**Phoenix Meeting ‘Biggest And Best’**

PHOENIX, Ariz. — The biggest and best National Board meeting ever was held in September at the Hyatt Regency Hotel here. More than 1,200 Civil Air Patrol members from all the 50 states, Puerto Rico and the District of Columbia were on hand for the two-day meeting.

Highlight of the annual meeting was the reelection of Brig. Gen. Thomas C. Casaday as national commander of the organization. Col. Johnnie Boyd of Del City, Okla., was elected national vice commander. He is former commander of the South- west Region. A biography of Boyd appears below.

In his opening remarks, Casaday announced plans for a national recruiting campaign beginning in 1979. He cited the "erosion in the overall volunteer sector" and said, "We must increase our strength, prestige and capability."

Reflecting on the declining cadet membership, he said that CAP "is failing in a vital part of our mission: youth motivation," and that we have "got to keep them productive and busy." He also urged units to "live up to your promises when recruiting."

The full text of Casaday's speech is printed in this issue beginning on page 14.

In remarks to the National Board, Air Force Brig. Gen. Paul E. Gardner, executive director of Civil Air Patrol, reviewed the progress made in the past 12 months.

Five squadrons and several individuals were recognized during the two-day meeting. The Cherokee Comp. Sq. of the Illinois Wing was named Cadet Squadron of Distinction. The four runners-up, known as Cadet Squadrons of Merit, were: Ewa Beach Comp. Sq., Hawaii Wing; Twin Pines Cadet Sq., New Jersey Wing; Raleigh-Wake Comp. Sq, North Carolina Wing; and Capital City Cadet Sq., Pennsylvania Wing.

Named as Region Commander of the Year and Wing Commander of the Year were Col. Louisa S. Morse and Col. Eugene E. Harwell respectively. Morse is commander of the Middle East Region and Harwell commands the North Carolina Wing. These and the other awards given at the meeting are covered in an article on page 16.

Formal activities were concluded with a gala formal banquet. Master of Ceremonies at the banquet was Dr. John Feraday, of Phoenix, a producer and narrator of a daily travel program on radio, and the guest speaker was George Walter of Appleton, Wis.

A number of civilian and military dignitaries attended the meeting. The full text of Casaday's speech is printed in this issue beginning on page 14.

The next full meeting of the National Board will be held Sept. 27-30, 1979, at the Hotel Utah in Salt Lake City, Utah.

**National Dues Increase**

Effective Jan. 1, 1979

See Bulletin Board

Latest Saves Bring Rescue Total To 47

MAXWELL AFB, Ala. — Several recent rescues have brought to 47 the number of lives saved so far this year by Civil Air Patrol personnel.

North and South Carolina

Apply Now For IACE

Next Year

MAXWELL AFB, Ala. — The National Commander invites all eligible cadets and senior members to apply for the International Air Cadet Exchange (IACE). The 1979 IACE will take place from July 22 to Aug. 9, 1979.

Cadets and escorts from 13 countries will participate. The countries are Austria, Belgium, Canada, France, Germany, Great Britain, Israel, the Netherlands, Norway, Portugal, Spain, Sweden and Switzerland.

How do you qualify for IACE? The following is the criteria established for cadet participants:

(See IACE, Page 2)

members joined efforts with the Coast Guard to record the latest saves Sept. 18 when the Air Rescue Coordination Center (AFRCC) alerted CAP units that an emergency locator transmitter signal had been heard in the vicinity of Grand Station, N.C.

The distress signal was located in a raft occupied by two persons 10 miles offshore east of Cape Fear, N.C. The Airborne direction finder equipment was used to locate the signal which activated when the victims' boat sank. The two survivors were picked up by a Coast Guard boat.

During the search, four CAP aircraft flew five sorties requiring more than 10 hours flying time.

The Colorado Wing was recently credited with saving the life of a patient suffering from abdominal bleeding when it airlifted much needed blood.

The wing assisted the Colorado State Police in flying the blood from Denver to Alamosa for the patient. The AFRCC received the request and authorized the Colorado CAP Wing to make the transfer of blood.

(See SAVES, Page 2)

**New Vice Commander Is Former CAP Cadet**

MAXWELL AFB, Ala. — Col. Johnnie Boyd, the newly elected national vice commander of the Civil Air Patrol, in this position he assists the national commander, performing such duties as directed. He presides at all meetings of the National Board and the National Executive Committee when the national commander is not present.

Boyd was born on Christmas Eve 1927, in Pittsburg, Kan. He attended Central High School in Oklahoma City, Okla., and Central State University in Edmond, Okla.

He joined the Civil Air Patrol in 1943 as a cadet, the 23rd cadet in the Oklahoma Wing. In his CAP career, he has served in a number of cadet and senior positions. He has been wing chief of staff, deputy wing commander and commander of the Oklahoma Wing.

He was elected national vice commander Sept. 9, 1978, at the recent meeting of the National Board in Phoenix, Ariz. At that time he was serving as commander of the Southwest Region.

His military service includes three years in the U.S. Marine Corps and Marine Corps Reserve. He has also served in the Air Force Reserve.

In civilian life, Boyd is a methods engineer at Tinker AFB, Okla.

Boyd and his wife Minnie are residents of Del City, Okla. They are the parents of three children.

**Salt Lake City Site Of 1979 National Board**

MAXWELL AFB, Ala. — The 1979 Civil Air Patrol National Board Meeting will be held Sept. 27-30, 1979, at the Hotel Utah in Salt Lake City, Utah.

Future issues will contain further information on next year's meeting as it becomes available.
Friends Reunited At Phoenix Meet

ORANGE CITY, Fla. — Maj. Al Seeschaaf, director of information for the Florida Wing, had an unusual experience while in Phoenix, Ariz., for the CAP National Board Meeting, according to Lt. Barbara Goddard.

While serving as an escort officer for cadets in Europe in June 1978, Seeschaaf met a German architect named Hans Rothoff in Hamburg, Germany, who told him that he would soon be visiting America with a group of architects and inspectors to study American airports.

Seeschaaf told Rothoff to let him know when he arrived in Miami.

The German group arrived in Miami during the National Board Meeting and one of their stops brought them to Phoenix where they looked for a room at the Hyatt-Regency. There Rothoff, seeing the CAP uniform of meeting attendees asked if a Seeschaaf was registered and had the operator call him.

The two friends met there in the hotel lobby. They could hardly believe in their good fortune to have met there.

They still plan to meet in Miami later this year.

GENERAL MERRI — Eight-month-old Merri Hull, wearing a cutdown version of a Civil Air Patrol uniform jump suit, with the star of a brigadier general on the collar, receives a greeting from Brig. Gen. Thomas C. Casaday, CAP national commander, at the Hyatt Regency Hotel in Phoenix, Ariz., where both were attending the National Board Meeting.

SAVEs

(Continued From Page 1)

Another life-saving effort came Sept. 6 when an aerial search team from the Oregon Wing spotted a lost hunter in the mountains west of Bend, Ore.

IACE

(Continued From Page 1)

1. Age is 17-20 during the period of the exchange.
2. Earhart Award winner as a CAP cadet or subsequent CAP activity.
3. Approved by squadron, wing and region commanders.
4. Never have participated in IACE before.
5. Be available for the 19 days required.
6. Requirement to spend $250-

Meeting

(Continued From Page 1)

banquet. Among them were: Stan Remisiewicz, chief claims examiner, Office of Workers Compensation Programs, U.S. Department of Labor; Charles M. Konvalinka, president of the Air Cadet League of Canada; John L. Baker, president of the Aircraft Owners and Pilots Association; Jack Hunt, president of Embry-Riddle Aeronautical University.

Also, Lois Clark McCoy, executive secretary of the National Association of Search and Rescue; Dr. Mervin K. Strickler Jr., chief, Aviation Education Programs, Federal Aviation Administration; and Commodore Thomas R. Cook, national commander, United States Coast Guard Auxiliary.


Col. Larry T. Cooper, commander of the 82nd Flying Training Wing at Charleston, S.C., was the keynote speaker and was presented the Commander's Award for Exceptional Service by Maj. Gen. Ralph S. Saunders, commander of the Aerospace Rescue Recovery Service.

For the benefit of all members of Civil Air Patrol, the statistics for 1978 for search and rescue activities throughout the organization are shown below.

These are unofficial figures supplied by the Directorate of Operations at CAP National Headquarters.

As of Oct. 8, 1978
Number of Missions: 684
Number of Aircraft: 2,791
Number of Sorties: 8,713
Flying Hours: 19,442.1
Personnel: 36,141
Saves: 47
Finds: 380

CAP joined the search after being notified by the local sheriff that a 29-year-old man had not returned from a hunting trip. A CAP aircrew spotted the lost hunter less than 45 minutes after launching and radioed his position to the sheriff’s department. The survivor was picked up by a ground team and delivered to the local hospital.
National Commander's Comments

An Essential Ingredient

By THOMAS C. CASADAY
Brigadier General, CAP
National Commander

Moral leadership has always been an essential ingredient of the cadet program in Civil Air Patrol. Yet its importance is often overlooked by many senior members. I would like to share some thoughts on how I view this significant program.

The purpose of the Moral Leadership Program is to bring into focus those basic ingredients of character and personality which are necessary to effective citizenship. This aim permeates the "Values for Living" pamphlets which are produced annually by a team of professional writers and distributed to units throughout CAP.

Since 1972, when Volume I appeared, 75 topics have been prepared, including American Democracy, Equal Rights and Responsibilities, Being a Member of CAP, Love in a Sex Society, Integrity, Listening, and moral behavior.

The Moral Leadership Program is a cadet program and not a chaplain program or religious program. The chaplain is an advisor and a consultant, rather than a person who puts on a program. There have been instances where chaplains and visiting clergy have "sermonized" instead of encouraged cadet interaction and participation. The bottom line is that the cadet, through discussion and intercommunication, explores and clarifies his or her values and attitudes.

The Moral Leadership Program, while primarily a cadet-oriented contract, does involve seniors as well. The senior member becomes the cadets' model of leadership by example. Those values examined in the moral leadership sessions are closely observed by the cadets as they are exemplified or neglected by seniors in the unit. It may be difficult for a cadet to accept integrity as a personal value if seniors are acting as though integrity was an archaic form of moral behavior.

Abraham Lincoln once wrote: "I am not bound to win, but I am bound to be true. I am not bound to succeed, but I am bound to live by the light I have. I must stand with anybody that stands right, stand with him while he is right, and part with him when he goes wrong." The values we represent should demonstrate leadership by example.

The Moral Leadership Program is very important to me, because without it the fabric of Civil Air Patrol would be less durable and easily torn. The future of our patriotic and dedicated organization lies in the hands of our young people. I recall the words that Eric Sloane used to close his bicentennial effort, "The Spirits of '76." Here's what this great American artist and chronicler wrote:

"Perhaps the pollution of affluence, congestion, automation, money, and the lack of purpose, which has in 200 years managed to foul up the national machine, needs a new filter. The young have new, clean, strong filters that can screen out the good from the bad more quickly than we older people; in youth lies hope. I am convinced that the spiritual pollution, which has changed so thoroughly moral a nation, is not as strong as the powerful spirits it was born with; that in living for today, we can dream for tomorrow and learn from yesterday."

Moral leadership will be what we make it. Let's continue to make it exciting and viable in CAP.

State Requests CAP Aid In Medical Research

DENVER, Colo. -- Dr. Jack S. Burks is working to rid the world of a dread disease, multiple sclerosis (MS), and the Colorado Wing is helping, according to Maj. Stephen Blucher, wing information officer.

Burks, the director of a new regional MS treatment and research center at the University of Colorado Medical Center and the Veteran's Administration Hospital in Denver, has been researching the disease for many years. Recently he asked the State for assistance in the form of air transport to various parts of Colorado.

Multiple Sclerosis normally afflicts people between the ages of 20 and 40. Nationally more than 500,000 people have the disease. There are some 3,000 persons in Colorado with the disease. Many of these have donated their bodies for research.

When a patient dies, Burks has a maximum time of four hours to remove tissue for studies or it loses its value. Since he needs air transportation at a moment's notice, the governor, Richard D. Lamm, contacted the Civil Air Patrol. His aides arranged with the wing commander and flight crews to be readied when notified and able to depart by the time Burks and his staff arrive at the airport.

In a letter to the wing commander, Col. Roger E. McDonald, the governor expressed his thanks for the CAP's assistance and said, "His remarkable work on multiple sclerosis is very exciting to me. It appears that he may be on the verge of a major breakthrough in discovering the cause of the disease. Fortunately, your planes will provide him with a service vital for his continued research."

"Your enthusiasm for the project is gratifying. Let me assure you that I share your desire to assist Dr. Burks with his work. This is an undertaking from which innumerable people can benefit."

Region Schedules July Staff College


Attendance is open to any CAP member in the 52 wings. Region staff colleges are a prerequisite for promotions to major and above, and also for attendance at the National Staff College.

Further information will be forthcoming in subsequent months. Persons wishing to make an early application should send their names and addresses to Col. Richard L. Bifulco, Director, Northeast Region Staff College, CAP, Zahns Airport, Amityville, N.Y. 11701.
Photos From The 1978 National Board Meeting

EIGHT-STAR CONFAB — Three of the four Air Force general officers attending the CAP National Board Meeting recently in Phoenix, Ariz., hold a brief chat during a pause in activities. From left are: Brig. Gen. Paul E. Gardner, commander of HQ. CAP-USAF and CAP Executive Director; Lt. Gen. Raymond B. Furlong, commander of Air University; and Gen. John W. Roberts, commander of Air Training Command of which HQ. CAP-USAF and Air University are a part.

At the Ranger School Display.

The bookstore display attracted many convention goers, as did the Supply Depot display in the background. Both displays were set up in the second floor lobby of the hotel's atrium.

Left: A Civil Air Patrol member reads a guide book to the sights, events and shops of Phoenix.

At the Ranger School Display.

Participants at the Cadet Advisory Council.

RIBBON CHECK — CAP members check the official listing of ribbons.
HONORARY MEMBER — Maj. Gen. Ralph S. Saunders, commander of the Air Force's Aerospace Rescue Recovery Service, responds to presentation of an Honorary Membership in Civil Air Patrol. The membership was awarded in appreciation of Gen. Saunders's close cooperation with Civil Air Patrol in its search and rescue activities.


George Walter, the guest speaker at the banquet, gives a rendition of "Casey at the Bat."

WINNING CHAPLAIN — Ch. (Lt. Col.) Edmond Schumacher, CAP, of Kansas, center, accepts the Thomas C. Casaday Award as CAP Chaplain of the Year from Gen. Casaday, right, CAP National Commander, who sponsors the award each year. Looking on at left is Ch. (Col.) Luther Smith, CAP, chairman of the National Chaplain Committee.

SCHOLARSHIP — Brig. Gen. Thomas C. Casaday, left, holds a $1,000 check presented by Mrs. Paul W. Turner, right, in memory of her husband who was chairman of the National Board from 1962 to 1965. The money will be used for a CAP scholarship. Gen. Turner was serving as National Finance Officer at the time of his death in December 1977.

Hotel registration meant long lines.

PRESENTATION — Cadet, Andrew K. Weaver, center, of the California Wing, winner of the Cadet Category Brewer Award and Cadet of the Year Award, poses with Air Force Brig. Gen. Paul E. Gardner, left, and CAP National Commander, Brig. Gen. Thomas C. Casaday. Cadet Weaver also received an award from the Air Force Association.

Brig. Gen. William C. Whelen, national finance officer, speaks to the assembly.
TOP CADET SQUADRON — Air Force Gen. John W. Roberts, left, presents the F. Ward Reilly Leadership Award to Maj. Dolly Biela, commander of the Cherokee Comp. Sq. (Illinois Wing), CAP's Cadet Squadron of Distinction. The award is presented each year to the commander of the Cadet Squadron of Distinction.


SAFETY AWARD — Huard Norton, left, of the Federal Aviation Administration, presents a Safety Award to Civil Air Patrol for its Safety Program activities. Accepting is Brig. Gen. Thomas C. Casaday, CAP national commander.

At the Chaplain's breakfast.

SOUTHEAST DELEGATION — Commanders from the Southeast Region attending the general session. From left: Col. L.H. McCormack, region commander; Lt. Col. Philip Tate, Alabama Wing commander; Col. Richard Leali, Florida Wing Commander; Capt. Phil McLendon of the Georgia Wing; and Col. Forest Henley, Mississippi Wing commander.

Reading a meeting handout.

A seminar leader.
INFORMATION

1. ANNIVERSARY KITS. Your 1978 Anniversary Kit has been included in this month's unit distribution. Be sure to get yours and start making plans for the celebration of the 37th anniversary in your area. We have a few extras, so if you are unable to locate your kit, write to HQ CAP-USAF/OIP, Maxwell AFB AL 36112 and we will mail another one to you.

2. VIDEO TAPES FOR SCHOOLS. Attention CAP Unit Commanders. Video tapes of the Civil Air Patrol feature film, "Always Vigilant," SFP 2249, will be available for CAP units to use on an experimental basis from the Aerospace Audio Visual Service, AAVS/LGHLD, Norton AFB CA 92409 in November. The supply will be very limited - 30 copies. Loan period is 30 days. Send requests to the above address.

Many junior and senior high schools around the country use video systems in their curriculum. This is an excellent opportunity to promote the Civil Air Patrol cadet program within local school systems. Civil Air Patrol unit commanders should clearly recognize what a valuable resource of potential cadet members we have in our nation's schools. A good way to get involved with potential CAP cadets is through contact with the principals of our local schools. Ask them if the film, "Always Vigilant," could be included in their video schedule. Provide them Civil Air Patrol materials. Explain the mission of the Civil Air Patrol organization. Then show the CAP Story slide presentation to the principal and school board. If the principal or school board are interested, show the film. The name and address of your local unit and/or phone number should also be included in the package.

"Always Vigilant." The name and address of your local unit and/or phone number should also be included in the package.

The success of this pilot program of introducing video tapes of "Always Vigilant" into the nation's schools depends solely upon the amount of feedback or response CAP units receive after the video tape showings. If the response is favorable, the Aerospace Audio Visual Service has indicated that they will produce many more additional video tapes of "Always Vigilant." To analyze this pilot program, HQ CAP-USAF/OIP will send you a copy of all the logs kept by CAP units, reflecting the number of inquiries received as a direct result of the showing of "Always Vigilant" video tape in their local schools. Send one copy of the log to HQ CAP-USAF/OIP, Maxwell AFB AL 36112 as soon as the video tape has been returned to AAVS.

The signing up of these prospective cadets is another important matter. Here, every CAP member shares the responsibility for selling the Civil Air Patrol cadet program. The advantages of being a CAP cadet must be thoroughly understood and clearly explained by the CAP representative.

The Air Force is providing the means to introduce the Civil Air Patrol to tens of thousands CAP cadet age students in every wing. It's up to CAP unit commanders to take advantage of the opportunity.

OPERATIONS

3. LANDING PERMITS - AFR 55-20.

1. Use of United States Air Force installations is governed by USAF Regulation 55-20. Use by other than Department of Defense aircraft is not authorized without specific approval granted by the USAF. All CAP aircraft must have a landing permit prior to landing in the United States Air Force installations and provides copies of this permit to Liaison Regions and Liaison Officers. With this permit CAP aircraft can use Air Force bases for official activities. Procedures to be followed by CAP units are:

a. Contact your respective Liaison Region/Liaison Officer and justify the use of the facility.

b. Obtain a copy of the permit from the LR/LO. The permit copy will have a handwritten expiration date to cover only a specific period for the justified activity.

c. Insure two-way radio is installed and operable in the aircraft to be used.

d. Contact the base of intended landing at least 24 hours in advance to receive final clearance instructions. Obtain Prior Permission Required (PPR) number if required.

e. File flight plan and include in the remarks section the user name (Civil Air Patrol), permit identification number (AF Form 181 No. 1) found in block 10 of the AF Form 181, and PPR number if required.

2. During conduct of an authorized Air Force mission CAP corporate aircraft and member-owned aircraft under the control of CAP are exempt from the above requirements. Only the AF mission authorization number is required but advance notice to the base of intended landing often prevents misunderstandings.

3. Following the above guidance, reviewing the instructions on the AF Form 181, and coordinating your actions whenever possible prior to using an Air Force installation will prevent embarrassment and possible prejudice to the existing authorities. Also, keep in mind that the Civil Air Patrol use permit is only for landing, taxiing, and normal parking. Fuel servicing and maintenance are not authorized by this permit.

4. IDENTIFICATION OF RADIO TRANSMITTING EQUIPMENT. Effective 24 August 1978, the manufacturer and nomenclature of radio transmitting equipment does not have to appear on Corporate owned aircraft licenses. Those regions/wings which have recently been refused aircraft licenses because of inadequate equipment identification may reapply for the license, giving aircraft type and "N" number only. Region/wing CAP Commanders are responsible for insuring only FCC type approved equipment is used.

5. CAP RADIO COMMUNICATIONS IN OPERATIONAL MISSIONS. The primary objective of CAP communications is to
The Cadet Progress Chart has been assigned a number: CAPVA 177. The closing date of the campaign will remain around the first of November. New member dues will be effective with January renewals, which were mailed out September 15. The final drive will be through the month of November. This will give you an opportunity to recruit as many new members as possible before the dues increase goes into effect on 1 January 1979. (See announcement below). Because of this, a decision has been made to change the starting date of the recruiting campaign from 1 January 1979 to 1 November 1978. This will give you an opportunity to recruit as many new members as possible before the dues increase into effect on 1 January. It will also give the wings in colder climates an opportunity to get out and recruit before winter sets in.

The Cadets have three categories of membership: Juniors (ages 12-17), Seniors (ages 18-21), and Cadets (ages 12-18). Membership in Civil Air Patrol is open to all who are interested in aviation and emergency services.

Following the announcement of the recruiting campaign at the National Convention in Phoenix, the National Board has found it necessary to increase National dues, effective 1 January 1979. (See announcement below). Because of this, a decision has been made to change the starting date of the recruiting campaign from 1 January 1979 to 1 November 1978. This will give you an opportunity to recruit as many new members as possible before the dues increase goes into effect on 1 January. It will also give the wings in colder climates an opportunity to get out and recruit before winter sets in.

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Text Of Casaday Speech To National Board

By THOMAS C. CASADAY
Brigadier General, CAP

Almost a year ago in Atlanta when you re-elected me to serve a second term as your National Commander, I told you of some of my objectives, of how I hoped to make our organization stronger, healthier, more visible in the 11 months that have passed. In that time, Gen. Gardner and I have travelled widely together, trying our best to make Civil Air Patrol bigger, better and healthier.

I only wish that I could stand here this morning and tell you that we have resolved all the problems, reversed the accident trend, completely modernized the corporate aircraft fleet, stopped the membership decline, established the cadet and senior training programs, gotten the CAP Supply Bill passed, and gotten Congress to revise the Federal Employees Compensation Act. I truly wish I could tell you of such accomplishments. But I can't.

What I am going to tell you, however, is that we have some honest, some hard work and long hours, and about some challenges that we will continue to demand our attention, our best thinking and lots more hard work.

This opportunity to speak with all delegates to our National Board and staff for 161 days just once each year. As such, it is by far the most important single event on my calendar. I do not intend to waste a single moment of your valuable and appreciated time.

But before we launch into specifics, I want to thank all of you for being here. I know from long experience that each of you had to make certain personal and business adjustments and sacrifices to attend this meeting in your schedule.

I think your presence here in Phoenix is more vital than at any time in Civil Air Patrol's history. We inaugurated its national conventions, let me tell you why. There is a growing paralysis sweeping across this country that is strangling the very soul of the volunteer spirit of the volunteers.

The traditions of American volunteerism, which began in this country during the American Revolution and Concord, are showing significant danger signs. You and I have so many indicators. Because we don't bury our heads in the sand.

I am not talking about the psychological changes, the attitudinal shifts, which have affected the youth and women. We are alert to the swing in popular tastes, the "Look out for Number One" philosophy. We are aware of the political atmosphere and, of course, the harshly visible problems of the energy war.

These are just some of the factors which are worrying the leadership of all volunteer groups and organizations. Here are three quotes from the leadership of a certain volunteer organization, one nationally, has its foot on the White House doorstep.

"There are forces currently at play which could result in death by erosion for the entire voluntary sector in the present critical period."

"The notion that the vital spark of volunteering should be allowed to flicker or be extinguished seems unthinkable. Yet, there is disquieting evidence that this is precisely what is happening."

"There are still some idealists around but only some. Volunteering is facing a bad time. People seem to be after instant gratification. The first response is: 'What's in it for me?'"

Now you would recall that I discussed our corporate budget in relation to all facets of the national economy. A central thought raised in that editorial was: How come we continue to meet rising costs and other fiscal problems without raising membership dues? I told you then, and I will tell you now, that I will not resort to this unless we are forced against the wall.

It has been seven years since dues were raised. That was in 1971. At that time, the average worker in this country made $42.44 per week. Today that figure is nearly doubled. On the basis of these cold figures from the United States Labor Department, some of our planners have been tempted to consider an increase in dues as both logical and necessary.

I do agree.

In my opinion, the answer to more revenue lies in attracting more members rather than raising the costs to those already serving. It is axiomatic that increased membership means increased revenue.

And with that in mind, let's talk about increasing our membership.

In exactly 113 days, we're going to unleash the greatest recruiting drive Civil Air Patrol has ever seen. The date is Monday, Jan. 1, 1979.

When the bowl games have ended and you're checking off your New Year's resolutions, I want you to put our recruiting resolution at the top of the list and diligently to achieve. We've come too far in our drive toward total professionalism to make any mistake. I will continue to expect that all commanders take elimination action against those who don't, and, I am strongly recommending that you make up to acceptable standards in Appearance, Attitude and Achievement.

I'm really excited about this national effort. The prospects are limitless and I could talk for hours on the subject. But I won't. The details will be formally announced tomorrow morning right here in this room. Let's make sure that everyone gets the word on this program because there is a role for everyone!

This is vital and I'll tell you why. We have the capability, with this massive, coordinated effort to beat the inflationary requirement of raising dues while at the same time greatly increasing our strength and capabilities. There are thousands and thousands of people who should be a part of Civil Air Patrol. We need them just as the cadets need us. So, let's go out and get them!

I'm sure you realize that nearly 90 percent of our annual income comes from membership dues and contributions. So, it is doubly important that we all make our organization stronger, to the overall strength of this Air Force thinks of its cadets as suburbs. And I'm proud of you. It is obvious to me, as it must be to the general public, that you take pride in yourselves, your unit and what you do.

Now let me zero in on one of our major problem areas. This is something we have been plaguing us since the Sixties—the continuing loss in cadet strength. This massive, coordinated Civil Air Patrol cadets every day of the year. Since we last met in Atlanta, less than 11 months ago, we have lost a total of 1,136 cadets.

Some of these losses are caused by a lack of visibility. But we don't kid ourselves with statistics. The truth is, we are simply doing a poor job of retention. We are failing in a vital part of our mission—youth motivation.

Perhaps it is time to return to basics. What each of you finds just what motivation is. Motivation is simply any act which will arouse, maintain and channel a cadet toward his goal. The arousal portion is simple. That's how we get these youngsters interested in remaining. The retaining interest is the biggest roadblock. This is where motivation is critical. We need to market our cadet to our senior member interest is an absolute must.

It's not anything spectacular. Many times a simple pat on the back or a "well-done" will do the job. Or making a personalized inquiry into their progress or—and I've found this to be very effective—asking for their opinion on any portion of their program.

We've got to keep them productively busy. These young people have many demands and a variety of interests for their time. Don't waste their time, but do the best to live up to all that we promise in our recruiting effort. Let's make sure we have a carrot we dangle in front of them get so far away that it resembles a fish on a hook.

Did you know that, in the early days of Civil Air Patrol, when we first really started, if a young member wanted to become a cadet he had to have an adult member recommend him? Even after that, it meant that a specific senior member was interested in you, wanted you in the organization, wanted you to learn, wanted you to succeed. Someone was taking a personal interest in you.

Do you work at keeping cadets (See CASADAY, Page 15)
busy with interesting activities, we were not going to send them out to drill, go out and be a part of it.

Simulate the cadet's interest in aviation. Today, every cadet is entitled to six orientation flights this year? Only four out of the 52 wings in Civil Air Patrol did so last year.

Also, in 1977, two flight scholarships were budgeted for each wing. But eight were turned in. This means that eight teenagers somewhere could have been learning to fly — but did not have a chance to do so.

It's nice to know that our friends in Washington, who are charged with operating the global Air Force, also have our welfare in mind. And it is always reassuring to see once again that the Congress knows we are here and doing the job.

I'm happy to report that the Air Force has finally and with the concern it has been learning to fly — but eight were turned in. In this matter will not be considered. A special category scholarship was mailed in the form of CAP Pamphlet 53-1 to all members and with the in- tent of joining later.

Gardner mentioned the fact that travel time to, from and within the host country has been shortened considerably in recent years. He further stated that due to this shortened travel time the program should be condensed. It was felt that this would have a two-fold effect: It would allow the host country to provide a fuller schedule of activities while reducing overall costs; and it would afford an opportunity for more qualified persons to apply for the program which would raise the quality of participants.

TANKER COCKPIT — Cadets take turns sitting in the cockpit of a KC-135 tanker during the New York Wing Type A encampment at Plattsburgh AFB, N.Y. More than 200 wing cadets attended the activity. (Photo by 1st Lt. Bradley Hamilton)

Gardner was asked to amplify on certain portions of his Jan. 26 testimony. With some eight members of the sub-committee present at the hearing, we were successful in having the sub-committee forward the bill as originally submitted as HR 6237 by Representatives Bill Nichols and Tom O'Neil. This is an official copy of a letter which was sent to both the Vice President and to the Speaker of the House, Tip O'Neill. This is an official request by the Air Force to the Congress, asking that an amendment be made to Title 5 of the United States Code.

Academic Scholarships Available

the association did send two delegates with the idea in mind of finding out more about the duties of the association and with the inten- tion of joining later.

Academic Scholarships Available

they spent time with local families and young people in their host countries, thus becom- ing acquainted with the customs pass!
Distinguished Members Recognized

PHOENIX, Ariz. — Civil Air Patrol recognized its outstanding individual members and units at the awards ceremony during the recent National Board Meeting here in September.

The Senior Member of the Year Award was presented by Air Force Lt. Gen. Raymond B. Furlong, commander of Air University, to Col. James J. Mitchell of the National Headquarters unit.

Mitchell has been a CAP member since 1941. He joined a week after the Pearl Harbor attack. At that time he helped organize the Palwaukee Airport Sq. at Arlington Heights, Ill. During the war he worked with the Army Air Corps to recruit air cadets and with the Army to train anti-aircraft crews. He also flew courier missions in the Midwest. After the war he continued with the local squadron, expanding cadet programs and participating in search and rescue activities until he joined the Illinois Wing staff in 1949.

He was deputy wing commander in 1957 and commander from 1958 to 1961. He has served as chairman of the National Insurance Committee since 1961 and is presently insurance advisor to the National Commander and is a member of the Hall of Honor organizational committee.

Cadet Andrew K. Weaver, California Wing Headquarters, won both the Cadet of the Year Award and the Frank G. Brewer Memorial Aerospace Award in the Cadet Category. Neither selection committee was aware that Weaver was being considered for the other award. Weaver has been a CAP member since 1971 and was elected chairman of the National Cadet Advisory Council in 1977. He is a private pilot with an instrument rating.

Air Force Gen. John W. Roberts, commander of the Air Training Command, made the presentation of the Cadet of the Year Award. The Brewer Award was given by CAP Lt. Col. Frank E. Brewer Jr., who presented all of the Brewer Awards.

Weaver also received the Air Force Association’s Outstanding Cadet Award. This presentation was made during the banquet.

The Brewer Award in the Senior Member Category was given to the late Lt. Col. Alan R. Creighton, former commander of Group 16 of the Michigan Wing, for his dedication to aerospace education as a teacher, commander and citizen. He established a school elective in aviation and was instrumental in the founding of a Civil Air Patrol museum at Willow Run. The award was received by Lt. Col. Robert J. Schaetzl, commander of the Michigan Wing, for Creighton.

John A. O’Hara, director of the Kearny Space and Science Center, Kearny, N.J., received the Brewer Award in the Individual Category for his work in the field of aerospace education.

A high school science teacher for the past eight years, he established the Kearny Center, which, when complete, will house a flight simulation room, an auditorium-gymnasium, classrooms, a laboratory and an observatory. It was funded by donations O’Hara collected from local organizations and a grant from the Town Council to buy the land. He provided the initial collateral for the project himself.

The Brewer Award in the Organization Category was given to the Department of Aerospace Studies of Central Washington University in Ellensburg, Wash. The university initiated and conducted 15 separate aerospace education workshops and seminars in 1977 under the guidance of Dr. J. Wesley Crum, a CAP lieutenant colonel who is director of aerospace education for the Washington Wing. The award was received by CAP Capt. Walter West, who is an adjunct lecturer in aerospace education.

Cherokee Comp. Sq. (Illinois Wing), commanded by Maj. Dolly R. Biela, was named Squadron of Distinction for its cadet program. National Commander Brig. Gen. Thomas C. Casaday made the presentation to the Cherokee Comp. Sq. commander. She also received the F. Ward Reilly Leadership Award, which was presented by Gen. John W. Roberts during the banquet. (The Cherokee Comp. Sq. was featured in the October issue of Civil Air Patrol News.)

The Civil Air Patrol Wing Effectiveness Evaluation Program (WEEP) Awards recognize the wings on the basis of their standing in the WEEP management program. These awards were presented by Air Force Brig. Gen. Paul E. Gardner, executive director of the Civil Air Patrol, and received by the respective wing commanders.

The award for the Most Improved Wing went to the West Virginia Wing, commanded by Col. Pearl A. Ward, National Capital Wing, commanded by Col. Alfred E. Morris, was named to the Third Place Award.

The Second Place Award went to the Virginia Wing, commanded by Col. Reed S. Vaughan.

The top award for the First Place Wing was given to the North Carolina Wing, commanded by Col. Eugene E. Harwell.

The Civil Air Patrol regions were also rated by the WEEP standings of their component wings. The award for the Number One Region was given to the Middle East Region, commanded by Col. Louisa S. Morse. The region consists of the Delaware, Maryland, National Capital, North Carolina, South Carolina, Virginia and West Virginia Wings.

The commanders of the first place wing and the number one region also received awards from Brig. Gen. Thomas C. Casaday as the Wing Commander of the Year and Region Commander of the Year.

The North Carolina Wing’s commander, Col. Eugene E. Harwell, has been a CAP member since 1958 and has served in every wing position, except chaplain. He has received the Exceptional Service Award and the Meritorious Service Award. During the ceremony Harwell was cited for the "outstanding leadership and dedication displayed in bringing the North Carolina Wing from 23rd place in the WEEP in 1975 to first place in 1977.

Middle East Region Commander Col. Louisa S. Morse has been a CAP member since 1942. She has been commander of the Delaware Wing, where she was instrumental in obtaining a location for, and soliciting funds for the construction of, a building to house the wing headquarters at the Greater Wilmington Airport. She presently serves on several national committees and is chairman of the National Uniform Committee.

The Federal Aviation Administration’s chief of accident prevention, Huard Norton, made a special safety award on behalf of the FAA to Brig. Gen. Thomas C. Casaday. Winner of the Thomas C. Casaday Unit Chaplain of the Year Award was Chaplain (Lt. Col.) Edmond C. Shumacher of the Salina Comp. Sq. (Kansas Wing). Selection for this award was made at National Headquarters from nominations of unit chaplains working in the cadet program, submitted by the wings. Gen. Casaday presented the award.
Free Safety Books Available

MAXWELL AFB, Ala. — The Occupational Safety and Health Administration (OSHA) develops numerous publications concerning safety education, according to Air Force Lt. Col. Frederick K. Carter, director of safety at National Headquarters.

The "OSHA Handbook for Small Business" is one of these publications which should be of interest to employers and managers, he says. "Emphasis on safety and the need for involved, trained and experienced employees is growing. While the mistakes of the past are being recognized, there is an increased interest to employers and managers in the necessity of presenting a safe working environment for their employees. Therefore, the Occupational Safety and Health Administration (OSHA) develops a series of publications to assist employers and managers in the safety education, according to Air Force Lt. Col. Frederick K. Carter, director of safety at National Headquarters.

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U.S. Department of Labor; Occupational Safety and Health Administration; Room N-3641; Third and Constitution Ave., N.W., Washington, D.C. 20210.
DONATED WHEELCHAIR — 1st Lt. Karen K. Graf, unit nurse of the Blair County Sr. Sq. 1503 (Pennsylvania Wing), presents the wheelchair that squadron members purchased for the Patient Assistance Program of the March of Dimes Keystone Chapter to Robert Prosser, director of the Altoona Chapter, right. At left is H.W. Ross, co-chairman of the Keystone Chapter of the March of Dimes and also a member of the CAP squadron.

HALL OF HONOR — Cadets Mike Rutherford and Darren Holst of Condor Cadet Sq. 167 and Jose Farinays of Glendale Comp. Sq. 27 (California Wing) look at the bronze sculptures in the Civil Air Patrol Hall of Honor during a recent trip to the Air Force Museum at Wright-Patterson AFB, Ohio. (Photo by Capt. Beth Hughes)

FLIGHT ORIENTATION — Members of the Goldsboro Comp. Sq. (North Carolina Wing) are briefed on their upcoming orientation flight aboard a KC-135 tanker from Seymour Johnson AFB, N.C., by Air Force Lt. Col. Howard Kravetz, center, commander of the 911th Air Refueling Sq. there.

PASSENGER ASSISTANCE — Cadets Bobby Sides, left, and Robert Spears of the Gregg County Comp. Sq. (Texas Wing) help a passenger out of an aircraft after an orientation flight during the reopening of the Gladewater Airport near Longview, Tex. CAP cadets assisted in crowd control and assisted in boarding and unboarding passengers at the air show celebrating the extension of the runways, paving of taxiways and construction of a new parking apron at the airport. (Photo by 2nd Lt. Leo W. DuBry)

BEST SPEAKER — Lt. Col. Michael J. Gallo, left, deputy chief of staff for cadet programs of the Northeast Region, congratulates Cadet John Dunne on having been unanimously elected the outstanding cadet speaker by the other 35 cadets attending the region’s recent Cadet Leadership School at McGuire AFB, N.J.
Northeast Region

Five honorary memberships have been conferred upon the General Carter County, N.Y., officials responsible for their outstanding support of Civil Air Patrol activities. Those honored are: Governor George E. Fox; Chester County Air National Guard base commander, State Rep. Bruce Caputo; Mayor William Boyce; and Richard Willard, chairman of the Board of Supervisors. Joseph Pisani and John Flynn, Maj. Allan Pogorzelski, representing Westchester County Group (New York Wing), received the award.

Robert J. Miller, a member of the National Communications Committee, has been elected president of the Christian Science Monitor, Pa., Air Force Association chapter... Chaplain (Lt. Col.) Donald R. Jacobs, chaplain of the nationwide coverage was given the squadron and nationwide coverage was completed by the Civil Air Patrol in the bank’s monthly newsletter... and nationwide coverage was completed by the Civil Air Patrol.

Several new members were recruited into the squadron and nationwide coverage was completed by the Civil Air Patrol. It is manned a display at the Industrial College of the Armed Forces, and was conducted by the Civil Air Patrol...

Christopher Lutheran Church in Lykens, Pa., and was attended by the Civil Air Patrol deputy chaplain for the Northeast Region, Chaplain (Lt. Col.) Donald R. Jacobs, and was attended by the Harrisburg Air National Guard chapter... Robert J. Miller, a member of the Harrisburg Air National Guard chapter, has been elected president of the Harrisburg, Pa., Air Force Association chapter... He succeeded Lt. Col. James Grady, former deputy commander of Group 7, as president of the Harrisburg Air National Guard chapter.

Middle East Region

A series of joint emergency operational seminars, sponsored by the National Capital Wing, was conducted at the Industrial College of the Armed Forces... It is sponsored by the Civil Air Patrol...

Cadets and senior members of the West Virginia Comp. Sq. (Rhode Island Wing) named a display at the Industrial College of the Armed Forces... The display was a success as many new members were recruited into the squadron and nationwide coverage was completed by the Civil Air Patrol.

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Great Lakes Region

First Lt. David McKinley has assumed command of Warren Comp. Sq. (Ohio Wing). He succeeds Capt. Robert Burrus... Cadets and senior members of the West Virginia Comp. Sq. (Rhode Island Wing) have been presented with a certificate of appreciation for their work during the Civil Air Patrol, America's... Cadet Mike Spalding of the Norfolk Comp. Sq. (Virginia Wing) received his FAA pilot certification recently. His instructor was Maj. Raymond Furrow... In a joint activity, units of the Maryland State Wing and Virginia Wings cooperated in a combined display at the Air National Guard Center in Patuxent River, Md. A total of 56 cadet and senior members participated... Col. Alfred Morris, commander of the National Capital Wing, has presented L. Rolfl Mitchell for his efforts in establishing a procedure whereby the emergency response of the Rotary Wing Priority Air Transport Division of Davenport, Iowa, Air National Guard could be called upon to respond to the search and rescue of airplane crashes, natural disasters, etc.

The Linthicum Comp. Sq. (Maryland Wing) took first place in a ground team competition held recently. Those cadets competing included Dale Squire, Tina Villa, Melissa Furrow, Eugene Furrow, Gary Minton, and Robert Dorsay, and 1st Lt. Peggy Griggs, commander and deputy commander of Gemini II Comp. Sq. (National Capital Wing), was awarded a certificate of appreciation for the outstanding job done with Seat Pleasant youths. Members of the Capital City S., S. (South Carolina Wing) participated in the semi-annual Civil Defense exercise held recently.

SOUTHWEST REGION

Several members of the University Comp. Sq. (Florida Wing) were invited to attend the Civil Air Patrol Air Force Water Survival School at Ponce de Leon. All 24 cadets and senior members, completed the all day training program and received a certificate of appreciation for their work during the Civil Air Patrol...

Rocky Mountain Region

In response to a request from members of the Civil Air Patrol, cadets of the Arvada Comp. Sq. (Colorado Wing) traveled to Dayton, Ohio, recently to tour the Air Force Museum. Those attending were Capt. Bill Sumner and Cadets Holly Radlacker, David Brin, Farell Bordelon, Walter Rose, Troy Loycano, Mike Thoret and Whitfield Clark... Randolph AFB Comp. Sq. (Texas Wing) joined forces in supporting the Experimental Aircraft Association air show recently. The squadron provided technical manpower for parking arriving aircraft, a command radio network with mobile units for crowd control, safety and informational purposes.

Governor Presents Spaatz Award

DES MOINES, Iowa — Governor Robert W. Ray of Iowa presented the Gen. Carl A. Spaatz Award to Cadet Eric Vander Linden, a former member of the Des Moines Comp. Sq. (Iowa Wing).

Utah Wing Takes Part In Nuclear Exercise

SALT LAKE CITY, Utah

The Utah Wing held a search and rescue exercise near the area, observing with Civil Defense recently to evaluate the effectiveness of its search crew.

The simulated Civil Defense mission involved aerial radiological monitoring by Capt. Henry B. Mizelle, who commanded an area search and was observed by a one megaton nuclear explosion. In addition to reporting "foulout" inspections, the cadets were requested to evaluate the integrity of several dams in the area.

The exercise involved a Piper Arrow overdue on a flight from Denver, Utah, to Boise, Idaho, for which no flight plan had been filed. The search included grid searches, road searches and ELT searches.

Route searches were estimated to be the most effective method of searching the area.

Vander Linden now lives near Tulsa, Okla. He is a member of the Air Force Reserve and is also active in the online level aerospace workshops.

Vander Linden joined the Civil Air Patrol at the age of 13. He has been a member of both the Des Moines Comp. Sq. and the Indiana Comp. Sq. of Indianapolis, Ind., where he was awarded a certificate of appreciation for his service with the Civil Air Patrol.

He accompanied his father on a one day flight tour of the Civil Air Patrol in the summer of 1978 in the Iowa Wing’s aircraft.

Vander Linden was cited for outstanding service in the Civil Air Patrol. He is now working for more than an hour on the Civil Air Patrol.

He is now 17 and is thinking about applying for the Fillmore County Academy.

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Night Staff Conducts Wyoming Search Mission

CHEYENNE, Wyo. — At 6:45 p.m. Sept. 14 a pilot bound for Denver from South Dakota called the Cheyenne airport control tower and said that he was 20 miles west of Cheyenne and going down.

The tower contacted the Wyoming Wing headquarters to advise them of the situation. Headquarters immediately launched an aircraft to take advantage of the last bit of daylight and called the Air Force Rescue Coordination Center to obtain a mission number.

As CAP personnel arrived for the regular night work they signed the mission register and went about the emergency services work instead.

"Only one phrase fits this mission," said a staff member of the Wyoming Wing.

After the mission was authorized by Maj. Betty Crawford, Pennsylvania Wing director of operations, the aircraft returned, the ground team reported in position in the field, mission personnel were still arriving and mission control was notified that the pilot had landed safely in a mountain pasture and walked to a nearby road where he hitched a ride into Cheyenne where he called the Denver Center to close his flight plan and report that he was unhurt.

The mission was closed in less than two hours.

Flood Airlift

Four CAP Night Staff members were still arriving and mission control was notified that the pilot had landed safely in a mountain pasture and walked to a nearby road where he hitched a ride into Cheyenne where he called the Denver Center to close his flight plan and report that he was unhurt. The mission was closed in less than two hours.

100 Attend CAP Leadership School

By MAJ. BETTY CRAWFORD
Pennsylvania Wing

WEST MIFFLIN, Pa. — One hundred students from the New England and New Jersey and Pennsylvania attended the two-day Northeast Region Civil Air Patrol Leadership School at Fort Indiantown Gap Sept. 9-10.

The course, open to all commanders and staff officers, aimed to make them more knowledgeable in all phases of the CAP programs and activities so they can become more effective leaders.

Subjects covered included "Leadership and its Problems," "How to Plan and Conduct a Squadron," "Resources for the Activities Program," and "How to Plan and Conduct a Flight Operation." All staff positions were discussed, and individual seminars were conducted on Saturday afternoon.

Aircraft Takes Seriously Ill Patient To Maryland Hospital For Surgery

LEBANON, N.H. — Members of the New Hampshire Wing recently flew a seriously ill youth from the Granite State's Lebanon Regional Airport to Baltimore, Md., to undergo surgery.

The patient, whose name was not released, had been undergoing treatment at a hospital in Hanover, N.H. He was accompanied on the trip by his brother and a student from Dartmouth Medical School in Hanover.

The aircraft, a corporate-owned single-engine De Havailland Beaver, was piloted by Capt. Donald Lewis, wing flight operations officer.

The mission was authorized by the New Hampshire governor's office in cooperation with the Civil Air Patrol. It was coordinated by Lt. Col. Richard J. Curran, regional chief of staff.

The schools will be held in Miami, Fla., Nov. 11-12 at Dade College. The other school will be held at the Air National Guard Headquarters in Birmingham, Ala., Nov. 18-19.

Both schools begin at 10 a.m. on Saturday and continue on Sunday until noon. To receive credit for the course, students must attend all 14 hours of instruction.

Preregistration is not required.

Free Color Slides Available For CAP Story Presentation

MAXWELL AFB, Ala. — Three color slides are available free of charge as announced in the August 1978 issue of the Civil Air Patrol News Bulletin, Section Two.

Slide one is a picture of the CAP emblem. Slide Two (shown here) has the CAP emblem plus the message "Ready Round the Clock.

Both of these slides can be included in the CAP Story slide presentation or used on television in conjunction with other CAP slides.

The CAP emblem with the "Ready Round the Clock" theme suggests that Civil Air Patrol members are trained and ready to help in local or national emergencies. Two suggested lines of copy to go with this slide might read: "Civil Air Patrol volunteer members are ready to serve their community in time of emergency." Or: "The volunteer members of Civil Air Patrol can and do contribute their time, skills and efforts 'round the clock in time of local emergency."

There are many versions that might be suitable.

Third color slide is an action picture of CAP personnel filling sandbags during an emergency flood situation in Oregon. The picture slide would fit in very nicely after Slide 8 in the CAP Story. Or, the new slide could be used after Slide 12 with the following suggested copy: "CAP personnel take an active role in local emergency situations.

Send request for the three color slides to HQ, CAP-USAF/OIW, Maxwell AFB, Ala. 36112.

"Everything happened at once." The aircraft returned, the ground team reported in position in the field, mission personnel were still arriving and mission control was notified that the pilot had landed safely in a mountain pasture and walked to a nearby road where he hitched a ride into Cheyenne where he called the Denver Center to close his flight plan and report that he was unhurt. The mission was closed in less than two hours.

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The 1979 Cadet Special Activities have been developed to provide incentive programs for qualified cadets. In addition to the cadets, senior members are afforded an opportunity to act as escorts. This brochure is directive and all requirements must be fulfilled by the cadet and the commander as listed.

CADET SPECIAL ACTIVITIES:

1. The cadet special activity program was established as a motivational force to encourage greater participation in the cadet program. Selection for any one of the cadet special activities is a reward for having attained achievement and advancement.

2. Special activities broaden the scope of thinking and experience of each cadet selectee. In fact, certain activities contribute directly to the cadet's knowledge of career opportunities, not only in the Air Force, but also in civilian aerospace career fields. Participation in this most active program can be a high point of a cadet's life and contribute immeasurably to the formulation of life goals and ambitions.

3. Many cadet activities have been established and are controlled and conducted at squadron, wing, and region level. This pamphlet describes only those activities sponsored by National Headquarters.

TRANSPORTATION FOR CAP PARTICIPANTS ATTENDING CADET SPECIAL ACTIVITIES. Wing commanders are responsible for preparing and distributing travel authorizations, properly authenticated by the wing liaison officer, which indicate points of departure and destination for all special activities. Exceptions: The IACE and those cadets and senior members who require MAC air transportation to attend a national activity (Alaska, Hawaii, Puerto Rico). These orders will be published and distributed by Headquarters CAP-USAF. Due to the coordination and time involved in publishing and distributing orders, no alternate will be accepted after 30 days prior to the starting date of an activity for which Headquarters CAP-USAF is responsible for publishing the orders.

NOTE: Cadets who are selected for special activities and accept the selection must do so only with the understanding (1) that USAF airlift may not be provided (except IACE) and (2) that they are obligating themselves to provide their own transportation to and from the activity site if necessary. Parents/guardians of cadets selected shall be made aware of the above condition.

CADET APPLICATION PROCEDURES:

1. For all activities except IACE, cadets will apply on CAPF 31, dated June 1974. Each qualified cadet must complete two copies of the form, Sections I and IV, and have parent complete Section V of the application in addition to the applicant's signature. The cadet must submit one copy to the squadron commander by 31 January. The squadron commander will complete Section II and forward all applications to the wing. The remaining copy must be retained by the cadet for presentation at the activity should he/she be selected to participate. This is the only paperwork required of the cadet to make application for a special activity.

2. Before applying, the cadet should check the qualifications and entrance requirements for the selected activities, as listed in this brochure.
   a. Current CAP cadet/STP membership at time of application, selection, and during the activity.
   b. Proper sex.
   c. Required minimum age by 1 June in the year in which the activity is held.
   d. Minimum required achievement level as shown on the December 1978 membership list.

3. For IACE, use the application coupon in the November or December issue of the Civil Air Patrol News. Detailed application and selection procedures are contained in CAPM 50-16.

THE CADET SELECTION PROCESS. For all activities except IACE, squadron commanders will forward all CAP Forms 31 submitted to them (with Sections I, II, IV, and V completed) to wing selection boards by 15 February 1979. Wing selection proceedings may require a personal interview with cadets who apply since selection factors include military bearing, appearance, attitude, general knowledge, and interest in the activity. Requirements will not be waived, and cadets with the highest earned grade will be considered first. After selections are made, the wing commander will verify qualifications of all selectees with the respective squadrons, then submit CAPF 7 (original copy) of primary selectees and alternates by courses listed in this brochure to National Headquarters/TTTHS by 10 April 1979, with a copy to the region commander, region liaison office, and wing liaison office. Rosters will include Charter Number, CAPSN (SSAN), course, primary, alternate, sex, name (list name, first name, middle initial), and complete address with ZIP code. Applications will remain with the wing to be used in the event that wing quota changes occur. (Reallocation of unfilled quotas will not be made by wing/region without National Headquarters approval.) The wing commander will also notify each cadet of his/her selection status by 10 April 1979. Physical examinations should be arranged at that time.
CADET SPECIAL ACTIVITIES

INTERNATIONAL AIR CADET EXCHANGE: A three-week program to foster international understanding, goodwill, and fellowship. CAP exchanges cadets with similar organizations in Canada, Europe, and the Middle and Far East. Approximately 200 cadets and a like number of foreign participants representing some 22 countries will participate in the exchange. IACE registration fee is $20.00. **Personal Funds $125.00-$250.00. NOTE: Uniform requirements and cost will be supplied at a later date.

CADET OFFICERS’ SCHOOL: A ten-day course designed to increase the effectiveness of cadet officers. Curriculum includes psychology of leadership, problem solving techniques, public speaking, physical fitness, and orientation trips. Instruction is divided between lecture and seminar. There is also a field exercise and a graduation parade. *Cost $60.00. **Personal funds $50.00.

AIR FORCE ACADEMY SURVIVAL COURSE: A one-week course planned and conducted by USAF personnel at the AF Academy, Colorado. Course is designed to acquaint cadets with the art of survival. Training includes water survival, sustenance of life while living off the land, and the development of life-sustaining techniques in mountainous country.*Cost $40.00 **Personal funds $20.00.

FEDERAL AVIATION ADMINISTRATION CADET ORIENTATION PROGRAM: A one-week program planned and conducted by the FAA Academy at Will Rogers Field, Oklahoma City, Oklahoma. The course is designed to acquaint cadets with the history and organization of the FAA and to develop an understanding of the functions and responsibilities of its various units. It also provides information on career opportunities in the FAA and entrance requirements. *Cost $45.00 **Personal funds $20.00.

SPACE FLIGHT ORIENTATION COURSE: A one-week course designed to further the aerospace education of cadets and to motivate them toward careers in aerospace and allied sciences. Course includes history, philosophy, and objectives of space flight; propulsion and structural design of space vehicles; guidance, navigation, instrumentation, and communications; systems engineering and visits to an astronaut and manufacturing engineering laboratory. *Cost $45.00 **Personal funds $20.00.

ATC FAMILIARIZATION COURSE: A one-week course planned and conducted by USAF personnel. Course provides familiarization training at ATC Undergraduate Pilot Training bases to stimulate an interest in the USAF as a career. Course includes briefings on mission and operation of a training wing; academics; visits to control tower, maintenance, propulsion, parachute and aero repair shops; air search and rescue indoctrination, and physiological training. *Cost $45.00 **Personal funds $20.00.

NATIONAL CADET COMPETITION: Competition conducted at the national level. One team from each CAP region competes after wing and region competition. Teams are organized and competition is conducted in accordance with CAPP 65 and CAPP 66. Events include competition in aerospace knowledge, physical fitness, standard and innovative drill. **Personal funds $15.00.

CSC

CHAPLAIN SPONSORED CONFERENCE: The Christian Encounter/Spiritual Life Conference is a USAF Chaplain sponsored activity designed to augment the spiritual and moral aspects of the CAP Cadet Program and to stimulate active participation in the church of the cadet’s choice. *Cost $20.00 **Personal funds $25.00.

## Qualifications & Requirements Checklist

- **IACE**
  - Male or female cadet 17 years of age minimum
  - Amelia Earhart Award as shown on December membership listing
  - Note additional clothing requirements on back page

- **M COS**
  - Male or female cadet 17 years of age minimum
  - Note additional clothing requirements on back page

- **M AFASC**
  - Male or female cadet 15 years of age minimum
  - Billy Mitchell Award as shown on December membership listing
  - Note additional clothing requirements on back page

### Must Require the Mitchell Award:

- **M FAACOP**
  - Male or female cadet 15 years of age minimum
  - Two achievements in Phase II
  - CAPF 31 - Application
  - CAPF 32 - Physical

- **M SFOC**
  - Male or female cadet 15 years of age minimum
  - Note additional clothing requirements on back page

- **M ATCFC**
  - Male or female cadet 15 years of age minimum
  - Two achievements in Phase II
  - 10 hours of pilot flying time highly recommended
  - CAPF 31 - Application
  - FAA Class III Medical Certificate
  - Note additional clothing requirements on back page

- **M AFLCOP**
  - Male, female, or mixed teams
  - Phase II, III, or IV cadets under contract or completed 15th Achievement (No STP members)
  - Wing and region commanders will conduct competition to select teams for national competition

- **M AJCC**
  - Male or female cadet
  - Phase I completed
  - Note additional clothing requirements on back page

- **M NEAT**
  - Male cadet 15 years of age minimum
  - Phase I completed
  - CAPF 31 - Application
  - Note additional clothing requirements on back page

- **M PJOC**
  - Male or female cadet
  - CAPF 31 - Application

## All Cadets

- **CSC**
  - Note additional clothing requirements on back page

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For all activities, with the exception of the chaplain sponsored conference, instructions funds will be used at the discretion of the cadet for such items as laundry and cleaning, or appropriate physical exam if required (CAP Form 32 or FAA Form, all items successfully passed).
CADET SPECIAL ACTIVITIES CONTINUED...

ACTIVITY ENTRANCE REQUIREMENTS:

1. Physical examinations shall be completed after the cadet is notified of selection but not later than 30 May. Cadet will immediately report the results to his/her squadron commander who will in turn notify wing headquarters so that the wing may select alternates if necessary.

2. The cadet will handcarry a copy of the physical examination form (CAPF 32 or the FAA form, as required) to the activity, and present it to the activity director upon arrival.

3. The cadet will also handcarry and turn in to the activity director his/her copy of application, CAPF 31, with Sections I, IV, and V completed.

Clothing List
FOR
CADET SPECIAL ACTIVITIES
(Except IACE which is covered in the IACE Guide for Participants)

MALE CADET UNIFORM ITEMS
2 complete uniforms shade 1549/1550
(with accessories)
1 blue flight cap
6 pair black socks
1 blue raincoat
1 pair black low quarter shoes
1 utility uniform

FEMALE CADET UNIFORM ITEMS
2 shade 1549/1550 service uniforms
(with accessories):
1 blue flight cap
3 pair neutral shade hose
1 blue raincoat
1 pair black smooth leather pumps
1 black handbag with shoulder strap
1 utility uniform (blue)

RECOMMENDED PERSONAL AND MISCELLANEOUS CLOTHING ITEMS—MALE & FEMALE
Appropriate civilian suit/party dress and accessories
Sweater or jacket
Undergarments
Sports wear including gym shoes
Handkerchiefs
Swimsuit
Bath towels and wash cloths
Pajamas/nightgowns
Sewing kit
Sunglasses
Shoeshine kit
Flashlight and extra set of batteries
Iron
Toilet articles/cosmetics
First aid kit (kapectate)
Camera

ADDITIONAL CLOTHING REQUIREMENTS BY COURSE
AFASC and PJOC - 3 sets 1- or 2-piece utility uniforms with cap.
1 pair combat boots/brogans with 4 pair heavy socks.
1 field jacket, 1 pair work gloves. (Also, one stocking/ski cap or equivalent warm head covering.)
ATCFC - 1 flying suit with leather gloves, 1 pair combat boots/brogans with heavy socks, 2 sets 1- or 2-piece utility uniforms with cap.
NEAT - As directed by individual special school.