**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, considering 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.

**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 snowstorm 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 over 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.

**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 50 points to Tennessee and Connecticut caused the following changes in WEEP standings:

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Details of CAP Insurance Outline

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

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 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 only 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 a CAP vehicle 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 operations of leased, rented or loaned aircraft and the operation of non-CAP aircraft on CAP operations. If an accident occurs, as far as protection of the corporation is concerned. Individual CAP members, those operating CAP aircraft on CAP authorized missions, however, when operating an aircraft other than a non-CAP aircraft they must have a certificate of insurance on file with the insurance agent, Turner-Weaver and Company, P.O. Box 6010, Nashville, Tenn. 37212. Civil Air Patrol Regulations 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 the personal coverage.

There are limitations to this policy as well. They include: assuming liability, intentional destruction or injury to the property in the care and control of CAP members and loss of use of personal property. CAP members are not covered when operating any equipment for an unauthorized purpose or the operation of non-CAP passengers for hire or otherwise using CAP aircraft for hire or reward.

A definition of this is the "penny-a-pound rides".

CAP members are not covered if they are operating an aircraft in violation of the CAP rules or regulations when a certificate or the aircraft certificate are not covered when giving student instruction except when all requirements are met. These requirements will be fully outlined in CAP 900.5. The insurance does not cover CAP activities including crop dusting, spraying, seeding, hunting, bird or tow homing.

CAP sponsorship of airshows is not permitted. This does not preclude operating non-CAP aircraft 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 contained fully in CAPR 900.5. The coverage begins when the cadet is accepted for membership in the CAP by a member under the direction or supervision of a CAP senior officer to be covered under a group cadet accident insurance policy. Unlike the senior member accident policy, the cadet policy provides certain medical benefits up to $2,000 for hospital charges for room and board and cost of operating room fees 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 some misunderstanding concerning this coverage. There are no benefits for members under 18 years of age. 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 owned orleased vehicles are covered under the Federal Employees' Compensation Act while performing CAP authorized and directed search and rescue missions during the time of the mission. The coverage is adjudicated by the Department of Labor and the Federal Workers' Compensation Division. As long as the vehicle is approved by public law as adjudicated by that department, the policy explains the coverage in detail.

The Air Force has also followed the practice of certifying claims from third parties which arise from Air Force authorized and directed missions under a limited administrative agreement between Secretary of the Air Force. This authority does not create legal liability for the corporation but it is desirable to pay certain claims when 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 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 negligence, the CAP member's personal 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 of organizations other than CAP when owned by organizations other than CAP. As in other insurance programs, CAP does not protect those individuals who are not members of Civil Air Patrol.

In the past various CAP members have inquired of the Headquarters about the policy limits, i.e., the dollar amount covered. The Limits are set for coverage. If wing commanders or their legal offices submit a request in writing to National Headquarters, JA, copies will be made available to CAP commanders. The limits may be increased. These policies should, however, be restricted to proper and responsible CAP members. Certificates of insurance for CAP activities may be obtained by writing the insurance agent, Turner-Weaver and Company, P.O. Box 6010, Nashville, Tenn. 37212. These certificates may be given to individuals other than CAP members who require proof of insurance as a condition of a contract, or lease a building, or holding a CAP activity on someone's premises.

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. Zalafa, 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 $704.

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 now 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 (DFH), 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 on route from Casper to Douglas, Wyo.

Approximately 45 minutes after launching, the CAP crew 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.
**CIVIL AIR PATROL NEWS**

**PAGE THREE**

**8,000 Miles Flown In Boston Bloodlift**

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 960 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 vitally-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 coal 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, 31 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 77.5 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 Rol, 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-zipped 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 cockpit of both the helicopter and the Skyhawk jet, according to the tour guides. Lt. (j.g.) Don Stell, hosting the helicopter 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.

GOVERNOR PRESENTS AWARD—Dixie Lee Ray, left, governor of Washington, presents the Gen. Carl A. Sputz 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)
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 Department at National Headquarters, and it was researched, developed and instituted by the personnel of that department. 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 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 1978 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 enrolling 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, and an internship type program aimed at improving aerospace education within the 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 CAP's Young People Are 'One Step Above'.

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 logical 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 this to the immaturity of the younger cadets who just cannot stand at attention without moving. It becomes as old as 16 or 17 also just cannot stand at attention and seem to resent orders by their superior cadet officers. 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 the problems they have to face in taking orders from cadets who are their age or possibly younger than they are.

Some 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 without too much activity. Our cadet officers and staff plan the weekend program and conduct the activities with a minimum of advice by the seniors. They set up their own disciplinary rules and regulations and 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 extremely 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.
For Missing Pilot and Plane

MINNEAPOLIS, Minn. — Using information retrieved from computers at the FAA Air Route Traffic Control Center in Far- 
ington, Minn., Lt. William R. Carnes, emergency services of- 
cer 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 p.m. flight home from Eveleth, Minn., Feb. 8.

When notified in the early mor- ning 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 es- timated 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 overflown Fargo at the approximate time that Hummel should have arrived. With that in- formation Carnes picked a likely crash site and asked the Air Force Rescue Coordinator Center at Scott AFB, III., 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 ef- forts of North Dakota CAP search teams, but an Air Force helicopter sighted the wreckage Feb. 14 in almost the exact posi- tion suggested by Carnes’ es- timates.

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, director of Information and Development at National Headquarters, Lt. Col. Herbert A. Bab, director of Information, conducted the interview.

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 advising leadership school. This has led to useful advice on leadership, counseling, and some communication skills around the country.

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

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 good idea. We've been trying to see what is needed and wanted so it will be standard enough to become a regular part of squadron 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 to us, it doesn't fill the bill, we'll have to work on it.

Q--Did I hear you say that specific objectives for squadron leadership school will be stated in the new CAP Manual 50-27?

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 it didn't work, we wouldn't do it."

Q--It works, though, doesn't it, Colonel, to have these schools going?

A--Absolutely. We feel that, really, this head- quarters and the CAP training committee have worked closely with the help of ECI personnel, in developing the curriculum. In addition, the program is aimed at training in the specialty of the student, so it will be standard enough to become a regular part of squadron leadership school.

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.

Q--What have you said so far?

A--We'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 advising leadership school. This has led to useful advice on leadership, counseling, and some communication skills around the country.

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

Our travel funds are very limited, so whenever we can catch 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...

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Q--Col. Peach, we've had fairly strong coverage on 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 didn't 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 subgroup, 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.

Q--What have you said so far?

A--We'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'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 advising leadership school. This has led to useful advice on leadership, counseling, and some communication skills around the country.

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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, 35, 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 8:45 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 Warren.

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 onlookers 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.

Parents Join CAP

Parents Join CAP

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.

The schools will be held from 9 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 dates on the places indicated:

April 28-30 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; Elmire, 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.

Region Holds Leadership Schools
NUMBER 4

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

APRIL 1978

INFORMATION

1. RADIO AND TELEVISION SPOT ANNOUNCEMENTS. CAP radio spot announcements are expected to be completed by June. Your request 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 film 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.

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.

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. 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/OIW 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.

OPERATIONS

1. 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 agreement 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.

5. AFRC 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 AFRC 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 AFB 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.

ADMINISTRATION

6. NEW AND REVISED CAP PUBLICATIONS:


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.
CAPF 45a, "Amended Senior Member Master Record," March 1978, has been published.

DAP
Descended CAP Publication. CAPP 150-1, "Senior Member Training Program-Level I Study Guide," January 1975, has been rescinded.

DAP

HE EXECUTIVE DIRECTOR

DAP

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

You know about newswriting? Read each statement carefully. Mark "True" 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 have style sheets to guide reporters.
A lead should get attention and give the important facts.
Most people don't mind if their names are misspelled in the paper. It's all right to put two stories on one page if you have room.
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 on how long it takes to cover the subject properly.
Active verbs are more forceful than passive verbs in a story.
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.)

SHOULDER HARNESSSES

The NTSB has recommended that shoulder harnesses be installed on all general aviation aircraft and for all occupants. 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 or chest are going to have an unfriendly meeting with aircraft parts.

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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 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 medical and civilian medical fields.

Air Force Logistics Command (AFLC) Orientation Program, July 9-15, has 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. Next year the cadets met with JROTC representatives to show how CAP can work with the program, which begins in September.
By MAJ. ROBERT MATTSON
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 plan to identify the ground SAR Problem. 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 National 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 fine and meals are at mess halls 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 some ideas for improving SAR management in your wing.

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’re 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.

I appreciate the interest of CAP Cadets. Some people may say we are just out to good off, but ask the people around Phelps, Ky., what they came home with a lot of ideas for improving the camp for the next time.

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, last night? 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 out 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? All the required papers 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 all your supplies, your charts, maybe your credit card, your plotter, your computer, your personal pilot certificates, etc. (I mean that it is up to date). Had your biennial flight review? How about your radio operator’s permit?

OK, preflight complete?

By Lt. Col. David Jones, CAP
Trenton Cadet Sq. here took on the information you receive, then I encourage you to apply. You must apply through your wing commander using CAP Form 17.

APPRECIATION—Col. Gene Harwell, commander, North Carolina Wing, left, presents a 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.

By Lt. Col. Robert Mattron, CAP
HQ. CAP-USAF

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If you’re 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.
Registered Nurse Leads Ground Search Team

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 Lt. Terrence D. Sinclair, a member of the Quincy Comp. Sq. (Massachusetts Wing), who has been active in CAP for 28 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 installations 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 recertification course as part of the ground rescue techniques he teaches.

He has a radio communications center in his home, as well as a car radio, 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, 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 post-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 Woorman 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. Diane 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 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 slip 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 round teams and on the flight line.

Michigan Squadron Tests Rockets

BAY CITY, Mich. — Cadets from the Bay City Cadet Sq. T-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 to large payload-carrying rockets powered by very high thrust engines.
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 training mission for a lost Stinson aircraft, Lt. Col. Robert Emig, squadron commander, Capt. James Erdman, squadron flight operations officer, and SM Jon Chargin, wing finance officer, spotted a disoriented 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 30 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, working with the student into Monmouth County Airport, with added assistance from a nearby police department.

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.

Erdman and Erdman had already traced two ELT signals during the previous week while searching for the Stinson. One was at Burlington County Airport and the other at Riddles 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, Erdman later identified the body of a man, later identified by Maryland police as that of the pilot, a student with about 150 hours washed up on Assateague Island National Seashore.

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Among the 120 persons attending were cadets and senior members from units in several New Jersey 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, shelters 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 they had gained.

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 department.

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 vehicles.

This truck, equipped with a radio on the emergency 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 coats, blankets and food for Civil Defense and transported needed personal equipment for the fire headquarters.

Other CAP members acted in an Army Civil Defense capacity, answering telephones at the fire department, manning the county Civil Air Patrol 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 reported storms.

Clarence R. Souder, 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."

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

HONEYEVE, 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.

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

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

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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 Swinconos 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. McClenney 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

Downeast 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 Scorton Comp. Sq. (Pennsylvania Wing) travelled to Niagara Falls recently as part of a trip to Niagara Falls. During the recent record-setting snowstorm, the West Warwick Comp. Sq. (Rhode Island Wing) actively assisted local authorities in disaster relief. Cadets Bruce Whalen, Mike Carroll, Steven Pare, Joseph Bonnacker, Anthony Kulig, Gertrude Kulig and Joe Zaccaria provided assistance where needed.

Middle East Region

Cadet Matthew Fisk was named Cadet of the Year and 1st Lt. Kitty Trice was named Senior of the Year during the awards ceremony held by the Carroll Comp. Sq. (Maryland Wing) ... Maj. Robert J. Hodge, deputy commander of the Maryland Wing, presented the awards. The ceremony was followed by the annual week-long encampment at the Naval Air Station, Jacksonville, Fla.

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 Plefier, and James Walker. The tour included the touchscreen and flight simulators and the crew was able to see first-hand the basic manufacturing processes, testing of completed equipment as well as actually operating a computer.

Southwest Region

Eighteen cadets and two senior members of the El Paso 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 own helicopter for disaster relief and fire fighting.

Great Lakes Region

Lima Comp. Sq. (Ohio Wing) assisted during a recent snowstorm by flying aerial reconnaissance, providing communication 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

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Rocky Mountain Region

North Valley Comp. Sq. (Colorado Wing) Cadet Alvin Hammann has been granted a second lieutenant's scholarship. Cadet Hammann has completed ground school and will soon be on his way to a private pilot's license. Cadet Stephen Wood, cadet commander for the Colorado Springs Cadet Sq. (Colorado Wing) has received appointments to other military academies.

Pacific Region

Lt. Col. Pat O'mon, 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 Dinruck has become commander of the Ashland Comp. Sq. (Oregon Wing) ... Capt. Gary L. Lorrin, 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.

National Headquarters

During recent change of command ceremonies, Lt. Col. Donald Pyke, 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.

CRASHED AIRCRAFT—Lt. Col. Donald Pyke, 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. 29, 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 crunch, 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 pilots living in my area called. "Was I going to try it again?"

Why not? 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.

Worthand that the mission was suspended the following day. Then word came that we were back to the mission. I couldn't believe it. I 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 on observers.

Just give me a chance to fly the skies!

Then came my chance. Lt. Col. Bob Emig and Maj. Jim Erdman, who had had two EIL 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 spoke 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 war's back soon.

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 tower. We ran to Atlas, we ran to 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 with 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.

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