**CAP Legislation Still Before U.S. Congress**

WASHINGTON, D.C. — Four pieces of 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." 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 96th 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 Nichols (Dem., Ala.), William Nichols (Dem., Ala.) and Lester L. Wolff (Dem., N.Y.) joined in sponsoring the bill, identified officially as H.R. 1300.

The bill was referred 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 endorse H.R. 1300 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 CAP is a part.

**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 96s, 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.

**Inside Index**

- Aero-Astro Answers .. Page 3
- Cadet Awards ............ 8
- News In Photos .......... 14
- CAP Obituaries ........... 11
- National Commander's Comments ............. 4
- People In The News .......... 13
- SAR People ................ 11
- SAR Statistics ............. 6
- Senior Awards .......... 11
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.


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, USAF Liaison Officer, and Maj. C. E. Julesgard from the California Wing.

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 assigned tasks were satisfactorily completed.

One of the first tasks completed was aerial photographic monitoring of the San Onofre Reactor. Surveillance with polaroid pictures for capturing 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 of 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 captured animals.

According to an Air Force officer, formerly with AFRICAT 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 series 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!

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 suddenly by 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 Tomahawk 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 1-4, 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. 97229

Applicants can have further information by contacting the director at 1505 N. Hayden Island Dr. Sp 131, Portland, Ore. 97217, or by calling (503) 283-1799.

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.
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.
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 46 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 selflessly of their time and resources to render assistance to our country in times of disaster and emergency. We in Air Training Commander 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
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
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."

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. Karas
Commandant
Air Command and Staff College

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. Eachard 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 ________

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 Buf-famoyer, Joseph Morales and David Chaplain; seated: Samuel Graci, left, and Tony Petrone, right.
Cadet Wade Earns Spaatz Award

KNOXVILLE, Tenn. — The Gen. Carl A. Spaatz Award, the highest award available to cadets in the Civil Air Patrol, will be presented this month by Gov. Lamar Alexander to Cadet Thomas Wade of the Shelby County Comp. Sq. 2 in Memphis, Tenn.

To qualify for the award, Wade had to complete 15 cadet achievements given on the basis of demonstration of leadership, aerospace knowledge, moral and physical training, and participation in other activities, in addition to scoring at least 80 percent on three exams. The topics of the test were leadership, aerospace aptitude, completion of a one and one half mile run within 10 minutes and 30 seconds, and a 500-word essay to determine how well he could express himself.

The 19-year-old cadet joined the Civil Air Patrol in March 1975 and is now enrolled in the Air Force ROTC program at the University of Tennessee. He is an aviation cadet within the Air Force after his graduation and then enter the Civil Air Patrol's Advanced Training Program.

Involvement in the CAP has been rewarding for Wade as he spent two weeks this summer in the Netherlands as a participant in the International Advanced Cadet Exchange. His activities included visiting the Fokker VFW Aircraft Corporation where he took advantage of the opportunity to see 18 aircraft in close-up.

Wade also visited the Gilze/Rijen Air Force Base in the Netherlands which seemed much different to him than the American Air Force installations. "It looked more like an army base degrading it more camouflage than its American counterparts and having fewer buildings." Wade also attended the Air Force Academy Survival Course at the U.S. Air Force Academy in Colorado in late June of this year. The program covered shelter building, catching and preparing wild game, and a six-mile hike on a full pack.

Wade outlined the basic activities of CAP cadets as helping in developing young people into future leaders. The work of the 13 to 21-year-olds includes the study of aerospace, flying, visits to Air Force bases, and annual wing encampments. While at the encampments, the cadets live the lives of military personnel for one week, including marching, eating the same kind of food, Wade commented.

Wade said he has advised several friends to join CAP. And they have after hearing his explanations of the purpose of CAP, Wade's most convincing appeal in Wade's words is, "It's a good organization to help people.

Florida Crew Locates Downed Plane In Field

DELAND, Fla. — A flight crew from the Orlando Comp. Sq. (Florida Wing) recently located a downed aircraft in a field near Patrick AFB, according to Capt. Charles A. Barks, unit commander.

The squadron sent an aircraftoret and crew to participate in a mission in the Melbourne, Fla., area. Pilot was Lt. Col. Clayton A. Miller, observers were 1st Lt. James W. Smith and 2nd Lt. James R. Truescott.

Wade also reported that his squadron participates in six to eight search and rescue missions each year in addition to two morning practice exercises. The unit has five qualified mission pilots and five mission observers. They use a 1978 Cessna 172 with full instrumentation for search operations.

For the benefit of all members of Civil Air Patrol, the statistics for 1979 for search and rescue and other operations throughout the organization are shown below.

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

As of Dec. 9, 1979
Number of Missions: 957
Flying Hours: 17,765
Finds: 475
Saves: 44

New CAP Bookstore Price List

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NOTE: The sales price of items in the bookstore catalog is always changing effective January 1, 1980. Orders received postmarked after January 1, 1980 will be charged to the new prices. Items will be deleted for which there remains insufficient funds. Please be sure that the correct price is used in ordering. See inside cover for the new catalogue order. Asterisk indicates price change.
PRIZE LIST
1980 MEMBERSHIP CAMPAIGN
1 JANUARY - 30 JUNE 1980

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<th>CATEGORY</th>
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<td>I</td>
<td>1200 or more members</td>
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<tr>
<td>II</td>
<td>600 - 1199 members</td>
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<tr>
<td>III</td>
<td>599 or less members</td>
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Wings both high number retained and high percentage retained, only one prize

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

You must clearly mark the recruited member's application as follows to show the

SUMMARY:

The pilot and one passenger departed for a "round robin" with one stop planned en route. There was no critical time

eastern or mountainous terrain towards

WEATHER: Clear, unobstructed visibility, temperature 77 degrees,

INVESTIGATION REVEALED:

to the southward a little earlier than originally planned. This route placed the aircraft in closer

below 400 ft/minute. Additionally, the decreasing winds from the west, over the

The aircraft landed in an open field at approximately 8,500

mountainous terrain, breaking off

with light winds and few clouds. After uneventfully com-

in the southern part of the mountain range, the pilot decided to turn southward a little

The aircraft was severely damaged in the crash, and both the pilot and passenger were seriously injured. The investigation revealed the following:

a. The pilot and passenger were not properly trained for mountainous terrain flying.

b. The pilot did not follow proper procedures for landing in mountainous terrain.

c. The aircraft was not properly equipped for mountainous terrain flying.

d. The flight plan was not properly reviewed.

RECOMMENDATIONS:

a. Increase emphasis on mountainous terrain flying orientation/training as part of the local checkouts for all Aero Club private pilot training courses.

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

c. Increase emphasis on potential critical nature of landing on unknown, unprepared landing surfaces, in all Aero Club private pilot training courses.
Earhart Awards—November 1979

Herbert A. Lord
Clayton A. Martin
Mark A. Carson
Thomas E. Doyle
Terry L. Nelson
Franklin L. Kent
David J. Whelan
David T. Coulter
Jonathan P. Grussing
Jutie A. Boldeo
Terry L. Nelson
Brian K. Xander
Scott A. Jauken

Cade Awards

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.

Earhart Awards—November 1979

Herbert A. Lord
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David J. Whelan
David T. Coulter
Jonathan P. Grussing
Jutie A. Boldeo
Terry L. Nelson
Brian K. Xander
Scott A. Jauken

Mitchell Awards—November 1979

Anthony J. Rundo
Dennis A. Smith
Clayton A. Martin
Michael J. Rutledge
Terry L. Nelson
Andy J. Geremi
Daniel T. Williams
Walter A. Bolden
Ian L. Bennett
Jessica A. Cross
Brian K. Xander
Kathleen A. Daniels
Lawrence P. Carter
Franklin L. Kent
David J. Whelan
David T. Coulter
Jonathan P. Grussing
Jutie A. Boldeo
Terry L. Nelson
Brian K. Xander
Scott A. Jauken

Cade 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 H. Farrar, Berry Field Cadet Sq. (Tennessee Wing), who was one of the victims.

Students from Overtown 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 bandages. The victims received 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 to the ambulances, which transported us to the building where our simulated injuries were assessed. The 'dead' were placed in rows."

The disaster called for a 707 transport to arrive. The exercise was held recently at the Metropolitan Civil Defense, which is Air Force personnel stationed at the airport as firefighters.

Scholarship Named For Cody

MAHER 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 benefiting, Cadet 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 designating the scholarship were presented to Cody at the recent Pacific Region Civil Air Patrol 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 has held for the past 17 years. Since 1962, he has traveled throughout Oregon, Washington, California, Nevada, Alaska, and Hawaii, promoting Aerospace Education within the regions of education, school districts, colleges, and universities.

In his government service, he has traveled over 2 million miles assisting with aerospace educational programs and projects in Okinawa, Guam, the Philippines, Russia, Siberia, Africa, 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.
Involve People In Decision Making

Story and Photos by Lt. Col. Richard F. 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 provided the guard with a new uniform 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 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 when 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.

INVOLVE PEOPLE IN DECISION MAKING — Cadets of the Hillcombers Comp. Sq. 22 look over the cockpit of an aircraft on display at an airshow.

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.

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

HELICOPTER CHECKOUT — An Army helicopter pilot discourses on-board equipment with a cadet at an airshow.
TRAINING
1. LEVEL I REPORTS. Attention Level I instructors. National Headquarters Senior Training Direc-
toratc 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 mem-
ber's personnel record. Save your time and postage and don't send National Headquarters any report of
Level I.

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)

- 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 ever-
day travel occasion. Select the one best suited to the need. (AOPA)

INFORMATION
3. 10'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, empha-
sized that the change should not lead to any expense for CAP members. All literature, signs, business cards,
should 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.

FOR THE EXECUTIVE DIRECTOR
R. A. SKINNER, Lt Colonel, USAF
Director of Administration

WING PRIZES
There will be a total of six prizes awarded.

PRIZES: Trophy for highest wing growth: 1st place.
Plaque for highest wing growth: 2nd place.

RULES:
1. Membership growth was measured from 1 January 1978 to 31 December 1979.
2. In the event one wing gets more than one prize, the next highest placed wing will be awarded.

INDIVIDUAL RECRUITING
Every member who recruits one or more new members between 1 January 1979 and 31 December 1979 will
receive the following:

- Membership card for each new member.
- One year's free CAP membership.

RULES:
1. Membership must be active on 30 June 1979.
2. In the event one member gets more than one prize, the next highest placed member will be awarded.
3. Only members who recruited two or more individuals are eligible for this incentive.

INDIVIDUAL RETENTION

PRIZES:

Category I
Category II
Category III

RULES:
1. Only those members entering camp between 1 July 1979 and 30 June 1979 are eligible.
2. Recruiter must be a current member in good standing as of 30 June (end of camp period).
3. In the event one member gets more than one prize, the next highest placed member will be awarded.
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 (ARTCC) 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 an area for a single-search unit. As an example, an aircraft at flight level 300 is able to receive ELTs within a 300-mile radius. That equates to over a quarter of a million square miles. Lower altitude reports 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 5,600 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 CAP 3.2 and AFRCC grid on file with "MIRCONE." To use these programs from any modem, you'll have to be a member of "MIRCONE" and have Bob's ID number. Give Bob a call at (717) 243-3797 for details.

Senior Awards
Grover Loening Award
Grove Loening Award
Walter G. Green III
Paul E. Garber Award
Paul E. Garber Award
Robert D. Johnson
Marie L. Reeder

Medals Listed
Distinguished Service Award
Brig. Gen. Johnnie Boyd, National Headquarters
Brig. Gen. Thomas C. Casaday, National Headquarters
Brig. Gen. Paul E. Garber, USAF, National Headquarters
Brig. Gen. William C. Whelen, National Headquarters
Col. Harvey R. Klein, National Headquarters
Col. Louis E. More, Middle East Region (Second Bronze Clasp)
William F. Beringer, Oklahoma Wing

Exceptional Service Award
Col. Howard Brookfield, National Headquarters (First Bronze Clasp)
Col. Richard L. Bifalski, 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)

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 S-2, or to the National Chaplain's Office - not to Civil Air Patrol News. Listed are name, rank, date of death and CAP unit.

BECK, Mario E., Colonel, May 25, 1979, Great Lakes Region.
BERNS, John E., Colonel, Nov. 27, 1979, Colorado Wing.
BUCHANAN, Chief Warrant Officer, Sept. 28, 1979, Central Pennsylvania Group B, Pennsylvania Wing.
KLINE, Edward F., Lieutenant Colonel, Nov. 4, 1979, Valley Forge Sr. Sq. Hq., Pennsylvania Wing.
SAUNDERS, Raymond A., Cadet, Sept. 5, 1979, Kansas Wing Co., Kansas Wing.
TAYLOR, Lonni L., Major, Nov. 30, 1979, Green Valley Comp. Sq., West Virginia Wing.

TENNESSEE SPONSORS SAFETY SCHOOL
KNOXVILLE, Tenn. - The Tennessee Wing will sponsor a Safety-Survival School April 13-14, 1980, for the Southeast Region, reports Maj. Jack McKeon, chief of staff for the wing.

The two-day program will be conducted at the Camp Montvale YMCA in Blount County, the second consecutive year, though this is the first time the school has been offered region-wide. 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 been reduced to $15 per person, McGivney adds. The fee includes three hot meals Saturday lunch and supper, and Sunday breakfast. Quarters for those attending will be at the YMCA lodgehouse, 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 can be contacted by writing to Maj. McGivney, chief of staff for the Tennessee Wing (CAP Southeast Region), or writing P. O. Box 669, Knoxville, Tenn. 37916.
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 presentations for teachers in the region. In addition to workshop directors, 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 McMillin 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 Maj. Col. John Carter, of Alabama, who was presented a plaque as "Wing DAES of the Year" for the Southeast 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 Capt. Gary Kitye of the Aviation Department at Auburn University.

Washington Search Team Finds Crash Site Despite Bad Weather

WENTACHEE, 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 Beecly Hill six miles west of the city, according to 2nd Lt. Edward Atkinson, of the Wentechee Comp. Sq.

The plane was en route to Seattle from Minnesota when it encountered 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 Wentechee 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.

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 ground teams on search and rescue missions. The strategic planning instructions 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 Deloux of Battle Creek was the base commander.
Northeast Region

Forty guests, including junior and senior cadets, along with their families, parents, and Civil Air Patrol personnel, attended a cadet night held by the Delco Comp. Sq. of the Pennsylvania Wing. The event, held at the school, featured members of the unit. Maj. Michael Alakszy, chief check pilot for Pennsylvania Wing, was the guest speaker at a safety conference held recently at the Lehigh Valley community College. Tonya Anthony-Chaves, 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 Leboald of the New York Wing. Other CAP members in that AFA chapter are Col. Roy Arrlo, New York Wing commander; Col. Fred Bamberger Jr. of the North Atlantic Region; Lt. Col. Sid Bums of the New Jersey Wing; and Lt. Col. Dorothy Wilker of the National Headquarters, who is chapter secretary.

Middle East Region

Capt. Richard J. Sleeter, flight operations officer of the Carroll Comp. Sq. (Maryland Wing) has been selected by the county commissioners to serve on the county emergency 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. Ernest Loure 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 search. Virginia Wing has given him a certificate of appreciation to 2nd Lt. David Grimes Jr., Task Force 3 for being the outstanding information officer in Task Force 3. A certificate was presented by Lt. Col. Robert Wyant, Task Force 3 commander at a squadron meeting. Grimes was recently appointed wing director of information.

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 Honor. The presentation was made by Patricia Perry of the South St. Paul Comp. Sq. (Minnesota Wing) was recently named wing cadet queen. The field of contestants were judged by their knowledge of Civil Air Patrol and current affairs. Capt. John C. Philips 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 Sikkest Comp. Sq. (Missouri Wing) recently added a new member to its roster for the upcoming year. The group is in the process of obtaining a new radio license.

Great Lakes Region

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

Southeast Region

Command. He was recently awarded the rescue find ribbon for locating a crash site in October ... Don McMann 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 McMann, Don Walker and Chip Brown. New commander of the South Blvd. Comp. Sq. is 2nd Lt. Michael Eddy, father of Cadet Maj. Pat Eddy. New commanders for the Gainesville Comp. Sq. (Florida Wing) participating in the recent Space City Food Festival in Cedar Key, Florida, and assisted the Cedar Key Flight with an informal ceremony. CAP members from Palatka also took part in the parade.

Southwest Region

Personnel of Texas Wing’s Group 7 conducted a SSI (Search and Rescue) exercise attended by 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 chapter to SM Gerald Timmer, commander of the newly formed El Paso Comp. Sq. in Kayenta, Ariz. Dorothy M. Bennett, Arizona Wing Group 2 information officer recently received the FAA’s outstanding unit information program award. It was presented by Lt. Col. Henry Rood, wing commander.

New Mexico Wing held a change of command ceremony recently at Lt. Col. Llloyd N. Fisk’s retirement. Col. Earl F. Livingston, under whom six new squadrons were added to the wing’s strength, attended the ceremony. Capt. Ricky Alakszy, chief check pilot for PenOBsion Wing, attended the ceremony in Amarillo. The unit also received an award for recruiting the most new members during the month of November.

Pacific Region

CAP Lt. A. Magnoi of the Wenatchee Composite Sq. was awarded a CAP certificate of appreciation for locating two aircraft that were known to be on doors recently in Wenatchee and collected $434 for communications equipment from more than 10 local businesses, because he felt “creepy” being out alone on a wet night in October during a search mission with no portable communications equipment. Maj. John Bennett of Arizona Wing’s Group 2 attended the first cadre training in Kayenta, Ariz., and has been a CAP member for nine years. The Skisket Comp. Sq. (Missouri Wing) recently added three new cadet members from three of the six schools involved. Winchester squadron members, Lt. Col. Steve Ritter, CAP Capt. Roger Lamp and Cadets Carol Scott and Bill Randolph attended the recent 50th anniversary celebration of Admiral Byrd in New York. Byrd attended a local high school where Byrd was honored after his historic flight.
**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.

**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.

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

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.

UNITED STATES FORCE 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.

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 TACE 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.
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.) and Rep. Howard 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;
- Arrangement for CAP use of excess federal real estate and facilities; and
- Arrangement for the transfer to CAP of excess property from other branches of the federal armed services.

The theme for this year’s CAP National Congress is “Space: The High Frontier,” and the Congress will feature many well-known speakers and educators, not the least of which is Dr. James Blakely, America’s first astronaut.

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

**CIVIL AIR PATROL NEWS**

**JANUARY 1980**

**Orlando Aerospace Education Congress**

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The theme for this year’s CAP National Congress is “Space: The High Frontier,” and 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 just forth a superior effort to make the 1980 Congress the most informative, interesting and enjoyable aerospace education convention yet.

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The other three proposed laws were introduced into the 1979 session of Congress by Rep. Lester L. Wolff (Dem., N.Y.) and Rep. Howard 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;
- Arrangement for CAP use of excess federal real estate and facilities; and
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