Kaduna, AB, Japan—The first overseas Civil Air Patrol squadron was chartered in Kadena recently at the Kadena Officer's Open Mess here on the island of Okinawa.

Designated the Okinawa Cadet Sq., the new unit has been set up on a one-year trial basis to determine the viability of expanding CAP to overseas locations.

Col. Earl S. Barnett III, commander of the Air Force's 18th Combat Support Group, which will host the new CAP squadron, presented the charter activating the organization to CAP Capt. William H. Russell, who commands the squadron.

The unit will provide training to young people on Okinawa with emphasis on military training, aerospace education, first aid and survival training and search and rescue procedures.

The Okinawa Cadet Sq. insignia, designed by unit member Kuenapa Kenner, features a red Toli gate on a yellow background, a blue star and a spangled stripe running diagonally through it. The patch has the words "Civil Air Patrol Okinawa" and a blue number one signifies that it is the first overseas CAP unit.

The squadron has been active for two months and has already participated in several activities. In addition to regular weekly meetings, the cadets have toured a Strategie Air Command KC-135 Stratotanker, a flight simulator and the base Radar Approach Control facility.

Although the cadets will not be able to participate in pre-flight training and flight training, they hope that arrangements will be made for pre-flight training for orientation flights aboard Air Force aircraft.
Generals Reassigned

(Continued From Page 1)

1973 to serve at Pope AFB, N.C. During this assignment, he attended Squadron Officer School at Maxwell.

He completed combat crew training in June 1973 and then served a tour of duty in Korea as a B-26 pilot. He next became Flight Transition Training Officer at Bolling AFB, D.C., and in 1975 was integrated into the Regular Air Force.

From 1975 to 1977, he served tours of duty in the Pentagon, in Turkey, at Travis AFB, Calif., and attended Air Command and Staff College.

From 1977 to 1982, he served as commander of the 608th Military Airlift Sq. in Vietnam. From 1973 to 1974, he served in a number of different assignments at Scott AFB, Ill. He then became commander of the 61st Military Airlift Support Wing in Hawaii, and served as Military Airlift Command Liaison to the Commander-in-Chief, Pacific, and Commander-in-Chief, Pacific Air Forces. He became Commander of the 88th MAG in June 1976.

Gen. Gardner is a command pilot with more than 13,000 hours flying time in a variety of aircraft. His decorations include the Legion of Merit with one Oak Leaf Cluster, the Bronze Star Medal, the Meritorious Service Medal, Air Medal, Joint Services Commendation Medal, and the Army Commendation Medal.

He is married to the former Erlyn Brown, also of Sioux Falls. They have three children.

Search Covers Two-State Area

HUGO, Okla.--Wreckage of a Piper Cherokee and the bodies of three crash victims were found Sept. 4 near this southeastern Oklahoma city.

The aircraft, on route from Harlingen, Tex., to Olathe, Kan., was reported overdue for a refueling stop at McAlester, Okla., on the evening of Sept. 28.

Texas and Oklahoma Civil Air Patrol units started searching for the aircraft early the next morning. CAP units from Kansas and Louisiana joined the search in Oklahoma.

Parts of the bodies were scattered as far as 60 feet from the crash site. Wreckage of the aircraft was found more than a mile away.

Civil Air Patrol units from four states flew 200 sorties, involving 125 aircraft, for 769.1 flying hours during this mission.

Harry Edwards, 40, and his son, Bradley, 13, both of Leawood, Kan., and Joyce Brandon, 34, of Kansas City.

A search aircraft is serviced in preparation for a flight in search of a downed aircraft near the southeastern Ohio city of Lancaster.

DISPATCHER--2nd Lt. Doris Miller, deputy commander, Lee County Comp. Sq. (Florida Wing) dispatches ambulances and other emergency vehicles from the communications office of Lee County Emergencies Services under instructions of Charles Vogelsong, radio dispatching officer. Under a recently instituted program of mutual training, volunteer CAP squadron members take 20 to 30 hours of training. Their assistance enables qualified medical technicians to be released from communications duty during emergencies. (Photo by 1st Lt. John R. O’Connor)

Awards Given For Outstanding Service

(Continued From Page 1)

manders, from individuals and schools, upon their achievements in Civil Air Patrol, and upon demonstrated leadership ability.

Cadet Condit is a member of the 102nd Cadet Sq. (Idaho Wing) and has been a CAP member since 1972. The 18-year-old cadet serves as administrative officer for her squadron.

Other awards presented during the National Board meeting included the annual Brewer Awards, and recognition of the Cadet Squadron of Distinction and the four runners-up for this honor. This year, the Cadet Squadron of Distinction was the Ewa Beach Cadet Sq. (Hawaii Wing).

New Clothing Items Now Available By Mail

MAXWELL AFB, Ala.--The newly authorized grade epaulets and the long-sleeve blue shirt are now available in the Bookstore. All grades and sizes are available. All back orders have been filled.

If you have delayed submitting your order, now would be the ideal time to get it in.

Ordering information is as follows:

- Epaulets, Male, Cat. No. 1007--$4.95 pair.
- Epaulets, Female, Cat. No. 1007E--$4.95 pair.
- Shirt, Male, Cat. No. 1007A--$10.95 each (must include size and sleeve length.)
- Overblouse, Female, Cat. No. 1007B--$12.95 each (order in even-numbered sizes only, i.e., 6, 8, 10 etc.)
- Package Offer, Male, Cat. No. 1007C--$14.95 (one shirt, one set of epaulets--male).
- Package Offer, Female, Cat. No. 1007D--$14.95 (one overblouse, one set of epaulets--female).

LAFCASHER, Ohio--A 10-day search by elements of six Civil Air Patrol wings, that began Sept. 18 after an aircraft was missing on a return flight here from White Sulphur Springs, W. Va., was suspended Sept. 28, without finding any trace of the pilot or his aircraft.

The pilot did not file a flight plan.

In addition to CAP units from Ohio and West Virginia, the search involved personnel from Virginia, Maryland, North Carolina and the National Capital Wing.

Although low clouds and rain hampered search efforts for part of the time, 371 sorties, involving 132 aircraft and 1,064 persons, were made. Both senior members and cadets took part. Ground vehicles were also used in the search.

At one point the search, which had been suspended, was temporarily resumed to investigate a sighting along a highway. However, when sighted the object proved to unrelated to the search.

(Continued From Page 1)
SPIRIT OF ST. LOUIS—Cadet Denise Edwards of the Thunderbird Comp. Sq. (Texas Wing) helped provide security and information for the public when the touring replica of Charles Lindbergh's aircraft was at Houston's Hobby Airport recently. Civil Air Patrol units all over the nation have given similar support to the aircraft, operated by the Experimental Aircraft Association, on its national tour in commemoration of the 1927 Lindbergh flight to Paris 50 years ago.

Ninety-Nines Raise Money For CAP

MIDDLETOWN, Del. — The Delaware Chapter of the Ninety-Nines Inc., a national organization of women pilots, held a very successful "Pennies-A-Pound Day" earlier this year at Summit Airpark here for the benefit of Civil Air Patrol's Delaware Wing Building Fund. The use of 12 planes was donated for the day. They were flown by 15 male pilots, including Maj. Jack Zimmerman of the Delaware Wing, and one woman pilot, Jan Churchill, a member of the Ninety-Nines and also Civil Air Patrol. A total of 430 rides were given during the day. As a result, the Delaware Chapter of the Ninety-Nines presented the Delaware Wing a check for $1,000.

Two Targets Increase Exercise's Challenge

NORTH HOLLYWOOD, Calif. — A two-day SARCAP was planned and hosted recently for Southern California Civil Air Patrol units by San Fernando Airport Sq. 38 at its San Fernando Airport base. Los Angeles Group 1 personnel sponsored and participated in the exercise. Directed by Lt. Col. Floyd Hayes, mission base coordinator, the exercise followed a prepared script. The search was for a "missing" Cessna 172, carrying four persons from Hesperia to Santa Barbara.

For practice and challenge, targets were constructed in two different areas, said Capt. Beth Hughes, Group 1. On the first day the 80-foot cross, designed of foil with an emergency locator transmitter (ELT) in its center, was placed at Piru Lake in Los Padres National Forest, and the following day another was located in the San Gabriel Mountains near Acton.

Senior members and cadets assisted Col. Hayes on the mission staff. Their duties included administration, ground and air operations and debriefing. There was also a ground crew which included a medical officer and team. Radio communication between ground and air was maintained continuously.

Adding clues and realism to the exercise, a "hiker" stopped in to report that he had observed a plane in the area of Piru Lake which had been circling and spluttering until it disappeared behind a hilltop.

The imaginary aircraft was found by four air crews in each location on both days. Sixteen sorties and 34 hours were logged for an area covering 350 square miles of Southern California mountains and desert.

Mission control officers from the California Wing staff on hand to supervise the mission base activities were Lt. Col. Betty Decker, Capt. Delight Miller and Capt. Rod Latimer.

New York Pilots Meet For Safety

ARDSELY, N.Y. — Westchester County Airport was the site of a new activity in September when the Westchester Group participated in the semiannual Pilots Information and Safety Seminar. It was conducted by Capt. Matthew Zuccaro, Wing's emergency services officer for the group. Zuccaro is also commander of the Westchester ARMS Senior Sq. and president of Air Rescue Med-evac System of Westchester Inc., a private corporation that coordinates rescue activities within the county and adjacent areas.

Seminar participants heard an address by Lt. Col. Eugene McArdle, safety officer for the New York Wing, on flight safety programs in the New York Air National Guard and the International Aviation Corporation. Both organizations have contributed space to the Group for SAR activities and administrative duties. Maj. Allan Pogorzelski, group commander, extended his thanks to the New York ANG for the use of its base and to all seminar participants for their dedication to air rescue and to future safe flying.

Computer Takes Over CAP Cadet Contracts

MAXWELL AFB, Ala. — The cadet program will make a major change in processing achievement contracts in Phases I and II at National Headquarters beginning Jan. 1. The computer will eliminate some 37,000 individual transactions by three different staff agencies annually by processing completed contracts one through seven and triggering subsequent contracts in master form directly to the individual cadets.

The new procedure will eliminate submission of individual $1.50 payments and order forms to receive the next contract. Many past errors in contract inputs will be eliminated since the computer will print the cadet's name, rank, serial number, unit number, contract number and completion requirements on the new contract before it is sent to the cadet.

The new system will require a fee of $32 for the new member, which will include membership dues for the first year, study materials for Phases I and II, and cost of contracts one through seven.

Further details will be printed in the December issue of Civil Air Patrol News.

FREE CATALOG

For a free government catalog listing more than 200 helpful booklets, write: Consumer Information Center, Dept. B, Pueblo, Colorado 81009.
National Commander’s Comments

Inquiries and Complaints

By THOMAS C. CASADAY
Brigadier General, CAP
National Commander

National Headquarters has been directly involved in numerous congressional inquiries and personal complaints thus far in 1977. Fortunately, the number of congressional inquiries for 1977 has decreased somewhat over last year, but the number of personal complaints has increased substantially. Many of the congressional complaints received and processed by National Headquarters are the result of misunderstandings, lack of communication between Civil Air Patrol members, misinterpretation of directives and policies or unfamiliarity with the proper procedure for presenting a complaint.

Quite often a member will write directly to a member of Congress or to National Headquarters without attempting to resolve his problem at the lowest possible level as outlined in CAP Regulation 123-2. This regulation establishes adequate policies and procedures for resolving complaints through the unit commander, to the wing commander, and/or region commander. Should the region commander consider a matter serious enough to warrant final decision by the National Commander, the complaint will then be forwarded to National Headquarters for resolution.

I urge each of you to give this system an opportunity to work by following the guidance established in CAP Regulation 123-2 rather than indiscriminately writing directly to a member of Congress or National Headquarters. In short, let us air our own “dirty laundry” in-house. The right of any Civil Air Patrol member to correspond with members of Congress is not questioned. The bulk of this correspondence, however, is often detrimental to Civil Air Patrol objectives and tends to give the corporation a stigma of not caring about our members. Such is not the case; we do care about each member.

Should you have a complaint that cannot be resolved orally, then write it down. Perhaps before submitting through proper channels, it would be wise to wait a day or two then review what you have written. You may then determine that your complaint was merely a misunderstanding due to a lack of communication.

Unit commanders must be especially attentive to potential problems in their units. If an individual does present a complaint, the unit commander must be empathetic, patient, and especially a good listener. Prompt handling is most essential. Perhaps the unit commander can readily resolve the problem, but should this prove to be impossible, then the complainant should be encouraged to submit the matter in writing through proper channels for investigation and resolution.

Once again, let us all work together to resolve our differences at the lowest possible level. Please give management an opportunity to help you and our great organization before writing directly to a member of Congress or National Headquarters.

Cadets Train For Emergency Service

GASTONIA, N.C. — Cadets from four North Carolina squadrons participated recently in an emergency services training encampment sponsored by the 11th Air Rescue and Recovery Sq. of Charlotte. Cadets came also from the Asheville, Raleigh-Wake, and Winston-Salem Comp. Sqns. The training site, Kings Mountain just west of here, proved to be a challenge. Cadets received training in hiking and camping skills, map reading and land navigation, mountain climbing and rappelling, crash site security, emergency locator tracking procedures, and helicopter construction.

The cadets were exposed first to rappelling at the Charlotte Fire and Police Training Academy. The cadets were airlifted to the academy where they rappelled from the 80-foot fire training tower. This initial exposure prepared them for the actual mountain rappelling which they performed later in the encampment.

One of the more important aspects of the training programs was the instruction in map reading and land navigation problem. After an hour-long class, the cadets were transported to locations approximately three miles from the base camp. Using the skills taught in the class, the cadets then had to utilize map and compass to find their way back to the training area.

Divided into two groups, the cadets did themselves proud by travelling over mountains, through thick undergrowth, and across swampy areas, completing the trek in about four hours. Both teams arrived at the training site within 15 minutes of each other.

Training in crash site security was also an important part of the training. Cadets were told how to help secure an accident area, how to deal with the news media, and how to mark the area to prevent intrusion from unauthorized persons. They also learned how to build an emergency bivouac.

At the conclusion of the encampment, the cadets were asked whether or not they thought the training was a worthwhile activity. The responses were overwhelmingly favorable.

Continued on page 30

Louisianians Want To Trade News, Patches

LAFAYETTE, La. — The Lafayette Comp. Sq. (Louisiana Wing) is interested in exchanging copies of its newsletter and wing patches with any other interested units.

The purpose is to exchange knowledge and ideas with other Civil Air Patrol units.

They are assembling a patch collection to be displayed at wing headquarters.

The address is:

Lafayette Composite Squadron (10)
Civil Air Patrol (La Wing)
P.O. Box 2322
Lafayette, Louisiana 70502
UP AND OVER—Every morning before sunrise the cadets tackle the confidence course. The exercise is designed to test their motivation and teamwork, as well as give their muscles a workout.

HIGH CLIMB—Scaling this open framework challenges the cadets’ physical vigor.

SPLASH—A rope swing over a water obstacle is one of the feats to be met on the daily confidence course. Although some persons didn’t make it all the way across on their first try, daily repetition of the obstacle gave them sufficient experience to be successful later on. Course instructors were always standing by to assure that no one was hurt on the course.

Pennsylvania Cadets Become Rangers

Story and Photos by
IST LT. RAYMOND KAMINSKI
Pennsylvania Wing
Ranger Section

HAWK MOUNTAIN, Pa. Despite record high temperatures, stifling humidity and periods of torrential rain, the training went on as usual here at the National Emergency Assistance Training school. This year, the school’s 21st of operation, more than 270 cadets and seniors from 22 Civil Air Patrol wings participated.

These people studied and practiced the fundamentals of ground search and rescue, mountain evacuation, team leadership, first aid and communications. Other courses offered were basic, advanced and expert Ranger training, field medic, emergency medical technician, Ranger team commander and senior training.

Vigorous physical training was demonstrated in a variety of search and rescue situations. Teamwork is constantly emphasized and proven during survival hikes; the longest being 25 miles in three and half days. This is the way it is done for nine days so that Civil Air Patrol Rangers may be able to faithfully live up to the Ranger motto “These things we do, that others may live!”

CAMP OUT—Trainees in the Ranger program learn how to survive in a long-term field situation. Self-reliance in the field is one of the factors covered during two-day survival hikes.
Encampment Provides Rigorous Survival Training

MINNEAPOLIS, Minn. — During a busy day here, as many as 90,000 cars may cross the Mendota Bridge over the Mississippi River between Minneapolis and St. Paul. But beneath all that traffic, a virtual wilderness exists in a state park which stretches along the river and which contains the remains of an old fort. Were it not for the traffic noise and the roar of jets overhead, a visitor could get the feeling of being miles from any town.

And here, in Ft. Snelling State Park, the North Central Region staged its Blue Beret Encampment this summer.

The Blue Beret Program was begun in 1967 by Col. William B. Cass, then commander of the Iowa Wing and now North Central Region Commander. Purpose of the program is to motivate cadets and to provide emergency services training for qualified cadets and senior members and is intended to provide trained personnel to meet these needs.

This year, more than 60 CAP members participated in the encampment. They came from seven different wings, including Kansas, Iowa, South Dakota, Illinois, Missouri, Wisconsin and Minnesota. The training was rigorous and taxed the physical and mental abilities of the participants.

During the first week, personnel were fed at the Airman’s Dining Hall at the Air Force installation at Minneapolis — St. Paul International Airport. Because of the dining hall schedule, the day began at 5 a.m. During the second week, all food was cooked at the encampment.

The days ended at about 11 p.m. However, the cadets being told to go to bed was no sign they might stay there. A midnight march might be called — and sometimes was — which ranged from two to six miles in length. There were times when it rained and the roads were a sea of mud. But the night march went on.

In this atmosphere, the cadets underwent two weeks of intensive training in a variety of subjects, taking home with them much information and experience to be used in their home units. The training included the Red Cross First Aid Course; two days of radiological monitoring taught by Civil Defense personnel; search and rescue techniques; survival; communication; the use of ropes in rescue work; physical fitness; leadership; rappelling; field navigation and compass reading; and a number of others.


Squadron Uses Trailer As Food Service Center

COLUMBUS, Ohio — When someone tells members of Heselton Cadet Sq. 802 (Ohio Wing) to “think big,” he is taken at his word. The proof is in two vehicles, a semi-trailer and a 32-foot box truck, which recently were acquired by the squadron. Both will be put to good use.

After a year’s work as mess officer for Type B encampments and search and rescue tests, 1st Lt. Bob Conner decided it was time to better operations. After unsuccessful attempts by the wing liaison officer to secure a trailer through Air Force channels, Lt. Conner started a one-man campaign to get such a vehicle through the community.

Numerous telephone calls and personal contacts were made with officials of local and major trucking firms. After nearly a month, he finally met with success through the Suburban Motor Freight Co. of Columbus. Within a matter of days, the trailer was delivered, loaded with equipment, and the “kitchen on wheels” was transported to Ross County Airport in Chillicothe, SARB base for southern Ohio, to make its debut at Sector D Type B encampment.

Equipped with three gas stoves, a refrigerator, shelving for food storage, tables and soon-to-be-installed fluorescent lighting, the trailer enables Lt. Conner and the squadron to provide food service for 100 or more cadets, as well as food and supplies for the encampments and missions.

It was in the search for a “mobile command post” that a mobile vehicle, a discarded recreation vehicle, was discovered. With a little elbow grease and some paint, 1st Lt. Rich Hartigan, the squadron commander, and Lt. Conner hope to see Heselton Cadet Sq. 802 one of the first squadrons within the wing with a mobile command post.

BUSY DAY—California Wing cadets had a busy day while undergoing inspection recently. At the same time they were studying their SOPs. It was an exercise to familiarize the cadets with what to expect at regular summer encampment at Vandenberg AFB, Calif. A few male cadets managed to squeeze into this formation from the all-girl Burbank Angel Comp. Sq. Scene is at Group I Headquarters at Hollywood-Burbank Airport.

Cadets View Space Shuttle

LOS ANGELES, Calif. — Highlight of a three-day, three-night weekend recently for 53 cadets of the California Wing’s Group 1 was a trip to watch the first solo flight of the space shuttle, Enterprise, at Edwards AFB, Calif.

One unit, North Hollywood Comp. Sq. 3, had a preview of the event as guests of the San Fernando Valley Press Club where they heard John S. Latzin, a test engineer from Rockwell International’s Space Division, explain the details of the orbiter launch and its possible relationship to future life on earth.

Under the leadership of 1st Lt. Russell R. Hanson Jr., Cadet Programs officer, and other senior members, the cadets bussed overnight at group headquarters at Hollywood-Burbank Airport. They left together at 4 a.m., Aug. 12, to be on hand when the orbiter separated from the mother craft on its initial flight.

The rest of the week was spent in pre-encampment activities, to familiarize the cadets with the upcoming encampment at Vandenberg AFB, Calif.

New members of California’s only all-girl CAP unit, Burbank Angel Comp. Sq. 63, were among those introduced to drill, inspection and the mess hall where they were served by male cadets.
The new CAP film spot features CAP ground rescue and will be ready for distribution shortly after the first of the year.

If you request the call letters of the local television station(s) you are going to service, we suggest that you check on new CAP radio spots in the “Bulletin Board” section of the “Civil Air Patrol” column as soon as possible after the announcement. Requests for spot announcements will be served on a first-come, first-served basis. All tapes of CAP radio spots have been distributed for this year.

Re: some obvious errors in the organization charts and the Air Force-CAP corporate handbook. These errors are also reflected in the CAP Forms 19 and 19a. A new test and answer key is available in the near future. A letter will be sent to all wings delineating which slides in the CAP/National Headquarters/OI, not DAP, control Recruiting Guide, 7 October 1977, supersedes CAP 11, September 1974. CAP/National Headquarters/OI, not DAP.

CIVIL AIR PATROL SUPPLIES, October 1977, and the Air Force-CAP corporate handbook. This list is not complete. Other areas of caution include how to hold the prop, how to stand, where to stand, etc. These areas must not be ignored. Consult a well-qualified person for additional advice. Remember, you are dealing with a meat cleaver!

As far as CAP is concerned, let there be no question. Unless a qualified person is at the controls, PROPPING is a NO, NO!
Officials of CAP, Association of Rescue Squads, Red Cross and North Carolina Highway Patrol study plans for disaster relief exercise.

RALEIGH, N.C. — A statewide disaster relief exercise, staged in September, involved a number of agencies here in North Carolina, with Civil Air Patrol playing the major role.

Other agencies which participated included the North Carolina Civil Preparedness Agency (civil defense), the Federal Aviation Administration, the American National Red Cross, the North Carolina Association of Rescue Squads, the Salvation Army, and the North Carolina Highway Patrol.

The Emergency Operating Center (EOC) was in downtown Raleigh where officials of the various participating agencies gathered to plan, oversee and watch the exercise. A number of Civil Air Patrol squadrons in the state took part from remote points, flying reconnaissance flights in the wake of a simulated missile attack on the state, and performing other tasks which would be involved if such an attack was real. A CAP radio network supplied communications.

The photographs on these two pages were made at the EOC in Raleigh and at Raleigh Airport where one of the CAP squadrons participating in the exercise was based.

Photos by MSgt. Russ Brown

Civil Air Patrol and FAA officials study plans for possible emergency airlift under SARDA plan following "missile attack" on the state.

The Salvation Army comes through—with food for participants in North Carolina disaster relief exercise.

Highway Patrol official, CAP officer plan possible rescue and evacuation routes for "attack" victims.
Exercise Involves Number of Agencies

CAP officials at squadron level study map of "attack" area as part of planning for reconnaissance flight.

Air Force officer assigned to evaluate Civil Air Patrol's role in exercise makes notes prior to writing his report.

CAP officer waits for incoming radio message to be completed. CAP radio network supplied vital communications.

Weather was important part of exercise. Here a senior member checks board which lists weather for airports along eastern coast of United States.

Civil Air Patrol pilot uses huge wall map of North Carolina to plot exact course he will follow in flight as part of exercise.

Aircraft is also given once-over to insure it is not contaminated with radiation.
COMPTROLLER
1. FEDERAL CREDIT UNION SAVINGS ACCOUNTS. Units located on military installations should consider the use of federal credit unions when opening savings accounts. Credit unions traditionally pay higher interest than either banks or savings and loan associations. When opening a savings account, please provide the savings institution with the following employee identification number: 53-6016171.

OPERATIONS
2. FROM THE FEDERAL REGISTER, 8 September 1977, the following excerpts of FCC rules and regulations are quoted for your information and action:

TRANSMITTER IDENTIFICATION CARD . . . Effective 12 September 1977 . . . we are discontinuing the use of Form 452-C in the Aviation and Maritime Services . . .

Part 87–Aviation Services. 87.95 Posting station license.
(a) . . . . . . . . . . .
(b) The current authorization for an aircraft radio station license shall be posted prominently in the aircraft or shall be kept with the aircraft registration certificate. In the case of aircraft radio stations licensed by means of a single authorization, for the operation of all fleet aircraft, the original authorization, or a photocopy thereof, shall be posted prominently in the aircraft or shall be kept with the aircraft registration certificate.
(c) The current authorization for each land mobile station shall be retained as a permanent part of the station records, but need not be posted.
(d) In case of Civil Air Patrol mobile stations licensed by means of a single authorization for all the fleet, the original authorization or photocopy thereof, shall be posted prominently in the aircraft or shall be kept with the aircraft registration certificate, or in the case of ground mobile stations posted in accordance with paragraph (c) of this section.

3. SQUAWK TRANSPONDER CODE ON SEARCH MISSIONS. Effective 1 January 1978, aircraft flying on search missions are asked to squawk transponder code 1277 when in the search area. The 1277 squawk applies to all aircraft (CAP, USAF, USCG, etc.) that are on VFR search missions and not under FAA control. Aircraft flying to and from search areas and those on IFR clearances will squawk the appropriate code as directed by FAA. Use of 1277 will enable FAA to distinguish which planes are on search missions and, if required, will make it easier to locate them by their cooperation in airing "Call for you watch for the next announcement." Send in your requests to the CAP GP in your part of the station records, but need not be posted.

PERSONNEL
4. CHANGE IN DOLLAR AMOUNTS REQUIRED BY NATIONAL HEADQUARTERS FOR NEW CADETS. Effective 1 January 1978, checks in the amount of $12.00 should accompany all new cadet applications forwarded to National Headquarters. Six dollars is for national membership dues and the additional $6.00 is for cadet program materials (texts and contracts) for phases I and II. This new procedure will eliminate the necessity for cadets to order texts and contracts separately from the bookstore. See upcoming changes to CAPM 39-2 and 50-16 for details.

5. UNIFORM TIP OF THE MONTH. Female members are reminded that two styles of overblouse are now authorized. The short version is worn with the skirt and the longer version with the pantsuit slacks. The short version is not authorized with the pantsuit, and the longer version is not authorized with the skirt.

INFORMATION
6. CAP FEATURE FILMS AND AAVS FILM LIBRARY. The three current CAP feature films are:
(a) (SFP 2249) "The Young Ambassadors"—19 min color. Highlights of the International Air Cadet Exchange. Film comments by foreign and CAP cadets.
(b) (TF 6615) "Civil Air Patrol SAR Mission Coordinator"—23 min color. Dramatic portrayal of a CAP search and rescue mission.
(c) (SFP 2249) "Always Vigilant"—23 min color. The newest CAP feature film. Released in April 1977. The film covers all three CAP missions: emergency services, aerospace education, and the cadet program.

According to the Utilization Branch of the Air Force Audio Visual Library at Norton AFB, California, all three films are receiving extensive use, especially the "Always Vigilant" film. However, they have told us that there is an increasing frequency of CAP units who are keeping the CAP films two, three, and four months. This is far beyond the generous limit allowed on short term film loans. Two and three overdue film notices have to be sent to those CAP units which abuse the film loan privilege. A result of this film loan abuse is a long list of film requests for CAP films which cannot be filled. CAP units must get on the list from using it. Share this information with your CAP unit.

TRAINING
9. SENIOR TRAINING. Relationships in the Level 1 and 2 training sheets are being printed and will be withdrawn from the CAP GP.

ADMINISTRATION
10. NEW AND REVISED CAP PUBLICATIONS, AND INTERIM CHANGES TO CAP PUBLICATIONS, AND OTHER ITEMS OF INTEREST FOR ALL CAP MEMBERS.

The Civil Air Patrol Bulletin is published monthly. It contains official announcements, interim changes to CAP publications, and other items of interest for all CAP members.
Dive Team Recovers Weapon

AUGUSTA, Ga. — Members of the Central Savannah River Area Cadet Sq. (Georgia Wing) recently located and recovered a murder weapon for the Georgia Bureau of Investigation.

The Columbia County Civil Defense Director asked the unit to help recover the weapon, a .38 caliber pistol.

CAP Members Take Part In Test of Radiological Training

HILLSBORO, Ore. — Two members of the Washington County Comp. Sq. (Oregon Wing), Capts. Don and Terrie Hillgaertner, attended Defense Civil Preparedness classes last summer.

They learned the duties of radiological defense officers, how an Emergency Operating Center works and state reporting procedures.

In September the State of Oregon tested the reporting of all its counties and the skills of the persons who attended the summer classes.

Terrie Hillgaertner participated in the Weapons Effects Reporting Exercise, a simulated nuclear detonation. Information gathered will enable the State to evaluate reporting procedures at county level.

Howard Earns Wilson Award

DALLAS — The Gill Robb Wilson Award for outstanding performance in the senior member program was awarded recently to Lt. Stephen H. Howard, information officer for Texas Wing’s Group 16.

Col. John F. Spalding, deputy commander of the Southwest Region, made the presentation during the recent regional Squadron Leadership School.

Howard had just completed 10 years service in the Civil Air Patrol when the award was presented. Six of those years were as a cadet during which he earned the Amelia Earhart Award, participated in six national activities and took part in the 1970 JACE to Switzerland.

He was also cadet commander for the 1973 Texas Wing Class A Encampment.

Howard was selected the Wing Information Officer of the Year of 1973 (Texas Wing) and has served as assistant director of cadet programs.

Oregon CAP Locates Wreckage

ROGUE RIVER, Ore. — Personnel from the Medford Comp. Sq. (Oregon Wing) found the body of a San Diego man near the wreckage of his Cessna 190 Sept. 24.

The man, Peter Kiefer, 29, had been missing since he departed Ashland, Ore., airport early Sept. 21, without filing a flight plan.

Six CAP planes and 17 members from Medford joined the search at 9:30 a.m. Sept. 24.

The wreckage was spotted by Richard Deltell and Charles Thompson at 3 p.m. on the northeast slope of Pilot Rock, just south of the Oregon-California border.

A ground patrol jeep reached the charred wreckage of the aircraft at 3:45 p.m. and found the man’s body a short distance away.

OUTSTANDING Cadet Selected

ANDREWS AFB, Md. — Being the only female cadet in the Crescent Cities Cadet Sq., Cindy Hildabrandt to Cindy Hildabrandt. She competes with the best and sometimes out-does the boys in her accomplishments.

Cindy’s highest honor came at the 1977 National Capital Wing’s summer encampment. She was selected as the Outstanding Female Cadet, a honor she had worked very hard for.

Cindy has held several positions on her squadron’s staff. Presently she is deputy commander.

During the 1977 summer encampment she served on the encampment staff as assistant administration officer.

Members Visit Airline Facilities

SAN FRANCISCO — Members of several Bay Area Civil Air Patrol squadrons recently visited the Pan American World Airways maintenance and training facilities at San Francisco International Airport.

Lt. Col. E. W. Parmenter, commander of San Francisco Group 20 (California Wing) escorted the CAP personnel on the tour, which included a chance for everyone to sit at the controls of a Boeing 747.

Pan American personnel answered many technical questions for the visitors and even stayed extra hours to allow all interested cadets time in the Boeing 747 simulator.

New Headquarters Being Built

CONNELSVILLE, Penn. — A new Civil Air Patrol headquarters at Connellsville Airport is under construction. It will house a two-aircraft hangar, meeting rooms and a communications room.

The building, being built by Pennsylvania Wing Group 140 and its various squadrons, will be a central point from which to direct maneuvers and provide round-the-clock communications during an emergency or search and rescue mission.

CAP members are doing the work themselves and are using materials they and friends of CAP have donated. Space for the new building was donated by the Connellsville Airport Authority.
EMERGENCY TRAINING — Cadet Craig Van Buskirk tries his hand at tree-climbing. He was one of the cadets from California who attended an emergency services training bivouac sponsored by North Coast Group 23 (California Wing). Cadets and senior members from squadrons in Groups 8, 20 and 23 participated. Special features included rappelling, moving an injured person over impassable areas, knot-tying, tree-climbing and camping out in rainy weather. Units with members participating included: Marin Sq. 4, Hillecomber Sq. 22, West Bay Sq. 110, Santa Rosa Cadet Sq. 115, Mendocino Comp. Sq. 6 and Eureka Comp. Sq. 34.

A group of American cadets from the Civil Air Patrol attended an emergency services training bivouac in California. Special features included rappelling, moving an injured person over impassable areas, knot-tying, tree-climbing and camping out in rainy weather. Cadets from Marin, Hillecomber, West Bay, Santa Rosa, Mendocino and Eureka groups participated. The training aimed to prepare cadets for real-life situations involving emergency response.

Unnecessary Paperwork Can Be Eliminated

By M.J. ROBERT MATTSON
HQ CAP-USAF

Look at your handling of mission paperwork. Are you completing the debriefing in duplicate? Why? Who gets the second copy? Do you have two or more people maintaining the same information (such as T.O. Times, frequency capability of various units, etc.) Is it necessary? Do you always have long lines of people waiting to process some paperwork? If so, you probably can improve your procedures.

As always, I am looking for techniques and methods which will make the SAR mission more effective. The problem I am working on now is how to reduce the mass of paperwork. I am well aware that you do not volunteer your time to stand in line to complete a few pieces of paper.

You want to find the survivors, and then you want to go home. But, I'm sure you understand the need for some paperwork. We need to have records in a manner that they may be covered by insurance. We need to know who is going where and doing what so that we can make sure that all persons are accounted for; and so that we may divert them if necessary.

We must know what we have done and who we have contacted so we can plan effectively. And, we must keep track of expenses. But, we have to reduce the paperwork to the minimum essential, and make the processing as simple as possible.

To do this properly, we must look at the entire paperwork requirement, from the moment a mission is started until the last document is filed. Any recommendations on consolidating and improving forms, as well as the processing of forms will be appreciated.

You will be required to maintain the documentation, so now is the time for you to make sure it is organized in the most efficient manner. Don't just complain about it. DO SOMETHING ABOUT IT! I'm waiting for your inputs.

If there are any systems analysts who would like to assist in simplifying the paperwork, I would really like to hear from you. Address: HQ CAP-USAF

CIVIL AIR PATROL NEWS

NOVEMBER 1977

Army Teaches Youth Skills In Lifesaving

FT. CAMPBELL, Ky. — At a time when some of America's youth seem confused, some teenagers have joined Civil Air Patrol to learn important skills which provide a service to their country.

"It gives me something important to do with my free time, and I find everything about it interesting," remarked Theresa Fox, who lives in Memphis and is a member of Civil Air Patrol's Tennessee Wing.

Cadet Fox and 46 other members of the wing spent two weeks here in July as guests of Battery A, 1st Battalion, 3rd Air Defense Artillery for summer encampment at this U.S. Army installation.

During their time here, the cadets received instruction from the Air Force and from the Army. The Air Force taught them about its structure, search and rescue operations, aerial navigation, civil defense and leadership abilities.

The Army classes were somewhat more action oriented, beginning with drownpfoofing. A map-reading class led the cadets to a course where they covered approximately eight miles of terrain to find given points.

On a Saturday morning, a clinical specialist from the 326th Medical Battalion, 101st Airborne Division (Air Assault), brought a human-sized doll for the cadets to learn cardio-pulmonary-respiratory resuscitation techniques.

Whenever they were not attending formal classes or training, the cadets practiced drill and ceremonies, conducted inspections and performed as though they were active members of a highly disciplined military structure.

Cadet Andre Nicks of Nashville summed up why teenagers spend their own money and free time to be in Civil Air Patrol. "The training is fun and it feels good being prepared for emergencies," he said.

LIFESAVING PRACTICE—Army Sq. 5 Paul Higgins, center, watches as CAP Cadets Jay Adkins, left, of Chitau, Tenn., and William Swatt of Knoxville use life-sized doll to practice cardio-pulmonary resuscitation techniques. (U.S. Army Photo)

Unnecessary Paperwork Can Be Eliminated

By M.J. ROBERT MATTSON
HQ CAP-USAF

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SAR PEOPLE

DOSS, Maxwell AFB, AL 36112

Here are two ideas which may help your aircraft assignment problem. If they seem reasonable and useful, please give them a try. Modify them to suit your specific needs and pass them on your comments to me. Thank you.

When the mission coordinator, together with his staff and the AFRCC, decides which are the highest probability areas to be searched, indicate these areas on the Operations Officer's or Briefing Officer's map. A method of doing this is suggested by Bob Gregorie.

Place a RED dot in the areas with a probability greater than 10-15 per cent of containing the survivors. In cases where you have a TAP (radar position) or a strong ELT you may place a double RED dot.

Search assignments can be made by first searching the double red, then the red and finally the black. In order to achieve a reasonably high probability of detection, the double red areas should be searched repeatedly and the red areas searched more than once. Black areas may be searched only if the red areas are being adequately covered.

This may seem elementary, but I continually observe cases where the high probability areas are being neglected. An added benefit to using the RED DOT/BLACK DOT is that it is a simple method of passing on search area priorities to other operating locations.

The AFRCC grid system is a very good method of communication between the mission coordinator and the AFRCC. The AFRCC system can be used to identify the high probability areas and the areas searched.

However, each grid must be cross referenced to the AFRCC grid system for assigning local search areas to aircrews. Many wings have divided their state into searchable areas (approximately 100-200 square miles each) bounded by roads, railroads, powerlines, etc. This method allows for easier location of the correct area and reduces the possibility of the crew straying into other search areas.

These local areas are labeled using letters (AA, AB, ..., RS, RT, etc.) so they are not confused with the AFRCC grid system. However, each grid must be cross referenced to the AFRCC grid system on it works out very well so that when reporting to the AFRCC, their grid system is used.

To help in your POD calculations the approximate square miles and type of ground cover can be listed for each grid.

Some wings have been able to get their states to print the local grid on a state aeronautical chart.

If you have any suggestions, please send them my way. Thanks.
Insecticide Hazard In Air Crash

By MAJ. JACK M. ZIMMERMAN
Delaware Wing

WILMINGTON, Del. — A recent aircraft accident in southeastern Virginia graphically illustrated potential hazards for Civil Air Patrol ground personnel at crash sites.

An aerial applicator (or crop duster, as they are used to be known) crashed while applying insecticide to soybean fields near Petersburg, Va. The cause has not yet been determined by the FAA. The pilot was killed in the crash. After learning of the crash, a

Squadron In Michigan Named To Honor Ford

BIRMINGHAM, Mich. — The activation charter for the President Gerald R. Ford Sq. of the Civil Air Patrol was presented to Brother Rice High School here Sept. 23.

Col. Russell A. Sheibels, commander of the Michigan Wing, made the presentation. The squadron, organized since May, has participated in many local activities. Throughout the summer it took part in parades in many cities. Some members also participated in the Armed Forces Days air show at Selfridge ANGB.

Lt. Col. R.V. Mungia (USA-
Ret.) received the charter and, in turn, presented it to Brother F. Dalton, principal of the school.

Mitchell Awards — September 1977

Earhart Awards — September 1977

CIVIL AIR PATROL NEWS...

AURORA, Colo.—CAP's Colorado Wing held a Type B encampment in August at facilities of Fitzsimmons Army Medical Center. Forty-three cadets and 12 senior members attended, most for the first time.

During the five-day period, the cadets learned about Civil Air Patrol's emergency service operations, the Cadet Program, and CAP's relationship to the U.S. Air Force. In addition, they learned about the U.S. Air Force Academy and were given a summary of a typical day there by AFA Senior Cadet Brad Carlson.

Lou Lombard, a member of the staff of the Federal Aviation Administration's Rocky Mountain Region, demonstrated direction-finding equipment used in locating ELTs (emergency locator transmitters).

The cadets were also treated to a look at the Mars Viking Mission by Fitzroy Newman of Martin Marietta Corp. and to a program concerning various space phenomena at the Charles G. Gates Planetarium in Denver.

Interpersed throughout these lectures were tours of Buckley Air National Guard and Lowry Air Force Bases. At Lowry, the cadets were shown the B-52 hangar and the photo lab. At Buckley, they learned about the T-38 and A-4 aircraft and toured the jet engine shop.

Other encampment activities included a model rocketry demonstration, a softball game, drill time, and a ride in an Air National Guard C-131.

The cadets had a chance to chat with the Air Force Thunderbird pilots when the precision flying team stopped at Buckley to refuel.

A graduation ceremony was held at the encampment's end and cadets receiving Certificates of Accomplishment and at which honor awards were given. Over-all honor cadet was Cadet Greg Beary of the North Valley Comp. Sq.

Wing Holds Encampment At Medical Center

CAP Obituaries

Civil Air Patrol News publishes each month a list of Civil Air Patrol members who have died recently. Notices of deaths should be sent to the Personnel Section of National Headquarters in accordance with Regulation 35-2, or to the National Chaplain's office—not to Civil Air Patrol News. Listed are names, ranks, dates of death and CAP unit.

By GARY F. WALSH


MCDONALD, Norman H., Warrant Officer, Sept. 15, 1977, Parma Station Sq., Ohio Wing.


MCDONALD, Norman H., Warrant Officer, Sept. 15, 1977, Parma Station Sq., Ohio Wing.


WILDE, Alexander B., Captain, Sept. 4, 1977, Panama Station Sq., Ohio Wing.
CAP News
In Photos

HONOR WINNER—CAP Cadet Scott Sangster, left, a member of the Van Dyke Cadet Sq., Warren, Mich., accepts Cadet of the Year Citation from Patrolman Ronald Muschong, president of the Warren Fraternal Order of Police. The FOP also presented Cadet Sangster a flight scholarship for use in earning a private pilot license. Looking on, center, is Lyle Van Peeren, a St. Clair Shores, Mich., policeman who is also a CAP member. (Photo courtesy of Macomb Daily)

SEARCH DOG—The Oregon Wing has a specially trained search and rescue dog team in its Lane County Cadet Sq. Wing Commander Col. Bobbie Girard recently visited the squadron. Left to right are (standing) Girard, 2nd Lt. Judy Holmes, Capt. Walt Wicks, Cadet Nick Hall, Cadet Kim Murdock and 2nd Lt. Harold Murdock. Cadet Walter Sommerson is kneeling near search dog R.B.

SENIOR TRAINING—SMs Willy Geyer and David Evans of the Thompson Valley Senior Sq. (Colorado Wing) bring down a rescue basket as part of a training exercise. The squadron, formed in March, has 36 members. Five members of the Thompson Valley Search and Rescue Group, a separate local organization, joined the squadron and are helping set up an effective ground search and rescue unit. Al Simmons is commander of the squadron.

WATER SPILLWAY—California Wing cadets are dwarfed by the gigantic water spillway located at the base of the 490-foot Space Shuttle Complex at Vandenberg AFB, Calif. A total of 288 cadets and 24 senior members participated in a nine-day encampment there. They also visited a Minuteman Launch Control Facility and had orientation flights on helicopters. (USAF Photo by Sgt. Douglas C. Grubeb)
Northeast Region

Some 70 members of the Pennsylvania Wing recently participated in a Squadron Leadership Course. The aim of the course is to make all commanders and staff more knowledgeable and better leaders in all of the CAP programs and activities. Recently a group of cadets from the East Shore Minuteman Cadet Sq. (Connecticut Wing) visited the Bradley Air Museum at Windsor Locks. Here the cadets visited the fourth largest collection of aircraft in the country. Cadet David W. Krauss of the Gen. Carl A. Spaatz Sq. (Pennsylvania Wing) has been awarded an encampment scholarship. Cadet Krauss is the 26th cadet of the squadron to earn this award.

With 25 years in the skies over Massachusetts, the Franklin County Cadet Sq. (Massachusetts Wing) recently celebrated its silver anniversary at a squadron party. The new squadron commander is Senior Member Charlotte Gordon. The Highlanders Comp. Sq. (New Hampshire Wing) participated in a Bicentennial Parade recently and received a cash award for the marching unit. First Lt. Henry Reynolds of the Orange Wing recently flew his Piper Pa-12 aircraft to Council Bluffs, Iowa. His aircraft had no radio communications available throughout the trip...

Nine cadets from Philadelphia Comp. Sq. (Pennsylvania Wing) recently attended the 1977 Pennsylvania Wing Encampment East. Cadet Richard Krantick was the cadet commander. His 21-year-old Beamon was named honor cadet...The Vermont Wing, in conjunction with several educational agencies throughout the state, has participated in an Aviation/Aerospace Career Education Workshop. This workshop carried three graduate credits. The workshop also included a weekend tour of the Florida Space Center operation...

Members of the Syracuse Group (New York Wing) recently attended a two-week class "A" encampment at Plattsburg AFB, N.Y. During these two weeks the participating members received training in many Air Force activities...The DuBois Gateway Comp. Sq. (Pennsylvania Wing) is busy training its members in air to ground communications. Several map reading sessions and communications classes have been held to help educate the squadron...

The Bristol Comp. Sq. (Connecticut Wing) along with the Danbury 399th Comp. Sq. held a joint exercise to test the effectiveness of the unit's land rescue teams, communications, air search techniques and the ability to work together. The operation covered a two-day training period...During recent award ceremonies of the Orange County Comp. Sq. (New York Wing) three cadets were awarded scholarships. Cadet Andrew Miller received a $100 award. Cadet Steve Smith a $50 award and Cadet Joseph Perera a $50 award.

Middle East Region

Maj. Dave Carter, commander of the West Richmond Cadet Sq. (Virginia Wing) was presented the Safety Award by Captain Paro, Task Force Deputy Commander. The Safety Award is given to a unit that has performed for a year without accidents or injuries...Capt. Robert Swanson, commander of the District of Columbia Senior Sq. (National Capital Wing) participated in the U.S. Civil Defense Council Region 1 and Region 2 conference held recently. Ideas were exchanged relating to emergency preparedness...Cadet members of the Wheaton-Silver Spring Cadet Sq. (National Capital Wing) assisted the National Health Screening Council with a health fair. Squadron members assisted patients with filling out forms, transporting tables and chairs and setting them up...Under the leadership of Lt. Col. Eugene H. Land, the National Capital Wing recently completed a clean sweep of the 1976 national safety awards. Colonel Holsen was presented a plaque from Brig. Gen. Casaday designating him the Outstanding Safety Officer for the Year.

Southwest Region

LEARNING THE ROPES — Cadets from the Cincinnati Comp. Sq. 181 (Ohio Wing) officially retired with 21 years active service with Civil Air Patrol. Colonel Hampton was presented a certificate of appreciation and simultaneous promotion to Lieutenant colonel at recent squadron ceremonies...Lt. Col. Donald Pye, commander of the Albany Comp. Sq. (Georgia Wing), recently announced flight scholarship awards to Cadets Robert Hunter, Arlie Grifffis and David Cravens. Each will receive a $100 scholarship...Col. Rodolfo Ciricuolo, commander of the Puerto Rico Wing, reviewed the troopers and presented awards at the Isla Grande Comp. Sq. Cadet commander change of command ceremony recently. Cadet Alfonso Garcia assumed command of the squadron.

Great Lakes Region

Cadets from the Bowling Green-Warren County Comp. Sq. (Kentucky Wing) spent their Labor Day assisting the local airport board with security for the Good Year Blimp...Members of Cincinnati Comp. Sq. (Ohio Wing) were honored in the 6957st Test Station at Wright Patterson AFB, Ohio recently. Cadets and senior members of the squadron were given a close-up look at the ARIA aircraft with a detailed inspection and tour of the aircraft...Farmington Cadet Sq. (Michigan Wing) was host to other units from Group 11 and conducted a trip to the Air Force Academy. Forty cadets and senior members made the trip...

Butler County Comp. Sq. (Ohio Wing) was host for the eighth consecutive year to Cincinnati squadrons during the WACO Fly-In weekend. The cadets aided with crowd assistance and traffic flow, parking of cars, communications, fuel supplies to the planes, night activities and general information...The Somerset Comp. Sq. (Kentucky Wing) participated in the Civil Defense Test held at Frankfort, Ky. Information Officer for the mission was 2nd Lt. Wanda Munsey. The 49th Wisconsin Cadet Sq. (Wisconsin Wing) represented the Wisconsin Wing for the Regional Drill Competition held recently. The squadron took second place for panel quiz, first place for physical fitness, second place in straight drill and third place in innovative drill. This is the first time Wisconsin has had a drill team represented at region level competition since 1964.

Southwest Region

Members of the El Paso Comp. Sq. (Texas Wing) recently hosted the wing commander Col. Ben Davis on a tour of the squadron facilities when he prepared a scheduled visit to the squadron...Cadets Terríi Herson and Jeff Finklin with their instructor Maj. James Zellner, are the first cadets from the Crusader Comp. Sq. (Texas Wing) selected to participate in the squadron's solo flight program...Members of the Randolph AFB Comp. Sq. (Texas Wing) working in close cooperation with the officials of the Experimental Aircraft Association, provided all crowd control support, operated a communications network as well as having safety stand-by emergency equipment during a recent two-day meet.

Rocky Mountain Region

Maj. Eldon McArthur of the St. George Comp. Sq. (Utah Wing) was recently named as member of the month. Maj. McArthur is a charter member of the squadron and has been a Cadet for the past 25 years...Cadet Gregg M. Beary has been named vice-chairman of the Colorado Wing Cadet Advisory Council...He is a member of the North Valley Comp. Sq. (Colorado Wing) where he holds the position of cadet commander.

Pacific Region

During the International Convention of the 89th's, Presidio of San Francisco Flight 86 provided day-time security for three days of the convention. Cadets Lon Adams, Ken Arnold, Mark Corson, Glen Fukawa, Frank Gee, Grace Muller and Jeff Wong were on duty for a total of 165 hours...More than 30 members of the Nevada Wing's Jeep Squadron assisted at the Reno National Air Races. Members provided crowd control, two-way communications and transportation...Col. Donald G. Allen, the Director of External Aerospace Education for the Hawaii Wing was named the Outstanding Air Force Officer...Reservist in the Nation for 1977.
Corrected Safety Hazards Should Be Followed-Up

By L.T. COL. FREDRICK K. CARTER
HQ, CAP-USAF

Civil Air Patrol safety officers are "worth their salt" when they either identify or help others identify operational hazards. They cannot be an authority in all activities, but should recognize those who are and seek their assistance.

Once hazards are identified, corrective action should be taken. The safety officer should perform follow-up action periodically to ensure effectiveness and completion of corrective measures.

Past observations of units in the field reveal the following examples of threats to operational safety; do these threats exist in your unit?
- Lack of aircraft maintenance/condition record for reference by pilots.
- Lack of 100-hour aircraft inspections.
- Absence of individual folders to reflect pilot qualification, monitoring, and currency.
- Use of untrained or inexperienced vehicle (jeep, truck, bus) drivers.
- An isolated case involving the use of firearms in the near vicinity of members who were not engaged in small arms training.
- Unqualified supervisors of hazardous cadet activity.

The safety officer must be on constant alert for any of the conditions listed or other similar in nature. Emphasis on supervision is certainly needed.

Civil Air Patrol has some of the most talented, experienced and dedicated people available for its programs, especially in safety.

If you have read this article, you may be one of these persons. Whether or not, Civil Air Patrol needs your safety inputs regardless of where you work. You can make the difference.

Lt. Col. Pratt Is New Delaware Commander

WILMINGTON, Del.—Lt. Col. Howard N. Pratt was named in May as commander of the Delaware Wing. He succeeded Col. William H. Everett who retired for reasons of health and later died on Aug. 4.

He learned to fly in 1954 and became active in Civil Air Patrol in 1959. After serving as Personnel and Communications officer for the Wilmington Senior Sq., he took command of the Brandywine Cadet Sq. in 1963. During his tenure there, 20 of his cadets received flight training and five earned the coveted Spatz Award.

Lt. Col. Pratt has served as director of Cadet Programs and Special Activities for the Delaware Wing. In private life, he is a computer systems specialist for DuPont. He owns a Cessna 180 and holds a commercial and instrument rating.

For the past year and a half, Pratt has served as director of Cadet Programs and Special Activities for the Delaware Wing. In private life, he is a computer systems specialist for DuPont. He owns a Cessna 180 and holds a private pilot certificate.

Mail to: HQ CAP-USAF/TTHS
Maxwell AFB, Ala. 36112

Please send APPLICATION PACKAGE for 1978 IACE for ( ) Escort ( ) Cadet to:

Name: ____________________________
Address: __________________________
City: ____________________________ State: ______ ZIP: _______

NEW WORK CLOTHES — 2nd Lt. Aldege Boiteau models a newly designed squadron work uniform adopted by the Robert Ramsey Jr. Cadet Sq. (Rhode Island Wing). The sweat shirt has the CAP emblem and squadron name. The squadron was named for Cadet Robert Ramsey Jr., who died from gas fumes while assisting a neighbor. Ramsey's father Robert Ramsey Sr. stands at right.