
 COMPLETION DATE _____ OWN FUNDS _____ CORP. FUNDS _____

"Proof" is usually associated with distilled alcoholic products. "Proof" divided by two equals the per cent of alcohol by volume.

☆☆☆
 Alcoholic beverages vary in taste, color and their concentration of C₂H₅OH.

