

'Top Cadets' Vie For Awards In Nat'l Competition

MAXWELL AFB, Ala. — Civil Air Patrol's eight regions sent their "Top Cadets" to Maxwell in late December to vie for national awards in the 1975 National Cadet Competition.

Each of the eight teams participating had been judged the winner of the competition held within their individual wings and regions prior to competing for national recognition — to be judged the best in the nation.

The National Cadet Competition includes various tests, a physical competition, and the which measures knowledge in education, laboratory, the philosophy of Patrol, and current events.

The competition is designed to evaluate the "whole" cadet.

The eight teams arrived at Maxwell AFB Saturday, Dec. 27th, and were processed in and assigned quarters. An after-dinner briefing to welcome cadets and familiarize them with the schedule of events for the

next two days was held. This was followed by team meetings with an "early lights-out."

Following an early breakfast on the morning of the 28th, events began at 8 a.m. with a 100-question exam covering all facets of the CAP program. The scores achieved on this exam repre-

sent 75 per cent of the total score possible in the Cadet Bowl — the remaining 25 per cent to be scored in the panel quiz. The cadet panel quiz is a 20-minute, single-elimination quiz consisting of two types of questions — a toss-up question worth five points and a bonus question worth 10

points. The first team signaling and correctly answering a question earned five points and a chance at a 10-point bonus question. Rounds one and two of the panel quiz were held the morning of the 28th with Southwest Region and Great Lakes Region teams winning the right to progress into the third and final round on the afternoon of the 29th.

The second event of the National Competition was the physical fitness competition. Cadets assembled on the drill field in their running clothes ready to see who could run the measured mile in the least amount of time. The team from the Middle East Region were the victors in this competition.

(See Nat'l Competition, Page 2)



CIVIL AIR PATROL

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SWEEPSTAKES WINNERS — Air Force Brig. Gen. Carl S. Miller, left, Executive Director, presents the Sweepstakes Trophy to Cadet Lt. Col. Alfred H. Cooke of Texas Wing's Alamo Composite Squadron. The Southwest Region, represented by a team from Texas, had the highest score for the overall 1975 National Cadet Competition. (Photo by MSgt. Russ Brown)

Staff College Number To Double During '76

MAXWELL AFB, Ala. — As a result of strong support and enthusiasm for its educational programs, Civil Air Patrol will double the number of CAP staff colleges held in 1975 and conduct four within the United States during the summer of 1976.

According to officials at National Headquarters, this is a very strong indication of desire for management training. A positive response to this desire by Civil Air Patrol leaders deserves credit.

Staff Colleges are scheduled as follows:

- National Staff College (NSC) — Maxwell AFB Ala., June 14-19, 1976
- Eastern Staff College (ESC) — Randolph-Macon College Campus, Ashland, Va., June 21-25, 1976
- Western Staff College (WSC) — University of Portland, Portland, Ore. July 11-17, 1976
- Central Staff College (CSC) — Texas State Technical Institute, Waco, Tex., July 18-25, 1976.

(See Staff Colleges Double, Page 10)

New Year Off To Good Start; CAP Save Total Climbs To 11

MAXWELL AFB, Ala. — Civil Air Patrol members from across the nation moved into the new year doing what they do best, "saving lives."

While most people throughout the nation were celebrating the arrival of the new year, members of the Wyoming Wing were busy assisting persons stranded in a winter blizzard where they recorded the first two saves for 1976.

They were placed on a precautionary alert Dec. 31, 1975, due to a severe snow storm which prevented ambulance service in the Cheyenne area.

Wing Takes Top Honors During 1975

MAXWELL AFB, Ala. — The Louisiana Wing took top honors during the 1975 National Commander's Evaluation for Civil Air Patrol Wings, it was announced here recently.

The Southwest Region wing, commanded by CAP Col. William H. Cahill, outdistanced its nearest rival, the Mississippi Wing, by more than 500 points. Louisiana finished eighth during the 1974 competition.

Mississippi, which finished second, has placed in the top two for the third consecutive year.

The Southeast Region repeated its 1974 performance and retained number one position with a margin of more than 1,100 point over the runner-up, the Middle East Region. CAP Col. Oscar Jolley commands the Southeast Region.

Some of the highlights during the '75 evaluation included Arkansas scoring best in both senior and cadet recruiting; Illinois, Florida and Tennessee being the only wings to earn maximum senior training points; all Southeast Region wings achieving their quotas for new elective aerospace education courses in high school and North Dakota having the best cadet first-term retention rate.

Also repeating in the top ten with Louisiana and Mississippi were Georgia, Tennessee and Arizona.

A complete breakdown of the '75 NCE is in this month's Bulletin Board section of your Civil Air Patrol NEWS.

The volunteers used four-wheel drive vehicles and labored throughout the night and the following day transporting stranded individuals to safety. Fifty-seven persons were assisted during the two days and CAP was credited with saving the lives of two of the people, the organization's first saves for 1976.

A save was credited for getting a man in a diabetic coma to the hospital and Wyoming Wing personnel delivered a five-pound baby boy in an emergency vehicle on the way to the hospital.

The Florida Wing has been credited with saving the lives of a couple missing overnight in a boat Jan. 9.

A CAP aircraft was launched to assist in searching for the two people, missing in a boat east of Cocoa Beach, Fla.

Fifteen minutes after taking off, the aircraft spotted the boat aground on a shallow bank one and one-half miles east of Cocoa Beach. The Sheriff's Department was called to the scene and recovered the people.

(See Saves Reach 11, Page 2)



TAKEOFF INTO HISTORY — Leon D. Cuddeback's Swallow starts its takeoff roll at Pasco, Wash., on April 6, 1926, on its way to Boise, Idaho, with 202 pounds of mail. (For story and photos, see page 13).



MEDICAL TRAINING — Cadets enrolled in the Medic Training Squadron receive advice from CAP 1st Lt. Edward Leidy, right, on the proper procedures. Emphasis is placed on preventive medicine in training the cadets. Leidy, a former U.S. Navy Corpsman, is a full-time operating room technician at a large Philadelphia hospital. (Photo by CAP 2nd Lt. Richard J. Luce, Jr.)

Five Locations

Special Schools Program Expanded

MAXWELL AFB, Ala. — In an effort to complement the established Civil Air Patrol search and rescue flying capability with a trained ground search and rescue capability, national headquarters has announced plans to expand the Special Schools program to five locations in 1976.

The location, dates and other information for all the 1976 Schools are as follows:

Puerto Rico — June 4-12, commanded by CAP Maj. Bartolo Ortiz. Basic course only at this school.

Washington — June 19-27, located near Tacoma, commanded by CAP Lt. Col. Charles Young. Courses offered: basic, advanced, expert, cadet staff, and senior member training in command and leadership.

Iowa — June 19-28, located in Ottumwa, commanded by CAP Col. William Cass. Basic course only offered at this school.

Pennsylvania — July 10-18, located at the Hawk Mountain site, commanded by CAP Lt. Col. John McNabb. Courses

offered: basic, advanced, expert, field medical, cadet staff, and senior member training in command and leadership.

Mississippi — August 14-22, located at Camp Estes. Basic course only at this school.

All schools are open to male and female students, both cadet and senior member. Basic students, with no prior formal training, should be in good physical condition before attending, and should have at least

limited experience in living outdoors.

The Iowa and Washington schools will supply food for all students, and this will be reflected in a higher school fee. Students attending other schools will be required to bring their own food for the entire duration.

The first step for those interested in attending one of the National Special Schools is fill out the attached coupon and mail it to the address below.

In Memoriam

MAXWELL AFB, Ala. — Two Civil Air Patrol members and a U.S. Air Force captain were killed Feb. 12, when their corporate aircraft crashed while attempting to land at Burlington, Vt.

Those who lost their lives in the accident were Air Force Capt. Geoffrey W. Towne, Vermont Wing liaison officer, and CAP 1st Lts. William A. Snyder and Ray Dinwiddie of the Vermont Wing.

National Competition

(Continued From Page 1)

On the morning of the 29th, the cadets boarded a shuttle bus bound for the Drill Competition. As the teams performed in the three phases of the drill, it became apparent, to judges and spectators alike, why each of them had been chosen to represent their region. All teams executed each phase of this competition with precision and pride. The overall drill competition winner was the Southwest Region team which performed with expertise throughout the event. Second place was captured by the Middle East Region closely followed by the Northeast Region.

Following lunch, the cadets returned for the third round of the Cadet Bowl Panel quiz. In a fiercely competitive final round, spurred on by cheering teammates, the Great Lakes team emerged victorious in a contest that was decided by the very last question.

The competition concluded with an awards presentation ceremony and banquet followed by a cadet dance. This event was held at the Maxwell Officers Club. Air Force Brig. Gen. Carl S. Miller, executive director, and CAP Col. Tom Casaday, CAP national vice commander, offered congratulations to all teams for their excellent efforts, outstanding performances, and especially for the quality of sportsmanship displayed by all of the 165 participants in this year's National Cadet Competition.

General Miller kicked off the awards ceremony by presenting the trophy to the winners of the Cadet Bowl, the Great Lakes Region team. The second trophy awarded went to the Middle East Region team, winners of the physical fitness event, and was presented by Colonel Casaday. Air Force Lt. Col. Gale L. Haskin, director, Cadet Programs, presented the third trophy to the drill competition winners, the Southwest Region team. Cadet Col. Donald Parman (1974 Cadet of the Year) presented the Southeast Region the coveted Sportsmanship Award.

The highlight of the evening was General Miller's presentation of the Sweepstakes Trophy to the team with the highest score for the overall competition — the Southwest Region, represented by a team from Texas. The Great Lakes team was presented the runner-up award by Colonel Casaday.

It should be pointed out here that this year's competition was extremely close as evidenced by the point spread for the top three teams — a scant eight points!

Saves Reach 11

(Continued From Page 1)

A ground search team from New York's Wing was credited Jan. 16 with saving the lives of two people who crashed in a light aircraft near Westchester, N.Y.

The searchers were called into action after a CAP pilot who was making an approach landing to the Westchester Airport picked up a signal from the crashed aircraft's Emergency Locator Transmitter (ELT).

The ground team was directed to the crash site approximately three and one-half miles northwest of the airport by a U.S. Coast Guard aircraft.

An intensive six-day search in Alaska for a missing light aircraft was successfully concluded Jan. 22 with the recovery of the pilot and his passenger.

Two saves were credited to CAP pilot Gene Weiler of Anchorage who located the missing aircraft in a remote area in Merrill Pass northwest of Anchorage.

The pilot and passenger of the crashed aircraft were uninjured when located. They were picked up by a civilian volunteer ski-equipped aircraft and transferred to a CAP aircraft at a nearby strip and returned to Anchorage.

Fast action by two members of the Washington Wing in late January proved to be instrumental in saving the life of a man who was in critical condition after inhaling cyanide gas.

CAP Maj. Bruce Eggleston received an emergency request from the Deaconess Hospital in Spokane, Wash., asking for assistance in transporting some cyanide antitoxin from Spokane to Yakima, Wash., after the man had inhaled cyanide gas for approximately five minutes.

The life-saving mission was a combined effort between CAP, who picked up the antitoxin at the hospital and flew it to Yakima, and the state police who drove it from Yakima to Toppenish, Wash.

The latest saves for CAP this year came when ground search teams were credited Feb. 2 with saving the lives of two young Oregon hikers.

This rescue effort was launched when their parents reported to the Hood River, Ore., County sheriff that the hikers were overdue.

CAP search teams located the missing hikers on the 500-foot level of Mt. Hood during the early evening of Feb. 1.

These saves bring to a total of 11 lives saved (as of Feb. 10) throughout the United States since the beginning of this year.

To: Lt Col John McNabb, CAP
526 Scorn Street
Philadelphia, PA 19128

I am interested in attending the 1976 Special School at _____
Please send the necessary forms and full details and information for the School.

Name _____ Squadron _____

Address _____

City _____ State _____ Zip _____



Dear Abbot,

Dear Abbot,

Just who the heck are you? And what good are you? I wrote you about the problem of my unit being merged with another one and my squadron commander being put under a less experienced one. All you had to say was that it was command problem and you could only speak for the chaplain.

Confused.

Dear Confused,

As to who I am — I'm the chaplain's spokesman. What good am I? That remains to be seen. I'm here to answer and to air your moral and ethical problems — and don't tell me you ain't got none! If you've got a command or policy beef, the CAPR 123-2, 5 June 75, is your answer.

Dear Abbot,

Last Sunday in church the Boy Scouts carried in the American and Christian flags, we sang a patriotic hymn and prayed for the President and other leaders, and the chaplain used part of his sermon to tell us how lucky we are to be Americans. In the afternoon, I watched the national anthem sung at the beginning of the football game. For most people it was just a delay of the game. On the news that night I saw whites opposed to busing waving American flags and shouting racist slogans. I felt the same about all of that baloney. Patriotism — who needs it?

I'm Fed Up With Flag-Wavers

Dear Fed Up,

Didn't you miss a few like the Ku Klux Klan with its fluttering flags and burning crosses; "America — Love It or Leave it" bumper stickers; crooked politicians hiding behind nationalistic rhetoric? If patriotism is just

shouted slogans and flag-waving and meaningless ceremonies, then you're right. Who needs it!

Maybe it's time we tried to redefine patriotism. Allow me a few openers: Patriotism is informed public spirit. It is genuine concern for the conditions within our society that degrade and dehumanize and demean persons. It is concern that expresses itself in positive action — not words, but deeds.

Patriotism in 1976, as in 1776, fights oppression and demands equal justice and equal opportunity for all. The lack of opportunity to participate in the decisions that affected the lives of the colonies was one factor that led to the American Revolution. A patriot is a participant in democracy and does everything humanly possible to encourage the participation of others.

A patriot is able to see and admit the mistakes we have made and are making as a nation. He insists, often to the point of angering others, that the nation continually examine its collective conscience so that the problems discovered can be corrected. Patriotism is solving our national problems, not denying their existence. Patriotism respects all persons in our society but is especially concerned about the least powerful and the most helpless. Patriotism places the dignity of man above the use of power. Patriotism is genuine concern for what our society does for all its members.

We have — America has — a lot of growing to do. There's not much perfection around, in people or nations. If we turn our backs on our patriotic duties, we're far worse than those we criticize. After all, we know better!

The Abbot



IN APPRECIATION — Alabama Gov. George C. Wallace, center, shows the Civil Air Patrol Seal that was presented to him in his office recently by CAP Col. Harry J. Howes, left, CAP's Alabama Wing Commander, and U.S. Air Force TSgt. Melvin R. Keith of CAP's Alabama Wing liaison office. The presentation was made to the governor in appreciation of his support to CAP statewide.

Bicentennial Showcase Created

WASHINGTON, D.C. — CAP's National Capital Wing headquarters has a new attraction that will remain throughout the Bicentennial year.

A spotlight area named Capital Gallery has been created as a showcase for outstanding and unusual accomplishments of wing members. The initial display shows photography by Cadet WO Mark Hess of the Fairfax Comp. Sq.

With the advent of the Bicentennial year and since the National Capital Wing totals 12 squadrons, the display area will be assigned to one squadron per month.

They will have carte-blanche to use the area as a showcase for their squadron activities, Bicentennial projects, posters, pictures, essays, etc.

A panel of judges will be appointed and a trophy, donated by CAP Capt. Clifford McGregor, will be awarded to the squadron deemed to have the best display with the most originality.

Illinois Squadron Operates Exhibit

HOMEWOOD, Ill. — The Homewood-Flossmoor Composite Squadron recently participated in the Park Forest Jaycee Labor Day weekend celebration by manning a glider exhibit.

Eleven cadets answered questions about Civil Air Patrol and provided security for the glider and its tow plane prior to their takeoff.



HIGHEST AWARD — Cadet Col. Michael A. O'Dell, center, of Colorado's Timberline Cadet Squadron receives shoulder boards designating his new rank of cadet colonel, which go with earning Civil Air Patrol's highest award for a cadet — the Gen. Carl A. Spaatz Award. Lakewood, Colo., Mayor James Richey, left, and Brig. Gen. William Weller, Colorado Army National Guard, are making the presentation. Squadron commander Lt. Lind Wilson looks on.

BOX SCORE	
Cadets	27,463
Seniors	35,377
GAM	320
Total	63,160
(As of Jan. 31, 1976)	
(2,479 increase since Jan. 1, 1974)	

AERO-ASTRO ANSWERS

45. MISS S.S. SUE YOU SAY THAT FLYUM BOXCAR FLY TO MOON?

1. NO, FAT STUFF! IT FLEW TO NOON, MAKING THE FIRST NON-STOP FLIGHT ACROSS THE U.S.A.

2. LIEUTENANTS JOHN MACREADY AND OAKLEY KELLY TOOK OFF MAY-2-1923, IN AN OVERLOADED FOKKER T-2 FROM LONG ISLAND, N.Y. --

3. --AND 26 HOURS AND 50 MINUTES LATER LANDED AT SAN DIEGO, CALIF. THEY COVERED 2500 MILES AND AVERAGED 94 M.P.H.

4. COL. JOHN MACREADY USAF RET, 3-TIME WINNER OF THE MACKAY TROPHY WAS ELECTED "ELDER STATES-MAN" FOR YEAR 1971 BY NAT'L AERO-NAUTICAL ASSN!

5. WHAT IS ONE OF THE FASTEST PLANES BUILT IN SWEDEN TODAY? ASKED BY AARON DUKE KRANTZ, CLOSTER, NEW JERSEY

ARMY AIR SERVICE NON STOP COAST TO COAST AS. 64233

ZACK MOSLEY

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Executive Director's Comments

Fewer Accidents In 1975

by Brig. Gen. Carl S. Miller, USAF
Executive Director

The CAP accident statistics for 1975 are being compiled and will be published at a later date; however, a preliminary review of the figures shows that 1975 was a good year in terms of fewer accidents. The number of vehicle accidents and bodily injury accidents were both considerably less than in previous years. The aircraft accident rate will be much lower than any year since we started keeping records.



One might pause at this juncture to ask if the improvements is, in fact, a result of accident prevention activities or just plain luck. Granted, there may have been individual instances wherein some degree of luck was involved in what otherwise would have been an accident. Luck is not a factor, however,

when an organization as large as CAP has a significant improvement in its overall safety record. The improvement was the result of organized efforts in which you all had a part. Please rest assured that you have promoted and supported accident prevention programs which were effective.

A closer look at some aspects of the programs in which you have been involved might help provide guidance for even greater success in the future.

On the materiel side, there has been considerable thrust toward modernizing and standardizing the aircraft fleet. Operationally, training has improved; proficiency requirements have been realigned; greater emphasis has been placed on flight clinics; better utilization of certified flight instructors has been promoted; and, in general, there has been closer control of flight operations.

In the command area,

General Patterson has insisted on more personal attention to safety by all commanders and supervisors. Both he and I have made conservation of resources, whether people or materiel, an agenda item at virtually every meeting or conference involving CAP commanders. The CAP-USAF Director of Safety has, in our behalf, concentrated on more face-to-face contact with CAP members through region conferences and individual unit visits.

These and other facets of the CAP accident prevention program were not random stabs at reducing accidents. They were the result of statistical analyses, studies of mishap causes, and discussions with CAP groups and individuals to see where we needed to concentrate our efforts. Moreover, our effort was not all oriented toward flying safety. Several aspects of the program included emphasis on vehicle and bodily injury accident preventive

measures.

Hopefully, I have shown to some degree that the CAP accident prevention program is a managed and controlled investment of effort; not a matter of luck. It has paid handsome dividends and for that any accolades must go to you, the members. Programs devised by corporate officials or we at this headquarters are only as effective as your support allows. After all is said, we still come to safety as a people program — to people doing things safely, to people supporting programs that enable or encourage or even require people to do things safely.

In time, I will have opportunities to talk with many of you personally regarding your contribution to accident prevention. For now, please accept my congratulations for your successes during 1975, and I ask that you continue the support necessary to accelerate the trend toward fewer accidents.

SAR Tips

While flying in winter are you dressed for walking in winter?

On sectional charts, one minute of latitude is equal to one nautical mile.

The search pilot's primary job must be flying the aircraft, not sight-seeing.



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

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

(As of Feb. 15, 1976)

Number of Missions	50
Number of Aircraft	512
Number of Sorties	1022
Flying Hours	1704
Personnel	3085
Mobile Radios	776
Fixed Radios	644
Saves	12
Finds	37



BEING PREPARED — CAP Cadet Ronald S. Garland of Delaware Wing's Newark Cadet Squadron practices applying splints on the "broken" arm of Paul Chambers in Newark, Del., during a statewide Civil Air Patrol disaster training exercise conducted recently. Paul pretended to be suffering from electrical shock and a broken arm after a fall from a utility pole.

Mississippians Tour Airport

OXFORD, Miss. — CAP members of the Misslou Comp. Sq. recently flew to the Memphis International Airport to tour the facilities there.

While there they received a guided tour through the Memphis Flight Service Station and the control tower. They were briefed on how the radar system operates and how the control tower separates all aircraft flying in the area.

Those flying to Memphis for the tour were Cadets John Deal, Gregory Frazier, Steve Launius, Bill Sartor and Mike Smith. Senior Members attending were J.B. King, Flen MacDonal, George Ray and William Tubbs, commander of the unit.

CAP Joins Army In Display

BANGOR, Maine — The U.S. Army's 112th Medevac Unit headquartered at the Bangor International Airport asked members of the Bangor Brewer Comp. Sq. to join them in their activities recently when they conducted an open house.

This was an effort by the Army unit to show the people in the local area what their mission is and how they use their helicopters. During their presentations, they praised the CAP unit for their expertise and pointed out to the visitors that the unit was their long search arm due to their limited radius of activity.

CIVIL AIR PATROL NEWS

★ ★ ★ ★ ★ USAF AUXILIARY ★ ★ ★ ★ ★

National Commander	Brig. Gen. William M. Patterson, CAP
Executive Director	Brig. Gen. Carl S. Miller, USAF
Director of Information	Lt. Col. Wm. Capers III, USAF
Editor	TSgt. Don Thweatt, USAF

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National Commander's Comments

Charging The 'Static Line'

By
Brig. Gen. William M. Patterson, CAP
National Commander

Peter Lert, senior editor of Air Progress magazine, in a recent "Static Line" editorial on Civil Air Patrol made several statements that I feel require a response. Here is that response.

Dear Mr. Lert:

In your Air Progress editorial on Civil Air Patrol titled "The Civil Air Patrol: Brigadier-General Aviation?"



you took the liberty of expressing certain views which I feel do a great injustice to our organization and the many dedicated people who make up its membership.

Oh, your prelude was quite accurate such as the official date of CAP's formation, the fact that we fly over 80 per cent of all the inland search hours, that we operate an extremely complex communications network and that we are the official United States Air Force auxiliary. Beyond that your statements become somewhat misleading and border on the inaccurate.

First, you claim CAP falls short of its avowed aim of interesting American youth in aviation. In the same vein you state that "the sometimes excessive emphasis on military procedure and etiquette may be a liability rather than an asset." I find such statements to be inconsistent when viewed in the context that CAP is the one and only auxiliary of the USAF and as such has a deep sense of belonging and responsibility to the only organization from which we derive most of our support, a majority of our

guidance and much of our day to day knowhow.

Granted, CAP was never intended to serve as a volunteer recruiting service for DoD, or more specifically the USAF, but we do have a strong tie that goes back to 1948. Anything we can do to convince a young American male or female that the Air Force offers a rewarding, productive and patriotic way of life — all too often frowned on and spurned in today's society — will continue to be vigorously pursued by this organization.

Yes, we admit that economics alone dictate against CAP putting more of its corporate resources into our flying program. What with the cost of flying even a Cessna 150 spiraling upward, the membership dollar — and that's our only source of revenue — is being stretched to its very limits. Certainly you can appreciate the fact that as the leading Aerospace Education voice in this country we feel a deep sense of responsibility to further our country's aim in this regard.

However, dollars alone will not completely solve the problem. Pilot and aircraft availability and accessibility play a big part as do weather conditions, hours of daylight and school sessions. All too often the pilot who can fly and/or instruct a cadet can only do so during the day when our cadets are in school — we don't encourage dropouts. Weekends offer the greatest hope for schedule compatibility and oft times the aircraft must then be used for search, for training or for volunteer CAP maintenance.

The problem is complex and one that has probably received more attention than any we have faced. Certainly the fact that CAP puts in excess of \$40,000 annually into college grants and scholarships for deserving CAP cadets should clearly indicate how we feel about aerospace indoctrination and education in the very broadest sense.

And speaking of Aerospace Education (one of CAP's three missions) Air Progress, its subscribers and its future are literally dependent for survival upon Aerospace Education. Since 1949 Civil Air Patrol has been the prime catalyst in college and university aerospace education workshops. Up to 212 campuses in one year, and hundreds of thousands of teachers, counsellors and school administrators, trying for the first time to grasp the function and importance of the airplane and the space vehicle is not a bad track record.

In a classic sense your magazine has been one of the direct beneficiaries of the team efforts of Civil Air Patrol and the United States Air Force as they support the only ongoing aerospace education program in the country. It should be clearly pointed out that this effort can stand on its own as being worthy of any and all contributions made by the United States Air Force to its success. More importantly it places Civil Air Patrol in a category that stands above public, private and parochial education in its achievements in this area of great and vital national interest.

Frankly, Air Progress and its authors and editors should show more scholarship in its research before it begins to shoot at an organization which for 35 years has, without concern for reimbursement, recognition or reward, conducted a professional and motivation effort in and for public education in America. Our every effort has been aimed at the very segment from which Air Progress draws its subscriptions and readership. Air Progress' attitude can only reflect short-sighted tunnel vision.

You also state that "the adult

wishing to join CAP as a senior member is expected to attend weekly squadron meetings, preferably in uniform (sic) and conform to military appearance codes and etiquette." You further stated that pilots who do not conform to this ideal, no matter what their flying qualifications may be, are not welcome in such CAP units! In this regard you quoted a youngish film producer friend of yours, a Cessna 185 owner as saying: "If I'm willing to volunteer my time and effort and the use of my \$40,000 airplane, they should be content with that. I'll be damned if I'm gonna cut my hair just to play soldier once a week."

Well, let me tell you, Mr. Lert, that we welcome even the mod film producer — long hair and all — just as long as he is willing to conform to certain CAP standards. He doesn't have to wear the uniform. As a matter of fact we insist that he not do so while his hair is long. As for meetings we won't insist that he attend. But we do insist that he knows how and where to search, that he adheres to both FAA and CAP flight regulations and a basic code of conduct and discipline that all 63,160 members respect and abide by.

For you see, Mr. Lert, it is only through training and discipline that CAP members can ever hope to fulfill the missions with which we are charged. This is not a flying club; it is really a hardnosed group of dedicated volunteers who take pride in their efforts, both past and ongoing, their uniform, their communities and their accomplishments.

We neither need or want the hell-for-leather T-34 pilot whose only mission is to do barrel rolls through life and control zones. This is not our idea for dedication and discipline. Yes, we do need to increase our efforts to emphasize the "Air" in Civil Air Patrol. And we are working at it. But it will take time and money. In our business that means people. People who want to contribute to air progress, community progress and people progress. For you see, Mr. Lert, we believe in contribution and construction, not denigration and destruction.

CAP Team Assists During Flood

BRISTOL, Conn. — Continued cooperation between Civil Air Patrol and the Office of Emergency Preparedness was graphically demonstrated by the Bristol Comp. Sq. during recent flooding in Connecticut.

The neighboring town of Plainville requested the assistance of the Bristol unit's emergency service team. Request was made through Lt. Col. Kenneth Faust, deputy wing commander, a native of Plainville.

Colonel Faust contacted the unit's commander Lt. Col. Howard E. Palmer, who alerted the team and placed them at Plainville's disposal as needed.

The members provided communications in the field, served as traffic control in areas of high flooding, and served on bucket brigades for removal of water from flooded cellars of homes where pumps were not available.

The CAP members were commended by Plainville's CD director and emergency services officer for their cooperation, rapid assembly and public spirit.

CAP Saves 57 Lives During 1975

MAXWELL AFB, Ala. — 1975 was an impressive year for Civil Air Patrol. Reverse the last two digits in 1975 and you have the number of people throughout the nation who were able to celebrate the beginning of the Bicentennial year because of CAP.

The 57 lives the nationwide organization saved in 1975 through its air search and rescue and other emergency service activities was not a record, but was 21 higher than the number recorded in 1974. The highest number recorded in recent years is 78, a record set in 1968.

Flying activity was involved with 49 of the 57 lives saved, and 45 of these were a direct result of air search and rescue operations. CAP located its search objective 304 times involving 340 persons in distress.

Once again Alaska — with 24 — led all other CAP wings in number of lives saved. Colorado was second with seven saves followed by Oregon with six. Idaho and Louisiana chalked up four saves each and Ohio and Wyoming each had three. Mississippi, New Mexico and Wisconsin were credited with two each. Virginia and Arizona each were credited with saving a life during the year. Two of the saves were shared by Colorado and New Mexico.

Although Alaska led in the number of lives saved, California, Colorado, Florida and Arizona were ahead in sorties and flying hours. California registered 1,787 sorties with 2,782.5 flying hours, while Colorado recorded 1,230 sorties and 2,471.4 flying hours. Florida had 1,300 sorties and 2,191.8 hours. Alaska flew 695 sorties requiring 1,468.5 hours.

The persons saved during 1975 included pilots and passengers of crashed aircraft, hikers, a lost youngster, tornado victims, skiers, the desperately ill, a Coast Guard crew and passengers, hunters and automobile and train accident victims.

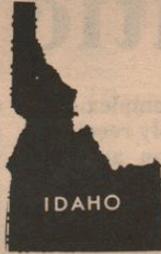
Following are brief descriptions of the rescue missions in which CAP was credited with saving a life during 1975:

The Alaska Wing scored the first two saves of the year on Jan. 24 when they located a missing PA-12 aircraft after a two-day search. The aircraft had crashed in a remote part of



Alaska while on a flight from Anchorage to Chelatina Lake. The two men aboard the craft were not injured but could not have survived, due to the remoteness of the area, weather conditions and lack of adequate survival equipment.

Air crews from the Idaho Wing were called into the search for a Beech Bonanza in late January and were credited with saving the life of the pilot who had suffered severe injuries. The wing flew 20 sorties in the search effort before locating the



wreckage near Rupert, Idaho. CAP shared the save with the U.S. Air Force, whose helicopter picked up the injured pilot.

The largest number of lives CAP has saved at one time in many years, and possibly the biggest one-time save in its history, occurred when the Alaska Wing was credited with saving the lives of eight persons, four U.S. Coast Guard crewmen and four civilians — a man and his wife, and their two children. The search was initiated after the eight were forced to beach and abandon their 44-foot Coast Guard craft. A CAP crew located the group near Point Couverden in southern Alaska. They were picked up by a Coast Guard helicopter. Authorities stated that it was doubtful they could have survived without immediate recovery. Bitter cold in the area sent the chill factor to 40 degrees below zero.

In early February, CAP units from Texas, Oklahoma, Colorado and New Mexico were involved in a massive search involving a missing aircraft with four persons on board. The Colorado Wing, using direction finding equipment, located an ELT signal in the valley between Eagle Nest and Ute Park, N.M.

Ground teams from New Mexico's Los Alamos Squadron worked all night to locate the source of the signal. They located the aircraft and were credited along with the Colorado Wing for saving the lives of the two crash survivors.

In early March the Idaho Wing was credited with saving the life of a hospital patient through the timely airlift of badly needed human blood. The Idaho members flew to Spokane, Wash., and returned the blood for the patient who was suffering from internal bleeding.

An ELT was responsible for bringing rescue for two crewmen after their plane had crashed near Rawlins, Wyo., in March. CAP forces were called into action and located the general area of the crash during the night but were unable to spot the exact site, due to darkness. At first light they returned and spotted the crash and called in a private helicopter to airlift the victims, who had suffered broken backs, to a hospital.

CAP aerial search teams scored three lives saved March 21 with the locating of a PA-28 Cherokee which crashed in Colorado with three persons on board. A CAP plane from Gunnison, Colo., located the crash near Alamosa, Colo., by following voice signals from the survivors. An Army helicopter from Ft. Carson was diverted to pick up the survivors who were reported uninjured. The Army unit shared credit with CAP for saving the three persons.

A Colorado search team was credited in late March with saving the lives of two missing

skiers in Colorado's Rocky Mountains. A CAP aircraft located the missing pair after slightly more than an hour of searching and notified an Aspen SAR team which moved snowmobile units into the area to return the skiers to safety.

In early April an Oregon Wing ground rescue team was instrumental in saving the lives of five young hikers who were stranded on Neahkahnie Mountain in the extreme northwestern tip of Oregon. The rescue was effected within five hours after CAP was alerted.

Search operations by a Louisiana CAP crew following a tornado in the extreme western



part of the state resulted in saving the lives of three storm victims during early May. The search was initiated by the Sabine Parish (County) sheriff after six persons were reported missing following the storm. A CAP search team was in the air within 15 minutes and located the first survivor within 10 minutes after takeoff. They later located two other survivors and the body of a fourth victim.

On May 23 the Idaho Wing proved that CAP, a modern, aerospace-minded organization, is not choosy when it comes to saving lives. The unit used bloodhounds to locate and save the life of a 20-month-old boy who had wandered away from his parents' campsite near Beauty Bay, Idaho. The CAP team, with the use of bloodhounds, located the missing boy within two hours during the night search.

Handheld direction-finding equipment came into play in the search for a Grumman Yankee aircraft in Ohio during May. A ground team located the crash near the Greater Portsmouth Airport and was credited with saving the three survivors on board the aircraft.



A Louisiana Wing air crew located a crashed light plane in less than an hour after taking off on a search June 10 and was credited with saving the pilot. The search was started when the Houston Air Route Traffic Control Center intercepted a "Mayday" call originating in an area approximately 55 miles west of Alexandria, La. There were heavy thunderstorms in progress in the area at the time of the crash.

The last save recorded during the first six months of the year was credited to the Wisconsin Wing when they saved the life of a 72-year-old Ashland, Wis., man. A CAP ground team rescued the man, who had apparently fallen into a deep ravine.

CAP's Alaska Wing joined Air Force and Army rescue personnel in rescuing injured passengers aboard an Alaska Railroad train which collided with a freight train some 115 miles north of Anchorage on July 5. In all, 10 saves were credited to Air Force and Army helicopter pilots and the CAP crew.

Two saves were recorded during August. The Wisconsin Wing was credited with locating and saving the life of a 74-year-old man who had become lost while taking a walk. A man critically injured in an automobile accident was rushed to the Fairbanks Memorial Hospital in Alaska by a U-6 Beaver aircraft of the Clear, Alaska, CAP unit.

Two additional saves were added Sept. 18. A save was recorded in Alaska when the Eureka CAP unit was credited with saving the life of an Army major severely mauled by a bear and on the same day Idaho's Wing was credited with saving the life of a missing 60-year-old man. A CAP ground team located the Idaho man after more than four hours of searching.

An intensive four-day search for a missing CH-7 aircraft in Alaska was concluded Sept. 30 when the Kenai CAP located the pilot and his passenger uninjured approximately 35 miles southeast of McGrath. Two saves were credited due to lack of shelter, no sleeping bags and food and the inability of the survivors to self-recover.

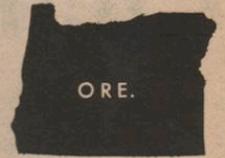
Four saves were chalked up by CAP ground teams on Oct. 24. A Mississippi ground team was credited with saving the lives of two persons injured in an aircraft crash near McComb, Miss. The crash site was located by an employee of the Mississippi Fish



and Game Department and the CAP ground team arrived on the scene and administered first aid until an ambulance arrived. A Wyoming ground team was instrumental in saving the life of a young hunter who had become lost on a hunting trip with his father. When located the following day by the ground team, the hunter was in good condition although light snow had fallen and temperatures were near freezing during the night.

Two saves were credited to the Fairbanks, Alaska, CAP unit Oct. 27. The Fairbanks unit launched and located an overdue aircraft by the signal from its ELT in a lake 100 miles west of Fairbanks. While assisting the one aircraft, another aircraft was located crashed in the same lake. The second plane had landed to assist the first aircraft and had also broken through the ice. Due to the cold, remoteness of the terrain and loss of survival gear, two saves were credited.

A CAP ground team was credited Nov. 8 with saving the life of a missing hunter near Hood River, Ore. The rescue effort was started after two 17-



year-old boys were reported missing while on a hunting trip. The CAP ground team located the hunters and a save was credited as one of the hunters was suffering from exposure.

A two-day search for an overdue boat was completed Dec. 16 when the Sitka, Alaska, CAP spotted the lost people on a beach. They had rowed ashore after their large fishing vessel capsized and broke up. Due to the weather conditions, remoteness of the wreckage and lack of adequate gear to survive another night, two saves were credited to the Sitka CAP.

The Clear, Alaska, unit picked up a save Dec. 19 when an injured man was evacuated to the Fairbanks Hospital. A U-6 Beaver aircraft evacuated the patient suffering from a heart attack to the hospital. A save



was credited because of the serious nature of the illness, which was confirmed by the hospital.

Dale Jepsen of the Anchorage, Alaska, CAP unit was given credit for four saves when he led a lost pilot and his three passengers to safety Dec. 21. Jepsen picked up an emergency radio call from the lost plane and after making visual contact realized the aircraft was heading out to sea and through radio communications guided the aircraft safely back to Anchorage.

CAP's final save of the year occurred Dec. 24 when the Arizona CAP located an aircraft that had crashed 110 miles northeast of Phoenix. An Air Force helicopter was called in by the CAP crew to make a hoist pickup due to the high trees and high winds in the area.

In addition to its search and rescue operations, Civil Air Patrol was also busy in a number of disaster and humanitarian situations in 1975 in various parts of the nation.

These included floods and flooding situations in Pennsylvania, Florida, Indiana, Wisconsin and Michigan; snowstorms in Oklahoma and Colorado; a tornado in Nebraska; and a hurricane in Puerto Rico during September.

During these situations, CAP members assisted in the evacuation of families and household goods from numerous homes; flew a number of surveillance missions over stricken areas; airlifted disaster relief officials; transported supplies; supplied emergency communications; helped with sandbagging; and contributed a vast amount of plain hard work.

CAP's First Chairman Academy Honors Gen. Spaatz

MAXWELL AFB, Ala.—The north scenic overlook of the U.S. Air Force Academy cadet playing fields and academic area at Colorado Springs, Colo., will be named in memory of Gen. Carl A. Spaatz, the first Air Force Chief of Staff and Civil Air Patrol's first Chairman of the Board, a position he held for 11 years (1948-1959).

At its December meeting the National Executive Committee of Civil Air Patrol approved a donation of \$1,000 to this project.

At the time he forwarded the check to the Academy, CAP Brig. Gen. William M. Patterson, national commander, said, "The donation is an expression of the esteem and high regard in which General Spaatz was held by the total membership of CAP, both past and present."

He further stated, "General Spaatz literally laid the cornerstone of this great organization. Through his inspiration, guidance and leadership CAP became a postwar symbol of volunteer humanitarianism that has served both this country and its people so well through the years."

In a letter to General Patterson, the widow of the late General Spaatz expressed

her appreciation to CAP for the donation. The letter read in part, "My daughters and I are deeply touched and pleased by Civil Air Patrol's splendid gift to the Memorial Fund in my husband's name at the Air Force Academy. I know he would be as happy as we are by this generous donation in his memory from the organization that was always very close to his heart."

Lt. Gen. James R. Allen, superintendent of the Air Force Academy, in his letter to General Patterson acknowledging and thanking CAP for its generous contribution, indicated that the

project will cost approximately \$15,000. This includes landscaping, the planting of flowering shrubs plus a variety of trees and a plaque commemorating the accomplishments of General Spaatz.

Funds to complete this project will come from private sources. Persons or agencies interested in further information may contact the Special Assistant for the Chief of Staff at the U.S. Air Force Academy, 303-472-2265. Contributions are tax deductible. It is hoped the Spaatz Overlook will be completed by this spring.

USCG Auxiliary Asks For 'Assist' From CAP

FORT WALTON BEACH, Fla. — Florida Wing's Eglin Comp. Sq. has been asked by the Fort Walton Beach Coast Guard Auxiliary to provide the auxiliary unit with an air search capability, according to the unit's commander, CAP 1st Lt. Bill Wootton.

The squadron will assist in the search for distressed boaters along Florida's Gulf Coast with a view toward improving the Coast Guard's effectiveness.

Lieutenant Wootton reports that the Florida Wing has approved the Coast Guard Auxiliary's request. At this time the CAP unit has equipped its Cessna 150 aircraft with survival equipment for overwater flights.

In support of these missions, Air Force Col. Roderick G. Giffin, commander, Eglin Air Force Base, has agreed to provide special radar coverage of these missions. In addition the base will operate a survival training school for CAP pilots and observers.

Lieutenant Wootton expressed hope that this agreement will lead to greater cooperation between the Eglin CAP unit and the Fort Walton Beach Coast Guard unit, increasing the life saving capabilities of both units.



SNIP, SNIP — Flight Instructor Terri Pirrung takes the shirt tail of Cadet Capt. Paul Tolsma after he completed his first solo flight. Tolsma, a member of New York Wing's Southtowns Cadet Squadron, was awarded a New York Wing Solo Scholarship and the Niagara Frontier Group Newman Award to enable him to attain his solo license.

North Central Region Cadets Gather For 'Officers School'

BOONVILLE, Mo. — Twenty-seven cadets from the North Central Region recently gathered here at the Kemper Military Academy for the North Central Region Cadet Officers School.

The school first opened its doors to students in 1844 and has been in continuous operation since then. Many famous men have attended this school including Gen. John J. "Black Jack" Pershing and humorist Will Rogers.

Kemper is a high school and junior college and has an Army ROTC unit. The cadet commander of the North Central Region Cadet Officers School, Col. James Moll, is enrolled for the fall term.

Army Sergeant Newman, the drill instructor for Kemper, also served as drill instructor for the encampment.

Lt. Col. N.J. Knutz, deputy commander of the Missouri Wing and Maj. LuCretia Knutz, director of the Cadet Program for the Missouri Wing, are working to make this the permanent site for the NCR COS.



ORIENTATION — North Central Region cadets get a close look at an Army Huey Helicopter during the NCR Cadet Officers School held at Kemper Military Academy recently. All of the cadets attending the school were given an orientation ride and briefing on the helicopter.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AEROSPACE RESCUE AND RECOVERY SERVICE (MAC)
SCOTT AIR FORCE BASE, ILLINOIS 62225



REPLY TO
ATTN OF: CC

13 Jan 1976

SUBJECT: Appreciation

TO: HQ CAP-USAF/CC

1. The year 1975 was one of the most productive and successful years to date for the Civil Air Patrol in support of search and rescue operations. During the year, Civil Air Patrol units participated in 694 missions, flying 12,812 sorties and 24,500 hours. Fifty-seven lives were saved as a direct result of Civil Air Patrol actions.

2. The Civil Air Patrol is to be congratulated for these most noteworthy achievements. Each and every member of the organization can take pride in the fact that these accomplishments were achieved by volunteers who unselfishly contributed thousands of hours of their time to our mutual goal of saving lives.

3. Please convey my appreciation to all members of the Civil Air Patrol organization. They can be proud of their outstanding record. We, at Headquarters Aerospace Rescue and Recovery Service, are fortunate to have you as a member of the rescue team and are looking forward to another successful year for the Civil Air Patrol.

Ralph S. Saunders

RALPH S. SAUNDERS, Major General, USAF
Commander

Cadets Vie For Top Honors Dur



EXAM — A cadet completes the 100-question examination covering all facets of the CAP program.



WINNERS — The Great Lakes Regions team emerged victorious in the Panel Quiz. Cadet Capt. John [Name] (right in photo insert), of the Ohio Wing accepts the Cadet Bowl winners trophy from U.S. Air Force [Name] Carl S. Miller, Executive Director.



GO — The competition begins for the best time in running a measured mile. Cadet Lt. Col. James A. Wolfe, (right in photo insert), of the North Carolina Wing accepts the physical fitness winners trophy from CAP Col. Thomas C. Casaday, national vice commander.



The Race I



Drill Competition



INNOVATIVE DRILL — C [Name] Jr., (right in photo insert),

1975 National Competition



WARM-UP — Cadets prepare for the physical fitness competition.



over,
Gen.



Inspection



Lt. Col. Alfred H. Cooke,
Texas Wing is presented



the Drill Competition winner's trophy by U.S. Air Force
Lt. Col. Gale L. Haskins, director, Cadet Programs.



Victory

Cadet Burden Earns 2 Medals For Aiding Apartment Tenants

NORTH HOLLYWOOD, Calif. — The Bronze Medal of Valor, Civil Air Patrol's second highest award and the California State Firemen's Association Medal of Valor has been awarded to Cadet Sgt. James P. Burden, a member of California Wing's North Hollywood Comp. Sq. 3. He received the two medals of valor for evacuating and calming the tenants of his burning

apartment building last March. Burden was one of the youngest recipients of the California State Firemen's Association Medal of Valor. "The bulk of the people who received this award were professional firefighters and police officers," according to a State Fire Department official. The fire occurred March 8 in the apartment building Burden's

parents managed. Burden was awakened about 1 a.m. by a tenant banging on the door. "I stepped outside the door and there was smoke pouring through the corridor. People were screaming for help all over. They were petrified because they heard a big explosion in one of the apartments," Burden said.

According to one of the commendations, "With great presence of mind and without regard for his own safety, he attempted to reach the apartment nearest the one involved with fire. Because of the intense heat, he was forced to retreat." "But the safety of the tenants being uppermost in his mind, he withdrew to the outside of the building, where he was able to assist several of the victims to safety and shelter by way of the retaining walls and balconies."

When the fire trucks arrived, Burden said they stopped up the street, but he called out to them where the fire was. He said it was raining and he gave his coat to one of the women outside in her nightgown. "I brought the people into a safer area," he said.

Fire reports said he assisted about 40 victims in the assembly area. "His supportive and encouraging role was later mentioned by several of the victims as being of great help in preventing the near-panic among them," the commendation read. "James P. Burden, by his courageous action, reflected great credit on himself and his Civil Air Patrol training, all without regard for his own personal safety and at great risk to his own wellbeing."

Burden, himself suffered smoke inhalation from the fire, "but his training did come to the forefront when needed most," the commendation read.



TELETHON TALK — CAP Col. Russell A. Sheibels, left, Michigan Wing commander, appears on a local Detroit TV station in support of the Jerry Lewis Telethon with Beverly Payne, TV news commentator, and Max Kinkel, radio disc-jockey. The Michigan Wing assisted the Telethon Promotional Committee conduct a "Fly High for Muscular Dystrophy" from the Detroit airport. Donors were given a 20-minute flight over the city by local area aircraft owners. With the help of CAP the committee has raised over \$18,000 during the past two years for Muscular Dystrophy.

CAP Search and Rescue Statistics '75

CAP WINGS	MISSIONS	SORTIES	HOURS	FINDS	SAVES
ALABAMA	8	113	252.4	4	0
ALASKA	161	695	1468.5	78	24
ARIZONA	29	940	2191.8	5	1
ARKANSAS	26	365	764.3	13	0
CALIFORNIA	55	1787	2782.5	39	0
COLORADO	15	1230	2471.4	*17	*7
CONNECTICUT	3	72	126.6	0	0
DELAWARE	2	6	6	2	0
FLORIDA	27	1330	2135.9	11	0
GEORGIA	11	232	453.4	2	0
HAWAII	5	13	16.2	1	0
IDAHO	27	65	101.8	5	4
ILLINOIS	8	33	64.6	5	0
INDIANA	12	35	66.1	3	0
IOWA	6	43	90.9	4	0
KANSAS	7	15	23.5	2	0
KENTUCKY	6	138	261.1	2	0
KENTUCKY	12	238	497.6	9	4
LOUISIANA	11	218	368.0	2	0
MAINE	4	9	19.5	*1	0
MASSACHUSETTS	4	201	339.8	1	0
MICHIGAN	4	111	252.8	1	0
MINNESOTA	8	50	97.7	1	0
MISSISSIPPI	14	153	448.9	5	2
MISSOURI	12	89	181.1	2	0
MISSOURI	10	62	167.3	1	0
MONTANA	0	0	0	0	0
NAT'L CAPITAL	6	7	15.5	1	0
NEBRASKA	17	556	1108.4	9	0
NEVADA	4	66	152.5	1	0
NEW HAMPSHIRE	6	54	926	2	0
NEW JERSEY	21	803	1443.0	*6	*2
NEW MEXICO	9	79	142.6	3	0
NEW YORK	11	308	560.4	4	0
NORTH CAROLINA	7	51	72.8	2	0
NORTH DAKOTA	8	20	33.0	6	3
OHIO	11	52	91.3	2	0
OKLAHOMA	22	381	715.6	1	6
OREGON	20	98	163	8	0
PENNSYLVANIA	1	12	18	0	0
PUERTO RICO	2	40	69.2	0	0
RHODE ISLAND	12	132	272.7	6	0
SOUTH CAROLINA	7	22	42.3	0	0
SOUTH DAKOTA	12	200	302.4	7	0
TENNESSEE	31	653	1526	10	0
TEXAS	9	268	537.3	6	0
UTAH	3	20	33.2	0	0
VERMONT	17	220	330	7	1
VIRGINIA	12	384	578.1	2	0
WASHINGTON	5	4	5.2	*2	0
WEST VIRGINIA	13	73	159.4	2	2
WISCONSIN	11	166	391.6	4	3
WYOMING	804	12,812	24,499.8	304	57

*SAVES AND FINDS SHARED WITH ANOTHER WING



SIMULATED DISASTER — Tennessee Wing Civil Air Patrol members, left to right, 1st Lt. Bill Robertson, Cadet Rodney Graham, Capt. Charles Strawn and Cadet Charles Hickman check map coordinates at their communications headquarters to simulate CAP activities during a recent tornado disaster exercise conducted in Cleveland, Tenn. CAP units participating in the exercise included the Chattanooga Senior Squadron, Chattanooga Cadet Squadron, Dallas Bay Cadet Squadron and Collegedale Cadet Squadron. (News-Free Press Photo by John Goforth)

Staff Colleges Double

(Continued From Page 1)

Base application eligibility, i.e., senior member warrant officer grade at the time of application, remains the same. However, application eligibility for return attendance is limited to those individuals who have attended only one previous NSC and who have not attended since 1973.

Region commanders again are the selection authority for applications from their respective regions. Wing commanders recommending selection of a prior attendee applicant must provide appropriate written justification to the respective region commander.

Application-selection dates for the activity are detailed in CAPR 50-9, Senior Member Activities. CAP Form 17, Application for Senior Member Activities, dated January 1974, must be used for staff college application. Instructions for completing and dissemination of required copies are included on back of the form.

Selectees and alternate selectees will receive appropriate notification by National Headquarters/DOT approximately April 16, by Eastern Staff College April 25, by Western Staff College June 1, and by Central Staff College June 3. Transportation authorizations for attendees are to be prepared by their wing headquarters in accordance with CAPR 10-3.

The NSC staff, composed of USAF Reserve and selected senior member officers, will be headed by the NSC Course Director, Col. William E. Lewis, Reserve Region Commander, Pacific Region. Mrs. Florence D. Tucker is assigned as National Headquarters Project Officer.

The ESC Course Director and Project Officer is CAP Maj. Barbara L. Morris, DCS/Senior Programs, Middle East Region, Stop A-90, Andrews AFB, Md. 20331. Curriculum Coordinator is Air Force Lt. Col. Walter C. Straughan Jr., same address.

The CSC Project Officer is CAP Lt. Col. David L. Floyd, 4424 Oleander, Bellaire, Tex. 77401, and Commandant is CAP Lt. Col. Robert C. Bess, P.O. Box 543, Spring, Tex. 77373.

WSC Commander is CAP Col. O.A. Donaldson, 3501 N.E. Marine Dr., Portland, Ore. 97211, and Director of Curriculum is CAP Lt. Col. Howard Zink. Selectees will be required to send a deposit of \$25, made out to CAP — Pacific Region. Only 50 percent of the deposit will be refunded on cancellations after July 1.

Attendees will be provided with information regarding reporting instructions, curriculum content, climate, proper wear of the uniform, customs and courtesies peculiar to the local and other pertinent date.

At National Staff College, Maxwell AFB Ala., the fixed cost for each attendee will approximate \$5.50 per day, i.e., \$2.00 per day for their room and \$3.50 daily for the cost of three meals taken in the Officers' Field Ration Dining Hall. ESC cost is \$75.00; CSC is \$24.00 for dormitory room, \$5.00 per day for food, or approximately \$60.00 for the week; WSC is \$85.00.

Arrangements are in progress for students to receive optional college credit for staff college completion. Students desiring credit will be able to enroll with the participating college or university at registration time. Contact your project officer for additional information.

Join the CAP leaders and attend a staff college this summer. Spend your time and money where it will really count.

Parman Becomes New Chairman

MINNEAPOLIS, Minn. — Cadet Col. Donald E. Parman of the Michigan Wing is now serving as Civil Air Patrol's chairman of the National Cadet Advisory Council. He served as vice chairman until October 1975 when the chairman became a senior member.

Parman has served at all levels of the Wing Cadet Advisory Council and as the Great Lakes Region delegate to the National Cadet Advisory Council. In 1974 he was the number two graduate of the National Cadet Officers School and headed a special version of that program in Michigan, called Project LIFT, in the same year.

Cadet Parman was named the Outstanding Cadet of 1974 from the Michigan Wing and as a result of his activities he was named the National Cadet of the Year in San Francisco, Calif. This past summer he attended International Air Cadet Exchange (IACE) as a delegate to France.

Cadet Parman looks forward to a very successful year for Cadet Advisory Councils. He currently holds nominations to both West Point and the U.S. Air Force Academy.



COCKPIT CHECK — Air Force Lt. Col. Reb Guillot, commander of the 354th Tactical Fighter Squadron, Davis Monthan AFB, Ariz., shows the cockpit of an A-7D Corsair II aircraft to Cadet WO Wendy Girton of the 355th Cadet Squadron. The 355th Tactical Fighter Wing recently agreed to sponsor the CAP unit and the 354th TFS will act as Aerospace Education counselors to the cadets.

Simulated Disaster Held To Test Proficiency Of Calif. Personnel

HAMILTON AFB, Calif. — A two-day annual California Wing civil disaster/radiological type test was conducted at the Fresno Air Terminal late last year. The simulated disaster was a flood and earthquake exercise.

Pilots, observers, flight crews, administrative per-

sonnel, cadets and a variety of other personnel needed for the mission arrived by aircraft and automobile from throughout the state to participate.

Personnel were checked for current CAP identification cards and ratings. Pilots were checked for current pilot rating, radio licenses

and other equipment necessary for them to participate in a mission.

Among the large number of male pilots participating were a number of female pilots. Lynn Ahrens, a member of the Wing's Marin Comp. Air Rescue Sq. 4 flew during the exercise.

Pilots were assigned to sections and grids to survey the simulated damage caused by the quake. They inspected a dam located near Fresno, power lines and highways for possible damage.

Ground crews were dispatched, at intervals, to inaccessible dense foliage areas. He obtained the information from returning pilots and observers at the time of their debriefing.

Cadets, under the supervision of seniors, assisted on the flight line, in the communications center and acted as runners.

On the second day of the exercise CAP members found themselves not on a simulated civil disaster exercise but an actual mission. A small aircraft was reported overdue and possibly down in the vicinity.

All pilots and observers were alerted and at regular intervals were airborne. A short time after the search was activated the aircraft was located. There were no survivors.

More than 150 CAP members and 50 privately owned and CAP aircraft participated in the exercise.

Aircraft, vehicles and personnel engaged in the radiological aspect of the training underwent a radioactive decontamination period upon their return to the mission base.

Unit Is Sponsored By Air Force Wing

DAVIS-MONTHAN AFB, Ariz. — "We welcome you to the 355th Tactical Fighter Wing, you are a part of us."

With that remark Air Force Col. Alonzo L. Ferguson, commander of the 355th TFW welcomed the newly activated Civil Air Patrol unit — the 355th Cadet Squadron — which the wing will sponsor.

Colonel Ferguson went on to state, "We will make every resource that we have available to you for your aerospace education and advancement in the cadet program. If you fail, it will be your own fault."

As evidence of the wing's total involvement, the 354th Tactical Fighter Squadron, under the command of Air Force Academy graduate Lt. Col. Reb Guillot, has volunteered to act as the Aerospace Education counselors for the CAP unit.

The squadron has also benefitted through flights in the DC-130 aircraft of the 11th Tactical Drone Squadron. Each cadet received instructions in

the aircraft in flight and Air Traffic Control procedures.

Later instruction from operations and maintenance personnel of the fighter wing will benefit the cadets in their aerospace education and towards their achievements in the cadet program.

The newly activated unit is commanded by CAP Maj. Allen Holtman.



Take A Bicentennial Second...

"The true test of civilization is not the census, nor the size of the cities, nor the corps — no, but the kind of man the country turns out."
(Ralph Waldo Emerson).

'How To Search' Clinic Held For North Carolina Members

CHARLOTTE, N.C. — A instructor team consisting of four CAP squadron officers, all pilots, with three of them mission rated, from CAP's North Carolina Wing are presently conducting a how-to-search clinic for members of the wing.

The clinic, run under the auspices of the wing's Emergency Services and Senior Program Directorates, covers the patterns search pilots are asked to fly and the job their scanners and observers must do. Techniques of scanning to give the scanner the best chance of seeing a target and what a crashed aircraft looks like from the air are covered with over 100 photographs of crash scenes.

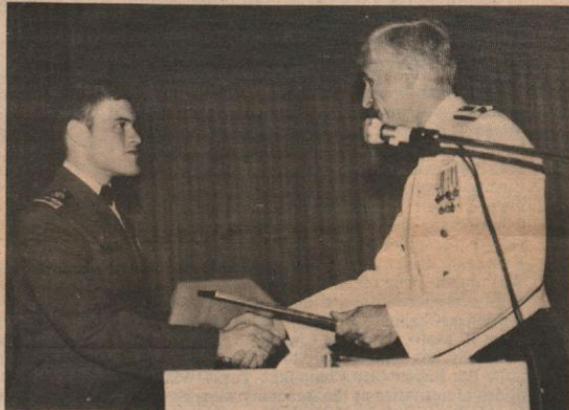
Since much effective search is done on the ground, the clinic covers interrogation and lead gathering in detail.

According to the instructors the program which consists of eight hours of classroom instruction is aimed at those who get out and search. It covers what the Civil Air Patrol member in the field needs to know.

The instructor team includes Lt. Col. Holli Nelson, Capt. Roy D. Harrelson, Capt. Allen A. Smith and 1st Lt. Ned Vaughan-Lloyd.



INTERVIEW?? — North Carolina Wing's Capt. Al Smith, left, plays the role of the interviewee while Lt. Col. Holli Nelson, center, and Capt. Roy Harrelson demonstrate how not to conduct a successful ground interrogation interview. Not only do the interviewers look terrible and display poor manners, they never stopped talking long enough to allow the "interviewee" to reply. The demonstration is part of the Wing's ground search presentation "How To Search" traveling clinic. (Photo by CAP Maj. Rupert Bynum).



TOP CADET AWARD — Cadet Col. Gregory Moore, left, is presented the Gen. Carl A. Spaatz Award by Air Force Col. Eugene Bartolich, commander, Det. 215 AFOTC at Indiana University, Bloomington, Ind. Moore is a member of Indiana Wing's Seymour Flight. He is the seventh cadet from the wing to earn the prestigious Spaatz Award.



PROCLAMATION — Rhode Island Governor Philip Noel, right, meets with two members of the Rhode Island Civil Air Patrol Wing after proclaiming December as Civil Air Patrol Month. With the governor are CAP Lt. Col. Alfred DiCiurcio, center, a member of the wing staff, and Cadet Sgt. Judy Harvey of the West Warwick Composite Squadron.

People In The News

CAP 1st Lt. Victor Berliner of the Albany Comp. Sq. (Georgia Wing) won the spot landing contest held at Cordele, Ga., which was sponsored by the Federal Aviation Administration (FAA)... Cadet TSgt. Dean Kohler of the Ft. Vancouver Comp. Sq. (Washington Wing) was voted the outstanding cadet during an encampment held at Fort Lewis, Wash... A member of Ohio Wing's Group III MSgt. David Donelson was recently presented the group's outstanding Cadet of the Year Award at the group's annual banquet, the largest in Ohio...

Two members of the Gen. Carl A. Spaatz Sq. 807 (Pennsylvania Wing) Cadet TSgt. Richard A. Magners and AIC William J. Hoch have received awards for patriotism and community service accomplishments. U.S. Marine Sgt. Richard P. Krause of the Reading, Pa. Marine Corps Recruiting Office made the presentation during the celebration of the 200th birthday of the U.S. Marine Corps... CAP Col. Jack Madsen of the Provo Comp. Sq. was presented the National Commander's Citation by the Governor of Utah, Calvin Rampton, at the Utah Wing's annual conference held at Salt Lake City, Utah. Colonel Madsen also received a diploma for completing the Air War College correspondence course...

Three cadets of the Van Dyke Cadet Sq. 3-7 (Michigan Wing) have flown orientation flights in the Air Force's HC-130 aircraft of the 305th Air Rescue and Recovery Squadron (ARRS), Warren, Mich. During the flight Cadets James Barilka, William Jacon and Kim Osantowski witnessed five pararescue men and their jumpmaster make parachute jumps in a practice rescue mission... Cadet Captains Michael Fronzillo and Christopher DeAngelis have made their first solo flights in a Cessna 150. Both cadets are members of the Newport County Comp. Sq. (Rhode Island Wing) and earned their wings through a scholarship awarded for their outstanding leadership and scholastic achievement... CAP Lt. Col. Dick Heiz and Cadet SSgt. Matt Selland of the Washington Wing recently gave a seven-minute slide presentation and a question and answer session on Channel 3 TV in Lynnwood, Wash...

Ira B. Maltz, Cadet 2d Class, U.S. Air Force Academy has paid a visit to his former CAP unit, the Bayou City Comp. Sq. (Texas Wing). Slides of activities at the Academy were shown by Maltz to the cadets of the unit and he answered questions about the Air Force during his visit... An aerospace exhibit booth was manned by members of California Wing's Marin Comp. Air Rescue Sq. 4 in a local shopping mall at Terra Linda, Calif. Manning the display were 1st Lt. Helene Stratman and Cadet James Wallis. The display generated a lot of interest with the public resulting in an increase among cadet members in the unit... The Foothills Senior Sq. (Colorado Wing) now features classes in Radiological Monitoring. Fourteen members have completed the first phase of the training taught by Rick Holtz, the Radiological Defense Plans and Training Officer from the Division of Disaster Emergency Services at Camp George West, Golden, Colo...

Vincent Devino, Grumman General Aviation Aircraft dealer, has donated the use of a \$30,000 aircraft to Suffolk Comp. Sq. 9 (New York Wing) for cadet orientation flights. He also donated the gas and oil consumed by the aircraft when used, once each month, by the CAP squadron... CAP Capt. Paul A. Willard of the Roanoke Comp. Sq. (Virginia Wing) has presented James Ritchie, vice-president of Universal Communication Systems, Inc. (UCS), Roanoke, Va. a CAP Certificate of Appreciation for support given to his unit. UCS provided the squadron with desks, chairs, filing cabinets, carpeting and other office equipment to assist in renovating the squadron's meeting headquarters... Cadets of the Tri-Cities Comp. Sq. (Washington Wing) are currently earning money for their unit by selling concessions at the performance of the Richland Light Opera Company's current production 'Oliver'... Nine members of the Homewood-Flossmoor Comp. Sq. (Illinois Wing) were recently given flights in the U.S. Army Reserves OH-58 and UH-1 helicopters. The helicopters were flown by pilots of the 416th Engineer Command (USAR)...

CAP Capt. Brian N. Duehring, North Central

Region Director of Organization and Development, has presented the first Management Training Seminar to members of the newly chartered Langdon Comp. Sq. (North Dakota Wing). The seminar was also attended by members of the North Dakota Wing staff, Red River Valley Sr. Sq., Devils Lake Comp. Sq. and Dakota Pilots Comp. Sq... The West Warwick Comp. Sq. has been presented an American flag by Ed Dean, commander of American Legion Post Number 2, West Warwick, RI. The flag was accepted by CAP 1st Lt. Jack Helfgott, commander of the CAP unit and cadets Jack Helfgott and Rose Mary Allen...

A member of the Capitol City Comp. Sq. (Louisiana Wing) CAP 1st Lt. Tony Credeur has completed a course which now qualifies him as an emergency technician. The course included 50 hours of advanced first aid training and 81 hours of instruction at a local police station... Three CAP members of the Winston-Salem Comp. Sq. 2d Lt. Ernest Hayes, SM Frank R. Glatz and CWO Walter M. Gray have earned their pilot wings... The Eighteenth Rescue and Recovery Team of the Col. Virgil I. Grissom Cadet Sq. (National Capital Wing) has completed a one-day training session. Cadet WO James Reistrup served as one of the instructors who introduced cadet basics to Emergency Services and taught classes in compass reading, basic first-aid and rope work...

U.S. Navy Chaplain John W. Berger of California Wing's Cadet Sq. 10 has been assigned to sea duty aboard the U.S.S. Prairie... The commander of the Central Savannah River Area Cadet Sq. (Georgia Wing) CAP Capt. Bob Young has been elected president of the Georgia Association of Newscasters. He has won numerous awards for his editorials and reporting... Five members of the Fort Vancouver Comp. Sq. (Washington Wing) have become qualified in Emergency Services. They are Cadets Rhonda Keesee, in communications, SSgt. Bob Keesee, 2d Lt. Bob Lawson, AIC David Lawson and SSgt. Chuck Powell in flight line operations... Cadets from New Hampshire Wing's Wright Brothers Comp. Sq., Lakes Region Comp. Sq. and Highlanders Comp. Sq. assisted with displays, communications and crowd control at the Bicentennial Airshow held at Lebanon Airport, Lebanon, N.H...

Cadet Teena Sommers of Alabama Wing's Gadsden Comp. Sq. has won the Region Four Environmental Quality Council of Alabama Oratorical contest at Jacksonville State University recently. She credits her CAP training in assisting her to obtain her scholarship at Jacksonville State... A first aid station was manned at the Marland Mansion estate, Ponca City, Okla., by CAP Jim Osborne when the estate was open for public visit. Some 18,000 persons visited the estate... Several cadets from Michigan Wing's Van Dyke Cadet Sq. 3-7 have completed a class in aircraft identification taught by CAP Maj. Charles Wytrowski, Jr. Those completing the course were Cadet Basic Brian Chupailo, Amn. Kevin Clause, CWO Eric Fujii, CWO Mike Calat and TSgt. Bill Jacon...

John F. Barber, the voice of North Carolina Wing's Winston-Salem Control Tower, has been presented a CAP Certificate of Appreciation by CAP Capt. Jack D. Moorefield, commander of the Winston-Salem Comp. Sq. Barber recently retired and the presentation was made in appreciation of his assistance in training CAP members to be better and safer pilots... CAP Brig. Gen. William M. Patterson, National Commander, has presented CAP Col. Ed Lyons, National Safety Director, CAP's Exceptional Award Ribbon... Two CAP awards have been presented to Col. Charles M. Link of North Carolina Wing's Winston-Salem Comp. Sq. Link was awarded the Meritorious Service Award for his efforts in getting a VHF-FM repeater installed on Sauerstown Mountain and earned the CAP Radio Operator Certificate of Proficiency... Squadron Commander CAP 1st Lt. Leonard Hillman and his wife SM Mary Hillman of Michigan Wing's Manistee Comp. Sq. assisted law enforcement officers in guarding a crash site near Manistee, Mich... Cadets MSgt. William Reindoller, MSgt. Joseph Weinschenle, AIC Bette Jo Ross and Cadet Dawn White have completed a weeklong encampment at the Greater Pittsburgh

International Airport. They are members of Pennsylvania Wing's Comp. Sq. 702... Two members of the St. Joseph Comp. Sq. (Missouri Wing) Col. Clark Johnston and 1st Lt. Dorys L. Hollandsworth have been named to a special steering committee which is being formed at St. Joseph, Mo., to boost Rosecrans Memorial Airport. They and other members will work with the city's aviation board to find ways of promoting better usage of the airport and informing the public of its potential and needs...

CAP's Middle East Region Commander Col. Jon H. Hill has been presented a plaque, scroll and a photograph of CAP's National Commander Brig. Gen. William M. Patterson in recognition of his completion of five years as region commander... At a special ceremony held at the Northeast Region Conference Dr. James P. Gillian, Assistant Secretary of the U.S. Air Force for Reserve Affairs and Education, presented CAP's Exceptional Service Award to CAP Lt. Col. Dorothy Welker for outstanding work on the International Air Cadet Exchange (IACE) program... Seventy gallons of paint, 30 paint rollers and two week-ends were used by CAP members of the Twin City Comp. Sq. (Missouri Wing) to apply the markings on the 2,000 foot runway of the Bismarck Memorial Airport at Bismarck, Mo... The leader of the Boynton Beach, Fla. Police Department's SWAT team, Sgt. Trollian, recently gave a presentation and explanation of the equipment the team uses to members of the Lantana-Lake Worth Cadet Sq. (Florida Wing)...

Members from California Wing's San-Val Group 22 and Van Nuys Sr. Sq. manned a recruiting and display booth at the Van Nuys Airport, Van Nuys, Calif... CAP's Twin City Comp. Sq. of the Missouri Wing has presented a CAP Certificate of Appreciation to Oscar McGeorge, Mayor of the City of Bismarck, and Emry Woodruff, Bismarck Airport manager, for their support to CAP... CAP Lt. Gertrude M. Kulig of the Rhode Island Wing attended the Fleet Reserve Association, Branch 132 Silver Anniversary Dinner Dance... Members of the Panther Comp. Sq. (Kentucky Wing) have toured the Aircraft Museum at Wright-Patterson AFB, Ohio... Under heavy competition California Wing's Santa Rosa Cadet Sq. 115 was awarded a giant trophy for first place in the Color Guard and Drill Team Competition in the annual Santa Rosa Rose Parade...

Twenty senior and cadet members of the Marin Comp. Air Rescue Sq. 4 were recent guests of the U.S. Marine Heavy Helicopter Sq. 769, Marine Air Reserve Training Detachment at the Alameda Naval Air Station... Cadet Karen L. Bode of the Monroe Comp. Sq. (Louisiana Wing) has received an Outstanding Cadet and Rifle Team Award from the U.S. Navy Junior ROTC unit in Monroe, La. A fellow cadet, SSgt. Kirk A. Foster received awards from the unit for aptitude and drill team participation... Carolyn Zapata, a member of the West Bay Comp. Sq. (California Wing), who learned to fly only three years ago, finished third among 102 planes flying in the 28th Annual Powder Puff Derby... Cadets of the Tri-Cities Comp. Sq. (Washington Wing) have participated in a first-aid training exercise. This exercise assisted in the instruction of new cadets and also served as a review for those who possessed first aid training... A member of Michigan Wing's Selfridge Cadet Sq., Cadet SSgt. Patricia Holton, was named outstanding cadet at a wing encampment...

Cadet Thomas R. Kerr of the Oklahoma Wing received the Outstanding Cadet Award after attending a week-long CAP sponsored familiarization course at Vance AFB, Okla... The Bolling Cadet Sq. (National Capital Wing) recently presented the USAF Presidential Honor Guard with a CAP Certificate of Appreciation for the support the Air Force unit has given the squadron... Five members of the Fairfax Comp. Sq. (National Capital Wing) have departed their unit to pursue college degrees. Capt. John H. Campbell is attending University of Michigan graduate school of physics, CWO Mark I. Hess is attending Radford College, Radford, Va., 2d Lt. Jack Lewis attending Virginia Polytechnic Institute, Blacksburg, Va., CWO David Kopelman and TSgt. Lee Winter attending Virginia Military Institute, Lexington, Va...

Historic Event CAP Pilot To Re-enact Flight

MAXWELL AFB, Ala. — On April 6, 1976, an Illinois Wing Civil Air Patrol member will attempt to re-enact the flight which marked the beginning of permanent scheduled airline service in the United States exactly 50 years before.

CAP Maj. E.E. "Buck" Hilbert, who serves as aircraft maintenance officer for the Illinois Wing and is a United Airlines DC-8 pilot in civilian life, will fly a restored Swallow biplane — the same type of plane that made the first flight on April 6, 1926 — from Pasco, Wash., to Boise, Idaho. He will follow the same time schedule and route flown on the first flight by Leon D. Cuddeback, chief pilot for Varney Air Lines, a predecessor company of United Airlines.

Hilbert found the Swallow disassembled and in a bare bones condition in the loft of a commercial garage in Chicago some years ago. The plane is jointly owned by Hilbert and two other members of the CAP Illinois Wing — CAP Maj. Carlo Toffenetti Jr., commanding officer, Executive Reserve Group; and CAP Maj. J. Robert Schroeder, a member of the Executive Reserve Group.

The plane is being restored to a flyable condition by Edward McConnell of Seneca, Ill., and was expected to be completed by mid-February.

The Swallow had not flown in more than 40 years, and records of its early history have long been lost. It was owned in the 1930s by five men, one the operator of a commercial auto garage in Chicago. After it was damaged in a groundloop in 1934, it was moved up into the loft. Hilbert learned of its existence 10 years ago and tried unsuccessfully for that length of time to buy it, but the owner would not sell.

The owner changed his mind last winter when a fire swept through his garage. The plane was not damaged by the flames, but the owner realized that it could have been lost forever in the fire. He finally agreed to sell it.

Flight Clinic Attracts Fliers

EASTON, Md. — Fifty aircrew personnel from throughout Maryland recently attended the annual Maryland Wing flight clinic at Easton's Municipal Airport.

The two-day event was a carefully planned school of the air with flight training and refresher programs being offered to upgrade pilot proficiencies. Major attention centered around pilot checkouts in varying types of aircraft. Other supervised instruction included instrument simulation, biennial reviews and advanced maneuvers.

Ground school instruction was offered concurrent with flying programs. Prime subjects were weather, psychology of flight and search patterns involving emergency locator transmitter (ELT) signals.

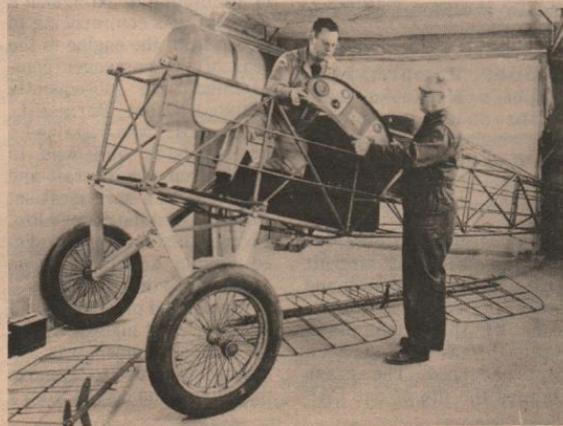
CAP Lt. Col. James Tice, Maryland Wing safety officer, directed the program.

The re-enactment flight will commemorate the 50th birthday of the U.S. commercial air transport industry and United Airlines and will be celebrated with a parade, luncheon and other events at Boise on April 6, 1976. It has been listed as a Bicentennial year event by the American Revolution Bicentennial Administration in Washington, D.C.

After he completes the 244-mile flight from Pasco, Major

Hilbert will join Cuddeback at Boise for the festivities.

The original flight by Cuddeback inaugurated service by Varney Air Lines and was made from Pasco to Boise and then on to Elko, Nev. The 460-mile route was known as Contract Air Mail Route No. 5 and Cuddeback's flight was the first delivery of mail by air by a private contractor. Similar routes were operated by other pioneer airlines shortly after.



STURDY SKELETON — Waiting to be covered is the fuselage of the Swallow biplane scheduled to fly between Pasco, Wash., and Boise, Idaho, next April. E.E. "Buck" Hilbert, a major in CAP and a United DC-8 pilot and owner of the plane, kneels on the front seat while Edward E. McConnell, who is restoring the old plane to flying condition in his workshop, hands him the instrument panel for a check to see how it fits. The Swallow was expected to be flying in February.



PLANE SKELETON: E.E. "Buck" Hilbert sits in the cockpit of the Swallow biplane before restoration began while a fellow antique airplane buff, William B. Haselton of South Bend, Ind., looks on.

Fla. Unit Performs Drill

JACKSONVILLE, Fla. — Members of Civil Air Patrol's East Duval Optimist Comp. Sq. performed a drill exhibition for youths attending the annual Muscular Dystrophy Camp at Switzerland, Fla., recently.

The camp staff asked for the drill exhibition because they were attempting to expose the youths to various areas of military life and training.

After a drill practice at their home squadron, the cadets traveled to the camp where they performed basic drill maneuvers according to the CAP Drill Competition Manual. Some "monkey drill" was included as an added attraction.

The camp staff expressed their appreciation to the cadets by inviting them to an informal dinner.



TOP CADET AWARD — Cadet Col. James R. Bielk, center, of New Jersey Wing's Linden Composite Squadron, is presented CAP's highest cadet award, the Gen. Carl A. Spaatz Award, by CAP Brig. Gen. William M. Patterson, left, national commander, and Air Force Brig. Gen. Carl S. Miller, CAP executive director. Cadet Bielk, a two-year veteran of CAP, has held numerous positions in his unit including deputy cadet commander and flight commander. The presentation was made at the Northeast Region Conference held at New York's Concord hotel recently.

Region Adds New Training For Seniors

BOLLING AFB, D.C. — There is new emphasis on senior training in the Middle East Region as evidenced when 30 members representing 27 units in the region attended a squadron commanders school.

The school, first of its kind in CAP, was conducted under the auspices of Air Force Lt. Col. Walter Straughan, MER liaison officer, and CAP Maj. Barbara Morris, MER deputy chief of staff.

Instructors for the school included CAP Col. Jon Hill, MER commander; Colonel Straughan; Maj. Jim Keller, MER assistant DSC; CAP Lt. Col. Alfred Morris, Grissom Squadron commander, and Bill Reynolds, MER aerospace education directors. The combined subjects taught added up to three points — to be a thinking, communicating and credible commander.

At the close of the sessions, certificates were presented to all by Colonel Hill and CAP Col. Charles X. Suraci, National Capital Wing commander and project officer.

Schauer Gets Training Award

ST. LOUIS, Mo. — Col. Kermit K. Schauer, commander of the North Dakota wing, was presented one of Civil Air Patrol's highest senior member training awards — the Gill Robb Wilson Award — during the National Board Meeting held here in October.

The second highest award is presented for conspicuously meritorious performance and exceptionally distinguished service in the CAP senior member program.

Colonel Schauer joined CAP in 1967 and has served as cadet program officer and squadron commander of the Dakota Pilots Sq. He became commander of the wing in 1974.



BI-DEA Exchange

WASHINGTON, D.C. — Are you among the millions of Americans involved in commemorating the Bicentennial? If not, there is still time to join the festivities.

The American Revolution Bicentennial Administration (ARBA) has just published a booklet describing some of the ways America's 200th anniversary will be celebrated in communities across the land.

Called "What YOU Can Do: A Bicentennial Idea Book," the 10-page publication is available free of charge.

The booklet originated in ARBA's regional office in Atlanta, based on their experiences working with local communities. It describes 20 ways Americans are participating in the Bicentennial, and illustrates a diversity of ideas.

In his preface to the booklet, John W. Warner, ARBA Administrator, says: "Many of us have our own ideas for the commemoration. For the most part, these are very personal kinds of commitments which come from deep inside us. Frequently, however, these ideas are potentially very meaningful to our communities and offer an opportunity for a very real and lasting contribution."

"It is precisely for this reason that this book has been prepared; to share plans and ideas with you."

The "Idea Book" can be obtained by writing any of ARBA's 10 regional offices, or: ARBA, 2401 E Street, N.W., Washington, D.C. 20276; or call (202) 634-1776.



HEROISM AWARD — CAP Maj. Paul Routhier, right, of the Pennsylvania Wing is presented American Legion's Medal For Outstanding Heroism by William Pick, commander, The Milton Jarrett Norman Post 201.

American Legion Cites Major For 'Heroism'

SANBURY, Pa.—CAP Maj. Paul Routhier, a member of Pennsylvania Wing's Group 40 of Montoursville, performed an act of bravery that earned him the American Legion's Medal for Outstanding Heroism.

Routhier, a former Sunbury resident who now lives at Windfield, saved a boy from drowning during the flood of September 1975.

Routhier was on a CAP routine check of homes along Penn's Creek, threatened by destruction as the water rose during the flood.

William Packer of Sunbury, a member of American Legion Post 201, reported that Routhier noticed a boy standing on a bank of the creek in Monroe Township, about a half-mile north of Attig Road. He stopped his vehicle to warn the boy of the danger of his position as he stood only a few feet above a swollen tributary.

As he was about to warn the boy, the creek bank gave way and the victim plunged into the swirling water.

It was reported that Routhier plunged into the creek fully clothed in an effort to save the boy. The force of the current swept both away toward the deeper midstream until Routhier was able to grab a tree branch. With the aid of others, he was able to get the boy and himself onto dry land.

Witnesses were unable to learn the boy's name as he ran from the scene to his bicycle. The boy was believed to be about 10 years old.

Routhier was recognized for this "act of bravery above and beyond his duty" on Jan. 24, during the annual banquet of American Legion Post 201.

CAP Members, Wing Honored By National SAR Organization

DENVER, Colo. — The National Association of Search and Rescue Coordinators (NASARC) recently presented awards to two Civil Air Patrol members and the North Dakota CAP Wing.

Capt. Maurice E. Powell of Alaska's Polaris Group was one of those singled out by the group to receive the State SAR Coordinators Award for "unselfish donation of his time and skills on a volunteer basis."

In nominating Captain Powell for the award, the Alaska Disaster Office cited his "total dedication to the safety and well-being of his fellow man."

The recommendation further stated that Powell's service couldn't be measured in objective terms alone, "his reward is to know that he has done all within his power to help those in need."

Captain Powell currently serves as chief of the Flight Inspection District Office,

Federal Aviation Administration (FAA) at Anchorage International Airport.

He joined CAP more than three years ago and has served as emergency services officer with the Alaska Wing and is presently deputy commander of the Polaris Group.

The veteran of more than 1,000 hours flying time has served on numerous search missions, both as pilot and as mission coordinator.

Also receiving recognition from the national organization during their annual conference at Denver, Colo., were the North Dakota Civil Air Patrol Wing and George Connell, a member of the Utah CAP Wing.

The North Dakota Wing was recognized for their efforts during the January and March blizzards when they rescued and recovered many storm victims.

Connell was cited for his service with the National Jeep Search and Rescue Association.

Awarded For Bravery Two Recognized For 'Acts'

MAXWELL AFB, Ala. — Two Civil Air Patrol (CAP) members were cited recently for heroic deeds — one of which was accomplished 33 years ago.

Honored were Cadet Warrant Officer Thomas R. Peoples of Virginia and CAP Col. James E. Conner Jr., of Texas. They were awarded CAP's Silver Medal of Valor and Bronze Medal of Valor respectively.

Cadet Peoples, of Virginia's Monticello Composite Squadron, earned CAP's highest award when he risked his life to save a fellow passenger from their crashed aircraft on Oct. 18, 1975.

Peoples was an observer aboard a Beechcraft aircraft participating in a search and rescue exercise in the mountains of the Shenandoah National Park when the accident occurred. The crash claimed the life of one CAP

officer and severely injured the pilot and another cadet observer.

The citation accompanying the award read in part "...although injured, Cadet Peoples exhibited distinguished and conspicuous heroic action when danger to himself was probable and known..."

Peoples was unsuccessful in attempting to extinguish a fire that was commencing to sweep from the engine to the rear of the passenger compartment. He subsequently assisted Cadet Barney L. Brannen III, who sustained a broken back and was in shock, from the aircraft and took him to a safe location. Having saved the cadet's life, Peoples then scaled the rugged terrain to direct rescue personnel to the crash site.

The belated presentation of CAP's second highest award to Colonel Conner was for risking his life to remove machinery and bombs from a

magnesium bomb plant, which was on fire on the night of Dec. 15, 1943.

Colonel Conner (then lieutenant) was notified of a fire at the Austin Bridge Company plant in Dallas. Although fully aware of the serious hazard and possibility of being burned or killed, the colonel made many trips into the burning building to remove machinery and bombs. His acts saved many bombs that the country needed in the war effort.

His unselfish act of bravery in the face of known danger was termed as "...representing the spirit of Civil Air Patrol," in a letter from the then commander of Group One, Texas Wing, Capt. A.J. Bommer.

Colonel Conner is currently a member of the Southwest Region staff.

The awards were recently approved by the National Executive Committee during their quarterly meeting here.

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CADETS AGRIPS



"THE BEST" — Cadet SSGT. Patricia Holton of Michigan's Selfridge AFB Cadet Squadron 3-5 was named "The Outstanding Cadet" during a Michigan Encampment held at Fort Knox, Ky. The encampment, hosted by the U.S. Army, included 75 cadets from the Macomb County area. The cadets viewed Army helicopters and M-48 tanks during their stay in addition to receiving special training and lectures.

Fla. Unit Hosts Vietnamese Youth

LANTANA, Fla. — Four young Vietnamese men were special guests recently at a meeting of the Lantana-Lake Worth Cadet Sq.

The Vietnamese, who are studying English and live at the Family Center in Delray Beach, were treated to an interesting question and answer session. The cadets got an opportunity to gain some first-hand knowledge of life in Vietnam and the visitors got information on the Civil Air Patrol cadet program.

During the discussion, one of the Vietnamese mentioned that they had never been to a live football game. Cadet MSGT. Audrey Cooper volunteered to take them to a high school game that week.

Although the visitors were surprised at the noise level where they were sitting in the cheering section, they all enjoyed the game.



Colonel Quilling Commands NCR Maxwell AFB, Ala. — Under the provisions of Section 13 of the Civil Air Patrol Bylaws, announcement has been made of the appointment of CAP Col. Gerald M. Quilling as commander, North Central Region.

Table of Earhart Awards recipients for Dec. 1975, listing names and their corresponding award numbers.

Table of Mitchell Awards recipients for Dec. 1975, listing names and their corresponding award numbers.

Table of Earhart Awards recipients for Jan. 1976, listing names and their corresponding award numbers.

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HUMANITARIAN FLIGHT — Civil Air Patrol pilots Maj. Art Rutledge, left, and Capt. Richard Tanner of Pennsylvania Wing's Aero-Medical Senior Squadron 108 prepare their passenger for a flight that airlifted him from Linden, N.J., to Napier Field, Ala. CAP 1st Lt. Irvin J. Tecker served as crew member on the twin-engine Beech Baron and attended the patient during the flight. The passenger has been a patient at Muhlenberg Hospital, Plainfield, N.J., prior to this CAP mission that safely delivered him to relatives at Dothan, Ala.

Willard Honored Virginia Member Cited For Ability

ROANOKE, Va. — CAP Capt. Paul A. Willard Jr., former deputy squadron commander for cadets and information officer of the Roanoke Comp. Sq., recently received a double honor when he was presented the Civil Air Patrol Meritorious Service Award and the Outstanding Marching Bandsman Award from Virginia Polytechnic Institute and State University in Blacksburg, Va.

Willard was presented with the Meritorious Service Award by CAP Lt. Col. John F. Jackson, commander, Task Force Five of the Virginia Wing, in ceremonies

at the Roanoke Comp. Sq. headquarters. The award was made in recognition of his performance of duty as deputy squadron commander for cadets in the unit during 1974.

He was presented with VPI's Outstanding Marching Bandsman Award at the university's annual "Marching Virginians" Award Banquet. The presentation was made by Professor Roger Heath, director of Bands at VPI, in recognition of Willard's demonstrated leadership ability as the executive officer of the 225 member student band.

He is attending VPI on a CAP humanities grant and is majoring in music, business and political science.



Air Meets Planned To Select U.S. Team

WASHINGTON, D.C. — The National Pilots Association and the National Intercollegiate Flying Association will again sponsor light aircraft precision flight competitions leading to the selection of a U.S. Team for the 1977 World Championships.

Five regional air meets will be scheduled during the fall of 1976 and spring of 1977. A National Fly-off will be conducted at a central U.S. location in the late spring of 1977.

Region air meets will be hosted by college flying clubs at five different locations throughout the country. Competition will be open to all pilots who hold a private pilot certificate and have at least 100 pilot hours logged. Pilots will fly competition events solo in single-engine, light aircraft.

The top scoring 10 per cent of the contestants registered at each regional air meet will be invited to participate in the National Fly-off. (A minimum of five pilots will be invited from each region.) No pilot may participate in more than one regional meet.

The National Fly-off will be the final competition and the top scoring four finalists will be invited to make up the U.S. Precision Flight Team for 1977. These four pilots will represent the United States in the second World Championships of Light Airplane Piloting to be held in Linz, Austria, in August 1977. The team members will receive an expense paid trip to Europe for the world event.

Light airplane precision flight competition tests the skill of pilots in performing routine flying maneuvers with emphasis on technique and accuracy. Events consist of power-on and power-off spot landings and a cross-country navigation flight.

All performances are judged and scored by a team of judges, strategically located to permit close observation and measurement of each event. Landing and navigation event scores are melded into a composite score for each contestant.

Winners are selected from the top scoring pilots in each regional air meet. Regional winners are finalists and compete among themselves for a berth on the U.S. Team.

Thirteen countries participated in the 1975 World Championships (the first ever) which was held in Sweden last August. The 1977 world event is expected to attract additional teams as light airplane piloting competition continues to grow in popularity throughout the world.

Final arrangements are now being formulated for the regional air meets and will be announced shortly by the National Pilots Association and the National Intercollegiate Association. Interested persons should write to: U.S. Precision Flight Team, 806 15th St. NW, Washington, DC 20005.

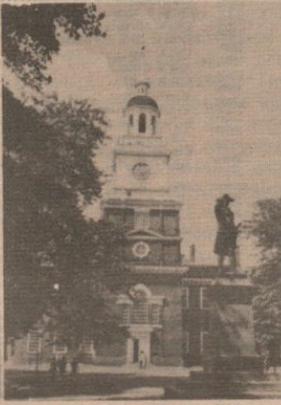
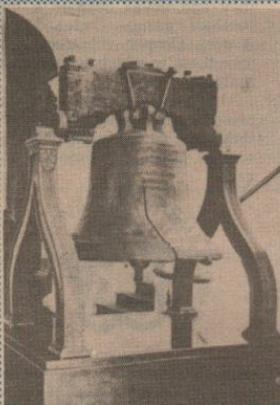
Cadets Complete First Aid Course

WASHINGTON, D.C. — A multi-media first aid course was conducted recently at National Capital Wing Headquarters with 22 members of the wing qualifying for their first aid cards.

The course was arranged by CAP Lt. Col. A. Meyers, director of Emergency Services for the wing. Colonel Meyers arranged for Milton Van Slyk, safety of-

ficer, Comsat Corporation to teach the course which entailed eight hours of combined visual aids, reading and practical experience followed by a test.

Colonel Meyers presented Van Slyk with a certificate of appreciation citing the cooperation of qualified people, such as he, who gave of their time and skills to assist Civil Air Patrol.



1976 CAP NATIONAL BOARD MEETING — Civil Air Patrol members will gather Sept. 16-19 at Philadelphia, Penn., to conduct CAP's 1976 National Board Meeting. The site of the meeting will be the Philadelphia Sheraton Hotel. Philadelphia is the site of many of the cherished landmarks of America's history. From left to right, the famous Liberty Bell, our nation's symbol of freedom, is on permanent exhibition near Independence Hall. The house at 239 Arch Street where colonial seamstress Betsy Ross made the first American flag has been restored and is open to the public daily from 9:30 a.m. to 5:15 p.m. The only permanent shrine to Benjamin Franklin in the United States is Franklin Memorial Hall, part of The Franklin Institute at Benjamin Franklin Parkway

and 20th Street. The most historical site in the nation is Independence Hall. It was here that the Declaration of Independence was signed on July 4, 1776, following months of debate and here also that the Constitution of the United States was drawn up and signed in 1787. History was made in Carpenter's Hall when the first Continental Congress met there in 1774 to debate the question of independence. Carpenter's Hall and Independence Hall are located in Independence National Historic Park, Chestnut Street between Fifth and Sixth Streets. The park is open daily from 9 a.m. to 5 p.m. Information concerning registration, program and other highlights will follow in future editions of the Civil Air Patrol News.

BOARD

SAFETY CORNER

The Pacific Region has shown that the number of vehicle accidents, especially those wherein a CAP driver is at fault, can be reduced. Part of their approach to the problem has been insisting on complete, factual investigations from which information is gained that can be used to educate other region personnel. Part of a letter to one of their region units is quoted here because it reflects more of their approach, which should be in effect in all regions:

In this accident, as in the majority of accidents, there is cause to reflect in a general way upon the avenues available in vehicle accident prevention. For example, is there a wing program to (1) ensure that all units have appointed safety officers who are exposing CAP licensed drivers to lectures on defensive driving and familiarity with vehicle codes, (2) ascertain and monitor the driving history and driving qualifications of personnel who drive corporate vehicles, (3) ensure that all vehicles are safe to drive, and (4) prevent carrying unauthorized passengers in corporate vehicles?

PERSONAL CONTACT

There are tens of thousands of organizations competing for the public's attention. They range from the local church cake sale to the telethon for muscular dystrophy which attracts pledges for millions of dollars. How does Civil Air Patrol compete in this league? PERSONAL CONTACT.

PERSONAL CONTACT is people-to-people, person-to-person, one-to-one public relations. You are a member of an organization you are proud of; tell people about it. Friends, business acquaintances, neighbors, school friends. No hard sell. Just friendly conversation over a period of time.

Each year IOs are asked to hand carry spots to local radio and television stations. What's so important in personally contacting the stations? Here's what. It lets you meet the station manager or program director or public service director and tell him about Civil Air Patrol and your unit in particular.

And? And you have in your hot little hand a tape of CAP radio spots or a CAP television film spot which you want the station to broadcast occasionally in their public service programming (free air time).

So? So stations don't have to give free air time to any specific group. There just aren't enough hours in the day to satisfy every request. However, because you personally called on the station asking for their cooperation, it's a big plus in your favor. Besides, CAP spots received through the mail can easily be put in a pile with other spots and be lost in the shuffle.

Stations pride themselves on being alert to their community needs and on their record of service in the public interest. It's up to you to let them know you (CAP) exist. Talk to them. Brief them. Sell them. ASK, DON'T DEMAND.

We need your cooperation. We can call information plays all day. But unless you cooperate, our work is for naught. You (commanders and IOs) are the most important players on the information team. You are the ones who score the points. WITH your cooperation, people in your community will get to know you and support you.

NEW AND REVISED CAP PUBLICATIONS:

CAPR 39-3, "Award of CAP Medals, Ribbons and Certificates," 2 January 1976, supersedes CAPR 39-3, 6 September 1972.

CAPR 112-8, "Claims Under the Federal Employees' Compensation Act," 9 January 1976, supersedes CAPR 112-8, 4 April 1972.

CAPR 160-2, "Authorized Medical Care at Air Force Hospitals," 30 January 1976, supersedes CAPR 160-2, 7 February 1973.

CAPP 51, "Commander's Guide," January 1976, supersedes CAPP 51, January 1975.

CAPF 18, "Staff Duty Analysis Tests," January 1976, supersedes CAPF 18, January 1974.

CAPF 18a, "Answer Key -- Staff Duty Analysis Tests," January 1976, supersedes CAPF 18a, January 1974.

PULL OUT AND POST

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THE BULLETIN



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

NUMBER 2

MARCH 1976

PERSONNEL

1. **MEMBERSHIP ELIGIBILITY FOR CERTAIN NONCITIZENS.** Change 1 to CAPM 39-2, "Civil Air Patrol Membership," outlines specific membership eligibility criteria for aliens in a permanent residency status. Commanders should insure that the provisions of this change are met prior to submitting membership applications for noncitizens. DPY

2. **PATIENCE PLEASE.** CAPM 39-1, "Civil Air Patrol Uniform," is almost ready for the press, but we are holding up publication in the hope that we will be able to include the new combinations recently approved by HQ USAF. HQ USAF is in the process of revising its uniform regulation, and we hope to be able to use some of its material in order that our new manual will be as up to date as possible when it is finally published. DPY

3. **CHANGES TO THE WING DUES STRUCTURE.** Changes to CAP dues--at all levels--are permitted only once a year in conjunction with the new fiscal year (July renewals). Since renewal notices are dispatched by National Headquarters 90 days in advance, the first notices to July renewals will be mailed on/about 1 May. Therefore, any dues changes desired for fiscal year 1977 must be received by National Headquarters (DPY) no later than 1 April. If any wing anticipates a need for a change in membership dues for the next fiscal year, the request should be forwarded immediately to the region commander for approval. Approved changes should then be forwarded to National by the region commander so as to arrive no later than 1 April. DPY

4. **UNIFORM TIP OF THE MONTH.** The National Uniform Committee recently clarified the policy on the authorized tie tack or bar to specify that only those with the CAP emblem in an oxidized finish will be worn. Shiny materials and enamel crests with colors are not authorized. This policy will be included in the next revision of CAPM 39-1. DPY

OPERATIONS

5. **NEWS INQUIRIES.** In the past week national radio news reporters have called CAP mission coordinators and information officers on three separate occasions. Each time, the CAP member was recorded and this recording was made a part of a national radio news release. This resulted in excellent national news coverage for CAP's emergency service mission. All mission coordinators and IOs should be aware of the possibility of receiving such a call, should work closely with local media and wire services to increase the chance of attracting national news interest, and--most importantly--should be prepared to handle such interest if it is generated. In addition, remember that what you say may be recorded. Assure that you do not make any comments that would be inappropriate for a news release. Take the time right now to review CAPM 50-15, Atch 1 and Atch 2, paragraphs 24 and 25, for some do's and don't's. DOSS

INFORMATION

6. **ATTENTION ALL SQUADRON INFORMATION OFFICERS.** Do not send quarterly reports of your information activities to National Headquarters/OI. Send them to your wing information officer only. If you send them to National Headquarters/OI instead of to your wing IO, it will only delay your report and could cause you to lose credit for that quarter. REPEAT: Send your information activity reports each quarter to your wing IO, NOT to National Headquarters/OI. OI

7. **NEWS RELEASES.** When you send news releases to Civil Air Patrol NEWS (or to anyone else, for that matter), be sure the name and address of your squadron and your own name and telephone number are printed clearly at the top of the first page. In that way, there will be no mistake or confusion about who sent them. OI

8. **CAP IO TRAINING COURSE.** A basic IO training course, with script, slides, and exercise outline, will be made available to your wing information officer in May 1976. CAP unit IOs should contact their wing IO and tell him/her they want to attend an IO training session. This course gets down to the step-by-step basics of how to accomplish the information function in the best possible manner. Every IO should attend it at least once. Unit commanders should also attend to get a better understanding of the many areas in which a unit IO must be accomplished so that he can provide the promotion, publicity, and positive community relations his unit needs. OI

9. **NATIONAL MEDIA INTEREST** Colorado wing recently had a REDCAP that attracted national media interest. When they realized that the only telephone number available to the media was their listed wing headquarters telephone, they assigned an assistant mission IO to monitor this telephone, and, as a result, received very favorable national publicity for CAP. Remember--**YOU'RE NO GOOD TO THE MEDIA IF THEY CAN'T REACH YOU.** Follow Colorado's example or whatever is best for you, but **BE AVAILABLE.** OI

10. **UNIT NEWSLETTERS.** WATCH FOR a leaflet on the whats, whys, and hows of publishing a unit newsletter. It will be distributed in the next unit distribution from National Headquarters, so be on the lookout for it. If you are not now publishing a unit newsletter, take heart and try it. The results are worth the effort. OI

The Civil Air Patrol BULLETIN is published bimonthly (Jan., Mar., May, July, Sep., and Nov.). It contains official announcements, interim changes to CAP publications, and other items of interest for all CAP members.

CAP Bulletin Cont'd

11. **BICENTENNIAL POSTERS.** The Air Force Center (AFCAVL) has received the new Secretary of the Air Force, Bicentennial posters. These colorful, attractive posters are 17 x 22, suitable for display. They are highly recommended. Each poster has an inspirational theme which ties the today's modern Air Force. Each symbolizes the Air Force in a unique way and depicts the significant role of safeguarding our freedom. The posters may be ordered separately or by the following themes:

1976 Minutemen, The United States Air Force

USAF 1976, Through the Rockets' Red Glare

1976 There in Spirit - Today a Vital Force

1976 Minutemen - The United States Air Force
Safeguarding 200 Years of Freedom

When ordering the series, do so by letter, listing each poster for a single litho poster, an AF Form 2018 poster requests to AAVS/LGHLLI, Norton AFB CA 92

12. **LOCALIZED CAP RADIO SPOTS.** There is no doubt that CAP radio spots will capture the attention of your local CAP IOs have enlisted the support of local disc jockeys, promote the CAP activities and programs available by National Headquarters cannot be localized with phone numbers. However, CAP unit IOs can still localize spots with the cooperation of the station and/or local tag line could be added to the end of the taped spots; unit in (Name of City), Call 111-1111. The above only takes about five seconds. There are no lines. You might include the name, address, and phone number of the CAP unit. However, this would eat up more time, and you would want to use eight to ten seconds more on a public service station. This would have to be worked out with the director and/or local disc jockey. Call on your local director if they will add a tag line to the taped CAP spots.

CADET PROGRAM

13. **NATIONAL CADET COMPETITION.** Teams of national cadet competition are selected through promotion at wing and region levels. CAPP 66 states that National Headquarters must be notified of the winners of region competition. Effective immediately, this provision is changed to require that the winners of region competition must be notified of the winners of region competition no later than 45 days prior to the announced date of the competition. (In 1976 we anticipate the competition will again occur in August.) We will permit wings and regions to conduct their own competition at the national activity.

STAFF CHAPLAIN

14. **UNIT CHAPLAIN OF THE YEAR.** In accordance with paragraph 19b, squadron commanders are reminded to nominate a Unit Chaplain of the Year for the year ending 30 June 1976. The nomination should be submitted no later than 1 July 1976. There are many nominees, but we don't know unless you tell us.

FOR THE EXECUTIVE DIRECTOR

Isabella Lynn
ISABELLA LYNN, Lt Col, USAF
Director of Administration

JOIN THE U. S. AIR FORCE -- THE

TLC -- USE IT!

SPEAKING TO A LOCAL CIVIC GROUP?
TRYING TO RECRUIT NEW MEMBERS?
NEED MORE PUBLIC EXPOSURE FOR YOUR SQUADRON?

Do you know that the "TLC" kit can assist you to do all these things with examples of a squadron commander expressing appreciation for a cadet during a squadron meeting, involvement with cadet activities, and

"TLC," or The Lively Commander, is a color slide set, audio cassette, developed to aid commanders at all levels in accomplishing their

A complimentary copy of the "TLC" package was distributed to all commanders. Commanders are encouraged to "loan" the TLC kit to lower echelon units at lower levels should have a kit of their own.

Units may purchase the entire TLC package from the CAP Bo

1975 National Com

	MEMBERSHIP AND UNITS					OPERATIONS					AERO EDUCATION			CADET		PROGRAM	
	1	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	600	2000	1400	1000	500	500	500	500	500	1000	500	500	500	500	500	1000	1200
NORTHEAST																	
CONNECTICUT	92.57	2000	164.71	0	0	300	500	350	484.5	850	500	500	250	400	392.86	1000	1200
MAINE	112.99	642.3	8.33	0	500	100	500	500	500	1000	500	250	0	416.67	0	0	1200
MASSACHUSETTS	288.71	981.36	297.11	0	500	300	500	500	490	1000	0	0	0	500	500	0	960
NEW HAMPSHIRE	277.08	1354.76	269.16	1000	500	230	500	500	490	657	500	0	0	500	500	0	1200
NEW JERSEY	143.13	845.26	777.62	0	500	400	500	500	480	1000	500	0	0	500	500	1000	1200
NEW YORK	94.99	1257.06	149.35	875	500	300	500	500	471.8	712	500	0	250	500	480.77	1000	674
PENNSYLVANIA	68.83	622.93	145.68	350	259.8	400	500	500	486.9	430	500	0	500	500	338.71	333.33	521
RHODE ISLAND	228.27	2000	213.19	1000	500	300	500	500	407	1000	500	500	0	500	500	0	1200
VERMONT	193.3	860.43	125.0	0	500	400	464	500	426.5	355	500	0	0	250	500	0	553
TOTAL	166.65	1173.79	238.91	358.33	417.76	303.33	496	483.33	470.74	778.22	444.44	138.89	111.11	451.85	412.48	370.37	967
MIDDLE EAST																	
DELAWARE	407.02	1313.64	455.84	0	500	270	500	500	493	270	500	0	500	500	500	0	1200
MARYLAND	58.07	295.86	293.73	350	500	400	500	500	494.4	560	500	250	500	500	500	1000	1200
NATIONAL CAPITAL	277.17	1943.61	707.69	1000	500	400	461	500	494.5	550	500	250	500	500	500	0	1200
NORTH CAROLINA	162.64	596.2	572.77	500	500	300	482	500	447	889	500	0	500	500	333.33	666.67	1200
SOUTH CAROLINA	443.48	1294.71	175.96	1000	500	400	270	500	464.2	444	500	0	500	500	500	1000	1200
VIRGINIA	164.5	1224.43	407.58	1000	500	300	500	500	487	747	500	500	500	474.36	343.75	1000	1200
WEST VIRGINIA	105.91	1148.92	470.71	1000	500	300	500	500	490	270	500	0	500	500	500	0	1200
TOTAL	231.26	1116.77	440.61	692.86	500	338.57	459	500	481.44	532.86	500	142.86	500	496.34	453.87	523.81	1200
GREAT LAKES																	
ILLINOIS	129.22	742.21	285.4	525	500	500	500	500	470	719	0	0	0	500	425	1000	1160
INDIANA	459.95	1928.49	135.0	1000	500	400	496	500	500	356	500	500	500	500	250	1000	1200
KENTUCKY	257.82	240.75	18.75	1000	500	200	397	500	422	587	500	500	500	269.23	214.29	0	853
MICHIGAN	161.09	1648.63	296.89	600	500	200	480	500	473	178	500	250	500	500	500	0	1200
OHIO	67.9	579.36	454.46	400	500	400	500	500	468	585	500	250	500	407.69	416.67	500	785
WISCONSIN	123.94	851.61	553.85	0	0	200	405	350	462.2	233	500	0	0	500	392.86	1000	1200
TOTAL	199.99	998.51	290.73	587.5	416.67	316.67	463	475	465.87	443	416.67	250	333.33	446.15	366.47	583.33	1066
SOUTHEAST																	
ALABAMA	325.44	1598.65	286.79	1000	500	400	500	500	458.8	401	500	500	500	500	291.67	666.67	1200
FLORIDA	286.03	1689.05	142.86	600	500	500	500	500	471	917	500	500	500	500	426.47	1000	1102
GEORGIA	515.55	2000	481.22	1000	500	350	500	500	460	1000	500	500	500	500	500	0	1200
MISSISSIPPI	381.25	1238.46	50.0	1000	500	400	500	500	500	1000	500	500	500	500	500	1000	1200
PUERTO RICO	241.15	1467.85	110.26	800	500	300	500	500	386.6	580	500	500	500	448.07	342.11	0	1127
TENNESSEE	140.95	2000	110.81	1000	500	500	500	500	488.6	699	500	500	500	500	62.5	1000	1200
TOTAL	315.06	1665.67	196.99	900	500	408.33	500	500	460.83	766.17	500	500	500	491.35	353.79	611.11	1171
NORTH CENTRAL																	
IOWA	196.59	142.16	212.5	0	0	200	500	500	490	339	0	0	250	500	400	0	1000
KANSAS	228.87	2000	496.77	1000	210.53	200	500	500	357.3	726	500	166.67	500	500	500	0	1200
MINNESOTA	168.75	181	133.33	0	371.79	300	500	150	398.5	284	500	500	500	383.33	291.67	1000	647
MISSOURI	496.2	1401.96	146.67	1000	342.11	300	500	500	413.4	560	500	125	500	500	500	0	792
NEBRASKA	125.37	167.48	54.54	0	500	300	487	500	478.6	863	500	333.33	500	333.33	187.5	0	1036
NORTH DAKOTA	151.72	1609.42	111.86	1000	500	400	500	500	493.2	575	500	0	500	500	400	1000	1200
SOUTH DAKOTA	120.55	369.35	267.47	1000	0	280	500	500	494.7	358	500	500	500	333.33	0	960	
TOTAL	212.58	838.77	346.16	571.43	274.92	282.86	498.14	450	446.53	529.29	428.57	232.14	464.29	459.22	373.21	285.71	976
SOUTHWEST																	
ARIZONA	478.64	2000	185.71	1000	500	300	500	500	489.5	1000	500	0	500	500	500	1000	1200
ARKANSAS	600	2000	114.29	1000	500	100	500	500	376.7	286	500	0	250	318.18	142.86	0	1200
LOUISIANA	172.3	2000	106.01	1000	500	300	500	500	475.7	1000	500	500	500	500	500	1000	1200
NEW MEXICO	336.59	1.06	18.54	0	500	100	341	450	263.8	647	500	500	500	250	300	0	427
OKLAHOMA	91.31	955.18	387.7	1000	240	400	500	500	438	879	500	500	500	500	500	1000	1200
TEXAS	377.11	838.99	126.02	1000	500	400	500	500	440.5	464	500	125	500	500	500	0	1028
TOTAL	342.66	1299.21	156.38	833.33	456.67	266.67	473.5	491.67	414.03	712.67	500	270.83	458.33	428.03	407.14	500	1042
ROCKY MOUNTAIN																	
COLORADO	125.82	910.78	270.23	500	500	300	500	500	489.7	658	500	333.33	500	500	500	1000	1119
IDAHO	295.4	2000	83.46	1000	0	210	265	500	289.4	450	500	250	500	375	312.5	1000	1200
MONTANA	28.67	131.25	0	0	0	160	452	500	364.2	283	500	0	250	500	250	1000	651
UTAH	393.97	1305.26	68.04	1000	476.19	400	428	500	390.4	410	500	500	500	100	500	1000	1200
WYOMING	500.99	372.36	291.89	1000	500	410	488	500	483.5	353	500	250	500	250	333.33	0	631
TOTAL	268.97	943.93	142.72	700	295.24	296	426.6	500	403.44	430.8	500	266.7	450	345	379.17	800	960
PACIFIC																	
ALASKA	277.46	1143.92	129.41	1000	201.92	105	500	500	387.8	147	500	0	500	250	333.33	0	1160
CALIFORNIA	243.38	1010.24	145.85	875	0	400	500	500	425.9	190	500	375	500	437.5	479.17	1000	542
HAWAII	261.97	194.44	123.77	500	0	20	0	150	391.7	386	0	0	0	300	384.62	0	68
NEVADA	132.11	104.43	715.79	0	500	140	500	500	431.4	885	500	0	0	500	500	1000	862
OREGON	250.96	1622.46	140.52	350	41.67	380	488	500	314.8	636	500	500	500	456.52	500	0	1158
WASHINGTON	203.42	1173.8	132.27	350	500	300	500	400	417.7	337	500	500	500	500	500	1000	1148
TOTAL	228.22	874.88	231.27	512.5	207.27	224.17	414.67	425	394.88	430.17	416.67	229.17	333.33	407.34	449.52	500	823

1975 EVALUATION ITEMS

- | | | |
|----------------------|-------------------------|-----------------------------------|
| 1. Senior Recruiting | 8. SAR Effectiveness | 14. Aerospace Education Workshops |
| 3. Cadet Recruiting | 9. CD & Disaster Relief | 15. Mitchell Award |

Commander's Evaluation

	LOGISTICS	OTHER	MISSION	RELATED	ACTVS	TOTAL
19	20	21	22	23	24	
1200	1000	600	700	1000	1100	18,800
200	975	600	490.5	742.5	0	12992.64
25	1000	600	351.4	399	605	10110.7
86.5	1000	600	470.3	687.5	673	10834.48
76.64	1000	600	521.6	765.8	597.5	13039.34
73.43	975	600	444.6	710.5	642.9	13192.44
77.18	1000	600	355.4	533	365.7	12396.31
93.83	864	600	464.9	702.3	864.2	10446.39
200	1000	600	609.5	877.8	596.7	14732.36
20	900	0	482.4	666	541.4	8637.5
50.29	968.22	533.33	465.62	676.04	542.93	11820.44
57.87	1000	600	532.4	684.3	571.2	11955.27
96.46	1000	600	529.7	967.5	815.1	13010.82
07.69	1000	600	641.9	781	520.8	14835.36
02.09	1000	600	358.1	863.5	745.6	12618.9
14.75	761	600	432.4	856.8	872.4	13929.7
200	1000	600	506.8	889.3	764	15308.72
69.7	915	600	451.4	977.3	553.9	12952.84
06.94	953.71	600	493.24	860	691.86	13515.94
98.71	1000	600	186.5	635.5	771.7	11848.43
40	950	600	443.2	739.5	538.4	15136.94
40.63	479	600	208.1	544	591.1	9523.52
22.57	494	600	508.1	701.5	585.6	12399.38
61.39	1000	600	291.9	742.8	595.8	11606.42
93.85	680	600	339.2	643	761.9	10290.41
76.19	767.17	600	329.5	667.7	640.75	11800.78
33.96	947	600	489.2	855	358.5	14311.88
39	1000	600	270.3	765.8	452.5	14562.16
200	1000	600	329.7	665	710.1	15511.57
200	1000	600	552.7	814.5	603.6	15540.51
96.48	950	600	326.7	603.5	577	12457.26
62.16	1000	600	433.8	881.8	631.6	15411.22
88.6	982.83	600	400.4	764.3	555.55	14632.4
200	313	600	536.5	734	638.1	8151.85
200	937	600	337.8	615.8	584.1	13458.74
90.12	867	0	414.9	617	376.1	8975.11
08	975	600	329.7	637.3	622	12349.34
01.82	1000	600	297.3	591.3	559	9915.93
200	882	600	358.1	581	605.9	15168.2
49.4	767	600	278.4	696.3	606.4	10680.9
64.19	820.14	514.29	364.67	638.7	570.22	11242.86
28.57	1000	600	210.8	618.8	295.5	14907.52
200	930	600	295.9	740.5	183.8	12338.23
200	1000	600	528.4	725.8	740.6	16048.81
46.36	975	600	221.6	342	733.1	8253.17
62.29	792	600	566.2	792.3	618.6	14222.58
73.35	799	600	195.9	791.5	353.2	11713.14
51.76	916	600	336.47	668.5	487.47	12913.91
93.13	1000	600	483.8	650.8	306.7	13141.52
04.72	915	500	204	848.3	522.1	12824.88
49.51	867	600	378.4	239.3	629.6	8134.36
42.27	940	500	290.5	575.8	0	12720.43
78.38	1000	600	700	439	562.1	11044.13
93.6	944.4	560	411.34	550.64	404.1	11573.1
50.59	781	0	328.4	730	768.4	10294.23
86	349	600	297.3	800	368.8	11025.18
08.2	307	600	308.1	730.3	0	5134.28
80	1000	600	354.1	545.3	677	10927.63
75.86	1000	450	181.1	885	106.9	11737.91
12.78	383	600	435.1	816	675.7	12685.05
85.57	636.67	475	317.35	751.1	432.8	10300.71

CAP WING RELATIVE STANDINGS

1. Louisiana	16,048.81	27. Michigan	12,399.38
2. Mississippi	15,540.51	28. New York	12,396.31
3. Georgia	15,511.57	29. Missouri	12,349.34
4. Tennessee	15,411.22	30. Arkansas	12,338.23
5. Virginia	15,388.72	31. Delaware	12,306.27
6. North Dakota	15,168.2	32. Illinois	11,948.43
7. Indiana	15,136.54	33. Oregon	11,737.91
8. Arizona	14,907.52	34. Texas	11,713.14
9. National Capital	14,835.36	35. Ohio	11,606.42
10. Rhode Island	14,732.96	36. Wyoming	11,044.13
11. Florida	14,562.16	37. California	11,025.18
12. Alabama	14,311.88	38. Nevada	10,927.63
13. Oklahoma	14,222.58	39. Massachusetts	10,834.48
14. South Carolina	13,929.7	40. South Dakota	10,680.9
15. Kansas	13,458.74	41. Pennsylvania	10,446.99
16. New Jersey	13,192.44	42. Alaska	10,294.23
17. Colorado	13,141.52	43. Wisconsin	10,290.41
18. New Hampshire	13,039.54	44. Maine	10,110.7
19. Maryland	13,010.82	45. Nebraska	9,915.93
20. Connecticut	12,922.64	46. Kentucky	9,523.52
21. West Virginia	12,952.84	47. Minnesota	8,975.11
22. Idaho	12,824.88	48. Vermont	8,637.9
23. Utah	12,720.43	49. New Mexico	8,253.17
24. Washington	12,685.05	50. Iowa	8,151.85
25. North Carolina	12,618.9	51. Montana	8,134.36
26. Puerto Rico	12,457.26	52. Hawaii	5,134.28

REGION RELATIVE STANDINGS

1. Southeast	14,632.4
2. Middle East	13,515.94
3. Southwest	12,913.91
4. Northeast	11,820.44
5. Great Lakes	11,800.78
6. Rocky Mountain	11,573.1
7. North Central	11,242.86
8. Pacific	10,300.71

- 20. Aircraft Maintenance
- 21. Financial Accounting
- 22. IO Effectiveness
- 23. Chaplain
- 24. Accident Prevention