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RECEPTION—Rep. William L. “Bill” Dickinson of Montgomery, representing Alabama’s 2nd Congressional District, was one of several hundred honored guests who attended CAP’s Congressional reception in early March. Chatting with him are CAP Brig. Gen. Thomas C. Casaday, right, national commander, and Air Force Brig. Gen. Carl S. Miller, CAP executive director. The reception was held in the Rayburn House Office Building. CAP region and wing commanders acted as co-hosts at the affair.

NEC Fetes Congressmen At Reception

WASHINGTON, D.C.—High-level Civil Air Patrol officials, as well as ordinary members of the organization, honored members of Congress here Wednesday, March 2, at an annual reception in the Rayburn House Office Building.

CAP officials used the occasion to present copies of Civil Air Patrol’s Annual Report to members of Congress. The report is required by federal law.

CAP National Commander Brig. Gen. Thomas C. Casaday of Birmingham Ala., presided and made the formal presentation of the Annual Report to members of Congress present. The report outlines CAP activities for the past year, details its financial standing and gives other pertinent data.

Earlier in the day, members of CAP’s National Executive Committee held their regular quarterly meeting in Washington. Gen. Casaday presided.

During the meeting, the committee members discussed plans for the coming year and examined the status of current programs and activities. The Distinguished Service Award was presented to Col. Oscar K. Jolley, commander of the Southeast Region which has been named No. 1 region for the third year in a row, and to Col. Robert H. Wilson, former Illinois Wing commander.

The Logistics Excellence Award and others which have in the past been awarded at this NEC meeting will be awarded later in the year.

The next meeting of the NEC will be at National Headquarters, Maxwell AFB, Ala., in June.

(Additional story on NEC meeting on Page 2. See photos, Pages 8, 9 and 16.)



CIVIL AIR PATROL NEWS



VOLUME 9, NO. 4

MAXWELL AFB, ALA. 36112

APRIL 1977

Big Enrollment Expected At Comm School

KUTZTOWN, Penn.—The largest enrollment ever is expected here in August for the ninth annual Northeast Region Communications School, according to CAP Maj. Frederick Camenzind, regional project officer for the school.

The school is scheduled here at Kutztown State College the week of Aug. 14-20, 1977. It is open to Civil Air Patrol members from any wing, not just the Northeast Region.

Four courses will be offered: Basic Radio Operator Course, Advanced Communications Course, Senior Training Course, and Radio Operator’s Certificate

of Proficiency Course.

Basic Radio Operator Course: Teaches the basic fundamentals of radio operation as given in CAPM 100-1. This course will prepare the student for the Radio Operators Permit Test which will be given.

Cadet applicants must be 14 years of age and must have completed at least two achievements in Phase II of the cadet program prior to July 14, 1977. Seniors must be active members for at least three months prior to July 14. Applicants must possess the FCC Restricted Radiotelephone Operator Permit (FCC-753) or higher grade of commercial

license before acceptance.

Advanced Communications Course: This course covers the CAP radio communications system, its responsibilities, procedures, administrative practices, etc. The minimum age for this course is 15 prior to Aug. 14. Applicants must possess the FCC Restricted Radiotelephone Operator Permit or

Six Added To Save List In February

MAXWELL AFB, Ala.—Civil Air Patrol added six names in February and March to its list of lives saved, bringing the total for the year to nine.

Two saves were tallied Feb. 17 when an Idaho ground team located two women who were lost in the Coeur D’Alene National Forest. The two had become stranded when their car broke down. After spending two nights in a nearby cabin, they decided to walk out. However, when the ground team located them, they were walking in the bitter cold away from the nearest town and would not have made it to any town or house before nightfall.

The Colorado Wing was credited on Valentine’s Day with a save when Col. Roger McDonald and SM David Fuller airlifted blood for a 53-year-old hospital patient suffering internal bleeding. The aircraft flew the blood from the Bonfils Blood Bank in Denver to members of (See SIX ADDED, Page 3)

higher, and the CAPF 76. All applicants must be potentially capable of accepting responsibility as a leader and instructor. Students are required to bring their own personal copies of fully updated CAPM 100-1 and CAPM 50-15.

Senior Training Course: This course will prepare the student for the Senior or Master Communicator’s Test. All applicants must be 18 years of age prior to Aug. 14 or have completed the former Advanced Radio Operator’s Course. Applicants must possess the FCC Restricted Radiotelephone Operator Permit or higher, plus CAPF 76. Students are required to bring their personal copies of fully updated CAPM 100-1 and CAPM 50-15.

Radio Operator’s Certificate of Proficiency Course: This course will assist the student in preparing to take the “Radio

Operator’s Certificate of Proficiency” test by presenting a review of CAPM 100-1 material and basic electronics theory. All applicants must be 17 years of age prior to Aug. 14, must provide proof of meeting the eligibility requirements for the Communications Specialty Identification Badge, must possess the FCC Restricted Radiotelephone Operator Permit or higher, must possess CAPF 76, and must have previously passed the Senior Communicator Test or higher. Students are required to bring their personal copy of a fully updated CAPM 100-1. Additional test material to be purchased at the school will cost approximately \$5.

Application Procedures: Applications for the Northeast Region Communications School must be made on CAPF 17 for seniors and CAPF 31 for cadets. (See COMM SCHOOL, Page 2)

New Jersey Winner Of Logistics Award

MAXWELL AFB, Ala.—The New Jersey Wing has been declared winner of Civil Air Patrol’s 1976 Logistics Excellence Award, according to Air Force Lt. Col. Cater M. Elliott, deputy chief of staff for

Logistics at Headquarters CAP-USAF.

Runner-up for the award was the California Wing.

Selection of the winner was based upon criteria contained in CAP Regulation 900-6. These include information contained in CAP Form 40, “CAP Unit Inspection Evaluation Check List;” on aircraft management which includes aircraft utilization and maintenance; results of the annual supply survey/audit; and upon vehicle status, appearance maintenance plans.

Normally this award is presented at the March meeting of the National Executive Committee, but this year they will be presented later within the wings which were winners.

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Colorado Wing Busy During Late Blizzard

COLORADO SPRINGS, Col.—Blizzard conditions here in mid-March brought out Civil Air Patrol members in this area to assist persons endangered by the storm.

In a two-day period, CAP members used snowmobiles and four-wheel-drive vehicles to assist at least nine persons imperiled by the snowstorm. Many of these included motorists stranded in their automobiles with no way of escape. At least one of these was an invalid confined to a wheelchair.

One team, using a four-wheel-drive vehicle, carried insulin to two persons in a remote area in desperate need of the medication.

Another group assisted Army personnel in getting a mother and two small children, one suffering from pneumonia, to a hospital. A more complete story of the mission will be published next month.

NEC Elects Wing Commanders

At its March meeting in Washington, D.C., the National Executive Committee elected Col. Ben W. Davis commander of the Texas Wing and elected Col. Roger MacDonald commander of the Colorado Wing. Col. MacDonald's appointment included a temporary promotion to Colonel.

The following deputy region commanders were promoted to the temporary grade of colonel: Col. N. Bernard Godlove, Rocky Mountain Region; Col. John P. Sopher, Southwest Region; Col. Donald A. Sumner, North Central Region; Col. Robert A. Swenson, Rocky Mountain Region; and Col. Devere D. Woods Sr., Great Lakes Region.

Col. Russell J. Anderson, commander of the Alaska Wing, was promoted to the permanent grade of colonel.

Uniform Proposals

At the meeting, the National Uniform Committee briefed the NEC members on several proposals which have been pending consideration by the U.S. Air Force Permanent Uniform Board. The results of the board actions were as follows:

1. CAP's proposal to modify further the aeronautical badges was disapproved. The badges will remain as shown in CAPM 39-1.

2. The proposed plastic combination ID/Nameplate was approved by the board

with the provision that the color would be black rather than ultramarine blue in order to make the badge CAP-distinctive.

3. CAP's proposal to return the officer grade insignia to the flight cap was disapproved.

4. The board disapproved the wear of the Air Force epaulet without a distinctive marking. The board recommended that CAP consider wearing the metal cutout on the epaulet.

Embroidered Letters

The NEC has gone back to Headquarters, U.S. Air Force, requesting approval to use the letters CAP embroidered on the device rather than using the metal cutout which might hang or snag when the blouse is worn over the shirt. An announcement will be made as soon as a decision is reached by HQ USAF.

The NEC also approved a recommendation by the Uniform Committee that CAP cadets be allowed to wear certain obsolete material and shades at all functions except national activities. The only stipulation is that when a uniform is worn, matching materials and shades will be used. This new policy will be included in a change to CAPM 39-1.

Grade Reinstatement

In regards to promotion policy for former members, the NEC approved a

recommendation to change CAPR 35-5 as pertains to grade reinstatement for former members. The approval permits a former member to be reinstated in the same grade held prior to voluntary membership termination, provided he qualifies for that grade under current criteria (including applicable senior member training).

A recommendation for such reinstatement is neither automatic nor mandatory. Requests from the wing commander will be forwarded to the region commander for approval. If approved, the appointment is not retroactive and the date of the grade is the date validated by National Headquarters upon reinstatement.

Current Policy

Under current policy, reinstatement is held to the grade of captain in addition to which the member must rejoin within two years to qualify. The NEC feels that this new policy will provide an incentive to recruit quality former members.

Since the promotion is neither automatic nor mandatory, the wing and region commanders will still have the option of being selective in recommending reinstatement.

As an incentive to continue without a break in service, the grades will not be retroactive and the time in grade prior to rejoining will not count toward promotion to the next higher grade. This policy will not be unfair to those who remain in the program without a break in service, since they gain the advantage of time-in-grade which would not accrue to the former members while out of the program. In fact, the member who drops out loses his seniority in grade since the date of rank would be recomputed upon rejoining. Also, the time out of the program would not count toward retirement.

Awards Approved

The National Awards Review Board approved the following awards during the NEC meeting:

—The Distinguished Service Award for Col. Leroy Riley, commander of the Georgia Wing, for his wing's Number One standing in the Wing Effectiveness Evaluation Program;

—The Silver Medal of Valor for 1st Lt. James R. Pallarito;

—Certificate of Recognition for 2nd Lt. Charles L. Ray;

—Certificate of Recognition for Cadet James K. Hubanks.

In North Carolina and Texas

Two Christian Encounter Conferences Slated

MAXWELL AFB, Ala.—Two Air Force-sponsored Christian Encounter Conferences will be held this year, according to Ch. (Col.) Robert H. Beckley, CAP national chaplain.

The 1977 conferences will be conducted at two locations—Mars Hill College, Mars Hill, N.C., July 25-29, and at Mo Ranch, Hunt, Tex., Aug. 8-12. The conferences will pose transportation problems for most wings, Ch. Beckley said, so advance planning is necessary.

The Air Force, which has sponsored the conferences for 25 years, has again invited Civil Air Patrol cadets and senior members to participate in this summer activity, he said.

The conferences are designed to appeal to the youth who must learn to cope with the demands of today's society. Increased attendance and participation have attested to the increasing popularity of these conferences.

The weeklong programs include presentations on relevant issues and are followed by "encounter" sessions in small groups. Opportunities are also offered to participate in choral groups, drama and folk music rehearsals, interaction groups, as well as swimming, tennis, hiking and tours of local historical sites.

Commanders and directors of cadet programs should keep in mind that the Christian En-

counter Conferences are unique in that each is a week of religious renewal. Cadets who have no desire to attend this type of function should not be selected. A cadet who voluntarily selects a Christian Encounter Conference as an alternate activity may attend, but in no case should a cadet be forced to attend in order to fulfill a requirement.

Cadets and escorts may attend either of the conferences, depending on convenience, location and transportation. There are no requirements for award achievement or a physical examination. Please contact your wing liaison officer immediately for assistance or information on

transportation.

Cadets must apply by submitting CAP Form 31 with a registration fee of \$20 at least 30 days prior to the beginning of the desired conference. The form should be mailed directly to: National Chaplain, HQ. CAP-USA/HC, Maxwell AFB, Ala. 36112.

Senior members who wish to apply for escort duty must sub-

mit their applications on CAP Form 70, together with registration fee of \$20. Senior members must be 21 years old prior to the first day of the conference in order to qualify. At least one escort is required for each 10 cadets.

All applications will be approved on a first-come, first-paid basis.

Cadet Allen Gets Award

PORTLAND, Ore.—Brig. Gen. Patrick E. O'Grady, deputy commander of the Oregon Air National Guard, presented Civil Air Patrol Cadet Mark Allen the Gen. Carl A. Spaatz Award recently in a colorful ceremony at the Portland ANG Base.

Cadet Allen, the son of Mr. and Mrs. George W. Allen of Portland, has been an active member of the Columbia Comp. Sq. since 1973. He was awarded the Outstanding Cadet of the Year Award in 1975 and participated in 1976 in the International Air Cadet Exchange as an exchange visitor to the Republic of Korea (south).

The prestigious Spaatz Award, the highest obtainable in Civil Air Patrol's comprehensive cadet program, carries with it an automatic promotion to cadet colonel. It is always presented by a general officer, by an elected state or federal official, or by a cabinet-level federal official.



CADET ALLEN, LEFT, GEN. O'GRADY

NER Comm School Is Open To All

(Continued From Page 1)

Please indicate which course you are applying for. Applications must be signed by the wing commander or his designated representative and forwarded to:

Commandant NERCOM
1 Willow View Blvd.
Willow Street, Penn. 17584

Applications will be accepted on a first come, first served basis.

Uniforms, Clothing, Etc.: Uniforms, equipment and clothing lists (male and female) and rules and regulations will be mailed direct to the individual applicants upon acceptance to the school.

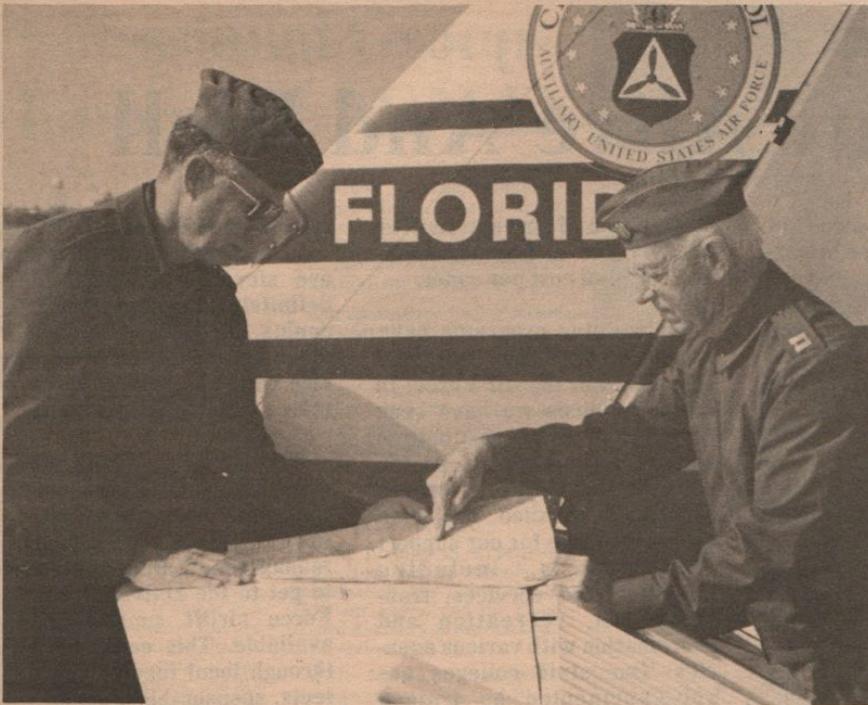
Enrollment Fee: Enrollment cost per applicant will be \$50. This includes lodging and three meals per day for six days starting with the evening meal on Sunday, Aug. 14, through lunch on Saturday, Aug. 20. Registration fee and some course materials are included in the enrollment cost. Checks should be made payable to: NERCOM School/CAP, and sent

with applications. Applications must be received from wing headquarters no later than July 15, 1977.

Transportation: Applicants, cadet or senior, will arrange their own transportation to and from the school. The Kutztown Airport, located one-half mile west of the school is available for light aircraft. Continental Trailways buses do make a stop in front of the school. Local transportation from the airport and train terminals will be furnished by the Communications School upon request.

Students in all courses must be physically capable of participating in field communications as well as classroom work and must attend all formations at the school and activities scheduled by the staff. A chaplain will conduct a Moral Leadership Program which is mandatory for cadet students. All senior members must have completed Level 1 training requirements.

If you need further information about the school, write to the address listed above.



SUNDOWN FLIGHTS—Brig. Gen. Thomas C. Casaday, left, CAP national commander of Birmingham, Ala., checks out route map with Capt. True McLean of the Naples (Fla.) Comp. Sq. Gen. Casaday, on a visit to the area, was invited to inspect the work of the Sundown Flights which the squadron conducts and the map check was part of his briefing. The squadron flies each day over waterways in the area, looking for missing boaters or boats in trouble. Citizens of Naples and Collier County contributed the funds to buy the fully equipped Cessna Skyhawk II which the squadron uses in the flights. Capt. True is a retired professor of Electrical Engineering. (Photo by Maj. Donald Holzhausen)

Unit Distributes Feed

Waterfowl Survive Cold With Assistance Of CAP

TOMS RIVER, N.J.—Members of the New Jersey Wing's Group 224 have been engaged, during bitter winter weather, in numerous air and ground sorties of a life saving effort which they called "Operation Duck."

As in many areas across the nation, the winter weather brought unusual hardships. Included have been thousands of wild ducks, geese and swans threatened with starvation because their natural food supplies were hidden under layers of snow and ice.

Group 224, in cooperation with the Ocean County Civil Defense, the Fish and Game Association, the Wildlife Association, Ducks Unlimited and many concerned citizens, launched a mercy campaign to supply grain to these birds. The press, radio and television—including a 15-minute TV special—provided daily coverage of "Operation Duck," and Civil Air Patrol's efforts to win the battle.

Maj. Paul Von Suskil coordinated the efforts and assigned air and land crews specific areas

and altitudes for the sorties. Five aircraft and 3 four-wheel drive vehicles covered the waterways of Ocean County.

Civilian volunteers assisted in repacking corn into smaller parcels for weight distribution during aerial drops. Special altitude clearances were obtained from the Federal Aviation Administration and the New Jersey Wing supported the group's activities.

Grain and money were donated by sportsmen, farmers and average citizens within the county. Pineland Comp. Sq. from Bricktown, N.J., provided cadets for "Operation Duck." The cadets, as well as senior members and volunteers, braved severe winds and snowy conditions to feed the waterfowl near marshlands and vacant resort communities while the aircraft covered areas where flocks were isolated and unreachable from land.

Farmers provided trucks and grain discount privileges for the purchase of corn. More than four tons of grain were distributed during the crisis. Wild ducks would run up to land crews in an effort to get the food before it could even be spread out. Some birds were landbound, already too weak to swim or fly.

CAP senior members and volunteers took time off from their jobs to continue feeding assignments and to obtain more grain during the work week. This schedule was followed for three straight weeks until the weather began to moderate and the ice melted, thereby providing

natural feeding grounds.

Although the 224th still has grain, all packaged and ready to go at the first hint of another disastrous cold spell, its senior members, cadets and citizen volunteers can look skyward with pride when a formation of ducks or geese take flight. There is no way of knowing how many waterfowl were saved by "Operation Duck," but Group 224 knows there are more birds around now than would have been in Civil Air Patrol and local citizens had not cared.



BIG THANKS—The CAP Bagpipe Band, an activity of the Brockton Cadet Sq. (Massachusetts Wing) played at President Carter's inaugural parade. (See story, March issue.) Reproduced at right is his letter of thanks to the band.

Three Schools Slated For Pacific Region

The Pacific Region will be sponsoring three schools this summer—the Western Staff College, the Pacific Region Squadron Officers School, and the Pacific Cadet Leadership School.

The Squadron Officers School, the newest addition to the region's program of special schools, is intended to provide squadron members and staff with an over-all view and practical applications needed to operate a Civil Air Patrol squadron effectively.

Studies will include management, communication, the CAP program and regulations, and staffing requirements. The school will be held on the campus of the University of California, Irvine, from June 19 to 25. The cost is \$80 for applications received in March and \$85 for those received in April and May. Applications must be made on CAP Form 17 and mailed with check or money order direct to Pacific Region Headquarters, Attention PTRT.

The Cadet Leadership School will be repeated this year at Castle AFB, Calif., from July 2 through July 10. Cadets should have at least three achievements in Phase II, completed one encampment, be 15 years old and not more than a cadet first lieutenant. The school places heavy emphasis on both the academic and the activity aspects for the emerging cadet leader. Applicants should forward \$40 with completed CAP Form 31 to their Wing Directors of Cadet Programs for forwarding to the Pacific Region.

The Western Staff College will be held on the campus of the University of California, Irvine, from June 26 to July 2. This school is intended for those CAP

members with several years background experience in the program and will be more profitable to those who have attended a wing-sponsored Squadron Officers School. Attendees will be provided examples of and practice in leadership, management, problem solving, communications, and the CAP program. Cost and application procedures are the same as for the Pacific Region Squadron Officers School.

For further information, address questions to Headquarters, Pacific Region CAP, Attention PTRT, P.O. Box 456, Los Alamitos, Calif. 90720.

Six Added To Save List

(Continued From Page 1)

the State Highway patrol waiting at Buckley Air National Guard base to deliver it to the medical center.

In March, the North Carolina Wing was credited with saving the lives of three persons following the crash of two Marine Corps helicopters approximately 20 miles southeast of Asheville, N.C. The two aircraft with eight persons on board were en route in rainy, overcast weather from Charlotte, N.C., to Knoxville, Tenn.

CAP ground search teams from the North Carolina Wing located the two crashed helicopters within a half-mile of each other and rescued the three surviving passengers.

THE WHITE HOUSE
WASHINGTON

February 8, 1977

To the Civil Air Patrol
Bagpipe Band

I deeply appreciate your excellent participation in the 1977 inaugural parade. Your appearance helped make one of the finest parades ever, shared by hundreds of thousands in person and millions more by television.

You have helped to set an example of what we Americans can accomplish by sharing our talents and energies with each other. Many thanks.

Sincerely,

Civil Air Patrol Bagpipe Band
c/o The Reverend Francis Crowley
Holy Family Parish
402 Union Street
Rockland, Massachusetts 02370

SAR Tips

Carry a six-bushel plastic bag for your own emergency shelter.

Lost people usually follow the path of least resistance.

Expend your effort first in the most probable location.

Executive Director's Comments

New Deputate Alive And Well

By BRIG. GEN. CARL S. MILLER,
USAF
Executive Director

This month I can report to you that the new Training Deputate is alive and well at National Headquarters. Col. Donald B. Zook has recently

been assigned as our DCS/Training. I am sure that his depth of experience will contribute greatly to our training programs.



We have made some significant steps toward improving the senior and cadet training programs which include the Unit Development Training Program. You will hear more about these developments but I believe we need to discuss this summer's activities and related responsibilities.

Training activities are intended as incentives and rewards for achievement to deserving members. Nationally sponsored activities are especially designed to provide further personal development

by broadening the scope of thinking and experience of participants. Therefore, each year our senior and cadet program staffs, working with the various support agencies, evaluate and refine the conduct of these functions.

Our goal is to provide a program of highest quality for deserving cadets and seniors with a sincere interest in the particular subject of the activity. Generally speaking, critiques continue to be highly favorable; however, we find a distinct lack of correlation between verbally expressed interest and actual participation rates.

Our track record for 1976 left us with considerable room for improvement. Except for IACE, we made a very poor showing at filling established cadet quotas. The Air Force Academy Survival Course was the most popular activity with an 82 per cent attendance rate, while the Communications Electronics Course at Keesler slipped to the embarrassing low of 38 per cent of authorized attendance. Unfortunately, our over-all performance forced

cancellation of three activities for 1977 due to low participation and high cost per cadet.

Our training programs have received more than adequate support from the Air Force. In most instances we have been provided airlift support both to and from the activity. At the activity, an Air Force officer usually is detailed full time duty to arrange for our support requirements, including billeting, food services, transportation, recreation and coordination with various agencies. Our staff colleges are ably augmented by trained Reservists who have worked long hours to make CAP training opportunities successful.

Since the Air Force has willingly supported these activities, we must realize that the final success is primarily a CAP responsibility. Therefore, we should reconsider our obligations and perhaps reestablish our priorities and commitments. Cadets and senior members should accept the obligation to weigh all factors in accepting an appointment to attend a special activity, squadron leadership

school, or staff college. Please do not accept a quota unless you are sincerely interested and definitely plan to attend. Any doubts, indifference or lack of planning could cause someone else with a genuine interest to miss a beautiful opportunity.

Our senior members should consider ways of supporting the cadet program through more effective program management. Help the cadets to get to the activity when Air Force airlift support is not available. This could be done through local fund-raising projects, sponsorships, use of corporate aircraft, and other cooperative efforts. I am sure that your exerted imagination and initiative, coupled with a true spirit of cooperation, will result in a smooth flowing and productive summer.

In conclusion, this is your show. You all benefit from its successes and you are the ones who are hurt most by its failures. I am convinced that our combined efforts will result in a much more meaningful program in which we can all experience the pride of achievement.

Charter Member, Veteran Pilot, Dies In Florida

DAYTONA BEACH, Fla.—The first man in Florida to join Civil Air Patrol when it was organized in late 1941 died here in mid-January at age 76.

He was Julius L. Gresham, a veteran pilot who was active in

aviation in Florida since the days of World War I. His low CAP serial number—411—indicates how early he became a member of the organization.

Gresham, a native of Dothan, Ala., began flying during World

War I when he was in the Marines. He bought his first airplane, a surplus Jenny, in the early 1920s. In his long career, he owned some 30 airplanes and made his living with most of them. During one lean year, he flew daily over Jacksonville, Fla., with advertising messages painted beneath his wings.

Gresham held the first aircraft radio license issued in Volusia County (Fla.) and had the first two-way radio equipped aircraft in the county.

The veteran pilot spent his World War II years in service with Civil Air Patrol. He was commanding officer of Coastal Patrol Unit 5, Flagler Beach; Two-Target Unit 5, Otis Field, Cape Cod, Mass.; and of Tow-Target Unit 22, Baltimore. He earned the Air Medal for his service.

At one time he was a member of the Daytona Beach Comp. Sq. but more recently had been affiliated with Florida Group 6. One of his last known appearances as a CAP member was in late 1974 when he was guest speaker at the Daytona Beach Squadron's awards ban-

quet, relating many fascinating tales of the early days of Civil Air Patrol.

CAP Col. Zack Mosley, another veteran member of Civil Air Patrol in Florida and creator of the comic strip, "Smilin' Jack," immortalized his friend Julius Gresham as one of the characters, "Jack Gresh," in the comic strip.

After World War II, Gresham took over the management of Daytona Beach Airport (now Regional Airport). During his term as manager, the airport grew into a modern facility serving three scheduled airlines and scores of private and company pilots.

Gresham was a member of a number of fraternal and civic organizations, including the Quiet Birdmen, an organization of veteran pilots, and of the OX5 Club of America, an organization of pilots who flew behind the old OX engines prior to 1928.

Survivors include his widow, two sons, a daughter, and three grandchildren.



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

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

As of March 13, 1977

Number of Missions	124
Number of Aircraft	573
Number of Sorties	1024
Flying Hours	1786.5
Personnel	2946
Mobile Radios	693
Fixed Radios	542
Saves	9
Finds	58



National Commander.....Brig. Gen. Thomas C. Casaday, CAP
Executive Director.....Brig. Gen. Carl S. Miller, USAF
Director of Information.....Lt. Col. Herbert A. Babb, USAF
Editor.....

Civil Air Patrol News is an official publication of Civil Air Patrol, a private benevolent corporation which is also an auxiliary of the United States Air Force. It is published monthly at Headquarters, Civil Air Patrol-U.S. Air Force/OI, Building 714, Maxwell AFB, Ala. 36112.

Opinions expressed herein do not necessarily represent those of the U.S. Air Force or any of its departments, nor of the Civil Air Patrol Corporation.

Editorial copy should be sent to: HQ, CAP-USAF/OIIN, Editor, Civil Air Patrol News, Maxwell AFB, Ala. 36112.

Civil Air Patrol News does not publish any commercial advertising. However, it does publish official notices from its own Education Materials Center (Bookstore) and CAP Supply Depot.

Published by mail subscription at \$2 per year. Civil Air Patrol membership includes subscription dues.

Second class postage paid at Montgomery, Ala. 36104.

Postmaster: Please send Form 3579 to HQ, CAP-USAF/DPD, Maxwell AFB, Ala. 36112.

VOLUME 9, NO. 4

APRIL 1977

Members Get To See Experimental Planes

LOUISVILLE, Ky.—Members of the Louisville Comp. Sq. (Kentucky Wing) had the opportunity recently to study firsthand several experimental aircraft being built in this area.

The squadron was invited by the Louisville Chapter of the Experimental Aircraft Association to visit the workshops of five of its members for a one-day seminar.

Several aircraft were studied, including one of polyfoam construction and a World War II P-40. The P-40 was recovered recently from an abandoned gunnery range in Alaska.

One of the most impressive aircraft on the tour was a French-designed Emaraude. At first sight, the Emaraude appears to be an oversize version of the popular balsa wood flying model, but the owner has devoted more than eight years of his time into getting the aircraft ready to cover and paint.

E. J. Schickli, president of the Louisville Chapter of EAA, helped the cadet staff to plan the tour so that a wide variety of experimental aircraft could be studied in one day's time. Besides the polyfoam Varizee, Schickli's Emaraude, and the P-40, the squadron also examined a BD-5, a Great Lakes biplane, and an interesting matched pair of Mustang IIs.

According to Schickli, these aircraft are a sampling of the many experimental planes being built in the Louisville area. He indicated that most of the members of his organization welcome the opportunity to show off their aircraft—leaving the door open for future tours.

Before the squadron ended the tour, the members eagerly volunteered to assist the EAA at its annual fly-in to be held this year at Rough River State Park, Ky., in mid-May. Although plans are not yet definite, the CAP unit most likely will assist EAA members in flightline operations and flightline security.

An "experimental" aircraft is one which is not certificated by the Federal Aviation Administration for unlimited use, including passenger carrying. Most homebuilt aircraft are included in the experimental class.

Iowa School To Offer Aerospace Ed Course

SIoux CITY, Iowa—Civil Air Patrol's program of Aerospace Education will be offered in the Sioux City Public Schools System here as an accredited major course, according to Roger Wendt, in charge of Secondary Education for the system.

In addition, Aerospace studies will be available as an elective in

the Junior High School beginning in September 1977.

Maj. Melvin R. Fox, deputy commander of the Sioux City Comp. Sq., indicated that Senior Member Paul Marshall, director of the Aerospace Education Program for the squadron, has been working closely with Wendt for more than a year and

a half in getting the program in the school system.

Wendt announced the acceptance of the program in a notice to the squadron. He indicated that Marshall's ties to NASA and the aerospace industry, and CAP's outstanding program were instrumental in having the program accepted by the school system.



READING MATTER—Oregon Gov. Robert W. Straub, right, will have something more interesting to read than political news after being presented a copy of "Hero Next Door," an account of the history of Civil Air Patrol written by Californian Frank Burnham, a longtime CAP member. Oregon Wing Commander Col. Bobbie Girard, left, made the presentation in a recent ceremony in the governor's office at Salem, Ore. (Photo by Tom Traver)

Simulator Is 'Thrill' To Visitors

BURBANK, Calif.—Two hundred thirty-two people—Civil Air Patrol cadets, students from schools and adults from surrounding communities—had the experience of "flying" recently in the U.S. Air Force "Thrill of Flight" flight simulator.

Group 1 (California Wing) was host to the Air Force van housing the simulator at its base on Hollywood-Burbank airport. The simulator includes a real cockpit from a real B-52.

For some, it was a completely new experience. For others, it was their first experience in the "cockpit" of a B-52, much less at its controls. In the simulator, scenes are projected on the "windshield" from a motion picture projector to create the feeling of really soaring 9,000 feet over rural terrain and flying over mountain tops at a "speed" of 500 miles per hour. The feeling of true flight was enhanced by sound effects.

Lines formed from 9 a.m. to 3 p.m. outside the van housing the simulator. Three recruiters from the Air Force were on hand all day to answer questions.

Lt. Col. James L. Barnes, commander of Group 1, and Capt. Bryon Brammer, deputy commander, made the headquarters available for the display.

Virginia Pilot Tells It Like It Was

Hurricane Gave New Meaning To 'SARCAP'

By CAPT. FRANK HAAS, CAP
Virginia Wing

Most CAP folk associated with the Emergency Services Program think of an aircraft overdue when the pro-word REDCAP is used, and, in fact, that is the case most of the time. But for me, "REDCAPing" took on special meaning in the summer of 1972. Hurricane Agnes dumped tremendous amounts of rain on the middle-eastern seaboard, and the lowlands of Virginia east of the Blue Ridge Mountains were completely inundated.

Our first flight after the rain had passed was on a Friday morning. Flying the squadron's O-1E "Bird Dog," we left our home base at Fredericksburg, Va., and headed up the Rappahannock River to see how bad the flooding was.

From the air it looked like a gigantic lake dotted with islands. Some of these islands had trees, some a house or barn with a few cows huddled about, but mostly water, water, water and more water! The Rappahannock was cresting near the roadbed of the two bridges that cross it at Fredericksburg and debris was collecting in various amounts in the trees upstream of the bridge which crosses to Falmouth. Below this bridge a power line was down and the linemen were struggling to replace it with a new line.

Later that day, a report was received that an aircraft had been spotted 15 miles west of the Casanova VOR. We were dispatched to investigate and soon located our target. The aircraft, a Cessna 172, was in a flooded clearing in some trees. We flew low enough to identify the aircraft, which seemed abandoned, and returned to base.

A year or so later, I had occasion to again fly over the area in order to take a look at a small private airport in the vicinity which was, in fact, the flooded

EDITOR'S NOTE: Next after flying, most ardent pilots rank the pastime of "hangar flying" very high on their list of favorite things. Here an experienced CAP mission coordinator reflects on some of his personal emergency services experiences and views.

field in which we had sighted the "downed" aircraft. As you might surmise, the aircraft was based there—which of course we learned after the aircraft had been identified and the owner notified. There is a lesson in there somewhere. Anyway, back to Agnes.

I spent the next several days after the hurricane had passed in flying from the State Police headquarters in Richmond, Va. This is a quaint little "pea patch," all of 1,400 feet long, with power lines crossing one end, a 700-foot tower at the other, and numerous TV antennas on either approach.

The James River was a mess, the lower part of Richmond completely flooded. Fortunately, few houses were badly damaged. Our first sortie was a photo mission to assist a General Electric executive working with the Civil Defense Radio Communications Agency. Although we never saw the results of our flight, some days later a "ham" operator mentioned hearing of some very good pictures taken by a CAP "Bird Dog" from Fredericksburg. We also transported medical supplies and flew damage survey flights for the Civil Defense. In all, I flew more than 40 hours in less than a week. My "affair" with Agnes was one to remember.

Every REDCAP has its own challenges, but occasionally a mission proves almost devilish. Richlands was one such mission. From Fredericksburg, we headed for

Charlottesville, then crossed the ridges into the mountains. Our search objective was thought to be between Richlands and Tazewell, Va. A few hours of flying up and down these ridges can provide all the adventure a light plane pilot is liable to wish for in a lifetime. "Move over birds, we're moving in to join you." Flying in close proximity to slopes such as these requires power, maneuverability and knowhow lest you create a REDCAP of your own.

There is a VOR station about 15 miles east of Richlands at about the 4,500-foot level. The aircraft we sought had crashed just below the VOR. The pilot was attempting to penetrate some instrument weather. Included in the cloud cover was some cumulo-"granite"-us. This combination has claimed the lives of a lot of pilots, some with thousands of hours of flight time. More food for thought...

Probably the mission I most vividly recall started in our hangar at Shannon Airport in Fredericksburg. It was a regular meeting and the training officer announced a Mission Base Exercise—a sort of "paper" mission which consists of all the elements of a REDCAP except that the flying, ground operations and communications are all simulated. (ED. NOTE: See the March issue of Civil Air Patrol News for a description of an "MBX".)

We assigned tasks, analyzed the situation and attempted to solve the "problem." In the simulated mission, an aircraft inbound from Brook VOR (about six miles north of the field) had advised Washington Center of engine problems shortly before contact was lost. The CAP was alerted but with a ceiling below 500 feet, even "simulated" flying was out of the question.

So we simulated dispatching ground teams to interrogate in the most probable area and follow up with a ground search. Eventually, the "target" was localized and marked on the situation chart. One cannot honestly say our "paper" mission ran like clockwork, but it was an effective way to expose our problem areas and provided a way for the entire base team to participate in the process of analyzing the mission.

Early the following Sunday morning at about 6:20 a.m., a Cessna 206 inbound from Brooke VOR to Shannon impacted less than a mile from the spot where our simulated target had crashed. The site was still marked by the "X" on the situation chart in our hangar! Coincidence? Fate? The timing perhaps, but not the analysis, for that reflected just plain old common sense. This is the area where aircraft typically reach minimums on the instrument approach. The lesson here is that one activity which any REDCAP can always use a bit more of is "brainstorming" and it is not always the wise and experienced old mission coordinator who comes up with the best "hunch." It pays to consider seriously every theory.

Mission flying is not all glory. Low altitude flying on a warm March day will provide aches and pains, and will challenge the most experienced air crew members to keep their breakfast down. Hours of staring at trees and roads until the eyes ache—what makes it all worthwhile? Well, primarily the thought that you may help save a neighbor's life. But there are other rewards as well, foremost of which are the friendships formed among flyers and ground support folk who will do, without pay, a job which needs to be done. In the end, that's what makes it all worthwhile—service is its own reward.

MER Holds Squadron Leadership Workshop

FT. BELVOIR, Va.—The Middle East Region conducted a weekend Squadron Leadership Workshop here recently, the first of a new sequence of formal training for senior members.

The course emphasized effective leadership, management and elements related to command staff functions. In the Saturday evening session, the students were divided into groups, each taking an actual squadron problem for consideration, examining the alternatives and reaching a decision as to the proper course of action.

Squadrons from Maryland, National Capital, Virginia and

West Virginia Wings were represented at the workshop. The students expressed confidence that they had increased their planning and decision-making abilities. The consensus was that it was a stimulating and profitable weekend.

Instructors for the course were Air Force Lt. Col. Walter C. Straughan of the Middle East Region Liaison staff, and CAP officials Lt. Col. Fred Hess, Lt. Col. Al Morris, Lt. Col. Rolf Mitchel, Maj. Leo Wright, Maj. Ern Lewis, Maj. Barbara Morris, Maj. Marion Hess, and Maj. Carol Hiederman.

St. Louis Senior, Cadet Units Help Put CAP On Television

ST. LOUIS, Mo.—The Creve Coeur Senior Sq. (Group II, Missouri Wing), assisted by St. Louis Comp. Sqs. 1 and 2, has been busy recently putting Civil Air Patrol on the air.

The Senior Sq., assisted by the Composite Sqs. 1 and 2, conducted a mock search and rescue mission recently for the benefit of a local television news program.

KMOX-TV, a CBS affiliate in St. Louis, gave three minutes of air time on one of its evening news programs to the film which resulted from the mock mission.

As in normal search and rescue tests, the squadron flew search sorties while station personnel filmed aircraft on the search as well as ground teams involved in efforts to find the "crash site."

Film crews planned the sequences with the cooperation of CAP officials, using a "story board" to outline the various scenes in the film.

Still later, the Senior Sq., this time assisted by members of Composite Sq. 2, filmed a one-hour TV program on the Robertson Air National Guard closed-circuit TV.

The program was aired at noon to all area Guard and regular Air Force families, as well as all bases in the area.

Participating as panel members were Lt. Col. Charles C. Bouchard, 1st Lts. G.M. Hethcote and John Craddock, and Cadet Judy Milligan. Various members of the two squadrons served as floor manager, camera crews, producer and audio director.



AWARDS SWEEP—The California Wing's Squadron 114 won three awards recently at the wing's annual awards dinner. Holding his Cadet of the Year Award at left is Cadet David M. Timm. Capt. Mayetta J. Behringer, right, displays her Senior Member of the Year Award. Col. Warren J. Barry, center, California Wing commander, shows the Cadet Squadron of the Year Award which he presented to Squadron 114.

Former Russ. Army Sergeant Gives Insight Into Soviet Life

DANBURY, Conn.—Leonid Finik, a former Russian army sergeant and now an engineer with Graphic Sciences here, visited the cadets of CAP's 399th Comp. Sq. here recently.

Finik related what life in Russia, including a stint in the Russian army, was like. He was

graduated from Lovov Politechnic Institute in the Ukraine with an engineering degree. He then was drafted into the Russian army as a sergeant.

The Russian army, he said, has privates, sergeants and officers. In the United States, a soldier might go AWOL if he cannot cope with military life, but in Russia the only escape, according to Finik, is suicide.

There are no draft dodgers. All males enter the service at 18 for one year, or spend five years in a prison labor camp only to learn when they get out that they still get drafted.

One day's wages in rubles, he said, will buy a dozen eggs. An inexpensive car costs two year's wages.

Visas to come to the United States took 2½ years to obtain for Finik and his wife who live in Danbury.

National Capital Wing Changes Commanders

WASHINGTON, D.C.—"Let us be Volunteer Professionals—not Professional Volunteers. There is a saying: 'If all else fails, read the directions.' In applying this to our Civil Air Patrol assignments, let us study the regulations and manuals, the pamphlets and leaflets, and then follow them for if we do, we cannot fail."

These words were a portion of the remarks delivered recently to members of the National Capital Wing by Lt. Col. Rolf Mitchel as he assumed command of the wing in ceremonies held at the NCO Club at Andrews AFB.

Col. Mitchel previously served as wing deputy commander and before that as commander of the Alexandria Comp. Sq. He succeeded Col. Charles X. Suraci as commander of the wing.

During the ceremonies, Col. Suraci was presented the Distinguished Service Award by Col. Louisa Morse, commander of the Middle East Region for his long and dedicated service to the wing. He has been assigned to the staff of the Directorate of Cadet Programs at the Middle East Region.

A reception was held at the headquarters of the Andrews Comp. Sq. following the ceremony.



APPOINTED—Lt. Col. Hector Aponte-Pagan, commander of the Muniz Air National Guard Base at San Juan, Puerto Rico, has been appointed Director of Operations for the Puerto Rico Wing of Civil Air Patrol. Col. Aponte has been a CAP pilot since 1966 and has more than 2,600 hours of flying time.

Cadet Unit Wins Three Wing Titles

OAKLAND, Calif.—The R.G. Fowler Cadet Sq. 114, based in San Jose, Calif., won three coveted awards during the California Wing's annual awards dinner, held here in February as part of a three-day conference.

Capt. Mayetta J. Behringer, the squadron commander, was named the California Wing's Outstanding Senior Member for 1976. Cadet David M. Timm, the squadron's cadet commander, won the Outstanding Cadet of the Year Award in the wing. And the squadron itself was selected as the California Wing's Outstanding Cadet Squadron for 1976.

Capt. Behringer, who joined the program last year, has been active in aviation for a number of years and is also a member of The 99's, an organization of women pilots founded by Amelia Earhart in 1928.

Cadet Timm has been a CAP member for seven years. He is presently working on his pilot license and studying electrical engineering at night while holding a fulltime position with Intech Corp.

Squadron 114 is one of six CAP squadrons in Santa Clara County. The six comprise Peninsula Group 2.

Col. Warren J. Barry, the California Wing commander, presented the awards.

Squadron Adds SCUBA Team SAR Capability

AUGUSTA, Ga.—What is believed to be Civil Air Patrol's first and only search and recovery SCUBA team has been added to the emergency services capability of the Central Savannah River Area (CSRA) Cadet Sq. (Georgia Wing).

The original six-member team was formed last fall and 12 additional members are currently undergoing training. All team members, in addition to being certified as SCUBA divers, complete CAP emergency services training for qualification as a ground team member. Capt. Richard Croker, Air Force Reserve Assistance Officer for the squadron, conducts the SCUBA training, while qualified CAP personnel provide the additional training.

The original team, all cadets, includes Phillip Crean, Mark Stone, Jay Pitzer, Jay Paulus, Danny Sullivan and Jimmy Whittington. All but one of those now taking the training are cadets.

"The need for such a capability was obvious with the Savannah River running through Augusta and Clark Hill Reservoir only 20 miles to the north," Capt. Bob Young, CSRA Squadron commander, said in commenting on the SCUBA capability. "In addition to being the only known CAP unit with a SCUBA capability, we are the only agency in Augusta with a dive team."

Members utilize equipment from a neighboring civil defense unit and commercial dive shop, as well as their own.



PLAQUE AWARDED—Iowa Lakes Comp. Sq. honored Iowa Wing Commander, Col. Patricia J. Gigstad, left, at a recent dinner in Esthersville, Iowa. First Lt. Virgil Hempstead, right, squadron commander, presents a plaque from the squadron honoring her for her services and contributions during the past year.

THE BULLETIN



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

NUMBER 4

APRIL 1977

INFORMATION

1. **ATTENTION, COMMANDERS AND IOs:** Is your squadron mentioned in this issue of "Civil Air Patrol News?" If not, who's at fault? Your unit probably did not send any news items to the paper. The fact is, the editor is having trouble finding enough usable items to fill the "Civil Air Patrol News" since it returned to a monthly schedule. In fact, the March and April issues of the paper were only 16 pages instead of the usual 20 because there was not enough suitable material to fill 20 pages. So, if your squadron is doing anything at all, write it up in news release form and send it in. The chances of it being used are good! We still cannot use news that is not really news; news items which are incomplete (names not complete, facts and details of the news story missing, etc.). We still cannot use fuzzy, poor photographs of people doing nothing but staring at the camera. We very, very rarely use news items about Mitchell or Earhart Awards since we print lists of these each month. And we very rarely print news items about cadets being promoted another stripe or promotion stories of that nature. What we need is good, live news--real news. We especially need longer, feature-type news stories (with good photographs). YOU wanted a return to a monthly "Civil Air Patrol News." Now, you've got it! So send us news to fill it with each month. OI

2. **COPYRIGHTED MATERIAL:** Information officers and editors of newsletters should be wary of "lifting" copyrighted material. Copying and using as your own an editorial or story out of a copyrighted newspaper or magazine, for example, is not permissible unless: (1) the copyrighted privilege is purchased, or (2) permission to quote is requested and received. In either case, credit must be given to the holder of the copyright. Virtually any good textbook on newspapering will fill you in on the nuances of copyright law. One such is Professor MacDougall's "Interpretative Reporting," MacMillan: NY. OI

OPERATIONS

3. **FCC RULES CHANGE FOR CITIZENS BAND:** The Citizens Band rules for class D operation, as authorized by the corporate fleet license, have been and continue to be extensively revised. HQ CAP/DOK will include the latest rules in a complete revision of CAP Manual 100-1, "Communications," 1 Apr 74, which is expected to be available later this year. One of the items of immediate concern is that a copy of the CB license is required at each station. FCC Form 452-C, "Identification Tags," are still authorized and required for mobile equipment operating on CAP assigned frequencies but may not be used for operation on any of the 40 Citizens Band channels. If a CB radio transceiver is used for both 26.62 MHz CAP frequency and CB channels, licenses for both services should be available at the radio set when used at fixed locations. For ground or air mobile operation, FCC Form 452-C should be affixed to the radio as CAP authorization and a copy of the Citizens Band license posted near the radio. DOK

TRAINING

4. **CAPP 207:** CAPP 207, "Supply Officer - Level II Study Guide," August 1972, makes reference to Career Development Course (CDC) - 64770, "Material Facilities Supervisor." This course has been changed to CDC - 64571. TTN

5. **LEVEL II SENIOR MEMBER TRAINING RESULT REPORT:** Quarterly update of the Level II Senior Member Training Result Report printout should indicate in proper coded form, i.e., 202-3 Finance Master, the highest Level II the member has attained. Please note there is room for only one entry, and it should be the highest, not the one currently enrolled for up-grading. TTN

6. **JOINT EMERGENCY SERVICES SEMINARS:** Senior members attending Joint Emergency Services Seminars, properly conducted and awarded WEEP points, may be credited for national level training for the Grover Loening Aerospace Award. TTN

CHAPLAIN

7. **MEMO TO ALL ECCLESIASTICAL ENDORSING AGENCIES:** Effective immediately, the recently announced change 1 to CAP Regulation 265-1, "Civil Air Patrol Chaplains," 27 August 1976, regarding the appointment of "Interim Chaplains" (senior members awaiting ecclesiastical endorsement) is rescinded. Until further notice, the appointment procedure for Civil Air

The Civil Air Patrol BULLETIN is published monthly. It contains official announcements, CAP publications, and other items of interest for all CAP MEMBERS.

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Photos By MSgt. Russ Brown



At Annual Reception In Washington



See Stories, Pages 1 and 2



TIN BOARD

Bulletin Cont'd

...s will continue as outlined in CAP Regulation 265-1, i.e., page 2, graph 2d(3):

3) Clergy awaiting ecclesiastical endorsement will be entered as senior members without rank or title. Until final appointment as chaplains, they may serve as visiting clergy."

PLAN ENCOUNTER CONFERENCES: Two locations: Mars Hill College, CAROLINA, 25 - 29 July 1977; and Mo Ranch, HUNT, TEXAS, 8 - 12 August. Personnel desiring to attend should contact their USAF-CAP liaison office for the purpose of planning airlift.

When the publication of CAPF 57, "Files Maintenance and Disposition", was announced, we stated this form was not to be distributed below region level. It is authorized and should be used at all levels.

REVISED PUBLICATIONS:

4, "Distribution of Publications and Blank Forms," 1 March 1977, superseded 25 July 1975.

1, "Travel of Civil Air Patrol Members via Military Aircraft and Surface", 1977, supersedes CAPR 76-1, 4 Apr 73.

PUBLICATION: Change 1, CAPR 265-1, "Civil Air Patrol Chaplains," has been rescinded.

DIRECTOR

Duest
Lt Colonel, USAF
Administration

ADMINISTRATIVE INCENTIVE AWARD PROGRAM

In the issue of the Civil Air Patrol News, General Miller announced the implementation of an incentive awards program (on a one-year trial basis) open to all members. The "Administrative Incentive Award" program covers suggestions that will improve CAP procedures in the administrative, personnel, and operational areas.

Who submits a suggestion which is adopted CAP-wide will be given a monetary award. The member who has submitted the most significant suggestion as determined by the Board will receive:

- A monetary award to National Board meeting in Atlanta.
- A complimentary room during the board meeting.
- A complimentary ticket to the board meeting.
- An appropriate plaque.

It may be in letter form, any format will be acceptable. Address all correspondence to National Headquarters CAP, Attn: DAP, Maxwell AFB, AL. Please include a return address to give complete mailing address and your telephone number.

Participation in CAP, much good can be accomplished with an exchange of ideas. Suggestions brought about by this incentive awards program. Even if a suggestion is not adopted, a recap of the suggestion will be published in the "Administrative Incentive Award" section of the "Civil Air Patrol News."

SAFETY CORNER

AERO CLUB MISHAP — ANOTHER COMMAND

After three hours of flight on a cross-country, the pilot of an Aero Club Cherokee decided to land short of his intended destination due to a lower than expected ground speed and a higher than planned fuel consumption. The presence of haze and the lack of radio contact with airports along the route contributed to the pilot's decision. He was unable to locate an airport either visually or by using VOR radials. Fuel was now critically low. The pilot departed the area in which he was searching for the airport because of the surrounding mountainous terrain. He soon ran out of gas, but managed to land in the only suitable forced-landing field within eight miles. Damage was limited to the nose gear strut, lower cowling, and both wing tips.

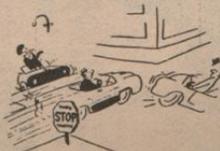
The pilot's preflight planning contributed to this incident. He estimated 3+40 enroute. Using the actual distance he intended to fly, the ETE should have been 4+10. Both of these ETEs exceeded the Club's three-hour maximum. In addition, his estimated fuel flow was 1.3 gph less than the owner's manual indicated for this flight. So much for flight planning.

When it became obvious that things were not going as planned, the pilot's decision to land was a good one. The problem was he didn't make that decision before his fuel state and the poor visibility limited his options. This pilot was instrument rated but apparently did not choose to gain altitude and ask for radar vectors or file IFR enroute when visibility became a problem. The airports he attempted to contact has only unicom radio. Unicom may not be manned continually, by anyone with aviation experience, or at all. Unicom is solely for the convenience of those using uncontrolled airports.

On the plus side, the forced landing went well, no one was hurt, and damage to the aircraft was minimal.

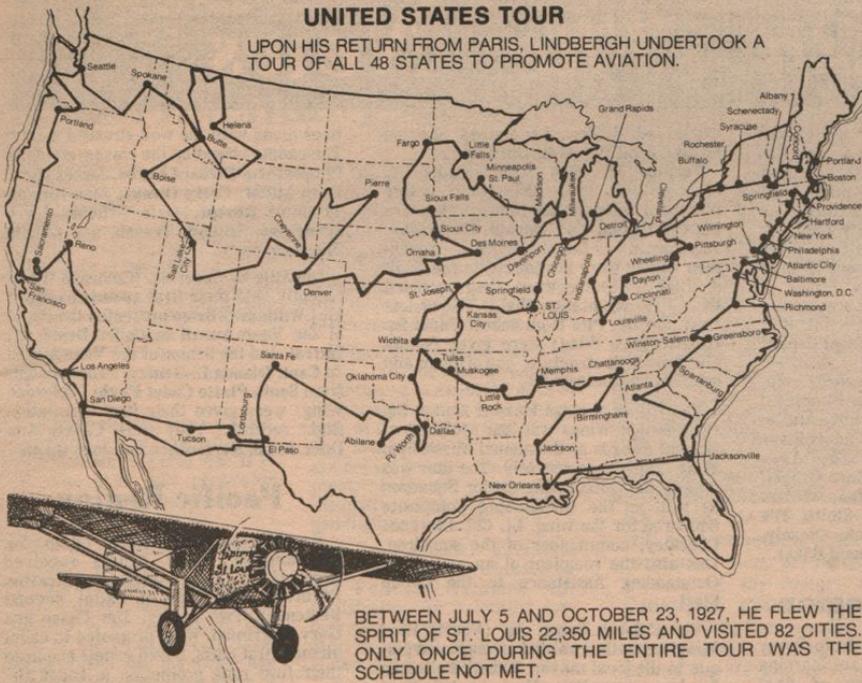
This particular club had a policy which allowed pilots with over 200 hours to clear their own flight plans. That policy has been changed to require the club manager or designated clearing authority to approve all flight plans.

FROM FLIGHT SAFETY AERO CLUB
HQ ATC, RANDOLPH AFB, TEXAS, NOV 76



UNITED STATES TOUR

UPON HIS RETURN FROM PARIS, LINDBERGH UNDERTOOK A TOUR OF ALL 48 STATES TO PROMOTE AVIATION.



BETWEEN JULY 5 AND OCTOBER 23, 1927, HE FLEW THE SPIRIT OF ST. LOUIS 22,350 MILES AND VISITED 82 CITIES. ONLY ONCE DURING THE ENTIRE TOUR WAS THE SCHEDULE NOT MET.

Lindbergh Memorial Fund Will Aid Others In Future

Fifty years ago, a young American named Charles A. Lindbergh startled the world: He flew the Atlantic alone, in a frail, single-engine monoplane, something which had never been done before. The flight required 33 lonely, weary hours.

His feat opened up the age of air travel, spawned new industries and developed millions of jobs. And, through his work in medicine, conservation and wildlife preservation, he helped improve the quality of life and the world in which we live.

Virtually everyone owes a debt of gratitude to this unique human being. To celebrate the 50th anniversary year of his flight, a number of outstanding

Americans who are prominent in many fields have formed a memorial committee and are seeking to establish the Charles A. Lindbergh Memorial Fund.

Proceeds of the Charles A. Lindbergh Memorial Fund will be awarded annually as Lindbergh Fellowships and Grants to deserving young scientists, researchers and explorers hoping to benefit mankind—among them, hopefully, another Lindbergh.

Co-chairmen of the Memorial Fund are retired Air Force Gen. James H. Doolittle and Astronaut Neil Armstrong.

Numerous special dinners and other events are being planned this year to help build up this

fund. If you would like to donate to it, send your contributions to: Lindbergh Memorial Fund 30 East 42nd Street New York, N.Y. 10017.

Those donating \$25 to \$99 will receive the Official Commemorative Medallion. Those donating \$100 or more will receive a facsimile of Lindbergh's New York-Paris map. It is a collector's item, signed and with notations by Lindbergh.

One of Civil Air Patrol's cadet achievements is named for Lindbergh. In its May issue, Civil Air Patrol News will publish further articles about Lindbergh and his historic flight.

Schedule Given For Demonstration Teams

(EDITOR'S NOTE: For the benefit of local CAP squadrons which may be planning special events this year, or who may wish to take advantage of the opportunity to see the military aerial demonstration teams, we are printing the schedule for these teams—the U.S. Army Golden Knights, the U.S. Navy Blue Angels, and the U.S. Air Force Thunderbirds—for the balance of the year.)

Legend: GK—U.S. Army GOLDEN KNIGHTS BA—U.S. Navy BLUE ANGELS TB—U.S. Air Force THUNDERBIRDS

Table with columns for month (March, April, May) and team (GK, BA, TB) listing demonstration dates and locations across the United States.

Table with columns for month (June, July, August, September, October, November) and team (GK, BA, TB) listing demonstration dates and locations across the United States.

'Spirit of St. Louis' Slated To Fly Again

ST. LOUIS, Mo.—Charles A. Lindbergh's "Spirit of St. Louis," which he flew from New York to Paris and later took on a triumphant tour of the United States in 1927, will fly again.

As part of St. Louis' official 50th anniversary celebration to honor Lindbergh and his historic accomplishment, a replica of the original "Spirit" will be flown on a four-month tour of 80 U.S. cities this year, according to a recent announcement. See map at left.

Also announced were the highlights of a three-day St. Louis area celebration of the 50th anniversary of Lindbergh's transatlantic flight. Up to 500,000 spectators are expected to gather May 22 under St. Louis' Gateway Arch for a riverfront airshow and fireworks display. A formal banquet for guests from throughout the United States and France will be held May 21 in the city's new Gateway Convention and Exhibition Center.

The replica of the "Spirit of St. Louis" has been built by the Experimental Aircraft Association Foundation of Hales Corner, Wisc., and will be unveiled in St. Louis in April, according to Clarence C. Barksdale, president of the Spirit of St. Louis 1927-1977, sponsor of the

celebration.

The national tour has been made possible by a grant to the EAA Foundation by the Spirit of St. Louis 1927-1977, a non-profit organization created by St. Louis area business and civic leaders to celebrate the 50th anniversary of Lindbergh's historic solo flight to Paris in 1927.

St. Louis will be the site on the weekend of May 20-22 of the official celebration of the Lindbergh flight anniversary. It was in St. Louis that Lindbergh received the financial and moral support he needed to build the original "Spirit of St. Louis" and fly it to Paris alone on May 20-21, 1927.

The EAA Foundation conceived the plan to build the replica and take it on a national tour, retracing the route the Lindbergh followed into 48 states in 1927. The idea for the tour is based on the EAA's "living museum concept" of taking aviation history to the people instead of depending on people to visit aviation museums.

The St. Louis group decided to make the tour possible as part of a nationwide campaign to "demonstrate that there is a new spirit of St. Louis," Barksdale said.

Author Of Comic Strip Writes Story Of Life

CAP Col. Zack Mosley is a charter member of Civil Air Patrol who helped found the organization. He is a veteran pilot and flew with CAP's Coastal Patrol during World War II, earning for himself an Air Medal for his civilian efforts.

He is also the author of the world-famous cartoon strip, "Smilin' Jack," an authentic aviation adventure strip which ran for 40 years. The strip, which was retired in 1973, was beloved by millions of aviation-minded readers over the world.

Now Zack has told the story of his years of flying and the background story of "Smilin' Jack" and how it came to be, his adventures in aviation and in producing the strip. He calls his book "Brave Coward Zack."

Why does he call himself a "brave coward?" Well, it seems that, originally, he was afraid to fly and only learned in order to make his strip authentic. But in later years, he flew hundreds of thousands of miles in his own airplanes and commercially as he travelled to nearly all parts of the world, gathering background material for "Smilin' Jack."

The book is available at the CAP Bookstore at a discount price to members. The regular price is \$6.95 plus 50 cents postage. The Bookstore price to members is \$5.95 and the Bookstore will pay the postage. This represents a saving of \$1.50. The book will be sent by U.S. Postal Service, Fourth Class-Book Rate. If you desire quicker delivery by United Parcel Service, enclose an additional 80 cents.

The book is published by Valley Press, Inc., 2135 First Avenue South, St. Petersburg, Fla. 33712.

Wyoming Unit Sets Up Mission Control Center

CHEYENNE, Wyo.—The AFA Falcon Cadet Sq. (Wyoming Wing) has set up an alternate mission control in support of Wyoming Wing headquarters, which is located here at Francis E. Warren AFB.

The mission control area has a briefing and debriefing area, a communications section, a ground team ready area, and air and ground control sections. The alternate mission control also doubles as a training center.

The AFA Falcon Cadet Sq. is training cadets in emergency services activities as a unit activity.

Take stock in America. Buy U.S. Savings Bonds

PEOPLE ...in The News

Northeast Region

Cadet Donna L. Gearl of the Bristol Comp. Sq. (Connecticut Wing) has been chosen the Outstanding Cadet in the Squadron for 1976 and was awarded a trophy by Col. Joseph Witkin, commander of the Connecticut Wing. Cadet Gearl also received the 101st Airborne Division, New England Chapter, President's Award for her assistance to the visiting Netherlands officials and members of the Dutch Airborne Association. . . . The East Providence Sq. cadets (Rhode Island Wing) recently participated in a Bristol Day Parade. After the parade the Rhode Island Militia of the Bristol Train of Artillery presented the Patriotism and Leadership Award to Cadet Richard Hill of the squadron. . . .

First Lt. William B. Manley, aerospace education officer in the Gen. Carl A. Spaatz Sq. (Pennsylvania Wing) has received a diploma from the U.S. Air Force's Air University. The certificate recognizes Lt. Manley's completion of the CAP-ECI Officer Course through the Extension Course Institute. . . .

Capt. Urban F. Lang, commander of the Bristol Comp. Sq. (Connecticut Wing) has been elected president of the New England Chapter of the 101st Airborne Division Association. The Bristol Sq. is sponsored by the chapter. . . .

Cadets of the Plainville Cadet Sq. (Connecticut Wing) recently participated in a local fund raising effort to aid a child suffering from cancer. The group helped with traffic control and other functions in a 46-hour coffee break. . . . Plattsburgh Cadet Sq. 1 (New York Wing) had a change of command at a recent meeting. Acting commander Capt. James Card relinquished the command to 2nd Lt. Acie Angel. . . .

Middle East Region

Several members of the Norfolk Comp. Sq. (Virginia Wing) recently completed the American National Red Cross Course in standard first aid and personal safety. Those participating were: Cadets David Kahn, Richard Houtwed, Matt McGruther, John Rejent, Russell Pennington, Michael Spalding, Scott Gross, Chris Brooks, Robert Collins, Joel Pitts, Kenneth Fontenot, Andrew Adler, Charles Franke, David Creager, T.R. Davidson, 2nd Lts. Terry Hadenham and Ronald Conrad, Senior Member Paul Ambrose and 1st Lt. Bernard Spalding. . . .

Two seniors and eight cadets from the Dover Cadet Sq. (Delaware Wing) recently completed the Emergency Care Course at Delaware State Fire School. The members who completed the three-month course are qualified as emergency medical technicians. Those participating include: 2nd Lt. Steve Madison, Senior Member Brian Adams, Cadets Rhonda Cantrell, Brian Collins, Tonecia Depp, Richard Downs, Shaun Knapp, Karen Stein, Romona Smith and Willie Wright Jr. . . .

Four cadets from the Fayetteville Comp. Sq. (North Carolina Wing) recently flew their basic flight orientation while a total of six cadets received an advanced multi-engine orientation flight at the Rose Aviation Hangar at Raeford Municipal Airport. Prior to the flights, the cadets viewed the pre-flight portion of a Sanderson ground school for private pilot's license. . . .

Thirteen cadets and three senior members of the Goldsboro Comp. Sq. (North Carolina Wing) recently visited the Radar Approach Control facility at Seymour Johnson AFB, N.C. The types of equipment in operation and the services provided by the facility to different aircraft were explained with the tour ending in an "over-the-shoulder" view of a precision approach landing. . . . In a ceremony held at Andrews Comp. Sq. (National Capital Wing) recently, Cadet Brian

Perry was promoted to the rank of cadet lieutenant colonel. The presentation was made by Capt. James Williams, squadron commander. . . . The East Captiol Cadet Sq. (National Capital Wing) has presented Stanley Brown, city manager for Washington, D.C., with a Certificate of Appreciation for his interest in Civil Air Patrol. . . . Mayor Henry James of Glenarden, Md., was recently presented a Certificate of Appreciation by Col. Rolf A. Mitchel, commander, National Capital Wing. . . .

Several members of the Howard Comp. Sq. (Maryland Wing) recently completed an extensive course in communications. Completing the course were Cadets Steve Bauernschub, Mike Block, Alen Blumenthal, Devon Brock, Marc Gronet, Gary Irving, John Kilgallon, Walter Murphy, Bob Platt, Stephen Smith, Ton Tague, Rose Zellmer, and John Olexely. The instructor was 1st Lt. Ronald Baker. . . .

Great Lakes Region

Cadet and senior members from Dover Bay Cadet Sq. (Ohio Wing) are learning the life-saving technique of cardiopulmonary resuscitation. The course is being taught by paramedic firemen of the Bay Village, Ohio Fire Department. . . . Members of the Louisville Comp. Sq. (Kentucky Wing) recently visited Wright-Patterson AFB, Ohio as weekend guests. During their stay, they toured the Air Force Museum, viewing aircraft displays ranging from the "Kittyhawk Flier" to the Apollo 15 Command Module. . . . The South Macomb Cadet Sq. (Michigan Wing) has presented awards and flight scholarships to six cadets in recognition of their participation and interest in the cadet program during 1976. Those receiving awards were Cadets William C. Blackaby III, Tim Brady, Tim Vander Molen, Mike Kerving, Gregory Williams, and Gerald Riesterer. . . .

Lt. Col. D.D. Woods, Great Lakes Region deputy commander, was recently invited to a special luncheon meeting with Air Force Lt. Col. Octavio Jordan, base operations officer, Wurtsmith AFB, Mich. Col. Jordan offered assistance in all phases of the cadet program including Michigan's summer encampment. . . .

During a recent awards dinner for the 621 Cadet Sq. (Wisconsin Wing) Cadet Jerry B. Thompson was named Cadet of the Year. A \$250 flying scholarship was won by Cadet Jeffrey S. Weis. He was selected by a review board on the basis of performance in the squadron. . . .

At the Ohio Wing Commander's Call held at Rickenbacker AFB recently, Lt. Col Susan H. Manning was presented with the Grover Loening Aerospace Award and the Gill Robb Wilson Award. Col. Manning is the commander to the Mark Shirk Comp. Sq. . . . The cadet section of the Michigan Wing has been presented with a \$1,000 gift from the Zonta Club of Detroit. Miss Lola May, president of the club, expressed appreciation to CAP for a fine organization and many "jobs well done." . . .

Southeast Region

The CSRA Cadet Sq. (Georgia Wing) was rated the number one cadet unit in the wing for 1976. This is the second consecutive year the unit has taken top honors. The squadron is commanded by Capt. Robert Young. The cadet commander is Cadet Albert Beveridge. . . . A group of members from Oxford and Tupelo, Miss., recently made a trip to visit the Memphis International Airport. During the tour, they were given a chance to see an Air National Guard C-130. Those making the trip from the Missoula Comp. Sq. were Cadets Keith Duff, Mark Duff, Brenda Franklin, Bill Sartor Jr. and Senior Member William R. Tubbs. Member of the Tupelo Sq. were Cadets Pat Burfield, Dutch Burfield, Nan Burfield, Dan Walker, Mike Wilson, Metro

Duke, Deb Walker, Lin Raines, Sharron Stillman and Maj. H.E. Burfield Jr. . . .

Peebles Jr. High School Cadet Sq. (Mississippi Wing) has four active members with similar names. They are Cadets Ronald and Donald Washington and Ronald and Donald Hughes. . . . Seventeen cadets were introduced to the thrill of flight recently when they received their first orientation flight. The cadets from the Dr. Pila High School Cadet Sq. (Puerto Rico Wing) were given details about aircraft structure, power-plant and handling characteristics. . . .

The Ocean Springs/Kessler Comp. Sq. (Mississippi Wing) was the recipient of several awards at the annual Mississippi Wing Conference recently. The unit was named the Outstanding Senior Squadron as well as the Outstanding Composite Squadron for the wing. Lt. Col. Clarence Checkley, commander of the squadron, was also the recipient of an award for Outstanding Assistance to the Group Staff. . . .

The Culebra Comp. Sq. (Puerto Rico Wing) recently awarded an engraved plaque to the local mayor, Ramon Feliciano for his outstanding efforts on behalf of Civil Air Patrol. Mayor Feliciano is also a first lieutenant in the local squadron. . . .

Southwest Region

Fourteen members and guests of Ellington Comp. Sq. (Texas Wing) visited the Federal Aviation Administration Air Traffic Control Center at Houston Intercontinental Airport recently. While there, the group was shown a film concerning air traffic control. Cadets attending the tour were Timothy Miller, Valarie Lukas, Chris Sorenson, Steve Skeide, Bob Balay, Tim Isaacson, Larry Streng and Anthony Robin. . . .

Several members of the Mid-Cities Comp. Sq. (Texas Wing) recently completed the Red Cross standard first aid and personal safety training. The classes covered over 10 hours of instruction, discussions, films, and practical training. Participating in the course were senior members Alice Thackerson, Mary Wheelock, Sandra Drinkard, Marian Jeter, Dennis Drinkard and John Schertz. Cadets participating included Eric Augsburg, Craig Castner, Theodore Heritage, Gregory Ries, Melinda Thackerson and Lori Veal. . . .

North Central Region

Cadet Patrick A. Retz of the Wichita West Comp. Sq. (Kansas Wing) was recently named Kansas Wing Cadet of the Year for 1976. Announcement was made, and a trophy presented at the Kansas Wing Conference. . . . Cadet Judy L. Milligan was honored recently at the St. Louis Comp. Sq. 1 (Missouri Wing) annual Dining-In Ceremony. Cadet Milligan, who is cadet commander of her squadron, was selected as the outstanding cadet of the year in the St. Louis area. She was presented with a plaque and a \$25 Savings Bond. . . .

Rocky Mtn. Region

Eight members of the Missoula Comp. Sq. (Montana Wing) recently hiked into the Lubrecht Experimental Forest for a winter survival exercise. The exercise included instruction in basic survival, shelter building and deep snow survival. Participating were Cadets Brad Allen, Robert Arntson, Matthew Martineac, David Knudson, Tom Polsin, Ken Couston, and Doug Mallary. Senior escort was 1st Lt. Ken Knopp. . . .

Cadets of the AFA Falcon Cadet Sq. (Wyoming Wing) attended a class in Flightline Safety and Procedures recently. The class taught operating prac-

tices along with the well-stressed safety. The cadets attending the class were Julie Christensen, Richard Eures, James Hare, Dean Miller, Cory Owens, John Rumpf, Timothy Rumpf, Dale Scheid, Jerry Snodgrass, William Treush, and Donald Zimmerman. . . .

The Mile Hi Cadet Sq. (Colorado Wing) recently held their first awards banquet. Maj. William O'Brien presented the Cadet of the Year Award to Cadet Dennis P. Darrah and the Senior of the Year Award to Capt. Dianna L. Gentry. . . . Three cadets from South Platte Cadet Flight (Colorado Wing) were given their first orientation flight recently. They were Cadets Ann Dent, Susan Kurtenbach and John Quinn. . . .

Pacific Region

Recently 10 Green River Comp. Sq. (Washington Wing) cadets received promotions. Cadet Melinda Stratton received the rank of cadet second lieutenant. Two cadets, Jim Chase and Gary Merriman, were promoted to cadet airman first class. Seven cadets acquired their first rank promotion to cadet airman. These are: Kevin Cordell, Jim Garlough, Henry Giejsbeek, Norman Lupkes, David Ulfers, Marc Vekos and Guy Widger. . . .

Capt. Marguerite Westover, commander of Pendleton Comp. Sq. (Oregon Wing) and 1st Lt. B.F. Mason were the featured guests on the popular A.M. Northwest television program recently. Capt. Westover and Lt. Mason were the guests of Jim Bosley, host of the program, and told the Civil Air Patrol story. The A.M. Northwest program is one of the highest rated programs in its time slot in the Northwest with a viewing audience estimated in excess of two million. . . . Cadet Wayne Steenson, a member of the Salem Comp. Sq. (Oregon Wing), has received the Certificate of Accomplishment. Steenson received the award from Col. Bobbie Girard, wing commander. . . .

Expanded interest in CAP activities in southwest Washington is reflected in the formation of a new squadron, the Cowlitz Co. Comp. Sq. The new squadron is located in the Kelso-Longview area. Senior Member Basil Bena will serve as squadron commander. . . . U.S. Air Force Capt. Ronald Pierre, operations officer for Washington and Oregon recently visited the Sandpoint Comp. Sq. (Washington Wing). A slide presentation was shown entitled, "I Believe in the Sunshine Even When it Rains." Help was asked for and received in mailing out 110,000 envelopes of Air Force recruiting material. . . .

Cadet Lane Gormley has recently joined the Paine Field Comp. Sq. (Washington Wing). He is a member of the Washington Wing Challengers program, an advanced emergency services program, where he holds the title of "Challenger Expert," the highest achievement in the Challenger program. . . . Cadet Gormley is a former member of the Bellevue Sq. (Washington Wing). . . .

Long Beach Senior Sq. (California Wing) won the 1976 Top Squadron of the California Wing Award. Wing Commander Col. Warren Barry presented the award to squadron commander, Capt. D. Richcreek, at the California Wing conference recently. . . .

Cadet Rick Moneymaker of the Tukwila Comp. Sq. (Washington Wing) recently earned his private pilot's license. Rick is now working on his combined commercial-instrument rating. . . . Cadet Brian Wolf, of South Long Beach Sr. Sq. (California Wing) soloed this past fall through a Group 7 scholarship. On his 17th birthday he was presented his solo wings and another 20 hours of flying lessons. Brian is now working on his Spaatz Award. . . .

Professional Group Honors Col. McNabb

PANAMA CITY, Fla.—Lt. Col. Betty W. McNabb, veteran of 23 years of service in Civil Air Patrol and Southeastern Region liaison officer between the region and the U.S. Coast Guard Auxiliary District 8, recently added another award to her impressive list of accomplishments.

Col. McNabb was named recently a Distinguished Member of her professional organization, the 18,000-member American Medical Records Association. The award, given in Toronto, Canada, at the International Congress on Medical Records 1976, was the ninth the organization has made since its founding in 1928.

Col. McNabb was cited for her continuing dedication to her profession over a period of more than 40 years. She is author of a textbook, "Medical Record Procedures in Small Hospitals," many articles in hospital as well as aviation publications, and is a busy lecturer on medical records science and on aerospace education.

Her audiences range from elementary school children to university aerospace education classes, civic clubs, military groups, federal employes, Girl Scouts—a Touchdown Club and a meeting of morticians.

She has participated in aerospace education workshops as student, staff member, co-director, director and lecturer, and has taught aerospace educa-

tion classes in high school and in university extension courses. Her main theme is based on her own colorful 25-year career in aviation, many of its highlights, she explains, having stemmed from Civil Air Patrol activities.

She emphasizes CAP's unique contributions to the nation in its cadet program, aerospace education and search and rescue missions, and communications. "I'm no woman's clubber, not even a women's libber," she comments, "but I believe that as a citizen of this nation, accepting its bounty, I should reciprocate, somehow, my country's countless gifts to me.

"So, I work in a service profession, medical records administration, and I have chosen Civil Air Patrol and the Coast Guard Auxiliary as my 'national-level civic clubs'."

Col. McNabb has held assignments in CAP at squadron, wing and region levels. She has flown hundreds of hours in one or the other of the five aircraft she has owned—on search and rescue, cadet or teacher orientation, logistics, support missions, and to CAP meetings. She has been a member of the Southeast Region staff since 1959.

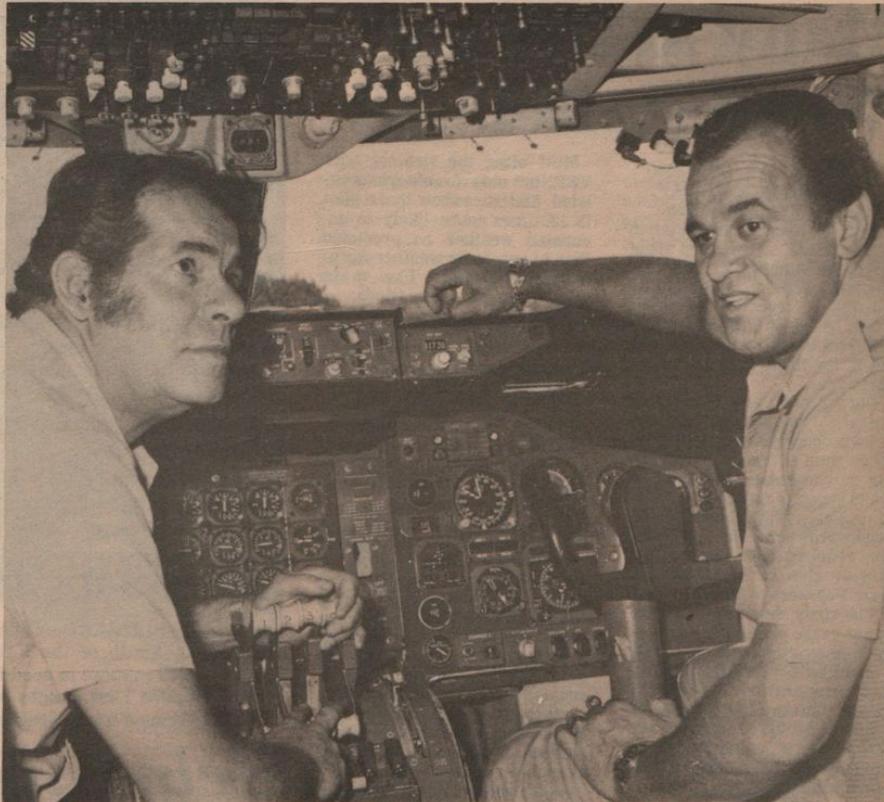
Her CAP awards include Meritorious and Exceptional Service Ribbons, one of the first Gill Robb Wilson Awards, the National Commander's Citation and the Senior Member of the Year Award.

She also holds a National Commodore's citation from the Coast Guard Auxiliary and is air operations officer for the 8th Coast Guard Auxiliary district. She was a member of the Women's Advisory Committee on Aviation to the Federal Aviation Administration and is an accident prevention counsellor.

She is a past president of the Ninety Nines, international women pilots organization, and was 10 years a member of its Board of Directors.

Col. McNabb is believed to be the first woman graduate of the Air Force War College nonresident course, enrolling as a CAP officer. She has logged 6,400 hours pilot time and holds SMEL, glider, SES, instrument, CFI and CFII on a commercial rating.

Says Col. McNabb: "I intend to stay in CAP as long as they'll let me!"



BRAZILIAN CAP—Patrolha Aerea Civil, the Brazilian equivalent of America's Civil Air Patrol, will be reactivated on April 16, according to information from J. Roberto Adriani, right, its new national commander. Adriani is a member of the American Aircraft Owners and Pilots Association, an honorary captain in CAP-USAF, and was one of the pioneers of CAP-Brazil. Paulo Couto, left, maintenance chief for Pan American at Viracopos Airport, Brazil, is national vice commander. Brazil's CAP is patterned after America's Civil Air Patrol and even uses an emblem which includes the CAP-type three-bladed propeller. CAP-Brazil apparently is interested primarily in search and rescue.

Member Gets Valor Medal

SIOUX FALLS, S.D.—Senior Member Emmett Hofer, a member of the Huron Comp. Sq., Huron, S.D., was awarded Civil Air Patrol's Bronze Medal of Valor in a recent ceremony here.

Hofer earned the award through his heroism in rescuing four young people, one of them his own son, from a plane which crashed on his farm and burned. In disregard for his own safety, he rushed to the burning plane and pulled the two young men and the two girls in the plane to safety.

Three of the four spent many months in the Ramsey Burn Center at St. Paul, Minn.

Col. Lester W. Snyder, South Dakota wing commander, made the presentation.

Cadets Brighten Christmas For Aged Maryland Pair

HILLSIDE, Md.—Christmas Eve loomed dark and gloomy for Mr. and Mrs. Thacker. Having no electricity, water or heat in the little shack Mr. Thacker had built for his bride more than 60 years ago, the elderly couple retired early.

The old pot-bellied stove grew cold in the little living room. Wood was too precious to waste heating the house at night.

At 6:30 p.m., there came a knock at the door. Mrs. Thacker answered it, wearing the coat she wore to bed to keep warm. On the sagging porch stood two Civil Air Patrol cadets from the Andrews Comp. Sq. (National Capital Wing). Cadet Brian Perry, cadet commander of the squadron, had enlisted his

brother, Cadet Leslie Perry, and their parents to help deliver food and clothing the squadron had collected for the couple's Christmas treat.

Knowing the couple had no means of entertainment, Cadet Brian Perry purchased a battery-operated radio so the couple could enjoy the music of Christmas and news throughout the year.

Each month, cadet and senior members of the squadron "look

after" the aging couple. Food and clothing are collected and wood is cut and delivered on a recurring basis. Each spring and fall, work details are organized to clean up the yard and patch up things around the place.

The members are willing to do anything they can to make life more pleasant for the old people they have fondly "adopted." Mr. and Mrs. Thacker have grown fond of the young men and women and they delight in recognizing familiar faces.

Little can be done for the Thackers, but the members feel the attention they can give is better than knowing that they are sitting lonely and desolate in the little shack the Thackers call home.

Invest In Your Future Buy Savings Bonds

SMILING JACKS

AERO-ASTRO ANSWERS (53)

1. L'I CHICKUMS YOU CAN NEVER FLY OVER NORTH POLE BUT MISS SUPERSONIC SUE SAY A BIRD DID!

2. NO, FAT STUFF, I SAID THAT ON MAY, 9, 1926, A FOKKER FVII-3M TOOK OFF FROM A NORWEGIAN ISLAND, SVLABARD SPITSBERGEN KING'S BAY!

3. THE PLANE WAS COMMANDED BY RICHARD E. BYRD AND PILOTED BY FLOYD BENNETT!

4. NAVIGATION WITHOUT LAND-MARKS WAS PERILOUS AND ONE ENGINE SPRUNG AN OIL LEAK--

5. -- BUT THEY COMPLETED THE ROUND TRIP FLIGHT, AND BECAME THE FIRST MEN TO FLY OVER THE NORTH POLE!

NEXT: WHAT UNUSUAL CRAFT WAS NEXT TO FLY OVER THE NORTH POLE, AND WHEN?

ASKED BY BOB WORMALD-- SINGER ISLAND, FLA.

CLIP FOR REFERENCE

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ZACK MOSLEY

(Courtesy of Zack Mosley and Chicago-N.Y. News Syndicate)

Many Accidents Weather-Related

By RICHARD Y. COSTAIN
Lieutenant Colonel, USAF
Rocky Mountain Region

The National Transportation Safety Board is concerned about the large number of weather-involved general aviation accidents. A recently completed study based on 7,856 accidents indicates the late winter and spring is the most dangerous time of the year.

During April and May, more nonfatal, weather-involved accidents occurred than during any other time of the year. Beginning in November, the accident trend began to rise and peaked in May. From May, the trend was downward until the low point was reached in November. The largest rise in accidents was from February to March!

The study shows the most frequent cause of weather-involved general aviation accidents to be "inadequate preflight planning and preparation." Statistics reveal that most of these accidents occurred during landings, that is, either during the landing roll or during leveloff and touchdown.

Connecticut Cadet Gets Top Award

HAMDEN, Conn.—Civil Air Patrol Cadet David Tipping, a member of the West Haven Comp. Sq. (Connecticut Wing) received the Gen. Carl A. Spaatz Award recently in a ceremony at the Connecticut Wing conference.

The presentation was made by Air Force Brig. Gen. Billy M. Knowles, a member of the Air Force Reserve.

Cadet Tipping is the son of Mr. and Mrs. Leslie Tipping of East Haven, Conn. He is 18 and a senior in high school. He has been a member of Civil Air Patrol since 1972.

Most often the weather was VFR, but unfavorable winds existed. Statistics show that a pilot is 12 times more likely to encounter weather as predicted than to encounter weather worse than predicted. The main problem appears to be winds.

Unfavorable winds were cited five times more frequently as an accident cause than were low ceilings, and 16 times more frequently than was thunderstorm activity! Recent accident investigations indicate that wind shear near the ground may have contributed to several previously unexplained accidents.

Wind shear is difficult to forecast, but may be anticipated near severe weather such as thunderstorms, fast-moving fronts, and when strong, gusty winds exist. Pilot reports are one of the best sources of information on wind shear. If wind shear is suspected, be certain to contact recently departed aircraft or agencies able to provide PIREPs as these are the best sources of current information available on wind shear.

As a result of its findings, the Safety Board urges general aviation pilots to attend the various safety seminars, clinics, and courses of instruction sponsored by both government and industry. For familiarization purposes, there is no substitute for visiting National Weather Service and Federal Aviation Administration facilities to determine what information is available and the means by which it can be obtained. Remember, we are in the midst of the most dangerous time of year.

The board urges all pilots—including Civil Air Patrol pilots—to postpone any flight until a timely and thorough preflight weather briefing can be obtained, and reiterates that if there is any doubt, DON'T GO!



HELP IN BLIZZARD—Cadet Lisa M. Fisher, left, of the Morgantown Comp. Sq. and Cadet Arthur J. Smith of the Fairmont Comp. Sq. load cardboard cartons of fresh water for distribution to those in need following a blizzard in West Virginia. A dairy in the Morgantown area supplied 1,000 gallons of water packaged in milk cartons for the purpose. The cadet in the background is not identified. (Photo by Capt. James Malov)

Help Given Two Persons During Blizzard Conditions

MORGANTOWN, W. Va.—Civil Air Patrol emergency service actions were instrumental recently in bringing help to two persons in this area who could possibly have lost their lives when a blizzard swept through northern West Virginia.

In responding to calls for help, West Virginia CAP members in this area set up patrols along highways to assist stranded motorists and established teams to deliver supplies to stranded families.

The first instance of help to someone who could have lost his

life occurred when Capt. Robert T. Peake and his crew from the Wheeling Comp. Sq. were requested to open a private lane—more than a mile in length—so that a heart patient could be moved to a hospital. This was done quickly and the patient was moved to where medical help was available, possibly saving his life.

The second such instance happened when 1st Lt. Clayton S. Dolina, 2nd Lt. Kermit J. Miller and a cadet from the Madison Comp. Sq., patrolling a road near Wadeston, spotted a car lying in a ravine. Reeling out some 150 feet of cable from their power wagon, they hauled the vehicle and its woman occupant to safety. With the temperature hovering near zero at the time, the passenger would probably have frozen to death had she not been rescued.

In responding to the call for help following the blizzard, 1st Lt. Adolph M. Poston Jr., com-

mander of the Morgantown Comp. Sq. opened a headquarters here. He then established communications with 1st Lt. Donald H. Hirsch, mission coordinator at Wing Headquarters in Charleston, and with the state Office of Emergency Services. Local liaison was maintained with the sheriff's office and with the Army National Guard.

Fuel oil, coal and drinking water were the items most requested by stranded families, and four-wheel-drive vehicles were most effective in delivering these items over roads clogged with drifted snow.

A local dairy packaged 1,000 gallons of drinking water in cardboard containers. CAP crews loaded the cartons and delivered them to the Army National Guard for distribution throughout the storm-swept area.

One CAP team, carrying coal to a needy family, went as far as possible by truck, then hand-carried the sacks of fuel up the side of a mountain.

Name-Dropping Okay For Ohio Wing Unit

BELLEVUE, Ohio—Members of the Firelands Cadet Sq. 1602 (Ohio Wing) may be accused of name-dropping, and with just cause.

Monday through Friday of each week, Squadron 1602's name is mentioned along with such famous names as Paul Newman, The Eagles, Shirley MacLaine, The Runaways or Laverne and Shirley.

Each day, Civil Air Patrol co-hosts "Earth News," a syndicated celebrity talk show from Hollywood.

Host Lou Ervin's guests range from the top stars of Hollywood and television to the biggest names of the recording industry.

First Lt. Rick Loveridge, squadron information and

recruiting officer, is program and production director of WNRR (ABC) Radio in Bellevue. He knew that one sure way to get the CAP message across to everyone of every age was to have that message presented along with bits of chit-chat with the stars. So he arranged to have a CAP recruiting message in every show.

That message must be catching the public's ear. Squadron 1602 has more than tripled its cadet members and doubled the number of senior members.

Cadets of Squadron 1602 may be firmly rooted in aerospace studies, but for 15 minutes each day, they are among the stars.



DF TRAINING—Senior Member Stanley D. Pike, left, instructs Cadet Thomas M. Kowalke in use of direction-finding equipment used to detect ELT (electronic locator transmitter) signals. The demonstration was part of a class conducted to teach cadet members of Los Alamitos Cadet Sq. 153 (California Wing) use of such equipment. Following the class, the cadets were given the problem of locating a hidden ELT—which they did promptly. SM Pike is leadership officer for the squadron.

CADET AWARDS

Mitchell Awards—February 1977

Linda L. McCullough.....	01090	Daniel B. Keebler Jr.....	22048	Luz D. Gerena.....	52015
T. D. Donaldson.....	01090	Brad W. Estes.....	24037	Rafael Rivera.....	52015
Randolph P. Hover.....	02056	Jocelyn J. Cobb.....	25051	Pedro P. Gonzalez.....	52015
Cecil G. Davis.....	03046	Alvin L. Dyson.....	25051	Agnes Ortiz.....	52015
Terry Scott.....	03059	Eric G. Hook.....	27040	John D. Escobar.....	52015
Daniel R. Marin.....	04138	Mary Serven.....	29035	Iliana R. Garcia.....	52015
Mark J. O'Neill.....	04384	Ann Marie E. Dolci.....	29087	David Canales.....	52015
Kelly W. Davis.....	05023	Donna M. Anthony.....	29088	Frank R. Cruz.....	52015
David P. Rizzio.....	05015	Christopher J. Padich.....	31153	Rafael Melendez.....	52015
David C. Island.....	06022	David F. McDonald.....	31188	Arzuaga J. Pinero.....	52015
Scott Sanslo.....	06022	Brian D. Crouse.....	31227	Gladys Ferreira.....	52015
Gary L. Doggett.....	07004	Blake D. Devold.....	34015	Milton Burgos.....	52015
Andrew J. England.....	07008	David R. Standley.....	34070	Luz O. Lebon.....	52015
Michael J. Enderle.....	07011	Kenneth E. Kiger.....	34114	Elvis H. Negron.....	52022
Timothy J. Edwards.....	08033	Lisa A. Hayhurst.....	34186	Ramon Cruz.....	52022
Robert C. Sreksis.....	08050	Vernon F. Caldwell.....	36037	Alberto Velazquez.....	52022
Ira Nolan.....	08089	David P. Rader.....	36073	Gary A. Morales.....	52022
Audrey Green.....	08117	Jeffrey A. Krey.....	36078	Carlos M. Colon.....	52022
John B. Upton.....	08274	Robert W. Manley.....	37018	Donald Lugo.....	52022
Nancy A. Collop.....	08303	E. J. Carter.....	37060	Hector J. Nazario.....	52022
Rex T. Moffat II.....	10096	E. A. Petrovitz.....	37067	Juan A. Lugo.....	52022
John Grage.....	11011	Michael F. Dibattista.....	37093	Maria E. Rosado.....	52022
Richard J. Brenner.....	11011	Dana L. Vallmont.....	37226	Nilda L. Alvarado.....	52022
Richard J. Severino.....	11011	Lynn S. Vallmont.....	37226	Carlos B. Perez.....	52022
Frank T. Domina.....	11226	Daniel P. Watson Jr.....	37226	Juan Toro.....	52022
Curtis D. Evans.....	12123	Kent A. L. Wood.....	37226	Angel L. Irizarry.....	52022
Paul W. Logston.....	12184	Raymond Hoosey.....	37246	Edna I. Seda.....	52022
Elaine K. Hoch.....	14078	Everett D. Maples.....	37246	Serafin Melendez.....	52071
Patricia A. Barrett.....	14092	Mark D. Baugh.....	39019	Reinaldo Tollents.....	52071
John M. Cox.....	16007	Robert M. Balay.....	43098	Ulises M. Velez.....	52077
Joe P. Strehl.....	16010	Dana L. Smith.....	42115	Guillermo Sotomayor.....	52077
Donald C. Marrero Jr.....	18010	Ricky J. White.....	42115	Luisa E. Ramos.....	52077
Mark T. Murphy.....	18039	Mike A. Truitt.....	42295	Manuel A. Porcell.....	52077
Richard J. Corley.....	19057	Paul M. Andrus.....	45017	Jose L. Melendez.....	52077
Wolftram H. Volpi.....	19059	Douglas C. Atkinson.....	45091	Jorge L. Liquez.....	52077
Paul E. Blackaby.....	20038	Richard F. Spalding.....	45108	Manuel B. Dominguez.....	52077
Thomas L. Miron.....	20038	Sherry A. Seymour.....	46018	Jimmy Colon.....	52077
Patrick D. Dwyer.....	20145	Robert L. Powell.....	46069	Edgardo Aleman.....	52077
John M. Easterly.....	20176	Michael T. Kerwing.....	20038	Pedro J. Galacay.....	37068
Debbie S. Tarbet.....	20237	Mark A. Oidham.....	21017	Darren J. Barscheski.....	37068
James E. Borowicz.....	20249	Dan A. Boll.....	23004	Tim Hawes.....	37080
Brenda J. Smith.....	20259	R. M. Goldschmidt.....	23004	Bryan S. Hardy.....	39014
Tim S. Hendrix.....	21017	Vernon L. Martin Jr.....	23004	Charles L. Packard.....	39014
Paul H. Schmidt.....	21094	Steven H. Kennedy.....	25053	Tracey A. Brannon.....	42274
Marc K. Hughes.....	22047	Clinton L. Hartner.....	26062	Donald A. Mitchell.....	45091
Kathleen D. Berry.....	22047	Gavell McLean Jr.....	29003	Susan D. Ellis.....	46018
David W. Lamm.....	22048	Reginald A. Nau.....	31076	Jerry B. Thompson.....	48121
		Randy J. Petyak.....	31236	Louise-Ann P. Serra.....	51030
		Irene M. Siedarczyk.....	31292	Evelyn Cruz.....	52062
		Thomas E. Opfell.....	34070	Pedro Rivera.....	52091

Earhardt Awards—February 1977

John M. Gupton.....	01075	Joseph K. McDonald.....	18004	David W. Breidenbach.....	35071
Rose-Mary T. Grzasko.....	02070	John J. Carter.....	18049	Suzanna M. Schwartz.....	37026
Mary Tapell.....	02095	Michael T. Kerwing.....	20038	Joseph A. Dewald.....	37049
Michael J. Nowak.....	08015	Mark A. Oidham.....	21017	Guy R. Galacay.....	37068
John V. Kelley Jr.....	08084	Dan A. Boll.....	23004	Darren J. Barscheski.....	37068
Brian C. Reed.....	08122	R. M. Goldschmidt.....	23004	Tim Hawes.....	37080
Charles S. Elder III.....	08123	Vernon L. Martin Jr.....	23004	Bryan S. Hardy.....	39014
Joseph R. Vazquez.....	09033	Steven H. Kennedy.....	25053	Charles L. Packard.....	39014
Lionie D. Hardy.....	11020	Clinton L. Hartner.....	26062	Tracey A. Brannon.....	42274
Douglas W. Rockar.....	11042	Gavell McLean Jr.....	29003	Donald A. Mitchell.....	45091
Terry D. Coppotelli.....	11205	Susan D. Ellis.....	46018	Jerry B. Thompson.....	48121
C. B. Kirkpatrick.....	11212	Reginald A. Nau.....	31076	Louise-Ann P. Serra.....	51030
Robert A. Innis.....	11262	Randy J. Petyak.....	31236	Evelyn Cruz.....	52062
David W. Waugh.....	13002	Irene M. Siedarczyk.....	31292	Pedro Rivera.....	52091
Thomas H. Norris.....	16019	Thomas E. Opfell.....	34070		

Cadet Gets Nomination

BOYERTOWN, Penn. — Richard A. Magners, who was formerly active as a cadet member here of the Gen. Carl A. Spaatz Comp. Sq., has received a nomination to the U.S. Naval Academy at Annapolis, Md.

He was nominated by U.S. Rep. Gus Yatron (D., Penn.) and will be considered by the academy along with nine other nominees of Rep. Yatron.

Magners is currently attending Pennsylvania State University where he is majoring in geological science. He is a midshipman fourth class in the

Naval Reserve Officer Training Corps there and holds a scholarship under the Marine Corps option of the NROTC. He is slated to take part in the spring training cruise with the guided missile destroyer, USS Buchanan.

A 1976 graduate of Boyertown Area High School, he was a member of the school band and was cadet commander of his CAP unit here. He directed the Squadron's Ranger land rescue team and its rifle team. He holds a radio license from the Federal Communications Commission.

Coloradan Gets Medal Of Valor

U.S. AIR FORCE ACADEMY, Colo.—Civil Air Patrol's Bronze Medal of Valor was awarded recently to CAP Capt. Neal D. Johnson by Air Force Col. E. J. Zulauf, assistant deputy chief of staff for operations at the academy, on behalf of CAP's national commander.

Johnson was cited for his heroic action on Jan. 5, 1975, when he rescued a little girl who had been swept out to sea on a Hawaiian beach.

With complete disregard for his own safety, Johnson plunged into the surf. By the time he reached the girl, she was semiconscious and had swallowed a considerable amount of water. He administered first aid, then towed the child back to shore through the rough water.

There he continued giving first aid. Johnson's quick thinking and immediate rescue effort saved the girl's life.

Johnson, a member of Civil Air Patrol since 1964, is currently the leadership officer for the Colorado Springs Cadet Sq.

Johnson, outside of Civil Air Patrol, is an Air Force staff sergeant assigned as non-commissioned officer in charge of Airman Records. He is the son of Mr. and Mrs. Don Johnson of Carlsbad, N.M.



MEDAL OF VALOR—CAP Capt. Neal D. Johnson, right, holds the citation certificate for the CAP Bronze Medal of Valor awarded to him by Col. E. J. Zulauf, USAF, left.

Chainsaws Dangerous Because Of 'Kickback'

By 1st Lt. DONALD A. LOCKWOOD
Safety Officer
New Hampshire Wing

With more and more people getting into the wood-cutting game for home heating, a large group of inexperienced and casual chainsaw users has developed. Chainsaws are extremely useful and relatively safe if used with normal

precautions and common sense.

However, there is a serious, little known and extremely dangerous fault inherent in chainsaws. This is known as "kickback," and causes fully one-third of all chainsaw injuries. The purpose of this article is to explain how this happens and how to avoid it, or at least how to avoid injury if it should occur.

First and most important, recognize the danger area of the cutter bar. This is the top half of the nose of the bar. If this portion of an operating saw hits something, there is an immediate and forceful reaction that causes the saw to kick back toward the operator with the possibility of serious injury.

Kickback is caused by the little non-cutting "depth gauges" digging into an object as they come over the top of the bar and start down around the nose. In this position, they protrude and will bite into anything they touch. As the moving chain tries to stop, most of its energy suddenly kicks the saw away from the object. This happens so fast that the operator still has the throttle open. If he cannot maintain control over the saw, he could be in serious trouble.

The most common source of kickback is that small, hidden limb that suddenly catches the upper quadrant of the bar nose. Another strong possibility is attempting to cut a 24-inch tree with a 12-inch saw (as advertised). You are working with the cutter bar buried in the tree, and anything can happen.

Some design changes in chains and attached nose guards have reduced the chance of kickback, but since most people are still using older models, here are some mistakes to avoid:

—A loose grip or no grip on the front handle.

—Failing to wrap your thumb under the front handle.

—Improper saw sharpening that forms a "hook" shape on the teeth.

—Failure to round off the depth gauges after filing them.

—Standing directly in line with the cut.

Remember, try to keep the danger area of the bar away from the work. A good firm grip on the front handle will minimize your danger when the inevitable occurs.

Canadian Cadets Join CAP Survival School

HONEOYE, N.Y.—Canadian cadets from two units in the Hamilton, Ontario, area, joined CAP cadets from the Ontario Comp. Sq. here at a weekend winter survival school at Egypt Valley Camp in South Bristol, according to CAP Capt. Flavia Joy Frost, commander of the CAP unit.

The two Canadian units were the 2866th Lorne Scots Cadet Corps, commanded by Capt. David Banks, and the 735th Firebird Sq., commanded by Capt. Fred Hopkinson.

Lt. Col. Leonidas L. Maxim-

ciuc, commander of CAP's Rochester Group, commanded the encampment which was divided into two group—basic cadet training and advanced cadet training.

The basic cadet training included classroom study and practical field exercises in personal hygiene, field sanitation, shelter construction, care and prevention of frostbite, evacuation of injured persons, care and use of cutting tools, knots and ropes, fire building, and land search and rescue techniques. The cadets studied the various activities in the classroom then moved to the field for demonstration and practice.

The advanced cadet training included both cadets and senior members who had completed the basic course the year before. These members, sent into the field in groups of four or five, had to survive for 24 hours, using the techniques learned the previous year.

Each cadet was given a first aid problem to work on during the encampment and was graded on the thoroughness and completeness of the exercise. Lt. Col. H. Vedder, wing land rescue training coordinator from the Albany group, acted as advisor.

Ten CAP units from the New York Wing were represented at the training plus the two Canadian units. A total of 88 persons attended the weekend exercise—24 senior members and 64 cadets.

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NEC Meets In Washington

Photos By
MSgt. Russ Brown

(See Stories, Pages 1 and 2)



BREAKFAST—Lt. Gen. William G. Moore, left, Brig. Gen. Thomas C. Casaday, CAP national commander, and Col. L.H. McCormack, right, of the Southeast Region, enjoy a buffet breakfast prior to the NEC meeting. Gen. Moore, assistant vice chief of staff, USAF, at the time of the photo, has been nominated for a fourth star and is slated to become commander-in-chief of the Military Airlift Command on April 1.



DISTINGUISHED SERVICE—Col. Robert H. Wilson, left, former Illinois Wing commander, receives Distinguished Service Award for his services and contributions as wing commander from Air Force Brig. Gen. Carl S. Miller, CAP executive director.



THREE IN A ROW—Col. Oscar K. Jolley, center, Southeast Region commander, receives Distinguished Service Award and congratulations from Brig. Gen. Thomas C. Casaday, left, CAP national commander, and Air Force Brig. Gen. Carl S. Miller, CAP executive director. Col. Jolley was honored for having led his region in winning the No. 1 Region Award three years in a row.



SAFETY AWARD—John Sewell, right, acting chief, Flight Standards, General Aviation Division of FAA, presents the FAA Flight Safety Award to Civil Air Patrol. Accepting the award is Brig. Gen. Thomas C. Casaday, CAP national commander.



COUNSELLOR—Nuard Norton, right, chief, Accident Prevention Program, General Aviation Division, FAA, presents certificate to Air Force Brig. Gen. Carl S. Miller, CAP executive director, naming the general an "Honorary FAA Accident Prevention Counsellor."