



Defense Civil Preparedness Director Visits CAP

MAXWELL AFB, Ala. — Bardyl R. Tirana, director of the Defense Civil Preparedness Agency (DCPA), visited Civil Air Patrol National Headquarters in early March to discuss with CAP officials plans for improving working relationships between the two agencies.

Present for the meeting in addition to Tirana were Brig. Gen. Thomas C. Casaday, CAP national commander; Air Force Brig. Gen. Paul E. Gardner; Gordon T. Weir, CAP national administrator; and other members of the staff here.

DCPA is the Pentagon-level civil defense agency with which

Civil Air Patrol has an agreement providing for cooperation between the two agencies and CAP assistance in times of need. In addition, most CAP wings have similar working agreements with state-level civil defense agencies in their own areas.

Also on the agenda was radiological monitoring in which CAP assists civil defense agencies. Training and equipment needs to expedite this mission on the part of CAP were discussed.

Gardner briefed the DCPA director on Civil Air Patrol. Tirana briefed the CAP officials

on the Federal Emergency Management Agency (FEMA) in which all federal agencies involved with civil defense and disaster relief will eventually be consolidated.

Following discussions with CAP officials, Tirana met with two civil defense officials of the State of Alabama — Joe B. Hedrick, director of Civil Defense for the state, and his

Warning and Communications officer, Samuel Maples.

At the conclusion of meetings here at CAP National Headquarters, Tirana spoke at a Montgomery, Ala., civic club.



CIVIL PREPAREDNESS — Air Force Brig. Gen. Paul E. Gardner, left, executive director of Civil Air Patrol, speaks with Bardyl R. Tirana, director of the Defense Civil Preparedness Agency, as Brig. Gen. Thomas C. Casaday, second from right, CAP national commander, and Gordon T. Weir, national administrator of CAP look on.

Congratulations! On Another Year Of Service

MAXWELL AFB, Ala. — Air Force Gen. John W. Roberts, commander of the Air Training Command, Lt. Gen. Raymond B. Furlong, commander of Air University, and Lois Clark McCoy, the administrator of the National Association for Search and Rescue, have sent letters of thanks and congratulations, commending Civil Air Patrol for its record of service during the past year.

Dear General Casaday,

Please express my thanks and congratulations to the dedicated members of the Civil Air Patrol who established an all-time record of 91 lives saved in 1978 through search and rescue activities. It is an enviable record which is even more impressive when you consider that CAP forces also established a record of 469 "finds," as well as assisting other persons who were in distress.

Since CAP became part of the Air Training Command team, I have become very impressed with the dedicated people I have met. The mission in early December by members of the Colorado Wing who searched through the night under extremely adverse weather conditions and helped rescue 21 persons is typical of their dedication.

We are proud of our association with CAP and it is a pleasure to offer congratulations for your outstanding record. Please pass along my sincere thanks to the men and women of CAP for their continued contribution to the citizens of our country.

Sincerely,
John W. Roberts
General, USAF

Dear General Casaday,

I wish to congratulate CAP members nationwide for their efforts in 1978 which resulted in the most successful year ever, doing what they do so well — saving lives. Their all-time record of lives saved and number of "finds" is one in which each CAP member can take special pride.

I would like to especially commend the members of the Colorado Wing who battled adverse weather conditions and risked their lives to save 21 survivors of a commuter airline crash in the Rocky Mountains in December. This is just one example of the dedication I have found true of all CAP members.

I take great personal pride in my association with this great organization whose unselfish efforts during the past year reached new heights in humanitarian operations. You have my heartiest congratulations and very best wishes for every future success.

Sincerely,
Raymond B. Furlong
Lieutenant General, USAF

Dear General Gardner,

The National Association for Search and Rescue wishes to congratulate you and the Civil Air Patrol on the outstanding record of 91 saves during 1978.

Pilots, air travelers and the nation are indebted to the members of your fine service for their dedication to the humanitarian mission of search and rescue.

Cordially and sincerely,
Lois Clark McCoy

Mission In February And March Bring Total Lives Saved To 11

MAXWELL AFB, Ala. — Several saves were added to Civil Air Patrol's list of lives saved in 1979 in late February and early March.

These latest saves bring to 11 the number of lives saved this year.

A mercy mission was initiated by the Kansas Wing March 2 when the American Red Cross requested assistance in transporting two units of blood from Wichita to Junction City. The special blood was needed for a 60-year-old woman undergoing surgery.

The Kansas Wing also was credited with a save in late February after delivering blood for a patient who was suffering from excessive hemorrhaging during an operation. CAP members picked up the blood at the Augusta Municipal Airport and delivered it to Dodge City where it was taken to the hospital by a ground vehicle.

Two lives were saved Feb. 26. Thanks to the joint efforts of the California Wing and Air Force rescue units in locating a crashed Cessna 150 aircraft.

The plane, with two persons on

board, was overdue on a flight from San Diego to Imperial, Calif. Search crews used airborne direction-finding equipment to track an ELT (emergency locator transmitter) signal north of Salton Sea, Calif.

A CAP aircrew spotted the wreckage and an Air Force helicopter was called in to remove the victims to the Thermal Airport where Sheriff's Department personnel were waiting to deliver them to the hospital.

CAP used two aircraft on the search, flying four sorties. An Air Force HC-130 aircraft also participated in the mission.

The Texas Wing was credited with two saves in late February when a light aircraft, en route from Houma, La., to Amarillo, Tex., crashed seven miles west of Claude, Tex. CAP personnel located the objective. The survivors were taken to the Northwest Texas Hospital in Amarillo by Armstrong County sheriff personnel.

One save was credited to the Tennessee Wing when wing personnel located a crash site in the vicinity of Klingman's Dome,

Tenn., where a light aircraft, en route from Atlanta, Ga., to Knoxville, Tenn., with one person aboard had crashed in the middle of February. The Tennessee National Guard recovered the survivor by helicopter and took him to the University of Tennessee Medical Center in Knoxville. The Guard shared credit for the save with CAP.

The Colorado Wing has also been credited for a save when it transported a blood sample of a patient believed suffering from an overdose of a pain reliever from the airport at Trinidad, Colo., to the University of Colorado Medical Center in Denver for analysis in February.

Inside Index

Aero-Astro Answers . . .	Page 3
Cadet Awards	18
CAP News In Photos	14
CAP Obituaries	14
Executive Director's Comments	4
People In The News	28
SAR People	18
SAR Statistics	5
Senior Awards	14

Features Of CAP Insurance Coverage Are Outlined



SQUADRON FLAG — Lt. Col. Elizabeth Sedita, commander of the Patrick Cadet Sq. (Florida Wing), right, shows her new flag to Col. Raymond G. Berger, commander of the Rhode Island Wing during a recent visit he, 10 seniors and 44 cadets from Rhode Island made to Patrick AFB and other areas in central Florida.

Arroll Commands Wing

GARDEN CITY, N.Y. — Col. Roy Arroll has assumed command of the New York Wing, replacing Col. Paul Halstead.

Arroll is founder and president of the Diplomat Envelope Company of Long Island City. He received his B.S. Degree from Illinois College and his M.A. from New York University, with a major in Economics. He is a Phi Beta Kappa and is listed in "Who's Who in America."

A member of the Civil Air

Patrol for 30 years, Arroll has served on the Northeast Region staff as director of information, deputy commander and director of finance.

He holds a commercial pilot's license, single engine, land and sea, with instrument rating, owns his own aircraft and has flown approximately 2,500 hours.

He served in the Pacific in World War II in the Field Artillery and flew light observation aircraft.

Cadet School Is Rescheduled

KANSAS CITY, Mo. — The North Central Region's Cadet Leadership School, originally

scheduled to be held at the Kemper Military School and College in Boonville, Mo., will now be hosted by the Wentworth Military Academy in Lexington, Mo., announced Col. N.J. Knutz, Missouri Wing commander.

The Cadet Leadership School will be held June 23-30 on the Wentworth campus, 30 miles southeast of Kansas City. All the facilities of the institution will be made available to CAP, including the indoor swimming pool, athletic facilities, class rooms, billets, etc.

The total cost will be \$62 per individual attending, which breaks down to \$7.75 per day per individual.

Total enrollment to the Cadet Leadership School will be limited to 200 cadets.

General Davis To Head ATC

WASHINGTON, D.C.—The President has nominated Air Force Lt. Gen. Bennie L. Davis for promotion to general and assignment as commander of the Air Training Command (ATC).

ATC, with headquarters located at Randolph AFB, Tex., is the parent command of Hq. CAP-USAF.

Davis was previously deputy chief of staff, manpower and personnel at Air Force headquarters here.

MAXWELL AFB, Ala. — What is insurance? Insurance is first of all a contract between two people or organizations competent to contract. In Civil Air Patrol, the corporation can contract and individuals as members can contract.

There are basically two types of insurance written. The first type is when the insurance company agrees to pay if the insured is legally obligated. This is commonly called public liability insurance, and in order to understand who is legally obligated, we use the rule of four D's — duty - derelict - direct cause - damage. The insured must have a duty to exercise a certain standard of care toward another, be derelict in that duty, and that dereliction must be a direct cause of the damage before he is legally obligated to make a payment. The second type of insurance is when the insurance company agrees to pay the insured's loss or a certain sum of money on the happening of some contingency such as death or injury.

One of the most frequently asked questions is: What am I entitled to under the Civil Air Patrol insurance program if I, as a senior member, am injured on a Civil Air Patrol mission? What am I entitled to, as a cadet, if I am injured while participating in an authorized activity?

The corporation does not carry any health or accident insurance on its senior members. However, there is a group health and accident policy available through the Civil Air Patrol's

authorized agent, CTH of Nashville, P.O. Box 12010, Nashville, Tenn. 37212, which can be purchased by senior members at a nominal cost. This policy provides death benefits, medical benefits, and dismemberment benefits. The policy is outlined in detail in Civil Air Patrol Regulation 900-8. The policy is not limited to only Civil Air Patrol activities but others as well.

As a cadet, the corporation provides an automatic accident insurance policy, effective upon the cadet being accepted for membership. The policy provides for up to \$2,000 in medical expenses, \$1,000 death benefit, and up to \$7,500 in dismemberment benefits. Like most policies, this too has certain exclusions. The cadet must be injured while participating in an authorized Civil Air Patrol activity and must be under the direction or supervision of a senior member when the accident occurs. This cadet accident policy is paid for by the corporation and is fully explained in Civil Air Patrol Regulation 900-8.

Another frequently asked question is: I am a pilot, I own my own airplane. Is there any protection for me if I am flying a Civil Air Patrol mission? Each pilot-aircraft-owner should carry his own personal liability insurance. If a certificate of insurance showing the member has personal coverage for bodily injury liability (excluding passengers); passenger bodily injury liability; and property damage liability; then the Civil Air Patrol's Aircraft Liability

policy will act as excess coverage to the member's personal coverage. Certificates of insurance are usually issued by the insuring company without charge. Civil Air Patrol Form 97 may be used for this purpose. These certificates must be current and must be on file with the authorized agent, CTH of Nashville. This same rule applies for member-owned automobiles except that a certificate of insurance is not required for the automobile. The Comprehensive Liability Insurance carried by the corporation will not extend beyond the coverages outlined above.

A legal seminar is held annually at the National Board Meeting to discuss questions on legal matters, insurance coverages, and other matters of a legal nature. The seminar is not restricted to legal officers, but is open to interested members.

While this article does not outline every phase of coverage, as claims are decided on the merits of the individual case, it is written to give our members an idea of the insurance benefits available with membership in Civil Air Patrol.

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PARACHUTE BRIEFING — Cadets from the Skyhawk Comp. Sq. (Minnesota Wing) try on jumpsuits and parachutes while Frank Pahl, center, jumpmaster and past president of the Minnesota Skydiving Club, gives a talk about skydiving. From left to right the cadets are Darren Redetzke, Dave Fick, Don Kozar, Kevin Danielson and Mike Schnoor. (Photo by 2nd Lt. Elizabeth Berrinberg)

Member Tells Of Her First Mission Experience

SM Doris L. Jones of the Magnolia Comp. Sq. (Arkansas Wing), recently participated as observer on a search flight, during which she made the initial sighting of the objective. En route back to Magnolia, she wrote her impressions of the find.

So small and broken just like a toy — lying on the side of a mountain helpless and very insignificant. The big difference — two dead bodies — men with families lay inside.

My first mission, my first find, and I don't feel good about it at all. Those were my thoughts as we spotted the small white and

red plane — stomach churning and feeling sick. That could be me.

Reflecting over this on our way home, I remembered someone asking, "Why join Civil Air Patrol?" I have just moved to Arkansas, and being a private pilot, joined the Civil Air Patrol soon after moving here to Magnolia. Never questioning my motives — till I heard it said that the Civil Air Patrol was a bunch of do-gooders who just got in the way of official people and official business, a group who needed an excuse to fly. This past weekend put some real backbone to those questions and

made me know that I am proud to be a member of the Civil Air Patrol.

Without hesitation, in my opinion, the Civil Air Patrol is a "group of concerned volunteer citizens who care enough to spend 24 hours a day for someone in jeopardy." Can the police or sheriff of any other paid or elected department do this for one person? No, because they serve a whole community of people and their time is valuable.

As a pilot I can relate to the need for 24 hour standby in case of a downed plane. If the weather is bad, a break for only

an hour or two can mean the difference between life and death.

When we arrived this past Friday night the weather was really bad, and there were already people from all over the state of Arkansas there. Ground teams, victims' families and people were just waiting. Waiting for phone calls, waiting for weather to break, just waiting — waiting — sleeping on cots, beside the phone — on all night vigilance — food being brought in by concerned friends and relatives around the clock.

Saturday, weather was still bad, cold, snowy, icy, and still waiting. Late Saturday weather

broke so two airplanes went up — only to abort because of bad icing conditions. Bedding down and manning the phones and positions all night, up and at it again Sunday morning.

Weather was improved. Planes are up and flying over the mountains, valleys and canyons of north Arkansas.

Weather permitted only the larger planes to go out. Finally, one plane left at 1 p.m. En route to Mt. Judea, it spotted the downed plane at 1:45. Phoned in the find — contacting the ground crew en route, the waiting is over — two men dead — and I am proud to be a member of Civil Air Patrol.



IBM DONATION — Jerry Barton, left, manager of Industries Requirements for IBM, presents a check for \$1,800 to Lt. Col. Philip McLendon, Georgia Wing commander, as Capt. Ron Quirk, commander of Atlanta I Sr. Sq., second from right, who is also Programs Administrator for IBM and instrumental in obtaining the funds for CAP, and Col. Robert B. Logan look on.

NEAT Registration Opens

MAXWELL AFB, Ala. — The National Emergency Assistance Training (NEAT) schools offer a challenge to all CAP members. This year, four schools will offer courses of approximately one week duration each at training sites across the country. Courses are designed to test and develop abilities that perhaps are unknown to the individuals before they participate.

The curriculum includes rigorous training in leadership, survival, and land search and rescue techniques to prepare the students to function effectively as members of CAP land search and rescue teams.

Anyone interested in this type program may contact the respective commanders direct. Location, inclusive dates, course description and the commander's address for each school is listed below:

Puerto Rico Ranger School: June 2-10, offers basic and advanced courses. Contact the USAF-CAP LO, Puerto Rico Wing, P.O. Box 34409, Ft. Buchanan, San Juan, P.R. 00934.

Pennsylvania Hawk Mountain Ranger School: July 7-15, offers basic, advanced, expert, field medical, cadet staff, senior command and leadership. Contact Lt. Col. John McNabb, CAP, 526 Acorn Street, Philadelphia, Pa. 19128.

Minnesota Blue Beret School: The dates and place are still undetermined. School offers basic and advanced courses.

Contact Col. Bill Cass, CAP, P.O. Box 1509, AMF, Twin City, Minn. 55111.

Washington Challenger School: June 23-July 1, conducted near Tacoma, offers

basic, advanced, cadet leadership, and senior command and leadership. Contact Lt. Col. Charles Young, CAP, P.O. Box 4010, McChord AFB, Wash. 98438.



SHELTER INSTRUCTION — An instructor gives students details on construction of a teepee during one of the National Emergency Assistance Training (NEAT) schools. The schools are now accepting applications for registration for this year's courses.

Application Deadline For NSC Nearing

MAXWELL AFB, Ala.—Application deadline for the National Staff College (NSC) here, June 30—July 7, is Friday, April 27.

Since billeting is critical on Maxwell this year, it is important that interested CAP members get their applications in on time.

CAP majors and above, unit commanders and other officers who have completed a Regional Staff College are eligible to attend the NSC. This course is an important part of the criteria for the Paul E. Garber Award.

SMILIN JACKS

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WHAT ARE SOME FACTS ABOUT RUSSIA'S LATEST HUGE "AIR-BUS"?

ASKED BY LEE RECH, PALM CITY, FLA.

CLIP FOR REFERENCE

NEXT

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

Executive Director's Comments

The Third Mission

By PAUL E. GARDNER
Brigadier General, USAF
Executive Director

Upon my arrival at Maxwell AFB to become Commander CAP-USAF and Executive Director of Civil Air Patrol, I received the traditional staff briefings from every major agency in the headquarters. One briefing was intriguingly entitled "The Third Mission: Aerospace Education." I thought that the use of the term "third" was very peculiar since I had already learned that there were three missions of Civil Air Patrol of equal importance. I knew that Emergency Services and the Cadet Program were well publicized as major missions of CAP. But I found that Aerospace Education was a main reason why the Founding Fathers decided to reorganize Civil Air Patrol from a pre-war status into a post-war corporation.



Aerospace Education is certainly not third in importance! At certain times,

and in the long run, it may be the most important thing for Civil Air Patrol to be doing. Frankly, each of us carries a requirement, implied and direct, to be an informed citizen who is enthusiastic about aerospace power. Thomas Jefferson once said, "An informed citizen is a foundation of democracy," and I believe that applies just as much to all of us today, particularly as it relates to Aerospace Education. This is especially important for you as a member of CAP; for with that card you carry in your pocket — whether you are a cadet or senior — you have committed yourself to leadership, and must be well informed and enthusiastic about aerospace power as you carry out your duties in this Auxiliary to the Air Force.

American citizens ultimately decide the priorities of our nation through their elected congressmen and senators. They decide which programs are more important and which will be funded from taxation. However, like many others, some elected officials are uninformed about aerospace. These representatives have

attitudes and beliefs which have developed, in some cases, out of a lack of knowledge rather than from an informed viewpoint. Ideally, both the citizens and representatives should be equally knowledgeable. Otherwise they cannot know or cause the right decisions to be made. If all citizens understand the importance of aerospace and voice their opinions, their elected representatives should reflect these opinions when voting on aerospace matters. Unfortunately, most people have only a superficial knowledge about aerospace which has been largely derived from the media.

In some cases information on aerospace is far from being correct factually or conceptually. The new joint JROTC/CAP Textbook now being developed for high schools states: "Unfortunately there is nothing that requires the press, media, or even the people to know what they are talking about. Consequently, an uninformed or misinformed citizen seems to have just as many rights as an informed one." The critical condition is that there are relatively few

leaders in our country who are both fully informed and enthusiastic about aerospace; yet one of our three major missions, Aerospace Education, requires members of CAP to stimulate that interest and generate the enthusiasm.

Therefore, I feel it is vital that every member of Civil Air Patrol, and ultimately the American public, understand the importance of aerospace so that the decisions they make or cause to be made through their elected officials are informed decisions. The solution is obvious: your leadership and personal involvement in aerospace education, as an informed and enthusiastic citizen-leader. This is the role of Aerospace Education, and over the long term it is probably the most important one. For without a strong aerospace posture in this country, America cannot succeed in today's world, one in which America has been the leader in aerospace since 1903. In short, our Aerospace Education mission is essential to our national future, and you are the foundation.

"How firm a foundation?"

No Survivors Found At New York Crash Site

POUGHKEEPSIE, N.Y. — An intensive ground search, supported by Air Force and Coast Guard aircraft, and hampered by severe weather, terminated with a find in Dover

Township, Washington, N.Y. A missing Cessna 172, which had left Bedford, Mass., en route to Dutchess County Airport here with two on board, was located through the combined efforts of

the Air Force, Coast Guard, CAP, State Police, local sheriff's office and fire departments.

An Air Force C-130 flying over the weather, combined with the efforts of two CAP ground teams

using hand-held direction finders, pinpointed the crash location. A combined CAP-State Police ground team found the aircraft in the heavily wooded area north of Dutchess County Airport, after a night and half the next day of ground search.

Coast Guard helicopters were forced to land by the dense fog, and all CAP aircraft were grounded during the search.

When the location was confirmed by the ground team, a Coast Guard helicopter was able to transport the county medical examiner to the site. There were no survivors.

Mission base was Dutchess squadron headquarters at the county airport. Personnel of the New York Wing headquarters, Hudson Valley Group and Dutchess squadron participated.



GOVERNOR'S BRIEFING — Lt. Col. Ted Tax, commander of the Washington Wing, second from right, poses with Dixy Lee Ray, center, governor of Washington, and from left, SM Lorraine Robertson and Cadets James Anderson, Barbara Smith and Ken Meloche of the McChord Comp. Sq. The occasion was a briefing of the governor by Tax, who was newly appointed commander of the wing.



CIVIL AIR PATROL NEWS

National Commander Brig. Gen. Thomas C. Casaday, CAP
 Executive Director Brig. Gen. Paul E. Gardner, USAF
 Director of Information Lt. Col. Arthur W. Ahl, USAF
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VHF Repeaters Increase Transmitter Range

By SM BRUCE KEPES
Ohio Wing

Bruce Kepes, a communications engineer for the Ohio Wing, has written a three-part series that he calls "A Primer for CAP Communicators." The first segment appears below. The remaining sections will be printed in the May and June issues.

the VHF communications system used in Ohio. Our communicators use FM simplex for short ranges of one to five miles, and repeaters for extended ranges of 50 miles or more.

FM simplex means a communicator transmits and receives on one simple frequency of 148.150MHz. This may be from a fixed location using an antenna mounted on a

tower, a unit in a vehicle, or a hand held transmitter. Each type of operation has its limitations, with the fixed station usually capable of transmitting and receiving at greater ranges while the hand held unit is useful for shorter distances.

Using VHF frequencies limits communications to line of sight distances and in hilly or mountainous terrain, one would have difficulty transmitting from one side of a hill to another (Figure 1).

To communicate between two stations in this situation, another unit would be needed on top of the hill to relay the message, thus wasting needed manpower.

Another means to alleviate the problem would be to communicate with an aircraft in the area that would relay transmitter and receiver (Figure 2). This type of operation is known as a repeater because it repeats the message that has been transmitted.

A repeater in essence, also increases the power and range of a transmitter (that is, it serves as a remote power amplifier). Within CAP, we are authorized the use of this mode of operation. In this manner, a member with a handheld transmitter, using the repeat mode of operation can extend his communications range to 50 miles or more.

A repeater is not capable of simplex operation, transmitting and receiving on the same frequency. To utilize a repeater, one must transmit on one VHF frequency and receive on

another. The input frequency or transmitting frequency the member uses is 143.900 MHz, and he receives on 148.150MHz, which just happens to be the CAP simplex frequency (actually it just didn't happen that way, it was planned).

This way, one radio using two selectable transmit frequencies (143.900MHz and 148.150MHz) and only one fixed receiver frequency (148.150MHz) can be used for both simplex and repeater operation (Figure 3).

Let's assume there is a 1,000 ft. TV transmitting tower, which we are allowed to mount an

antenna on, for our repeater. This tower is on top of a 1,200 ft. MSL hill and average terrain of 800 ft. MSL. We now have an antenna 1,400 ft. AGL, which extends our line of sight VHF range by several orders of magnitude.

Our new antenna enables the member with a low power hand held radio to talk over hills and into valleys. Conversely, if he is in a bad radio location for transmitting, the repeater allows him to be heard.

What would happen if we were to link two repeaters together? Tune in next month and see.

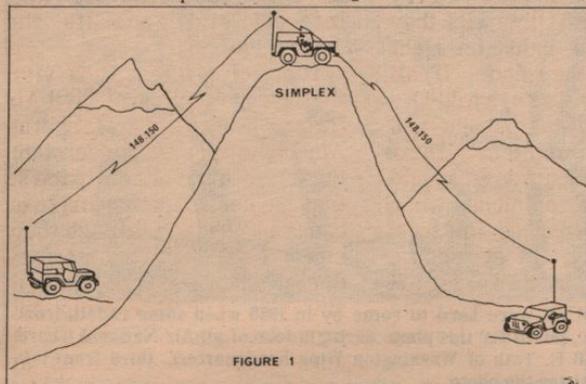


FIGURE 1

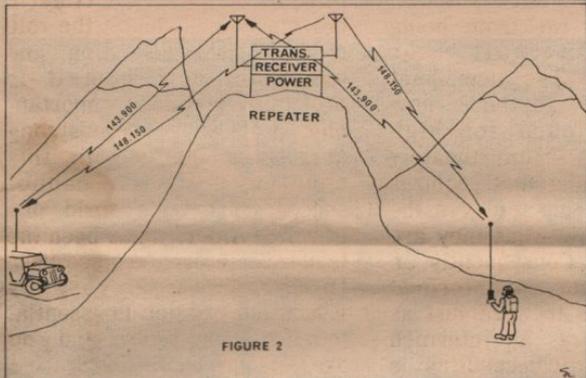


FIGURE 2

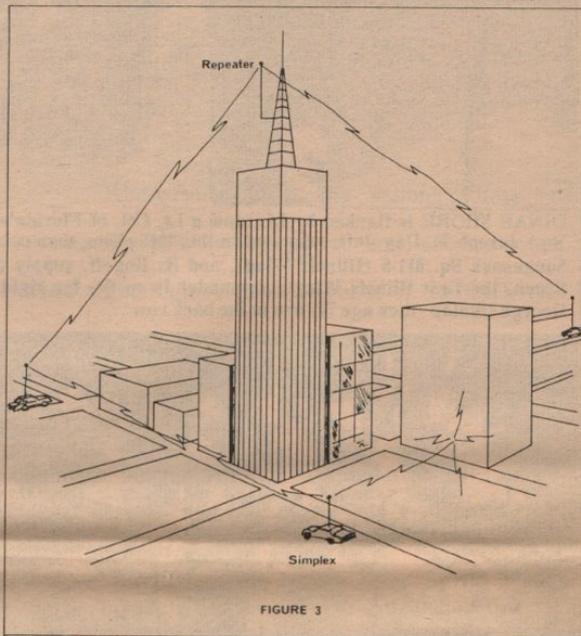


FIGURE 3



FALCON AWARD — Brig. Gen. Thomas C. Richards, left, commandant of cadets at the Air Force Academy, presents the Frank Borman Falcon Award to Cadet Orlando J. Rosado of Miami, Fla. He is a member of the Cutler Cadet Sq. (Florida Wing). Now a second classman at the Academy, he will graduate in 1980. (USAF Photo)

Red Cross Commends Mercy Flight

ORMOND BEACH, Fla. — Maj. Harry Criss, commander, Ormond Beach Comp. Sq. (Florida Wing), has been commended by the Mid-Florida Red Cross Blood Center for a mercy flight, in which he brought 25 units of freshly drawn blood from Patrick AFB to the Daytona Beach Chapter of the American Red Cross.

A need for platelets arose at three area hospitals to help victims of leukemia and cancer, whose bodies do not produce a clotting agent. Platelets can only

be made from freshly drawn blood, and processing must begin within four hours after the blood is drawn.

Maj. Ben Douglas, Florida Wing Task Force 2 coordinator, received the request at 11 a.m., Feb. 8, and immediately contacted Lt. Col. Elizabeth Sedita, commander of the Patrick Cadet Sq., who obtained permission for the corporate aircraft to land at the restricted air base. Red Cross personnel delivered the emergency blood, donated by Air Force personnel,

to Criss at noon. By 1:10 p.m. Criss had landed at the Daytona Beach squadron headquarters hangar and met blood bank officials.

In his letter to the Florida Wing commander, Col. Richard Leali, commending the actions of CAP personnel, Thomas H. King, said, "This is another example of the many unsung mercy missions performed by Civil Air Patrol."

Private Airport Is Search Base

WINCHESTER, Ky. — When an ELT went off in the mountains of eastern Kentucky recently, Southeast Coal Company officials opened their privately-owned airport in Estill County for CAP use during the ensuing search.

From 6 a.m. the wing staff and ground team had full use of the facilities, including offices, telephones, ground-to-air communications, kitchen and lounge, as well as the paved airstrip. Two company aircraft were dispatched with CAP observers on board to fly search patterns until CAP aircraft could arrive.

Harry LaViers Jr., owner of

the Southeast Coal Company, has offered use of the airport to CAP whenever needed. Company officials were extremely cordial, cooperative and generous in support of Civil Air Patrol, said Capt. Alice P. Tucker, information officer for Group 4.

The ELT signal could not be definitely located because the transmission stopped on the afternoon of the same day.

Lt. Col. N. Lee Tucker, commander of Group 4, presented a certificate of appreciation to LaViers, expressing the gratitude of CAP for use of his company's facilities.



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

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

As of March 11, 1979

Number of Missions	...164
Number of Sorties	...1,671
Flying Hours3,245.5
Saves 11
Finds 69

Two Rescued After Cold Night On Mountain

TACOMA, Wash.—Lt. Col. F.E. Macspadden of the Green River Comp. Sq. (Washington Wing) made his third find in less than a year and his first save when he directed an Army helicopter to pick up two survivors of a crash he located at the 14,000-foot level of Mt. Rainier.

The pilot, Bob Lee of Tacoma, and Dave Shinen of Nome, Alaska, both students having an afternoon free of classes, decided to go flying on the afternoon of Jan. 29 and took off for a close-up look at Mt. Rainier. They flew around the mountain and, since it was a calm, clear day, they decided to fly over the summit. Steam from

the steam vents was rising straight up, indicating that there was no movement of the 20 degrees below zero air.

Once over the top, a downdraft caught the aircraft. The aircraft crashed into the mountain, flipped over and slid 500 feet.

Neither man was injured, although they were anxious about the battery bouncing around the cockpit with them. After they came to a stop, Shinen hiked up to the top with the ELT, but since the batteries were low he did not use it. The radios in the aircraft were still operable; however, since the antenna was broken off, they could receive but not transmit.

It was now growing dark and

was quite cold. They had no survival gear with them and only light clothing. They decided to spend the night in one of the ice caves formed by the steam vents where it was not as cold as the 38 degree temperature in the open.

When her husband failed to return that night, Lee's wife notified authorities that her husband and his friend were missing. The Civil Air Patrol was alerted at 6:45 a.m. the next morning and three crews from the Green River Comp. Sq. reported to the Auburn, Wash., airport. It was necessary to jump-start the aircraft because it was so cold.

The search planes took off at

8:40 a.m. They headed for Mt. Rainier on the basis of a remark Shinen made to his college roommate about going with a friend to look at the mountain.

The planes began a contour search down from the top of the mountain. At 9:10 a.m., Macspadden and his observer, Juanita Loftus, spotted the wrecked aircraft and, as they made a low pass over it, were surprised to see the two survivors standing beside the wreck waving at them.

They radioed back that they had located the survivors, and arrangements were made for the Army helicopter to pick them up. Two of the search planes remained in the area to fly cover

over the wreckage, making alternate descents to lower altitudes to insure that neither crew would suffer from hypoxia.

Because they could see that the survivors were lightly clothed, the CAP crews dropped space blankets, high protein chocolate bars, cookies and messages to them.

The helicopter picked them up at 12:25 p.m.

The next day the National Park Service inquired of pilot Lee how he planned to remove the wreck from the mountain because it was an eyesore. A local helicopter modification service volunteered to airlift the plane off the mountain at no cost as a publicity angle.

Two Cadets Receive Nominations

DOWNERS GROVE, Ill. — Two cadet members of the Downers Grove Comp. Sq., William Drury and Steve Pulley, have been nominated to the Air Force Academy.

Drury is the squadron's cadet executive officer and has recently earned his pilot's license. He attended Cadet Officer School last summer. He was nominated by Congressman Frank Annunzio.

Pulley is the cadet aerospace education officer for the squadron and is a student pilot. Last summer he attended the Minnesota Wing's Blue Beret encampment.

Air Force 2nd Lt. Steve Puls, a former squadron cadet commander, was the first cadet from this unit to attend the Air Force Academy, from which he recently graduated, and is now attending navigator school.

Region Sets Staff College At Maxwell

MAXWELL AFB, Ala. — The Southeast Regional Staff College (RSC) will be held here from Aug. 26 until Sept. 1.

"This is one of the most important training steps in a senior member's professional education program, and we are extremely fortunate in having a location such as Maxwell with instructors already in the management instruction business," said Lt. Col. Richard J. Curran, director of the school.

To apply, send CAP Form 17s directly to:

Director SER/RSC
Lt. Col. Richard J. Curran
Route 1, Box 478
Elmore, Ala. 36025

All applications will be considered on a first-come first-served basis. All wings should try to send their required number as indicated in the WEEP program.

"Pass the word around, tell your friends and set aside the time to apply now," said Curran.



HONORARY MEMBER — John V. Evans, governor of Idaho, left, receives an honorary membership in Civil Air Patrol from Col. Keith Lysinger, Idaho wing commander. The governor wears a blue and white cap made especially for him.

CAP Members Recognized

MAXWELL AFB, Ala.—The following Civil Air Patrol personnel received awards recently.

Lt. Col. Edward T. Kelly, Pennsylvania Wing headquarters, received the Distinguished Service Award for distinguished performance of duty from June 28, 1978, until Jan. 1, 1979, as wing commander.

Col. Albert G. Nicholson, Illinois Wing headquarters, received the Distinguished Service Award for distinguished performance of duty as wing commander from Jan. 1, 1977, until Jan. 15, 1979.

The Exceptional Service Award was given to 2nd Lt. John L. Moorner, Wilcox Comp. Sq. (Alabama Wing), for service from Sept. 23, 1975, until Feb. 22, 1979.

Capt. Richard J. Croker, CSRA Cadet Sq. (Georgia Wing), has received a certificate of recognition for saving the life of a restaurant cook, George Good, after he was engulfed in flames after an explosion on Oct. 3, 1978.

Good ran through the restaurant. Croker and another man knocked him down and put out the flames on his clothing. Then Croker administered first aid. As a result of the action, Good suffered only second-degree burns.

Cadet Glenn A. Adelaar,

Orangeburg Cadet Sq. (New York Wing), received a certificate of recognition for saving the life of a two-year-old girl, Sharon Snow, who fell into a swimming pool on Aug. 3, 1977. Adelaar jumped into the pool, swam 25 feet and pulled the girl out. First aid was not required.

Silver Medal Of Valor

Alsum, Niekerk Receive Awards

MAXWELL AFB, Ala.—Two Colorado members of Civil Air Patrol — 1st Lt. Gerald W. Alsum and Senior Member Donald C. Niekerk — have been awarded CAP's Silver Medal of Valor for the part they played in the rescue of 21 persons aboard a commuter airliner which crashed in December in the Rocky Mountains northwest of Denver.

The two CAP members led rescuers to the scene by following an ELT (emergency locator transmitter) signal,

using hand-held direction-finding equipment.

Upon receiving word that a Rocky Mountain Airways flight with 20 passengers had gone down in the Colorado Rocky Mountains, they volunteered to join the CAP search. Due to blizzard conditions, four-wheel-drive vehicles could not be used.

According to the citations accompanying the awards, the two men "were assigned to cover the search area in a snowcat. They departed in strong, wind-driven snow and the pitch-

black of a stormy night. Snow depth varied from three to five feet and forward visibility was severely limited.

"With a very faint ELT signal as a guide, the crew pressed on into unknown hazards. The danger of plunging over hidden precipices was always present. After three hours of tracking, the ELT became stronger, and they finally heard cries for help."

At the scene of the crash, the two men assisted other rescuers with first-aid and removal of the survivors.

CAP Flies Water Sample To Lab For Testing

WEST MIFFLIN, Pa.—When a major chemical spill occurred in the Ohio River Feb. 8 near Neville Island, the Robinson Township Water Authority shut down operations because of a chemical smell in its intake water, affecting the water supply of some 25,000 families.

The plant was put back in operation the next afternoon after extensive water treatment. But because storage supplies were so low, nothing was available for emergency use, such as fire protection. There was also a ban on human consumption until the water could be tested.

The Pennsylvania Wing was asked to fly water samples to the Pennsylvania Department of Environmental Resources in Harrisburg, 200 miles away. Maj. Jesse Craft flew the samples. The report back that same day showed pollutant in the treated water.

Again the plant was shut down and the water treated. The Corps of Engineers fluctuated the level of the river to flush out any back water that might be holding the spilled chemical. New samples, flown the next day by Craft and SM Chuck Shaw, proved the water was clear and the plant was put back in operation. Final samples were collected from various points in the distribution system for testing and flown to the lab by Craft and Capt. John Elford.

New Mexico Squadron Triples Its Membership

ALAMOGORDO, N.M.—The recruiting program begun by the White Sands Cadet Sq. (New Mexico Wing) in Alamogordo, N.M., has caught fire and membership has tripled, according to SM Frank Selph, deputy commander.

A faltering unit less than three months ago, it is now a squadron offering local youth a variety of activities, which include helicopter orientation flights by Detachment 6 of the 40th Aerospace Rescue and Recovery Sq. at nearby Holloman AFB, a certified first aid course taught by the local Red Cross, orientation flights in a light aircraft and a tour of 49th Tactical Fighter Wing (TFW) facilities at Holloman.

In addition, a mini-ground school course is taught by Air Force CMSgt. Ted Cooper of the 49th TFW maintenance office. Pilots from Holloman give cadets briefings on the mission of the Lead-In Fighter Training

program.

What triggered this reversal for the squadron? The answer is simply that people care enough to contribute their time in furthering a program for the area youth. People like the squadron commander, 1st Lt. John McGrann, and his wife, 1st Lt. Cheryl McGrann, who are both former CAP cadets; Selph and his wife, Tasha, whose entire family now belongs to the squadron; and dedicated men like SM Jack Anthony, a graduate of the Air Force Academy, who summed it up by saying, "I want to give back what was given to me as a youth."

Publicity and word-of-mouth have thus far been the biggest factors in the recruiting program. Senior members have not yet visited local schools, but this is planned for the near future.

"Where are we going to put all these kids?" asked Selph, who is

enthusiastic about the program. "We offer teenagers a challenge, discipline, and a variety of activities to keep them progressing throughout their teen years into adulthood." He added, "We have the best people here in Alamogordo and at Holloman to make this the best

squadron in the Southwest."

Cadets, when asked how they felt about the squadron and its activities, made such comments as "fantastic," "really great," and "I love it."

At the rate this squadron is now growing, and with the support of the town of

Alamogordo and Holloman, cadets and senior members are hoping to add an aircraft to their inventory soon. "And as far as this progressive squadron is concerned, that's only the beginning," said SM Terri Metteer, squadron information officer.



PROGRESSIVE SQUADRON — Air Force Col. Sam Johnson of Holloman AFB, N.M., second from left, meets members of the senior staff of the White Sands Cadet Sq. (New Mexico Wing). They are, from left, SM Terri Metteer, information officer; 1st Lt. John McGrann, squadron commander, SM John Anthony, aerospace education officer; and SM Frank Selph, deputy commander.

Daedalians Honor Floridians

MIAMI, Fla.—Two Florida Wing cadets, Jeffrey Boyle of Patrick Cadet Sq., and Bruce Hardy of the Mid-Florida Cadet Sq., were honored recently by

one of the nation's oldest and most respected aviation societies.

The Order of Daedalians award was presented to the cadets for dedicated performance to the aviation community, which portrayed the high principles of the Daedalians Order, according to Maj. Al Seeschaaf, wing information officer.

The presentations were made Jan. 27 by Brig. Gen. James I. Baginski, USAF, chief of staff for personnel of the Military Airlift Command, at the Daedalians National Awards Dinner at the Patrick AFB officer's club.

Lt. Col. Walter Brocato, project officer for the awards ceremony, said that each year Space Flight Six of the national order, which encompasses the central Florida area, honors two members of Civil Air Patrol and several ROTC students.

The order was founded in 1932 by a group of World War I pilots to further patriotism and was named after a character in Greek mythology, Daedalus, who made wings of wax to fly.

'Way Back When' Photos Needed

The second selection of "Way Back When" photos appears on page 6 of this issue. If you have a photo showing obsolete CAP uniforms, notable persons, activities of historic interest, or unusual aircraft associated with CAP that you would like to share with the readership, send it to HQ, CAP-USAF/OIN, (Editor, Civil Air Patrol News), ATTN: Way Back When, Maxwell AFB, Ala. 36112.

We can only use original photos. If possible please identify the people appearing in the photo and describe the situation, along with the date it was taken and any other pertinent information you may have.

If you want the photo returned, enclose a stamped, self-addressed envelope.



Tidball

National Capital Wing Cadet Receives Appointment To Academy

CENTREVILLE, Va.—Cadet Lawrence G. Tidball, cadet commander of the Fairfax Comp. Sq. (National Capital Wing), has received an appointment to the U.S. Air Force Academy for the class of 1983.

He is the son of Mr. and Mrs. Gorman Tidball of Annandale, Va., and is the youngest of four children.

Tidball is a student at Annandale High School, where he is a member of the honorary Spanish and Mathematics Societies, Key Club and Physics Club, and has participated in baseball, karate and tennis.

If you are planning to move to a new address, Civil Air Patrol News needs to know about it. To insure that you get your paper without delay, send us your new address as soon as you know it (along with your old one). Mail to: CIVIL AIR PATROL NEWS, Attn: DPD, Maxwell AFB, Ala. 36112.



Irek

Wisconsin Cadet Irek To Attend Academy

MILWAUKEE, Wis.—Cadet Joseph M. Irek, a member of the 622 Wisconsin Cadet Sq., has been nominated to the Air Force Academy by Congressman Clement J. Zablocki.

A CAP member for two and a half years, Irek has served in cadet positions such as chief of staff, information officer, flight commander and flight sergeant. He has been a member of the squadron drill team, color guard and saber team.

Irek was selected as squadron

Cadet of the Year for 1978.

He is the son of Mr. and Mrs. Frank M. Irek of West Allis, Wis. He is a senior at Nathan Hale High School where he has been on the honor roll each year. He was the school representative to the Rotary Club and Badger Boys State.

In a recent spelling bee for multiple sclerosis, he placed first in his school and sixth in the country, according to Capt. Betty D. Kelm, squadron information officer. He received a \$500 scholarship.



NASA SPEECH — Dr. Paul E. Garber, center, for whom one of CAP's senior awards is named, meets with Lt. Col. Charles Walker, right, deputy commander of the Maryland Wing, and Jennie Ball, following a recent speech at NASA's Goddard Space Flight Center in Greenbelt, Md., where Maryland Wing members and NASA employees heard Garber speak on women in aviation.

Planning To Move?

TIN BOARD

lletin Cont'd

SHIP PROCESSING. It is no longer necessary to use unit checks for submission of National membership checks or money orders from the individual member will be accepted. Checks should be in the amount of \$20.00 for new seniors and \$15.00 for new cadets. In addition CAP Form 1's are to be forwarded to National Headquarters. **DPH**

MEMBER OF THE YEAR. All commanders are reminded of the schedule of due dates for this award.

- 5 May - Unit recommendations to Wing Commanders
- 5 Jun - Wing recommendations to Region Commanders
- 5 Jul - Region recommendations to National Headquarters

This is an excellent opportunity to recognize hard working senior members at the grass-roots level. **DPH**

AMERICAN LEGION AWARD TO THE OUTSTANDING SQUADRON. Wing commanders are reminded that the American Legion is now conferring an annual award to the outstanding CAP squadron in each wing. Recommendations to the American Legion will be forthcoming. In the meantime, commanders should take the opportunity to recognize the outstanding squadron in their wing by 30 June. **DPH**

RECRUITERS! Make sure the new member's street address is correct on his or her application (Form 1 and 15), including apartment number if there is one. The computer stores 18 characters of in- the street address. When a new member's street address including apartment number exceeds 18 characters, and spaces, abbreviate it to fit. Make sure, however, that the Post Office can still make it out!

Address	Made to fit 18 characters
1 Lancaster Dr., Apt 28	1820LANCASTR DR#28
1 Santa Monica Blvd	2315SNTA MONICA BD
1 East Northwest Blvd Apt 3	2588 E NW BLVD #3

Office returns to us many undeliverable pieces of mail every day. Don't let your member be one who doesn't receive his membership cards and materials! **DPH**

SULFUR DIOXIDE BATTERIES: (AIRWORTHINESS DIRECTIVE): Airworthiness Directive requires removal of Lithium Sulfur Dioxide (Li S02) batteries and Emergency Locator Transmitters (ELTs) by Li S02 batteries. For aircraft with ELTs affected by this AD, the time period during which an aircraft may be operated without a required ELT is being extended to 180 days. This extension is being granted pursuant to 601(d)(3) of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1421 (d) (3)), which requires that within the 180-day period the FAA will have issued standards for Li S02 batteries and manufacturers will have tested, obtained FAA approval, and produced a sufficient supply for aviation use. This AD is prompted by reports of Li S02 batteries exploding and venting violently which could be catastrophic to the aircraft. Compliance is required within 30 days after the effective date of this AD (26 Feb 79), if not accomplished. It is estimated that these batteries are installed on approximately one-third all U. S. aircraft and that over 95 percent of the Li S02 battery usage in aircraft is in ELTs. **LG**

NOTICE OF REVISED PUBLICATIONS.

76-1, "Civil Air Patrol Safety Responsibilities and Procedures," 2 January 1979. Supersedes "Civil Air Patrol Safety Responsibilities and Procedures," 9 September 1977.

76-1, "Civil Air Patrol Supply Manual," 5 February 1979. Supersedes "Civil Air Patrol Supply Manual," 1 June 1975.

76-1, "Travel of Civil Air Patrol Members Via Military Aircraft and Surface Vehicles," 1 February 1979. Supersedes "Travel of Civil Air Patrol Members Via Military Aircraft and Surface Vehicles," 1 March 1975. **DA**

EXECUTIVE DIRECTOR

[Signature]
Lt Col, USAF
Administration

U. S. AIR FORCE -- THE AEROSPACE TEAM



SAFETY CORNER

MILITARY TRAINING ROUTES

The FAA has established extensive flight service station (FSS) responsibilities for apprising airspace users of military training routes (MTR) and military operations area (MOA) activity. A fundamental requirement is that the appropriate air traffic control facility and all FSSs within 200 nautical miles of an MRT/MOA have detailed knowledge of its activity. Each MTR/MOA has a designated military unit responsible for scheduling all flights on that specific route/airspace. In order to insure adequate dissemination, flight plans must be filed at least 2 hours prior to the proposed departure time, unless otherwise covered by letter of agreement. MTRs or MOAs must not be used unless scheduled.

The FAA has taken several other actions to alert the public. IFRs (IFR, MTRs) and VFRs (VFR, MTRs) above 1500 feet above-ground level (AGL) are now overprinted on the low altitude enroute charts and may be included on sectional charts in the future. An Advisory Circular, AC 210-5, "Military Flying Activities," was distributed to the public. Numerous advisory letters and publications have been mailed to civil pilots. In addition, the FAA has made several films highlighting the military flying activities in specific areas (Las Vegas, for example).

Pilots flying near a MTR should check with the appropriate flight service station to determine if the route is being used. Active routes should be avoided; an F-4 traveling at 400 kts doesn't have much time to see and avoid another airplane.

FUEL EXHAUSTION

The following is quoted from an NTSB safety release dated 10 January 1978:

This was his (the pilot's) first solo and cross country flight in a Piper Arrow aircraft and he reported that for the next 4 hours of flight "I kept the fuel tanks balanced almost exactly." But at a point 5 miles southwest of Glenn's Ferry, Idaho, the engine quit. The plane, to the pilot's surprise, was out of fuel.

In his report, the pilot said he had leaned the engine to 11.5 gallons per hour. Considering the flight plan, true air speed of 135 kts, time to climb, and a total distance of 571 nautical miles to Glenn's Ferry, it would have taken 4 hours and 20 minutes en route and required 49.5 gallons of fuel.

How much fuel did the pilot have on board? When he left Denver, the Arrow was loaded with 48 gallons of usable fuel - less than enough to get him to Glenn's Ferry, not to mention Friday Harbor, Washington.

What had happened? The Board's official determination of cause included these reasons: (1) inadequate preflight preparation, and (2) mismanagement of fuel.

The pilot's explanation? He said he had it "stuck in my mind" that the Piper Arrow would have the same range as the Cessna 182 he normally flew. It carried 79 gallons in long range tanks.

Needless to say, with his engine out, the pilot faced an emergency situation. He managed to land at Glenn's Ferry Airport, but he landed short of the runway, hit a dirt embankment and broke through a fence and came to rest on the airport. The pilot and two passengers suffered minor injuries and the plane was badly damaged.

As others before him, this pilot found it hard to understand that he could have been so careless. "If I had been asked before this incident what of all things could possibly ever involve me in an accident - running out of fuel in daylight and clear skies would have been last on the list," he said.

CAP Makes The C

By Lt. Col. Alan F. Pogorzelski
Commander, Westchester Group
New York Wing

This is the continuation of the article on the development of the Civil Air Patrol uniform. The first part was published last month.

Air Force Blue

The uniform had become standardized and regulated, and the new image of the Air Force soon carried over to it's auxiliary. In the early 1950s, the 84 blue uniform was authorized for CAP members, replacing the army OD uniform combinations, and new insignia were authorized.

A new red and blue breast patch, required identifying insignia for senior members, was worn above the right pocket. This patch would remain as the primary means of identification until the metal I.D. badge was adopted in the 60s.

A new silver eagle insignia replaced the wartime officer service cap insignia, but the basic metal disk in red, silver, and blue enamel remained for senior NCO's until the early 60s.

All personnel wore the silver CAP letters on the upper lapels of the new blue service coat and jacket. The silver prop and wing insignia were retired.

Senior members followed the new Air Force policy toward a clear, businesslike uniform, without unnecessary ornamentation. Shoulder patches were not worn then, except on fatigue or flight clothing.

Cadets were only authorized the blue "Ike" jacket, trousers and flight cap combination. The new cadet breast patch and wing patch were worn, and the letters

CAPC were worn on the jacket lapels. Cadet wore the same insignia. In the later fifties three sergeants, staff, tech, and master, were authorized for cadets.

Senior officers wore the full size grade insignia on the shoulder straps of coat and jacket, the left cuff of flight cap and the right collar of shirts, when worn as outer garments. Flight officers became warrant officers and non-coms wore the army chevrons, but until the Air Force chevrons were authorized.

By the coming of the 1960s, the "Ike" jacket was phased out and the CAP uniform started to look that most are familiar with. The summer uniform was still Shade 1, Khaki. Senior members were authorized an optional gabardine "silvertan" with blue belt, tie and cap. In the mid-50s, the uniform changed to cotton cord and then in the late 50s to polyester, again with the optional "silvertan" trim for seniors.

Specialty insignia, radio, photo, mechanics, were still worn on the left sleeve, and cadets wore a special CAPC encampment patch on the right sleeve.

The Sixties

Changes started taking place in the 60s. The uniform was phased in, replacing Army Khaki. The same insignia. Female personnel wore the cotton polyester combination.

Senior NCOs received a new service cap similar to the officer's, miniature rank insignia were authorized, and the cadet chevrons were taken down.



INSPECTION — Seniors wearing the blue 84 uniform inspect cadets wearing khakis in this photo from the 1950s.



CADET UNIFORMS of the 1950s are worn by these cadets who are discussing Air Force aircraft with a recruiter.



DISTINCTIVE CAP PATCHES were worn above the right pocket by cadets and seniors in the 1950s.



SUMMER UNIFORMS of the 1960s after conversion to Air Force 1505s from the Army khaki. Note the white cap band worn by the cadet.



Men's and women's shade 84 blues.

The "Ike" Jacket is worn by the inspecting officer. Note the CAPC device on the cadet's collar.

Change To Air Force Blue

In the mid-60s, the silver buttons and collar insignia, which had been part of the CAP uniform since World War II, were phased out in favor of a CAP seal button and oxidized collar insignia.

The cadet uniform began to resemble that of the Air Force Academy in style, and with the approval of the wing commander, cadets were authorized a service cap, with a special white braid band. Cadet officers placed their rank insignia on special shoulder boards, and a solo badge was authorized.

The Seventies

A new era for the CAP uniform arrived with the 1970s. The Air Force styles, materials and shades were phased in, and Khaki and OD were gone. The tan 505s became 1505s in wash and wear and women members were the

first to receive a two-tone blue combination for the summer. In addition to the new style uniforms for female members, the CAPM 39-1 of February 1970 also authorized a mess uniform for CAP members.

Insignia changed, too. Warrant officer rank changed to blue and silver, and a cadet warrant officer insignia was established.

Over 45 service, activity and decoration ribbons were authorized and the communications specialty badge appeared. As the decade passed, new policies eliminated many ribbons, added new items and brought the uniform to its present state.

The shades of tan were eliminated, as were the cords and polyester, and the two-tone blue has become the basic uniform requirement.

New cap devices were phased in, as were new

aeronautical badges and new I.D. badges. Blue shoulder straps with white CAP letters and appropriate rank are worn by officers, and the cadet identification badge was eliminated, as were the white on blue cadet chevrons. Air Force-style miniature pin-on chevrons were authorized on the right collar of shirts and jackets.

A blazer combination and special jump suit, which might be worn even if the military style grooming standards were not met, rounded out the various types of authorized uniform combinations.

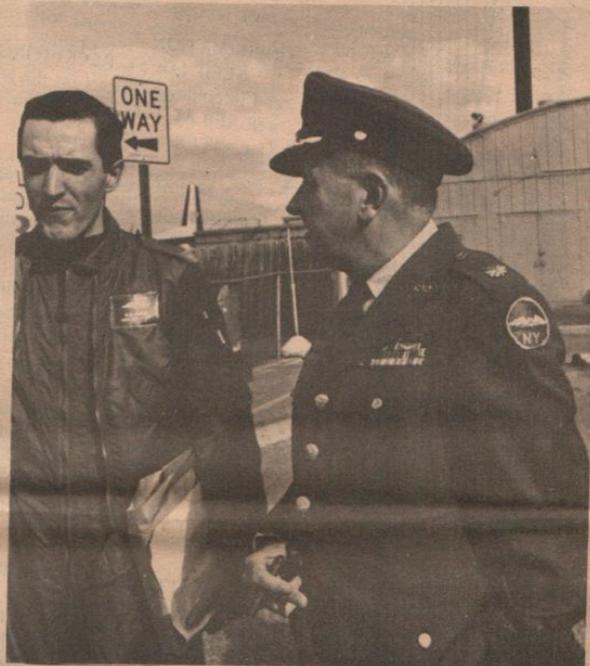
Epilogue

The CAP uniform has evolved through almost 40 years of adaptation and striving for identity.

In World War II, they wore red shoulder straps, today blue with white letters. The uniform serves as a means of instant identification.



CADET DRILL TEAM members of the 1950s wearing khakis.



The CAP propeller and triangle device is visible on the buttons of this officer's blues.

Photos From
The Collection
Of Lt. Col.
Alan F. Pogorzelski



Women's summer uniforms are worn by the cadets in this 1958 photo.





CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

APRIL 1979

NUMBER 4

INFORMATION

1. NEED LOCAL RECRUITING HELP? We have audiovisual materials that can help CAP unit commanders and information officers get the job done. All you have to do is send your request to HQ CAP-USAF/OIW, Maxwell AFB AL 36112 and CAP radio and/or CAP television film spots will be sent to you for use on local stations. That's all there is to it.

A tape of new CAP radio spots is available NOW. The spots are 20 and 30 seconds in length. They will tie-in very nicely with local recruiting efforts. Two CAP television film spots are also available NOW. Both film spots are 30 seconds in length.

Call on your local radio and television stations and ask for their cooperation in scheduling CAP spots occasionally in the station's Public Service Programming. Let the stations know that there is a CAP unit in their listening and viewing area. Brief the station manager, program director or public service director on Civil Air Patrol and in particular your local CAP unit's programs and activities. Personal contact with the station personnel does work.

In your request for radio and/or television spots include the call letters of the radio or television stations you are going to service and the names of the towns or cities in which they are located. Send request to HQ CAP-USAF/OIW, Maxwell AFB AL 36112.

You can help your unit get the local recognition it deserves. Don't miss this golden opportunity to supplement your local recruiting programs with CAP radio and CAP television spot announcements. **OI**

2. ATTENTION SQUADRON (OR OTHER UNIT) COMMANDERS. Many newly appointed Information Officers have little idea what their job is or what they are supposed to do. Many also are not aware that help is available to them (free of charge) from National Headquarters. When you appoint a new Information Officer, be sure to notify your Wing Information Officer of his appointment. Also, be sure to send his name and address to National Headquarters. We will promptly send him an Information Officer's Starter Kit. The only address needed for this request is HQ CAP-USAF/OII, Maxwell AFB AL 36112. This kit contains a wealth of material (including CAP Manual 190-1, Information Officer's Handbook) to help the new IO learn his job. **OII**

TRAINING

3. SMTLR DELAYED. The second quarter update of the SMTLR will be delayed indefinitely due to a backlog in the Directorate of Data Processing at National Headquarters. Senior program officers should continue to keep track of training progression in the units and on the retained copy of the SMTLR. The updated SMTLR will be released from National Headquarters as soon as updating is complete. **TT**

4. SENIOR MEMBER AWARD APPLICATION. There is a new CAP Form 24 dated MARCH 78. All senior members should apply for their awards on this new form available from National Headquarters/DAP. **TTN**

5. ERRORS ON SMTLR. When SMTLRs are returned to units from National Headquarters with updates not correctly entered, we request that the senior training officer first review CAPM 50-17, chapter 2, figure 2-1 and 2-2 to determine that input from the unit was correctly entered. If the error occurred at National Headquarters, attach a note to National Headquarters/TTN to the next report submitted detailing the error overlooked. **TTN** will take corrective action. **TTN**

6. SQUADRON LEADERSHIP SCHOOL. SWR announces a Squadron Leadership School to be held at Lackland AFB in San Antonio, Texas, 12 - 13 May 1979. CAP members from all wings are eligible to attend. Apply on CAPF 17 to:

Lt Col Jacquelyn Floyd
8510 Carvel
Houston, TX 77036

Telephone (AC) 713 - 981-4489 (after 6:00 P.M.)

7. NATIONAL STAFF COLLEGE DEADLINE. The deadline for applying for National Staff College is 27 April 1979. Apply through channels on CAPF 17 to CAP-USAF National Headquarters/TTN, Maxwell AFB AL 36112. **TTN**

THE CIVIL AIR PATROL "BULLETIN" IS PUBLISHED MONTHLY. IT CONTAINS OFFICIAL ANNOUNCEMENTS, INTERIM CHANGES TO CAP PUBLICATIONS, AND OTHER ITEMS OF INTEREST FOR ALL CAP MEMBERS.

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First Winter Staff College Held

ANDREWS AFB, Md. — Fifty-one students attended the Winter Staff College held here during the weekends of Feb. 17-18 and 24-25.

The two-weekend concept was a pilot program for Civil Air Patrol members who could not attend the week-long schools held during the summer months.

The students from 10 different wings arrived on Friday evenings and attended lectures and seminars from 8 a.m. until 9 p.m. Lecturers included CAP members, Air Force and Air Force Reserve personnel.

The school staff consisted of 12 people. Lt. Col. Phil Alker,

USAF, director of senior training at National Headquarters training staff, acted as observer. Lt. Col. Paul Roberts, director of training from the Middle East Region Liaison Office, and Maj. Kirk Vaughan, liaison officer to the Maryland Wing, acted as curriculum coordinators.

All seminar leaders were CAP members who have had at least two years experience at prior Eastern Regional Staff Colleges. Lt. Col. Barbara Morris was director of the school, a position she has held since the inception of the Eastern Staff College in 1976.

"This staff college was

scheduled to run exactly the same as any other staff college, but it became unique due to the blizzard of '79 that hit the Washington, D.C., area Sunday, Feb. 18," said Maj. Marion J. Hess, of the staff. "By Monday it was obvious to all that the four hours of class that were scheduled would be cancelled since everyone was snowed in and the entire area was at a standstill.

"The students, who were housed in a barracks, managed to make their way to the dining hall after a path had been cleared by some of the men. The snow was four feet deep. Upon arrival, they discovered that the

crew had been on duty all night and no one on the day shift could get to the base. The CAP personnel immediately volunteered, and 19 of them spent the rest of the day serving food, bussing tables, stacking dishes and being generally useful throughout the dinner hour."

Another crew shoveled a path to a snowbound tractor trailer, containing milk for the dining hall. Another group volunteered to help out at the base hospital. On their way home in the evening, this same group dug out 10 automobiles for residents of the visiting officers quarters.

In spite of these unexpected conditions, which created

hardship for many in the way of lost work days, and missed flights due to airport closings, the student body and staff held lectures and instruction periods in the evening after they had concluded the emergency services for the day, said Hess.

Some drove 12 or 15 hours to attend, and one student flew from California. All returned home Tuesday and came back the following Friday.

Air Force Brig. Gen. Carl S. Miller, former executive director of CAP, also attended the final weekend as guest of honor and speaker at the dining out. He presented certificates at the graduation ceremonies.

Vandenberg Hosts Unit Development Program

VANDENBERG AFB, Calif., Dec. 23, 1978 — Twenty-three cadets and senior members of the California Wing participated in a four-and-a-half-day Unit Development Training Program (UDTP) at Vandenberg AFB, Calif., during mid-December. This training was sponsored by Central Coast Group 11 and all personnel lived in Air Force dormitories and ate their meals at the base dining hall.

Capt. Gilbert H. Day from Lompoc, Calif., served as commandant, while Cadet Kari L. Del Chiaro of Santa Barbara, Calif., served as cadet commander. Capt. Patricia A. Flannery, Vandenberg Air Force Base CAP Liaison Officer, coordinated Air Force special activities and support for the program.

The UDTP seminars, which were supervised by cadet staff officers, covered introduction to flight, cadet operations, cadet ingenuity, honor code, aerospace education, customs and courtesies, public speaking, and wearing of the uniform.

Senior members provided briefings on civil defense and ELT operations, and moral leadership, and held seminars on the role of the cadet officer and drill instructors' functions.

Air Force organizations at Vandenberg AFB added to the activity. The 4315th Combat Crew Training Squadron Missile

Presentations Section provided a three-hour Ballistic Missile Staff Course briefing on Strategic Air Command (SAC) ICBM weapon systems, SAC operational aircraft, SAC Command/Control Operations, and the Space Transportation System (Space Shuttle) operations at Cape Canaveral and Vandenberg AFB.

The 1st Strategic Aerospace Division Protocol Office provided a missile and aerospace facilities tour which consisted of visits to the Space and Missile Test Center (SAMTEC), Test Operations Control Center, 10th Aerospace Defense Squadron Thor Missile and Maintenance Shop (MAMS), an Atlas MAMS facility, Minuteman III storage bunker, and Space Launch Complex-6 (future Space Shuttle complex).

Tours of flightline activities, such as the air traffic control tower, fire crash station, helicopter hangar, and a briefing on aircrew life support equipment were also provided.

According to Day, a threefold purpose of this Unit Development Training Program was to provide cadets with a concept of what life is like in an aerospace environment, to enable cadets to gain first-hand knowledge of the Air Force mission and capabilities, and to develop the cadets' leadership abilities.



FALCON AWARD — Air Force Brig. Gen. Thomas C. Richards, left, commandant of cadets at the Air Force Academy, presents the Frank Borman Falcon Award to Cadet Mary W. Daley, a CAP member since joining the Fredericksburg Comp. Sq. (Virginia Wing) in 1971, entered the Academy in 1976 and graduates in 1980.

Region Opens Own SAR School

MILFORD, Conn.—The Northeast Region has established a Search and Rescue School patterned after the national school at Governor's Island, N.Y., according to Lt. Col. Robert E. Swan, regional emergency services officer, who proposed and developed the school.

Officers assigned to the school will be handpicked from persons having extensive training in search and rescue management and operations. To maintain their proficiency while assigned to the school, they will instruct in one or more courses and perform a staff duty function. In addition to maintaining their flight proficiency in aircrew status, instructors will also be required to present one original research paper each year in some aspect of search and rescue operations.

Swan is commandant of the school. Other CAP personnel assigned to the staff include Lt. Col. William R. Dolan, deputy commandant and standardization and evaluation officer; Maj. John H. Chutjian, director of survival and recovery; Maj. Joseph R. Greco, director of legal services; and 2nd Lt. Anthony J. Monte, senior programs and personnel officer.

The school will conduct both in-house courses and field programs. One of the programs is the search and rescue management course presently conducted by the Air Force Rescue Coordination Center, which the school hopes to assist by presenting the program throughout the region.

The purpose of the school, said Swan, is to provide an environment where original search and rescue programs can

be discussed and developed. This will be provided through the establishment of visiting instructor programs, advisory councils, research resources and the development of experimental projects to test such programs.

Wing Sponsors Leadership School

WICHITA, Kan.—The Kansas Wing will sponsor a Squadron Leadership School June 9-10, 1979, here. Dr. Richard Ovington of National Headquarters will be the featured guest speaker.

Interested persons should apply on CAPF 17 to: Kansas Wing Headquarters, CAP Attn: Plans and Programs Bldg. 201 McConnell AFB, Kan. 67221

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 VOLUNTARY CONTRIBUTION
(Ask Your Squadron Commander If You Don't Know)

Text Of CAP Supply Bill

96TH CONGRESS
1ST SESSION

H. R. 1200

To amend section 9441 of title 10, United States Code, to provide for the budgeting by the Secretary of Defense, the authorization of appropriations, and the use of those appropriated funds by the Secretary of the Air Force, for certain specified purposes to assist the Civil Air Patrol in providing services in connection with the noncombatant mission of the Air Force.

IN THE HOUSE OF REPRESENTATIVES

JANUARY 22, 1979

Mr. BEVILL (for himself, Mr. NICHOLS, and Mr. WOLFF) introduced the following bill; which was referred to the Committee on Armed Services

A BILL

To amend section 9441 of title 10, United States Code, to provide for the budgeting by the Secretary of Defense, the authorization of appropriations, and the use of those appropriated funds by the Secretary of the Air Force, for certain specified purposes to assist the Civil Air Patrol in providing services in connection with the noncombatant mission of the Air Force.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That chapter 909 of title 10, United States Code, is amended
4 as follows:

1-E●

1 (1) Section 9441 is amended to read as follows:

2 "\$9441. Status: support, employment

3 "(a) The Civil Air Patrol is a volunteer civilian auxiliary
4 of the Air Force.

5 "(b) To assist the Civil Air Patrol in the fulfillment of its
6 objectives as set forth in section 202 of title 36, the Secre-
7 tary of Defense may budget, and appropriations are author-
8 ized, for funds, which shall be specifically identified as being
9 for, and necessary to carry out, the purposes set forth in
10 subsection (c)(2)(A)-(D).

11 "(c) The Secretary of the Air Force may, under regula-
12 tions prescribed by him with the approval of the Secretary of
13 Defense, do the following:

14 "(1) Give, lend, or sell to the Civil Air Patrol
15 without regard to the Federal Property and Adminis-
16 trative Services Act of 1949, as amended (40 U.S.C.
17 471 et seq.)—

18 "(A) major items of equipment, including air-
19 craft, motor vehicles, and communications equip-
20 ment; and

21 "(B) necessary related supplies, equipment,
22 and training aids;

23 that are excess to the military departments, or any
24 such property acquired by the Department of the Air
25 Force under that Act as excess to any other Federal



SILVER AWARD — Guy F. LeMieux, left, of the Louisiana Wing, receives the Silver Medal of Valor for risking his life to save passengers of a small plane that went down in a lake near New Orleans last October. Air Force Col. Walter J. Riley Jr., vice commander, CAP-USAF, is second from right. Lt. Col. John S. McCormick of the Louisiana Wing staff reads the certificate, which is held by Col. Delwin P. Laguens, wing commander.

California Squadron Counts Many Families As Members

By 2nd Lt. GEORGE J.
MARSHALL
West San Gabriel Cadet Sq.
75

California Wing
WEST COVINA, Calif. — A few weeks ago after I moved to the Los Angeles area, I attended the weekly meeting of California Wing's Group 15 to be transferred to a new squadron.

At the close of the meeting, I approached Maj. Carl B. Raymondo and said I wanted to be assigned to a squadron. When he heard that I had previously been an information officer, he shook my hand and said, "Say no more, you belong to me."

Raymondo is commander of West San Gabriel Cadet Sq. 75 in El Monte, Calif. That is rather a unique unit, I discovered. Referred to as the "family squadron," it has 12 senior and

35 cadet members, 20 of whom come from nine families, having two or more members in the squadron.

Prospective members from the families of squadron members can be seen on any meeting night, getting an indoctrination on cadet activities.

Raymondo believes in keeping his squadron members active, informed and trained. Although family oriented, blood ties have no role in squadron functions. Members are expected to carry their own weight.

Even nonmember parents give support to squadron activities, providing snacks, transportation, preparing squadron dinners and the like.

I am looking forward to a long active membership in the squadron.

3

1 department or agency, including excess Government-
2 owned property in the hands of contractors

3 "(2) Use funds authorized to be appropriated
4 under subsection (b) to—

5 "(A) provide such articles of the Air Force
6 uniform to cadets of the Civil Air Patrol, in such
7 quantities and under such limitations as he may
8 prescribe;

9 "(B) furnish such quantities of fuel and lubri-
10 cants to the Civil Air Patrol as are needed by it
11 to carry out any mission assigned to it by the Air
12 Force, including operational, unit capability test-
13 ing, and approved training missions;

14 "(C) reimburse, in a fixed amount per flying
15 hour above fuel and lubricant costs, members of
16 the Civil Air Patrol while they are flying specifi-
17 cally authorized missions, subject to such limita-
18 tions as he may prescribe; and

19 "(D) reimburse members of the Civil Air
20 Patrol for the payment of travel expenses and
21 subsistence while they are assigned to authorized
22 specific missions, subject to such limitations as he
23 may prescribe.

24 "(3) Permit the use of such services and facilities
25 of the Air Force as he considers to be needed by the

4

1 Civil Air Patrol to carry out its mission, and arrange
2 for the use of those services and facilities of the other
3 military departments or Federal departments or agen-
4 cies as he considers necessary.

5 "(4) Establish, maintain, and supply liaison offices
6 of the Air Force at the National, State, and Common-
7 wealth headquarters, and at not more than eight re-
8 gional headquarters, of the Civil Air Patrol.

9 "(5) Detail or assign any member of the Air
10 Force or any officer or employee of the Department of
11 the Air Force to any—

12 "(A) Liaison office at the National, State, or
13 Commonwealth headquarters, and at not more
14 than eight regional headquarters, of the Civil Air
15 Patrol; or

16 "(B) unit or installation of the Civil Air
17 Patrol to assist in the training program of the
18 Civil Air Patrol.

19 "(6) In time of war, or of national emergency de-
20 clared after May 27, 1954, by Congress or the Presi-
21 dent, authorize the payment of travel expenses and
22 allowances, in accordance with subchapter I of chapter
23 57 of title 5, to members of the Civil Air Patrol while
24 carrying out any mission specifically assigned by the
25 Air Force.

Georgia Wing Makes First Find

DOBBINS AFB, Ga. — The Georgia Wing made its first find of the new year Jan. 3 when a search pilot spotted the wreckage of a red and white Piper twin-engine aircraft that had crashed Dec. 31 after hitting the top of Lookout Mountain, a ridge running between Tennessee and Alabama.

The 72-year-old pilot, Lee Soesbe was killed in the impact. He had departed Tullahoma Airport in Tennessee en route to Jacksonville, Fla., with an intermediate stop in Moultrie, Ga. He was to pick up family members in Jacksonville and fly on to the Bahamas.

A member of the Tullahoma Airport Authority, Soesbe had flown out of that airport many times. As he took off, gray clouds formed a ragged ceiling. Although he had logged more than 6,000 hours and was IFR rated, he did not file a flight plan. When he didn't land in Moultrie, ramp checks were started at airports in northern Alabama and Georgia, which didn't turn up the missing aircraft.

The Tennessee Wing was alerted. Searching was limited due to the evening darkness. Assistance of the Alabama and Georgia wings was requested.

Poor weather conditions with rain and low visibility prevented search planes from taking off the next day. However, limited searches were made the following day, but planes were hampered by winds and snow.

Five sorties were flown the next morning when one of the Georgia pilots, 2nd Lt. Loy H. Blackwell of the Rome Comp. Sq. radioed that he had a possible find. He had picked up a weak ELT signal and could make out wreckage on the ground. Lt. Col. Howard Smith, the Georgia mission coordinator, then called local law enforcement agencies who confirmed the find.

Correction

In the March issue of Civil Air Patrol News, Air Force Lt. Col. John J. Cain, the Staff Judge Advocate at Headquarters CAP-USAF, is listed as a member of the CAP Congressional Liaison Committee. Col. Cain is not a member of this committee, but is the HQ. CAP-USAF advisor for the committee.

5

1 "(d) The Secretary of the Air Force may use the serv-
2 ices of the Civil Air Patrol in fulfilling the noncombat mission
3 of the Department of the Air Force."

4 (2) The analysis is amended by striking out the items
5 relating to section 9441 and inserting in place thereof the
6 following:

"9441. Status support, employment."

○

**Civil Air Patrol Members May Want To
Clip The Text Of The Supply Bill And
Save It For Future Reference.**

CAP News In Photos



HONORARY MEMBER — Capt. Joseph De Rico, commander of the Yokota Cadet Sq., Yokota AB, Japan, discusses the CAP seal with Mike Mansfield, U.S. Ambassador to Japan, who was made an honorary member of CAP during the recent observance of CAP's 37th anniversary.

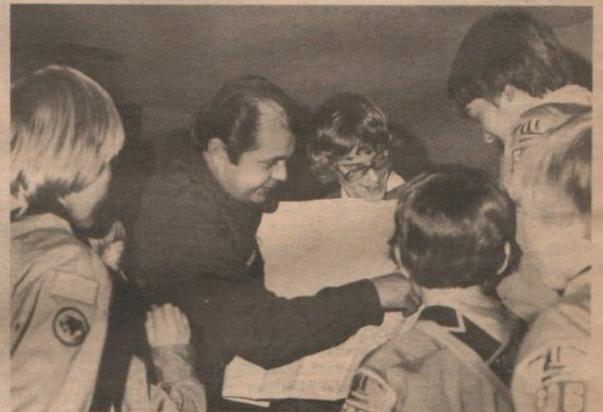


FLYING IS EASIER — Cadet Dorothy Cochran, center, Mid-County Comp. Sq. (New Jersey Wing), tries pumping water out of a boat before it can be put in to open water. Watching are from left, Cadet Ross Birns of Admiral Farragut Academy, Cadet Caren Carstens of Mid-County Comp. Sq., Cadet Jeanette McLean of Bayshore Comp. Sq. and Cadet Chip Shaw of Admiral Farragut Academy. The girls are members of the New Jersey Drill Team who gave a demonstration to cadets at the academy where a CAP squadron is being formed. Drill team members were given a tour of the academy grounds and facilities in Pinebeach, N.J.

SIMULATOR TRAINING — (Right) Cadet Cole Fulks of the High Plains Comp. Sq. (New Mexico Wing) receives instruction in an F-111D simulator from Capt. George Dawes of the 481st Tactical Fighter Training Sq. at Cannon AFB, N.M., during a recent squadron tour of the simulator facilities. (Photo by 1st Lt. Bob Price)



PARACHUTE BRIEFING — Civil Air Patrol cadets were among the 288 students who attended an Air Force Academy aerospace education symposium recently. The program is an annual event for CAP and AFROTC cadets in Colorado.



MAP INSTRUCTION — 1st Lt. Bill Carnes, director of emergency services for Minnesota Wing gives instruction on map reading to members of Boy Scout Troop 506 of Ham Lake, Minn., during a recent talk on aviation he gave the troop.



DONATION — John Morris, left, commander of American Legion 22nd District and Robert Gilbert, right, Post 77 commander, present a check for \$600 to Maj. Donald W. Grams of the Bayou City Comp. Sq. (Texas Wing) in Houston, Tex. The American Legion post ran a turkey shoot on four weekends in October to assist the CAP squadron. The check is the proceeds.



SIMULATED WOUND — Cadet Chuck Cheek, Raleigh Wake Comp. Sq. (North Carolina Wing) demonstrates the correct procedures to follow when confronted with a sucking chest wound. Cadet Bill Wood is made up to simulate the wound for a recent demonstration the squadron made at the request of the FAA to demonstrate CAP's emergency capabilities to members of the general aviation community. (Photo by Capt. Lynne Edwards)



CPR TRAINING — (Left) Lt. Col. Ron Mullins, Hillsboro 1 Sr. Sq. (Florida Wing), practices with "Annie" the mannequin during cardiopulmonary resuscitation training given for squadron members by personnel of the Centro Asturiano Hospital in Tampa.



AWARD PRESENTATION — Cadet James Natale, Burlington-Camden Comp. Sq. (New Jersey Wing), left, receives the Gen. Carl A. Spaatz Award from Congressman Joseph Le Fante, who spoke at the recent wing awards banquet. Natale is a student at Trenton College.



SQUADRON FLAG — Cadet Russell Shirley, Toccoa Comp. Sq. (Georgia Wing), holds the squadron flag, donated by the Toccoa Civitan Club. Club president Roy Taylor, left, hands an American flag, which the club also donated to the squadron, to 2nd Lt. Elbert McIntyre.

Senior Awards

Grover Loening Awards

Paulette A. Mowbray 08116 Ruth J. Metcalf 32001
 Miles Brooks 25001 Harry R. Houston 46051

Paul E. Garber Awards

Bryon L. Brammer 04070 John D. Mellert 39001
 Fred A. Morris 04168 Patricia B. Kennedy 45001
 Edward B. O' Coffey 04380 Raymond H. Vaughan Jr. 45001
 Glenn M. Pena 08001 Reed S. Vaughan Jr. 45001
 Phillip E. Cvach 18031 Dorothy K. Wharton 45001
 Concetta Ekstrom 19001 Donald A. Maxfield 94000
 Charles A. Einholz 29002 Thomas C. Casaday 99000

CADET AWARDS

Earhart Awards — January 1979

Tom E. Juras 02064	Albert C. Rees Jr. 16014	Scott N. Kohler 37080
Lisa D. Woodruff 02070	Phyllis A. Ridal 20038	Richard G. Butela 37192
Robert K. Tarquinio 04410	Joyce P. Cain 22051	John C. Lappe 37192
William A. Murray 05143	William P. Jones 25055	Billy G. Wilson 39064
James A. Powell 05147	Elaine K. Rosenthal 28038	Steven R. King 42334
David E. Gordon 05147	Patricia A. Clark 28037	Mike H. Jenkins 43027
Michael T. Manning 08160	Scott R. Burger 31162	David J. Sherburne 45017
Manfred F. Arnold 10052	Manfred A. Jones 31173	Douglas C. Keen 45122
Steve F. Pulley 11189	James T. McKenna 31224	K.S. Hendrickson 46046
Christina G. Raimo 11205	Edward R. McCleskey 34198	Lizbeth E. Samuels 47040
Anita McNeill 11275	Bonnie S. Drace 37010	

Mitchell Awards — January 1979

Frederick W. Kruse 02056	James A. Hering 20107	Diane E. Irby 46082
Stephen W. Brady 02086	Jeff J. Rice 20251	Carol B. Fisher 46082
Leonard J. Morris 03092	Michael J. Burns 20282	Steven J. Schweiss 48121
Kevin M. Hintergardt 04032	David J. Stafne 21042	Norine L. Rupp 48153
Robert M. Sage 04220	Arinda L. Wyatt 25056	Joseph Cubba 32096
Joe L. Phillips II 04222	Peter J. Theriault 28044	Fred H. Ventura II 51057
Christine A. Burkhard 04282	John J. Logendziewicz 29003	Jose R. Abreu 52006
Cathy M. Mulcahy 04417	John E. Cintineo 29035	Zinia Recerra 52017
Andrew J. Nodine 06022	Gregory L. Thomas 29092	Jose G. Colon 52017
Donna L. Philippi 07012	David A. Patterson 30073	Jose G. Mateo 52017
Kevin T. McConnell 08023	Paul J. Sullivan 31111	Diego A. Miranda 52017
Thomas D. Cotton 08026	Robert J. Kantor 31173	Leiza E. Santiago 52017
John W. Alberto 08159	Anne E. Tracy 31227	Evelyn Delgado 52017
Jack T. Choss 08293	David W. Findling 34104	Eric R. Rivera 52017
William E. Sturgeon 08303	Deborah A. Gunther 36034	Francisco Gomez 52017
Thomas K. Hielscher 08412	John B. Rudi 36041	Hector N. Perez 52017
Mark A. Ochs 11008	Jeffery O. Buse 36046	Edwin Lopez 52017
Patrick D. Poeschl 11189	Raymond A. Miller Jr. 37049	Moises Mateo 52017
Marshall A. Stout 11285	Stephen M. Gervais 38021	Jose A. Mateo 52017
Kenneth D. Wickstrom 12192	Peter J. Gallagher 38021	Gilberto Santiago 52017
Robert D. Lagerstrom 14092	Richard B. Gomes 39037	Ginette Padilla 52017
Paul M. Roy 16005	Mike B. Morgan 40031	Francisco Huertas 52071
Charles R. Bornstein 16079	James D. Clayton 42186	Concepcion Rodriguez 52071
Michael R. Theriot 16079	Kelvin G. Smith 42351	Richard de Jesus 52071
Stuart H. Hillan 17058	Barry M. Coleman 43122	Luis A. Rosa 52071
Cindy Y. Shanabrook 18069	Wade R. Coltran IV 45122	Joanna G. Santana 52015
James R. Inscoc 18071	Susan L. Gibbens 46004	

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 names, ranks, dates of death and CAP unit.

FOSTER, James L., Lieutenant Colonel, Feb. 17, 1979, Olney Comp. Sq., Texas Wing.
 LEE, George P., Second Lieutenant, Feb. 17, 1979, Charleston Senior Sq., West Virginia Wing.
 RICHTER, Harris B., Second Lieutenant, Feb. 26, 1979, Creve Coeur Senior Sq., Missouri Wing.
 TALLENTIRE, Joshua D., Captain, 1978, Beaufort Comp. Sq., South Carolina Wing.
 TOLIVER, Anthony D., Cadet, Feb. 17, 1979, Washington Park Comp. Sq., Illinois Wing.
 WRISTON, Herman R., Major, Feb. 17, 1979, Point Pleasant Comp. Sq., West Virginia Wing.

Maryland Squadron Helps County During Flash Flood

WESTMINSTER, Md. — Members of the Carroll Comp. Sq. (Maryland Wing), put in 150 man-hours in assisting the Carroll County Civil Defense Office with communications during a recent flash flood in central Maryland.

The squadron dispatched its combination mobile communications center and command post to the town of Detour, situated near the Monocacy River, which has been flooded four times in the past eight years.

Squadron personnel supplemented other agencies on the scene. The communications center provided the major radio link between the town and the county emergency operations center.

Conditions in other flood prone areas were checked by squadron personnel in the unit's two four-wheel drive vehicles. Squadron members also assisted in the emergency operations center and county fire headquarters by answering phone, operating radios and plotting more than 40 road closures on a wall map.

SAR PEOPLE

Ground Teams Necessary To Pinpoint ELT Signals

By Lt. Col. ROBERT MATTSO
 HQ, CAP-USAF

The Civil Air Patrol is the agency performing the majority of the ELT searches in this country. Aircraft DF searchers can establish the general area of an ELT signal but inevitably ground team search is required to pinpoint the source and direct support personnel to an emergency site or the location of a non-distress signal. Frequently, this must be done from the ground because the weather is below minimums.

Edwin T. Howard Jr., commander of the St. Louis Comp. Sq. 1, has been doing a series of articles on ELT DF procedures and I thought I would share some of his ideas with you.

Ground teams usually operate over a smaller geographic area than aircraft. It is desirable that they have good, accessible DF sites "staked out" in advance. People with access keys, and funny little back roads are a lot easier to find on a sunny weekday than a rainy Saturday night. Choice of initial DF sites should be based on their time for access and field of view as well as the mission data described above. Because of the more limited range of ground DF, this initial hunt for a signal can be both time-consuming and frustrating. Where this search does not involve unacceptable recovery times, it probably should be used even if air support is available.

The provisions for central coordination of ground teams and their measurements is probably even more important than for aircraft. When selecting potential DF sites, care will be required to avoid loss of sensitivity and errors due to other transmitters which occupy the tops of most easily accessible mountains. On these mountains, walking 50 to 100 yards down the side in the suspected direction often yields better sensitivity and bearings than can be obtained on top because it gives some separation from the high-powered transmitters.

Ground search involves weaker and more obstructed signals than air search with less freedom of movement or maneuver. These disadvantages can be partially overcome by triangulation, particularly if multiple teams are available, but triangulation is more affected by measurement and reflection errors as we have seen so the evaluation of bearing quality becomes an important skill. Regardless of the type of equipment used, its performance on "clean" signals should be thoroughly in mind so changes in field performance can be evaluated.

Taking and evaluating a bearing has three steps:

1. Find an approximate heading and change the antenna polarization from vertical to horizontal and note which produces the strongest signal. If there is a large difference (6dB or more), use the orientation that gives the strongest signal for the following steps. If the difference is small, do the following steps twice, once with each polarization to see if any big differences in indicated direction result. If the bearings differ by less than 20 degrees, use vertical polarization. If a large difference shows up, report and plot until either the difference disappears or it becomes apparent which polarization is producing converging bearings.

2. While standing in one place, swing the DF antenna through a full circle. If signal strength sensing is being used & yagi and quad beams (B-Line, etc.), a single maximum and one or two nulls depending on the antenna characteristics should be obtained. The sharpness of the maximum and position of the nulls should be judged against the particular antenna's performance with a "clean" signal. If no defined maximum or more than one are obtained or if the nulls are in a much different position with respect to the maximum than normal, the bearings at that point are probably unusable. If left-right homing is being used (Little L-Per, Memcon, etc.), the left-right indicator should center at two headings about 180 degrees apart. More than two center readings in a full circle indicates unusable bearings.

3. If the results of step 1 are O.K., take a continuous reading or individual readings at five-foot intervals for up to 50 feet, along a line at right angles to the indicated radio direction. If the various bearings differ from one another by more than plus or minus 45 degrees, an average can be taken which should be accurate to about one-fifth of the observed variation. Example: 10 readings with variation of plus or minus 25 degrees average should be accurate to plus or minus five degrees. Readings with variation more than plus or minus 20 degrees should be treated with some suspicion. Less than that indicates no serious accuracy degradation due to nearby objects but effects of obstructions in the intermediate range may still be present.

Each bearing that is taken should be plotted on a map, preferably a topographic or other map that shows detailed

terrain features, whether or not multiple teams are involved. Different colors can be used to denote bearing quality and polarization. A good quality mapping compass with built-in protractor will be invaluable in doing this job without error. A magnetic north grid ruled or placed over the map will eliminate magnetic variation calculation errors. Also to be avoided are bearings taken with the compass lying on a car hood or against a radio speaker. Obvious? Yes, but even sillier things have happened without prior practice. For quick "how goes it" bearings, prominent landmarks can also be used for reference.

Theoretically, just two bearings taken from different locations will define a source location. In practice, 10 or 20 may be required to get a reasonable average estimate. In most cases, the eye is quite good at estimating the point of highest probability in a grouping of DF intersections. The number of bearings taken will depend largely on the difficulty of getting to the indicated point. The more difficult the access the more time can profitably be spent on refining the predicted location. Both the evaluation of bearing quality by the measuring team and terrain over which the indicated bearing falls should be considered in making this estimate.

In summary, the following general points are the basis for most ground search.

1. Use air direction to probable area if available. Prior coordination on communications is desirable.
2. Head for high ground in the suspect area. Walk around hilltops checking all possible sides.
3. Make multiple DF readings along a line at right angles to the received signal. Average the results.
4. Listen while traveling in low country. Stop and take additional bearings if a signal is heard.
5. Try to bracket target from high points before attempting a detailed search.
6. Make notes of the quality of DF and the nature of surrounding terrain at each point as an aid for possible later data reevaluation.
7. Request assistance of other agencies (police, USFS, etc.) and private individuals for access as required.

Use multiple teams with radio communications between them for mutual triangulation.

PEOPLE ... In The NEWS

Northeast Region

At the recent Westover Cadet Sq. (Massachusetts Wing) awards banquet, Cadet Nancy Lemire was named the Outstanding Cadet for 1978. Cadet Kevin Welch was the recipient of a solo flight scholarship. . . . Cadet Carroll Gifford of the Downeast Patrol Comp. Sq. (Maine Wing) was named as cadet of the month recently. . . . Cadets and senior members of the Newport County Comp. Sq. (Rhode Island Wing) have completed Red Cross first aid training. They are: William Hagen, Kim Lopes, Annette Andrews, Robert Holmes, Brian Holmes, Bob Nesbitt, Thaddeus Blake, David Lenehan, John R. O'Neill Jr., and Steven A. Paiva.

Cadet Michael Flood has been named the outstanding cadet for the Stratford Eagles Comp. Sq. (Connecticut Wing). . . . Members of Pennsylvania Wing's Group 80 recently participated in the Eastern Winter Survival School. Capt. Steven Schwartz and Cadet Richard Graves, NEAT experts, were on the school staff along with cadet participants Beth Foster, Hugh Haughey, Joseph Rawski, Timothy Goodin, Pauline Blom, John Wirth, Carrie Houser and Patricia and Georgianne Mockbee.

Capt. Francis Romeo and 2nd Lt. Joseph Shupienis, members of the DuBois Gateway Comp. Sq. (Pennsylvania Wing) were recently given a flight orientation ride by Maj. Robert Johnson. . . . Capt. Tom O'Connell has been named commander for Binghamton Group, New York Wing. He succeeds Lt. Col. Herbert Unger. . . . Members of the South County Comp. Sq. (Rhode Island Wing) recently flew to Patrick AFB, Fla., for a tour of the space center there.

Middle East Region

Col. Joseph H. Rebman of the South Carolina Wing has been presented his certificate of retirement by Lt. Col. Bailey Boyd Jr. . . . First Lt. Al Gellately has been named commander of the Easton Comp. Sq. (Maryland Wing). . . . During award ceremonies at the

Portsmouth Comp. Sq. (Virginia Wing) 1st Lt. Alice Holmes was awarded the air search and rescue ribbon and Senior Member Tom Merz received his mission pilot wings. . . . Cadet Artis Carter of the Crescent Cities Cadet Sq. (National Capital Wing) has been named cadet of the quarter while Cadet William Armstrong was chosen as staff cadet of the quarter. Members of the Green Valley Comp. Sq. (West Virginia Wing) have started work on "project new look" the name given to the remodeling of the squadron's headquarters building. Cadets Tim Taylor, Stuart Pitt, Noel Fandino, Mike Cahill, Tim Pitt and Dean Taylor have all given of their time during the remodeling period.

Southeast Region

Two Florida Group Five members, Lt. Col. George Petit and Capt. Edgar Bergman, were honored at a dinner featured as "the gathering of eagles." Eagle certificates were awarded to the more than 100 early fliers assembled to commemorate the adventurous years of aviation's beginning. . . . Cadets from the Mid-Florida Cadet Sq. (Florida Wing) recently flew orientation flights with 1st Lt. Phil Ware as pilot. Cadets making the flights included William Sturgeon, Paul Borowsky, David Pettis, Debbie Pettis, Cynthia Whitmore, David Olds, Danny Olds, Russell Hoffman, and Jorge Del Rio.

At the annual Group 3 awards banquet (Florida Wing) Cadet Scott Taylor was named as the squadron cadet of the year along with Cadet Donald Dalrymple as duley of the year. . . . Cadet Denise Bueholz of the Tombigbee A.A. Comp. Sq. (Mississippi Wing) was recently named first place winner in an engineering contest sponsored by the Mississippi Engineering Society. . . . Chief Warrant Officer Ed Wolff, communications officer for the Pompano Beach Cadet Sq. (Florida Wing) recently passed the radio operator certificate of proficiency test. . . . Maj. Harry Criss has been named commander of Group 6, Florida Wing, succeeding Maj. James Mauney.

Great Lakes Region

Capt. James C. Gear has been named commander of Group 16, Illinois Wing, replacing Lt. Col. James Lalumendre. . . . Members of the Downers Grove Cadet Sq. (Illinois Wing) recently volunteered their services to their local public works department, digging out thirty fireplugs from large snowdrifts. . . . First Lt. Dale Gross has been named squadron chaplain for the Farmington Comp. Sq. (Michigan Wing).

North Central Region

Cadet Charles Lawhorn of Sunflower Comp. Sq. (Kansas Wing) has been named outstanding cadet of the year while Cadet Kelly De Sousa of McConnell Comp. Sq. was named as cadet sweetheart. . . . Group III, Missouri Wing, recently presented its first annual cadet of the year award to Cadet Shaun T. Zimmerman of the Capital City Comp. Sq. . . . Maj. Marion Rowland has been named commander of the newly formed Composite One Sq. in Kansas along with a promotion to lieutenant colonel.

Southwest Region

The Black Sheep Comp. Sq. (New Mexico Wing) was given an orientation flight in the New Mexico Air National Guard's C-131 recently. Twenty-one members participated in the exercise. . . . Capt. Luis Morales has been named commander of the Ellington Comp. Sq. (Texas Wing) succeeding Capt. Paul Renfro. Capt. Morales first joined CAP in Puerto Rico. . . . Group I, Arizona Wing, recently participated in a recruiting booth at Tucson's new community center's annual "world of wheels" event which donated space for the local squadrons. . . . Rear Admiral Corwin Mendenhall, U.S. Navy (Ret.), was the special guest speaker at the regular weekly meeting of the Vidor Comp. Sq. recently. He spoke on national defense and the advantages of a military career. . . . Lt. Col. Frank Battles of Texas' 7th

Group has received his diploma for completion of the Air War College associate program. . . . A drill in search and rescue turned into the real thing for seven members of the Colorado River Comp. Sq. (Arizona Wing) while attending a training session. Members participating in the search were Claude and Lorraine Anderson, William and Elaine Erickson, James Richardson, LeRoy Dillion and Verne Manson. . . . Thirty-five members of the Arizona Wing have completed a special search and rescue mission coordinator's course taught by instructors from the Air Force Rescue Coordination Center at Scott AFB, Ill.

Rocky Mountain Region

Capt. William Gentry, commander of Mile Hi Cadet Sq. (Colorado Wing) has awarded a certificate of appreciation to Capt. Kenneth A. Goss, USAFR, for his assistance with tours through military facilities and the new recruiting program set up for the squadron. . . . Cadet Kurt Haskett has been named honor cadet NCO of the year. Cadet Haskett is a member of Broomfield Cadet Sq. (Colorado Wing).

Pacific Region

Hickam Comp. Sq., (Hawaii Wing), has held an open house in conjunction with its first anniversary. Col. Thomas Regan, 15th Air Base Wing vice commander, was guest speaker. . . . At the recent awards banquet for Group 15 (California Wing) Cadet Oscar Garcia was named outstanding cadet of the year along with 1st Lt. Jesse Ochoa as outstanding senior member. . . . Eagle Senior Flight (California Wing) held a recent open house with displays of the unit's search and rescue equipment, communications equipment and CAP insignia dating from 1941 to the present. . . . Salesian Cadet Sq. (California Wing) has sponsored a cadet drill instructor's school held at the Marine Corps Recruit Depot in San Diego.

Company Honors Wing for Search Effort

GARDEN CITY, N.Y. — Richard I. Hornbeck, manager of General Electric's Air Transport Operation, recently presented a plaque to the New York Wing in recognition of the wing's "outstanding and extraordinary efforts" in a recent search for a missing charter plane carrying two company managers.

The plaque was accepted by Col. Roy Arroll, commander, and Col. Paul Halstead, former wing commander.

The search, called one of the most exhaustive of its kind in the history of aviation, took place in September and October. The missing plane was found Nov. 4 by Civil Air Patrol pilots. It had

crashed some 30 miles from its assumed flight path from Bridgeport, Conn., to Albany, N.Y. All on board were killed.

The victims of the Sept. 25, 1978, crash were General Electric executive James Heap of Trumbull, Conn.; and Leonard Schatz of Stratford, Conn.; and the pilot, Wayne Wilmette of Bridgeport, Conn.

The search was reported in the December 1978 issue of Civil Air Patrol News.

General Electric also donated \$7,500 to CAP. Each wing participating in the search, New York, Connecticut and Massachusetts, received \$2,500 a piece for their participation in the search.

Squadron Is First In Germany

ZWEIBRUCKEN AB, Germany — Germany's first Civil Air Patrol squadron received its charter here recently. Col. William L. Gibson, commander of the 26th Tactical Reconnaissance Wing, presented the charter to Capt. Richard Mulanax, commander of the Zweibrucken Cadet Sq., and Cadet Diane Saelens, cadet commander.

The unit is the sixth overseas CAP squadron and is presently made up of four senior members and 12 cadets.

The program in overseas areas is restricted to cadet programs. The squadron provides programs in aerospace education together with interesting and informative activities planned for the cadets.



IN APPRECIATION — Richard I. Hornbeck, manager of General Electric's Air Transport Operation, left, looks on with Col. Paul Halstead, past New York Wing commander, and Col. Roy Arroll, present wing commander, who holds a plaque presented to the wing by General Electric in recognition of its efforts in a recent search, as Lt. Col. George Liebner, reads a citation awarded to CAP by New York Gov. Hugh L. Carey.

Georgia Recruits New Squadrons

DOBBINS AFB, Ga. — The title of a recent movie, "One on One," could be used to summarize the Civil Air Patrol's basic recruiting philosophy, according to 1st Lt. Charles W. Martin, Georgia Wing Information officer.

One CAP member goes out and recruits another member, one at a time. This is the most basic form of recruiting and one of the most effective, but there are others. Georgia Wing, while preaching the "one on one" concept in every squadron, has

one other recruiting idea that is really running up the score. Georgia Wing believes that good things sometimes come in bunches.

While there are several good reasons for Georgia Wing's recruiting success, the biggest is

hard work. Several Georgia squadrons have conducted recruiting drives in shopping centers, put on displays at local fairs and festivals, and entered attractive Civil Air Patrol floats in hometown parades. Other squadrons meet frequently with various clubs and civic organizations to tell the CAP story. "One by one, they pay their dues and start asking questions about uniforms," reports Martin. "As long as we've got enthusiastic squadrons in Georgia, we'll continue to make progress in our recruiting efforts."

The commander of Georgia Wing, Lt. Col. Philip T. McLendon, while crediting Georgia's "one on one" recruiting success to squadron enthusiasm and hard work, says he has a very definite idea about how to recruit in large numbers.

"I think I agree with my neighbor, Col. Richard Leali, the Florida Wing commander, in my recruiting philosophy," he says. "The only way to recruit new members in large numbers is to recruit new squadrons. This is how we in Georgia have picked up our large numbers."

Georgia recently brought three new squadrons into the wing with a combined membership of more than 125. The largest of the new squadrons, the Gwinnett County Comp. Sq., has over 60 members, all of whom are officers with the Gwinnett County Police Department. The Gwinnett squadron has hopes of recruiting a large cadet membership in the spring when the cadet program becomes active.

McLendon points out that there is another very important part to his recruiting philosophy.

"Rather than just go out and recruit a new squadron and turn them loose, I believe it is much better to start the new units off as flights. This serves two functions. It gives the new unit a helping hand when it needs it most, and it creates a challenge for the squadron to which the new flight is attached."

As an added incentive in the wing recruiting program, McLendon has promised that, should Georgia Wing win the Project Launch prize of a new aircraft, the individual squadron which has recruited the most new members will be assigned the new aircraft.

Capt. R.C. Johnson, the wing Project Launch director said the wing plans to push hard during the spring and summer months to add to the growing list of new members. Johnson spoke to the Georgia squadron commanders at a recent conference and urged unit commanders, Project Launch directors and information officers to work together and renew their recruiting efforts.

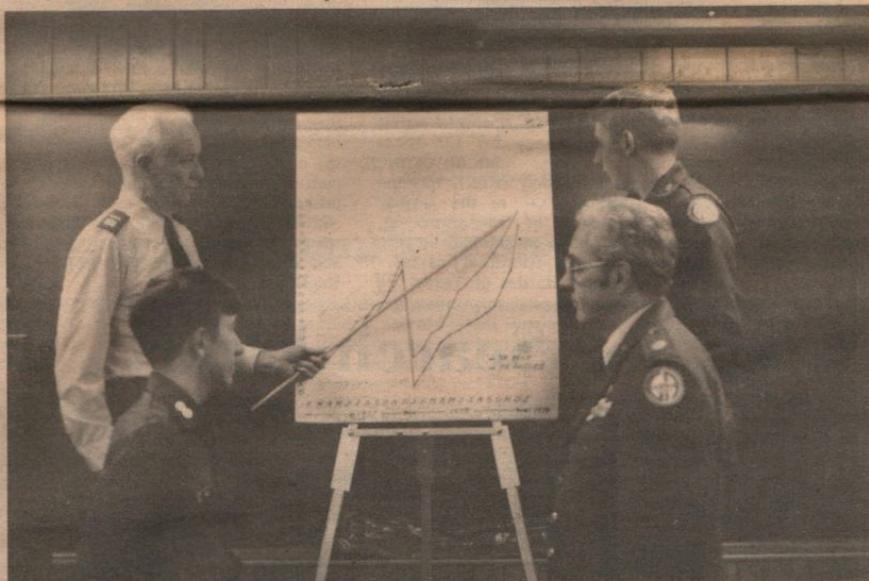
Johnson is working closely with the wing office of information in his recruiting plans, and Martin has produced a 30-second radio spot to promote the recruiting drive. The tape is available to all Georgia squadrons free of charge.

"There is really no secret to Georgia's recruiting success," says Martin. "Georgia is simply putting ideas into action."

"If there is a special ingredient that makes it all work," McLendon adds, "it would have to be enthusiasm. We've got a lot of that in our wing, and that's what makes Georgia such a great wing."



CADET DISPLAY — Georgia Wing cadets show some of the CAP pamphlets and brochures they obtained from National Headquarters for use in their recruiting drive.



GRAPHIC GAINS — Capt. R.C. Johnson, Georgia Wing's Project Launch director, left, shows the results of the wing's recruiting drive to Cadets Robert Noble, second from left, and John Haver, right rear, both of Atlanta 2 Comp. Sq., and Lt. Col. Philip T. McLendon, Georgia Wing commander, right front.

Leadership Course Delayed

MAXWELL AFB, Ala. — Brig. Gen. Paul E. Gardner, USAF, executive director of Civil Air Patrol, has announced that the next class of the Aerospace Education Leadership Development Course (AELDC), previously scheduled for July 1979, will be delayed until July 1980.

This action has been necessitated by a major dormitory renovation project at Maxwell AFB, which will make it impossible to accommodate course students at the scheduled

time. In fact, the Air Force has been forced to plan for off-base contract housing for Air Force officers attending Air University professional schools in 1979.

A search for potential alternate sites, either military or civilian, was not successful. The two major reasons for this were the costs to the Air Force to send the course staff and instructors to another site for an extended period, and the significantly increased costs for room and board to students of the course.

Gen. Gardner stressed that he has a high regard for the quality of the course and has every intention of supporting its continuation in future years. He has already initiated action designed to obtain a firm commitment for the Maxwell AFB site for July 1980. He further stated that he was not sure as to the long-range effect of this disruption in course continuity, but urged that everyone, both CAP and CAP-USAF, make every effort to minimize any adverse effect and give all possible support to the 1980 plan.

Wyoming Unit 'Going Places'

DOUGLAS, Wyo. — The Douglas Comp. Sq. (Wyoming Wing) is only two months old, but "we are already going places," says Capt. Betty Cash, commander.

The squadron has only three members with past CAP experience and is helped by a wing staff member who lives in the area.

"So far two members have passed the test for communications rating, four cadets have taken their first achievement test, three seniors have taken parts one and two of the emergency services tests. Seven seniors plan to attend a flight clinic at wing headquarters. Five of them are pilots, of whom four own aircraft. The cadets are planning activities to include cadets from three other squadrons."

The squadron still doesn't have a permanent meeting place and is now using a room at the local library that has to be reserved each week. The files are in two cardboard boxes and the regulations and manuals in notebooks that have to be transported to each meeting.

"We have set several goals for ourselves, which include orientation flights and summer encampments for all cadets, complete training and check

flights for pilots, complete training for observers and train one ground search team, all before summer," says Cash. "We will make it."