



CAP Rescues Seven Persons In February

MAXWELL AFB, Ala. — Civil Air Patrol members added seven more rescues in mid-February to the list.

A heavy snowfall in Utah set the stage for three of CAP's latest rescues. Personnel from the Utah National Guard went into action when the local sheriff's office reported three snowmobilers were stranded in the heavy snow.

Member Steve Cowley of the 1st Valley Comp. Sq. spotted the snowmobile shortly after takeoff. It had been abandoned, but there were fresh tracks leading away. The CAP pilot returned to the airport where he transferred to a sheriff's department helicopter and directed it to the snowmobile.

They picked up the three snowmobilers in good condition when they were picked up near Mt. Terral, Utah, and took them to the Richfield, Utah, airport.

During the early morning of Valentine's Day, the North Carolina Wing was alerted that

an aircraft with six persons on board was missing on a flight from Bedford, Mass., to the Raleigh-Durham Airport, N.C. The last known position of the airlift was near the Raleigh-Durham Airport where radar contact was lost.

North Carolina CAP units joined the Coast Guard and civil authorities in the search. The downed aircraft was located in a densely wooded area two and one-half miles from the approach end of the runway. Two persons were recovered and taken to the Raleigh Hospital, but four persons were dead when the rescue teams arrived on the scene.

California CAP ground teams recorded a save Feb. 13 when they used handheld direction finders to locate a crashed aircraft north of Ontario, Calif.

After receiving a call for assistance from the San Bernardino County sheriff, the CAP ground teams pinpointed the location and directed a helicopter to the crash site. One person was found alive and rushed to a San (See SEVEN, Page 2)



POSTER CHILD—Denise Marie Nankivell, 5, March of Dimes poster child, poses with Cadets Mike Riker, left, Ray Allen and Joseph Collins of the Gemini II Cadet Sq. (National Capital Wing). Squadron members have been associated with the Washington, D.C. March of Dimes Walkathon for several years, conducting registration of participants and staffing check points along the 25-mile course and managing the concluding ceremony of the Walkathon.

Features of Insurance Coverage Outlined

Civil Air Patrol has a sound insurance program. Under the bylaws of the corporation, this national insurance program is planned and controlled through

the Civil Air Patrol National Insurance Committee.

This Committee studies the insurance program, reviews costs and requirements annually, con-

siders suggestions and complaints, and assists the National Board and the National Executive Committee in establishing policy and insurance matters.

Basically, the Civil Air Patrol insurance program provides the following insurance paid by the corporation:

1. Comprehensive liability coverage — automobiles, watercraft, products, contract liability

and there is also coverage against libel, slander, defamation and malicious prosecution.

2. Aircraft liability.
3. Mandatory aircraft hull insurance on aircraft nationally financed under the "New Aircraft Buy Program."
4. Cadet accident insurance.
5. Senior member accident insurance.
6. Fidelity bond.

The corporation is the named

insured in the liability policies but coverage has been extended to any member of Civil Air Patrol while acting within the scope of his duties as a member of and on behalf of Civil Air Patrol. Under the comprehensive liability coverage, protection against third party claims is furnished for all normal CAP activities. For example, if a guest were injured at a regular CAP

(See DETAILS, Page 2)

Correction 1977 WEEP Results

(March, Pages 8-9, Civil Air Patrol News)

After publication of final WEEP results, a recheck of data by the responsible office revealed that the semiannual Vehicle Status Report under Item 10 of the WEEP criteria, had been received from Tennessee and Connecticut prior to the deadline, but credit for their submission had been inadvertently omitted.

Recomputation of WEEP results to credit 250 points to Tennessee and Connecticut caused the following changes in WEEP standings:

Wing Relative Standings

Tennessee	From 5 to 4
West Virginia	4 to 5
Connecticut	45 to 42
Alaska	42 to 43
Ohio	43 to 44
New York	44 to 45

Region Relative Standings

Northeast	From 6 to 5
Southwest	5 to 6

Patrol Members Also Need Saving

MAXWELL AFB, Ala.—Flying a light aircraft in the rugged, mountainous terrain of Colorado and Wyoming can be extremely hazardous even for highly trained professional pilots.

A hectic two-day period in late February by Civil Air Patrol volunteers shows how hazardous it can be. While conducting search missions for four missing aircraft, Colorado and Wyoming CAP members also rescued three of their own people who had trouble during the search missions.

A CAP pilot, en route from Steamboat Springs, Colo., to Laramie, Wyo., after taking part in a search effort for a downed aircraft Feb. 27, ran into a heavy snow storm and crashed near Elk Mountain, Wyo.

Colorado CAP personnel, responding to an alert from the

Air Force Rescue Coordination Center, used hand-held direction finders to pinpoint the emergency locator transmitter (ELT) signal from the downed aircraft. The pilot, suffering only minor cuts and bruises, was picked up by ground vehicles at 3 a.m. the next morning.

A CAP pilot and observer, engaged in an airborne search near Kremmling, Colo., crashed Feb. 28. Twenty minutes after the plane went down, CAP Capt. David W. Olson of the Thunder Mountain Comp. Sq. (Colorado Wing) picked up the ELT signal, which had been activated on impact.

The CAP aircrew spotted a flare signal from the downed aircraft and flew cover while the two men were picked up by a helicopter crew from Rocky

Mountain Helo. The men were not injured in the crash.

Colorado CAP members were credited with the three saves. The saves bring to 15 the number of people saved by CAP during the first two months of 1978.

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Details of CAP Insurance Outlined

(Continued from Page 1)

meeting due to a CAP member's negligence, the policy would protect the CAP and the member from a claim for damages by the guest. Under the automobile liability coverage if a CAP member were driving a CAP vehicle on CAP business, and an accident occurred, damaging a second vehicle, the cause of the accident being the CAP member's fault, the CAP insurance would be obligated to pay for the damage to the second car and for any injuries sustained by the occupants of that car.

However, Civil Air Patrol carries no comprehensive or collision insurance on vehicles. Therefore, if a CAP vehicle is damaged there is no coverage to repair or replace it. Similarly, if a CAP member were injured,

coverage would be limited. Specific coverages for CAP members will be discussed later.

As with any insurance contract, there are certain limitations. The policy will not apply if:

1. A CAP member enters into any contract or agreement which contains an assumption of liability clause or a hold harmless agreement.

2. There is no coverage if the CAP member uses watercraft owned by the corporation for transportation of another person for a fee or if a CAP member were to rent such watercraft to others.

3. There is no coverage for bodily injury, sickness, disease or death of any employee while engaged in the duties of his employment, or any obligation for which the insured or any company as his insurer may be held

liable under any workmen's compensation law.

4. Coverage for liability arising from injury to or destruction of property owned, rented, occupied, or used by or in the care, custody and control of the CAP, or carried in or on any aircraft, automobile, watercraft, or any other vehicle insured under this policy is limited.

Individuals are covered under the CAP public liability policy except when they are operating their own equipment on a CAP activity without personal liability insurance.

The corporation is protected for all authorized activities, for operation of corporate equipment, and when non-CAP owned equipment is operated on CAP activities. This is fully discussed in CAP Regulation 900-5.

The aircraft liability policy coverage meets all United States

Air Force insurance requirements for use of Air Force facilities. This does not authorize use of Air Force facilities until all other regulation requirements have been met.

The aircraft liability policy covers operation of CAP owned, leased, rented or loaned aircraft and the operation of non-CAP aircraft on CAP approved missions as far as protection of the corporation is concerned. Individual CAP members are covered when operating CAP aircraft on CAP authorized missions; however, when operating their own or other non-CAP aircraft they must have a certificate of insurance on file with the authorized agent, Turner-Weaver & Company, P.O. Box 6010, Nashville, Tenn. 37212. Civil Air Patrol Regulation 900-5 is being revised to highlight this change. This certificate must indicate that the CAP member carries a public liability policy. The CAP insurance then acts as excess coverage over and above their personal coverage.

There are limitations to this policy also. They include: assumed liability, intentional destruction or injury of property in the care and control of CAP members and loss of use of property. CAP members are not covered when operating any equipment for an unauthorized purpose or when carrying passengers for hire or otherwise using CAP aircraft for hire or reward. A good example of this is the "penny-a-pound" rides.

CAP members are not covered if they are operating an aircraft in violation of the pilot's certificate or the aircraft certificate nor are they covered when giving student instruction except when all requirements are met. These requirements will be fully outlined in CAPR 900-5. The insurance does not cover closed course racing, crop dusting, spraying, seeding, hunting, bird or fowl herding.

CAP sponsorship of airshows is not permitted. This does not preclude operation of concession stands at airshows sponsored and conducted wholly by agencies and organizations other than CAP when approved by National Headquarters.

The accident insurance for cadets is explained fully in CAPR 900-5. The coverage begins when the cadet is accepted for membership. The cadet must be under the direction or supervision of a CAP senior officer to be covered under the cadet accident insurance policy. Unlike the senior member accident policy, the cadet policy has certain medical benefits up to \$2,000 for hospital charges for room and board and cost of operating room and fees of physicians and surgeons, and other related medical expenses.

All senior members are provided a \$1,000 accidental death policy by the corporation. There has been a great deal of misunderstanding concerning this coverage. There are no benefits for medical coverage with this policy. It provides coverage for accidental death and dismemberment only. However, the corporation provides a group accident policy to members at **THEIR OWN EXPENSE**. This policy provides benefits for

death, dismemberment and medical expenses. CAPR 900-8 has been published outlining both of these programs in detail.

CAP senior members **ONLY** are covered under the Federal Employees' Compensation Act while participating in Air Force authorized and directed search and rescue missions during the time limits of the mission. These claims are adjudicated by the Department of Labor and the amount of compensation is determined by public law as adjudicated by that department. CAPR 112-8 explains the coverage in detail.

The Air Force has also followed a policy of accepting claims from third parties which arise from Air Force authorized and directed missions under a limited administrative authority of the Secretary of the Air Force. This authority does not create liability, it only permits the Secretary to pay certain claims when he finds they have arisen from a USAF authorized and directed activity.

It should be emphasized that the corporation is protected against its legal liability by insurance. This insurance does not extend to cover any member's legal liability arising out of claims not in performance of his duties as a member of and on behalf of Civil Air Patrol.

For example, if a senior member were driving a CAP-owned vehicle to his regular place of employment and was involved in an accident, due to his negligence, the corporation's policy would not protect him.

Again, Civil Air Patrol does not carry physical damage insurance on automobiles, watercraft, aircraft or the equipment owned by members or others and individuals using their privately owned equipment in Civil Air Patrol activities **DO SO AT THEIR OWN RISK**.

Civil Air Patrol carries insurance for its protection as a corporation. Certain benefits are extended to members, but as in all areas of life, each member should have a sound personal insurance program.

In the past various CAP members and units have queried the Headquarters about the policy limits, i.e., the dollar amount of coverage. If wing commanders or their legal officers submit a request in writing to National Headquarters/JA, copies of policies including policy limits may be furnished. These policies should, however, be restricted to proper and responsible CAP Individuals. Certificates of insurance for CAP activities may be requested from the agent, Turner-Weaver and Company. These certificates may be given to organizations and individuals outside CAP who require proof of insurance as a condition of CAP activities, i.e., leasing a building, or holding a CAP activity on someone's property.

This article as well as the insurance regulations have been written to aid CAP members in understanding the insurance program. Assistance is available in special situations by writing the National Headquarters/JA or by writing the agent, Turner-Weaver and Company. In many instances, the wing legal officer is well versed in insurance matters and may be able to answer questions in unusual situations.



SCHOLARSHIP DONATION—Edward C. Marriott, president of the Air Force Association of Colorado, left, presents a check for two full scholarships to the Civil Air Patrol's National Leadership Development Course on Aerospace Education to USAF Col. E.J. Zulauf, commander of CAP-USAF Rocky Mountain Liaison Region, as Noel A. Bullock, director of aerospace education for the Rocky Mountain Region, looks on. The Colorado Air Force Association has been an active supporter of the CAP course. This year the check is for \$764.

Letter Tells About Mission

MAXWELL AFB, Ala. — Have you or some of your people experienced problems getting time off from your job to participate in emergency services missions? It is understandable how an employer might be reluctant to give time off if a member is called on frequently or if the employer does not fully understand

the CAP missions.

To assist in such situations, officials at CAP National Headquarters have announced that letters will be sent upon request to employers of CAP members who must frequently request time off for emergency essential CAP duties. The purpose of the letter will be to explain the CAP

mission and to thank the employer for his contribution to the community by allowing his employee(s) time off to participate.

Letters will be sent to private business firms only, since administrative leave for government employees is governed by agency regulations and is not necessarily at the option of the supervisor.

Requests for employer assistance letters should be addressed to Civil Air Patrol National Headquarters (DPH), Maxwell AFB, Ala. 36112.

Please be sure to include all information necessary to prepare the letter such as employer's (supervisor's) name, job title and name of the company. Also, care should be exercised to insure that the company's name, supervisor's name, etc., is correctly spelled. Nothing detracts from a personalized letter more than an incorrect name, job title, etc.

Seven Persons Rescued From Mountain Snow

(Continued from Page 1)

Bernardino hospital. Three people died in the crash.

Wyoming Wing members recorded a save Feb. 20 when they located a downed aircraft near Casper, Wyo.

The missions started when the Air Force Rescue Coordination Center alerted CAP that the Casper control tower had lost radar contact with an aircraft carrying seven persons. It was en

route from Casper to Douglas, Wyo.

Approximately 45 minutes after launching, the CAP aircrew spotted the crashed aircraft about 23 miles east of Casper. A ground team from the sheriff's office went to the site and found a 13-year-old boy still alive. They took him to the Trona County Memorial Hospital. Six persons died in the crash.

8,000 Miles Flown In Boston Bloodlift



GOVERNOR PRESENTS AWARD—Dixie Lee Ray, left, governor of Washington, presents the Gen. Carl A. Spaatz Award to Cadet Cary D. Bassini, Yakima Comp. Sq. (Washington Wing) at special ceremonies in her office in Olympia. Bassini is a CAP member of eight years standing who is currently a sophomore at Yakima Valley College. (USAF Photo)

LEBANON, N.H. — "Civil Air Patrol crews flew 8,000 miles in the five days of the recent Boston bloodlift," said Lt. Col. Calvin Stiles, operations officer of the New Hampshire Wing. "That equals one-third of the distance around the earth."

The relief operation was launched on Tuesday evening, Feb. 7, at the request of the New England Director of the American Red Cross. Initial CAP participation was limited to the ground transportation of medical personnel.

On Wednesday CAP crews transported 565 pounds of blood to Boston's Logan International Airport from New York City, Syracuse, N.Y., and Norfolk, Va.

After they had unloaded their cargo at Logan, one of the CAP crews flew a serviceman to Portland, Maine, where a Maine CAP officer in his radio-equipped private car met the serviceman and drove him to his home in Gorham, Maine, for emergency leave.

Late Thursday morning, New Hampshire CAP officials were asked to provide "the fastest available aircraft" to fly a

vitaly-needed blood supply from Boston to Portland, Maine. The mission was accomplished by a CAP member, using his private aircraft.

Later on Thursday CAP aircrews transported an additional 350 pounds of blood from Norfolk, Va., to Boston.

That same day the New Hampshire Wing was asked to move 1,300 pounds of dry ice from Portland to snowbound Boston, where it was used to preserve medical supplies. "I felt we were carrying coals to Newcastle," said one pilot of the flight.

After discharging their cargo at Logan Airport, one of the two CAP aircrews assigned to the operation flew two stranded servicemen from Boston to their homes in Jaffrey, N.H.

On Friday New Hampshire Wing officials were asked to transport two separate groups of medical personnel from Washington, D.C., and Harrisburg, Pa., to Boston.

Further missions in New Hampshire were limited to providing communications support for Massachusetts Wing.

Stiles is the West Lebanon, N.H., resident who directed the wing's search and rescue effort on behalf of the storm-bound city of Boston. He recently completed his final assessment of his organization's participation in the disaster relief operation.

According to Stiles, 34 CAP members were active in the wing's part of the relief mission. Of these, 17 were assigned to aircrews. Ten others maintained radio communications between CAP officials in New Hampshire and their counterparts in Massachusetts. They also operated a radio link between the mission coordinator and the aircraft under his direction. Seven persons served in various other roles, including communications and ground support.

The aircrews were aloft for a total of 77.95 hours and completed 19 separate assignments, using five CAP aircraft and three light planes provided by individual CAP members.

Two CAP member-owned four-wheel drive vehicles were used to transport hospital personnel to and from work in the coastal area of New Hampshire.

Hawaiian Cadets Visit Naval Station

BARBERS POINT NAS, Hawaii — Some 23 Civil Air Patrol cadets from the Ewa Comp. Sq. (Hawaii Wing) toured a Navy aviation squadron here recently.

The morning tour hosted by Navy Lt. David Rolf, duty officer, featured a flight suit drill that pitted three cadets against each other in a race to see who could first get into the many-zippered flight suit paraphernalia that is used daily by the squadron's jet pilots.

All the gear, including the survival vest, weighs about 45

pounds and has 12 zippers.

The cadets were also treated to some super 8mm home movies taken during one of the jet missions.

Although most of the cadets have soloed in light aircraft they still seemed genuinely fascinated by the cockpits of both the helicopter and the Skyhawk jet, according to the tour guides. Lt. (j.g.) Don Stell, hosting the helo tour, even took the cadets to the top of the giant aircraft to look at the inner workings of the rotor system.

—From The Pointer, Barbers Point Naval Air Station, Hawaii.



COALS TO NEWCASTLE—That's what it felt like for Capt. Stephen L. DenHartog, left, and 1st Lt. Stanley D. Dunten, members of the Lebanon Sr. Sq. (New Hampshire Wing), when they recently prepared to fly 1,300 pounds of dry ice from Portland, Maine, to snowbound Boston, where it was required for medical purposes. (Photo by J.B. Watson)

S M I L L I N' J A C K S

AERO-ASTRO ANSWERS (65)

FAT STUFF, THAT HILLER HORNET RAM JET FLEW IN THE EARLY FIFTIES!

FLYIN' FACTS

HILLER HORNET

ZACK MOSLEY

IT HAD TWO HAND CONTROLS AND LESS PANEL INSTRUMENTS THAN MOST AUTOS!

IT WAS POWERED BY TWO RAM JET ENGINES ON THE ROTOR TIPS! EACH ENGINE WEIGHED ONLY ELEVEN POUNDS!

A PIONEER AVIATOR, BERT KRUEGER, STUART, FLA., BOUGHT ONE SURPLUS, ASSEMBLED IT AND TAUGHT HIMSELF HOW TO FLY IT!

LATER, WHILE MAKING A LANDING AT A CIVIL AIR PATROL AIR SHOW A STRONG GUST OF WIND CRASHED IT!

ONE ENGINE "FLEW" INTO A NEARBY CANAL!

LUCKILY NO ONE WAS HURT!

NEXT WEEK:

WHAT TYPE OF PLANES DID THE AVG FLYIN' TIGERS FLY IN CHINA BEFORE W.W. II?

ASKED BY FRED GEIGER.

BAYONNE, N.J.

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National Commander's Comments

Course Revitalizes Education

By THOMAS C. CASADAY
Brigadier General, CAP
National Commander

As many of you know, in June of 1977, Civil Air Patrol presented the first Aerospace Education Leadership Development Course (AELDC). This course was the "brain child" of the Aerospace Education Dep-



utate at National Headquarters, and it was researched, developed and instituted by the personnel of that deputate.

Designed to revitalize aerospace education nationwide, the timely material, issues and areas covered were right on target.

This four-week course was patterned after the Air University seminar-discussion technique, reinforced by outstanding speakers with an expertise in the area being covered. Ample time periods were provided for self-study to allow students to delve deeper into the materials furnished

and to develop their personal plans of action for revitalizing aerospace education in their home locales.

The results of AELDC-77 were nothing less than phenomenal. The end-of-course critiques were overwhelmingly enthusiastic about both the course and the materials presented. These critiques also served as a useful vehicle for formulating changes to make this year's course even more stimulating.

The staff of the AELDC has been looking at new ideas for changes in content, to include an internship type program for returning AELDC-77 students, as well as the basic course. Several options for the second year course have been advanced.

Option 1 would allow returning students to assist the course director in determining aerospace issues, to engage in research and writing to develop the issue area, and to have this issue presented to the course with full credit to the scholar.

Option 2 would involve returning students in leadership

roles such as helping to structure some of the course elements and helping to supervise and run certain segments of the course.

Option 3 would involve research, writing, visual development and testing new instructional materials for use in aerospace classrooms in our nation's schools.

Plans for the 1978 AELDC are well under way. A number of registrations are already in and more are coming in each day. The course will be held July 9-29 at Maxwell AFB, Ala.

We look forward to another session providing a curriculum designed to develop aerospace leadership skills, knowledge of aerospace issues and a personal commitment to address these issues and to make the general public aware of the vital role which aerospace plays in all of our lives.

Included in the graduates of AELDC-77 were the following Civil Air Patrol Aerospace Education personnel: Lt. Col. Dorothy P. Warren, DCS for Aerospace Education, Southwest Region; Lt. Col. Rita

M. Bailey, DAE, Pennsylvania Wing; Maj. Phillip Basham, DAE, Kentucky Wing; Maj. Richard G. DeWeese, DAE, Arizona Wing; Capt. Harry P. Hicks Jr., DAE, Texas Wing; Capt. Kaye I. Mellert, DAE, South Carolina Wing; Capt. Jule D. Zumwalt, DAE, California Wing and Capt. Loretta E. Santagata, DAE, Rhode Island Wing.

For many years we have been talking about improving aerospace education within CAP. Here are seven wings and one region that have stopped talking and are doing something to get this essential program moving. The personal plans of action developed by each of these CAP staff members is aimed at improving aerospace education in their units.

The ultimate would be for the DAE from every wing in Civil Air Patrol and the DCS from every region to attend this course. I strongly urge that all wings and regions get behind the '78 AELDC and send their staff members to this outstanding course this summer.

CAP's Young People Are 'One Step Above'

The following article was submitted by a squadron commander with the New York Wing in praise of the young people in the Civil Air Patrol.

My seven years in the Civil Air Patrol have been enough to show me that there are differences in American boys and girls. The successful young person who becomes devoted and progresses in the program is a step above

the ones who drop out for one reason or another.

I have been a squadron commander for almost five years and my wife has worked with me as an administrative officer for nearly as long. During that time we have seen many boys and girls stop by to visit and consider CAP membership. Of them, perhaps 20 per cent elect to join.

One reason more do not join is

the haircut requirement. This is completely impossible for me to understand, but it is most certainly a fact of life that, rather than risk the ridicule of their friends and classmates, many choose not to join.

It has been a long time since I was a member of the high school crowd, but I find it difficult to remember how peer pressure can overshadow what a person really wants to do.

Another factor in some of the boys and girls is their inability to take military discipline, especially from cadet officers. I attribute that to the immaturity of the younger cadets who just cannot stand at attention without moving.

But some as old as 16 or 17 also just cannot stand at attention and seem to resent orders by their superior cadet officers. This type of boy or girl either is in continual trouble or soon drops out.

When we interview older boys and girls who want to join CAP, we always warn them that one of the problems they will have to face is taking orders from cadets who are their age or possibly younger than they are.

Now after natural attrition was weeded out most of the non-CAP types, we have left what we describe as that group of boys and girls who are "just one step above the others."

In our squadron, the seniors who chaperone the weekends at

the air base find it is mainly a weekend of little to do. Our cadet officers and staff plan the weekend program and conduct the activities with a minimum of advisement by the seniors. They set up their own disciplinary rules and regulations with the approval of the seniors and enforce them accordingly.

Surprisingly, there is little horseplay, perhaps because there is ample time for recreation in the schedule. A few weeks ago, we took 21 cadets for a weekend at the air base and were ex-

tremely proud of the way they conducted themselves.

They did have a long game of touch football in the afternoon and a couple of hours of basketball and dodge ball in the base gymnasium on Saturday evening to help them work off excess energy.

It wasn't a weekend of all work.

We find our work with CAP, and with the cadets in particular, a most rewarding experience and are proud to be associated with them.



SIMULATED VICTIM—Cadet Charles McDermott, left, Ralph Bejar and Scott Davis of the West Miami Cadet Sq. (Florida Wing) practice giving first aid to squadron mate Cadet Tom Conard at a recent bivouac in the Everglades National Park.



CIVIL AIR PATROL

NEWS



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Civil Air Patrol News is an official publication of Civil Air Patrol, a private benevolent corporation which is also an auxiliary of the United States Air Force. It is published monthly at Headquarters, Civil Air Patrol-U.S. Air Force/OI, Building 714, Maxwell AFB, Ala. 36112.
 Opinions expressed herein do not necessarily represent those of the U.S. Air Force or any of its departments, nor of the Civil Air Patrol Corporation.
 Editorial copy should be sent to: HQ, CAP-USAF/OIIN, Editor, Civil Air Patrol News, Maxwell AFB, Ala. 36112.
 Civil Air Patrol News does not publish any commercial advertising. However, it does publish official notices from its own Education Materials Center (Bookstore) and CAP Supply Depot.
 Published by mail subscription at \$2 per year. Civil Air Patrol membership includes subscription dues.
 Second class postage paid at Montgomery, Ala. 36104.
 Postmaster: Please send Form 3579 to HQ, CAP-USAF/DPD, Maxwell AFB, Ala. 36112.

VOLUME 10, NUMBER 4 **APRIL 1978**

Executive Director's Comments

Conserve Essential Resources

By PAUL E. GARDNER
Brigadier General, USAF
Executive Director, CAP

In recent years, Civil Air Patrol, like other organizations, has been faced with the problem of performing its mission with fewer dollars in purchasing power due to inflation. Therefore, we must conserve and do more with less to insure continuation of CAP's ability to effectively perform its missions. Whether we call it financial management, resource conservation or just common sense, prudent use of our resources is essential.

Throughout Civil Air Patrol conservation is every individual's responsibility. No matter what your position may



be, cadet or senior member, personnel officer or wing commander, you are personally responsible for the effective use of CAP resources. Your personal concern for control and use of CAP's assets is the only way we can assure its missions will not be jeopardized by a serious lack of resources when there's a job to do.

The contributions of individual cadet and senior members are vitally important. The turning off of lights and equipment not in use, and maintaining recommended heating and cooling temperatures are simple measures which can provide significant savings. In every position there are areas for potential savings and we must seek these savings.

Conservation is to the squadron commander, as to each of us, a means of insuring the greatest return for each dollar. It demands an accurate inventory of everything ser-

viceable. These management actions are especially necessary in the case of CAP automobiles, where insurance charges are continued whether or not the vehicle is operational.

For these same reasons the commander is vitally concerned with the cost of operating unit aircraft. He must insure that the true cost of aircraft operations is clearly recognized and that adequate charges are made to cover daily maintenance, inspections and engine overhauls, as well as the basic gas and oil charges.

Conservation of resources at higher levels differs from squadron level only in degree. Wing and region commanders are concerned with many airplanes and hundreds of vehicles. They must stress conservation not only within their headquarters but within each of their subordinate units.

Our concern with conserving Civil Air Patrol resources in-

cludes those assets generated by your dues and contributions as well as that gained from DOD surpluses and from state appropriations. We consider dues of individual members as the financial backbone of Civil Air Patrol's operating budgets.

During Fiscal Year 1977 these dues and contributions of members represented 90 percent of the National Headquarters' income. Rest assured that we are keenly aware of your monetary investment in Civil Air Patrol and work diligently to make the best use of this resource.

To summarize, resource conservation is an essential part of financial management and financial management is a never-ending responsibility. I solicit your wholehearted support to help insure the continued success of Civil Air Patrol missions through your personal concern and involvement.

Computer Aids In Search For Missing Pilot and Plane

MINNEAPOLIS, Minn. — Using information retrieved from computers at the FAA Air Route Traffic Control Center in Farmington, Minn., 1st Lt. William R. Carnes, emergency services officer of the Minnesota Wing, was able to locate the crash site

of a twin-engine aircraft atop a 2,900-foot butte in North Dakota, 300 miles beyond the aircraft's destination of Fargo, N.D.

The pilot, Paul Hummel, 36, of Fargo, had not filed a flight plan for his 2 a.m. flight home from Eveleth, Minn., Feb. 8.

When notified in the early morning hours that the aircraft was missing, 40 Minnesota CAP members, using 25 aircraft, began a three-day search of 11,000 square miles of northern Minnesota wilderness.

Then, interviewing the pilot's brother Carnes theorized that Hummel may have fallen asleep after setting the aircraft on automatic pilot. Carnes estimated how far the plane would have traveled with the fuel on board and asked the FAA to retrieve and review data in its computerized system.

FAA officials discovered that an unidentified aircraft had overflowed Fargo at the approximate time that Hummel should have arrived. With that information Carnes picked a likely crash site and asked the Air Force Rescue Coordinator Center at Scott AFB, Ill., to shift the search headquarters to that location.

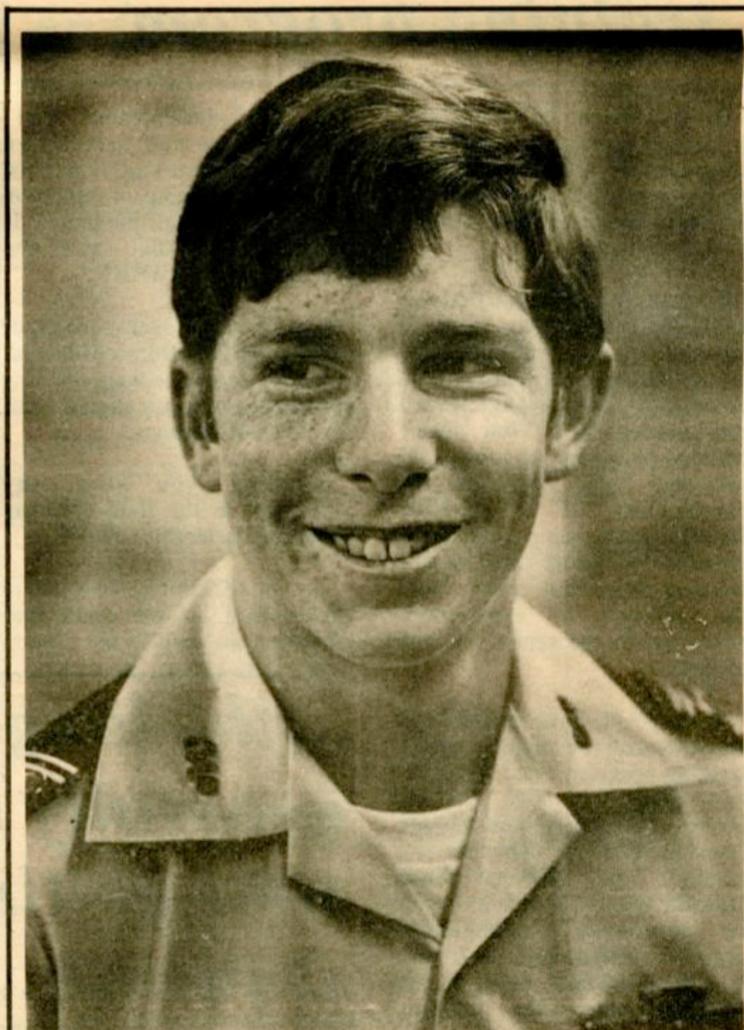
Shortly an ELT signal was picked up in a rugged area five miles northwest of Amidon, N.D. A snow storm hampered the efforts of North Dakota CAP search teams, but an Air Force helicopter sighted the wreckage Feb. 14 in almost the exact position suggested by Carnes' estimates.

The pilot, who was found dead at the scene, had been thrown clear of the wreckage.

The search covered a total of 16,000 square miles of North Dakota and Minnesota.



ELT FIND—Cadet James D. Beall, cadet commander of the Tyler Cadet Sq. (Texas Wing), demonstrates the emergency locator transmitter (ELT) direction finder with which a cadet ground team made an ELT find in Texas without aid from aircraft. Cadets Steve Emmons, Tom Belleville and Capt. J.R. Brown were on the team searching for an aircraft that crashed after takeoff from the Teague, Tex., airport.



ACADEMY BOUND—Cadet John B. Norton, 17, of the Hayward Comp. Sq. 156 (California Wing) has received a Presidential appointment to the Air Force Academy. He will report in the summer. Norton is cadet commander of his squadron and attended the CAP summer session at the Academy last July. He says, "With Civil Air Patrol's support, training and preparation, I found the motivation and dedication I needed to pursue my goal of going to the Air Force Academy."

Senior Training

Upgraded And Stabilized

Following is the text of an interview with Col. Matthew H. Peach, deputy chief of staff for Training at National Headquarters. Lt. Col. Herbert A. Babb, director of Information, conducted the interview.

QUESTION— Well, sir, maybe a good way to get into this discussion is to ask you: How's business in the training shop? I almost said "new training shop," because yours is still a relatively new office, compared to some others the field has dealt with for years.

ANSWER—Herb, as you know, any training function is a fairly constant and never-ending job, and we have a lot to do in both cadet and senior training.

You mentioned the squadron leadership school, and that brings us to the subject of this interview. The squadron leadership school is the newest addition to senior training, and I know a lot of members would like to know more about it. Just how long have we had these schools going?

A—Well, the concept really began before my time in CAP. Activities called "squadron commander's courses" had been operating on both coasts for several years without any guidance from this headquarters.

Late in 1976, increasing requests from the field, plus a recommendation from a National Headquarters organiza-

A—Last summer we distributed a background paper on the squadron leadership school to all commanders and senior program staff officers.

In the paper we applied the basic principles of instructional systems development to formulation of squadron leadership school objectives and curriculum, and asked for opinions and ideas from the field.

We also discussed squadron leadership schools at the senior training seminar during the National Board meeting in Atlanta. A strong majority of CAP command and training staff people prefer a two-day school, held on a weekend.

From our observations, the most efficient, best attended schools have been those which began on a Saturday morning and ended mid-Sunday afternoon. This is not to say that the longer schools are ineffective. It's just that longer schools generally have a hard time getting enough students to make it worthwhile. Also, since the longer efforts have been operated at one place in a region, some wings have been poorly represented because of distance problems.

Q—Just what objectives do you have for a squadron leadership school, as you have collected them from the members?

A—The first time I heard the idea discussed, here and in the wings and regions, I repeatedly heard the expression that "what we need is a school for new CAP squadron commanders and staff personnel on the 'nuts and bolts' of how to operate a CAP squadron."

Obviously, with such a need, in the short time available and with thousands of seniors to be trained and upgraded, there isn't time enough for transactional analysis, sensitivity education, management by objectives and

Q—Colonel, let me summarize what we've said so far.

You've said that squadron leadership school has slowly developed from a real need, that your efforts to standardize the program have shown that a weekend school of about 14 hours

program as soon as we're sure we've got a fairly standard curriculum. In addition, personnel from this office have been assisting wings in setting up schools, and have been visiting and teaching leadership, counseling, and some communication skills around the country.

There is time only for the student to become familiar with the basic functions of all...staff officers...

or so is most practical and desired by members, and that the basic course content should be study of the senior member technical specialty tracks.

Q—Do I also infer correctly that you think the schools are best conducted within each wing?

A—I don't know if I said that, because some regions have been successful running region schools. However, I think more seniors may be trained faster in wing-level schools.

Q—Did I hear you say that specific objectives for squadron leadership school will be stated in the new CAP Manual 50-17?

A—Yes, we've suggested a number of behavioral objectives in the manual. But let's face it, as a member of my staff has said several times, "If two very practical objectives are accomplished, the concept will be well worth the time and effort and money the corporation and its members spend on it."

First, each student, however experienced he or she is, should learn something more about how to function as a commander or staff officer at squadron level. And, second, each student should meet new friends in the wing.

Naturally, the most successful wings and squadrons are full of members who make an active attempt to meet and like the other members in the group. Any organization, military, voluntary or otherwise, can stand all of that it can build.

Q—Your senior training office consists of just four people. Are they prepared to offer the field any assistance other than to publish lists of standardized objectives for squadron leadership school?

A—In a limited way, yes. Lt. Col. Phil Alker, our senior training director, plans to publish an instructor handbook for the

Our travel funds are very limited, so whenever we can hitch a ride with the command section going to a region or wing

conference, we've found that's a good time to conduct squadron leadership schools at the same time.

And then, we're anxious to give advice on the phone or through the mail at all times to all who are interested and involved with squadron leadership schools

Q—Col. Peach, I'd say you have covered the squadron leadership school subject quite thoroughly. Is there anything you want to conclude with?

A—Yes, Herb, there is. I'd like all senior members to understand that, really, this headquarters didn't originate the idea of a school for squadron-level personnel, but we think it's a sound idea and have been trying to see what is needed and wanted so it will be standard enough to become a regular part of senior career progression.

Any standardized school must have an agreed-on objective, a set minimum training time and a set minimum curriculum. I think the squadron leadership school can be a big help to satisfy a great need in the Civil Air Patrol. It is not just an idea handed down from this headquarters to be accomplished as quickly and painlessly as possible to achieve added WEEP credit.

If time shows that the squadron leadership school doesn't do what it's designed to do, if it is not supported in force by seniors, if in short it doesn't fill the bill, we'll drop it from Level II training and try to find some other way to get this training job done.

Meanwhile, I urge all wings or regions who are planning squadron leadership schools to phone or write our senior training office, because we have had some experience now and may be able to offer some useful advice.

...people have made a good start toward revising the senior training program.

Q—Col. Peach, we've had fairly strong coverage of your cadet program here in Civil Air Patrol News, so today I'd like to talk to you about senior training. How is it coming along?

A—Well, it's no secret that the senior training office, prior to last year, probably did not have enough personnel to give the type of service and guidance which was needed in a vital senior training program. As most CAP members know, 1977 saw the development of a separate deputation for training — the combination of cadet and senior training under that chair — and the addition of experienced educators to the senior training office.

These people have made a good start toward revising the senior training program from three actual stages to five distinct phases. Our objectives in this revision are to upgrade and stabilize the National Staff College; to include college credit for attendance; to standardize regional staff college curricula; to amplify and rewrite the technical specialty training pamphlets with the help of ECI personnel; to develop the program aimed at training in the specialties, which the corporation has named the squadron leadership school; and to produce a completely new Level I CAP Orientation, formerly called Level I Clinic.

That's a long mouthful, but it shows you the kind of job we've got ahead of us in senior training.

Q—It sounds as if you have a good program planned for senior members.

tion and development committee, led the NEC to recognize the need for some kind of planned course for training of squadron command and staff personnel. It was funded at that time, and placed in the 1977 WEEP.

Last year, 15 such schools of varying lengths were conducted, either by region or wing training personnel, with assistance from Air Force Reservists.

Q—Have you sent any guidelines to the field covering squadron leadership school?

A—Not officially. We want to be as sure as we could that whatever we send to the field is

...the longer schools generally have a hard time getting enough students....

necessary and useful and wanted by the majority of those seniors involved in Level II training.

The new CAP Manual 50-17 — Senior Member Training Program — has a good part of one chapter devoted to suggested objectives for a two-day squadron leadership school curriculum. This manual should be in the field within the next 45 to 60 days.

Q—How did you happen to set the length of the course at two days?

the like. There is time only for the student to become broadly familiar with the basic functions of all squadron staff officers, an in-depth study of the student's own specialty, and discussions on squadron meetings and activities programs.

We have also found that discussions of leadership problems and role-playing, both regarding squadron-level situations, have been productive and profitable and well-received by students.

Wing Helps In Hunt To Find Crash Site

DU BOIS, Pa. — The wreckage of a plane, reported missing shortly after taking off from the Du Bois-Jefferson County Airport Jan. 24, was found in a wooded area about a mile northwest of the airport the next day.

Killed in the crash were the pilot, Donald P. Scheib, 25, of Sacramento, Pa., and the passenger, Terry Matense, 29, of New Holland, Pa. Both had been thrown clear of the wreckage and were found lying in about a foot of snow.

According to Maj. Don Hawk of Punxsutawney, Pa., the Pennsylvania Wing mission coordinator, the twin-engine Aerostar took off at 8:05 p.m. and was reported missing at 8:25. Hawk explained that if an aircraft is not heard from within 20 minutes after taking off, it is presumed to be in trouble.

Approximately 250 people turned out with heavy equipment and snowmobiles to search for the plane Thursday night, but search parties had to be recalled due to darkness and snow. CAP cadets formed a snow removal detail until 1:30 a.m.

On Wednesday morning the search resumed in spite of a dense fog that kept the

helicopters from taking off until about 9:30 a.m.

The wreckage was spotted from the air at 10:50 a.m. by James Wade of Brookville, piloting a helicopter for the Beechwoods Flying Service that had been volunteered for the search. Helicopters were the only kind of aircraft able to fly because all fixed wing craft were grounded due to the weather conditions, said Hawk.

Volunteers came in from the surrounding area, including men and equipment from the fire companies in Falls Creek, Reynoldsville, Pine Creek Township, Brookville, Brockway and Warsaw.

The Falls Creek Ambulance Service and the Hazen Snowmobile Club assisted the Pennsylvania State Police and the Civil Air Patrol in the search.

State Police at Du Bois said that the 1975 Aerostar aircraft had apparently plunged straight down, rather than coming in at an angle. The craft broke up on impact and caught fire.

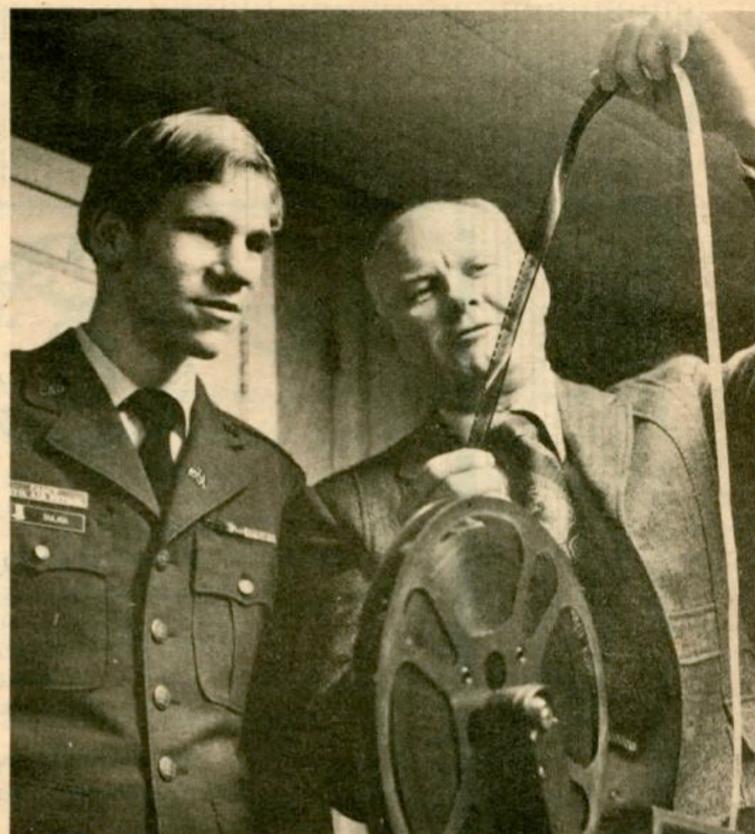
The Jefferson County coroner, Paul Jordan, examined the bodies of the pilot and passenger, who were killed in the impact, and later removed to the

Brookville Hospital for autopsies.

An investigation by the FAA, the National Transportation Safety Board and the Pennsylvania Bureau of Transportation will determine the cause of the accident. These agencies will attempt to reconstruct the plane and the situation leading up to the crash. To protect the site from being disturbed by on lookers prior to the arrival of the investigators, a CAP Ranger team from the Pennsylvania State University Comp. Sq. 1303 was called to secure the accident scene.

Civil Air Patrol personnel taking part in the search were from Du Bois, Bellefonte and State College, Pa.

Hawk also reported that other units from Butler, State College and Indiana, Pa., were notified and were standing by to provide assistance if needed.



SAFETY FILM—Cadet Thomas Suliga, Linden Comp. Sq. (New Jersey Wing), left, views a portion of a safety film held by Robert McLaughlin, accident prevention specialist with the FAA at Teterboro, N.J., who presented the film to senior and cadet members of the squadron. (Photo by Capt. Hal Crystal)

Region Holds Leadership Schools

MAXWELL AFB, Ala. — The Southeast Region will hold four Squadron Leadership Schools for senior members this spring.

The schools will be held from 10 a.m. until noon Saturday and from 8:30 a.m. until 12:30 p.m. Sunday. One school has already

taken place in Orlando, Fla., March 18-19. However, the other three schools will be held at the following places on the dates indicated.

April 29-30 at the Dublin City Hall, Dublin, Ga.

May 6-7 at the McGhee-Tyson ANG Base, Bldg. 213, in Knoxville, Tenn.

May 20-21 at the Rodeway Inn in Mobile, Ala.

A Command Seminar and a Level II Specialty Seminar will be held at each school. In addition special classes on counseling and leadership will be taught.

For further information, write: HQ, Southeast Region; Route 1, Box 478; Elmore, Ala. 36025.

The Great Lakes-Southeast Regional Staff College will be held June 17-24 in Louisville, Ky. Additional information will be published as it becomes available.

Parents Join CAP

Orientation Program Nets Results

SAN JUAN, P. R. — Ten of the 67 parents of Civil Air Patrol cadets who participated in a pilot Parent Orientation Program

(POP) project here have joined CAP as senior members.

POP is the brainchild of Maj. Rogelio Reyes, Air Force liaison

officer with the Puerto Rico Wing. The initial program, which ended in December, was a two-month course giving parents

samples of CAP training received by their children.

The objective of the program is to increase the cadets' parents' awareness of the CAP mission, aerospace education program, cadet training and CAP's role in disaster relief.

The project was supervised by Lt. Col. Jose M. Rodriguez, commander of the San Lorenzo High School Cadet Sq., and by Maj. Hilda Malave, commander of the Caguas High School Cadet Sq. Persons taking part in the program were parents of cadets in the cadet squadrons at San Lorenzo, Caguas, Cidra and Aibonito High Schools.

The program began in October 1977 in San Lorenzo and was presented to the other squadrons. They decided to join the project as one course for all parents interested in the instruction and training that their sons and daughters were receiving who wanted to become more familiar with the CAP mission.

The course of instruction was divided into five sessions over a two-month period. The classes averaged three hours in length and were held in Caguas, which was a central location accessible to all participants.

The parents who decided to join CAP will be instructors in presenting POP to other squadrons in the Puerto Rico Wing.



PARENT ORIENTATION—Parents Orientation Program members gathered around a Puerto Rico Air National Guard A-7 for a briefing of its use in the defense of the island commonwealth. Ten of the 67 parents of Puerto Rico Wing cadets joined CAP after taking part in the recent program. (Photo by Maj. Ernesto Cortes)



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

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

As of March 5, 1978

Number of Missions 100
Number of Aircraft 1,126
Number of Sorties 1,882
Flying Hours 4,329
Personnel 5,990
Saves 15
Finds 45



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

NUMBER 4

APRIL 1978

INFORMATION

1. **RADIO AND TELEVISION SPOT ANNOUNCEMENTS.** CAP radio spot announcements are expected to be completed by June. Your requests for the tape of CAP radio spots must be postmarked no later than 1 June 1978. Send the call letters of the stations in your area you are going to cover to HQ CAP-USAF/OIW, Maxwell AFB AL 36112. There has been a delay in production of the 30-second CAP television film spot. PLEASE BE PATIENT. The CAP TV spot will be mailed as soon as it is completed. To date we have received only a handful of requests for the CAP television spots. Remember, the CAP TV film spot will be distributed on a first come, first served basis. OI

2. **SUGGESTIONS AND IDEAS.** We welcome suggestions and ideas that might be developed for inclusion in national radio and television spots, posters, and brochures. Send suggestions to HQ CAP-USAF/OIW, Maxwell AFB AL 36112. OI

3. **NATIONAL COMMANDER'S LETTER.** In view of the recent drop in growth membership, it might be appropriate at this time to review some of the points made by Brigadier General Thomas C. Casaday, National Commander, in his 10 October 1977 letter to all CAP unit commanders on the "Support of Information and Recruiting Programs."

1. I ask for the cooperation of each Civil Air Patrol Commander to actively lead and personally participate in your unit's information and recruiting programs.

2. Assignment of capable personnel, backed by your full support, is essential to the effort to conduct effective information and recruiting programs . . . involve all CAP members under your command in your recruiting efforts. As CAP members, all of us are recruiters.

3. To help you with your local information and recruiting efforts, HQ CAP-USAF/OI offers a full range of information materials.

4. Information and Materials list distributed to all CAP units. You can keep up on the availability of new information and recruiting materials through the Bulletin Board section of "Civil Air Patrol News." The time, effort, and money spent on these materials are wasted unless you, as commanders, see they are used to support your local efforts.

5. In addition to planned recruiting campaigns, keep in mind that day-to-day contact with people also affords many opportunities to talk about your Civil Air Patrol activities.

6. More active participation and support of information and recruiting programs by all commanders will enable us to reach our growth potential.

Remember, every member is a recruiter.

OI

OPERATIONS

4. **CAP ASSISTANCE FOR RED CROSS.** In the last few months, there has been a number of requests from the Red Cross for CAP assistance. Some CAP personnel receiving the requests were not familiar with the CAP-Red Cross agreement, and some confusion resulted. In the next few months, we can expect the record snowfall of the winter to result in some flooding. When the floods come, we will be involved with state agencies, the Red Cross, and the Salvation Army. Now is the time to review the CAP-Red Cross and the CAP-Salvation Army agreements and renew your contacts with these organizations. Additionally, you should review CAPP 355-1 and your wing and state plans for CAP involvement in natural disasters. Copies of the agreements and the CAPP 355-1 can be obtained through your normal distribution channels. DO

5. **AFRCC FILM.** A new film about the Air Force Rescue Coordination Center is now available. "This is Air Force Rescue" (film number SS-114) depicts several typical missions the AFRCC coordinates, e.g., overdue aircraft, ELT missions, overdue hikers, etc. The film was shot "on location" using ARRS, CAP, and law enforcement people. The 25-minute film does a particularly good job of showing the CAP involved in emergency services activities. The film is available at the following base film libraries: Andrews AFB MD; Maxwell AFB AL; Scott AFB IL; Offutt AFB NE; Bergstrom AFB TX; Eglin AFB FL; Hill AFB UT; F. E. Warren AFB WY; Peterson Fld CO; Governors Is NY; McClellan AFB GA; Ft McPherson GA; Ft Rucker AL; Portland OR; Norton AFB CA; Homestead AFB FL; Kirtland AFB NM; Langley AFB VA; Wright-Patterson AFB OH; Corpus Christi NAS TX. DO

ADMINISTRATION

6. NEW AND REVISED CAP PUBLICATIONS:

a. CAPR 50-4, "USAF Academy Preparatory School," 20 March 1978, supersedes CAPR 50-4, 2 November 1972.

b. CAPM 50-17, "CAP Senior Member Training Program," 20 March 1978, supersedes CAPR 50-1, 8 July 1977, CAPR 50-3, 6 November 1974, CAPR 50-9, 3 January 1974, CAPR 50-10, 3 October 1974, and CAPM 50-17, 3 July 1974.

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

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TIN BOARD

AP Bulletin Cont'd

- Change 4, CAPM 67-1, "Civil Air Patrol Supply Manual," 20 March 1978, has been published.
- CAPF 6, "Flight Evaluation Report (Twin-Engine)," March 1978, supersedes CAPF 6, December 1971.
- CAPF 17, "Application for Senior Member Activities," March 1978, supersedes CAPF 17, January 1974.
- CAPF 24, "Application for Senior Program Awards," March 1978, supersedes CAPF 24, July 1974.
- CAPF 45a, "Amended Senior Member Master Record," March 1978, has been published. **DAP**
- RESCINDED CAP PUBLICATION. CAPP 150-1, "Senior Member Training Program—Level I Study Guide," January 1975, has been rescinded. **DAP**

THE EXECUTIVE DIRECTOR

Mald A. O'nesky
 MALD A. O'NESKY, Lt Col, USAF
 Director of Administration

A DO-IT-YOURSELF QUIZ ABOUT "NEWS" FOR ALL MEMBERS

This quiz is reprinted by permission of the New Hampshire Cooperative Extension Service, Durham, N. H. It was developed by Jean A. Peters, Extension Consumer Information Coordinator.

Do you know about news writing? Read each statement carefully. Mark "True" or "False" in the spaces at left. Answers are elsewhere on this page.

- Most editors never willingly or knowingly refuse to print news.
- Try to tell the reader what the story is about in the first sentence of your article.
- News editors may have style sheets to guide reporters.
- It's all right to put two stories on one page if you have room.
- A lead should get attention and give the important facts.
- A reporter writes to impress people, not to inform them.
- Most people don't mind if their names are misspelled in the paper.
- It's better to leave a fact out of a story if you're not sure of it.
- Using short, simple sentences in your news story makes it hard for readers to misunderstand the story.
- The right length of a news story depends of how long it takes to cover the subject properly.
- Active verbs are more forceful than passive verbs in a story.
- Use vigorous words that give a reader vivid pictures.
- Your news story should give a reader the impression that your group carries out an educational program.
- An editor is more likely to use a story that is too short than one that is too long.
- Write your news story in the inverted pyramid form.
- Start your story about one-third down the page.
- Editors like handwritten notes about what happened at a meeting.
- Make the readers mouth water with details of the menu served.
- If the meeting was two weeks ago, send the story in anyway. Better late than never.
- Always include your name, phone number and address with the story.

HOW DID YOU SCORE

- 15-20 You'll be an ace soon!
- 10-15 Glad to have you on board.
- 5-10 Still just a hack. Keep trying.
- 0-5 You've got a long way to go!

- QUIZ ANSWERS
- | | | | |
|----------|----------|----------|-----------|
| 1. True | 6. False | 11. True | 16. True |
| 2. True | 7. False | 12. True | 17. False |
| 3. True | 8. True | 13. True | 18. False |
| 4. False | 9. True | 14. True | 19. False |
| 5. True | 10. True | 15. True | 20. True |

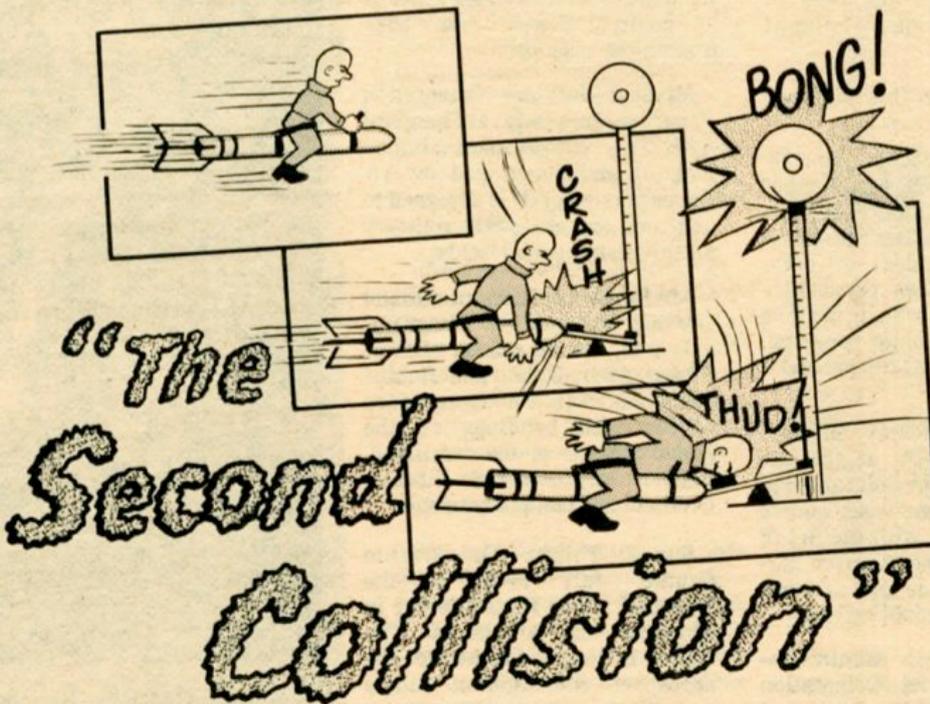
SHOULDER HARNESES

The National Transportation Safety Board (NTSB) has recommended that shoulder harnesses be installed on all general aviation aircraft and for all occupants. (Safety recommendations A-77-70 and 71, December 8, 1977.) If this recommendation becomes law, owners of general aviation aircraft will be given a period of time (as yet undetermined) during which they will have to install shoulder harnesses at their own expense. Why all this flap about shoulder harnesses?

There have been numerous aircraft accidents wherein the cabin structure did not collapse, the seats and seat belts remained intact, yet pilots and passengers died due to head or chest injuries. Shoulder harnesses would have prevented or minimized these injuries.

Consider this: The "second collision" between your body and the aircraft interior is what causes injury. Most general aviation aircraft cabins are stressed for about 9 Gs. A light aircraft can land at very slow speeds using recommended forced landing procedures. Many can go from touchdown to a complete stop in less than 20 feet without experiencing a failure in the cabin structure. Now think about what would happen to you in this situation. Next time you get into the aircraft you fly, adjust your seat, tighten your seat belt, then lean forward as far as you can. Figure that you would travel further in a crash or forced landing because of the extra "push" you would receive. Chances are your face and/or chest are going to have an unfriendly meeting with aircraft parts.

Shoulder harnesses are good insurance.



Four Aircraft Missing In Nevada



MISSION COORDINATOR—Lt. Col. Doris North of the Clark County Comp. Sq. (Nevada Wing) directs a Civil Air Patrol search and rescue operation from the command post at Nellis AFB near Las Vegas, Nev.

By **ROBERT A. LATIMER**
Col., USAF, Retired,
And Senior Member, CAP

LAS VEGAS, Nev. — A series of tragic events that began Jan. 30 in the rugged mountains west of Las Vegas culminated in the most grueling search and rescue commitment that the Clark County Sq. (Nevada Wing) has ever undertaken.

On the heels of a 10-day search for a missing amphibian that had vanished en route from Las Vegas to Alaska, the Clark County Comp. Sq. commander, Lt. Col. Harry North, was notified that an Air Force 0-2 Skymaster, flying a holding pattern before making a timed entry into the Nellis Bombing Range, had disappeared. It was flown by two captains on temporary assignment to Nellis AFB for Red Flag combat training. The 0-2 disappeared shortly after contacting range control.

Nevada CAP units from Clark County mounted a search the following morning, using their own three aircraft and several owner-volunteered planes to scan the high-turbulence, treacherous high valleys around 11,900-plus-foot high Mt. Charleston.

Meanwhile, to expedite a search for an easily accessible, high-country location for a forthcoming Boy Scout encampment, Lt. Col. Billy Helton of Nellis AFB and his 21-year-old son, Michael, rented a Piper Warrior. Taking off from McCarran Airport in Las Vegas, the pair flew west around Mt. Charleston. The Warrior crashed into Mt. Charleston, injuring young Michael, severely but leaving Col. Helton able to walk

despite numerous injuries.

Dazed and bleeding, he knew rescue efforts were already in motion because of the missing 0-2, but left the crash scene on foot, attempting to walk out.

Ironically, still another 0-2, searching for its counterpart down in the area, flown by two Nellis AFB pilots crashed in the same area on the following day. Thus, in less than a week, three aircraft had crashed, causing Las Vegas newspapers to dub the Mt. Charleston flanks as "The Sagebrush Triangle."

Because of the six pilots involved, the air search activity was stepped up. Not only CAP aircraft were involved, but also some 20 Air Force aircraft, all planes of the Sheriff's Aero Squadron, Coast Guard aircraft and some 170 volunteers for ground search parties and Jeep posse teams.

Helicopters were also used for searching. During a low-level search near the second 0-2 crash site, the UH-1N chopper crashed injuring all crew members. It was the fourth crash in the week-long series of events.

Still wandering, Col. Helton was spotted by USAF pararescue men shortly after they had located the wreckage of the second 0-2. They also found the crash site of the UH-1N and took Helton and the five injured crewmen to the Nellis hospital. The Piper was found the next evening near the 9,500-foot level; however, a sudden blizzard struck the area, preventing recovery of Michael Helton until two days later. When found, he had died of injuries sustained by the crash.

The two 0-2s were found in the same general area, and crew

members of both were declared dead.

Later an Air Force pathologist flown to Nellis AFB reported that he could not confirm that the bodies of both crewmen in one 0-2 had been recovered. The search was continued more than 24 hours before mission termination.

Because of the seriousness of the situation, the Clark County CAP called on other units to assist them. Aircraft and pilots from Reno and Southern California CAP units flew 79 sorties and 223.8 hours of air search time. Twenty-four aircraft were involved; 15 were privately-owned planes flown by CAP pilots and observers. Some 60 people were directly involved with the SAR effort, which extended over five days before the crash sites were located. Lt. Col. Doris North, CAP mission coordinator, spent most of that time at the Command Post on Nellis AFB, where the search and rescue operations were centered.

The search effort involved many types of aircraft: F-4s, C-130s, 0-2s, A-10s, and OV-10s flew the grids in combination with the various light planes. During night operations, ground crews were aided by a Coast Guard "Carolina Moon" HC-130, equipped with low altitude terrain-lighting equipment. Flying at 3,000 feet, the C-130 can flood the ground with light 625 times the level of moonlight.

Despite the heavy flying schedule, the Clark County Comp. Sq. suffered only one setback — power failure on a CAP Cessna 182. It was able to land at Goldfield, Nev., without further damage.

Summer Activities To Develop Skills

MAXWELL AFB, Ala. — Civil Air Patrol cadets will have the opportunity of participating in many special activities this summer to increase their knowledge and develop their skills in CAP-related topics.

A schedule of activities has been sent to commanders of CAP wings and regions, listing their quotas for their organizations. Because airlift support for the summer's activities may be limited, quotas have been selectively allocated to reduce the number of pick-ups and drop-offs by placing larger numbers of people awaiting transportation at each point.

The events for this summer are:

Cadet Officer School, June 18-29, at Maxwell AFB, Ala., has 200 spaces. This 10-day course is designed to increase the effectiveness of cadet officers. Instruction includes psychology of leadership, problem solving techniques and public speaking, as well as physical fitness and a field exercise.

Air Force Academy Survival Course, June 18-24, at the Air Force Academy in Colorado has 60 spaces. The one week course acquaints cadets with the art of survival. It includes water survival, living off the land and surviving in mountainous terrain.

Federal Aviation Administration (FAA) Cadet Orientation Program, July 16-22, conducted by the FAA in Oklahoma City, has 60 spaces and is planned to acquaint cadets with the history and organization of the FAA and its functions, as well as to provide

information on career opportunities.

Air Training Command (ATC) Familiarization Course at Laughlin AFB, Tex., will have three sessions: July 9-15 for Northeast Region Cadets, July 16-22 for Middle East Region Cadets and July 23-29 for cadets from the Southwest and Rocky Mountain Regions, with 25 spaces each. Conducted by USAF personnel at the undergraduate pilot training (UPT) base, the course gives briefings on the Air Force training mission and academics, and includes visits to a control tower and base maintenance shops.

Medical Services Orientation Program, July 16-22, at Sheppard AFB, Tex., with 50 spaces, is also planned and supervised by Air Force personnel. It is designed to acquaint cadets with military and civilian medical fields.

Air Force Logistics Command (AFLC) Orientation Program, July 9-15, had 30 spaces each at Tinker AFB, Okla., and Robins AFB, Ga. The course provides cadets with briefings on the global aspects of the command. Cadets will observe aircraft overhaul and component repair.

Space Flight Orientation Course, July 16-22, at the Marshall Space Flight Center in Alabama has 60 spaces. The course is designed to further the aerospace education of cadets and allied sciences. It includes history, philosophy and objectives of space flight, structure and propulsion of space vehicles, guidance, navigation, instrumentation and communications.



EAGLE CADET—Representative Charles Decas of Wareham, Mass., congratulates Cadet Bruce Andrews, Newport County Comp. Sq. (Rhode Island Wing) on receiving the Eagle Scout Award. Col. Raymond Nault of the Rhode Island Wing Headquarters presented the award. Andrews was instrumental in initiating the Air Force JROTC program in his Wareham High School. Nault and Andrews met with school and ROTC representatives to show how CAP can work with the program, which begins in September.

National SAR School Entry Deadline Near

By MAJ. ROBERT MATTON
HQ. CAP-USAF



All individuals interested in ground teams will be happy to hear that the National Executive Committee has given their backing in our project to identify the ground SAR Problems. Those who have responded (25 individuals from 20 wings) will receive additional information in the near future. I'm hoping we can get together on a realistic and acceptable program.

You have less than four weeks to get your application in to the Annual CAP Course at the National SAR School, Governors Island, New York, N.Y., July 23-28, 1978. The course is free. You will only need a few dollars for coffee and incidentals. The quarters are free and meals are at mess hall prices. You have to provide transportation to and from New York City.

The course is not an introductory course for SAR mission coordinators (SMC). It is designed for the qualified SMC and will give them the latest ideas in the SAR field. It will also give you many ideas for improving SAR management in your wings.

The school uses the "hands-on" approach to get the message to

the student. You will have many "lab" problems and "table top" missions. It is a very full week and you may even work a few evenings. (One year the class had enough during the day and declined an invitation to a night class!)

This is not a course for information or administration types; if you're not going to be making mission resources commitment decisions, you shouldn't go.

I encourage wing emergency services officers (who are SMCs) to attend and BRING BACK to their wings some good ideas and techniques.

If you are ACTIVE, INVOLVED and willing to pass on the information you receive, then I encourage you to apply. You must apply through your wing commander using CAP Form 17.

The wing commander will rank the wing applicants as he or she deems appropriate and send all applications to region where the process is repeated.

In the past some applications were lost during this process and we had a minimum number of candidates to select from. After HQ. CAP-USAF receives inputs from each region we have a selection board to determine who should attend the school.

Twenty-five primary candidates and a number of alternates are selected. The selection process is based on factors which include: commanders' ranking, wing activity, wing performance on evaluations, liaison officer inputs, geographical area and special qualifications and position of applicants.

To insure that all qualified applicants have an opportunity for the school, I recommend you apply to your wing commander NOW. Send an info copy to HQ. CAP-USAF/DOSS or TTN so we can track down misplaced applications. Last year one region had NO applicants.

Past classes learned a lot, swapped a few ideas and had a good time in the process. DO IT, YOU'LL BE GLAD YOU DID.



APPRECIATION—Col. Gene Harwell, commander, North Carolina Wing, left, presents a CAP certificate of appreciation to Alton Clark, lay leader of the Sunset Park United Methodist Church of Wilmington, N.C., who accepts it on behalf of the congregation. The certificate recognized the church for allowing its pastor, Lt. Col. David Jones, right, to serve as chaplain of the Middle East Region.

Cadets Learn Responsibility

SOMERSET, Ky. — Cadet members of the Somerset Comp. Sq. (Kentucky Wing) recently took part in a story writing contest for their squadron newsletter. The information officer, 1st Lt. Wanda L. Munsey, chose the winner, "What Civil Air Patrol Means to Me" by Cadet Robert Gross, which follows:

In today's world all you ever hear about on the 6 o'clock news is how many "juveniles" were arrested and how many young people are messed up on drugs and how many drop outs there are — all of the bad, degrading qualities of the younger generation.

They never tell about all the young people involved in organizations such as the Civil Air Patrol, of the countless hours and money contributed annually to keep the organization in operation.

They never show a group of people who train on their own time and then go out and help people, such as last April when the Southeastern part of the United States was underwater and the Civil Air Patrol was one of the first organizations to volunteer its time and equipment.

Some people may say we are out just to goof off, but ask the people around Phelps, Ky., what

kind of job the Civil Air Patrol did.

Not only does the Civil Air Patrol exist as an emergency services unit, but it also gives the young people of the community something to do with their spare time so they will not be tempted to go out and commit crimes. It also promotes patriotism through its various programs.

Next to its emergency services, the most important part of the Civil Air Patrol is its practice of giving the young members a chance to become leaders. This I think, is something needed by the majority of young people today because, as they learn the traits of being effective leaders, they also learn that some must also be "followers;" for, as the saying goes, "Too many cooks spoil the stew."

CAP Cadets Join Canadian Counterparts

DETROIT, Mich. — Civil Air Patrol cadets here have been enjoying group activities with Royal Canadian Air Force cadets in Windsor, Ont., across the Detroit River.

Michigan Group 11, commanded by Maj. Maurice D. Creeger, made arrangements with the Canadians for the joint events. Capt. James Boyle of Group 11 was named liaison officer for the project because he had shown special interest in the two cadet programs.

Michigan Winter Sets Survival Camp Scene

LINCOLN PARK, Mich. — While most people in Michigan were indoors trying to avoid the cold winter, members of the Trenton Cadet Sq. here took on the elements during a recent winter survival exercise.

Eleven cadets spent two days camping in tents at Hayes State Park where the snow was over a foot deep. For many, it was the first winter camping they had attempted.

"This was the climax of a survival course taught at the squadron," said 2nd Lt. Victor J. Bonora, squadron commander. "The sessions included discussion on dressing for and coping

with the cold, fire-making, the use of knives and axes, as well as other winter survival tips."

The cadets put all of their classroom training into practice, he said, including constructing emergency shelters from ropes and ponchos. Cooking food and first aid were also covered.

Two recently purchased walkie-talkies enabled the cadets to practice communication techniques while cadet teams were sent out on search exercises for prepositioned targets.

"For some cadets, it was a cold weekend, Bonora said, "but they came home with a lot of ideas for improving the camp for next time."

Preflight:

An Important Part Of Flying

By Lt. Col. Evelyn Johnson, CAP
Morristown Sr. Sq.
Tennessee Wing

Beautiful morning, good day to fly? Fine, let's first make a good preflight check.

1. How do you feel? Is your physical condition good today?

2. You didn't do any drinking, or take any antibiotics? Not taking any kind of shots are you?

3. How is the weather forecast? Can you do on a cross country today, or do you need to stay not too far from home base?

4. How about charts? Do you have up-to-date ones to take along? Even if you are going to stay nearby, you should have charts on board.

5. Is the plane full of gas and oil? Are all the required papers on board?

- a. Airworthiness certificate
- b. Registration certificate
- c. Weight and balance
- d. Aircraft manual
- e. Operations limits
- f. Aircraft had all required inspections
- g. Radio station license on board

6. Have you done a good walk around check? I don't mean just a kick-the-tire type, I mean, have you checked everything visible about the plane? Checked all the visible bolts, all cotter pins in place? No visible wrinkles in the skin, no nicks in the prop, the nose strut properly inflated, and the gas caps on tight? No damage that you can see, brakes in good condition? Don't overlook anything that you can see. Enough can go wrong with what you can't see.

7. OK, you are ready to load yourself up and go. Got your sunglasses, your charts, maybe your credit card, your plotter, your computer, your personal pilot credentials? Pilot certificate, medical certificate (be sure that it is up to date). Had your biennial flight review? How about your radio operator's permit?

OK, preflight complete?

P.S. Better always have an emergency kit, and something warm (I mean something besides your girl friend) in the plane, in case you ever get forced down somewhere and it will be a while before help arrives.

Play it safe!

—Copied from "Squadron Squaks"

Registered Nurse Leads Ground Search Team



RESCUE TEAM LEADER—1st Lt. Terrence D. Sinclair, Quincy Comp. Sq. (Massachusetts Wing), an active search and rescue team member for CAP, is also a registered nurse at the Framingham, Mass., Union Hospital.

FRAMINGHAM, Mass. — Working full-time as a registered nurse (RN) in the operating room, plus the demands of raising a family, would be enough to keep most people busy, but not 1st Lt. Terrence D. Sinclair, a member of the Quincy Comp. Sq. (Massachusetts Wing), who has been active in CAP for 20 years.

Sinclair first became interested in CAP while in high school in Caribou, Maine, and joined the cadet program in 1957. After graduation from high school, he joined the Air Force and continued his association with CAP while in the service. After discharge, he went to Natick, Mass., where his family was then living and got married. By the time his third child was on the way, he decided to apply to the Framingham Union Hospital School of Nursing.

He started working in the operating room as a student and continued there as an RN after graduating in 1975, with primary interest in orthopedic surgery.

Sinclair's CAP activities are almost like a second job. There he is a rescue team leader, communicator or flight observer. He is also a staff member of the Eastern Regional Staff College, involved with the new senior training program, and travels to other units and universities to instruct. He has taken a variety of Air Force ECI courses for background in the classes he instructs. He has recently completed a scuba diving recertifica-

tion course as part of the ground rescue techniques he teaches.

He has a radio communications center in his home, as well as car radios, so he can keep in touch with other CAP members. Once he found himself in a five-way conversation with CAP members in Alaska, California, Georgia and Virginia.

Sinclair received the Information Officer of the Year Award from CAP National Headquarters in 1974 for his efforts in educating the public about CAP

through the news media.

He is vice president of the School of Nursing Alumni Association and vice chairman of the Framingham Heart Fund for 1978.

Sinclair and his wife, Janet, a real estate broker, live in Framingham with their three children, Sabrina, 9, Michelle, 8, and Eric, 6.

(Courtesy of the Beacon, Framingham (Mass.) Union Hospital, January 1978.)

NEWS BRIEFS

State Picks Cadet As Iowa Scholar

MASON CITY, Iowa — Cadet Melanie Eason of the North Iowa Comp. Sq. has been selected as an Iowa Scholar for 1978 by the Iowa Higher Education Facilities Commission which announced that there were over 2,300 high school seniors in the group.

Eason will receive an honorary certificate of achievement from Iowa's governor and have an opportunity to apply for monetary awards toward tuition at an Iowa past-secondary school next year.

Scholars are selected on their rank in class and their scores on the American College Tests from applicants who are in the top 15 percent of their classes.

Eason was recently also chosen by Iowa Representative Betty Jean Clark to spend a week in Des Moines to take part in the Teen-Tern Program of the Iowa House of Representatives. There she observed the floor sessions and attended several committee meetings.

Captain Briefs Pilots On Survival

FT. LEONARD WOOD, Mo.— Capt. Randolph S. Young, commander of the Eagle Comp. Sq. (Missouri Wing) and two cadets, Michael Moorman and Michael Dockerty, recently attended a dinner in Jefferson City, Mo., as guests of the Mid-Missouri Chapter of the Missouri Pilots Association, whose president is 2nd Lt. Dianne Pearson of the Endon Comp. Sq.

Young showed a movie on winter survival for pilots and gave a presentation on survival equipment and techniques for pilots. Young is a former member of the U.S. Army's Special Forces and has attended ranger school and jungle school.

Maine Exercise Termed Successful

ELLSWORTH, Maine — The Downeast Patrol Comp. Sq. (Maine Wing) recently held a full scale search and rescue exercise, involving several communities and a number of other organizations.

Bar Harbor Airlines supplied parts from an actual aircraft crash for use as a target. Members of the Union River Snowmobile Club helped place the target and acted as "witnesses" who provided clues to help in the search.

Every member of the squadron down to the newest cadet had an assignment during the exercise. Capt. H. L. Cantor, squadron commander, commended all who took part in the exercise. It was rated successful in spite of an early morning snow storm and a communications skip condition that somewhat hampered the exercise.

Congressman Nominates Cadet

SAN JOSE, Calif. — Cadet Sam Valles, 17, of the John J. Montgomery Memorial Cadet Sq., 36 (California Wing) has recently been nominated to the Air Force Academy by Congressman Don Edwards of California's 10th District.

Valles, a senior at Mt. Pleasant High School, is a flight commander in his squadron and has been in CAP for three years. He has taken part in four search and rescue missions in the past two years on ground teams and on the flight line.

Michigan Squadron Tests Rockets

BAY CITY, Mich. — Cadets from the Bay City Cadet Sq. 7-1 (Michigan Wing) have held special Squadron Aerospace Meets (SAMs) to learn more about rocketry and related things, according to Cadet Mark R. Sinicki.

The activity gives cadets and senior members a chance to test new designs or special projects with a recovery and tracking crew on hand to assist.

The special rocket designs include streamer duration contest craft using very small motors that disappear quickly after lift off up to large payload-carrying rockets powered by very high thrust engines.



SURVIVAL SHELTER—Cadets Peter Czarnowski, left, and Paul Czarnowski rest after putting the finishing touches on an earthen lean-to constructed by members of the Niantic Cadet Sq. (Connecticut Wing) for use in a survival course. The lean-to will serve as living accommodations for some cadets during winter encampments. (Photo by Cadet Fred Ball)

Pilots Receive Find Ribbons For ELTs

TOMS RIVER, N.J. — Pilots of the Ocean Sr. Sq. (New Jersey Wing) have recently been awarded find ribbons for four ELT discoveries in eight days.

While on a search mission for a lost Stinson aircraft, Lt. Col. Robert Emig, squadron commander, Maj. James Erdman, squadron flight operations officer, and SM Jon Churgin, wing finance officer, discovered a disoriented student pilot, Garry Brizzell of Fairless Hills, Pa., who with only a few flying hours was on his first solo cross-country flight from Buehl Field, Pa., to Wilmington, Del.

The search aircraft heard Brizzell requesting help on the emergency frequency. Emig asked his heading and altitude, then advised him to climb to 2,000 feet. Brizzell said he was lost and could not recognize any landmarks.

Emig told him to remain on a heading of 90 degrees and contacted McGuire AFB where Brizzell was picked up on radar. Although his aircraft was equipped with a transponder, Brizzell did not know its function. The CAP crew and radar controllers at McGuire vectored the student into Monmouth County Airport, with added assistance from a nearby aircraft.

After a safe landing, the CAP officers decided to escort

Brizzell back to Buehl, where he and his instructor thanked them for bringing him home.

Meanwhile the search for the Stinson continued. Lt. Col. George Bochenek, commander of New Jersey's Group 223 was mission coordinator, operating from Ocean Sr. Sq. headquarters.

Search for the aircraft which, according to the flight plan, was en route from Wilmington, N.C., to Bader Field, N.J., was suspended due to the onset of darkness. However, the next day an emergency locator transmitter (ELT) signal was picked up by Emig and Erdman. The signal came from Turner Field, Pa., and was deactivated by CAP personnel there.

Emig and Erdman had already traced two other ELT signals during the previous week while searching for the Stinson. One was at Burlington County Airport and the other at Bader Field. The find ribbons were awarded for locating the ELTs. Capt. Raymond Goodman of the Hamilton Cadet Sq. flew as observer on one of these flights.

The Stinson aircraft was not found; however, 10 days later the body of a man, later identified by Maryland police as that of the pilot, a student with 120 hours, washed up on Assateague Island National Seashore.



SEARCH PLAN—Lt. Col. George Bochenek, left, mission coordinator for a recent search mission conducted by the New Jersey Wing, briefs pilots of the Linden Comp. Sq. The search for a missing Stinson aircraft and pilot also involved the North Carolina, Virginia, Maryland, Delaware and National Capital wings. (Photo by Capt. Hal Crystal)

School Teaches Winter Survival

HONEOYE, N.Y. — The Ontario County Comp. Sq. (New York Wing) recently hosted a winter survival school, designed to prepare cadets for rescue and survival in extreme winter conditions and to build self-confidence.

Among the 120 persons attending were cadets and senior members from units in several New York cities and some visitors from Ontario, Canada.

New cadets who had not attended the school before were given classroom instruction on camping and safety procedures, while those who had already had the basic instruction had practical experience in applying what they had learned.

Classes, taught by both cadets and seniors, included first aid for winter conditions, building of emergency shelters, building fires, personal hygiene, mobility and winter search patterns, and

use of cutting tools and other personal equipment.

The advanced cadets then took part in a search and rescue exercise, acting either as victim or as rescuer, and were evaluated to estimate how much knowledge

came through the instruction and how much ingenuity and initiative they used.

The first year cadets were tested on their knowledge in class and did not have the practical test.

Snow Brings Work For Unit

WESTMINSTER, Md. — When a recent heavy snowfall disabled nearly all forms of transportation in central and eastern Maryland, members of the Carroll Comp. Sq. (Maryland Wing) were put on ready alert by the Carroll County fire headquarters.

By late afternoon, with the fire service strained to its limits rescuing stranded motorists, they requested that CAP personnel report to the headquarters with their four-wheel drive vehicle. This truck, equipped with a radio on the county government frequency, was in constant contact with the county civil defense director.

Squadron members were busy for the next 32 hours delivering medicine, assisting motorists and pulling cars out of snowdrifts. They looked for a motorist

who had strayed from his stalled car. They also delivered cots, blankets and food for Civil Defense and transported needed personnel for the fire headquarters.

Other CAP members acted in an administrative capacity, answering telephones at the fire department, manning the county Civil Defense office and operating radios for the fire department and county government in the Emergency Operations Center.

They also kept in contact with the Weather Bureau and logged road closings.

Clarence R. Souders, county director of communications, in a letter to Capt. Richard I. Jordan, squadron commander, said, "The services that your squadron provided speak for themselves. The help your squadron provided did not go unnoticed."

Firefighter Earns Award For Saving Heart Victim's Life

POMPANO BEACH, Fla. — Capt. Walter "Sonny" Madden, deputy commander of the Pompano Beach Cadet Sq. (Florida Wing) has been named the city's Firefighter of the Year after saving the life of an elderly man who suffered three successive heart attacks.

Madden, a paramedic with the Pompano Beach Fire Department, was credited with saving the life of a man who had suffered a heart attack at a recreational center here. After he was revived, the man suffered a second heart attack. The victim was again revived and while being transported to the hospital, he suffered a third attack.

He is now alive due to the actions of Madden, said 2nd Lt. William G. Hill, squadron information officer.

who had strayed from his stalled car. They also delivered cots, blankets and food for Civil Defense and transported needed personnel for the fire headquarters.

BULLARD, Robert L., First Lieutenant, Feb. 20, 1978, Marin Comp. Air Rescue Sq., California Wing.
 CAMPBELL, Howard H., Senior Member, Feb. 22, 1978, Panama City Comp. Sq., Florida Wing.
 COBENA, Ted, Senior Member, Jan. 29, 1978, Arcadia Communications Sr. Sq., Louisiana Wing.
 FAYE, James J., Major, Feb. 19, 1978, Virginia Wing.
 FEIST, Irving J., Lieutenant Colonel, Feb. 27, 1978, New Jersey Wing.
 HOLLOWAY, Edgar E., Captain, Feb. 28, 1978,

Indiana Wing.
 HORTON, Herbert G., Jr., Chaplain, Major, Feb. 5, 1978, A. Hancock Comp. Sq. 105, California Wing.
 HOWARD, Shirlee A., Major, Feb. 24, 1978, Southeast Region.
 MCCLINTOCK, James E., Lieutenant Colonel, Feb. 4, 1978, Mississippi Wing.
 SWICEGOOD, Dewey W., Lieutenant Colonel, March 2, 1978, Virginia Wing.
 TAYLOR, Walter T., Jr., Cadet, Nov. 26, 1977, Bayshore Comp. Sq., New Jersey Wing.

CADET AWARDS

Earhart Awards-February 1978

Terry D. Taylor	01041	Eric L. Todd	28037	Robert M. Wagner	47020
Bob E. Smith	05030	Brian K. Bowen	28037	Robert D. Clyde	50017
David F. Rosati	06062	Michael T. Webb	37049	Gordon A. Resquer	51020
Charles W.D. Church	15039	Terry L. Warner	37169	Juan Toro	52022
Michael J. Johnston	18023	Sabrina I. Vennie	37196	Ernesto Lasen	52062
Michael R. Huck	20038	Richard J. Horack	41136	Alberto Torres	52111
Cheryn R. Brown	20145	Victor J. Reza	42215	Arturo Serrano	52129
David A. Pohly	25054	Brad H. Hallock	46022		
Bradley S. Ellis	26055	Douglas B. Smith	46039		

Mitchell Awards-February 1978

Sharon I Minton	01075	Ronald R. Kleist	37133	Angel L. Padilla	52066
M.T. Donaldson Jr.	01090	Stephen F. Hanns	37246	Vidalina Ortiz	52087
Donald D. Wyatt	03094	Billy G. Wilson	39064	Jose R. Ramos	52087
Mike R. Wyatt	03094	Kimberly J. Chisler	41136	Stephan Ryan	52087
Wayne J. Lee	04180	John H. Robinson Jr.	41136	Edwin Roman	52087
Lloyd M. Jamison	04220	Dewayne A. Ponds	41140	Robert Vega	52087
Nilesh J. Patel	04345	Ronald K. Ellis	41140	Ismail Rivera	52092
T.M. Matyskiela	06010	Susan G. Jambor	41140	Rafael Fernandez	52092
Earl D. Geyer Jr.	06059	Bryan A. Burt	42085	Linda Rivera	52092
R.A. Hotchkiss Jr.	07004	Keith E. Brand	45023	Alvaro Valdes	52092
Steve P. Kenny	08089	Arthur W. Watkins	45048	Antonio Ortiz	52097
Rhonda E. Baker	08160	Kevin A. Brooks	45088	Kelvin Nieves	52097
Lance H. Belyea	08169	Adam S. Mandes	45122	Eddie Robles	52097
Gorden B. Sweezy	08274	James R. Dennis	45122	Evelyn Hernandez	52097
Paul W. Cotter	08293	Michael A. Palmieri	46082	Maria A. Soto	52097
Gail L. Whalen	09075	Thomas A. Zagorski	48061	Raul Hernandez	52097
Michael Winter	11281	Burton J. Davis	51030	Luis E. Lopez	52097
Richard T. Metz	12177	Larry Cubi	52018	Ana L. Velazquez	52097
Christopher J. Roy	16005	Edwin Sanchez	52018	Wanda I. Ortiz	52097
John E. Fairweather	17058	Angel E. Alicea	52022	Wilfredo Santiago	52097
Cynthia B. Malcolm	19012	Arcides J. Rosado	52022	Maria De Los Ateca	52097
John Penezek	19026	Maria V. Soto	52022	Genevieve Gonzalez	52097
John J. Digtantomasso	20038	Rafael Pabon	52022	Moyra E. Adorno	52097
David Sikina	20237	Luis E. Toro	52022	Maria M. Cuadrado	52097
Michael P. Smalley	20261	D. Jose Aviles	52022	Julio C. Medina	52097
Linda S. Davenport	21009	Maribel Figueroa	52022	Lucia I. Aloyo	52097
Linda J. Mann	21010	Ramon Cruz	52022	Jose L. Delgado	52097
James P. Hayes	21016	Crimilda Santos	52022	Elba A. Toledo	52097
Mike D. Walker	21034	Geraldo Cabot	52022	Derrick Guzman	52111
Mark S. Breckenridge	23040	Jose I. Coto	52045	Nixon J. Peralta	52111
Michael J. Runzi	23072	Reyes A. Rodriguez	52064	Jaime Figueroa	52111
Andrea T. Provencher	28037	Esther Pardo	52064	Luis E. Laguna	52111
Tracy A. Lockyer	30016	Myrna L. Alvelo	52064	Calixto Rivera	52119
James R. Elliott	30033	Jose D. Alvelo	52064	Luis A. Santalizo	52119
John A. Franklin	31135	Luz N. Merdez	52064	Edwin Cordero	52119
Von C. Campbell	31296	Nelida Alvarado	52064	Francisco Muniz	52119
Steven M. Capalbo	31372	Eric M. Rivera	52064	Oscar Troche	52119
Carlton H. Trost	32029	Carlos A. Gonzalez	52064	Jorge L. Luciano	52119
Vince G. Isenhour	32124	Elizabeth Pardo	52064	Imghard Roman	52119
Alfred Martinez	33005	Aide Vazquez	52066	Mario L. Mercado	52119
Jerome Williams	34096	Alberto L. Flores	52066	Mario Irizarry	52119
Paul E. Fangman	34166	Anette Leon	52066	Nancy Cappas	52119
Paul Zavacki	36042	Pedro Serrano	52066	Jorge L. Romeu	52119
Jeffrey E. Matson	37021	Roberto Pabon	52066		
Judy A. Kopczyński	37133	Santos W. Vega	52066		

CAP Obituaries

Civil Air Patrol News publishes each month a list of Civil Air Patrol members who have died recently. Notices of deaths 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.

CAP News In Photos



COMMUNICATIONS MONITOR—Maj. James M. Howell, West Bay Comp. Sq. (California Wing), left, presents squadron member Bob Plaskon with a certificate for completing Level I training. Plaskon, who has been confined to his bed since an accident several years ago, monitors the CAP communications net and keeps his squadron's operations people informed of alerts or other important situations requiring action. Plaskon, a former CAP cadet, had his interest in the organization reawakened by other squadron members.



SPAATZ AWARD—Air Force Academy Cadet Michael R. Couillard, right, accepts the Gen. Carl A. Spaatz Award from Brig. Gen. Stanley C. Beck, commandant of cadets. Couillard joined the CAP cadet program in 1969 in Carson, Calif., and retained his membership throughout his attendance at the Academy. He will graduate in May with a Bachelor of Science degree and a commission as an Air Force second lieutenant.



ORIENTATION—Air Force SSgt. Larry Morgan, a flight mechanic with the 33rd Aerospace Rescue and Recovery Squadron at Kadena AFB, Okinawa, Japan, gives Cadets George Bogard, Bill Swinonos and John Burnham of the Okinawa Cadet Sq. a tour of equipment on a HH-53 helicopter before their first orientation flight. The squadron is the first CAP squadron outside of the United States. (USAF Photo by Robert Funches)



FIELD MASS—Members of the Massachusetts Wing attended a field Mass celebrated by Chaplain (1st Lt.) Bruce A. J. Knox, right. CAP personnel are, left to right, 1st Lt. Ed Raymond, CWO Keith Raymond, 1st Lt. Mike Hobbs, Lt. Col. Edwards Hobbs Sr., all of Brockton, and 1st Lt. Dan R. McElleney of South Boston. The Mass was offered on a Sunday morning at the Greater Boston Red Cross headquarters during a recent Red Cross disaster relief effort. (Red Cross Photo)



HIGH AWARD—Cadet Bruce L. Roy, 103rd Comp. Sq. (Connecticut Wing), receives the Gen. Carl A. Spaatz Award from Maj. Gen. John Freund, adjutant general of the State of Connecticut, in ceremonies at the Hartford State Armory. Roy is a freshman student at Tulane University in New Orleans, La., where he studies mechanical engineering under a Navy ROTC scholarship.

PEOPLE . . . in The News

Northeast Region

Downtown Patrol Comp. Sq. (Maine Wing) has instituted a Cadet of the Month program. At recent squadron ceremonies, Cadet Carroll Gifford accepted the award as Outstanding Cadet ... Three cadets from Scranton Comp. Sq. (Pennsylvania Wing) travelled to Patrick AFB, Fla., recently. Cadets Darren Barscheski, Charles Locasio and William Lengner toured the base and its facilities during the day with the high point of their visit being a trip to Cape Canaveral ... During the recent record-breaking snow storm, the West Warwick Comp. Sq. (Rhode Island Wing) actively assisted local authorities in disaster relief. Cadets Bruce Whalen, Mike Carroll, Steven Pare, Joseph Bondarek, Anthony Kulig, Gertrude Kulig and Joe Zaccaria provided assistance where needed.

Members of Ranger Land Rescue Teams from Group 1100 squadrons (Pennsylvania Wing) took part in a weekend bivouac recently to prepare them for the Winter Survival School. Those taking part included Cadets Robert Jones, Patricia Mort, Charles Staso, Kirk Twardowski, Richard Magners, Michael Hagenbuck, Donald Grill, John Batdorf, Edward Marchetti, Kevin Tardowski, Jay Berring, Keith Glass, Terry Royce, Walter Chase and Mike Dettendall ... First Lt. Angela Izzo has joined the staff of the Gen. Carl A. Spatz Sq. (Pennsylvania Wing) as a volunteer aerospace education instructor.

Three cadets from the Orange County Group (New York Wing) have received scholarships from a fund recently established in the name of William Richardell, former commander of the Orange County Group. Those cadets receiving the scholarships were Andrew Miller, Steven Smith and Joseph Perez. ... As part of Whitehall Exchange Comp. Sq.'s. (Pennsylvania Wing) aerospace education program, 30 cadets and seniors toured their local airport. The tour included the tower, weather and fire stations and snow removal departments. ... The Shrewsbury Comp. Sq. (Massachusetts Wing) held an awards dinner recently at which Raymond Berard was named Senior Member of the of the Year.

Bangor-Brewer Sq. (Maine Wing) sponsored and hosted a leadership seminar for wing cadets recently. Cadets Scott Hartman, Daniel Wood, and Kenneth Cantor assisted during the seminar. ... Members of

the East Providence Comp. Sq. (Rhode Island Wing) assisted National Guard and Civil Defense forces during a recent snowstorm in such areas as snow removal, helping stranded citizens, delivering and distributing medication, assisting with crowd control and directing helicopter landings ... Col. Jess Strauss, former New York Wing commander, has been named as Commissioner of Human Rights for the City of New Rochelle in New York.

Middle East Region

Cadet Matthew Fisk was named Cadet of the Year and 1st Lt. Kitty Trite was named Senior of the Year during the awards ceremony held by the Carroll Comp. Sq. (Maryland Wing) ... Maj. Robert Hotchkiss, deputy commander of Brandywine Cadet Sq. (Delaware Wing) was recently reunited with his 1957 IACE Spanish Air Force escort officer, Francisco Serra, when he spent the Christmas holidays with the Hotchkiss family ... Lt. Col. Alfred E. Morris was promoted to full colonel recently during a change of command ceremony held at the East Capitol Cadet Sq. (National Capital Wing) ... Cadets Terry Allinger and Scott Chapman, members of the Brandywine Cadet Sq. (Delaware Wing) have received their private pilot licenses through flight scholarships ... The North Carolina Wing sponsored a "How To Search" clinic recently. Lt. Col. Holli Nelson and Capt. Ned Vaughan-Lloyd taught sessions that included how an alert is initiated, procedures for a member to use in reporting for a mission and detailed briefings on how to serve as an observer.

Southeast Region

The Florida Wing toured the 679th Radar Squadron recently, during its annual week-long encampment at the Naval Air Station, Jacksonville, Fla. ... Members of the Seminole Cadet Sq. and Orlando Cadet Sq. (Florida Wing) recently toured the Kennedy Space Center. Those attending included Capts. Linda Eddy, Charles Pfeiffer, and James Walker, and 2nd Lts. David Crocket and Elaine Pavone ... Cadet William Hollis of the Huntsville Comp. Sq. (Alabama Wing) was recently elected president of the Explorer President's Council for the Tennessee Valley Boy Scout Council.

Cadets from Group 3 (Florida Wing)

held an aerospace instruction course recently at which time they were given ground training and scanner flights by Hillsborough I Senior Sq. members ... Nine cadets and one senior member of the Orlando Cadet Sq. (Florida Wing) recently participated in a bike-a-thon held at a local junior high school ... Lt. Col. Evelyn Johnson, a member of the Morristown Senior Sq. (Tennessee Wing) recently pinned on her silver oak leaves signifying her promotion to lieutenant colonel.

The Cutler Cadet Sq. (Florida Wing) held an open house recently at a local junior high school. More than 75 interested teenagers and their parents joined the cadets for refreshments after the drill team demonstration and comprehensive insight program given by the cadets ... At a recent Group 9 (Florida Wing) banquet, Cadet Ed Wolf was selected as outstanding cadet of the year.

North Central Region

Cadet Robert Suter of the St. Charles Cadet Sq. (Missouri Wing) was recently named as the St. Louis area Cadet of the Year ... At a statewide conference and banquet held recently, McConnell AFB Comp. Sq. (Kansas Wing) was named the top squadron in the wing. Maj. James Daily is squadron commander ... Air Force Brig. Gen. Paul E. Gardner, commander, HQ. CAP-USAF, presented 1st Lt. Norma Hellmann of Rapid City's Rushmore Comp. Sq. (South Dakota Wing) with a Meritorious Service Award at the wing's recent conference.

Great Lakes Region

Lima Comp. Sq. (Ohio Wing) assisted during a recent snowstorm by flying aerial reconnaissance, providing communications and coordinating aerial activities ... Cadet John Jones of the Kenosha Comp. Sq. (Wisconsin Wing) has been nominated to three different U.S. service academies. Cadet Jones hopes, however, to attend the U.S. Air Force Academy.

Southwest Region

Eighteen cadets and two senior members of the El Pasco Comp. Sq. (Texas Wing) enjoyed a unique experience

recently when they received orientation flights in U.S. Army helicopters as guests of the Flight Operations Office at Biggs Army Air Field. The squadron has its headquarters located at the Army installation ... Members of Randolph AFB Comp. Sq. (Texas Wing) were guest at Datapoint Corporation in San Antonio on a recent field trip to the largest manufacturer and leader in data processing. The squadron was able to see firsthand the basic manufacturing procedures, testing of completed equipment as well as actually operating a computer.

Rocky Mountain Region

North Valley Comp. Sq. (Colorado Wing) Cadet Allenn Hammann has been granted a solo flight scholarship. Cadet Hammann has completed ground school and will soon be on his way to a private pilot license. ... Cadet Stephen Wood, cadet commander for the Colorado Springs Cadet Sq. (Colorado Wing) has received notification of acceptance for appointment to the Virginia Military Institute. Cadet Wood has also received appointments to other military academies ... At a recent meeting of Timberline Cadet Sq. (Colorado Wing), Cadet Richard Blakeman received his solo pilot wings ... Capt. Michael A. O'Dell, deputy commander for Timberline Cadet Sq. (Colorado Wing), received his commission as a second lieutenant in the U.S. Air Force recently.

Pacific Region

Lt. Col. Pat Osmon, commander of the San Diego Senior Sq. (California Wing), represented his group at a chartering banquet for Division 16 of the Coast Guard Auxiliary. Officers of the division have expressed an interest in a close liaison with Civil Air Patrol ... First Lt. Dan Dimick has become commander of the Ashland Comp. Sq. (Oregon Wing). ... Ch. (Capt.) Stephen Bender, chaplain and information officer for the Ashland Comp. Sq. and the Siskiyou Senior Pilot Sq. (Oregon Wing), was presented the High Flight Trophy at a recent awards banquet. The trophy is presented for service beyond the call of duty.

Capt. Gary K. Lorimor, of the Corvallis Comp. Sq. (Oregon Wing) was recently elected the commander of the Nathan Twining Sq., Arnold Air Society, at Oregon State University ... John J. Montgomery Memorial Cadet Sq. (California Wing) has been presented a check for \$1,000 by the Santa Clara Kiwanis. The money will be used to purchase emergency medical equipment and training aids plus communication equipment.

National Headquarters

During recent change of command ceremonies, 1st Lt. Robert F. Wray took command of the Okinawa Cadet Sq. A drill exhibition was held by the cadets prior to closing ceremonies. The squadron, located on the Japanese island of Okinawa, was organized on an experimental basis.

CRASHED AIRCRAFT—Lt. Col. Donald Pye, commander of the Albany Comp. Sq. (Georgia Wing) inspects the remains of a crashed aircraft. He and squadron cadets were recalled to rope off the accident scene and provide security to the wreckage until arrival of FAA investigators.



We Also Serve Who Only Fry Eggs And Observe

By SM JON CHURGIN
Mid-County Comp. Sq.

OLD BRIDGE, N.J. — After several months of being information officer for the Mid-County Comp. Sq. (New Jersey Wing), I knew there was much more that I would like to accomplish as a member of Civil Air Patrol. Of course, I knew all about emergency services, SARCAPS, missions and the like; but we weren't fortunate enough to be alerted.

Finally I had my opportunity. Saturday night, Jan. 28, I received my phone call. A mission was ordered to be readied for the following morning at Miller Airpark, some 50 miles from my home. I was ready, I was willing and I was able.

At 11:00 a.m. Sunday morning I was spit and polish, waiting to go, but no one bothered to call. Then came the crusher, no emergency services 101 card. How could I participate in a mission without my 101 card? But I argued, I must take part in the mission in order to take the emergency services test so I could get my 101 card. But the next day, Monday, I would get to that mission, 101 card or not.

I donned my uniform and got to Miller Airpark. How? I'm not quite sure. I signed in and watched all the happenings, maps, grids, operations, flight plans, briefings, pilots taking off, communications buzzing, reporters calling.

The mission coordinator, Col. George Bochenek, was cool and efficient, as were we all. The outside temperature was 20 degrees, inside it was about 15 degrees.

National SAR School To Be Held In July At Governors Island

MAXWELL AFB, Ala.—The National Search and Rescue School will be held at Governors Island N.Y., July 23-28, 1978. (See "SAR People" column, Page 11.)

Enrollment details may be found in the Senior Member Activities Schedule (February 1978 Civil Air Patrol News). Mission coordinators apply through channels to National HQ/TTN no later than April 28, 1978. (Reference CAPM 50-17) Send information copy of CAPF 17 to National Headquarters TTN.

The water in the pipes was frozen — and to think, I was fighting to get involved.

The mission was still in effect the following day. One of the mission pilots living in my area called, "Was I going to try it again?" Why not? But of course, I have a lot to learn. But this time, just a few comforts. So I packed my trusty coffee pot, fry pan, sugar, salt, pepper, some eggs, a stick of butter — and I was ready.

Now, I have the distinct honor of having cooked 42 eggs over easy without breaking a single yolk.

Word came that the mission was suspended the following day. Then word came that we were back to the mission. I couldn't believe it. You mean I have another chance to beat my record and cook more eggs? Oh, what the heck. I've loved every minute of it.

Once again we hit the trail on the Garden State Parkway. We stopped by the egg farm, picked up several gallons of water, and I went back to keep the mission volunteers well fed.

The first wave of planes, pilots and observers went up. The coffee was brewing, and I waited and watched and listened. I read all there was to read in my regs about observers.

Just give me a chance to fly the sorties!

Then came my chance. Lt. Col. Bob Emig and Maj. Jim Erdman, who had had two ELT finds that week, came in. Was I ready to start my observer training? Was I? I couldn't believe it. The mission coordinator told me to grab my coat and get going. Excited? You would not have believed.

I ran to the field, just as the flight crew was checking their flight lists, jumped into the plane, fastened my seatbelt — and there I was at last. I was going to observe.

On the runway, the pilots were doing their thing, and I braced myself for takeoff. We weren't out of the flight pattern, the emergency frequency was monitored. A young man's voice squeaked out over my head, "I'm lost." And for the next 40 minutes I didn't breathe. Erdman and Emig were calmly asking the lost pilot questions. The answers were not really definite. He wasn't sure of the coastline and saw no landmarks. "Climb to 2,000 feet and we'll contact McGuire," we told him. He was a student pilot from Langhorne, Pa., on his way home when he found he wasn't sure of where he was. (See story, Page 13).

We contacted McGuire AFB. We listened to their questions, heard the answers. My pilots watched and charted on the maps on their laps. The replies came from the other plane, his voice cracking now and then, but he was still calm and hoping that aid would come, that he'd be on the way back home.

At last McGuire's questions paid off. They knew where the lost pilot was. We made a turn and came in close to him. We would track him down, we would lead him to Monmouth Airport. We were right behind him, our conversation continued — and I began to breathe again.

It was just a couple of minutes to the airport. We made our approach and landed with him down just in front of us.

We all jumped out and ran across to that red and white Cherokee. Are you all right? The look on this young man's face of relief and gratefulness. Our pilot reassured him. We were ready for hot chocolate or coffee and conversation. He was just 20 years old, with only a few hours flying time, and ever so grateful.

Emig flew along to the airport with the young pilot at the controls. We followed. And once again got out of the plane for the last thank yous, goodbyes and assurances. I will never forget the look on his face. It was enough.

A job well done, and so back to our original mission. Please, dear God, have this one come out just as well.



RESCUE DONATION—Frank R. Athis, left, of the I.B.M. Corporation, presented a check for \$250 to Capt. Terence Taylor of the Hayward Comp. Sq. 156 (California Wing) in support of the squadron's search and rescue mission. The money submitted through the corporation's community assistance program will be used for repair and maintenance of the unit's jeep and additional equipment for a truck used in ground operations. (Photo by Pleasanton (Calif.) Valley Times)

Committee Provides Behind Scenes Look At Operations And Safety

MAXWELL AFB, Ala.—The CAP Operations and Safety Committee recently provided "behind-the-scenes" activity of interest to all CAP operations personnel.

Representatives from all eight CAP regions, FAA and National

Headquarters Operations, Safety and Emergency Services covered an agenda which included the following items.

- a. Aircraft utilization.
- b. Flight scheduling and control.
- c. Shoulder harness re-

quirements.

d. Selection of the Paul W. Turner Safety Award recipient.

e. Acquisition of aircraft best suited for CAP missions, e. g., Helio Couriers, Cessna Hawk XP and modified T-41s.

f. Pilot checkout re-

quirements.

g. CAPR 60-1, CAP Flight Management.

h. Use of Civil Air Patrol News articles contributed by members to promote safety, operations and management.

i. Selection of the CAP Safety Officer of the Year.

Committee members discussed opinions, efforts and concerns of CAP members regarding each agenda item.

Enthusiasm and participation were extremely high.

"With support from active members and dedicated representatives, this committee should be able to improve corporate response to mission and member demands," said Lt. Col. Frederick K. Carter, HQ, CAP-USAF director of safety.

Unit commanders are encouraged to obtain and forward inputs to region representatives in matters concerning operations and safety, said Carter.



ACCIDENT INVESTIGATION—Members of the New River Valley Sr. Sq. and the Montgomery Comp. Sq. (Virginia Wing) recently assisted the FAA and the National Transportation Safety Board in investigating a plane accident in Giles County, Va. Squadron personnel provided guards at the accident site. (Photo by Jimmy W. Adams)



"It says it's a simulated steak served to people on simulated exercises."