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. 14-19, 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
- 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 or FCC Restricted Radiotelephone Operator Permit (FCC-755) 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 lives were saved Feb. 17 when an Idaho ground team located two women who were lost in the Cour 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 nighttime.

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 aircrew flew the blood from the Bonfils Blood Bank in Denver to members of the Blood donors' club.

Colorado Wing Busy During Late Blizzard
COLORADO SPRINGS, Colo. — 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 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, Col. John F. MacDonald commander of the Colorado Wing. Col. MacDonald's appointment included a permanent promotion to Colonel.

The following deputy region commanders were promoted to the temporary grade of colonel: Col. W. Bernard Godlove, Rocky Mountain Region; Col. R. John P. Sopher, Southwest Region; Col. John P. Sopher, Southwest Region; Col. Donald Sumner, North Central Region; Col. Robert A. Swenson, Rocky Mountain Region; Col. R. John P. Sopher, Southwest Region; Col. Donald Sumner, North Central Region; Col. Robert A. Swenson, Rocky Mountain Region.

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.

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. 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 regional commander for approval. If approved, the appointment is neither automatic nor mandatory, the wing and region commanders will have the option of being selective in recommending reinstatement.

An incentive to continue without a break in service, the grades will not be automatically reinstated prior 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 Wing 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.

In North Carolina and Texas

Two Christian Encounter Conferences Slated

MAXWELL AFB, Ala.—Two Air Force-sponsored Christian Encounter Conferences will be held this summer, depending on considerations of Col. (Robert H. Beckley, CAP national chaplain. The 1977 conferences will be conducted at two locations—Columbia College, Columbia, South Carolina, and the Kutztown University, Kutztown, Pa.

The conferences are designed to appeal to the youth who wish to 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 presentations, hiking and tours of local historical sites. Commanders and directors of cadet programs should keep in mind that the Christian Encounter 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 uniforms 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 CAPR 36-1.

Grade Reinstatement

The NEC also approved a recommendation by the Uniform Committee that cadets be allowed to wear certain obsolete materials and shades at all functions except national activities.

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 badges be allowed to wear certain materials 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 CAPR 36-1.

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 for outstanding leadership and service to the school.

The 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

PORTLAND, Ore.—Applications are being accepted for the National Episcopal Reserve Cadet Command School. This course is open to all CAP cadets and senior members who wish to apply for escort duty must submit their applications on CAP Form 31 with a registration fee of $20. Senior members must be 21 years old prior to the first day of registration in order to qualify. At least one escort is required for each 10 cadets accepted.

All applications will be approved on a first-come, first-paid basis.
Three Schools Slated For Pacific Region

The Pacific Region will be sponsoring three schools this summer: the Western Cadet 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 training requirements. The school will be held on the campus of the University of California, Irvine, from June 19 to 29. 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 directly to the Pacific Region Headquarters, Attention PFTT.

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. Applications should forward $60 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 28 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 PFTT, F.O. Box 456, Los Alamitos, Calif. 90720.

Six Added To Save List

(Continued From Page 1)

the State Highway patrol waiting at Buckeye 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.

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, is invited to inspect the work of the Sundown Cadet Sq. which the squadron conducts and the map check was part of his briefing. The squadron flies every 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 fight. Capt. True is a retired professor of Electrical Engineering. (Photo by Maj. Donald Holhausen)

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 of a life saving effort which they called “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.

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.

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.
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. He earned the Air Medal for his service 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 Chamber of Commerce. He was a member of the Daytona Beach Bermudian Club, relating many fascinating tales of the early days of Civil Air Patrol.

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.
**Members Get To See Experimental Planes**

LOUISVILLE, Ky.—Members of the Experimental Aircraft Association (EAA) 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 polystyrene construction and a World War II P-40. The P-40 was recently from an abandoned gunnery range in Alaska.

One of the most impressive aircraft on the tour was the French-designed Emarande. At first sight, the Emarande appeared to be a versatile 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 polystyrene Varieze Schickli owned, and the P-40, the squadron also examined a nose of the lakes balsa, and an interesting matched pair of Mustang flis.

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

Before the squadron ended the tour, the members volunteered to assist the EAA at its annual fly-in to be held this year at the Army Air Force Base at Shawnee, Ky., in mid-May. Although plans are not yet definite, the CAP unit expects to assist EAA members in flightline operations and flightline security.

An "experimental aircraft" is one which is not certified by the Federal Aviation Administration for unlimited use, including home building. 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 Capt. Roger Wendt, chairman 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 note to the squadron. He indicated that Marshall’s ties to NASA and the aerospace industry, and CAP’s outstanding program were among the factors in having the program accepted by the school system.

**Virginia Pilot Tells It Like It Was**

Hurricane Gave New Meaning To ‘SARCAP’

By CAPT. FRANK HAAS, CAP
Virginia Wing

Most CAP folks 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, REDCAP ing takes on special meaning the majority of the time. In the simulated mission, an aircraft had been identified and the CAP mission coordinator was called in to help with the search.

The search started in our hangar at Shannon Lake Academy in Tazewell, Va. A few hours of flying up and down the mountains and the high ridges can provide all the adventure a light plane pilot is liable to wish for in a lifetime. “More over birds, even swimming in your jow.” Flying in close proximity to slopes such as these requires power, maneuverability and skill to keep you going. For me, it was a good way to expose our problem areas and provide a way for the entire base team to participate in the process of analyzing the mission.

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 cumulonimbus “granny”-as. This combination has claimed the lives of a lot of pilots, some with thousands of hours of flight time. More food for thought.

Eventually, the “target” was localized to a field in which we had sighted the “downed” aircraft. As you might surmise, the aircraft was based there—where of course we learned after the fact who the owner notified. There is a lesson in there somewhere. Anyway, back to Agnes.

I spent the next few days after the hurricane had passed flying from the State Police headquarters in Richmond, Va. This is a quaint little “pea pick,” 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 the bridge was completely flooded. Fortunately, few houses were badly damaged. Our first sortie was a photo mission. We were assigned to a General Electric executive working with the Civil Defense and Radio Communications Agency. Although there were no problems, our dispatchers over the radio for some days later a “ham” operator mentioned hearing of some very good pictures taken over the bridge. That was a “Red Dog” from Richlands, Va. 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.

So we simulated dispatching ground teams, interviewing the probable next of kin and giving them the results of our search. Eventually, the “target” was located 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 come up with the best “hunch.” It pays to consider seriously every theory.

Mission flying is not all glory. Low visibility was a way to provide aches and pains, and will challenge the most experienced air crew members. 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 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. Sqqs. 1 and 2, has been busy recently putting Civil Air Patrol on the air.

The Senior Sq., assisted by the Composite Sqqs. 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.

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 the Composite Sqqs. 1 and 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. Boushchard, 1st Lt. G. M. Hethocote and John Craddock, and Cadet Judy Milligan.

In addition to being a Civil Air Patrol member, Finik, a former Russian army sergeant and now an engineer, says that he is like a "swimming pool," as well as all bases in the area.

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.

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ANALYSES 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, says that he is like a "swimming pool," as he grew up in the Russian army.

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.

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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.

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 "Interpretive Reporting," MacMillan: NY.

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.

TRAINING

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

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 upgrading.

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.

CHAPLAIN

7. MEMO TO ALL ECCLESIASTICAL ENDORSENG 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
CAP Fetes Senators, Representatives

Photos By MSgt. Russ Brown
At Annual Reception In Washington

See Stories, Pages 1 and 2
ADMINISTRATIVE INCENTIVE AWARD PROGRAM

The purpose of planning airlift.

When the publication of CAPF 57, "Files Maintenance and Disposition

Among the various uses of the uncontrolled traffic radio, the following are some

AERO CLUB MISHAP — ANOTHER COMMAND

After three hours of flight on a cross-country, the pilot of an Aero Club Cherokee decided to

The airports he attempted to contact has only

On the plus side, the forced landing went well,

In addition, his estimated fuel flow was 1.3 gph

ETEs exceeded the Club's three-hour maximum.

When it became obvious that things were not

The problem was he didn't make

The presence of haze and the lack of radio contact with air-

He soon ran out of gas, but managed to land in

because of the surrounding mountainous terrain.

When it became obvious that things were not

the owner's manual indicated for this

less than the owner's manual indicated for this

so much for flight planning.

When it became obvious that things were not

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In addition, his estimated fuel flow was 1,3 gph

less than the owner's manual indicated for this

So much for flight planning.

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
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, the world in which we live. His feat opened up the age of air travel, spawned new in- patrols, and made a hero of a young American named Charles A. Lindbergh.

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 retired veteran and flew with CAP's Coastal Patrol during World War II, earning a Coast 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.

Schedule Given For Demonstration Teams

EODITORS 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.

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 the 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 50,000 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 on 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 of Hales Corners, Wis., 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 businessmen 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 in May 20-21, 1927.

The EAA Foundation conceived the plan to build the replica and take it on a national tour, re-tracking the route Lindbergh followed into 46 states in 1927. The idea for the tour is based on the "Spirit of St. Louis flying museum concept" of taking aviation history to the people instead of expecting 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.

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PERRY was promoted to the rank of cadet lieutenant colonel. The presentation was made by Capt. James Williams, squadron commander. Cadet Perry, of the Chippewa Comp. Sq. (National Capital Wing) has been a member of the squadron for the past three years. The presentation was made on the occasion of Cadet Perry's tenth year of active service in the Civil Air Patrol. Cadet Perry is a member of the Civil Air Patrol's National Executive Committee and has received numerous awards for his contributions to the Civil Air Patrol.

**Northeast Region**

Cadet Donna L. Gearl of the Bristol Comp. Sq. (Connecticut Wing) has been selected as the Outstanding Cadet in the Squadron during the recent winter training exercise. Cadet Gearl, a junior at the University of Connecticut, is a member of the squadron's Finance Committee and has been active in community service projects. She has also been selected as the Outstanding Senior Squadron Member of the Year by the squadron.

**Middle East Region**

Several cadets of the Norfolk Comp. Sq. (Virginia Wing) recently completed their winter training exercise at the U.S. Air Force Academy in Colorado Springs. The cadets provided assistance to the Academy's Civil Air Patrol squadron, which is stationed at the Academy's campus. The cadets served as air traffic controllers, ground controllers, and other functions in support of the Academy's training mission. The cadets received Certificates of Appreciation from the Academy's Civil Air Patrol squadron.

**Southeast Region**

The CSRA Cadet Sq. (Georgia Wing) was selected as the number one squadron in the wing for 1976. This is the second consecutive year that the squadron has been selected as the top squadron in the wing. The squadron was recognized for its outstanding performance during the year, which included successful completion of various training exercises and missions.

**Rocky Mt. Region**

Eight members of the Missoula Comp. Sq. (Montana Wing) participated in the Labrechert Experimental Forest for a winter survival exercise. The exercise included a survival training course, shelter building, and deep snow survival. Participating cadets were Cadets Brad Allen, Robert Trahan, Matthew Martin, David Kudzoun, Tom Polival, Ken Courson, and Doug Mullany. The exercise was conducted in collaboration with the U.S. Forest Service and the Montana Conservation Corps.

**Pacific Region**

Recently 10 Green River Comp. Sq. (Washington Wing) cadets received promotions. Cadet Melinda Stratton received the rank of 2nd Lt., the highest rank for a cadet in the squadron. Cadets were also promoted to 1st Lt. and 2nd Lt. rank. The promotions were awarded based on the cadets' outstanding performance during the recent winter training exercise.

**PEOPLE in the News**

APRIL 1977

CIVIL AIR PATROL NEWS
Dakota Wing commander, made Center at St. Paul, Minn. months in the Ramsey Burn safety. and pulled the two young men he rushed to the burning plane In disregard for his own safety, crashed on his farm and burned. his own son, from a plane which through his heroism in rescuing Valor Medal

Member Gets Valor Medal

SIoux FALLS, S.D.-Senior Member, Emmet L. Hoffer, a member of the Huron Comp. Sq., Huron, S.D., was awarded Civil Air Patrol Hospital as well as aviation publications, and is a busy lecturer on medical records and on aerospace education. Her audiences range from elementary school children to university aerospace education classes, civic clubs, military groups, Boy Scout and Girl Scout-a Touchdown Club and a meeting of morticians. She has participated in aerospace education workshops at student, staff member, co-director, director and has taught aerospace education 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 a woman’s clubber, not even a woman’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.”

“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 as a 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 Commander’s citation from the Coast Guard Auxiliary and is a 41-year CAP veteran as an operations officer for the 41st 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 councilor.

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 CFI, glider, S2S, instrument, CFI and CFI on a commercial rating.

Says Col. McNabb: “I intend to stay in CAP as long as they’ll let me!”

Brazilian Cap—Patrulha Aerea Civil, the Brazilian equivalent of America’s Civil Air Patrol, will be reactivated on April 16, according to information from L. Robb Wilson, 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.

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 beating 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 aged 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

(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 increase 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 worse than 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, it is certain to contact recently departed aircraft or agencies able to provide PIREFs 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 methods 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 Fairmount 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 Maloy)

Help Given Two Persons During Blizzard Conditions

MORGANTOWN, W.Va.—Civil Air Patrol emergency service actions were instrumental 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., commander of the Morgantown Comp. Sq. opened a headquarters area. Here he established communications with Lt. Donald H. Hirsh, 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. Cadet crews loaded the cartons and delivered them to the Army National Guard for distribution throughout the storm-affected 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 Shirley MacLaine in print media. The same familiar celebrities are heard on such radio and television as “Earth News,” a syndicated celebrity talk show from Hollywood.

Host Lou Ervin’s guests range across to everyone of every age. The CAP message is getting across to everyone of every age. The CAP message is getting across to everyone of every age. The CAP message is getting across to everyone of every age. The CAP message is getting across to everyone of every age. The CAP message is getting across to everyone of every age. The CAP message is getting across to everyone of every age. The CAP message is getting across to everyone of every age. The CAP message is getting across to everyone of every age. The CAP message is getting across to everyone of every age. The CAP message is getting across to everyone of every age. The CAP message is getting across to everyone of every age. The CAP message is getting across to everyone of every age. The CAP message is getting across to everyon
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 bar. If this portion of the operating saw is being touched, there is an immediate and forceful thrust that can rip the operator’s hand away from the cutter bar, 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 chains try 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 seriously injured.

The most common source of kickback is that small, hidden depth gauge that catches the upper quadrant of the bar nose. Another strong possibility is attempting to cut a 24-inch tree with a 18-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 them, kickback is still a danger. There are some mistakes to avoid:

- A loose grip on or grip of the front handle
- Failing to wrap your thumb under the front handle

Improper saw sharpening that forms a “hook” shape on the teeth.

- Failing to round off the depth gauges after filling 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.

BHONEOEY, 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, Indiana, according to CAP Lt. Col. J. Lockwood, commander of the CAP unit.

The two Canadian units were the 395th Lorne Scots Cadet Corps, commanded by Capt. David Banks, and the 752nd Firebird Sq. commanded by Capt. Fred Hopkins.

Lt. Col. Leonidas L. Maximian, commander of CAP’s Rochester Group, commanded the encampment which was divided into two groups—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.

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 cadet units. A total of 88 persons attended the weekend exercise—24 senior members and 64 cadets.
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."