We will survive, flourish!

CAP leadership continues fight in Washington for funding

James F. Tynan
Editor

Civil Air Patrol's fiscal 1996 budget request of $27 million remains in jeopardy after a month of intensive political jockeying at the highest levels of government. Although the House of Representatives recently approved CAP's requested $27 million funding for fiscal 1996, the Senate Armed Services Committee did not. The committee recommended an 15.5 percent reduction in CAP's budget — slashing it to $22 million — in line with a recommendation from the Senate Armed Services Readiness Subcommittee chaired by Sen. John McCain (R-AZ).

Because there is a difference in the two proposals, a resolution must now be agreed upon by the House-Senate Conference Committee, a group made up of members from both the SASC and the House National Security Committee. The decision is expected to be made by the committee in late August or September.

CAP officials are hoping that the House-Senate committee will at least agree to a substitute proposal that would cut the budget by only 10 percent. This plan would move the conversion of CAP's U.S. Air Force liaison officers from fiscal 1997 to fiscal 1996. This action replaces an active-duty LO force to a retired structure and would save CAP and the Department of Defense about $2.7 million with little negative impact on CAP's operational funding.

The only impact of this proposal would be the early departure of LOS who have already been approved. "This plan would serve Senator McCain's press release goals of reducing CAP 'overhead' and impose a reasonable reduction in overall CAP funding," General Anderson said. "And our legislative liaison people are already working this issue with key members from both the House and Senate committees."

The proposed SASC reduction is in response to "funding shortfalls" which are having a negative impact on the readiness of U.S. military forces. "It is only the dramatic reductions in the defense budget over the past 10 years which lead me to question many of the programs which receive funding from the Defense Department," explained Senator McCain.

Contrary to one of Senator McCain's earlier press releases, he has once again outlined his intention to "gradually phase out the remainder of the DOD's CAP budget over a period of years."

General Anderson is asking CAP members to continue the grassroots letter-writing campaign. "I ask each and every CAP member to contact their elected representatives at question many of the programs which receive funding from the Senate reduction. The bottom-line message — the cut in CAP's operating funding will endanger CAP emergency services, cadet programs and aerospace education. The substitute reduction proposal works for everyone," stated the general.

"We will prevail, survive and flourish in this struggle," said General Anderson.

CAP's 1995 board plans fall into place

"I love it when a plan comes together!" said Don Rowland of Civil Air Patrol's Plans and Requirements Directorate.

The plan Mr. Rowland was describing is the August 1995 National Board meeting that will be held at the Sheraton Washington Hotel in Washington, D.C., August 17-19.

"This national board is the first of a five-year plan to increase attendance, reduce the member's costs, and maintain attractive mini-vacation locations," said Mr. Rowland. "We are going to put fun and value back into our meetings. In fact, details about all of the new director's goals for CAP will be discussed Aug. 18 at the staff update briefing during the General Assembly." The plan's first step is to make the program of value to the membership, according to Mr. Rowland. "The number one reason people attend conferences is to listen to experts in their field."

President Bill Clinton and members of his staff meet with the Colorado Wing cadets and senior members who supported his May visit to the Air Force Academy and Peterson AFB, Colo. The CAP members assisted the White House staff, Secret Service and Peterson AFB Security Police with the president's security arrangements. In addition to directing traffic, and controlling access to designated AV areas, the cadets had a chance to meet with the commander in chief up close. See story on Page 2.
Colorado Wing personnel support Presidential visit

1Lt. Sandra Alexa
Public Affairs Officer
Colorado Advocacy Flight

Colorado Wing cadets were privileged to assist in maintaining security for President Clinton's visit to Colorado Springs as the commencement speaker for the U.S. Air Force Academy graduation May 31.

After the graduation ceremonies, President Clinton flew from the academy to Peterson AFB, Colo., where he addressed an audience comprised of military members, their dependents and media representatives.

At this gathering, 19 cadets and four senior members from Colorado Wing Group 3 squadrons assisted with the security efforts by providing crowd control and direction, as well as access and security for the designated DV area.

Cadets from the Colorado Springs Cadet Squadron and the Air Force Academy Composite Squadron were selected for the detail coordinated by the Group 3 commander, Maj. Dave Caraway, and the Colorado CAP Advocacy Flight.

Upon arrival at Peterson AFB, cadets assembled in formation and received a briefing from the Secret Service, White House staff and Peterson AFB Security Police.

The detail was then divided into Detail A and B. Detail A aided the Secret Service and White House staff in maintaining the DV section and the inner area where the president was located. Detail B worked with the Peterson AFB Security Police to maintain outer perimeter security. The cadets directed attendees — numbering in the thousands — to magnetometers used for searches prior to their being able to enter the area where President Clinton spoke.

Despite the rain and hail which forced the president's address to be cut short, President Clinton spent time greeting members of the crowd. At that time, all members of the CAP presidential detail were summoned to the flightline by the Secret Service where President Clinton, along with Colorado Gov. Roy Romer, personally met and shook hands with each member of the detail.

"I spent more than 20 years as an active duty NCO in the U.S. Army and never even got a glimpse of a U.S. president," said Major Caraway.

Each member of the detail also received a Peacekeepers Award form the 21st Space Wing for their professionalism and military bearing.

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- Hawk Mountain Ranger School — Participants tell what Hawk Mountain Ranger School is all about. Perfect for teenagers and/or cadets. (22:30 minutes.)
- Johnson Flight Encampment — An overview of the three segments of this dynamic flight encampment, balloons, gliders, and powered flight. Includes actual flight footage. Great for all ages. (28:07 minutes.)
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Secretary of the Air Force Sheila Widnall

Former CAP member rescued

Capt. Scott F. O'Grady, fighter pilot and former Washington CAP cadet, raises his arm in victory after returning to Aviano AB, Italy. Lt. Gen. Michael E. Ryan (right), commander of the Allied Air Forces Southern Europe and also a former CAP cadet, escorted Captain O'Grady from the U.S.S. Kearsarge where he was taken after his rescue. O'Grady was shot down in his F-16 Fighting Falcon June 21 after being hit by a Serb missile in Bosnia. He survived for six days before being rescued.

Scots F. O'Grady, fighter pilot and former Washington CAP cadet, raises his arm in victory after returning to Aviano AB, Italy. Lt. Gen. Michael E. Ryan (right), commander of the Allied Air Forces Southern Europe and also a former CAP cadet, escorted Captain O'Grady from the U.S.S. Kearsarge where he was taken after his rescue. O'Grady was shot down in his F-16 Fighting Falcon June 21 after being hit by a Serb missile in Bosnia. He survived for six days before being rescued.

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Secretary of the Air Force Sheila Widnall
Inland Empire Group 18, California Wing host 'joint' exercise

1Lt. Wendy Glassman
Public Affairs Officer
Long Beach Group 7, Calif. Wing

Two earthquakes, one 9.0 and one 8.5 on the Richter Scale, devastated Southern California on a sunny Friday afternoon. Thus began a rigorous, two-day disaster relief exercise hosted by the Inland Empire Group 18 in conjunction with the California Wing.

In light of recent disasters, this crucial exercise was planned to bring together those organizations which must work closely together in the event of a real disaster.

"We couldn't have been more pleased with the turnout," said Lt. Col. Fred Nelson, commander of Group 18 and project officer/mission coordinator for this exercise. "A considerable number of squadrons from Southern California were represented. We even had a crew fly in from Northern California to participate."

Working out of a hangar without electricity, telephone service or water, more than 250 CAP members worked with local disaster relief officials such as the city of Office of Emergency Services, Hemet, Calif.; American Red Cross, Riverside County Chapter; Metropolitan Water District of Southern California; San Jacinto, Calif., fire, police, and school districts; and the local chapter of RACES (a volunteer organization of FCC-licensed radio operators equipped with a mobile emergency communications trailer).

More than 50 simulated tasks were performed by CAP members during the exercise. The tasks included sorties flown by the exercise's mission coordinator. When Colonel Orchard became "severely injured" during the exercise, his duties were "very capably" assumed by Lt. Col. Joe Bradley, San Diego County Group 3 commander, and 1Lt. Darrell Lipman, Cadet Programs officer of Clover Field Composite Squadron 51.

The wing's public affairs personnel were also tested: Lt. Col. William F. Cowman, deputy commander, and Capt. David Fringer, Group 18 operations officer.

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"Overall, things went very well. It's nice to know there are organizations such as the Civil Air Patrol to work with when faced with such a disaster." The cooperation between ourselves and various outside agencies is crucial to our smooth functioning," said Project Officer Lt. Col. Fred Nelson. "This networking during simulated events needs to be done on an annual basis to ensure contacts with these organizations."

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"Rescue workers" rush an earthquake victim to medical aid during a disaster relief exercise in California. The two-day event was hosted by California Wing's Inland Empire Group 18 and involved numerous state, regional and local relief agencies.
South Carolina Wing IMA wins top AU award

Maj. Dean Habrurn, CAP-U.S. Air Force's individual mobilization augmentee to the South Carolina Liaison office, has been selected as the Air University 1994 Outstanding IMA Officer of the Year.

Maj. Gen. Jacques P. Klein, mobilization assistant to the commander of Air University, presented the award to Maj. Habrurn during a recent ceremony at Maxwell AFB, Ala.

Major Habrurn's contributions to the CAP program include the formation of a cadet color guard and rifle drill unit at the Greenville Composite Squadron. He also teaches flying, land navigation, survival, first aid and moral leadership.

Chairman of the South Carolina's 47 percent growth in cadet membership, a boost in squadron attendance of nearly 60 percent and raising cadet performance to an exceptional standard.

Under Major Habrurn's guidance, two cadets won academy appointments in 1994 and another secured an ROTC scholarship. Major Habrurn also helped five cadets enlist in the Air Force and two others enlist in the Marine Corps. He is currently helping three CAP cadets apply for admission to the Air Force Academy and for ROTC scholarships in 1995.

Major Habrurn has been the officer in charge for the South Carolina State Cadet competition for the past nine years. Major Habrurn's contributions did not stop with the cadet program. He also trains and evaluates senior CAP members for search and rescue missions, participates at monthly wing commander's calls, plans ROTC cadet flying activities and coordinates counter-drug flights. He also manages the administrative duties for Reservists attached to the South Carolina Wing and represents the Air Force Academy, ROTC and CAP at 18 middle schools.

For the past four years, Major Habrurn has directed the National Cadet Pararescue Orientation Course at Kirtland AFB, N.M. He selects staff, develops curriculum, coordinates base support and ensures safety for cadets participating in the training.

Major Habrurn, 42, hails from Canton, Ohio. He joined the Air Force in February 1972. While in technical school, he earned an appointment to the Air Force Academy. He graduated in 1978 as a distinguished graduate and an outstanding cadet in national security studies.

He trained as a T-37 pilot at Vance AFB, Okla., and as a C-130 pilot at Dyess AFB, Texas. He served as an instructor pilot for both aircraft.

In 1984, his second year at Dyess AFB, Texas, Major Habrurn was selected junior officer of the year. In 1985, Major Habrurn accepted a reserve commission and began serving as both a liaison officer for CAP-U.S. Air Force and the Air Force Academy.

In addition to the CAP-U.S. Air Force honor, Major Habrurn was named the Air Education and Training Command IMA Officer of the Year in 1994.

Major Habrurn is employed a Michelin Tire Corporation near Greenville, S.C., where he works as the process development and engineer manager.

Major Habrurn and his wife, Katherin Alice, have three children and live near Greenville. His oldest son is a CAP cadet.

Colonel Jones assumes command of Washington Wing

Washington Wing — In a brief ceremony at the Washington Wing Spring Conference, Maj. Gen. Douglas L. Jones became the 22nd commander of the Washington Wing.

Colonel Jones joined CAP in 1983 in the California Wing where he served in several staff positions in both Squadrant 150 and Group 7.

In 1987, the colonel transferred to the Washington Wing's Bellingham Composite Squadron where he served as a squadron commander.

Prior to becoming wing commander, Colonel Jones served in several staff positions in the Washington Wing, including: vice commander, inspector, director of finance, and Class A encampment commander.

Colonel Jones holds a master's degree in aeronautical rating including mission coordinator. The colonel also serves as a counterdrug mission coordinator and aircrew member.

The colonel has completed all five levels of the CAP senior member training program graduating form Pacific Region Staff College in 1985 and the U.S. Air Force Air Command and Staff College in 1992.

Some of the many awards and decorations held by Colonel Jones are the Commander's Commendation Award, Lifesaving Award, Gill Robb Wilson Award with bronze star, Paul E. Garber Award, the Grover Loening Aerospace Award, Leadership Award with two silver stars, Membership Award, Aerospace Education Achievement Award, Red Service Ribbon with two bronze clasps, Search Find Ribbon, Air Search and Rescue Ribbon, Counter Drug Ribbon with three bronze clasps.

The colonel is the recipient of a Letter of Commendation for Logistics Management from the California Wing, and in 1992, the colonel was recognized by the Washington Air Force Association as the outstanding CAP Senior Member of the Year.

Colonel Jones served in the U.S. Air Force form 1956 to 1962. In 1993, he retired from a 31-year career as an industrial real estate development executive and is presently employed as a U.S. Customs officer.

The colonel is married to the former Treasa Patton Rich, a CAP major and squadron commander. The couple has a son and daughter and one grandchild.

CAP News

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As you know, Civil Air Patrol has been engaged for many weeks in an intense effort to retain our federal appropriation that has been the fiscal lifeblood that underwrites our missions for America and your call to volunteer public service.

In an effort to speak directly to Senator John McCain (R-AZ), who chairs the Subcommittee on Transportation, we have made a well-intentioned effort to improve the readiness of U.S. forces. Senator McCain's staff has mistakenly identified CAP as a "nondefense and lower-priority military program" whose "primary mission... is to search for and rescue the victims of civilian plane crashes" — and with much "overhead" that "burdens... an already inadequate federal budget." These assumptions are incorrect. And here's why.

CAP is a priority defense program activated in 1941 to bolster Army Corps of Engineers in World War II. CAP destroyed Nazi submarines off the U.S. coast and performed many other war-related missions that earned 800 federal status, it is Emergency Services (or ES), a small part of which is SAR, Cadet Programs, and Aerospace Education (AE). It's the law of the land.

Our ES mission directly impacts Air Force readiness because we render aid and assistance to federal agencies. CAP consists of an all-volunteer force of 51,000 members in 1700 squadrons, ready at a moment's notice to perform critical emergency missions for the Air Force and thousands of American communities, which directly impacts Air Force readiness.

Cadet Programs is critical to readiness because our cadets later become senior leaders of the Air Force. A full 10% of each Air Force Academy consists of CAP cadets. When Air Force Lt. Gen. Michael Ryan greeted Capt. Scott O'Grady after his escape from Bosnia, America and the world witnessed firsthand what those men who share a common bond: Both were CAP cadets as teenagers.

We argue our CAP AE mission educates the American public on the vital necessity for military readiness as a critical element. Moreover, CAP is the only Air Force presence in thousands of American communities. We carry the Air Force banner. And our AE mission nurtures understanding and support for readiness programs.

The assertion about excessive "overhead" is inaccurate. Our staffing costs ensure that our 51,000 members are trained and ready to support Air Force readiness. And in the process, we take care of our own, adapting to the O'Grady story to wear the Air Force uniform with U.S. insignia on the lapel.

Contrary to the assertion of Sen. McCain's staff, search and rescue (or SAR) is not our primary mission. By Air Medals for our aircrews from a grateful nation.

In 1985, CAP continues as a priority defense program, performing critical missions across the Air Force's four components: Active Duty, Air National Guard, Air Force Reserve, and United States Air Force (CAP) forces. All four combine to form a unified Air Force. To that end, we join our Air Force brothers and sisters in maintaining the readiness of U.S. forces by shrouding many noncombat missions of the Air Force and in the process, we take care of our own, adapting to the O'Grady story to wear the Air Force uniform with U.S. insignia on the lapel.

We understand the up-to-the-minute information: Lodging: The Sheraton Washington fax number was not provided on the registration form. You may fax your reservation request to (202) 387-5397. Cutoff date for the rate guarantee is July 17.

Transportation:

Commercial - Delta Airlines is offering an additional 5 percent off the lowest fare available. For these fares, call Delta Airlines at 1-800-241-6108 and ask for member number Q2051. Some people may have tried this file and failed to get a discount. If you use the number Q2051, you will have a discount.

Airlift - All Airlift requests have been supported. As in previous years, members using airlift must register for the entire event (registration and banquet). This includes the banquet (with shuttle to the Red Line to the Woodley Park-Zoo stop). The hotel is located at that stop.

Guest Speakers: Although all speakers are not confirmed, early contacts appear promising. Senator Harkin, D-IA, and Congressman Skelton, D-MO, have indicated their desire to provide, spoken their schedules can be arranged.

Updates will be publicized regularly. General Boles, the new Air Education and Training commander, Lt. Gen. Jay Kelly, Air University commander, will attend. Their itineraries are currently being determined. Col. John P. Shanoff and Mr. Dan Sharratt will address the General Assembly Aug. 18.

Entertainment: The Air Force Ceremonial Band will open the General Assembly Aug. 18 with a selection of military marching music and "High Flight" combo will provide entertainment during the banquet and dance music after the meal.

Your contributions are selfless, enduring
'Come and join the chaplains at this year's board meeting'

Civil Air Patrol's 1995 National Board Meeting in Washington, D.C., promises to be an exiting time as the corporation sets goals for the 1995-1996 year and beyond. Invite all of the CAP members to be a part of this time together.

On behalf of the 700-plus CAP chaplains, I invite you to come and join the chaplains during the national board meeting and to the specific activities and worship services representing the various faith groups.

The National Chaplain Committee will meet Aug. 17-18 p.m. for its annual meeting. The agenda is currently being set and all CAP members of this group will gather together to administer the chaplain program and set policy. Wing chaplains are encouraged to attend this meeting, but will not be able to vote.

The National Board Prayer Breakfast will be held Aug. 18 a.m. Last year, more than 100 people attended this inspirational time together.

This year, Air Force Chaplain (Col.) David R. VanHorn, Chief of Chaplains, is the executive of the Armed Forces Chaplain's Board located in Washington, D.C. Chaplain Potter is the current president of the Military Chaplains' Association.

I also encourage all chaplains to participate in as many activities as possible during this year's board meeting.

As I am writing this article, the last of a half-dozen CAP heroes who, attired in Air Force uniform, lived by their oaths and died for their nation.

I hope this explanation corrects the recent dialogue about CAP's value to our country - and our contribution to Air Force readiness.

Lastly, CAP in no way bur- dens the military budget. Our volunteer members are a bar- gain by the measure of any yard- stick... contributing day in and day out across America... without pay or compensation... they are truly volunteer "minutemen of the Air." When CAP performs missions for America, we fly our aircraft at a cost of $70 per hour, compared to $1,600 to $2,000 for military aircraft. In the words of Secretary of Defense William J. Perry, "every dollar we save by doing business better is a dollar that can go to better supporting our men and women in uniform."

To defund CAP, move it from the Air Force home it has occupied for a half-century, and transfer its responsibilities to the states is a defacto unfunded mandate.

Further, this proposal will quash the volunteer spirit of America's Air Force Auxiliary - and extinguish the thousand points of light so brilliantly articulated by President George Bush.

CAP is, without question, a valued component of the Air Force structure. We shoulder critical Air Force missions, provide nationalism and national identity, often at a personal risk to our airmen.

Over the last year, I have looked into the faces of spouses, family, and friends of a half-dozen CAP heroes who, during World War II, the Queen Mary was transformed into a troopship, painted camouflage grey and nicknamed "The Grey Ghost." This summer, this huge piece of history comes alive to honor the 800,000 troops who traveled aboard the legendary liner.

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Commander... from Page 5

RICHARD L. ANDERSON
Brigadier General
National Commander

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Assistant mission coordinator appreciates AFRCC's efforts

Dear Editor

I was the assistant mission coordinator for the search and rescue mission of Feb. 3-6, and the pilot of the aircraft that first made contact with the search target. I regret the article published in the Civil Air Patrol News did not give full credit to the truly outstanding work done by Capt. Patricia Powders, Regional Search and Rescue Coordination Center at Langley AFB, Va., and her team that weekend.

I cannot justify or give reason for this glaring omission, I can only speculate the authors of the article tried to limit content due to space restrictions and, since the Civil Air Patrol News is a publication directed toward CAP members, the authors decided to limit the copy on the CAP aspects of the search.

I would, however, like to clarify some portions of your letter. To begin with, I want to assure you we were all very appreciative of your hard work and spectacular performance. I was truly amazed at the diligent work that went into identifying the aircraft track from the meager data available to you. I directed ground teams to start interviewing possible witnesses (an action I took before you passed us the day before). Shortly thereafter, I took an aircraft to the Mintonville area.

When I viewed the AFRCC wreckage, I was initially even more difficult for them to see anything— they didn’t have the height or perspective of color gradation that I had. When they finally contacted the wreckage, they found witness of the remainder of the aircraft in very small pieces among the trees on a heavily wooded hill.

I must note this response is my own and does not necessarily reflect the "official" response that will be given by the Kentucky Wing. It is, however, the truth and reflects the sentiment of everyone who was involved in the mission.

Semper vigilans.

Maj. Christopher Mayer,
Commander, Group 2
Kentucky Wing

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Russian surplus NVGs may emit X radiation

Dear Editor

I recently read the article in the May issue on mission software and equipment for CAP search and rescue aircraft ("Star Wars Comes to CAP Search and Rescue"). Captain Wicker's efforts to open a dialogue on this issue is to be applauded. Unfortunately though, my purpose in writing is to warn CAP members against further use of the Russian night vision goggles mentioned in the article.

I am a human factors engineer in the Crew Systems Branch at the Naval Air Warfare Center in Patuxent River, Md. I work in a section which specializes in developing and testing Navy and Marine Corps NVGs, cockpit lighting and avionics, and other equipment. Captain Wicks's suggestion rang alarm bells for several reasons. After making a quick call to a colleague, Air Force Col. William Berkley, at the Armstrong Aeromedical Labs, to discuss the issue, we both strongly warn all members to discuss the use of Russian NVGs currently found on the U.S. Market due to the following reasons:

- Russian NVGs are notorious for poor workmanship and image quality. They are sold with the hope that you may be able to use them effectivily in a general aviation cockpit, you would have to kill all of the cockgaurd, thereby robbing the pilot of all situational awareness.
- There is currently no declassification of the equipment.
- Some of the NVGs found on the market currently emit X radiation in any form, for any purpose. The FAA has never authorized the use of NVGs of general aviation, in any form, for any purpose.

I realize Captain Wicker proposed their use by observers only to use them effectivily in a general aviation cockpit, you would have to kill all of the cockgaurd, thereby robbing the pilot of all situational awareness.

Maj. Jeff O'Hara
Maryland Wing

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Keep those cards, e-mail coming...

First, a quick thank you to all who have called, written, e-mailed and hollered over the past two months. Your comments about the newspaper — both positive and negative — have been much appreciated.

As I stated in my first column, I believe the Editor is a personal editor. So, keep the cards, letters and e-mail coming in. In the meantime, I'll continue to try and give the right information for the right time. I'll restate that: when you use them you potentially hold up to your head a unit which is emitting ionizing radiation into your body.

Your Editor

James F. Tynan
Editor, Civil Air Patrol News

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Letters to the Editor

Dear Editor

I regret the article published in this publication last month — "Five Must Read Magazines for CAP Crew Stations" — was not properly vetted before sending to the editor. As your editor I take full responsibility for the content found in this publication.

Your Editor

James F. Tynan
Editor, Civil Air Patrol News

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Your Editor

James F. Tynan
Editor, Civil Air Patrol News

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SNAKE BITE KIT. A complete and "READY-TO-USE" compact kit for the treatment of snake bites, using the constrictor/suction method. Kit includes detailed instructions. 1.25" 1 oz CAP768AA $3.95

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So You're Going on Your First Encampment, Eh?

Well Here's Some Tips to Pack in Your Suitcase

If you're scheduled to go on your first encampment. Your bags are packed, and your ready to go. Your skin tingles with excitement, but your stomach quivers with that unsettled feeling. You know you want to be a cadet officer, and you know you have to go. On one hand, you're looking forward to the new experience; on the other, you're just a bit unsure of what you're in for.

Encampments may take place over successive weekends or may last as long as two weeks. This is the time for cadets and senior members to get a concentrated dose of CAP.

Because encampments can take place in a variety of settings, it's difficult to spell out exactly what to expect. For instance, you may be on your way to an Air Force, Army, reserve, guard base or armory, or perhaps your commander is really filled with a sense of adventure and made arrangements at a state or national park.

You may find yourself roughin' it in a tent city in the middle of the wilderness, or sleeping in an open bay filled with rows and rows of beds. If you're truly lucky, and your commander has pulled some strings, you'll be reclining in a comfortably appointed Air Force dormitory.

If you're assigned to an Air Force base, the base commander may permit CAP cadets and members some privileges usually reserved for active or retired Air Force members. These may include purchasing items at the base exchange or the Air Force clothing store, taking in a movie or going for a swim. Sometimes encampment banquet is held at base service club. The Installation Project Officer will have all the goods on this. But chances are you'll be so busy that you won't have much free time.

Once you arrive at the encampment site, you'll report to your assigned position and/or flight. After all the scurry of the getting organized, you'll probably work up a hefty appetite. Don't fret, your commander wouldn't dare forget something as basic as this. Your food may come from a field kitchen or a caterer, restaurant, or other food service provider. If you're assigned to an active military installation, you may be allowed to eat at the base dining facility.

After you're fed, you'll probably be gathered together and told what to expect for the next few days. But who can really be prepared for horns blasting revelry at 5 a.m.?

Encampments are designed to test the knowledge and skills you learned in CAP in practical situations. Encampments also offer the chance for CAP members to develop the leadership skills necessary to succeed in aerospace occupations.

It's fair to say that encampment commanders have some leeway in organizing encampments. But at a minimum, a basic curriculum must be followed.

The course work will include studies of the United States Air Force, its mission and structure, the USAF Basic Aerospace Doctrine, Aerospace Power (civil and military aviation and national space programs), Role and Operation of a USAF Base. Courses covering Aerospace Facility and other Aerospace education activities will also be presented. Cadets will take an in-depth view of the organization and mission relationships between the Civil Air Patrol and the United States Air Force. Topics such as Search and Rescue and Civil Defense will be discussed during encampment. Other courses include the Functions of the CAP Cadet Program and Moral Leadership.

Just when you think you couldn't learn anymore, the Civil Air Patrol factors in mandatory physical activity and some ambiguous electives. Be suspicious, but not overly so, this elective just might include an orientation flight.

If you can get through all of that, well, 50 percent according the regulations, and send in the right forms, you could be credited for 40 hours of curriculum.

Cadets are schooled in the efficient intricacies of military life, such as how to make a bed with hospital corners, to fold underwear into neat little squares, and to arrange a locker with utmost precision.

Sometimes commanders team up to hold joint encampments. If this is the case, you'll be put through your paces not only with members of your own wing but also members of another wing. Of course, this only serves to intensify competition between squadrons and flights. So beware, your leader will expect his team to outperform the other guy's. Don't let him down. Do your level best at everything you're asked to do.

No matter where you're assigned, remember, you are a guest and must obey military customs and courtesies at all times.

Hopefully, when all is said and done, you'll leave with a greater understanding of the CAP mission and CAP capabilities. Take what you've learned back to your squadron and make it better.

Looking Back on That First Encampment

My first encampment was some twenty plus years ago, but it made such a strong impression that I've attended every year I possibly could. I'll never forget being sent away from home the first time. I was a two stripe that was good at his home unit, but really unprepared. I walked in the door and saluted my flight commander, who then proceeded to educate me in the error of my ways.

By the end of the first week, I wanted to go home when my parents visited on family day. My dad convinced me to stay.

I never could have imagined such a transition. Our uniforms looked sharp, we marched, sang cadences in unison and were very proud and motivated. The most important lesson I learned was about teamwork. We discovered it requires sacrificing individual wants for the sake of the team. We also learned that everyone should recognize the need to work together.

We practiced and practiced those fundamentals of military life—marching, inspecting, customs and courtesies—until each member of the team could competently complete the tasks. Throughout this adventure, we also learned about attention to detail and why it's so important.

Now as a senior member at cadet encampments, I emphasize the "Four C's" to cadets:

**Communication**: Every message requires a sender and receiver that must understand the message. That message should mean the same to everyone.

**Candor**: Be honest with yourself and others. Say exactly what you mean don't leave room for misinterpretation.

**Courage**: Be strong enough to do the right thing—the right way, no matter how difficult.

**Commitment**: If you decide to do something—then do it. Give the best of yourself to the point where you know you did everything you could.
Alabama cadets touch the clouds, meet Chuck Yeager

Stacey Scherl  
Staff Writer

"Our goal is to get a million boys and girls in the air," said Brig. Gen. Charles E. "Chuck" Yeager.

General Yeager made world history Oct. 14, 1947, when he became the first man to fly faster than the speed of sound and on Dec. 12, 1953, he became the first man to fly more than twice the speed of sound.

General Yeager is also the driving force behind the Young Eagles program. The program was initiated by the Experimental Aircraft Association and so far they have flown more than 100,000 boys and girls. The association expects to reach its goal by the year 2005, said Gen. Yeager.

On June 10, General Yeager and the EAA came 31 Young Eagles closer to reaching their goal. Winners of the "Why I Want to Fly" essay contest won flights with General Yeager and also became Young Eagles.

Jason Brown, 14, Tim Spink, 13, Ben Casey, 13, and David Cameron, 15, from the Maxwell AFB Cadet Squadron were among the 40 winners of the contest.

Brown, Spink, and Casey all listed flying as one of their favorite parts of being a cadet. "I enjoy being above the rest of the world," said Brown. Spink described flying as a real "rush" and a thrill. Casey, who has never flown before, said, "I want to see what the world looks like from up there."

Brown said his favorite part of being a CAP cadet, besides the friends he has made, is marching and working on the flight line. "I only wish we could have done more," said Brown, as he talked about working the flight line at a recent airshow in Tuskegee, Ala.

The part he likes least about the cadet program is some of the exercises. He joined the cadets because some of his friends were members.

Spink joined the cadets as a way to spend more time with his father — an Air Force master sergeant — and because he would like to go to the Air Force Academy.

His favorite part of being a cadet is wearing the uniform. "I like the way people look at us when we wear our uniforms especially around the base," said Spink. The thing he likes least about being a cadet is being low on the chain of command, because sometimes he is the last to know about things.

Spink thinks the cadet program is good for anyone who wants to make something of themselves because the program teaches endurance and patience.

Casey joined the cadets because he wants to be like his grandfather who was in the US Air Force. His favorite activities are search and rescue and communication. He also loves wearing the uniform because "It makes me feel grown up," said Casey. He really enjoys being a cadet, but being low on the chain is rough.

Mr. Casey described flying with Gen. Eager as "flying with history." All the cadets described the experience as something the never would forget.

96 Years Ago This Month

Headquarters Moving to Texas
Shift Ends 13 Years at Bolling

By Jack Forbes


CAP National Headquarters has been located at Washington's Bolling AFB for the past 13 and one-half years.

The move to Ellington AFB, made with the approval of AF Chief of Staff, Gen. Thomas D. White, will put CAP headquarters back in Texas for the second time in its 18 year history. The headquarters was located in Fort Worth for nearly a year in 1945 and 1946, before moving to Washington.

The shift of CAP headquarters from Washington to Houston will relocate 85 AF officers and airmen and a number of civilian employees. Many of the 27 career civilians employed by the headquarters elected to stay in Washington.

Source: CAP Times, July 1959

Determination, will key factors in Colorado cadet's challenge

Stacey Scherl  
Staff Writer

"If determination was rated from one to 10, SSgt. Shawn Jurgens would rate an 11," said 1st Lt. James Masters.

On May 19, 1994, 16-year-old Shawn Jurgens, a member of the Greeley Composite Squadron, in Greeley, Colo., was seriously injured in an automobile accident. The vehicle was totaled when it hit a bridge abutment.

In an effort to save his leg, doctors at the North Colorado Medical Center performed eight operations, including an arterial graft. Their efforts were unsuccessful — Sergeant Jurgens celebrated his 17th birthday by going back into the hospital where his leg was amputated just below the knee.

A two-month stay in the hospital, Sergeant Jurgens started to attend the week night meetings of the squadron — in a wheel chair and in full uniform.

"Nothing slows him down," said Capt. Gerald Cedarquist, squadron commander.

Since the accident, Sergeant Jurgens has maintained an almost perfect attendance record at the squadron. He was recently appointed to serve as the cadet commander where his enthusiasm and leadership is an inspiration to the Seniors and cadets of the organization.

Sergeant Jurgens graduated from Greeley Central High School this June where he maintained a 3.0 grade point average.

Sergeant Jurgens was also a member of the wrestling team in the 142-pound class. He stuck with the program and compiled a record of six wins and five losses and received his letter in the sport.

The sergeant also volunteered to stay in sports and worked as a sports trainer in all of the athletics programs at the school.

Sergeant Jurgens is working as a mechanic at a car dealership this summer and plans to attend Aims Community College this fall.

Sergeant Jurgens is working toward the Mitchell award and says his favorite part about being a cadet is flying and goes up whenever he can.
WASHINGTOI — The Defense Base Closure and Realignment Commission voted June 22 to close McClellan AFB, Calif., and the San Antonio Air Logistics Center. McClellan AFB is the home of the Sacramento ALC.

Five other Air Force installations are recommended for closure, and five for realignment. The commission voted to keep six installations open: the Department of Defense recommended be closed or realigned, BRAC officials announced in a statement June 22.

The commission’s decision to close the two ALCs was taken against Air Force and Department of Defense recommendations. The commission recommended the closure of Defense military bases and realigning six.

Now the recommendations must be accepted or rejected in full by the president and Congress. A realignment would require building or reducing a base’s population or mission, but not closing the installation.

Commission voting on Air Force installations was completed June 22. The other Air Force BRAC actions, in the order they were taken, were:

- Reem Laboratory, New York: The DOD recommendation was to close it, but the commission voted to keep it open.
- Kirtland AFB, N.M.: DOD recommended realignment, but later withdrew that recommendation and the commission agreed.
- Brooks AFB, Texas: DOD recommended closure, but the commission voted to keep it open.
- Eglin AFB, Fla.: The commission accepted the DOD proposal to realign the base.
- Real-Time Digitally Controlled Processor Activity, Buffalo, N.Y.: DOD recommended “disestablishing” the activity, and the commission agreed.
- Air Force Electronic Warfare Evaluation Simulator Activity, Fort Worth, Texas: DOD recommended “disestablishing” the activity, but the commission voted to keep it open.
- Hill AFB, Utah: The commission accepted the DOD proposal to realign the base.
- Williams AFB, Ariz.: DOD recommended changing the 1991 BRAC vote to move the base’s Armstrong Laboratory Aircrew Training Research Facility to Orlando, Fla. The commission agreed, and the lab will remain at Williams.
- Grand Forks AFB, N.D.: The commission accepted the DOD proposal to realign the base.
- MacDill AFB, Fla.: The DOD recommended changing the 1991 BRAC vote to close the base’s airfield to the Department of Commerce, and the commission agreed. The airfield will remain open as part of the base.
- Reese AFB, Texas: The commission accepted the DOD proposal to realign the base.
- Lowry AFB, Colo.: DOD recommended changing the 1991 BRAC vote to close a base unit, and the commission agreed.
- Caraswell AFS, Texas: The commission, which had added the base to the list of those in consideration for closure, voted to keep it open.
- Homestead AFB, Fla.: DOD recommended changing the 1993 BRAC vote to move a unit from the base and relocate another base unit from the recommended base to another location and the commission agreed.
- Greater Pittsburgh AFB, Pa.: The commission reversed the DOD proposal to close the base; it will remain open.
- Chicago O’Hare IAP AFS, Ill.: In a modification of the 1993 BRAC recommendation, the commission voted to inactivate the Air Force Reserve C-130 unit, and will relocate the ANG unit there to Scott AFB, Ill., at the city of Chicago’s expense.
- North Highlands AFS, Calif.: The commission rejected the DOD proposal to close the station; it will remain open.
- Ontario IAP AFS, Calif.: The commission accepted the DOD proposal to close the station.
- Roslyn AFB, N.Y.: The commission approved the DOD proposal to close the station, conditional on land sale.
- Springfield-Bleckley Municipal Airport, Ohio: The commission rejected the DOD proposal to close the station; it will remain open.
- Griffiss AFB, N.Y.: The commission accepted the DOD proposal to close the airfield, and also approved alternative locations for a departing unit; both are changes to the 1993 BRAC recommendation.

Air Force News Service

AF News

Helicopter crashes in Wyoming


Two military and two civilian crew members were aboard the Black Hawk, used for military exercises at the Kimball, Neb., hospital after walking to a nearby farm, being transported to a 90th Missile Wing missile alert facility, then taken to Kimball.

First Lt. Shawn Addkins was aircraft commander on the helicopter, assigned to the 54th Rescue Flight at Minot. Also aboard were 1st Lt. Jonathan Kim and two civilian maintenance workers, Frank Thompson and Rick Reisenauer. A board of Air Force officers is investigating the accident.

Commissaries accept credit cards

FORT LEE, Va. (AFNS) — Sixteen more commissaries will begin accepting credit card payments from shoppers during the next six months, Defense Commissary Agency officials recently announced.

The 16 stores, including six on Air Force installations, bring to 22 the number of commissaries that will accept VISA or Master Card payment from shoppers.

The new sites and their projected start-up dates are: June — Fort Campbell, Ky.; Tyndall AFB, Fla.; Aberdeen Proving Ground, Md.; July — Ft. Irwin, Calif.; Camp Pendleton MCB, Calif.; McClellan AFB, Calif.; Little Rock AFB, Ark.; Ramstein Air Base, Germany; August — Heidelberg, Germany; RAF Lakenheath, England; October — Fort Shafter, Hawaii; Hickam AFB, Hawaii; Pearl Harbor, Hawaii; November — Barbers Point NAS, Hawaii; Kanohe Bay MCB, Hawaii; and Schofield Barracks, Hawaii.

The agency began accepting credit cards to offer shoppers added service and convenience.

General Harris U.S. military’s first female black two-star general

MSgt. Merrie Schilter Lowe
Air Force News Service

WASHINGTON — In 1994, 21-year-old Marcelite Jordan was fresh out of college, but couldn’t find a well-paying job because she didn’t have “experience.” Today, Maj. Gen. Marcelite Jordan Harris has enough experience to run one of the biggest operations in the Air Force — maintenance.

As the director of Air Force maintenance, General Harris is responsible for organizing, training and equipping a workforce of more than 125,000 people, and overseeing weapon systems worth more than $260 billion.

“You don’t go to war without maintaining people to keep the aircraft flying,” says General Harris.


Helm was the Air Force’s first female general officer and the military’s first two-star general. "It’s a special treat to have General Helm here and to wear her stars," said General Harris. Holm, who retired in 1975, was one of the people who helped Harris become the Air Force’s first female maintenance officer.

The Houston native earned a bachelor’s degree in speech and drama from Spelman College in Atlanta; and another in business management from the University of Maryland.

General Harris joined the Air Force in 1963 after she started her Air Force career as an administrator; however, while stationed at Bilburb AB, Germany, in 1970, General Harris’ boss asked if she’d like to become a maintenance officer. There were no women in maintenance at that time.

One of the most difficult hurdles General Harris had to overcome was getting into the maintenance officers’ school, then based at Chanute AFB, Ill. “I was turned down twice,” she said. “First, I was told the administration couldn’t find enough people so no one was allowed to cross-train into another career field,” and later, that I applied too late.

Col. Webb Thompson, her boss at the time, told the general those reasons didn’t make sense and urged her to apply again. He advised her to send a copy of the application and a letter to then-Colonel Holm, the Air Force’s ranking female officer and the director of women’s training. Thompson also wrote to Holm, who was already working to open more career fields to women.

About six weeks after writing to Holm, General Harris received a letter from the colonel and another from Air Force personnel officials saying she had been accepted for maintenance officers’ school. But even after she graduated, General Harris was still pigeonholed in administrative areas, so Thompson again came to her aid.

As commander of a fighter wing at Korat Royal Thai AFB in Thailand, Thompson helped General Harris get an assignment to his installation. Later, he directed his deputy commander for maintenance officers’ school to assign her to her job on the flightline.

General Harris became maintenance supervisor for the 49th Tactical Fighter Squadron — flying 20 F-4Ds in and out of Vietnam.

When she entered the Air Force some 30 years ago, General Harris said she never thought she’d be promoted past colonel, she said. She was so sure, in fact, she was not even court-martialed when her husband, Maurice, bought their house in Mississippi while stationed at Keesler AFB, Miss. Five years and two jobs later, the general earned her first star. By then, she was vice commander of the Oklahoma City Air Logistics Center at Tinker AFB, Okla.

In 1993, General Harris became director of Air Force training at Air Education and Training Command, Randolph AFB, Texas. In 1994, she assumed her present job at Air Staff.

General Harris credits her family with helping keep her life perspective. “They see me as a mother and a wife, not someone who needs to decide what to cook and then, cook it; the one who listens to teenage problems; and the one who sometimes does strange things they don’t like or care about — and they don’t mince words in telling me so,” the general said.

General Harris’ husband is a retired Air Force officer turned lawyer.

The general has two children: an adult son, Steven; and daughter, Tenecia, 13.
# 1995 Civil Air Patrol National Board Meeting

**Aug. 17-19, 1995**

**Sheraton Washington Hotel**

**Washington, D.C.**

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## National Board Meeting Schedule

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<thead>
<tr>
<th>Thursday - August 17</th>
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<tbody>
<tr>
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<td>All</td>
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<tr>
<td>Agenda Items</td>
<td>National Board</td>
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<tr>
<td>Adjournment</td>
<td>National Commander</td>
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<tr>
<td>0800 - 1700</td>
<td>National Board Session</td>
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<tr>
<td></td>
<td>(Break: 0930 - 1000 / Lunch: 1200 - 1330)</td>
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<td>Sheraton Ballroom</td>
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<td>Air Force Band</td>
<td>CAP Cadets</td>
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<tr>
<td>Posting of Colors</td>
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<td>All</td>
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<tr>
<td>Pledge of Allegiance</td>
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<tr>
<td>Memorial Service</td>
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<tr>
<td>Introductions</td>
<td>TBA</td>
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<tr>
<td>Keynote Address</td>
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<td>Remarks:</td>
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<tr>
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<td>- Senior AF Advisor</td>
<td>Col Padgett, USAF</td>
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<td>- Gen Fogleman Video</td>
<td>Mr. Sharratt</td>
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<td>- SAMPMA</td>
<td>National HQ Staff</td>
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<td>- Update Briefings</td>
<td>Mac Lyon, USAF</td>
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<td>- Health Promotion</td>
<td>National Commander</td>
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<tr>
<td>Adjournment</td>
<td>National Commander</td>
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<tr>
<td>0800 - 1130</td>
<td>General Assembly</td>
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<td></td>
<td>(Break: 0930 - 1000)</td>
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<tr>
<td>1300 - 1500</td>
<td>National Commander's Support Group</td>
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<tr>
<td>1330 - 1500</td>
<td>Nat. Cadet Program Committee</td>
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<tr>
<td>1330 - 1400</td>
<td>Cadet Advisory Council</td>
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<tr>
<td>1330 - 1500</td>
<td>Aerospace Education Seminar</td>
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<td>1330 - 1500</td>
<td>Cadet Program Seminar</td>
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<td>Chaplain Seminar</td>
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<td>Personnel Seminar</td>
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<td>1300 - 1700</td>
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<td>1300 - 1700</td>
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<td>1300 - 1500</td>
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<td>Health Seminar</td>
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<td>Marketing &amp; PA Seminar</td>
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<td>Operations Seminar</td>
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<td>1500 - 1700</td>
<td>Countering Seminar</td>
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<td>Airborne TV &amp; Digital Comm. Seminar</td>
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<td>1500 - 1700</td>
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<td>Meet and Greet Coffee</td>
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<tr>
<td>Exhibits Open</td>
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<tr>
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<td>A/B Registration Desk</td>
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<td>Banquet Registration</td>
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<td>Chief of Chaplain Luncheon</td>
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<td>Spatz Association</td>
<td>Vermont</td>
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<tr>
<td>Jewish Service</td>
<td>Vermont</td>
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<tr>
<td>No-Host Reception</td>
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(Schedule subject to change)
Civil Air Patrol has come a long way toward putting the "air" back into CAP for its cadets with the completion of the first National Cadet Flying Encampment which is finishing the second class at Oshkosh, Wis. The first session of the national encampment has exceeded our wildest expectations," said Doug Isaacson, national director of Cadet Programs. "Our cadets came to us motivated and enthusiastic and it spread like wildfire to all involved — even the staff, our EAA partners, and the Air Force reserves."

According to Mr. Isaacson, the encampment's location was ideal. "The facilities at Oshkosh worked out tremendously. The weather was great for flying, and we enjoyed incredible support from the surrounding communities, the Federal Aviation Administration, and the many individuals who have contributed time and effort to this endeavor," he said.

Mr. Isaacson also said the encampment received some "fantastic" corporate support from companies that helped defray fuel costs; Cessna contributed flight manuals and other materials; Sporty's contributed instructional videos; and Sporty's contributed training materials, he said.

The flying program also went smoothly. "Of the 19 cadets who met the initial qualifications, 15 soloed, two within seven days of entering the school. That is truly remarkable," Mr. Isaacson stated. "This attests to the excellent CAP senior member CFIs; many of whom have thousands of hours of flight time. You just can't purchase that talent."

In all, there were 174 students enrolled at the first encampment, some as young as 15 of age. More than 174 students are expected to participate in the four encampments — representing 43 wings and every region. In addition, there will be one cadet representative from the Rhein Main, Germany, squadron.

"This first session of the encampment set a fast tempo for the three remaining schools," Mr. Isaacson said. "We could not have asked for a better beginning."

Special activities under way

Cadet Programs unveiled this year's session of special activities with the Advanced Pararescue Orientation Course at Kirtland AFB, N.M., June 10-17. Nineteen cadets attended AP/POC. The course is a continuation of the PJOC curriculum and includes more advanced studies in first aid, repelling, survival, and other search and rescue activities.

Also, the Air Force Space Command Familiarization Course at Peterson AFB, Colo., just ended. Forty-two cadets attended this special course that offers an inside look at the U.S. Air Force Space Command's systems and missions. In all, CAP has 13 national cadet special activities ranging from the ones already described to Cadet Officer School — the premiere domestic cadet activity held annually at Maxwell AFB, Ala. The service is a fast-paced, intensive leadership laboratory for highly motivated cadets. Cadets awarded the Mitchell Award are eligible to apply.

In July, Cadet Program's will run the COS, and two Air Education and Training Command's Familiarization Course One and Two at call to the VAQ-129 training organization, stated Lt. Greg Knytych. "The other section of this mission, "the mission, is only one part of the mission," said Major Knytych. "The other less visible benefit of this mission is the relationship we have established with the U.S. Air Force."

The actual survey is conducted one weekend each month in August in order to spread the workload out through the summer. "But the actual survey flying is only one part of the mission," said Major Knytych. "The other less visible benefit of this mission is the relationship we have established with the U.S. Air Force. While on duty we work, eat and we live with these Navy pilots. We've become a real team."

"These are great people, great pilots and CAP is a great organization," stated Lt. Greg Young, a Navy instructor pilot from the VAQ-129 training squadron at Whidby Island. "The Navy has become an essential part of our training operation from the LSS standpoint. They just does not have the resources to perform the LSS on its own."

"The CAP is the only we can perform this operation within the budget and resources we have to work with."
**Brig. Gen. Charles E. “Chuck” Yeager Aerospace Education Achievement Awards**

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<tr>
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**Gen. Billy Mitchell Awards**

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**Amelia Earhart Awards**

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**Gen. Carl Spaatz Awards**

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Eric G. Johnston 42419
Patrick W. Knutson 43049
Danielle E. Blodgett 44006
Joel V. Boddenman 46011
Eric J. Poe 46033
Gregory S. Babin 46039
Larissa S. Shipnott 46068
Gavin M. Glassenapp 46048
Jennifer A. Nisiewicz 48061
Matt R. Spert 50099
Alfredo Mejia 52020
Felix Muniz 52022
Wanda Santiago 52022
Thomas P. Meyer 52022
Juan A. Rodriguez 52071
Domingo Acevedo 52110
Jesus R. Figueroa 52122
Jose D. Vazquez Fuentes 52122
Elias J. Valentin 52160
Eystor A. Austin 52903
Chrysalis C. Byden 52930
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Joseph W. Simecek 59113
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Mark D. Thornley 59122
Coast to Coast

Reporting the accomplishments of CAP members worldwide

Northeast Region

Pennsylvania — At the Pennsylvania Wing conference, June 23-25, 1st Lt. William T. Mohr was presented the Bronze Medal of Valor and Maj. Martin J. O'Donnell received a Life Saving Award. Both men were presented with a Commonwealth Citation by guest Lt. Gov. Mark S. Schweiker, O'Donnell and Mohr are from Squadron 997, Group 90, Charter 37166.

Senior of the Year was Lt. Col. Jean-Pierre J. Habeta, Group 70, Charter 37164 and the Group of the Year was Group 1300, Charter 37000.

In the afternoons, members from the New Group 3 got together to discuss reorganization plans and to meet new commander Lt. Col. Stephen P. Fortin.


New York — CAP members from the New York City Group and the Long Island Group, members of the 2nd/142nd Army National Guard Aviation Battalion, joined forces for Cadet Day 1995 June 19 at Long Island-MacArthur Airport. The event, which was organized to provide cadet orientation flights, included communications training; an open house; and a barbecue for CAP members and their families and friends.

Midway through the celebration, the U.S. Army National Guard Museum made a dramatic appearance in a UH-1 helicopter. The craft was later put on display.

The event was the brainchild of Lt. Henry Ray of Falcon Squadron, New York. Ray thanks to Ray and 41 other senior members, the event was a resounding success.

Four corporate aircraft and two member-owned aircraft were provided for orientation flights, and all qualified cadets present were able to fly. In all, 12 orientation sorties were flown and 23 cadet orientation flights were provided.

All activities took place at Long Island Group’s Halsehead facility at Long Island-MacArthur Airport, provided courtesy of the Long Island Group commander, Lt. Col. Norman Briskman.

The helicopter was flown by 1st Lt. John Boldt, an Army National Guard chief warrant officer and a member of Falcon Squadron, CAP, New York City Group. The chopper may be available for orientation flights during next year’s cadet day.

Massachusetts — U.S. Army personnel and civilian employees joined for one last Memorial Day celebration at Fort Devens on May 26-27. Capt. William N. Moss of the Fort Devens Fire Department was the Special Project Commander for the weekend-long event.

Attendees included members of the Transportation Color Guard, Marine Detachment 1797, Royal Artillery, 47th Regiment Foot and CAP. Colonial artillery groups loaded, primed and fired authentic reproductions of canons and firearms used in colonial times during a reenactment of a colonial battle.

Other activities included a military working dog demonstration; a skydiving exhibition by U.S. Army 10th Special Forces. CAP members secured the canons demonstration area, perimeter of the drop zone, and colonial artillery and battle reenactment areas.

New York Wing CAP Team members demonstrated basic drills and innovative routines to the appreciation and applause of observers. Massachusetts Wing CAP also manned a medical aid tent, supervised by Maj. Donald Benoit, Group III commander, on the parade ground and provided communications support from its communications truck. The eye of Lt. Col. Alfred Staney, Massachusetts Wing staff. Eighty-four CAP cadet and senior members were involved in this Memorial Day observance. Units represented were the New Bedford Composite Squadron; Brockton Cadet Squadron; Goddess Composite Squadron; Worcester; Worcester Cadet Squadron; Mt. Wachusett Composite Squadron; Fitchburg; Beverly Composite Squadron; Quincy Composite Squadron; Group II; Cape Cod Composite Squadron, Otis ANGBC, Cape Cod; Group III; Essex County Composite Squadron, North Andover; Phoenix Baypath Composite Squadron; Southbridge; Hanscom Composite Squadron; Camp Curtis MariFild Composite Squadron, Reading; Thunderbird Cadet Squadron, Natick; and Massachusetts Wing Headquarters, Hanscomb AFB.

Massachusetts — Maj. Bobbie-Jean Tourville was honored as the Massachusetts Wing Cadet Headquarters Staff Member of the Year. Tourville developed a cadet program manual; she is the Cadet Programs Officer until recently, a member of Falcon Squadron, New York City Group. Maj. Bobbie-Jean Tourville transferred to Hanscom Composite Squadron when the Group I staff personnel were involved in a medical aid tent, supervised by U.S. Army 10th Special Forces. CAP members secured the canons demonstration area, perimeter of the drop zone, and colonial artillery and battle reenactment areas.

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Massachusetts — Cadet MSGT. Tonya Maxfield received a certificate of appreciation recently from Lt. Gen. Thomas R. Gage, Commander, Air Force. The certificate recognized Cadet Master Sgt. Maxfield as the first cadet commander of Catamount Composite Squadron, Vermont Wing.

Maxfield also served as Catamount's delegate to the Vermont Wing Cadet Advisory Council, which is the president of Explorer Post 226, which is dual-chartered with the squadron.

Maxfield is a senior at Bellows Falls Union High School in Bellows Falls, VT, and has been accepted to Embry-Riddle Aeronautical University in Prescott, Ariz., next fall.

New York — Cadet SGt. Brian T. Waite has been accepted to the U.S. Naval Academy and will be a member of the class of 1999.

Waite is an active member of CAP since 1993. He presently holds the rank of cadet staff sergeant in the Rochester Composite Squadron.

Waite plans to study computer science at the academy and to pursue a career as a naval aviator. After completing his military career, he would like to become a commercial pilot and strongly believes that the leadership skills he has acquired while in CAP will be a life-long asset.

For recreation, Waite enjoys restoring aircraft at the National Warplane Museum in Geneseo, N.Y. His squadron went to the museum a few years ago, and in many restoration projects the museum has under way. Since then, he has become a weekly regular at the museum and in the restoration hangar.

Waite was asked what he would tell his peers who were looking for something to do. "If you are looking for a challenge, join CAP. It’s the place to be."

Squadron 504 celebrated its first anniversary as a CAP unit May 26. Public affairs officer 2Lt. Kerry A. Saad has set up a display highlighting significant events in the squadron’s one-year history.

The display at the Clarion Free Library was for public viewing and promoted the CAP and Clarion Composite Squadron 504.

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Southwest Region

Virginia — More than 75 members from Virginia’s Group 3 squadrons participated in the Drug Awareness Resistance Education Program that was recently held at Manassas Airport. Twenty three displays and demonstrations were set up by law enforcement agencies, fire and rescue personnel, and other agents.

The U.S. Army Golden Knights Parachute team and the Flying Circus were among the several aerial demonstrations that were performed. A CAP aircraft was one of the 17 static airplanes that were on display. A CAP aircraft was placed beside the aircraft stocked with recruiting information and pictures.

Virginia Honor Guard also held several performances. After each performance the Honor Guard cadets would answer questions about the CAP and the Honor Guard.

More than 1,300 school children came from 15 juridictions around the Northern Virginia area. This was the fourth and largest event of its kind since the program was started in 1993.

Virginia — Virginia cadets gathered at Virginia Wing headquarters at Chestfield Airport in Franklin, Va. The cadets recently completed the Cadet Speak Off. There are three categories in which to compete, basic, advanced, and impromptu.

The basic is a 3-to-5 minute speech on any subject. The basic is to be entered as many times as a cadet wants until the cadet has won two first-place trophies at wing or region level or at Camp. At the beginning of the Middle East Region Conference competition.

For the advanced category should be five to 7 minutes long. There is no age limit on this category either.

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May 20. Each year, Fort Buchanan Command Group invites the squadron to participate in the various activities held during the Armed Forces Day Celebration.

For the second year in a row, cadets from Col. Clara E. Livingston Squadron won award to the Best Marching Unit-Medium Category. Livingston drill team members competed with drill teams from the battles of Army Jr. ROTC and other drill teams from various high school military academies. The Livingston Squadron won second place in the unarmed category in which 10 teams participated.

This scholarship was established by the late Col. Clara E. Livingston, former Puerto Rico Wing commander. Livingston was the first female wing commander in Puerto Rico. The scholarship is for all cadets of the wing in Puerto Rico perform a demonstration during a recent Armed Forces Day celebration at Fort Buchanan, P.R.

The scholarship is for all cadets of the Puerto Rico Wing. In order to obtain the scholarship the cadet must be selected by a board.

Puerto Rico — Cadets from the Col. Clara E. Livingston Cadet Squadron participated in Armed Forces Day ceremonies on May 20. Each year, Fort Buchanan Command Group invites the squadron to participate in the various activities held during the Armed Forces Day Celebration.

Hayes and Jack Fahlman were among the Rough River, Ky., to Tampa, Fla., in their home-built experimental Long-EZ airplanes. As they encountered storm conditions around the north-central section of Alabama, their scheduled fuel stop was to be in LaGrange, Ga.; however, Fahlman landed at the Gauley Airport due to the weather, but Mr. Hayes failed to show at either location. A radio contact through the pilots was lost shortly before Fahlman landed at Gadsden so this became the most logical location to set up the mission base.

Weather hampered the initial search yet CAP members took advantage of every safe moment to put a sortie or ground team into action. Overall, 1,224 personnel assisted in the mission with 902.9 flight hours logged by the volunteers with 571.9 hours in a search area.

Georgia Wing and Tennesee Wing were brought into the search since the area of possibility was close to their borders as well. In late May, the Alabama State Police, Wallace State College and the Alabama National Guard also flew in a search. From April to June, Birmingham, flew 22 sorties and logged 30 hours of search.

Members of the Hayes family stayed close and informed of every action being taken to find Hayes.

After 23 days into the mission, the AFFRC suspended the search after finding the terrain could be more visible. The foliage was dense making visual search very difficult and there was no ELT signal to follow. All members were showing signs of wear but their dedication and optimism kept them pushing forward to locate their target.

Four months later two youths ventured down into a thickly wooded ravine which had a visibility factor of only 10 feet from ground level. They came upon the remains of Hayes.

Relief and sorrow was the final outcome. The family was able to put to rest their unknowing and searching members were able to close their mission books.

Mrs. Hayes and other family members flew back to the site of the mission to give thanks to the many individuals who participated in this mission. The next morning a memorial service was held in private by the family and a marker was placed at the site where Mr. Hayes was found. It was a squadron dedication, and bonding between family members, friends and rescue volunteers.

Prior to this unfortunate event, the Hayes family did not know of CAP and its missions, but when a family member asked a CAP volunteer, "What drives you to keep so dedicated, spending numerous hours of personal time and money to do what you do?" — the answer was, "Because we care about people."

Florida — The Marco Island Senior Squadron received four statewide awards at the annual CAP Florida Wing Conference recently held at the Holiday Inn Crowne Plaza Hotel, Tampa. The Florida Wing command- ing officer, Col. Fritz Schaller, presented the Outstanding Senior Squadron Award to LT Col. Fritz Schaller, Captain of the Marco Island CAP Squad- ron. This is the first time since it was established in 1982 that the Marco Island CAP Squadron has been so honored.

Schaller said, "We are extremely proud to have been designated as the most outstanding squadron at the five senior squadrons in Florida."

The Hayes family poses for a picture with the Alabama Wing members who were involved in an extensive search for John Hayes. The Rough River, Ky., pilot was later found dead at the crash site.

A scholarship was established in 1982 that the Marco Island Senior Squadron has been so honored. The Hayes family was extremely proud to have been designated as the most outstanding squadron in Florida. The Rough River, Ky., pilot was later found dead at the crash site.

The Hayes family poses for a picture with the Alabama Wing members who were involved in an extensive search for John Hayes. The Rough River, Ky., pilot was later found dead at the crash site.
Sharon Fitzgerald, Beach Cities Cadet Squadron 107, smiles proudly after completing a solo flight for her aircraft license on her 10th birthday. The California native, who received her pilot license at 14, has a 4.5 grade point average and hopes to attend the U.S. Air Force Academy when she graduates. Col. Stephen Aller (AF Res.), California Liaison Office, was there to congratulate her.

**Coast to Coast**

**Solo Flight**

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**Pacific Region**

**Nevada** — When Lt. Col. Rezh Mohamed II of the Nevada Wing of the Civil Air Patrol was on his first flight aboard the C-130 Hercules cargo airplane, he was flying his 100th mission over North Vietnam. During his 100 missions flown over North Vietnam from 1963 to 1968, he was credited with destroying 16 single and multi-spanned bridges, seven antiaircraft sites, two surface-to-air missile sites, an armored personnel carrier, one coastal steamship, numerous trucks, structures, roads and fuel storage facilities. Mohamed flew both as a "strike pilot" and a "Wild Weasel" and is a graduate of the U.S. Air Force Fighter Weapons School at Nellis AFB, Nev.

In addition to being a U.S. Air Force command pilot, the colonel is also a graduate of the U.S. Army Special Warfare School and has four combat parachute jumps to his credit with the 5th Special Forces. He was also awarded the U.S. Air Force parachute badge with Bronze Star denoting combat jumps, and the Vietnamese Parachute Badge with gold star for having also made combat parachute jumps with the 5th Vietnamese Ranger Regiment.

Among his many decorations are the Distinguished Flying Cross, the Bronze Star Medal, Meritorious Service Medal, the Air Medal with 10 oak leaf clusters, Air Force Commandant Medal with one OLC, the Vietnam Service Medal with four bronze stars, the Republic of Vietnam Cross of Gallantry with Palm, and the Republic of Vietnam Campaign Medal with six bronze stars.

The colonel has been flying combat missions for the Vietnam War, in support of the U.S. Customs Service, the Drug Enforcement Administration, Bureau of Alcohol, Tobacco, and Firearms and other law enforcement agencies since 1988.

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Todd Benson got a double bonus recently. He was appointed to the class of 1999 at the U.S. Air Force Academy and passed his Earnhart training to become a cadet captain.

Benson will report to the academy for basic cadet training on June 28. "This has been a long awaited honor for me," he said. Benson, who applied for the appointment in 1993 and 1994, "I just wouldn't give up."

Benson is in his second year at the University of Washington, where he's enrolled in Air Force ROTC. He also received a nomination from CAP to the U.S. Air Force Academy Preparatory School.

Benson is the fourth cadet from Fire Mountain Squad to be appointed to the Air Force Academy. Others include Aaron Watson, Daniel Wisniewski and Marka Barto. Other Fire Mountain graduates appointed to military academies include Ryan Rothmeyer, who is at West Point, and Thomas Talley who graduated from Virginia Military Institute.

Rocky Mountain Region

Idaho — The Coeur d'Alene Composite Squadron held a cadet open house in May. More than 42 cadet prospects attended the cadet-managed event that provided information and lectures. The open house featured displays, and a C-182 hands-on search-and-rescue equipment including an ELT and rocketry lectures. More than 42 cadet prospects attended the cadet-managed event at Punderson State Park in Newbury, Ohio.

Ohio — The 405th Black River Senior Squadron has been selected as the Cadet of the Year for Group IV of the Ohio Wing.

The plaque and trophy for this award was accepted by Squadron Commander Capt. George B. Osman. In Ohio Wing operations, the plaque was made by Lt. Col. Paul Elliott, Group IV director of operations and master of ceremonies. At the banquet was Lt. Col. Lawrence Jamison, USAF Ret., one of the original Tuskegee airmen.


During question and answer time, Cadet Ann, Louis Thaxton, asked Vice President Gore: "Mr. vice president, since you're here talking about the need for clearing up juvenile crime, can you please tell us why the government is able to vote CAP out of the federal budget, especially since everyone claims to be so interested in youth programs. If the government continues to take away meaningful programs such as CAP from young people, what are we expected to do?"

When Thaxton completed his question, he received a roaring ovation and the vice president was obviously stunned. He looked to the congressman and the congressman looked to the mayor and neither of the three could answer Thaxton.

At the end of the conference, the news media did a very good positive interview with the vice president's visit and an interview with Thaxton.

Ohio — Eight teams of cadets from Group IV Ohio Wing participated in the U.S. Air Force Academy Preparatory School in Newbury, Ohio.

The concept was transformed into a weekend event to create competition among cadets and to encourage training and discipline. He said it helped pass the time to have the cadets solve problems as they marched along their route.

For many years now the CAP has sent teams to Canada to compete with Royal Canadian Air cadets.

This is the first Initiative USA, and the enthusiasm by all participants indicates it won't be the last.


Jeremy, the son of Don and Phyllis Learned, received his notice March 23. In November 1994, he received a nomination letter from Cong. Glen Poshard. The official appointment was presented May 19 by U.S. Air Force liaison officer Col. Bracey during Learned's high school graduation.

Congressional recognition

Congressman Ken Calvert, 43rd Congressional District - California, shakes the hand of Col. Angelo Porco, California Wing commander, after accepting his CAP honorary membership in a recent ceremony. Congressman Calvert was also accepted honorary membership in the Corona Squadron 29, Corona, Calif. According to squadron officials, the congressman was very appreciative of the honor and pledged his support for CAP programs.
Learned has been associated with CAP since April 1992. During his time he has received several awards, including the Billy Mitchell Award and the Amelia Earhart Award. He is currently waiting to test for the Carl Spaatz Award. Upon completion of this test and award, he will be promoted to the rank of cadet colonel, the highest accomplishment a youth can receive.

Other accomplishments include several encampments and attendance at the Illinois Wing flight encampment in Matton, Ill., in June 1994. At Christopher High School, Learned was very active in academic and sporting activities. He was involved in the math club, national honor society, and school newspaper. He participated in the Scholar Bowl, which included the televised School IQ. Learned was very active in the academic and sporting activities. The list of activity participants were: Champaign County Composite Squadron — Maj. Paula Kesler; Springfield Composite Squadron — Technical Flight Officer Layne Anderson; Decatur Composite Squadron —Second Lieutenant Carrie Coon, Cadet First Lieutenant Lisa Brown, Cadet Master Sergeant Kevin Dean, Cadet Staff Sergeant David Camahan, Mike Seward, Justin Williams, Cadet Airman First Class Casey Harlln, Cadet Almen Daniel Harper, Charles Meixner, Corey Ray, Robert Ray, and Greg Seward. Elizabeth Peterson assisted transporting Decatur personnel. With this drill, the Champaign County Composite Squadron helped the various emergency services prepare for an actual emergency. We learn to become better rescuers by seeing the victim’s view of a disaster.

Coast to Coast

CAP News publishes the name, hometown and unit for present or former CAP members. Notices should be sent in accordance with CAP Regulation 35-2 and mailed to: CAPPOE, 105 S. Hansell St., Building 714, Maxwell AFB, AL 36112-6332.

A Final Salute

Lowell C. Allen
Paul C. Ashworth
Kenneth A. Cook
Donald W. Goyer
Leander O. Dahke
Michael T. Etheredge
William L. Gehlhr Jr.
Henry F. Howe
Berg Keesman
Whitmer K. Livingston
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