



# CIVIL AIR PATROL NEWS



VOL. 12, NO. 1 (ISSN-0009-7810)

MAXWELL AFB, ALA. 36112

JANUARY 1980

## New Recruiting Campaign Starts

See National Commander's Column For Details, Page 4

# CAP Legislation Still Before U.S. Congress

WASHINGTON, D.C. — Four pieces of proposed legislation affecting Civil Air Patrol are still before the U. S. Congress, awaiting action by various Congressional committees.

The four bills include: The "CAP Supply Bill; a proposal affecting compensation paid to CAP members in case of death or disability; a recommendation to exempt CAP from paying the annual airport tax charged all civil aircraft; and a joint resolution authorizing the President to declare Dec. 1 as "National Civil Air Patrol Day" annually.

The CAP Supply Bill has been before the Congress in one form or another for several years. It passed the House of Representatives in late 1978 but died when the Senate failed to act on it for lack of time before the 95th Congress went out of existence.

The measure was introduced into the House of Representatives again in 1979 when the new 96th Congress convened in January last year. Reps. Tom Beville (Dem., Ala.), William Nichols (Dem., Ala.) and Lester L. Wolff (Dem., N.Y.) joined in sponsoring the bill, identified officially as H.R. 1200.

The bill was assigned to the House Armed Services Committee which has since then moved it to its own

Investigations Subcommittee.

A similar measure, H.R. 1420, was also introduced in the House by Rep. Norman F. Lent (Rep., N.Y.). Both these bills are identical to the one passed in 1978 by the House of Representatives, with the exception of some minor wording. Hence, CAP has asked the Air Force and the Department of Defense to en-

dorse H.R. 1200 as the desired legislation.

Sen. Henry M. Jackson (Dem., Wash.) introduced the CAP Supply Bill as S. 1629 into the Senate in August 1979. The bill, which varies slightly in wording from the House measure, was assigned to the Senate Armed Services Committee of which

(See CAP, Page 16)



UNVEILING — Lt. Gen. Stanley M. Umstead Jr., commander of Air University, left, and Brig. Gen. Johnnie Boyd, national commander of Civil Air Patrol, right, observe as Brig. Gen. Paul E. Gardner, executive director, CAP, center right, assists Mrs. Margaret Denison, daughter of Gill Robb Wilson, with the unveiling.

## Headquarters Building Dedicated

MAXWELL AFB, ALA. — In colorful ceremonies Dec. 7 at this Air University base, the U. S. Air Force officially named Building 714 "Wilson Hall" in honor of Gill Robb Wilson, the man primarily responsible for establishing Civil Air Patrol (CAP) in 1941.

At the noon ceremony, Mrs. Margaret Denison, Wilson's daughter, formally unveiled a plaque in honor of Wilson. Dr. Paul E. Garber, historian emeritus for the Smithsonian Institution in Washington, D.C., gave the dedicatory address. He is one of the few remaining individuals who knew Wilson personally.

The building has served as Civil Air Patrol's national headquarters since 1967 when Headquarters, CAP-USAF, moved here from Ellington AFB, Texas. During earlier years, it served as Maxwell's base hospital and base medical personnel still use part of the basement.

Representing the Air Force at the dedication were Lt. Gen.

Stanley M. Umstead Jr., commander of Air University, and Brig. Gen. Paul E. Gardner, commander of Hq. CAP-USAF and executive director of Civil Air Patrol.

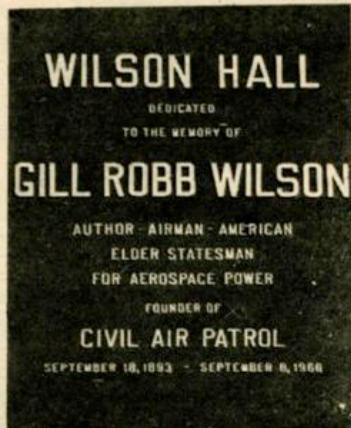
Representing Civil Air Patrol were CAP Brig. Gen. Johnnie Boyd of Del City, Okla., the organization's national commander, and members of CAP's National Executive Committee.

Civil Air Patrol was established on Dec. 1, 1941, and incorporated in 1946 by Act of Congress as a non-profit, benevolent, civilian organization devoted to humanitarian activities. During World War II, it won fame for its civilian defense activities.

Today it is also the civilian auxiliary of the Air Force and is known for its aerial search and rescue, and other emergency service activities, for its aerospace education program and for its cadet program of leadership training and motivational activities.

Wilson, a pilot in World War I,

was an aviation writer, a proponent of aerospace power and later editor of "Flying" Magazine. After Civil Air Patrol was formed in 1941, he served as its first executive officer. He died in 1966.



DEDICATION PLAQUE — This is a close up view of the wording of the plaque over the main entrance to Civil Air Patrol National Headquarters.



PRESIDENTIAL AWARD — Cadet Bob Green of the Lunken Cadet Sq. (Ohio Wing) receives the Environmental Youth Award from President Jimmy Carter at recent ceremonies in the Rose Garden of the White House. Cadets Beth Etienne and Tony Etienne of the same squadron were also honored for their work with an environmental improvement project involving aerial radiological monitoring at the location of a future nuclear power plant.

## Colorado Deputy Commander Killed In Antarctic Crash

DENVER, Colo. — The recent crash of a New Zealand sightseeing flight on Mt. Erebus in Antarctica has claimed the life of Lt. Col. Jeanne Ferrell, deputy commander of the Colorado Wing.

Ferrell had been a CAP member for over 30 years, starting as a cadet. She came to Colorado from West Virginia, where she has a surviving brother and sister. She never married.

She worked for Capitol Airlines in West Virginia and when the company merged with United Airlines transferred to Denver. She had some 12,000 hours flying time and was licensed to fly and instruct transports, multi-engine, single engine land and seaplanes. She was a DC-10 instructor and member of the 99s, an organization of women pilots.

A former cadet activities officer, Ferrell frequently invited cadets to her home to teach them CAP communications and let them talk on the CAP radios.

At the time of her trip to New Zealand, she was planning to learn ballooning so she could take cadets for rides.

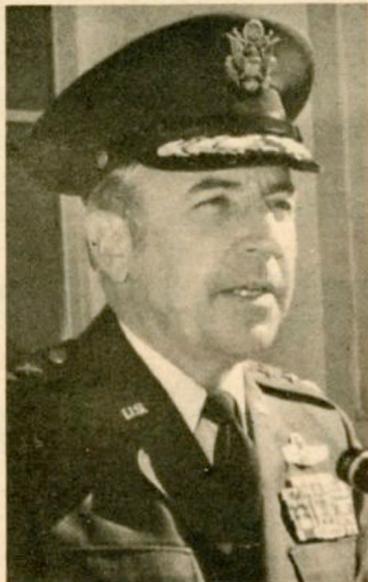
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# Building Dedication Photos



Gordon Weir, national administrator, read from the writings of Gill Robb Wilson during the ceremonies.



Lt. Gen. Stanley M. Umstead Jr., commander of Air University, spoke at the dedication ceremonies and represented the Air Force.



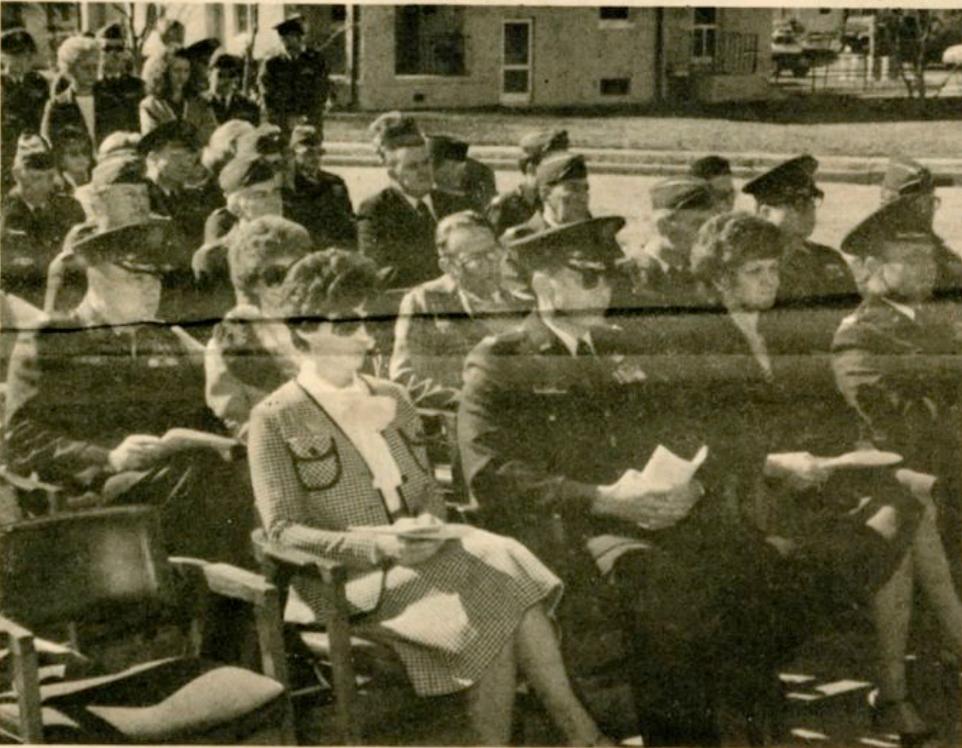
National Commander of Civil Air Patrol, Brig. Gen. Johnnie Boyd, represented CAP and spoke on behalf of CAP members.



Brig. Gen. Paul E. Gardner, executive director of CAP and commander of Hq. CAP-USAF, spoke at the ceremonies.



Margaret Denison, daughter of Gill Robb Wilson, spoke of her father's love of aviation and country.



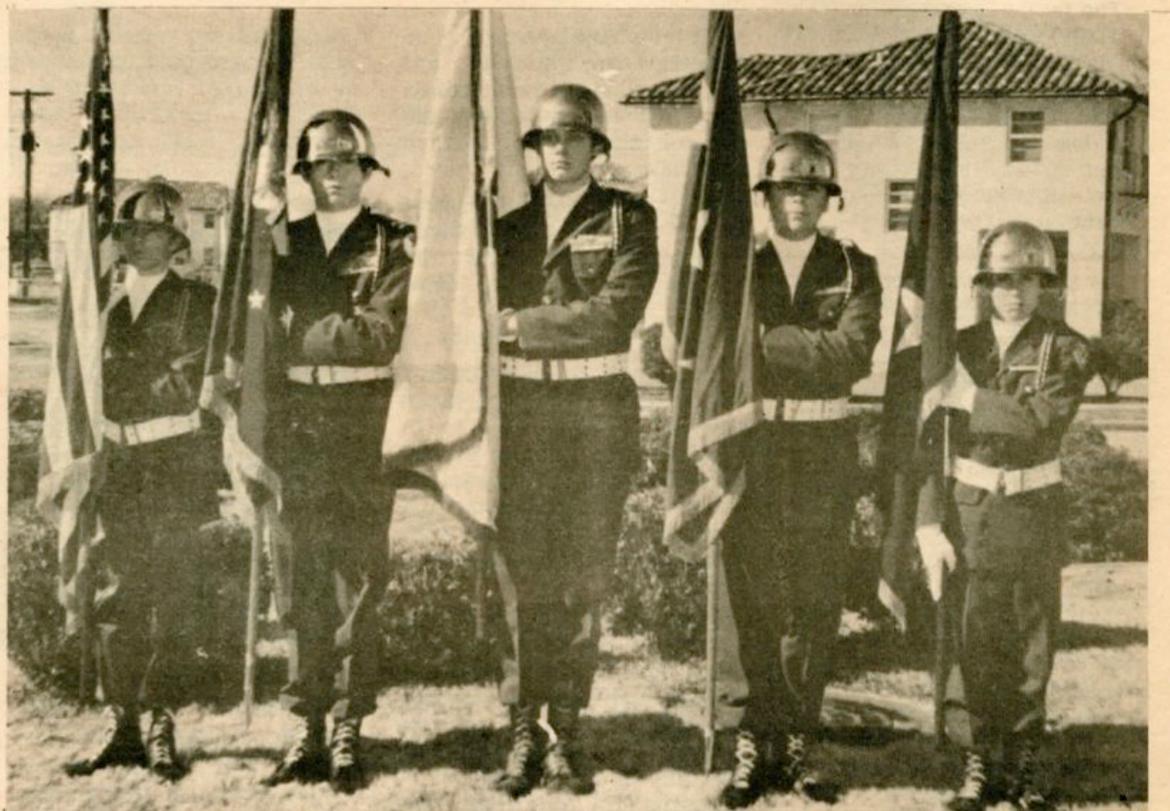
SEATED GUESTS — Guests at the dedication ceremony included many military and civilian officials from Maxwell AFB and Montgomery, Ala., where the base is located.



FLAG SALUTE — Participants in the ceremony render the salute to the flag at the opening of the dedication ceremony.



GUEST SPEAKER — Dr. Paul E. Garber, historian emeritus at the Smithsonian Institution, gave the dedicatory address. He spoke of his remembrances of his friendship with Wilson.



COLOR GUARD — Cadets from the Montgomery ANG Comp. Sq. (Alabama Wing) provided a color guard for the noontime ceremony.

# Group Holds Earthquake Exercise

HUNTINGTON BEACH, Calif. — On a recent weekend, the California State Office of Emergency Services (OES) authorized a simulated major disaster exercise, in which the Civil Air Patrol supported

Orange County OES. The scenario involved a massive earthquake exceeding 7.5 on the Richter scale, with the epicenter located slightly offshore near Seal Beach in Orange County. Widespread

damage throughout the Los Angeles Basin was indicated, with heaviest property damage and loss of life along the coast between Long Beach and San Clemente. Mission base was Orange

County OES in Santa Ana, with initial CAP flightline set up at Long Beach Airport. CAP Mission Coordinator was Lt. Col. Ernie Johnson, commander of Group 7. His counterpart at OES mission base was Roy Manning, Radiological Defense officer for Orange County. On hand to evaluate the exercise were Lt. Col. Larry Pring, USAF, CAP-USA Liaison Officer, and Maj. C. C. Julesgard from the California Wing.

assigned tasks were satisfactorily completed.

One of the first tasks completed was aerial radiological monitoring of the San Onofre Reactor. Surveillance, with polaroid pictures for compiling damage assessment, covered all the main highways, intersections, overpasses, dams and reservoirs, local airports, colleges, railroad tracks, shopping centers, high-rise buildings, Leisure World, the Canyon areas — Trabuco, Silverado, and Modjeska—Dana Point Harbor, and Balboa Island.

The air crew assigned to one task can always remember this as the day they became "big game hunters" when they checked out Lion Country Safari for escaped animals.

According to an Air Force officer, formerly with AFRCC at Scott AFB, who was observing in an unofficial capacity, the 55 CAP personnel involved accomplished the mission in a highly professional manner. Sixteen aircraft flew a total of 49 hours, and three sorties by ground teams were also completed. California Wing evaluated the exercise as very well done.

Considering the recent "rock 'n rolling" earth movements in this area, we may well be called to put this training to practical use sooner than we expect!



CHECKING STATISTICS — Lt. Carol Reynolds, standing left, mission information officer, checks facts on a recent exercise, conducted by California Wing's Group 7 in conjunction with local offices of emergency services.

The first task was to establish communications with OES headquarters, which was accomplished by 8 a.m. The initial concern at the county level was to determine degree and extent of damage. Problems reported ranged from trapped individuals, damaged emergency equipment, and contaminated water, to fires resulting from ruptured gas lines and civil disturbances.

Adverse weather conditions, with extensive fog in the area, hampered flying activities. Special VFR conditions were in effect, using one runway for departures and another for arrivals. Due to the "special" conditions (including five-minute intervals between takeoffs), by 1 p.m. air traffic departures were on a one-hour waiting list.

Despite these setbacks, the operation went smoothly and 35

## Winter Survival Training Pays Off For Him

LAMAR, Colo. — Preparedness was the order of the day

when Civil Air Patrol member Jim Williams was caught sud-

denly in an unpredicted blizzard.

Being called out at any hour in any type of weather is not at all unusual for Williams, who is an electronics specialist with the Colorado Department of Communications. The only thing unusual about this 7 a.m. call to repair the microwave at Toonerville was the fact that, after his car slipped off the road, the snowdrifts built up to four feet within an hour.

Williams learned from his survival training never to leave a vehicle. Although only two miles from the microwave station he had set out to repair, he realized that as long as he remained in the truck, he was directly protected from the elements. Having snowcatted in remote

areas of the mountains in La Veta and Wolf Creek, Williams was appropriately dressed.

After unsuccessfully trying to shovel himself out, he dried his wet clothes by the heater and thereafter ran the motor only at minimum intervals to conserve gasoline. He had only one gallon of gasoline left at the end of the 25 hours he spent in the stalled truck. He had removed a hubcap and decided that, if necessary, he could start a small fire in it and burn the wooden equipment boxes if he opened a window to let out the smoke.

During the ordeal, Williams did have one-way radio communication due to the proximity of the microwave tower. He could talk to Lamar; then the

Lamar dispatcher would send a message to the Springfield station, which relayed the message to Williams.

After 25 hour of seeing nothing but surrounding drifts of snow and one airplane passing over, Williams was finally rescued by a snowcat brought from Alamosa. The snowcat had to drive 38 miles before reaching Williams, who then proceeded in the snowcat to repair the microwave station.

Williams was commended by the executive director of the Colorado Department of Administration for being well-prepared and having patience to wait until help came.

## Staff College Invites Applicants

PORTLAND, Ore. — The Pacific Region Staff College will be held June 1-6, 1980, at the University of Nevada at Las Vegas, according to Col. O. A. Donaldson, director.

The fee for the school will be \$80, which includes room (based on double occupancy, a small additional fee will be charged for single rooms), meals (including the Dining Out), and registration fee.

College credit will be available for the course material.

Prerequisite for attendance is completion of Level 1 Senior Training.

Applications should be submitted on CAP Form 17 through unit and wing commanders to:

Director, Pacific Region Staff College  
P. O. Box 5335  
Portland, Ore. 97228

Applicants can have further information by contacting the director at 1503 N. Hayden Island Dr. Sp. 131; Portland, Ore. 97217, or by calling (503) 283-1799.

SMILIN' JACKS

**AERO-ASTRO ANSWERS**

MISS SUPERSONIC SUE, YOU SAY THAT PLANE MAKE YAKETY-YAK TALK?

(86)

NO! THAT YAK-3 WAS ONE OF THE RUSSIAN ARMY'S STANDARD FIGHTER PLANES DURING WWII!

IT WAS BUILT OF PLYWOOD AND POWERED BY A 1200 H.P. ENGINE!

IT'S SPEED WAS ABOUT 360 M.P.H.-- SPAN WAS 30'-2" AND LENGTH WAS 27'-9"!

ARMAMENT CONSISTED OF 3 CANNONS AND 2 MACHINEGUNS!

IS IT TRUE THAT A SMALL PIPER "CUB" TRIPACER PLANE WAS ONCE CONVERTED INTO A TWIN-ENGINE CRAFT? ASKED BY JACK DOYLE, COLLEGE STATION, TEX.

CLIP FOR REFERENCE

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ZACK MOSLEY

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

National Commander's Comments

# New Recruiting Campaign Starts

By **JOHNNIE BOYD**  
Brigadier General, CAP  
National Commander

Happy New Year! I am overwhelmed — there are so many things to do and so little time to do them.

Second only to the CAP Supply Bill, in terms of priorities during my tenure, will be the membership strength of our organization. I want to start off the New Year by addressing this important subject to you.

And I hope that you share my sense of urgency in both areas, because both are vital to our welfare in the eighties. First, let's review the record.

As of Nov. 30, 1979, the total membership stood at 59,426 (36,081 seniors and 23,345 cadets). Despite our past recruiting efforts, the current membership strength shows that overall cadet membership is still falling off.

In an effort aimed primarily at stemming the cadet membership losses, and to bring our total membership again well above the 60,000 figure, we are going to attack the problem as a three-pronged effort.

Right off we want to start measuring overall wing growth as a part of the 1980 membership campaign which will run from Jan. 1, through June 30, 1980.

In order to give every wing an equal opportunity to compete, we broke our CAP wings into three categories according to their size: Category I will be for wings with 1,200 or more members. Category II will be wings with between 600 and 1,199 members. And Category III for wings with 599 or less members. Membership strength for each category will be based on the combined cadet and senior membership strength as of Dec. 31, 1979.

There will be two winners in each category — the wing with the highest overall growth and the wing with the highest percentage growth.



Winning wings will be recognized at the 1980 National Board meeting in Louisville with an attractive plaque or trophy.

The second aspect of the campaign, and to me the most far-reaching, is what we call the "Three for One." Any CAP member who recruits three new members during the campaign period from Jan. 1 through June 30 will be given a year's free membership.

Simply stated, it will recognize and reward cadets and senior members by waiving wing, region, and national dues for one year for those CAP members who are personally responsible for bringing in three new members.

Winners will be determined as soon as possible after June 30 and free memberships will be awarded at that time.

Finally, we promised in last year's campaign that a follow-on retention campaign for members recruiting significant numbers of new members. For these members, we again have three categories and two winners in each category — high number and high percentage prizes.

All retention awards will be based on those new members recruited from Nov. 1, 1978, to June 30, 1979, with prizes as follows:

Category I (over 50 members) will compete for a three-year free membership and a CAP blazer. Category II (20-50 members) will compete for a two-year membership and a CAP blazer. Category III (10-19 members) will vie for a one-year membership and a CAP poplin jacket.

Complete rules and details on the campaign will be included in this month's distribution to each unit.

But remember, everyone's personal goal in 1980 is for each member to recruit three new members, coupled with a strong effort by last year's recruiters to retain those members they recruited.

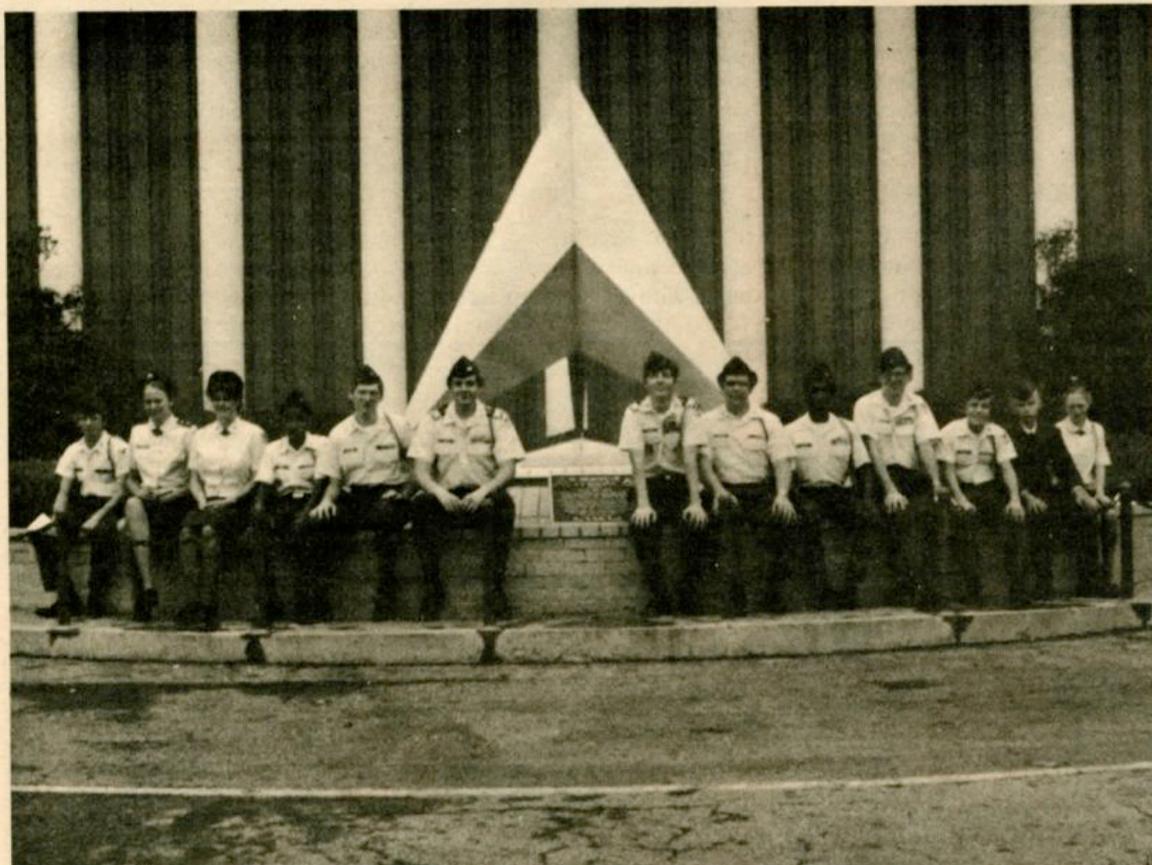
And the wings will be judged in both areas since overall growth requires both vigorous recruiting and successful retention.

This plan will work if we are all willing to work at it. It is intended to give each cadet and each senior member the incentive needed to increase our membership rolls.

Let's all put our shoulder to the wheel and get things rolling during the next few months.

With just a little effort by each of you, and much support and encouragement from all commanders, I believe we can grow and become a healthier, more viable organization in the eighties.

I anticipate your support. You can depend on mine.



DELTA BASE — Cadets of the Montgomery ANG Comp. Sq. (Alabama Wing) pose in front of Delta Airlines 50th Anniversary Memorial, which they visited during their tour of Delta's jet base and service facility in Atlanta, Ga.

## Happy New Year!

From Civil Air Patrol News



# CIVIL AIR PATROL NEWS

National Commander ..... Brig. Gen. Johnnie Boyd, CAP  
Executive Director ..... Brig. Gen. Paul E. Gardner, USAF  
Director of Public Affairs ..... Maj. Thomas F. Fitzpatrick, USAF  
Editor ..... MSgt. Hugh Borg, USAF

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JANUARY 1980

# Military Leaders Congratulate CAP

"Congratulations on CAP's 38th anniversary. CAP's three missions continue to make significant contributions to the Air Force and our country. Your search and rescue efforts saved 91 lives in 1978. This year CAP has made 40 saves and flown over 17,000 hours in response to Air Force directed missions.

"Under CAP's aerospace education mission, hundreds of thousands of teachers have been exposed to the importance of air power to our national interests.

"In the area of youth development, the CAP cadet program develops and motivates young people in leadership and responsible citizenship. Moreover, many cadets have gone forward to become members of the Air Force team. Former cadets have a 33 percent higher basic military training completion rate than non-CAP recruits. In addition, former CAP cadets comprise six percent of each class that enters the USAF Academy.

"We are proud of the capable and dedicated CAP volunteers and recognize the solid performance achieved through their efforts.

"On this special occasion, please extend my best wishes to all cadet and senior members who contribute their time and talents to such a worthy cause."

Gen. Lew Allen  
Chief of Staff  
United States Air Force

"I extend my sincere congratulations and personal best wishes on the 38th anniversary of the creation of the Civil Air Patrol and on the dedication of your National Headquarters building to the memory of Mr. Gill Robb Wilson. Your members have continually followed his example of giving unselfishly of their time and resources to render assistance to our country in

times of disaster and emergency. We in Air Training Command are proud of our association with you.

"I am certain the CAP will meet the challenges of the future with the same dedication and success as in the past."

Gen. Bennie L. Davis  
Commander,  
Air Training Command

I would like to extend my congratulations on the Civil Air Patrol's 38th Anniversary. The contributions of the CAP to the Air Force and country have always been outstanding. I'm sure the dedication of your people will, in the future as in the past, reflect nothing but credit on the Civil Air Patrol. My best wishes on this special occasion.

Gen. Alton D. Slay  
Commander  
Air Force Systems Command

"I am happy to add my best wishes to Civil Air Patrol on its 38th anniversary. You have demonstrated again and again during those years that you have the ability, the dedication and the determination to get the job done. Congratulations!

"We in the Air Force are proud to be associated with you and look forward to many more years of working with Civil Air Patrol, our official auxiliary."

Lt. Gen. Stanley M. Umstead Jr.  
Commander,  
Air University

"Congratulations on the 38th anniversary of the Civil Air Patrol. The men and women of Pacific Air Forces join me in saluting Brig. Gen. Johnnie Boyd and the members of CAP for their

outstanding service to the nation.

"Best wishes for the continued success of your mission."

Lt. Gen. James D. Hughes  
Commander-in-Chief  
Pacific Air Forces

"Congratulations on the 38th anniversary of the founding of the Civil Air Patrol.

"The Civil Air Patrol's valuable contributions in search and rescue are appreciated across the country. As an organization with mutual concerns, members of the Coast Guard family salute the Civil Air Patrol's decades of service to America."

Adm. J.B. Hayes,  
Commandant  
U.S. Coast Guard

"Congratulations on the Civil Air Patrol's 38th birthday. Born as it was on the eve of one of our nation's most difficult times, CAP has served with distinction through nearly four decades of growth in aviation.

"Members of the Coast Guard and Coast Guard Auxiliary join me in saluting the Civil Air Patrol."

R. Adm. B.E. Thompson  
Chief, Office of Boating Safety  
U.S. Coast Guard

"On this, the 38th anniversary of Civil Air Patrol, we at Air Command and Staff College offer our congratulations and warm regards.

"Civil Air Patrol has provided this nation and mankind a great service through the years.

"We look forward to a continued close working relationship."

Brig. Gen. Robert C. Karns  
Commandant  
Air Command and Staff College



GOVERNOR'S PROCLAMATION — On hand when Gov. Fob James of Alabama signed the paper proclaiming "Civil Air Patrol Week" were Col. Philip L. Tate, Alabama Wing commander, left; Air Force Lt. Col. Jerry McQuitty, Alabama Wing liaison officer; Brig. Gen. Paul E. Gardner, executive director of CAP; and CAP Lt. Col. Walter Owens, a member of the state legislature.



CADETS OBSERVE the signing by Pennsylvania Gov. Dick Thornburgh, seated center, of the "CAP Week" proclamation in his office in the state capitol in Harrisburg. They are, from left, standing: Hank Keiper, David Bufamoyer, Joseph Morales and David Chaplain; seated: Samuel Graci, left, and Tony Petrone, right.

## Applications Being Taken For 1980 Exchange

MAXWELL AFB, Ala. — The national commander invites all eligible cadets and senior members to apply for the International Air Cadet Exchange (IACE). The 1980 IACE will take place from July 20 to Aug. 7, 1980.

How do you qualify for IACE? The following is the criteria established for cadet participants:

1. Age is 17-20 during the period of the exchange.
2. Earhart Award winner as shown on the membership list as of or prior to the date of application.

3. Approved by squadron, wing and region commanders.

4. Never have participated in IACE before.

5. Be available for the 19 days required.

6. Requirement to spend \$250-\$400 for IACE uniforms and incidentals.

Escort applicants must meet the criteria outlined in CAPM 50-16, Chapter 17.

If you qualify and wish to participate in the 1980 IACE, please clip the coupon below and mail it, as soon as possible.

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

Please send APPLICATION PACKAGE for 1980 IACE  
for ( ) Escort ( ) Cadet to:

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_



# TIN BOARD



## PRIZE LIST 1980 MEMBERSHIP CAMPAIGN 1 JANUARY - 30 JUNE 1980

CATEGORY	WING SIZE
I	1200 or more members
II	600 - 1199 members
III	599 or less members

winners. Two awards for each category - highest overall membership growth and

best overall growth in each category.  
best percentage growth in each category.

to be based on combined cadet and senior membership strength as of 31 December

wins both the highest growth and highest percentage growth, only one prize will be

G  
at least three new members from 1 January through 30 June 1980 will receive one

current member in good standing as of 30 June to be eligible.

membership will be awarded; i.e., there will not be an additional free year's membership for members recruited.

recruiter MUST clearly mark the recruited member's application as follows to show the member's number, SSN or CAP serial number, and whether the recruiter is a cadet or senior member.

John Doe/12126/485-76-9433/Cadet  
(See Sample Form)

on the "type" member recruited (cadet or senior). Both cadets and seniors can recruit or a combination of cadets and seniors.

CATEGORY	MEMBERS RECRUITED LAST YEAR
I	Over 50
II	20 - 50
III	10 - 19

1-year membership and CAP blazer

2-year membership and CAP blazer

3-year membership and CAP poplin jacket

recruiting 10 or more members in last year's campaign (1 November 1978 through

current member in good standing as of 1 January 1980 (campaign beginning) and as of 30 June 1980).

wins wings both high number retained and high percentage retained, only one prize

## SAFETY CORNER

### AIRCRAFT MISHAP REVIEW

PILOT: Private pilot, 115 hours total, 115 hours in aircraft, 24 hours last 90 days.

AIRCRAFT: T-41 (Cessna 172)

INJURIES: None

WEATHER: Clear, unobstructed visibility, temperature 77 degrees, winds NW at 6 knots.

AIRCRAFT DAMAGE: Fuselage and wings structurally distorted. Cost of repair \$15,000.

SUMMARY: The pilot and one passenger departed for a "round robin" with one stop planned en route. There was no critical time frame in which to complete the flight, and weather flying conditions were ideal, with light winds and few clouds. After uneventfully completing the northbound and eastbound leg of the flight to the east side of the mountain range, the pilot decided to turn southward a little earlier than originally planned. This route placed the aircraft in closer proximity to the mountains and reduced terrain clearance. After approximately 12 miles, a turn into a valley leading westbound toward the mountains was made for sightseeing purposes. The pilot indicated that a turn around a hill ahead, back to a southbound course, appeared to present no difficulty. However, he misjudged the rate at which the terrain was rising and the valley narrowing as he proceeded westbound. When it became apparent that additional altitude was required, full power was applied and airspeed reduced to gain altitude. However, rate of climb performance at that density altitude and aircraft weight could be expected to be not better than 400 ft/minute. Additionally, even with light winds, the prevailing winds from the west, over the mountain crest, could be expected to produce down drafts. The pilot reported losing altitude under these conditions. He judged, at this point, and probably correctly, that he could not safely execute a turning escape maneuver and decided to land straight ahead in a meadow. The aircraft landed in an open field at approximately 8,500 feet elevation, and flipped onto its back sustaining major damage to the aircraft structure. The pilot forgot to lower the flaps for landing and during the landing roll in soft, wet terrain, did not keep the nose of the aircraft up. The nose gear dug into the soft terrain, breaking off at the fork.

### INVESTIGATION REVEALED:

a. Pilot failed to recognize the marginal conditions of terrain clearance, maneuvering space, aircraft performance, and possible down drafts he would encounter when he elected to turn toward the mountains at low altitude.

b. Pilot forgot to lower flaps for landing and failed to use proper soft field landing techniques.

c. Pilot had minimum exposure to mountainous terrain flying and no training flights specifically for this purpose.

### RECOMMENDATIONS:

a. Include mountainous terrain flying orientation/training as a part of private pilot training for all Aero Clubs located near mountainous terrain.

b. Include mountainous terrain flying orientation as part of the local checkouts for Aero Clubs located near mountainous terrain.

c. Increase emphasis on potential critical nature of landing on unknown, unprepared landing surfaces, in all Aero Club private pilot training courses.

Reprinted with permission of ATC/IG Light Aircraft Project Officer.

SENIOR			
APPLICATION FOR SENIOR MEMBERSHIP IN CIVIL AIR PATROL <small>(Type or print. Chaplains mail use (LFP 35))</small>	CHARTER NUMBER	SOCIAL SECURITY NUMBER	
LAST NAME - FIRST NAME - MIDDLE INITIAL	BILLY MITCHELL AWARD		YES <input type="checkbox"/> NO <input type="checkbox"/>
MILITARY SERVICE	GRADE	DATE OF LAST DISCHARGE	TYPE OF LAST DISCHARGE
I agree to inform my unit and National Headquarters of any change in my mailing address.			
RECRUITED BY: <u>DOE JOHN / 12126 / 485-76-9433 / CADET</u>			
I do solemnly swear (or affirm) that I am a member of the Civil Air Patrol and that I will observe the membership covenants on the date indicated below.			
GRADE OF COMRADE OR DESIGNATED REPRESENTATIVE	SIGNATURE	DATE	

# P-O-I-M Spells Success For These Cadets

By 1st Lt. RICHARD J. DERRY  
 BURLINGTON, Vt. — The cadets of the Burlington Comp. Sq. (Vermont Wing) were overwhelmed recently when they learned they had been selected as one of the 1979 cadet squadrons of merit.

As part of the notification they were asked to inform other cadets and senior members of the Civil Air Patrol how they had achieved such an honor. After a long discussion the cadets asked me to write this article and describe the single point that

was upper-most in their minds as the main contributor to their success.

The Burlington cadets apply a simple management formula to whatever they do, be it a weekly cadet meeting or a major endeavor. They call it P-O-I-M, which stands for Plan, Organize, Integrate and Measure.

Here's how it works.  
 "P" for plan. They carefully plan every event and write the plan down and the goal they wish to achieve. Contingency plans are also made just in case something gets "fouled up". Because like the weather,

facilities, transportation or some other thing always seems to go wrong.

"O" for organize. Once the plan is established, cadets are selected and given responsibility for all parts of the plan. The responsible cadets are briefed on what is expected of them in that particular duty and who to go to if they have problems in discharging that responsibility.

"I" for integrate. This involves implementing the plan and is the most difficult part of the formula because it requires hard work on everyone's part,

such as carefully scheduling all the details of the plan and the order and time they must occur. The Burlington cadets write this schedule down and make sure all the cadets involved have a copy and understand the part they will play in making the event happen.

The cadets make certain all their bases are covered and obtain help from a senior member or a parent as required. They remember that the responsible people must communicate with each other and work as a team, not as individuals.

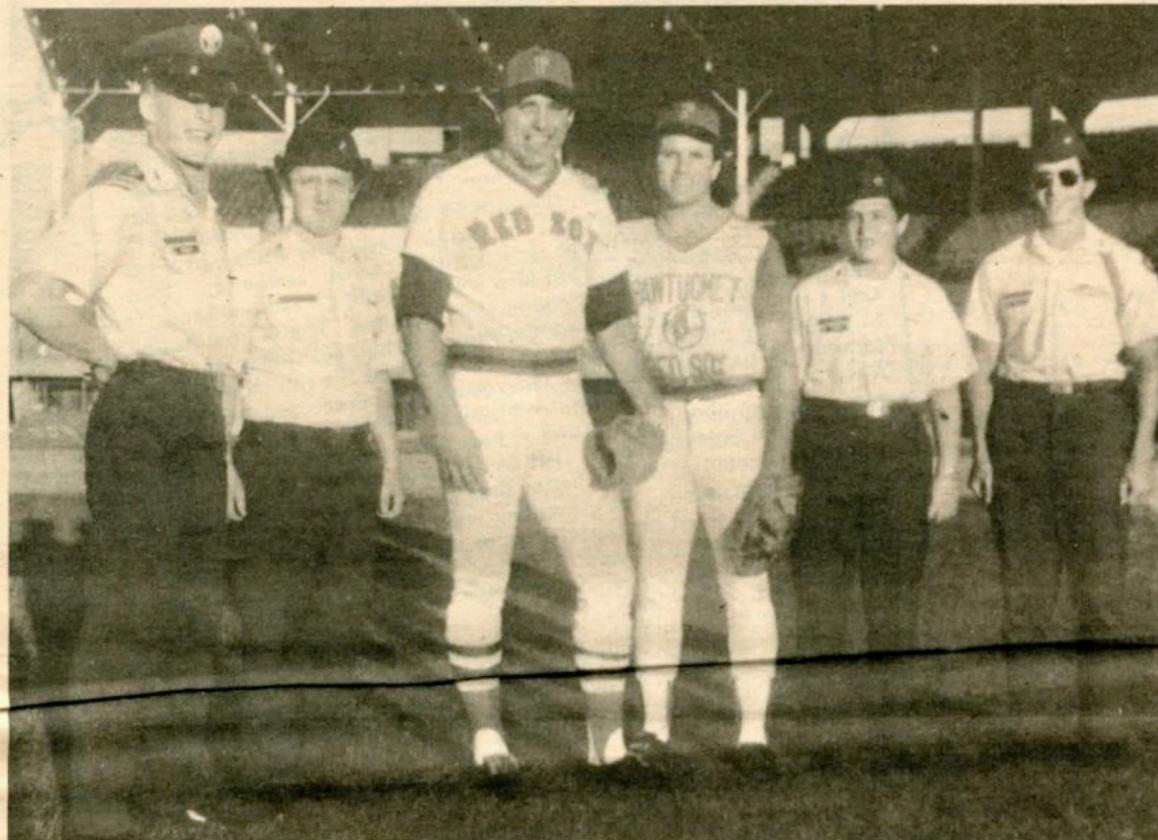
To help anticipate problems that could develop as the plan is implemented, the cadets use the "what if" test. What if it rains, what will we do? What if our transportation gets diverted. The "what if" test cross checks their contingency plans and helps them to quickly solve problems that may occur as the plan is carried out.

"M" for measure. The final part of the formula is called self-measurement, or the evaluation of how well they all performed their responsibilities. Did they effectively accomplish what they set out to do? Did they meet the schedule: Where did they go wrong?

Measurement begins as soon as the plan is formulated and is constantly used as the plan is implemented. When measurement identifies a problem, they apply POIM to solve or minimize the problem. The Burlington cadets learn more from their mistakes than they do from their successes, that's how they gain experience. They try not to make the same mistake twice.

Well, that's the message from the Burlington cadets, P-O-I-M has worked for them and it can work for you, too.

They invite you to try it, you may like it.



PAWTUCKET RED SOX — Personnel of CAP squadrons in the Rhode Island Wing, attending Civil Air Patrol Night at McCoy Stadium in Pawtucket, pose with team members. From left, they are: Cadet Andrew Gilbert of Pawtucket Comp. Sq., Cadet Timothy Jackson of West Warwick Comp. Sq., Paul Laframboise, Pawtucket Red Sox catcher, John Crowley, Red Sox center field, Cadet Michael Picard of the West Warwick unit and Cadet Chris Frechette of the Pawtucket squadron.

## Cadet Takes Part In Airport Exercise

NASHVILLE, Tenn.—Ninety-seven people died and 83 were injured in a mock aircraft crash exercise held recently at the Metro Nashville Airport, according to Cadet Michael R. Farrar, Berry Field Cadet Sq. (Tennessee Wing), who was one of the victims.

Students from Overton High School volunteered to be simulated victims in the disaster exercise set up by the Metro Nashville Disaster Planning Council.

According to the scenario, the crash occurred at 10 a.m. Rescue squads, fire engines and ambulances began to appear on the scene four minutes later.

Symptom tags were placed on the victims. Injuries were created with theatrical blood and plastic snap-on simulated wounds. Farrar had "severe abdominal pains and shock," according to his tag.

The victims were rescued from the aircraft by firemen and helped out onto the runway, away from the aircraft. A triage team then marked the priorities of the victims (dead, critical or minor injuries).

Farrar said, "I was one of the critical victims. We were taken by stretcher to the ambulances, which transported us to the building where our simulated injuries were placed on us. The 'dead' were placed in rows."

The disaster called for a 707 but actually an Air National Guard C-130 was used.

Organizations taking part in the mock disaster, which is required to be held annually by federal law, were the Metropolitan Airport Authority, the FAA, the Metropolitan Fire Department, the Metropolitan Civil Defense, and Civil Engineering Flight which is Air Force personnel stationed at the airport as firefighters.

## Fire Department Lights Up Drill

INVERNESS, Fla. — The return to standard time meant that the cadets of the Citrus County Comp. Sq. (Florida

Wing) would have to cancel their regular drill practice because it was already dark by the time they convened.

The unit commander, Lt. Col. Fred Hess, checked over the parking lot of the courthouse where they marched and then asked the sheriff's department if there were any lights which could be turned on in the driveway to light the area. But there weren't.

Hess returned to the courthouse where the meeting had already started and started to tell his troops that the drill sessions would have to be cancelled. Just then Vern Eastwood called from the sheriff's office to say he had radioed the Inverness Fire Department who was on the way with portable floodlights to illuminate the parking lot.

Five minutes later, Fire Chief Gordon Tyner arrived with the lighting equipment and said they would be available each meeting night, barring emergencies requiring the lights elsewhere. And under the instruction of Army recruiter Sgt. Bill Cutting the drill went on as scheduled.

Hess expressed his appreciation to the fire department for their assistance and said that his cadets are doing so well in drill that they are forming an exhibition drill team.

## Scholarship Named For Cody

MATHER AFB, Calif. — Hundreds of friends in the six states of the Pacific Region have made donations to establish a scholarship fund in the name of, and honoring, L. D. "Pat" Cody.

This fund will be maintained at the Pacific Region Headquarters, CAP, and will be administered by a five-member board which will include the Pacific Region Commander, Pat Cody, and three other appointed members.

The check and a framed certificate outlining terms of the scholarship were presented to Cody at the recent Pacific Region Aerospace Education Conference held at Newport Beach, Calif.

Cody has recently retired from his position as director of Aerospace Education in the

Pacific Liaison Region, which he had held for the past 17 years. Since 1962, he has traveled throughout Oregon, Washington, California, Nevada, Alaska, and Hawaii lecturing and promoting Aerospace Education within departments of education, school districts, colleges, and universities.

In his government service, he has traveled over 2 million miles assisting with aerospace programs in Korea, Japan, Okinawa, Guam, the Philippines, Russia, Siberia, Australia, and the United States.

A native of the Northwest, Cody spent 19 years in Oregon education as a teacher and principal before assuming the position of director of Aerospace Education for the Pacific Liaison Region.

## Cadet Awards

### Earhart Awards—November 1979

Herbert A. Lord .....	01091	Julie A. Bolden .....	11189	Mark C. Lestic .....	36055
James A. Morgan .....	04220	William T. Ferguson .....	11205	Anthony R. Sodano .....	37049
Mark A. Carlson .....	04295	Jonathan P. Grussing .....	11254	Mark A. French .....	37093
Thomas E. Doyle .....	04375	Susan L. Rafferty .....	11262	Charles S. Mixon .....	42026
Richard D. Burton .....	06022	Erich J. Schatzle .....	16007	Peter C. Reddy .....	45035
Todd M. Puglise .....	08090	David T. Coulter .....	19007	Scott A. Jauken .....	46082
John J. Parsons .....	08116	Stephen M. Belkoff .....	20012	Dominick J. Urso II .....	47060
Warren J. Schick .....	08293	Bryan J. Dart .....	26010	June Y. Yamamoto .....	51020
David M. Moniak .....	08303	Douglas E. Ramsey .....	26019	Alberto L. Flores .....	52066
Guy G. McCulloch .....	11020	David J. Whelan .....	29092		

### Mitchell Awards—November 1979

Anthony J. Wende .....	02064	Lawrence P. Carlson .....	18028	Kathy E. Morton .....	37049
Douglas W. McNeil .....	04007	Rudolph E. Nartker .....	20012	Thomas J. Hair .....	37049
Cindy K. Walkingstick .....	04032	Franklin L. Kent .....	20072	Brian K. Xander .....	37133
Barbara R. Lisch .....	04138	Anthony P. King .....	20107	Samuel N. Owens .....	37246
Sport Matthews .....	04224	Lance P. Jewett .....	20238	Robert E. Davies .....	40031
Mike Hedrick .....	04364	Mike T. Perry .....	20254	Mark A. Jones .....	41004
Brian L. Everhart .....	04397	Terry L. Nelson .....	21048	George T. Hensley .....	41004
Anthony Briseno .....	04404	Scott R. Swanson .....	21080	Jerry T.A. Sayre .....	41004
Daniel T. Wynne .....	06058	Dave W. Marthaler .....	21116	Randolynn J. Bowen .....	41004
Scott A. Spencer .....	06071	Donald R. Ayres .....	23004	Douglas A. Bunger .....	41144
Ian L. Barnett .....	08050	Kurt D. Wells .....	23103	Roger L. Mathews .....	42275
Perry W. Alliman .....	08060	Tim E. Kennard .....	23105	G.F. Bourgeois II .....	42299
Neil C. Berger .....	08078	Mark A. Taylor .....	25009	Vincent M. Showalter .....	45002
Matthew H. West .....	08116	Elaine F. Sliwinski .....	26002	Chris A. Orney .....	46018
Seshagiri Muniipalli .....	08117	Steven J. Seaman .....	29059	Charles E. Stevens .....	47060
Rhonda E. Stacy .....	08176	Christopher D. Ford .....	29090	Clemente A. Cespedes .....	52045
Kimberly J. Cumler .....	08274	Daniel B. Palumbo .....	29096	Allen A. Bonet .....	52061
Sue A. Walker .....	08303	Richard A. Johnson .....	32022	Hector A. Lopez .....	52061
Carlos M. Bascas .....	09033	Donald D. Ashley .....	34131	Juan J. Ramos .....	52061
David W. Riddle .....	09075	Jerry P. Martinez .....	35098	Bismark Martich .....	52061
C.J. Orlovski .....	11008	Robert J. Johnston .....	36007	Hernan Lopez .....	52061
Dana C. King .....	11205	Todd E. Davidson .....	36042	Nancy Torres .....	52098
Patrick J. Butler .....	11254	Randy S. Allen .....	37009	Jose L. Perez .....	52124
John P. Moorman .....	12175	Kevin J. Park .....	37009		



**CAR WASH** — Cadets of the Hillcombers Comp. Sq. 22 wash cars as part of a unit fund raising effort to earn money for cadet activities.



**LET'S EAT** — Cadets prepare to chow down at a local fast food outlet after an exercise.

# Involve People In Decision Making

Story and Photos by  
Lt. Col. RICHARD P. TIMM

TRAVIS AFB, Calif. — I assumed command of the Hillcombers Comp. Sq. 22 (California Wing) in June 1978. It was formed from a disparate senior and cadet squadron. At that time, three to five cadets attended meetings each week under an absentee deputy commander. The existing senior squadron had no contact with the cadets, and many seniors greeted the merger of the two units with less than enthusiasm.

I accepted this appointment fully cognizant of the challenges it presented, and with some insight into cadet attitudes gained through the experiences of my son who was a cadet until becoming a senior.

The key to progress was simple, yet fundamental: ask the cadets and seniors what they want to do. When people participate in decision making, they become productive and useful members. When coupled with explanations, this approach is

particularly effective when the commander must decide on an action contrary to the wishes of his cadets or seniors.

Our cadets indicated a willingness to attend meetings; drill and listen to lectures, but they wanted activities to participate in and plan for.

We suggested a get acquainted picnic, provided the soft drinks, invited friends and family, and asked the cadets to make phone calls. Some 60 persons attended, including the Travis AFB commander, and we recruited 10 new cadets.

A large number of our senior members are pilots and with a little pep talk about introducing a youngster to aviation, volunteers were found to give orientation rides. Each new cadet is given a flight shortly after joining, and as an incentive cadets get flights for every contract completion or merit achievement. The aircraft rental is at the personal expense of the pilot.

We recruited a flight instructor and instituted a ground school. Our unit awards board created a \$250 scholarship to take a cadet to solo. We also now have a class on communications.

Recognition of a job well done is important, both to the recipient and to motivate others to achieve the same success. For this reason we have our annual awards banquet to present plaques, trophies and certificates of appreciation to all those individuals whose extra efforts contributed to a successful year, including the Travis AFB commander and the 349th Reserve Wing, our sponsor.

Through our good working relationship with the base, we have a building and a bunker at our disposal. We were also invited to have an orientation flight on a C-5, in which over 100 cadets, seniors, and friends from all over northern California took part.

Our cadets have gone on several survival bivouacs over weekends in remote areas. They have also toured several aerospace facilities in this area. Last summer we raised more than \$200 for cadets activities with a cake sale and car wash.

We found out that if you sell tickets in advance, only about one-third of the donors actually show up in their vehicles, the remainder simply choose to make the donation.

Four of our top cadets are in college this year, three of them on Air Force Association scholarships, the other at West Point.

I am especially proud of our cadets for the additional responsibilities they have undertaken. When they learned that honor guards are no longer provided for funerals, they asked the base honor guard for instructions and provide the service for any veteran whose family requests it. They also go to the Veterans Home of California in Yountville once a month to assist wheelchair patients.

Most of our 30 cadets are active throughout the year. A dozen of our 50 senior members are very active in providing assistance to the cadets as time permits. Most of the others are primarily involved in search and rescue activities.

Financing is always a problem, but our personnel have always been generous in providing solutions. We all chip in \$10 or \$20 when funds are not available. And where need is determined, we have provided uniforms and other items personally. We call it our Adopt-A-Cadet program. This also provides a cadet with a senior who can be called upon whenever the cadet feels the need to talk to an adult outside the immediate family.

To put it simply, my advice to other squadrons, is to be self-reliant. Don't expect any assistance from group or wing levels, except on a personal and individual basis. Expect your cadets to participate in the required achievements and complete contracts, but also provide them with a balance of "fun" activities too. Allow them to participate in the decision making, allow them to "run" the cadet section with senior leadership and guidance. Know your corporate charter and governing regulations, and conduct your activities within them, independently and vigorously.



**HELICOPTER CHECKOUT** — An Army helicopter pilot discusses on-board equipment with a cadet at an airshow.



**COCKPIT ORIENTATION** — Cadets of the Hillcombers Comp. Sq. 22 look over the cockpit of an aircraft on display at an airshow.



## CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS  
MAXWELL AIR FORCE BASE, ALABAMA

JANUARY 1980

NUMBER 13

**TRAINING**  
1. **LEVEL I REPORTS.** Attention Level I instructors. National Headquarters Senior Training Directorate does not require any sort of official report for your Level I orientation classes. Such notification would be sent to the student's unit to assure that it is posted on the SMTLR and included in the senior member's personnel record. Save your time and postage and don't send National Headquarters any report of Level I. TTN

### OPERATIONS

#### 2. FUEL CONSERVATION TIPS:

**USE ECONOMY CRUISE POWER SETTINGS** - These are normally in the lower power range. Such settings may be used with safety and increased fuel economy except for new or rebuilt engines during the first 100 hours of operation. Consult your aircraft manual for specifics. (AOPA)

**USE PROPER LEANING PROCEDURES** - If your plane is equipped with exhaust gas temperature gauge (EGT), use it at all altitudes and power settings below 75% and within limitations specified by the manufacturer. (AOPA)

**KEEP THE AIRPLANE CLEAN** - Accumulations of mud, bird droppings, and other dirt reduce speed and increase drag and fuel consumption. (AOPA)

**CORRECT RIGGING** - Having to hold aileron or rudder during cruise indicates that the airplane is out of rig. It slows speed and wastes fuel. (AOPA)

**FLY DIRECT COURSES** - Instead of flying from one radio navigation aid to another - VOR to VOR in VFR weather, take a direct course. Correct drift with visual check points, and check ground speed by noting passage of VOR stations 90 degrees off course. The shorter distance saves fuel. (AOPA)

**FILE IFR ONLY WHEN NECESSARY BECAUSE OF BAD WEATHER** - Instrument Flight Rule procedures invariably require more fuel because of clearance delays, circuitous routings and holding, often as much as 20 percent. (AOPA)

**USE PROPER SPACING IN TRAFFIC PATTERN TO AVOID GO-AROUNDS** - Avoid cutting in on other aircraft thus forcing them to go-around. (AOPA)

**PAY STRICT ATTENTION TO NAVIGATION** - Do not wander off course. This just adds mileage and uses more fuel. (AOPA)

**USE PLANE POOLS AS YOU WOULD CAR POOLS** - Take others with you when possible and plan business trips to include several stops rather than "doubling back" and starting again to a destination which could have been included on a single flight. (AOPA)

**CONSIDER ALTERNATE TRANSPORTATION** - One means of transportation doesn't fit every travel occasion. Select the one best suited to the need. (AOPA) DOO

### INFORMATION

3. **IO'S GET NEW TITLE.** The Civil Air Patrol Information Function has changed to Public Affairs in accordance with a decision of the National Executive Committee in December. The Air Force adopted the designation last October. Major Thomas Fitzpatrick, Director of Public Affairs for HQ CAP-USAF, emphasized that the change should not lead to any expense for CAP members. All literature, signs, business cards, and other printed material with the term "information" should not be disposed of and the new term used only when new material is printed or published. Further guidance on use of the term Public Affairs will be sent to CAP Information Officers - - - oops! Public Affairs Officers. PA

FOR THE EXECUTIVE DIRECTOR

*R.A. Skinner*  
R. A. SKINNER, Lt Colonel, USAF  
Director of Administration

### WING PRIZES

There will be a total of six prizes for the highest percentage growth in membership during 1979.

**PRIZES:** Trophy for highest percentage growth  
Plaque for highest percentage growth

#### RULES:

1. Membership growth will be based on the year ending 31 December 1979.

2. In the event one wing is awarded.

### INDIVIDUAL RECRUITING

Every member who recruits a new member receives one year's free membership.

#### RULES:

1. The recruiter must be a member.

2. Only one year's free membership for each additional recruit.

3. The individual recruiter's name, charter number, and name of member in order to receive credit.

#### RECRUITED BY:

4. There is no restriction on the number of recruits either cadets or seniors.

### INDIVIDUAL RETENTION

#### PRIZES:

Category I

Category II

Category III

#### RULES:

1. Only those members who were active on 30 June 1979 are eligible.

2. Recruiter must be a member on 30 June (end of campaign).

3. In the event one member is awarded.

PULL OUT AND POST

# ELT Missions And The AFRCC

By Maj. FRED M. AYOUB, USAF  
HQ. CAP-USAF/DOSS

There have been numerous questions regarding the time delay between ELT notification and mission opening by the Air Force Rescue Coordination Center (AFRCC). Well, here's a brief explanation.

The AFRCC "normally" uses a two-hour period from the time of notification to locate the ELT before opening a mission with a SAR agency (CAP, USAF, etc.). During this two-hour period, reports are requested by the

AFRCC from the Air Route Traffic Control Center (AFTCC) and the Flight Service Station (FSS) in the area of the initial report.

This request is to confirm that the ELT is still transmitting and to reduce the size of the possible search area. Lower altitude reports are often necessary because the initial high altitude report covers too large of an area for a single search unit.

As an example, an aircraft at flight level 390 is able to receive ELT's within a 300 mile radius. That equates to over a quarter of



a million square miles...Lower altitude reports will permit the AFRCC to bring the reception area down to a manageable size or possibly to a specific area/airport. The various agencies the AFRCC deals with during this phase could include the following: ARTCCs, FSSs and fixed base operators (FBOs).

There are factors which can influence the two-hour period

prior to mission opening:

- A mission will be opened immediately if an alert notice (ALNOT) has been issued for an overdue aircraft and an ELT is being heard along the route of flight.

- The presence of severe weather and an ELT may lead to a quicker opening.

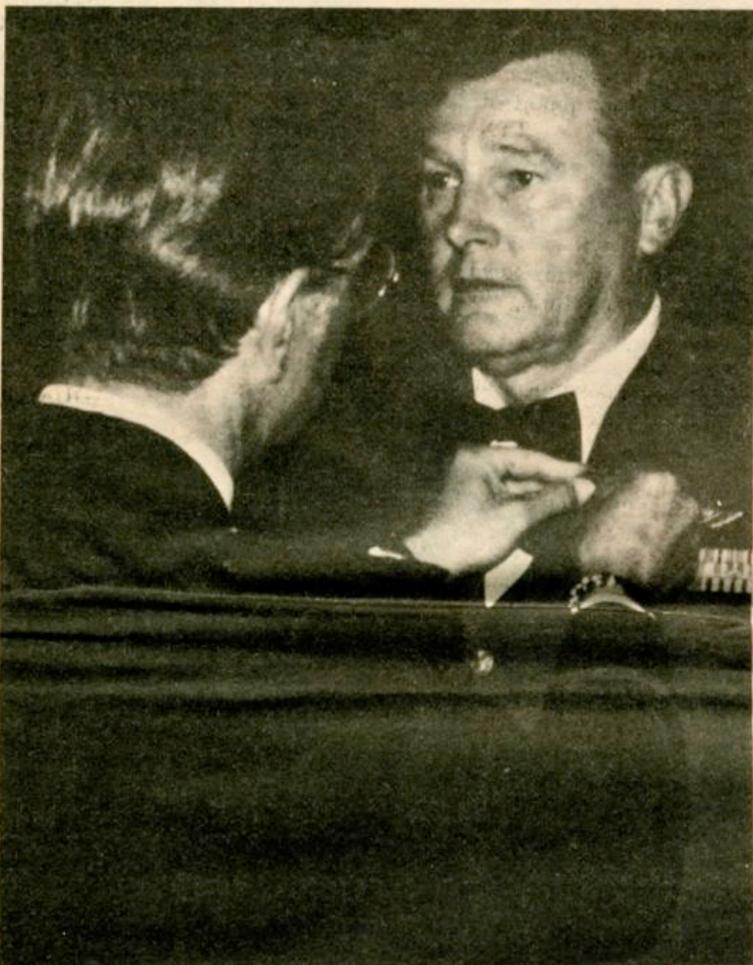
- On the other hand, the AFRCC may not open a mission for a longer period if they have received only one high altitude report late at night. Normally, there are very few aircraft flying late at night and early in the morning which prevents confirmation that the ELT is still transmitting or reduce the reception circle to a reasonable size.

- A mission may also be delayed if the AFRCC is able to narrow the ELT to a specific airport. If local agencies (FSS, FBO) are not able to locate it,

the AFRCC will probably alert the Civil Air Patrol for a hand-held directional finding unit.

REMEMBER, the AFRCC receives around 5,000 ELT reports a year. Of the one-third that are located, the Civil Air Patrol finds about 85 percent. It is interesting to note that the total number of distressed aircraft found by ELTs is going up each year...and with an operable ELT, the aircraft is found MUCH FASTER! ELTs ARE SAVING LIVES...OVER 300 PEOPLE IN 200 AIRCRAFT!!

For the computer nuts: Maj. Bob Gregorie (Pennsylvania Wing) has put CASP 3.2 and AFRCC grid on file with "MIRCONET". To use these programs from any modem, you'll have to be a member of "MIRCONET" and have Bob's ID number. Give Bob a call at (717) 243-3979 for details.



**SILVER MEDAL** — Capt. George Lafavor, Minnesota Wing Group 4, right, receives the Silver Medal of Valor from Col. Russell E. Kruse, Minnesota Wing commander. Lafavor earned the award when he crawled through the wreckage from a building explosion to rescue a woman who had been trapped under the debris. He entered the building a second time to direct rescue workers to the woman's husband.

## Tennessee Sponsors Safety School

KNOXVILLE, Tenn. — The Tennessee Wing will sponsor a Safety-Survival School April 12-13, 1980, for the Southeast Region, reports Maj. Jack McGivney, chief of staff for the wing.

The two-day program will be conducted at the Camp Montvale YMCA in Blount County for the second consecutive year, though this is the first time the school has been offered regionwide. The program has been held twice previously for the Tennessee Wing.

The schedule for the weekend will include both lectures and practical applications of safety and survival techniques, McGivney says. The topics will be aviation safety, forced landing procedures, administration of first aid, shelter construction, fire building and the use of signaling devices.

The cost of the program has tentatively been set at \$10. Attendance is not over 100 persons. This includes three hot meals, Saturday lunch and supper, and

Sunday breakfast. Quarters for those attending will be at the YMCA bunkhouse, which McGivney describes as "very comfortable."

There is room for up to 160 persons to take advantage of the instruction and all members of CAP's Southeast Region are invited. Reservations or further information Tennessee Wing Headquarters at (615) 573-9186, or writing P. O. Box 669, Knoxville, Tenn. 37901.

## Medals Listed

### Distinguished Service Award

Brig. Gen. Johnnie Boyd, National Headquarters  
Brig. Gen. Thomas C. Casaday, National Headquarters  
Brig. Gen. Paul E. Gardner, USAF, National Headquarters  
Brig. Gen. William C. Whelen, National Headquarters  
Col. Harvey R. Klein, National Headquarters  
Col. Louisa S. Morse, Middle East Region (Second Bronze Clasp)  
Col. William F. Beringer, Oklahoma Wing

### Exceptional Service Award

Col. Howard Brookfield, National Headquarters (First Bronze Clasp)  
Col. Richard L. Bifulco, Northeast Region (First Bronze Clasp)  
Col. N. Bernard Godlove, Rocky Mountain Region  
Col. Julius Goldman, Northeast Region  
Col. Jonathan H. Hill, National Headquarters (First Silver Clasp)

Col. G. Eugene Isaak, Southwest Region  
Col. Oscar K. Jolley, Southeast Region (First Bronze Clasp)  
Col. George J. Liebner, National Headquarters  
Col. James J. Mitchell, National Headquarters  
Col. June G. Ruth, Southeast Region  
Col. (Chaplain) Luther M. Smith, National Headquarters  
Col. John A. Vozzo, National Headquarters  
Col. Leo H. Wells, National Headquarters (First Bronze Clasp)  
Lt. Col. John B. Berry Jr., National Headquarters  
Lt. Col. Morris K. Dyer, National Headquarters  
Lt. Col. Thomas A. Handley, National Headquarters  
Capt. James B. Huggins, National Headquarters

### Unit Citation

Southeast Region  
Florida Wing  
Tennessee Wing  
Kentucky Wing

## Senior Awards

### Grover Loening Award

Grover Loening Award  
Walter G. Green III ..... 08420

### Paul E. Garber Award

Paul E. Garber Award  
Robert D. Johnson ..... 45017  
Melvin E. Hollar ..... 47020

## CAP Obituaries

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

BARTLETT, William J., Second Lieutenant, Nov. 16, 1979, Pinetree Sr. Sq., Maine Wing.  
BEEBE, Melvin E., Colonel, May 25, 1979, Great Lakes Region.  
FERRELL, Jean, Lieutenant Colonel, Nov. 27, 1979, Colorado Wing.  
HULL, Earle T., Major, Sept. 18, 1979, Central Pennsylvania Group 30, Pennsylvania Wing.  
KLINE, Edward F., Lieutenant Colonel, Nov. 3, 1979, Valley Forge Hq. Sr. Sq. 901, Pennsylvania Wing.  
MORIN, Rita A., Lieutenant Colonel, Nov. 24, 1979, New Hampshire Wing.  
RADOCK, George R., Captain, Nov. 5, 1979, Southwest Pennsylvania Group 1400, Pennsylvania Wing.  
SMITH, Raymond A., Cadet, Sept. 30, 1979, Santa Rosa Flt. 115, California Wing.  
TAYLOR, Frances L., Major, Nov. 20, 1979, Green Valley Comp. Sq., West Virginia Wing.  
THOMPSON, Arthur S., Cadet, Nov. 19, 1979, Montgomery Comp. Sq., Virginia Wing.

### ATTENTION!

## IN CASE YOU DIDN'T RECEIVE A RENEWAL REMINDER!

In case you didn't receive a reminder from National Headquarters to renew your membership, or if you have misplaced your card, you may use this form to remit your membership dues. Mail, along with your remittance, to: National Headquarters (DPH), Maxwell AFB, Ala. 36112.

PLEASE PRINT

LAST NAME, FIRST, MI

Cadet  Senior

MAILING ADDRESS — STREET

CITY, STATE, ZIP

CAP SERIAL NUMBER CHARTER NUMBER

EXPIRATION DATE

\$ AMOUNT OF DUES ENCLOSED  
(Ask Your Squadron  
Commander If You Don't Know)

\$ VOLUNTARY CONTRIBUTION

## Regional Meeting Held For Workshop Directors

MAXWELL AFB, Ala. — "This is the way we recruit teachers to attend our workshop... 'Tell us how to get in touch with that speaker...'"

"That's a good activity that I believe we can use at our workshop..."

These were the types of contributions being made at a recent meeting of aerospace workshop directors, wing liaison officers, reserve officers and others involved in aerospace education in the Southeast Region (SER). The meeting was planned and conducted by Ken Perkins, Southeast Region director of Aerospace Education. It

was held at Maxwell AFB, Ala., Nov. 2-3, 1979. It involved personnel from Mississippi, Alabama, Georgia, Tennessee, and Florida.

Col. James Shattuck, USAF, SER liaison officer, joined Perkins in welcoming the group and in emphasizing the importance of Air Force and CAP personnel working together to promote aerospace education. The two-day meeting was devoted to planning ways for conducting more effective aerospace workshops for teachers in the region.

In addition to workshop direc-

tors, reserve officers, and liaison officers, there were three wing directors of Aerospace Education present, along with four representatives from the Alabama State Department of Education and several National Headquarters staff personnel. Bob McMinn and Hal Bacon, both of National Headquarters, led discussions on aerospace education.

On Friday evening Perkins hosted a dinner at the Officers' Club. Col. Lee McCormack, region commander, was present to greet the group. Honored at the meeting was Lt. Col. John Carter, of Alabama, who was presented a plaque as "Wing DAE of the Year" for the Region. It was also announced that Carter was leaving the Alabama Wing to become DCS for Aerospace Education on the Southeast Region staff. Speaker for the evening was Dr. Gary Kitley of the Aviation Department at Auburn University.



**PROJECT X** — Students at the recent Southeast Regional Staff College try out Project X exercises. The recently held school had more than 50 students from 13 wings participating, with academic support from Hq. CAP-USAF and the Academic Instructor School at Maxwell AFB, Ala.

## Texas Squadron Adopts Hospitalized Patient

SIKESTON, Mo. — Recently when former CAP cadet Lee Trowbridge was dying of cancer in a Houston, Texas, hospital members of the Thunderbird Comp. Sq. there adopted him.

They donated blood for his treatment and visited him to encourage and entertain him, trying to sustain him during his fight against cancer, according to SM William Stockman of the Sikeston squadron.

In commending all members of the unit for their help to their son, Lee's parents singled out two members, Pam Ralston and Chaplain Sanders for their

special efforts to see and counsel Lee during his struggle.

Although Lee was not a current member, 1st Lt. Steven Allen, commander of the Sikeston unit, wrote to the Texas wing expressing gratitude and appreciation for the Houston personnel.

He said, "They not only eased Lee's burden, but they have helped ease our burden of grief by providing a bright spot of warmth of unselfish help. We can only give our thanks and hope you will continue to give of yourselves to ease other's suffering, the true Civil Air Patrol mission."

## Washington Search Team Finds Crash Site Despite Bad Weather

WENATCHEE, Wash. — A Minnesota man and his 17-year-old son were killed in a crash that touched off a Washington Wing search involving 13 persons and a total of 121 manhours.

The aircraft overshot the Ephrata, Wash., airport and crashed into Beezly Hill six miles west of the city, according to 2nd Lt. Edward Atkinson, of the Wenatchee Comp. Sq.

The plane was en route to Seattle from Minnesota when it encountered extremely bad weather in central Washington. The pilot contacted Ephrata radio and said he was disoriented, lost and needed a DF steer. But Ephrata was not equipped for DF and so advised the pilot.

The last transmission from the pilot indicated that he was going to "hit the ground."

Weather conditions caused search flights from Wenatchee to be aborted and prevented takeoff from Moses Lake also.

Meanwhile ELT signals were being picked up in the Ephrata area and three separate ground teams were formed. They worked through the cold wet night, Atkinson said, converging on the

crash site at 2:30 a.m. when the teams, working with the Grants County Sheriff, discovered the aircraft with both occupants deceased.



**MILE HI EXERCISE** — Cadets of the Mile Hi Cadet Sq. (Colorado Wing) take part in evacuation of simulated victims during a recent aircraft crash exercise held during a squadron bivouac.

## Cold Weather Bivouac Trains Michigan Units

PORTAGE, Mich. — Four Civil Air Patrol squadrons recently held a cold weather bivouac at the U.S. Marine Corps Harts Lake training area at Ft. Custer.

Units from Group 5 in Kalamazoo, Battle Creek, Jackson and Coloma received training in compass reading, cardio-pulmonary resuscitation, radio use and strategic planning.

The compass course included instruction in reading maps and navigating through unfamiliar terrain. The Kalamazoo County Red Cross provided CPR equipment for a course taught by CAP member Larry Taylor, a certified Red Cross instructor. The radio course emphasized accurate transmission of messages to units in the field, particularly to ground teams on search and rescue missions. The strategic planning instruction was put to use on a night exercise in which

the cadets had to locate a specified target without being spotted by a member of the opposing team.

The highlight of the weekend was the arrival of an Army National Guard helicopter from Grand Ledge. The cadets had an opportunity to climb inside the chopper and investigate it firsthand.

The Battle Creek Air National Guard assisted the CAP members by supplying tents, generators, vehicles and other equipment. The Calhoun County Red Cross prepared meals for the 50 teenage and adult members.

Maj. Edward J. Sackley III of Portage, commander of the Kalamazoo Valley Cadet Sq., was the bivouac commander, and 1st Lt. Bill DeBroux of Battle Creek was the base commander.



**HOT BREAKFAST** — Cadet Mike Westveer, Kalamazoo Valley Cadet Sq. (Michigan Wing), right, receives a hot breakfast from Nancy Webster, left, Marlene Stites and Cindy Gray, Red Cross volunteers who worked with CAP during a recent Michigan Group 5 winter bivouac.

# PEOPLE ... In The NEWS

## Northeast Region

Forty guests, including junior and senior high school students and their parents, attended a cadet career night held by the Delco Comp. Sq. 1007 (Pennsylvania Wing), which included lectures on pilot opportunities, aircraft maintenance, aircraft industries and the Air Force and attracted 10 new cadet members for the unit ... Maj. Michael Alakszay, chief check pilot for Pennsylvania Group 90 was the keynote speaker at a pilot safety conference held recently at the Lehigh Valley community College ... Antonia Handler Chayes, under secretary of the Air Force, was guest speaker when the Iron Gate Chapter of the Air Force Association held its anniversary luncheon recently in New York City. Another speaker was Lt. Col. Ruth Leibold of the New York Wing. Other CAP members in that AFA chapter are Col. Roy Arroll, New York Wing commander; Col. Fred Bamberger Jr. of the North East Region; Lt. Col. Sid Birns of the New Jersey Wing; and Lt. Col. Dorothy Welker of the National Headquarters squadron who is chapter secretary.

Cadet Robert Spatola of the Rochester Cadet Sq. (New York Wing) recently received his CAP solo wings, after completing his first solo flight on his 17th birthday ... Capt. Diane Anderson of the same squadron recently received her senior pilot wings and is presently in training as a T-41 instructor pilot at a civilian training facility.

Col. Renzo Geremini, Massachusetts Wing commander, recently presented members of the Camp Curtis Guild Cadet Sq. with their squadron flag after reviewing them at a special ceremony at the squadron's home in the National Guard Training Center in Reading, Mass., at which the base commander, Colonel York, also made a welcoming speech ... The same unit recently received the donation of a Frasca single-engine flight simulator from the North Atlantic Airways Flying School of Beverly, Mass. The simulator, which needs minor repairs and is expected to be in service shortly, was donated by the school because of the unit commander's past association with the school. The commander is Capt. Joseph Grillo Sr.

Some 130 people from throughout New York state attended an FAA mountain flying clinic at the Oneida County Airport, including four seniors and five cadets from the Binghamton, N.Y., Group ... Cadets from three Massachusetts Wing squadrons, the Salem Cadet Sq., the Camp Curtis Guild Cadet Sq. and the Brockton Comp. Sq. recently completed their first training school at the Brockton unit's emergency training center in New Bedford ... The Philadelphia Comp. Sq. 103 (Pennsylvania Wing) won the recent wing ground search and rescue competition held in La Porte, Pa., the purpose of which was to check the skills of a rescue team during a ground search and rescue operation ... Members of the Willow Grove NAS Cadet Squadron 902 (Pennsylvania Wing) were involved in a two-day ELT search in mid-November. Two squadron search groups located the ELT on an aircraft on a dirt strip on a farm in Warwick Township. The aircraft had not been flown in three weeks and the reason for the unit being triggered is unknown ... Senior members John Farley, George McGinnis, June Simpson and Henry Reynolds of the Orange County Group (New York Wing) also attended the FAA's mountain flying clinic in Oneida.

Maj. Urban F. Lang, commander of the 399th Comp. Sq. (Connecticut Wing) has

received the Meritorious Service Award and Maj. Audrea M. Lang of the same unit is the recipient of an award for completing more than 40 hours of grid search in 24 consecutive months ... Capt. Betty Hoagland, commander of the New Castle Comp. Sq. 702 (Pennsylvania Wing), stood guard over a crashed aircraft near the New Castle Airport recently until the arrival of FAA representatives.

## Middle East Region

Capt. Richard J. Slecter, flight operations officer of the Carroll Comp. Sq. (Maryland Wing) has been selected by the county commissioners to serve on the county energy committee, chairing a subcommittee responsible for emergency contingency plans in the event of another fuel crisis ... Maj. Ann Niess, commander of the Augusta Comp. Sq. (Virginia Wing), presented Dr. Erskine Sproul of the Shenandoah Valley Airport Commission with a certificate of appreciation for assistance during a recent airport open house. James R. Worthy, commander of the local Salvation Army, also received a certificate of appreciation for providing hot meals during CAP searches ... Virginia Wing has given a certificate of appreciation to 2nd Lt. David Grimes Jr., Lynchburg Comp. Sq., for being the outstanding information officer in Task Force 3. The certificate was presented by Lt. Col. Robert Wyant, Task Force 3 commander at a squadron meeting. Grimes has recently been appointed wing director of information.

The Langley Comp. Sq. (Virginia Wing) has a new commander, 1st Lt. Bethany A. Fund, who replaces Capt. Richard Vossel ... Cadet Joseph Collins recently turned over cadet command of the Gemini 2 Cadet Sq. (National Capital Wing) to Cadet Adrian Sharp ... Delbert Carson, industrial education instructor at the University of Maryland, is a new senior member of that squadron and has been appointed the unit's aerospace education officer ... Cadets of the Winchester Comp. Sq. (Virginia Wing) have been teaching about aviation and Civil Air Patrol in local schools. The yearly project was okayed and supported by SM Roger Lamp who assisted in teaching about aviation. The project has already brought six new cadet members from three of the six schools involved ... Winchester squadron members, 1st Lt. Steve Ritter, SM Roger Lamp and Cadets Carol Scott and Bill Randolph attended the recent 50th anniversary celebration of Admiral Byrd's flight over the South Pole at a local high school where Byrd was honored after his historic flight.

## Southeast Region

Governor Bob Graham of Florida dropped in on a recent meeting of the North Tampa Cadet Sq. (Florida Wing) to discuss CAP activities with them. Graham, a private pilot himself, said he hopes he will not have to call on CAP to save him. The cadets hope so too.

Maj. Linda Eddy, commander of Florida Group 7, and CAP members in the group recently sponsored a recruiting display at the Central Florida Air Fair in Kissimmee. Cadets and seniors talked to visitors about CAP, passed out information and displayed a wing C-172 aircraft to draw interest in CAP ... Capt. Horace McMorrow, an operations officer and flight instructor for the Florida Wing, is a Navy lieutenant at the Recruit Training

Command. He was recently awarded the rescue find ribbon for locating a crash site in October ... Don McTarsney of the National Police Officers Association recently presented a citation to the McCoy Cadet Sq. (Florida Wing) for the unit's quick response in locating a crashed aircraft in less than two hours. Ground team members were 1st Lt. Byron L. Rambo and Cadets Royce Andrews, Shawn McTarsney, Don Walker and Chip Brown ... New commander of the South Brevard Comp. Sq. is 2nd Lt. Michael Brady who took over command from Capt. William D. Rice ... Members of the Gainesville Comp. Sq. (Florida Wing) participated in the recent Cedar Key Sea Food Festival in Cedar Key, Fla., and assisted the Cedar Key Flight with an information booth. CAP members from Palatka also took part in the parade.

SM Mike Young of the Seminole Cadet Sq. (Florida Wing) recently gave orientation flights for cadets at the Sanford Airport, which included preflight inspections and various flight maneuvers ... Seminole cadets also recently played victims with the help of a moulage kit in a recent search and rescue bivouac ... The Hillsboro 1 Sr. Sq. (Florida Wing) participated with Group 3 in an open house at MacDill AFB in Tampa. The unit brought in a corporate aircraft from their home base at Vandenberg Airport ... Five seniors of the Hillsboro unit recently completed the Red Cross course under the direction of squadron assistant medical officer, Helen Keen. They are Dianne Von Der Hofen, Stephanie Watson, Tom Bayes, Stephanie Gray and Hilda Kilgore, who received certificates.

Memphis Comp. Sq. (Tennessee Wing) recently held a potluck dinner at Christ Presbyterian Church. Guest speaker was Air Force Col. Dillard D. Bolls, commander of the 97th Combat Support Group at Blytheville AFB, Ark. ... Mississippi Wing's Group 1 has a new commander, Maj. Harry McIngvale of Starkville, who has been wing director of emergency services for several years.

## North Central Region

Special honors were recently given to Lt. Col. Kenneth W. Krause, commander of Minnesota Wing's Group 4 when he received the American Legion Medal of Merit from Post 11 in Mankato ... Cadet Patricia Perry of the South St. Paul Comp. Sq. (Minnesota Wing) was recently chosen as the wing cadet queen. The field of contestants were judged by their knowledge of Civil Air Patrol and current affairs.

Capt. John C. Phelps has been named commander of Kansas Wing's Composite 1 Sq. He is an engineer with Gates Learjet Corp in Wichita and has been a CAP member for nine years ... The Sikeston Comp. Sq. (Missouri Wing) recently added a VHF-FM repeater system to its emergency communications network.

## Great Lakes Region

Capt. David Schaub, commander of the Bay City Cadet Sq. 7-1 (Michigan Wing) recently showed a Cessna 172 to Cub Scouts of Pack 3347 at a regular unit meeting ... Col. Leonard Brodsky of the Illinois Wing recently presented a charter to Cadet Jim McKee and Joseph Bittorf of the newly organized Joseph H. Bittorf Comp. Sq. (Illinois Wing) in ceremonies at Whiteside County Airport ... Capt. Terry Blood, Air Force advisor to the

Springfield Comp. Sq. (Illinois Wing) and the CAP unit commander, 1st Lt. Marc Patterson, an Air Force Technical sergeant, recently presented Lt. Col. Vince Looby and TSgt. Don Turner of the 183rd Combat Support Sq. with a CAP certificate of appreciation for work of the 183rd Combat Support Group's support of the CAP unit.

## Southwest Region

Personnel of Texas Wing's Group 7 conducted a three-day field exercise for 43 CAP personnel recently, which included ELT training, first aid, and ground team searches with air coordination ... Maj. John Bennett of Arizona Wing's Group 2 recently presented a unit charter to SM Gerald Tinney, commander of the newly formed El Capital Comp. Sq. in Kayenta, Ariz. ... Dorothy M. Benenett, Arizona Group 2 information officer recently received an award for having an outstanding unit information program. It was presented by Lt. Col. Henry Rood, wing commander.

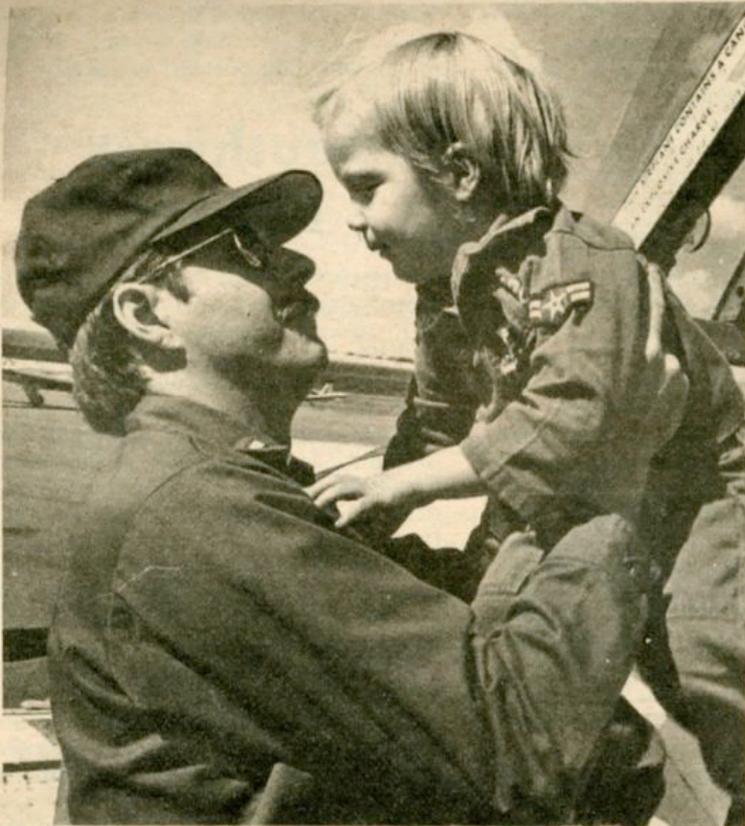
New Mexico Wing held a change of command ceremony recently as Lt. Col. Lloyd A. Sallee took over command from Col. Earl F. Livingston, under whom six new squadrons were added to the wing's strength. The cadet force was increased about 300 percent and three new aircraft were added to the fleet ... The Mid-County Optimist Comp. Sq. (Texas Wing) was named the number one squadron in the wing at a recent wing conference in Amarillo. The unit also received an award for recruiting the most new members during the year ... At the same conference Capt. Garlington received the Clara B. Bogard Award, which is presented annually to the top female member in the state, and Capt. Kennie Garlington received the logistics award.

Royal Air Force Wing Commander Basil J. Gowling recently spoke to members of the First Aerospace Cadet Sq. (Louisiana Wing) at Barksdale AFB, when he was in Louisiana recently to participate in a bombing and navigation competition with several Vulcan bombers.

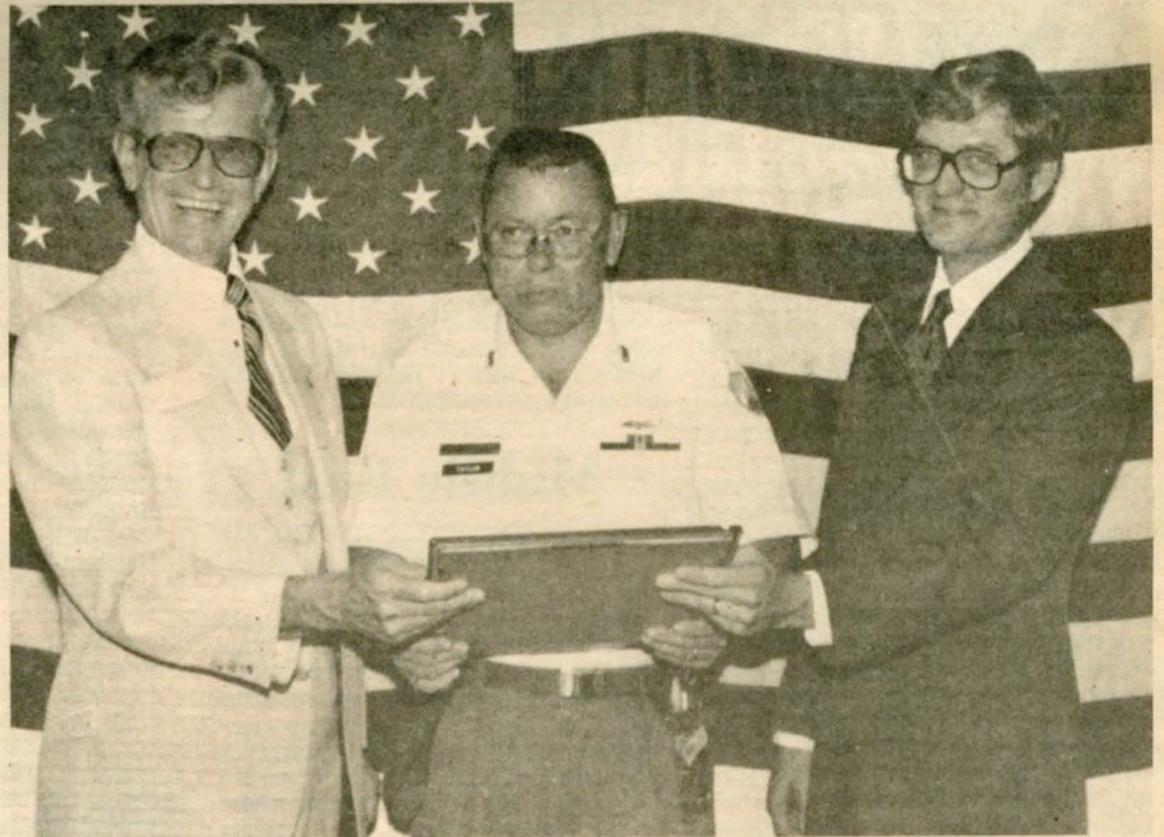
## Pacific Region

CAP Lt. A. Magnotti of the Wenatchee Comp. Sq. (Washington Wing) knocked on doors recently in Wenatchee and collected \$434 for communications equipment from more than 40 local businesses, because he felt "creepy" being out alone on a wet night in October during a search mission with no portable communications equipment to keep in contact with other CAP personnel on the mission ... Cadet Oliver Jaeger of the Sand Point Cadet Sq. (Washington Wing) has earned the first unit Cadet of the Month Award for his distinguished participation in squadron and wing activities, scoring nearly perfect marks on inspections ... Temperatures were in the 90s, but there were no short tempers as members of the Cable Comp. Sq. (California Wing) patched, scraped, painted and carpeted their quonset huts in preparation for their first open house recently ... California Wing's Salesian Cadet Sq. 138 recently sponsored the Fourth Cadet Drill Instructors School at the Marine Corps Recruit Depot in San Diego for 20 young people, from Los Angeles area squadrons. Eleven Marine Corps JROTC cadets from El Rancho High School in Pico Rivera also attended the two-day series of classes on close order drill, care and maintenance of uniforms, techniques of military instruction, water survival and first aid, taught by six Marine Corps drill instructors.

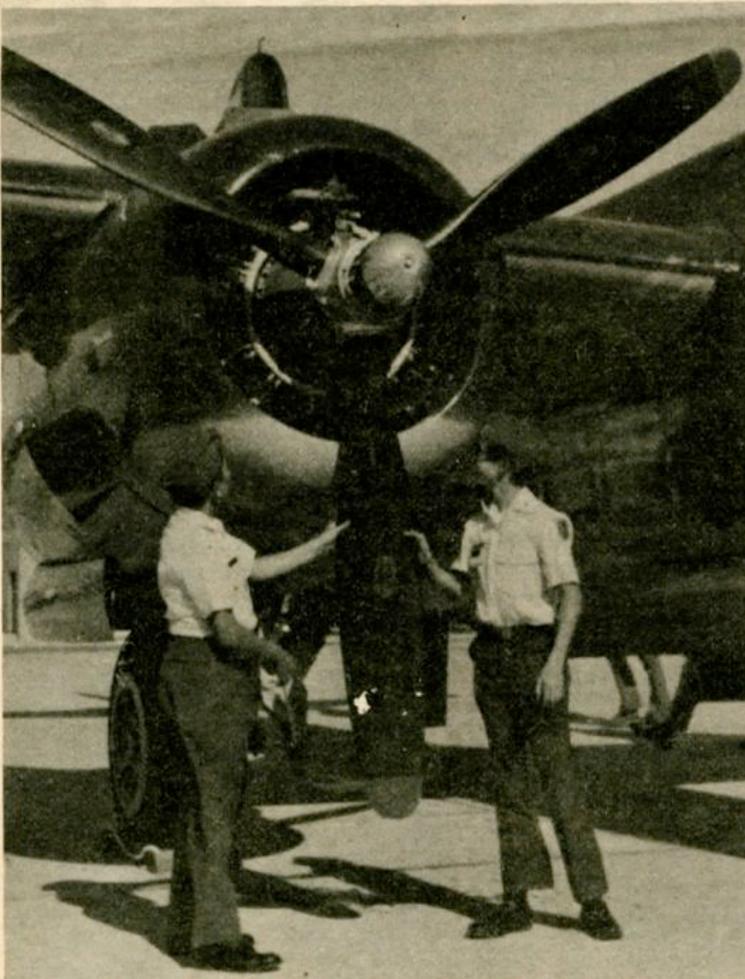
# CAP News In Photos



**COCKPIT ORIENTATION** — 1st Lt. James C. Mackey, Cape Cod Comp. Sq. (Massachusetts Wing), lifts his two-year-old son, Jonathan, out of the cockpit of an Air Force fighter aircraft during a recent airshow in New Bedford. (Providence-Journal Bulletin Photo)

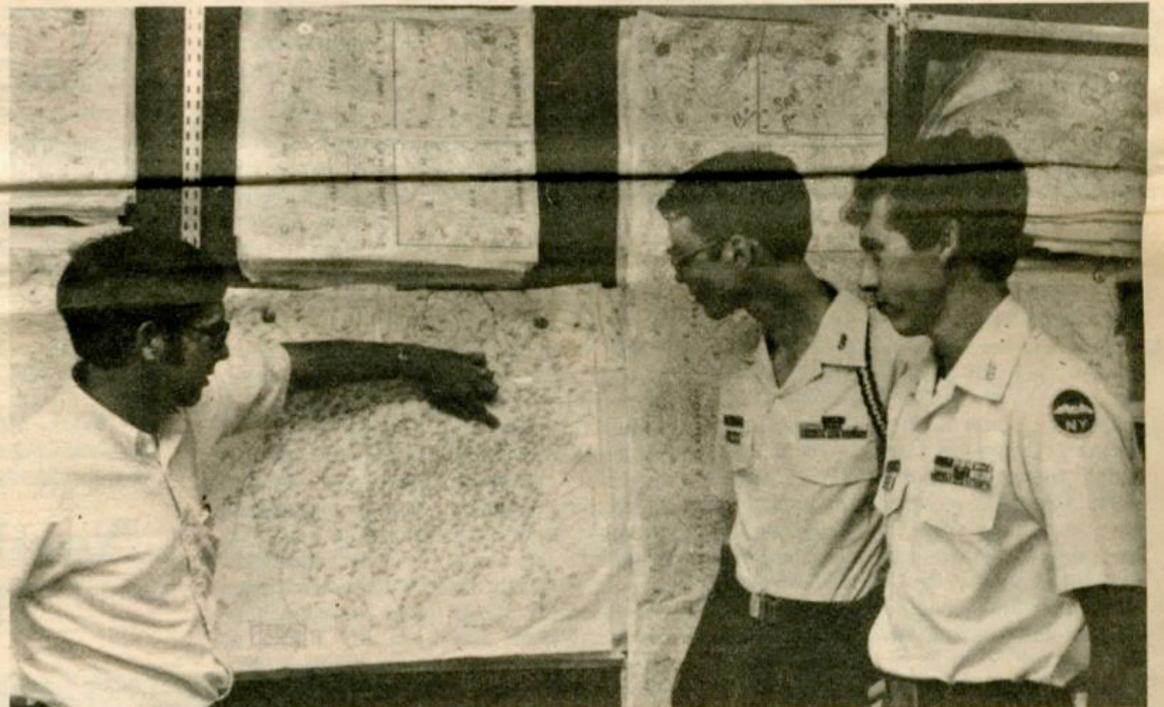


**NEW SQUADRON** — Michigan State Representative Lad Stacey, left, and Rodney Krieger Jr., right, Coloma Township Supervisor, present the unit charter to Larry H. Taylor, commander of the newly formed Coloma Cadet Sq. (Michigan Wing) at ceremonies during an open house attended by more than 100 persons. The squadron has 10 senior members and 15 cadets.



**BOMBER INSPECTION**— Cadets Dave Shinpaugh, above left, and Mike Gilson of the John J. Montgomery Memorial Cadet Sq. 36 (California Wing) look over the engine of a World War II Mitchell B-25 at a recent open house at Edwards AFB.

**ROPE BRIDGE PRACTICE** — Cadet Brian Duke, right, Cumberland Comp. Sq. (New Jersey Wing), crosses a rope bridge during a recent two-day encampment held by the squadron at their Millville Airport headquarters, which was attended by 40 cadets and seniors from three squadrons.

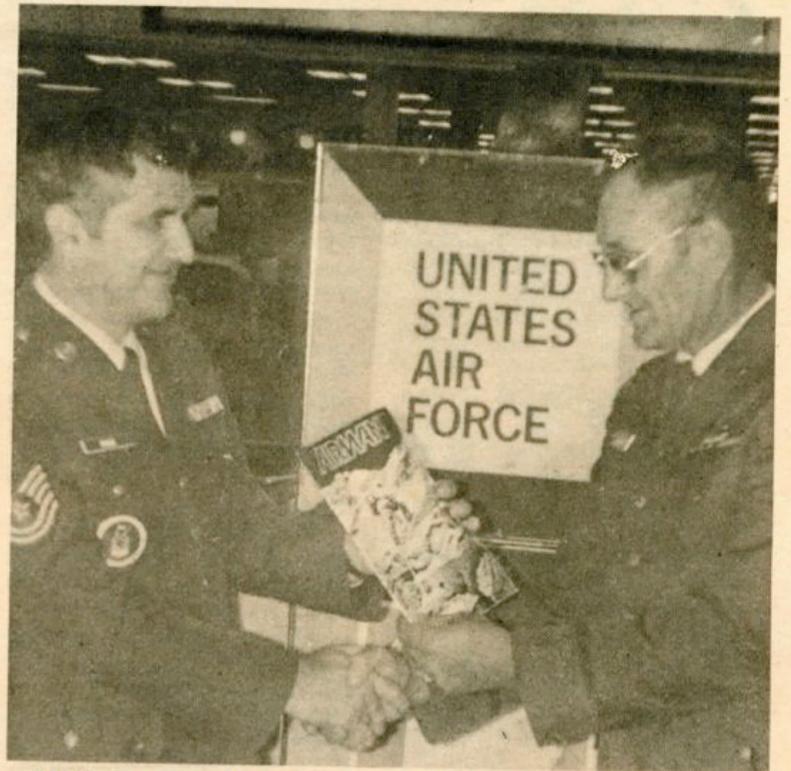


**WEATHER STATION** — Barney Carlyle of the weather operations and flight service station at Buffalo International Airport shows Cadets William Kaster, center, and Scott Brotz, Southtowns Cadet Sq. (New York Wing) his weather maps during a recent squadron tour. Brotz enlisted in the Air Force as a weather technician shortly after the tour.

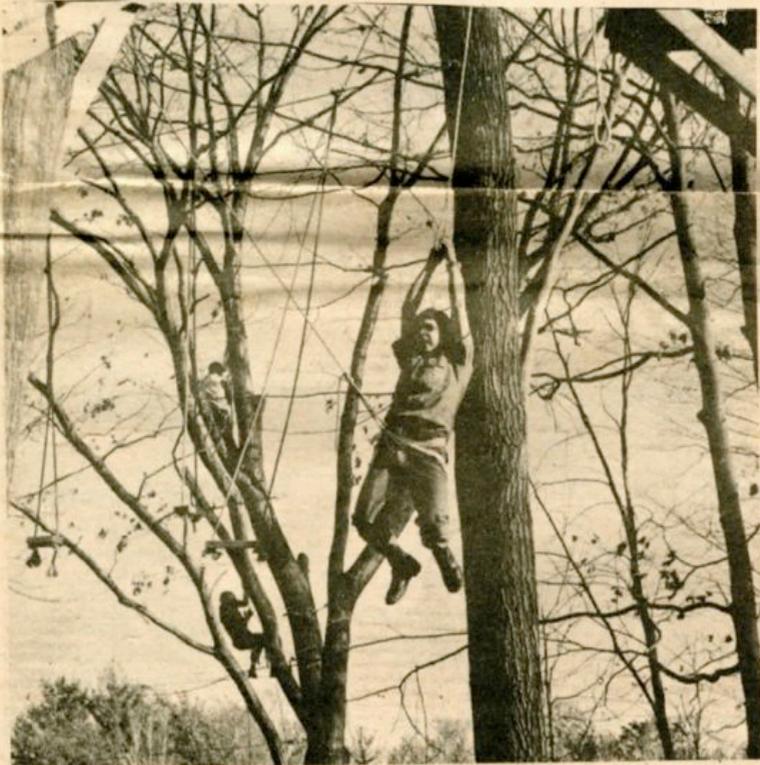




**LOENING AWARD** — Maj. Gloria Nault, Rhode Island Wing administration officer, right, receives the Grover Loening Aerospace Award from Col. Raymond Berger, Rhode Island commander.



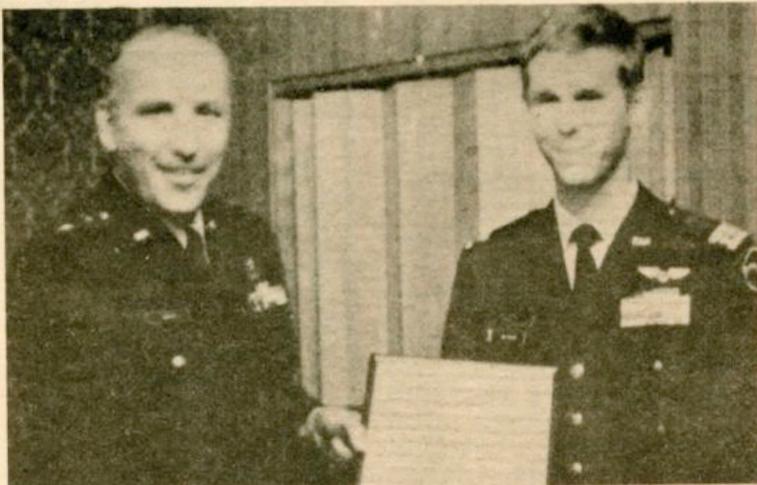
**RECRUITERS MEET** — TSgt. Bob Sims, left, Air Force recruiter in Kansas City, Kan., gives a copy of the Airman magazine to 1st Lt. Eric Von Steffen of the Sunflower Comp. Sq. (Kansas Wing). The Air Force and CAP had common recruiting booths at the Shopping Center Mall in Kansas City recently.



**EAGLES IN FLIGHT** — Members of the Eagles Cadet Sq. (New Hampshire Wing) participate in Project challenge during a recent day-long exercise held with the cooperation with the Conway School District.



**VITAL LINK** — Cadet Tom Frierson of the Jersey Village High School Comp. Sq. (Texas Wing) serves as radio operator during a recent wing civil defense evaluation exercise at Ellington AFB near Houston.



**SPAATZ AWARD** — Cadet James Nikodem, right, of the Lockport Comp. Sq. (New York Wing) receives the Gen. Carl A. Spaatz Award from Maj. Gen. John B. Conley, commander of the New York Air National Guard. Nikodem received the award and his private pilot wings at a squadron banquet. He is former cadet commander of the Ken-Ton Comp. Sq. He went to Germany under IACE last year and in 1978 was awarded the Newman Flight Scholarship. He plans to apply to the Air Force Academy.



**FALCON FORCE** — United Airlines Second Officer Kathy Wentworth explains a Piper aircraft to fifth graders from Arundel School during a tour of San Carlos Airport. The tour was arranged by CAP personnel from West Bay Comp. Sq. 110 (California Wing) and the Golden West Chapter of the 99s. The tour was also assisted by other people from companies at the airport and control tower operators.

# CAP

(Continued From Page 1)

Sen. John Stennis (Dem., Miss.) is chairman.

Co-sponsoring Senators were Howell Heflin (Dem., Ala.), Donald Stewart (Dem., Ala.), Howard Baker (Rep., Tenn.), Jennings Randolph (Dem., W.Va.), Barry Goldwater (Rep., Ariz.), Richard Stone (Dem., Fla.), Ted Stevens (Rep., Alaska), and Howard Cannon (Dem., Nev.).

The text of the House version of the CAP Supply Bill was published in the April 1979 issue of Civil Air Patrol News. A news article in the September issue detailed the slight difference in wording between it and Sen. Jackson's bill.

It is important that all CAP members understand what the CAP Supply Bill would do to assist Civil Air Patrol. The bill would:

Provide CAP cadets with uniforms;

Reimburse CAP members for some aircraft maintenance;

Reimburse CAP members for part of their expenses on official Air Force-authorized missions;

Arrange for CAP use of excess federal real estate and facilities; and

Arrange for the transfer to CAP of excess property from other branches of the federal government.

It is anticipated that action on all these various measures

should come early in 1980. The big push for the CAP Supply Bill will be to get it passed by the Senate. If this is done, the House will probably go along, since the bill has previously passed in that chamber.

The other three proposed laws were introduced into the 1979 session of Congress by Rep. Lester L. Wolff (Dem., N.Y.). Wolff, an original member of the Civil Air Patrol, flew CAP anti-submarine patrols during World War II. He is commander of the Congressional Squadron which includes members of Congress and members of their staffs.

In details, his bills are as follows:

H.R. 4238 relates to the compensation paid CAP members who suffer death or disability while on official Air Force-authorized missions. The bill would authorize CAP cadets over age 18 to receive the same compensation as senior members, and would entitle both to benefits computed on a deemed monthly salary of a GS-2, Step 1.

The bill was assigned to the House Committee on Education and Labor. Prospects for its passage are believed to be good. The text of the bill is as follows:

"Be it enacted...That (a) sec-

tion 8141(a) of title 5, United States Code, relating to compensation for Civil Air Patrol volunteers is amended by inserting after 'cadet' the following: 'under 18 years of age.' (Applies to cadets 18 years of age or older as this section in original law specifically excludes cadets.)

"(b) Section 8141(b)(1) of title 5, United States Code is amended by striking out '\$300' and inserting in lieu thereof 'the monthly salary of a GS 2, Step 1'.

"Sec. 2. The amendments made by the first section of this Act shall take effect on the date of the enactment of this Act and shall apply only with respect to injuries or deaths occurring on or after such date of enactment."

H.R. 4239 relates to the annual excise tax charged all civil aircraft in the United States. The measure exempts CAP aircraft from paying the tax if such aircraft are used in search and rescue missions by the Civil Air Patrol.

The bill was assigned to the House Committee on Ways and Means. According to Lt. Colonel John Swain, CAP, a member of the CAP Legislative Liaison Committee, the contents of this bill may be added to another measure backed by General

Aviation. This would, he said, help to insure its passage.

The text of the measure is as follows:

"Be it enacted...That section 4493 of the Internal Revenue Code of 1954 (special rules relating to tax on the use of civil aircraft) is amended by adding at the end thereof the following new sub-section:

"(c) Exemption of Civil Air Patrol Corporation Aircraft. — No tax shall be imposed by Section 4491 on any aircraft owned and operated by Civil Air Patrol if such aircraft are used in search and rescue missions by the Civil Air Patrol'.

"Sec. 2. This amendment made by this Act shall take effect upon approval of this Act."

H.J. Res. 346 is a proposed Joint Resolution. As indicated previously, it would authorize the President to proclaim Dec. 1 each year as "National Civil Air Patrol Day." The key part of the text of this measure is as follows:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the President is authorized and requested to issue a proclamation designating each December 1 as

'National Civil Air Patrol Day', beginning with December 1, 1979."

If passed, the wording in the resolution would be changed to read "beginning December 1, 1980." The proposal, upon its introduction, was assigned to the Committee on Post Office and Civil Service.

Swain indicated that, to get the measure passed, it would be necessary to secure 218 additional sponsors in the House of Representatives. This, he said, should not be too difficult.

CAP Col. George Liebner, chairman of CAP's Congressional Liaison Committee, urges that Civil Air Patrol members write their own Senators and Representatives as constituents, asking them to co-sponsor S. 1629 and H.R. 1200 (the CAP Supply Bill).

CAP members should also urge their Senators and Representatives to help get the various other measures passed. In writing, members should refer to the proposed legislation by the official numbers of the various bills.

The new CAP national commander, Brig. Gen. Johnnie Boyd asks that every CAP member pitch in and help get the legislative support.

## Orlando Aerospace Education Congress

MAXWELL AFB, Ala. — The Orlando Aerospace Education Congress, sponsored by the Federal Aviation Administration, National

Aeronautics and Space Administration and Civil Air Patrol Hotel, Orlando, Fla., March 26-29, 1980. The theme for this ex-

citing aerospace congress is "Space: the High Frontier," and Challenges 1980-2000, the Space Shuttle, Lunar Science,

Agricultural Aviation, and Views of a Woman Astronaut

This annual national congress is a sophisticated vehicle which permits education and industrial leaders from throughout our nation to exchange ideas and devise new programs with a primary thrust toward developing aerospace leadership in our nation's most vital resource — its young people.

The Congress will feature many well-known speakers and educators, not the least of which is Dr. James Blakely, America's number one intellectual humorist. Special interest sessions, awards ceremonies, field trips and gala social events have also been included in the program. The planning staff have put forth a superior effort to make the 1980 Congress the most informative, interesting and enjoyable aerospace education convention yet.

Make your plans now to attend the 1980 National Congress on Aerospace Education.

(DETACH BEFORE RETURNING TO HQ CAP/ED, MAXWELL AFB, AL 36112)

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