



'Gator CAPers



VOL. 19 NO. 4

MIAMI, FLORIDA

SEPTEMBER 1978

Spaatz Award Presented to FLAWG Cadet



Presenting the award is Major General R.C. Hood, USAF.

Civil Air Patrol Cadet Kenneth A. Devall recently became the 478th person to earn the General Carl A. Spaatz Award. To do this, he had to complete all phases of the Cadet Program and pass the Spaatz Examination. This examination is the final evaluation of cadet abilities in aerospace education, leadership, moral leadership, and physical fitness. Spaatz cadets are the young people who will continue to develop and become the nation's astronauts, businessmen, scientists, educators, and military leaders — our new dynamic Americans and aerospace leaders.

Devall has been active in CAP since joining the Mid-Florida Cadet Squadron in 1973. He has held most of the positions in his squadron and is a past cadet commander.

Cadet Devall visited Portugal on the 1976 International Air Cadet Exchange. He was named the outstanding cadet at the 1977 Air Force Academy Survival Course and is a 1975 and 1978 graduate of Cadet Officers School. A senior at Florida State University, Devall was named outstanding cadet at his 1977 ROTC summer camp and was awarded an AFROTC scholarship. He will receive a commission as a Second Lieutenant next June and will report to undergraduate pilot training in 1980. He hopes to someday fly the F-15.

Devall is the son of the Reverend and Mrs. Preston Devall of Brooksville, Florida. He is currently a member of Mid-Florida Cadet Squadron. Squadron commander is Captain Helen Smith.

Summer Encampment '78

The 1978 Hurlburt Type A Encampment program was officially kicked off at 0900, 31 July in the Base Theater. Base Commander Colonel J.F. Fantaski opened the ceremonies with a welcome to the attending CAP cadets and seniors.

Following Colonel Fantaski's message, Briefing Officer Captain Dave Penny presented an overview of the missions and organization of the various units based at Hurlburt Field. The slide presentation, highlighting the uniqueness of both activities and equipment served as an excellent basis for

subsequent detailed briefings by individual unit personnel.

A film produced by the USAF Office of Information depicted different activities in which Air Force people are involved.

The film was followed by a talk by the Encampment Commander, Major Howard R. Cumler. Major Cumler stressed the importance of appropriate cadet behavior in making the Hurlburt Type A one of the best ever, and ended by reiterating the significance of the Encampment motto: "WE DO IT RIGHT"



APPLY NOW FOR SQUADRON LEADERSHIP SCHOOL

OCTOBER
7 & 8

Commander's Column



BY COLONEL RICHARD L. LEALI, SR.

MEMO FROM THE USAF-CAP LIAISON OFFICE - ORLANDO

NEW MAJOR COMMAND

As most of you are aware, the Air Force recently realigned the command structure of Air University Command (AU) by placing it under Air Training Command (ATC). General Furlong and AU Headquarters are still in our chain of command, however, and correspondence between CAP and our new Major Command, ATC, must always flow through AU headquarters.

FLYING SAFETY

Regarding the changeover, General Roberts, Commander of ATC, has expressed an interest in the CAP safety program. The following extract from Hq Air Training Command letter, 27 June 1978, will give you an idea of how the CAP record has been received.

"It is difficult to assess the significance of the CAP corporate aircraft accident rate. This rate is comparable to that of general aviation (12.7 average for the last 5 years). The general aviation rate is composed of corporate/executive, business, air taxi, instructional and pleasure flying. We do not know the experience level of your pilots. It appears that most CAP volunteer pilots are from the pleasure flying segment of general aviation. If this is true, it is significant since rates are consistently below the pleasure flying rates (average approximately 23). Your rates are above the USAF aero club rates, which averaged 4.7 over the past 5 years. This is perhaps not a fair comparison. Our aero clubs have full-time managers, and aero club operations are considerably more restricted and controlled. Another factor that must be considered when analyzing your accident rate is the risk involved when flying search missions or training for search missions. After experimental combat, and agricultural flying, search flying is the next most hazardous kind of flying. Overall, we feel that your accident rate is not out of proportion with the rate we could expect, considering the CAP flying environment.

"Providing suggestions to improve your program is difficult. The Air Force has little control over the operational CAP aircraft, so we are limited to advice and safety education and accident prevention tools. We reviewed the package of CAP safety educational material you gave us. The material was quite good. One suggestion we can make is that a greater portion of your safety educational material could be devoted to publicizing the circumstances leading to and lessons learned from CAP fatal accidents. CAP's fatal accident rates run above the overall general aviation fatality rates and are similar to the pleasure flying fatality rates. Again, direct comparisons may be unfair in this case; however, the human suffering and loss of mission capability represented by this accident category require that these mishaps be given considerable attention."

General Furlong and General Gardner have commented as follows. Although CAP is running comparable to industry in the flying safety area, and may be somewhat better in others, we have a more controlled and managed program for aircrew qualifications and mission responsibility under a quasi-military structure. The result should be a better and safer operation than we find industry-wide.

INSPECTIONS

A proposal to transfer the CAP-USAF inspection function to ATC has been placed on a one year moratorium for further study. Meanwhile, ATC will observe CAP-USAF inspections periodically. In this regard, CAP-USAF inspectors have expanded the scope of their evaluations to include CAP Groups and Squadrons. The Tallahassee Composite Squadron is scheduled for a CAP-USAF inspection on 19 Oct 1978. Would your unit be ready for an inspection on such short notice?

GENERAL OFFICER PARTICIPATION

General Gardner has let it be known that he wishes to get more involved in CAP cadet activities. We also want to have more events with General Furlong and General Roberts. Look for times we can bring them in to participate with a significant award for some special recognition, especially when we can involve the local community as well as CAP. If you are planning a meaningful event of major interest, plan to invite either General Gardner, General Furlong or General Roberts. Do it through proper channels. Discuss the activity with your Wing Command and route the request through the chain of command.

AIR FORCE OFFICER RECRUITMENT

The requirement for officers in the Air Force is going to increase sharply in the next couple of years. To date, the USAF is commissioning about 4,500 to 5,000 officers annually. However, the Air Force requirement for officers has ballooned to 7,000 or 8,000 a year. It will be hard to find the caliber of person that we'll need to fill those requirements.

Also compounding the problem today is the poor retention rate of pilots. For example, in the Military Airlift Command the retention rate among pilots completing their obligated term of service is 23%. In the Tactical Air Command and Strategic Air Command it is about 40%. Last year we graduated about 1,000 pilots which is not sufficient to cover our loss rate.

Strong recruitment efforts are underway to offset the shortages, particularly for students with scientific and technical degrees. You in CAP are dealing with young people daily who are the caliber individual the Air Force is seeking. If you can encourage and motivate the mental disciplined and study disciplined types of CAP cadets or seniors toward an Air Force career, you would be serving both the individual and the USAF well.

I am not in the recruiting business. However, if you know of a 20½ - 29 year old who may be qualified for an Air Force commission and is interested in more information, let me know. I will personally contact this individual and put him in touch with the right people.

JOHN G. HANKS, LCOL, USAF

Civil Air Patrol is a flying organization! As such, we should do everything within our power to promote greater pilot proficiency and enhance our flying safety record. One excellent way to do this is through participation in a National Headquarters approved Flying Clinic. A Flying Clinic is divided into two phases. The ground phase is an academic program designed to increase pilot understanding of the principles of flight, rules of flight, and other subjects which directly affect safe flight operations. The flying phase is a comprehensive flight review of the maneuvers required to safely operate an aircraft. The flight must be accomplished with a Federal Aviation Administration Certified Flight Instructor or a qualified CAP Check Pilot.

Each Group Commander in Florida Wing has been requested to see that at least one CAP Flying Clinic is sponsored in his Group during the period 1 July 1978 through 30 June 1979. The Flying Clinic may be a combined effort of CAP and another agency such as the Federal Aviation Administration or the Aircraft Owners and Pilots Association. In fact, obtaining participation of private pilots who are not members of CAP is highly encouraged. This can do much to promote our image within general aviation.

CAP Pilot participants may be partially reimbursed for their expenses incurred at a Flying Clinic providing:

- 1) The Flying Clinic must be authorized by National Headquarters prior to the Clinic (See CAPR 50-11, dated 5 July 1978 for procedures).
- 2) The Flying Clinic must include both a ground and flight phase.
- 3) The Flying Clinic must be reported properly.

In the Florida Wing, it is our goal to make CAP Flying Clinics not only a means for our own pilots to upgrade their proficiency, but to open these Flying Clinics to the general aviation segment as a service to the community. Commanders at all levels should encourage their units to sponsor a CAP Flying Clinic.

CAP - USAF




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NOTE TO CONTRIBUTORS. We prefer that your releases be typed. Black and white glossy photos are welcome. Please attach a complete caption. Photos will not be returned.

Florida Wing Commander
Colonel Richard L. Leali, Sr.

USAF-CAP Liaison Officer
Colonel John G. Hanks

Florida Wing Information Officer
Captain Albert E. Seeschaaf

Editor Diana Roder
Lithography Lewis Garrett

editor's note

Please note that the address on the last Wing Roster is incorrect. All correspondence for Gator Capers should be sent to

(Mrs.) Diana Roder
12822 SW 12 Terrace
Miami, Florida 33184

Also, if you are going to have an address change, send the information to National Headquarters. Labels for Gator Capers are purchased from them. It is not necessary to send us an address change card.

Please identify persons mentioned in releases by their full name rather than just the last name and rank. If you mention a unit from another wing please give the name of the wing.

Some very good photos are being received. Be careful if you write on the backs with felt tip pen. Some pictures have been spoiled when the ink from the back of one photo transferred to the front of the other. Put paper between the pictures to be sure the ink is dry enough not to smear.



LETTERS

National Headquarters
Civil Air Patrol

REPLY TO

ATTN: C C

SUBJECT: Annual Report to Congress

TO: CAP FL Wg/CC (Col Richard L. Leali, Sr.)

The 1978 Civil Air Patrol Annual Report was distributed to Congress by cadets of the National Capital Wing. Additionally, the report was distributed to a wide variety of organizations and individuals including the governor of each state and 350 Air Force officials ranging from the Secretary down to wing and base commanders. The attached response to the report is forwarded as an item of interest and information for your wing.

PAUL E. GARDNER
Brigadier General, USAF
Executive Director

(Attachment)

Congress of the United States
House of Representatives
Washington, D. C.

Brig. General Thomas C. Casaday
National Commander
Civil Air Patrol

Dear General Casaday:

Thank you for your letter and the enclosed copy of the 1978 Civil Air Patrol Report to Congress. I wish to take this opportunity to commend the CAP on its accomplishments and assure you of my continued support. I am very glad to have this report and appreciate your courtesy in making it available to me.

With all good wishes, I am

Sincerely,
Bob Sikes
First District, Florida

Department of the Air Force
Headquarters 56th Tactical Fighter Wing
MacDill AFB, Florida

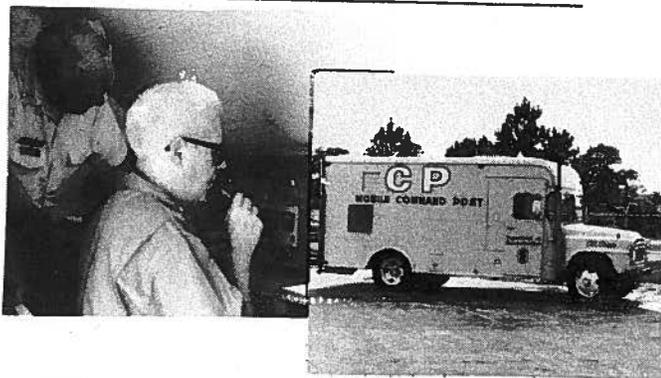
SUBJECT: CAP 30 Year Anniversary

TO: Colonel Richard L. Leali
Florida Wing (CAP)

1. It is a pleasure to extend the best wishes of the 56th Tactical Fighter Wing to the Florida Wing of the Civil Air Patrol on your 30 year anniversary. The contributions of the Civil Air Patrol, both in service to the nation's aviation community and in the opportunity it provides for young people to become involved in aviation are noteworthy.

2. Congratulations on your past achievements and best wishes for the continued success of the CAP.

CHARLES J. CUNNINGHAM, JR.
Colonel, USAF
Commander



6 June 1978
Commander Headquarters Group 1
Florida Wing Civil Air Patrol

Dear Sir:

In my opinion, CDEX Exercise conducted on 20 May 1978 was highly successful.

Your group performed all tasks assigned to them in a highly professional manner. In discussing the exercise with the Civil Defense Directors in West Florida each expressed praise for this group.

The Mission Coordinator made his assignments accordingly and each was carried out as well as a Mission Briefing on each task assigned.

My personal thanks to your group for transportation to Panama City to take a first hand look at the problem which was simulated in Youngstown. Pride and professionalism were displayed throughout the entire operation that I observed.

Again, I feel this was a very successful exercise and look forward to a greater participation in the future.

Sincerely,
Robert R. Smith
West Area Coordinator
Division of Disaster Preparedness

John F. Hobbs, Commander
Headquarters, Group 1
Florida Wing, Civil Air Patrol
Dear Commander Hobbs,

I am writing to express my satisfaction with the Civil Defense - Civil Air Patrol Exercise as conducted here in Bay County by Group 1 personnel of the Civil Air Patrol on May 20-21, 1978.

The proficiency and professionalism of your organization was well exhibited during my visit to your Mission Control Center at the Panama City Airport.

The Bay County Civil Defense wishes to continue our long standing and close cooperative relationship to help insure an effective preparedness program.

Many thanks for including me in the Exercise and for the airlift support which you provided. I look forward to future joint exercises to insure good coordination in the event of future emergencies.

Sincerely,
JIM HEISLER
Director, Bay County Civil Defense

National Headquarters
Civil Air Patrol

20 June 1978

Colonel Richard L. Leali, Sr., CAP
Commander
Civil Air Patrol Florida Wing

Dear Colonel Leali

Again my hat goes off to the Florida Wing. The attached letter points out the importance of cooperation in planning and execution, the real key to success for state/CAP emergency services activities. Please relay my congratulations and thanks to those members responsible for making the C-Dex a success. Their efforts are greatly appreciated.

Sincerely,
PAUL E. GARDNER
Brigadier General, USAF
Executive Director

Civil Air Patrol
USAF Commander
Maxwell AFB, Alabama 36112

Dear Sir:

I wish to thank the members of the Florida Wing CAP and in particular the members of the Headquarters Group 7 (08190) of Mt. Dora, Florida, for the excellent co-operation and outstanding planning and execution of those plans during the mock Tornado situations on Saturday, May 20, 1978. I would like to single out for outstanding effort and co-operation Lt Colonel David M. Mosely and Major Charles A. Smith without whom, our local C-Dex effort would have been disastrous.

Very truly yours,

Robert A. Lewis
Director of Disaster Preparedness
Lake County, Florida

Featured at operating position inside Mobile Command Post during recent CDEX are, 1/Lt. John O'Connor commanding officer Lee County Composite Squadron 08040. Observing is 2/Lt. James Lumb.

Recently acquired International truck turned over to Lee County Composite Squadron 08040 by Lee County Emergency Services Dept. This vehicle was used recently with great success in the CDEX operation.

(Photo by: SM Gordon Bryant)

National SAR School

LColonel Gerald Genaw, Group 7; Captain James Webster, Group 4; and LColonel Robert Croft from Group 5 (pictured below) recently attended the National Search and Rescue School sponsored by the Coast Guard and held on the Coast Guard base at Governor's Island, New York.

LColonel John Hanks, USAF Liaison Officer for Florida Wing, also attended the school this year.

The purpose of the school for CAP personnel is to update their knowledge of Search and Rescue plans and to further their capabilities to conduct SAR training in their regions.

—Lt Bobbi Balentine
I.O. Group 5



CPR Taught to CAPers

Five cadets and one senior member of Imperial Cadet Squadron, Group 3, were certified in cardio-pulmonary resuscitation thanks to former CAP cadet Dale Harrington.

Mr. Harrington, an instructor with Polk County's Fire District No. 1, introduced CPR techniques at an orientation session at a regular squadron meeting. The following Saturday he conducted six hours of instruction. At the next regular squadron meeting C/2Lt William Cumler, C/Sgt Kimberly Cumler, C/2Lt Lea Harvey, C/2Lt Gordon Sweezy, C/B William Travi and SM William Travi successfully demonstrated CPR techniques and passed a written test for CPR certification.

Aviation Week

Hillsborough Senior Squadron I assisted by Group 3 and the four cadet squadrons attached to Group 3 had a static display booth for eight days at a major shopping mall in Tampa during a recent "Aviation Week".

Tampa Cadet Squadron furnished an Honor Guard for the week, and continuous slides showing all phases of the CAP program were presented to the general public.

Approximately fifteen persons signed the senior member information sheet denoting interest and a desire to join and about twenty-two young people signed the various cadet squadron location lists showing their interest in the cadet program.

—2Lt George Schumacher
I.O. Hillsborough Sr Sq I

Captain William Anderson, 1Lt Larry Miller and Cadet Adkins (background) talk to an interested mother while her son signs a cadet roster.



New Home for Cessna 140

Hillsborough Senior Squadron One has accepted a Cessna 140 for Group 3. The single engine plane was donated by a CAP member from Ft. Myers and was flown from Charlotte County Airport where it had been stored waiting for maintenance and a new home.

The plane is a converted tail-dragger and now boasts a tri-cycle landing gear. It had to have a ferry permit for its flight to its new base at Vandenberg Airport in Tampa. However, Group 3 members have already started to pull the engine, scrape rust and refinish the interior to put the aircraft in top condition for its inspection and licensing by the FAA.

The "bird" will get a new paint job in CAP colors at MacDill AFB and then will become a formal member of Group 3. Its job will be to fly training and Search and Rescue Missions.

—2Lt George Schumacher
I.O. Hillsborough Sr Sq I



Sundown Patrol Alerts CG To Disabled Vessel

An 18 foot pleasure craft was towed to safety recently after a CAP weekend "Sundown Patrol" spotted the disabled vessel and alerted the Coast Guard.

The boat, foundering about five miles north of the Lake Worth Inlet, was spotted from the air by LColonel Ernest Wilcox and 1Lt Frances Newmon about 6:35 p.m.

The vessel's captain, James Brooker, had earlier radioed for help but could not at first be located. The vessel apparently had engine trouble.

LColonel Wilcox, USAFR, is attached to the Palm Beach Senior Squadron as a training officer. His last active USAF assignment was as the pilot of an Albatross rescue amphibian for the protection of President Nixon at his Key Biscayne home.

1Lt Newmon is a nurse, grandmother, and a pilot with several hundred hours of flight time logged. She learned to fly in the squadron Cessna and for some time has been flying her own Ercoupe. About one year ago while flying a Sundown Patrol as pilot-in-command she was credited with reporting another boat in distress.

—Capt. E.B. Bergman
I.O. Palm Beach Sr Sq

Chaplain Transfer Announced

Captain W.N. McClintock, commander of the Merritt Island Composite Squadron has announced that Chaplain Captain William Fisackerly has been transferred from the Rockledge United Methodist Church to assume duties as pastor of the First Methodist Church in Clewiston. The transfer is as of the 14th of June.

Captain Fisackerly has been a great asset to the cadet program of the squadron and all members wish him well in his new pastorate.

I.A.C.E. In Florida



Photos by John Rouse

SANDRA MASON GETS THE PICTURE
...While visiting Ocala



SILVIA MARSHALL AND "FRIEND"
...At Silver Springs



TRYING ON SUN VISOR
...Elaine Milton from England

British Air Cadets See All The Sights While Visiting

Ocala Air Force Liaison Officer for the local Civil Air Patrol and his wife, Major and Mrs. Joseph Capiel, hosted a group of British Air Cadets when the young women visited the Ocala area.

The Air Cadets from England and their escorts stayed at the Capiel's Wild Oaks Farm near Sparr.

The young cadets all are members of the International Air Cadet Exchange program (IACE), which conducts annual visits to various countries of the free world as a reward for outstanding achievement in conduct and leadership in air cadet activities.

While in Ocala, the group visited Six Gun Territory, saw Silver Springs and Wild Waters, as well as taking a tour of a local horse farm. Capiels hosted the entire group at a barbecue at their farm.

The young women cadets left Ocala and joined 200 other British Air Cadets, who had been touring throughout the United States.

Part of the British contingent of the I.A.C.E. program arrived in Miami on July 22. The young women were members of the Girls Venture Corps and were escorted by Mrs. Shirley Grundy and Mrs. Yvonne McCarthy. They were greeted at the airport by a representative of the Mayor of Dade County and given two proclamations that proclaimed July 22 as I.A.C.E. Day in Miami and July 24 as I.A.C.E. Day in Dade County.

The group spent their time with host families from the Cutler Cadet Squadron, University Cadet Squadron, and the West Miami Cadet Squadron, all units of South Florida Group 10.

They visited such sites as the Parrot Jungle, the Seaquarium, and the Everglades National Park. They also enjoyed a picnic at Crandon Park Beach. Touring Homestead Air Force Base, the visitors were shown the training facilities, control tower, and the maintenance operation.

Transportation for the group was provided by HQ, Florida National Guard, 50th Supply and Service Battalion, North Miami. Some free lunches were provided by McDonalds and Burger King.

—2Lt. David Allen, CAP
I.O. Group 10

ENCAMPMENT '78

commanders' comments

Type A Encampments are hard work. The cadets, cadet officers and cadet staff put in many long hours in the course of the week's activities. But Type A Encampments are also rewarding. They offer an exceptional opportunity to learn—by observing, by listening, by participating, by making mistakes, and by doing things right.

I think if nothing else, we've learned that some five words keep coming up at all briefings and lectures, and those are—teamwork, experience, education, military courtesy, and response time.

My personal observations about this Encampment are as follows:

- 1) The United States Air Force and our USAF LO Capt. Charles W. Lowder deserve a special thanks from all of us.
- 2) Cadets of Civil Air Patrol need to do more physical activity for the most part, as some 50% of you were out of shape for a schedule such as we had.
- 3) You did well, and we came closer to doing it right than any Encampment to date.
- 4) Comments from Naval, Marine and Air Force personnel were very favorable and many were downright complimentary for you as a group and personally.
- 5) C/Colonel S. Sargent, Cadet Encampment Commander, received many compliments on his handling of the cadets and this Encampment would not have been the success it was if it were not for him.

Hope to see you all again and thanks for your help to make Hurlbert Field—Florida Wing Type A Encampment a success.

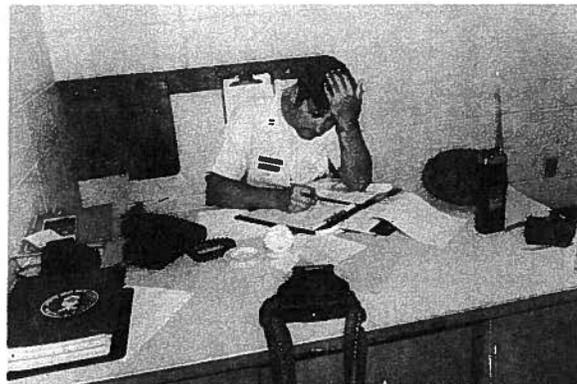
HOWARD R. GUMLER, MAJOR, CAP
Encampment Commander

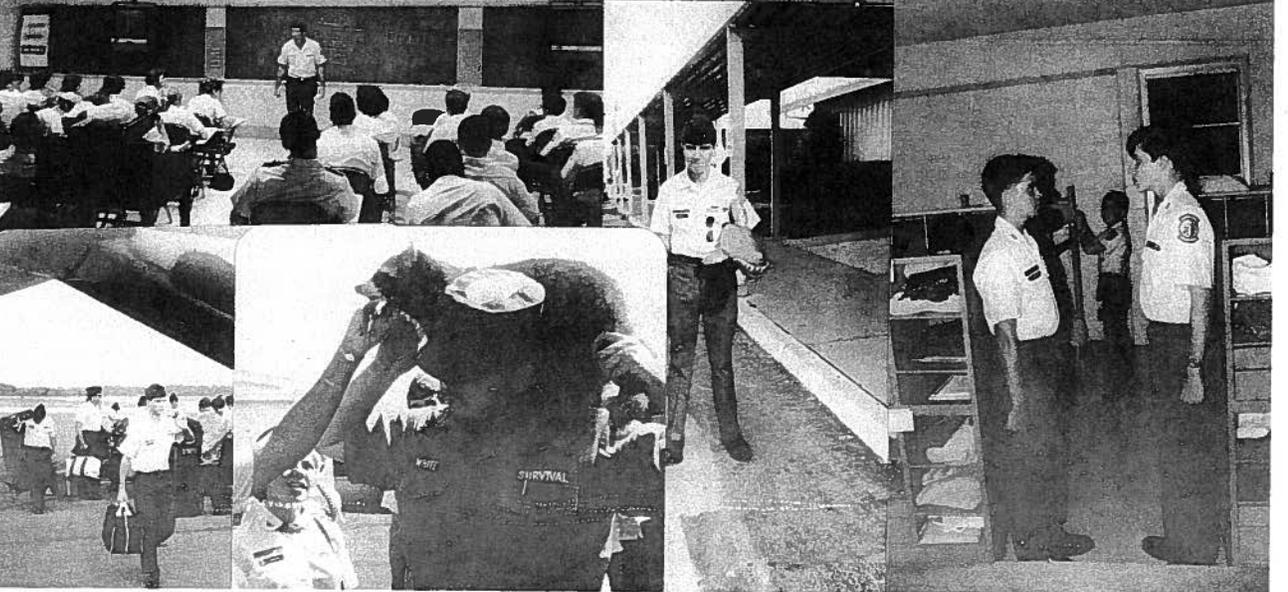
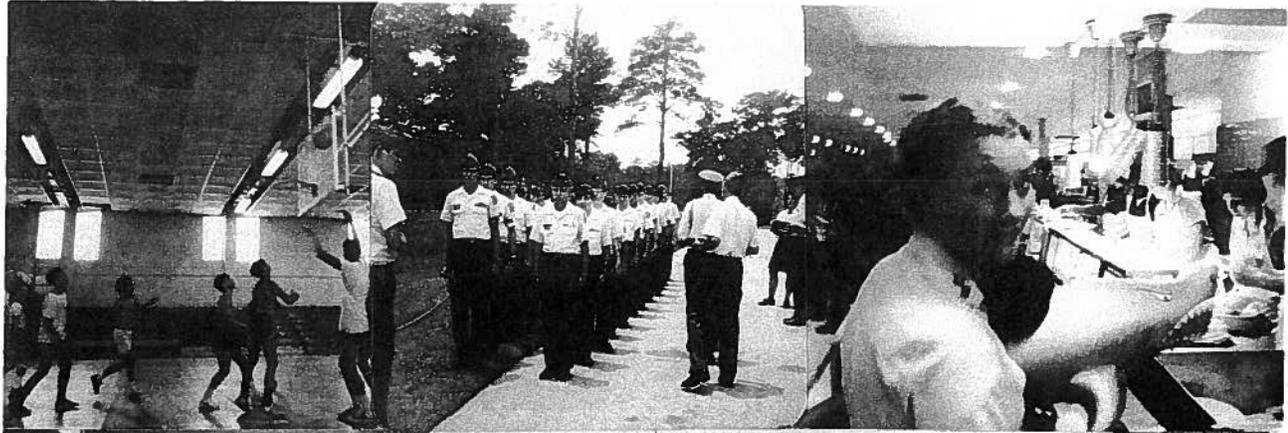
I wish to express my sincere thanks and appreciation to all the cadets and senior members who participated in the 1978 Florida Wing Type A (NTC) Encampment for a job well done.

It was a short Encampment, however, all the requirements according to the CAP Manual 50-16 were met and I feel it was due to the hard work of both cadets and senior members.

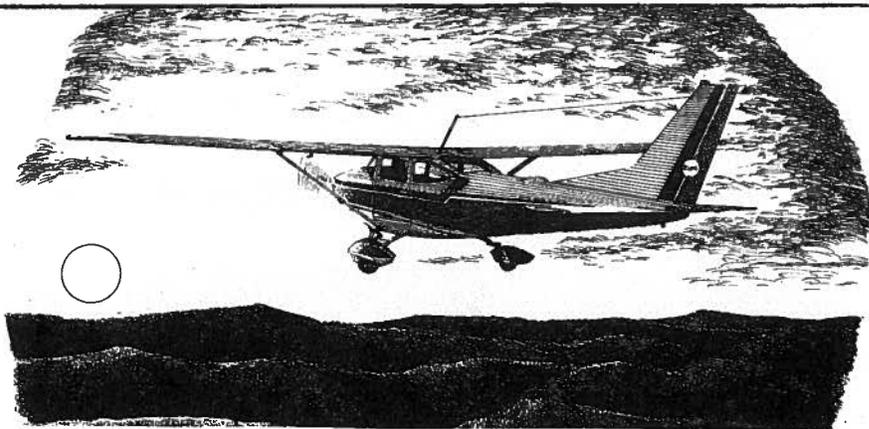
Thanks again, it was a pleasure working with and for you and I hope to see you all again at the next Encampment.

THOMAS C. WELCH, LTC, CAP
Encampment Commander





Night Flying



Night flying adds greatly to an aircraft's utility and the darkness does not conjure up things that are not already present during the day — it just makes them more difficult to see! Although the days are longer during the summer than in the winter, pilots may be lured into night flight by attempting to stretch a day's activities on the ground.

Flying VFR at night does demand some forethought and planning from the aviator, especially those unaccustomed to night operations. A checkout by a qualified instructor would be in order before considering any night flying.

Weather can become a major problem at night, because it is not easily visible during periods of darkness, especially on moonless evenings. Therefore a good weather briefing is synonymous with night operations, even local flights.

Once the decision to fly is made, the airplane warrants a thorough preflight, though it may seem awkward by flashlight. That check should include a careful look at all the airplane's lights, inside and out. Special attention should be paid to the electrical system while on the ground; it is an essential ingredient of night flying and any indication of malfunction justifies a cancellation of the flight.

Your flashlight should not be left behind in an automobile glove compartment or stored in the airplane's baggage section. It needs to be within easy reach of the flier (as a matter of safety, two flashlights are better than one). All of the flight gauges and charts in the world won't be of use if they can't be seen in the event that the aircraft's electrical system fails during a flight. Even if it is only a fuse, changing it without adequate light could create a crisis.

A good understanding of the instruments, switches and fuses could lessen the likelihood of such a crisis, as well as other problems. Learning to locate major accessories and controls by feel is not wasted time. In any case, the pilot should make it a habit never to turn anything on or off until he is absolutely sure it is the particular switch that he had in mind.

A well-organized cockpit, especially on cross-country trips, is important. A misplaced chart or pen can create frustrations of nightmarish proportions, especially under the bold shadows cast by cabin and flashlight illumination.

An instrument rating is not required nor necessary for night VFR flight; however, enough hood time to instill sufficient confidence to fly the plane by the gauges is good insurance. Although the bright lights of a city may provide a visible horizon, a turn over a sparsely lit area, and the resultant loss of the visual references, could be devastating. Inadvertently flying into a cloud, usually marked by the sudden glow of lights reflecting back into the cockpit from a white haze, need not be an emergency if the pilot can execute a safe 180° turn on the gauges and thereby avoid panic.

Although other air traffic is usually reduced at night, it can be very difficult

to spot another aircraft over a well-lit area that displays a wide variety of lights. Careful scanning is important.

Night vision is frequently lessened by staring straight ahead, so moving the eyes from side to side, not just the pilot's head, is a technique that combats this peculiarity of the human body. Objects directly ahead are often virtually invisible, but an indirect look can render them visible.

Lack of oxygen affects the efficiency of night vision and it is a good idea to fly below 5,000 feet or carry along supplemental oxygen. Containerized oxygen, in order for it to be effective, should be utilized for a least 30 minutes prior to landing.

Night cross-country flights should be initiated only after carefully marking the appropriate charts with a bold pen, making special note of airports and navigation aids along the way. Special attention should be paid to terrain elevation and a substantial allowance made to keep well clear of it.

Maintaining radio contact with Flight Service Stations during the flight and providing them with position reports would be a good idea, as well as getting weather updates on Flight Watch. Anything that a pilot can do to insure against surprises is a good policy for night flight.

Night is not the time to be bold and proud, especially for the inexperienced pilot. Aviators get themselves lost all the time, but darkness makes it very difficult to identify terrain. The wise pilot will advise the nearest FSS of his predicament. Chances are that he will figure things out himself, but it doesn't hurt to be safe.

It is a good idea to plan on an additional amount of reserve fuel too. Searching for an airport or facing unexpected headwinds could generate additional anxiety if fuel reserves are not generous.

Finding an airport in the dark is not usually very difficult if its rotating beacon is operating. An exception to that rule is painfully obvious if the airport is located in a metropolitan area. Generally, a call to the airport tower or unicom might be worth a try to save some trouble. They can vary the intensity of the lighting or turn it off and on. That can make finding it a little easier among all the other lights.

Night landings should be made a little steeper than normal with an awareness of the altimeter's indication. Once again a pilot's eyes can be deceived, leading him on a long, low and dangerous approach if he is not alert.

There really is no reason to harbor a fear of the night. It usually offers calm air, good visibility and reduced traffic. And an airplane is as reliable during the night as it is during the day. By careful preparation and advance attention to potential problem areas, "night fright" can be successfully avoided.

Wing Staff Notes...

Congratulations to West Miami Cadet Squadron as the first unit to return their corrected IBM run under the new procedure for 101 cards.

With this excellent cooperation we can expect to have Florida Wing Emergency Services Training records current within the next 45 days.

It is obvious from the telephone calls and letters that a large number of corrections are required. As the program is activated it becomes evident that there was a wing-wide need for such a program.

—Captain Mary Lou Brittingham
FLAWG Emergency Services Officer

Captain Howard Treadwell, Florida Wing Inspection Officer and president of the Wheelchair Pilots Association spent a busman's holiday in Maine recently. He attended the Downeast Patrol CAP Squadron's tenth annual open house and joined visiting Maine Wing staffers in presenting awards. Among the other guests was Percy Billings, Sr., a pioneer pilot and barnstormer and former pilot for Guy Gannett, one of the founders of Civil Air Patrol.

—Flight Lines
Ellsworth, Maine

VOICE PROCEDURES: Stations have been using incorrect radio procedures. Do not use . . .

THAT IS AFFIRMATIVE . . .
ROGER THAT . . .
OUT WITH YOU . . .
BREAK WITH YOU . . .

COMMUNICATIONS BADGE APPROVAL: The communications badge is to be approved at Group Level with an information copy of approval to Wing.

HERMAN SLAPO, LColonel, CAP
Director of Communications, FLAWG

SCHOLARSHIPS: Applications are NOW being accepted for Air Force ROTC Scholarships for academic year 1979-1980. The application deadline is 15 December 1978. Those who may be interested should request "Air Force ROTC Four Year College Scholarship Program Applicant Bulletin". This is available from Maxwell AFB, AL. The bulletin also covers two and three year scholarships.

ANGELA K. ARTEMIK, Captain, CAP
Director of Cadet Programs, FLAWG



RECRUITING



Cadet Leadership School in Miami

The Group Ten Cadet Advisory Council assisted by the Miami Springs Optimist Cadet Squadron recently held a cadet leadership school at Miami Beach Boys Camp.

Classes were held on drill and ceremonies, Civil Air Patrol history, radio communications, and leadership. Meals, mainly prepared by 1Lt Carolyn Rowe, commander of the Miami Springs Optimist Squadron, were among the best ever tasted at a Group Ten cadet encampment.

The Advisory Council is planning to hold more of these encampments in the near future.

—SM David P. Allen
I.O. Group Ten



C/A Young being asked a question by C/Sgt Surez at the encampment. Both are members of Miami Springs Sqdn.

Quincy Fly-In

The weekend of May 20-22 cadets from the Tallahassee Composite Squadron attended the Quincy Fly-In. They helped park cars and planes, kept unauthorized persons off the flight line, and sold sno-cones. On Saturday some Alabama Wing cadets from Fort Rucker came to help. After a long day's work, the cadets received free plane rides. Cadet James Drinkall was selected as being the best cadet at the airshow.

—Cadet Leslie Lott
Tallahassee Composite Sq

(Below) Tallahassee cadets Owens and Dubois wing-walk planes at the Quincy Fly-In while cadets John and Susan Kennedy and Ft. Rucker cadet Guzio (left to right) run to wing-walk another.



SPECIAL OLYMPICS

Eight seniors and 25 cadets from the Group 3 squadrons under the direction of Major William Anderson assisted at the State of Florida's Special Olympics for the handicapped held recently at the University of South Florida, Tampa. Over 2500 persons took part in the three day event.

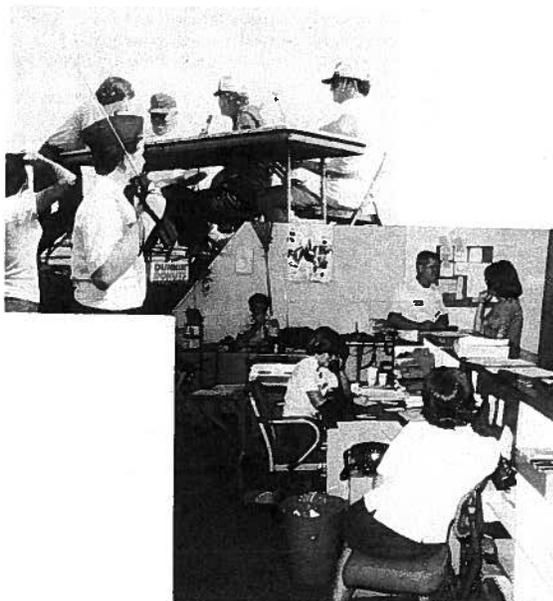
CAP personnel were in charge of the "Nerve Center" providing communications and runners from the athletic events and liaison with the medical team from MacDill AFB. Cadets also handled incoming messages from the public requesting information and assistance in locating personnel. They also advised hospital emergency rooms when persons were enroute so they could be prepared for their arrival.

Communications were maintained at off-campus activities too, such as a bowling alley where tournaments were held and motels where emergency communications were established in case of sickness or the need for special attention for a handicapped child. Duty personnel slept at the communications center. Rooms were furnished by the University and meals by McDonalds.

—2Lt George Schumacher
I.O. Hillsborough Sr Sq I

Cadets Beale, Taylor, and Smith, and Major Anderson answer questions at the "Nerve Center" of the Special Olympics.

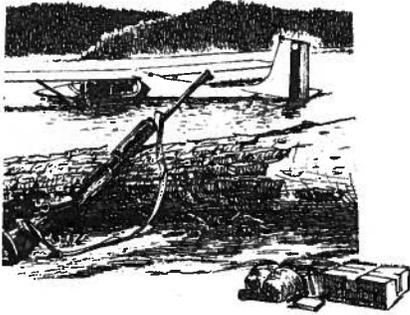
Cadet Whelan waits to relay message at announcer's stand during the Special Olympics.



SYMBOL
OF
SERVICE



COUNTRY
COMMUNITY
YOUTH



SURVIVAL

By LColonel Dave Moseley

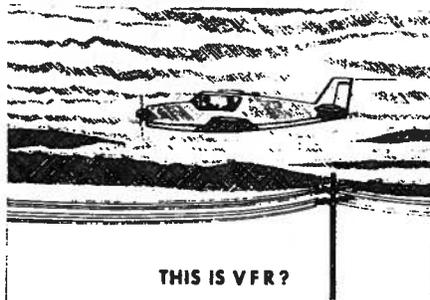
While serving as briefing officer for AFRCC 2-433A and as mission coordinator for 4-423, I was impressed by the number of CAP members who report to mission headquarters without the appropriate clothing for survival equipment for the mission. If you are unfortunate to be forced down wearing a short-sleeved shirt the mosquitoes and other insects will make you wish you were dead. A simple problem could be agony because you or another crew member were unprepared. A jacket kept in the airplane, or better yet, long-sleeved flight suits may make the difference in your condition when you are recovered.

We have done some studies on different signalling devices using flares, smoke day/night flares and signal mirrors to determine which is the most effective in drawing the attention of an aircrew. Of all the items, the mirror has proven to be consistently superior to other methods. It has the advantage of being small, inexpensive and unless broken into many pieces, almost incapable of being put out of commission as a pyrotechnic device might be when wet. Ever fire a flare only to hear a big bang and see no light? That might be the case when you try to signal a search plane that is flying away from you and your flare misfires. Check into getting and using signal mirrors. They may save your life.

If you desire to have TTN serve as a collection point for suggested items that may be used in personal survival equipment, we'd be happy to do so, publishing these ideas for maximum exposure to pilots and observers around the Wing. From Vietnam we found that only those things that were in the pilot's flight suit or were strapped onto him were used. This should give you some guidelines as to how to prepare your list. It should be something that would be small, compact and capable of being worn in the aircraft without interfering with flight safety. I've seen a dayglow orange vest not too different from a hunter's vest with lots of pockets that might be useful. Think about it and give me some feedback. Your unit may take this idea for a series of meetings to develop a standard survival packet for its members. Consider it well as it may save your life.

Editor's Note: Further reading on the subject of survival gear can be found in "SG ONBD" by J.D. Greiner in the June 1978 issue of AOPA Pilot magazine.

FORECAST
ACCURACY



Forecast accuracy stems from what we know and what we measure. These two limitations determine the reliability factor of various weather situations, detail, and changes in time. Important to remember is that forecast accuracy decreases with increase in time since forecast issuance.

Remember that the forecaster must consider a complex combination of many factors. Information on these factors may be partially or completely lacking.

Complete faith in weather forecasts is almost as bad as no faith at all. Pilots who understand the limitations of observations and forecasts usually are the ones who make the most effective use of the weather forecast service with an open mind. He knows that weather always is changing and consequently that the older the forecast, the greater chance that some part of it will be wrong. The weather-wise pilot looks upon a forecast as professional advice rather than an absolute surety.

—Pilot's Weather
Federal Aviation Association

Tampa Cadet Squadron Hosts Rocketry Weekend

Tampa Cadet Squadron, Group 3, hosted a Rocketry Weekend for Group 3 cadets on 24/25 June. The event was held on private grounds acquired by project officer 1Lt. Larry Miller. Cadets were given lectures on rocket construction, performance, launching and range safety by senior cadets who conducted the weekend. The cadets were then given rocket model kits and allowed to build their own rockets.

While the cadets looked on, the senior cadets provided demonstration launches after chow Saturday night to show how the rockets being constructed should fly. Around the campfire Saturday night the talk was all about how the cadets' rockets would fly on Sunday.

Sunday was perfect for launching as no wind was blowing. Range guards and a range safety officer were assigned and the cadets presented their rockets for launching to the launch officer. Each was announced on a P.A. system provided by Tampa Cadet and prizes were awarded the cadets who won their class.

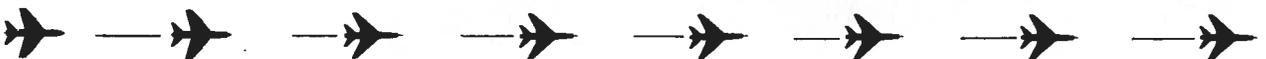
The cadets were treated to senior member P. Sargent's launching of his 6'8" "Mean" machine to close the weekend. Since the rocketry weekend was such a success, another one is being planned for September or October.

—Office of Information
Group 3, FLAWG



C/2C J. Hamilton, Tampa Cadet, has rocket ready for launch by C/Lt W. Cumler, Imperial Cadet, who is acting as launch officer.

Group 3 cadets from Tampa Cadet, Imperial Cadet, and North Tampa Cadet Squadrons display their rockets. In foreground is SM P. Sargent's "Mean" machine.



Wing Policy: Cadet Shoulder Cords

Cadet shoulder cords must be of military specification infantry type. Authorized cords will be worn on the left shoulder to all Florida Wing, group and squadron functions, but will not be worn outside the Florida Wing. The cadet will retain the cord only for the period for which it is awarded, usually one year, or for the period in which a cadet serves in a position which authorizes a shoulder cord.

The following cords are authorized:

The Florida Wing Cadet of the Year is authorized to wear a green shoulder cord during the year following his or her selection.

Group or Squadron Outstanding Cadets may be awarded a green and white shoulder cord. Group commanders may delegate this authority to the squadron level.

Group Cadet Advisory Council Chairpersons are authorized to wear a red shoulder cord.

For the year of 1978, the Florida Wing Drill Team all 21 members, may wear a navy blue shoulder cord. The 1979 Florida Wing Drill Team, all 16 members, may wear the navy blue shoulder cord. The Drill Team may wear the cord in 1550's as well as the fatigue uniform. This cord is not to be worn outside of the Florida Wing.

—FOR THE COMMANDER
Angela K. Artemik, Captain, CAP
Director of Cadet Programs

West Miami Cadets Assist at Benefit Show

Cadets from the West Miami Cadet Squadron and other units from Group 10 attended a fireworks show and pageant at the Tamiami Stadium located at the Youth Fair Grounds in the southwest section of Miami.

The pageant, co-sponsored by the Miami Herald and the Dade County Parks and Recreation Department, was held for the benefit of the Herald's Lend-a-Hand Fund which every year sends hundreds of South Florida youngsters to summer camp.

Other groups participating in the pageant were the Kiwanis Clubs of Miami and First Aid units from the southwest branch of the Dade county chapter of the American National Red Cross.

The West Miami Cadet Squadron cooperated with the Herald by handing out over three thousand miniature U.S. flags and helped to maintain a safety perimeter around the area where the fireworks were being shot off.

—C/A Ronald Gulla
C/I.O. W. Miami Cdt Sq



OCTOBER COMMANDERS

CALL AND SQUADRON LEADERSHIP SCHOOL

In place of the Florida Wing Staff Section Meetings, a Squadron Leadership School will be held on 7 and 8 October 1978. All senior members and especially Florida Wing Staff Members are encouraged to attend this school. Please send CAPF 17 to LTC. Moseley if you plan to attend. An evening social is planned for Saturday evening.

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CADET CORNER



C2/Lt Mike West
Cadet Editor

Dear Readers,

Recently I have been very busy writing all the material for this section of the newspaper. Not only is this a little tiring for me but it is also probably boring for you. To date I have received no articles or information from any cadets. Please write to me and give me your input. It's your paper.

The Cadet Editor

Cadet Officer School

By C/2Lt Mike West

On June 18, 142 Civil Air Patrol cadet officers arrived at Maxwell AFB, Alabama, for what would probably be the most exciting learning experience of their CAP careers.

And out of the 142 cadets attending COS from every wing in the nation, Florida Wing was by far the best represented wing with fifteen cadet officers attending.

Upon arrival, the cadets were divided into six flights and they were also divided into sixteen seminar groups with about nine cadets in each.

Lectures were held in the auditorium of the Air War College and seminar discussions were held in small classrooms. Interesting lectures were given to the entire student body by prominent speakers on subjects such as effective communication through speaking and writing. A fascinating lecture was given by Dr. Paul Garber on the thirteen most famous aircraft of the world. Dr. Garber personally knew great men in aviation such as the Wright Brothers and Charles Lindberg.

Many discussions were held within the seminar groups which required them to form a solution to theoretical tasks and problems. Excitement came when these discussions often became heated as each cadet was encouraged to influence the group with his opinion.

Of all the activities at COS, probably the most enjoyed class was the selective "Project X" exercise. Project X is a field leadership exercise which is held across the airfield at Maxwell. At Project X, each group was given a mission to accomplish within a specified time period. The completion of the mission required a workable solution, strength, agility, and most of all, teamwork.

Throughout COS, the CAP cadet officers enjoyed the luxuries of dining in the Officers Mess and living in individual quarters. At the end of a long day of classes, cadets could relax by participating in games of softball or volleyball. Also, much free time was provided for cadets to go shopping, bowling, or swimming.

One of the main lessons at COS was learning to speak effectively. During the course, all cadets were required to deliver three speeches before their seminar group. The first speech was a two minute impromptu on a given subject; the second, a five minute planned speech on any topic relating to CAP; and last, a seven minute planning speech on one of a list of topics. This last speech also had to be written into a five hundred word essay.

Based on the three speeches given by everyone, each seminar selected one speaker to compete in the Speak-Off. The Speak-Off was a competition between the sixteen best speakers from the seminars and the speeches were delivered to the entire COS student body.

The final activity of COS was the awards banquet. It was held in the Officers Club where everyone dined on excellent food. After the dinner came the awards ceremonies and then a dance with music provided by a live band.

Now as much as I hate to blow my own horn, I am very proud to say that I brought home to Florida Wing the Second Place Trophy from the Speech Contest. I would also like to congratulate all the Florida Wing cadets as they represented the wing very well. The cadets who attended from Florida were George Navarini, Richard McAleese, Sergio Seone, John Benjamin, Brian Reed, John R. Armstrong, Patrick Hardy, Evelyn Healey, Kenneth Devall, Michele Litz, Eric Feyrer, Madonna Finney, Randie Colchamiro, Patrick Rea, and Michael West.



Write to Cadet Corner Editor at Post Office Box 167
Lake Mary, Florida 32746.

PROJECT LAUNCH

RECRUITING: The Decision Is Yours

Project LAUNCH has placed some very high goals on all Wings in the Southeast Region especially in the area of recruiting. The other Wings have marked Florida as the "one to beat".

Now you can sit back and let all this pass you by and simply say that you have done your share. But, when you think about it, just what is your share? You are a member of a nation-wide humanitarian program and you are a member because you think it has some worth. Would you be in it if it didn't? Of course not.

Those of you who stay in a while do so because it has great worth and you are the ones who know it. All of us have a chance to leave a living legacy, so to speak, by perpetuating the program. And what easier way to do that than to make our numbers grow. Think of yourself as a salesman who has a product that you really believe in. Now that you have convinced yourself, what do you have to do to sell? Right, you have to convince others.

Good salesmen don't just sit in their offices and wait for people to come in and look at their product. They get out and hustle — they advertise, they make contacts, they follow up on prospects, they put up displays, they go where the people go and they sell their product.

Naturally, this only applies to those who really believe in their product. Think to yourself — what are you, senior or cadet? Are you an officer or not? Are you new to the program or are you not? Are you in a Group or in a Squadron? Are you on staff or not? Now say this out loud "What difference does it make?"

You are in a program that is worthy of you and you must be worthy of the program. So sell it — from street corners if necessary — but sell it! You can if you like just sit back and let all this pass by and simply say you have done your share. The decision is YOURS.

ROBERT J. MILLER, LTC, CAP
Director of Recruiting
Florida Wing



PROJECT LAUNCH

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