Casaday Elected To Top CAP Post

NEW NATIONAL COMMANDER — Thomas C. Casaday, center, beams happily as he receives his stars of the rank of Civil Air Patrol brigadier general from his wife, Olive, and U.S. Air Force Brig. Gen. Carl S. Miller, CAP Executive Director. General Casaday, who has served Civil Air Patrol’s all-volunteer organization since 1948, was promoted and named national commander of CAP during the 1976 National Board Meeting in Philadelphia, Penn. (Photo by MSGt. Russ Brown)

Nat’l Board Members Elect CAP’s Two Top Officials

PHILADELPHIA, Penn.—The election of a new Civil Air Patrol national commander highlighted the annual National Board Meeting held here at the Sheraton Philadelphia Hotel, Sept. 17-18. Almost 1,000 CAP members from throughout the 50 states, the District of Columbia and the Commonwealth of Puerto Rico, attended the meeting which featured CAP Brig. Gen. William M. Patterson banging the gavel down and ending his tenure as national commander.

Thomas C. Casaday of Birmingham, Ala., was elected to head the 64,000 member organization and promoted to the rank of CAP brigadier general. General Casaday steps up to the position of national commander from that of national vice commander. He is being followed in the latter post by CAP Col. William H. Ramsey of Minnetonka, Minn., former commander of the North Central Region.

Rescuers Provide Help To People In Trouble

MAXWELL AFB, Ala.—In recent months Civil Air Patrol volunteers from seven states have added 10 names to the growing list of lives saved in 1976. A CAP ground search team was credited June 30 with saving the life of an injured hiker near Eagle Creek, Ore.

An emergency locator transmitter (ELT) proved instrumental in helping save the lives of the pilot and passenger of a light aircraft which crashed Aug. 9 on the outskirts of Oakland, Calif. (See Rescuers Provide, Page 2)

INSIDE INDEX

MER Changes Command ........................................ Page 4
Two Enter Hall Of Honor .................................... Page 6
NER Conference Scheduled ................................. Page 6
Nat’l Board Meeting .......................................... Page 10
CAP’s Top Squadrons ....................................... Page 11
People .......................................................... Page 12
Cadets Soar .................................................... Page 16
Two Officials Elected

(Continued From Page 1)

From 1942 to 1946, General Canfield served with the Army Air Corps as a B-24 pilot and flight control officer. In civilian life he is president of El-Casa Enterprises, Incorporated, and is director of Union State Bank, Pell City, Ala. He is a Mason and Shriner; past president of the Birmingham Aero Club; St. Clair County Mason and Shriner; past president of E1-Casa Enterprises; and a vice president of V.J. Elmore Stores Incorporated in Birmingham.

A veteran multi-engine rated pilot with more than 2,500 flying hours, he uses his Cessna Skyline 182 for CAP air search and rescue missions and other humanitarian operations.

The new vice commander joined CAP in 1960 and served as squadron commander, Minnesota wing inspector, wing administrator, staff, wing deputy commander and wing commander. He served as commander of the North Central Region twice.

Colonel Ramsey is a rated pilot and has more than 4,000 flying hours to his credit.

Two CAP squadrons and a number of individuals were recognized during the organization’s annual meeting.

The South Macomb Cadet Sq. of the Michigan Wing was awarded the coveted title of CAP Squadron of Distinction for 1975. The long hours and hard work not only paid off in the winning unit, it also meant a $500 cash award for the unit.

The runner-up in the competition, the Van Dyke CAP Sq., also of the Michigan Wing, received a plaque and a unit citation award.

During the meeting CAP also honored the winners for 1976 of the Frank G. Brewer CAP Memorial Aerospace Award. They are: Cadet Lt. Col. Douglas B. Sippy, Washington Wing, winner in the cadet category; Maj. William G.A. Betz, of Flushing, N.Y., received an engraved plaque and a $500 scholarship.

Cobet Maj. is a member of the Legion Cadet Sq. in Flushing and has been a member of CAP since 1971. He is a freshman at Queensborough Community College, N.Y., and currently serves as commander of the Legion Cadet Sq. He was selected as the New York Wing Cadet of the Year in 1976.

A number of civilian and military dignitaries attended the Saturday night banquet. Among the civilian notables in attendance were Will Hill Tankersley, deputy assistant secretary of the Air Force for Reserve Affairs and Education; Dr. Mervin K. Strickler Jr., chief, Aviation Education Program Division of the Federal Aviation Administration; and Percy H. Davis, president of the Air Cadet League of Canada.


New Grade Insignia Increases Cost Of Achievement Packets

MAXWELL AFB, Ala. — Officials here have announced that effective Jan. 1, 1977, the cost of achievement contract packets will be as follows:

- Achievement Contract 1: $4.50
- Achievement Contracts 2 thru 7: $1.50
- Achievement Contracts 8 thru 16: $3.00

The change in prices is due to the change in grade insignia for grade achievement contract packets.

Effective Jan. 1, 1977, the new metal pin-on chevrons will be used, and a single chevron will be included in each of the appropriate achievement contracts. All orders for packets submitted after Dec. 16, 1976, will be shipped after Jan. 1, 1977, and the cost will be that indicated above.

Additional changes in individual new type chevrons may be ordered effective Jan. 1, 1977, as follows.

- MSGt. Cols. No. 666A: $1.50
- Ssgt. Cols. No. 665B: $1.50
- Ssgt. Cols. No. 666D: $1.50
- AIC. Cols. No. 666E: $1.50
- Amn. Cols. No. 666F: $1.25

The CAP Bookstore is the only approved source for this new item and in keeping with the policy of having our insignia of the highest quality, you are encouraged to purchase this item from the Bookstore.

Rescuers Provide

(Continued From Page 1)

The California Wing shared credit for the saves after they “homed in” on the ELT signal and directed the East Bay Regional Park Ground Rescue Team to the crash site for the recovery of the overdue aircraft.

The downed aircraft was on a flight from Concord, Calif., to Fort Ord, Calif. Three CAP aircraft were launched in the search effort after being notified by the Air Force Rescue Coordination Center of the overdue aircraft.

The Maine Wing concluded a successful two-day search for a missing light aircraft Oct. 8 on Aug. 11. The search was initiated when the plane was reported overdue on a flight from Caribou, Maine, to Manchester, N.H. N.H.

CAP 1st Lt. George Byam and Leo Dyer of the Oxford Senior Sq. notified the emergency, however, due to severe weather resulting from Hurricane Beulah, they were only able to search a small area late in the day. A maximum search effort got under way the next day when the weather cleared.

CAP 1st Lt. George Byam and Leo Dyer of the Oxford Senior Sq. located the downed aircraft by tracking its emergency locator transmitter signal.

The Idaho Wing was credited with saving the life of a hospital patient on Aug. 15 through an airlift of urgently needed rare blood.

Upon receiving the request from the Kootenai Memorial Hospital, two CAP aircraft flew from Coeur d’Alene to Sand Point, Idaho, airlifting the rare blood for the critical patient who was to undergo surgery.

Another save was recorded Aug. 17 when the Minnesota Wing CAP was credited with saving the life of a missing man.

CAP was called into action after being notified by the sheriff’s department on Aug. 17 that a 10-year-old man was missing after being notified by a Minnesota CAP aircrew and picked up by a civilian ground team.

CAP Maj. John Dubla and 1st Lt. Bernie Winzenburg of the Minnesota unit were credited with a save due to the lateness of the hour and the weight of the man.

Civil Air Patrol recorded its fifth life saved during the month of August with the emergency airlift on Aug. 26 of a wounded man in Alaska.

Within minutes after receiving a call, the Clear Civil Air Patrol launched a flight aircraft. The patient was picked up and transported from Clear, Alaska, to the Fairbanks hospital.

Due to the lack of sophisticated medical facilities at Clear Air Force Station, a save was awarded to the CAP pilot, George Augustine.

The Colorado Wing concluded an intensive six-day search for a missing light aircraft Oct. 2 and was credited with saving the lives of two persons.

The search effort was initiated Sept. 30 when the plane, a Cessna 182, was reported overdue on a flight from Basin, Utah, to Denver. Colorado Civil Air Patrol was alerted after telephone and field checks for the plane proved negative.

After days of searching, the wreckage was located in the vicinity of Monarch Pass, east of Gunnison, Colo. Ken BailerUp of the Colorado Wing was the observer who made the find.

Ground vehicles were called in to recover the survivors and they were taken to the Selida Hospital.

Civil Air Patrol recorded its third life saved in October when an injured passenger was rescued from a crashed aircraft on Oct. 4.

Search crews of the Illinois Wing were launched after being notified of the overdue aircraft by the Air Force Rescue Coordination Center at Scott AFB, Ill.

In less than two hours, CAP Capt. Nicholas Segly of the Sky Haven Senior Sq. Naperville, Ill., located the downed aircraft in the vicinity of Manteno, Ill.

CAP crews flew 16 search sorties requiring 39.5 hours flying time during the mission. The incident brings to 28 the number of persons Civil Air Patrol has saved this year through its air search and rescue, and other emergency service operations.

ADDRESS CHANGE?

MAIL THIS FORM TO: HQ CAP-USAF/DYPD MAXWELL AFB, ALA. 36112

NAME

STREET

CITY

STATE ZIP

CAPSN (CIRCLE ONE) SENIOR/CADET

CHARTER NO

EFFECTIVE DATE

(Refresh to old label.)

We suggest you use any extra copies in promoting/advertising Civil Air Patrol by leaving the CAP NEWS where non-members will get an opportunity to read it. (Public Libraries, doctors offices, etc.)
Unique Club Salutes Dedicated CAP Volunteers

NORTH HOLLYWOOD, Calif.—As a salute to the dedication of Civil Air Patrol volunteers who accumulate search time of 40 hours in a period of 12 months, the “40 MP/O Club” was formed some two years ago.

Founded by the commander of California Wing’s former West Valley Group 6, Chuck Gray, 140 names of CAP fliers, observers and ground crew members have gradually been added to a uniquely designed plaque donated by Gray with mementoes presented to the honorees.

“I founded the “40 MP/O” because I believe in perpetuating recognition for those who have persevered, whether they made “finds” or not,” Gray said, “and also because I feel that it inspires others concerned about the welfare of a lost human being and a waiting apprehensive family.

“On the other hand it also helps to consciously develop increased proficiency and the practice of safety in flying.”

Since its inception in the Valley, the “40 MP/O” list has grown to include names of CAP members from other state wings. “Personal tokens of appreciation that go with an identifying “40 MP/O” patch to be worn on flight suits at search bases.”

Gray said. “Along with the mirrors they are presented the attention of searchers,”

“Distress signals in catching others concerned about the welfare of a lost human being and a waiting apprehensive family.

“The other hand it also helps to consciously develop increased proficiency and the practice of safety in flying.”

Since its inception in the Valley, the “40 MP/O” list has grown to include names of CAP members from other state wings. “Personal tokens of appreciation that go with an identifying “40 MP/O” patch to be worn on flight suits at search bases.”

“On the other hand it also helps to consciously develop increased proficiency and the practice of safety in flying.”

Since its inception in the Valley, the “40 MP/O” list has grown to include names of CAP members from other state wings. “Personal tokens of appreciation that go with an identifying “40 MP/O” patch to be worn on flight suits at search bases.”

Gray said. “Along with the mirrors they are presented the attention of searchers,”

“Distress signals in catching others concerned about the welfare of a lost human being and a waiting apprehensive family.

“The other hand it also helps to consciously develop increased proficiency and the practice of safety in flying.”

Since its inception in the Valley, the “40 MP/O” list has grown to include names of CAP members from other state wings. “Personal tokens of appreciation that go with an identifying “40 MP/O” patch to be worn on flight suits at search bases.”

Gray said. “Along with the mirrors they are presented the attention of searchers,”

“Distress signals in catching others concerned about the welfare of a lost human being and a waiting apprehensive family.

“The other hand it also helps to consciously develop increased proficiency and the practice of safety in flying.”
Executive Director's Comments

Chaplains Play A Vital Role In CAP

by Brig. Gen. Carl S. Miller, USAF
CAP Executive Director

A group of dedicated Americans representing many faiths are working shoulder to shoulder with their fellow Civil Air Patrol members. They are our chaplains — over 1,000 of them. This is the second largest chapel in the world and by far the largest volunteer chapel organization.

Additionally approximately 250 ministers, priests, and rabbis serve as visiting clergy members, conducting the cadet moral leadership training in the absence of a duly appointed rabbi or priest. Chaplains serve as visiting clergy to 250 ministers, approximately 100 ministers, and over 1,000 of our chaplains – over 1,000 of CAP Col. Jonathan H. Hill, right. (Photo by CAP Lt. Col. Mel Holler)

As good a job as our chaplains are doing, there is still more to be done. We need more chaplains to accomplish the task. We still have far too many units without a chaplain. I strongly urge commanders with no chaplain assigned to spare no efforts in hiring one. He can be a most valuable member of the team, and no unit is complete without the chaplain.

I am thoroughly convinced that by his personal and spiritual witness he imparts a desirable and needed spiritual influence on all CAP personnel — cadets and seniors. Through his activity and presence he personally links his CAP unit with the greatest obstacle of all in the path of atheistic materialism today — faith in God.

Furthermore, I am convinced that the chaplain and the CAP program. In addition to its emphasis on personal integrity and morality, it confronts the cadet with the basic principles that have gone into the creation of freedom that prevails in America. No other training agency is doing this kind of thing on any significant scale. Attesting to the excellence of the material contained in the “Values for Living” syllabus, it was awarded the Honor Certificate in the government unit category by the Valley Forge Freemasons Foundation in 1974.

A new volume of “Values for Living” has been published recently, and an all-new USAF Chaplain Film Guide just for CAP chaplains has been sent to each chaplain so that over 100 first-rate films can be used to make a very good moral leadership program even better.

A new volume of “Values for Living” (which signifies a minimum of three years and 2,000 hours of CAP service during World War II), the Senior Member Certificate of Proficiency, the Gill Robb Wilson Award, the Red Service Ribbon with one silver and one bronze clasp, the Air Search and Rescue Ribbon with silver clasp, and the Senior Member Recruiter Ribbon with three silver clasps.

VFW Members Support CAP

NEW YORK — The Veterans of Foreign War (VFW) at its convention here in August again urged local units across the nation to maintain and strengthen their ties with Civil Air Patrol.

A resolution urging such support for CAP and other similar youth organizations was passed unanimously at the convention.

The VFW has helped support local units of Civil Air Patrol for many years.

SAR Tips

Helicopter rotor wash may blow debris in all directions. Keep your eyes protected.

For recovery, initiate two methods at the same time rather than wasting time learning another method in case something blocks the original plan.

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

There are individual figures compiled by Directorate of Operations at CAP National Headquarters.

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

Number of Missions: 355
Number of Aircraft: 566
Number of Rescues: 23
Number of Sorties: 7119
Flying Hours: 14,302.9
PERSONNEL: 20,578
Mobile Radios: 4,987
Fixed Radios: 3,655
Saves: 7119
Finds: 3612


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

Number of Missions: 355
Number of Aircraft: 566
Number of Rescues: 23
Number of Sorties: 7119
Flying Hours: 14,302.9
PERSONNEL: 20,578
Mobile Radios: 4,987
Fixed Radios: 3,655
Saves: 7119
Finds: 3612

Colonel Morse Takes Command Of MER

RESTON, Va.—CAP Col. Louis S. Morse formally assumed command of the Middle East Region during a well-attended luncheon and ceremony at the Andrews AFB, Md., Officer’s Club in late July. CAP Lt.Col. William “Doc” Everett, was installed as the new Delaware Wing commander at the same time.

CAP Brig. Gen. William M. Patterson, National Commander, officiated at the change-of-command ceremony and welcomed Colonel Morse as “the first lady to sit on the wing commander for one full year,” he said. During his command, he noted that the region has placed first nationally for three years.

He expressed pleasure at having the opportunity to break the barrier against women belonging to the National Executive Committee. Colonel Morse led the Delaware Wing for just under 23 years.

In accepting her new command, she noted that it “takes a lot of people to help anyone up the ladder,” but that she had done a lot of the climbing by herself. Entering CAP in 1942 as a private, she learned how to march in a cow pasture and was required to earn her way through each rank. And “I was ‘acting’ wing commander for one full year,” she said.

Colonel Morse wears the coveted Senior Observer Wings for which she has completed 156 hours of flying time as observer/navigator. Other decorations include the Distinguished Service Award with one Bronze Clasp, Exceptional Service Award with three clasps, CAP Col. Jonathan H. Hill, outgoing regional commander expressed his gratitude at being able to serve the region for almost six years. “Any day where you leave command is not the happiest day,” he said. During his command, he noted that the region has placed first nationally for two years, second for one year and third for two years.

Colonel Hill has accepted a national appointment as a corporate liaison officer.

VFW Menders Support CAP

A resolution urging such support for CAP and other similar youth organizations was passed unanimously at the convention.

The VFW has helped support local units of Civil Air Patrol for many years.

VOLUME 8, NO. 6

NOVEMBER, 1976

The Civil Air Patrol News is an official publication of Civil Air Patrol, a private nonprofit educational service and auxiliary of the United States Air Force. Published bi-monthly at National Headquarters, Maxwell AFB, Alabama 36112. The Civil Air Patrol News is published by CAP members. The appearance of advertising in the publication with the exception of the CAP Education Materials Center (Rockestra) and the CAP Supply Depot does not constitute an endorsement by the Civil Air Patrol Corporation of the products or services advertised. Subscription rates: Domestic is $10.00 per year, international is $14.00 per year. The Civil Air Patrol News is proud to announce it has achieved a 100% return on its previous volume. Current volume is available at 2401 Wilson Blvd., Arlington, VA 22201. The Civil Air Patrol News does not solicit subscriptions. VOLUME 8, NO. 6

November, 1976

The Civil Air Patrol News is an official publication of Civil Air Patrol, a private nonprofit educational service and auxiliary of the United States Air Force. Published bi-monthly at National Headquarters, Maxwell AFB, Alabama 36112. The Civil Air Patrol News is published by CAP members. The appearance of advertising in the publication with the exception of the CAP Education Materials Center (Rockestra) and the CAP Supply Depot does not constitute an endorsement by the Civil Air Patrol Corporation of the products or services advertised. Subscription rates: Domestic is $10.00 per year, international is $14.00 per year. The Civil Air Patrol News is proud to announce it has achieved a 100% return on its previous volume. Current volume is available at 2401 Wilson Blvd., Arlington, VA 22201. The Civil Air Patrol News does not solicit subscriptions.
National Commander's Comments

A New Era

by Brig. Gen. Thomas C. Casaday, CAP National Commander

This being my first column as your National Commander, I wanted it to be meaningful and to reflect many of my initial thoughts and feelings as I assumed command of Civil Air Patrol. What better way than to repeat the words I spoke to the National Board and to one some thousand other attendees of Civil Air Patrol's 35th Annual Board Meeting in Philadelphia on Sept. 18. At the risk of offending those who must read what they have already heard, I believe the following bears repeating for the many thousands who were unable to attend one of CAP's finest conventions.

"Let me say here today that I am deeply honored, and somewhat awed, by the trust and honor that has been bestowed on me by your National Board and by you the people of Civil Air Patrol. It is with a mixed sense of pride and humility that I accept the responsibilities of the office of National Commander, Civil Air Patrol.

At the outset I want it known that I will conduct the affairs of this office to the letter of the law as laid down in Civil Air Patrol's Constitution and Bylaws. I also intend to conduct corporate business in strict accordance with the intent of Public Law 557; that being the 1948 federal legislation that made us the one and only official auxiliary of the United States Air Force.

In this regard, I plan to act in a military manner at all times and shall expect all corporate officers and all members of this great organization to do likewise. We shall continue to conduct ourselves and our business in a business-like manner, exercising to the fullest the communications system inherent in the chain of command. And, I would remind all that the chain of command works both vertically - up and down - and horizontally.

I shall also be concerned with Civil Air Patrol's credibility and integrity. They are always on the line and we shall not tolerate anyone who conspires to destroy them. People will be treated fairly and equitably, but we will deal speedily and harshly with those who cause dissension, embarrassment and waste in our organization.

There is no place in Civil Air Patrol for the dishonest, the disloyal or the disruptive. Our track record of 35 years is pretty good, and I intend to see that it stays that way.

Now, let me take just a minute or two to enunciate some other deeply rooted thoughts I have about this great organization that we all love and believe in so deeply.

I don't have to remind a single one of you that we are all volunteers and as such receive no remuneration for the time spent, missions flown or money spent. In the strict sense of the word and in accordance with semantics, this makes us amateurs. I challenge that interpretation for I feel most keenly that nowhere can one find a greater sense of professionalism than in Civil Air Patrol. I plan on looking like a professional, working like a professional, and acting like a professional at all times. And I know you do too! There can be no place in this organization for amateurism. I expect professionalism to be manifested in every shape and form - from the way we wear our uniforms, to the way we fly, drive and maintain our equipment, to our everyday relationships within CAP and within our communities.

Professionalism starts with a "PD" and in my book that means one only thing - PRIDE!

Another program that I plan on giving much attention to is ZERO DEFECTS. I truly believe much of the waste and inaccurate work that we suffer through each year can be eliminated.

First, I plan on implementing a true ACCIDENT PREVENTION PROGRAM. Let me take just a minute to give you my views on accident prevention. This is an area in which there is still room for improvement. In fact, it is an area that must improve. I can tell you from firsthand experience that the agenies of an accident warrant our utmost efforts to prevent them.

This year the overall accident rate is slightly improved over last year, and more important, there have been far fewer fatalities. We have shown that we can do the job, but we must continue to improve.

Incidentally, I feel much of the credit for the improvement of last year and so far this year should go to General Miller. As the new boy on the block - to use his own words - he pointed out something that we should have seen ourselves. We commanders and supervisors were not accepting the responsibility of insisting that safety received the necessary emphasis. We took his advice and got more involved in accident prevention. We began to admit that the so-called "pilot error" accident involved much more than simple pilot negligence. We recognized that responsible leadership means personal involvement.

Like preventive medicine, I would hope we can diagnose, isolate and take positive corrective action before the patient becomes critical. I believe it can be done and I plan to outline at an early date a comprehensive program to do just that. We can ill afford to continue to place CAP lives in danger, costly corporate equipment in jeopardy, and waste countless thousands of dollars because we aren't working hard enough at eliminating slipshod work, poor techniques, and a lackadaisical attitude towards corporate people and property. I urge each of you to carry out your own "Zero Defects" program in your own unit and in your own way. It all goes back to PRIDE.

We must also work harder at RETENTION. We have got to retain the good people. You are the good people who keep getting the job done. Trans-
Two Members Enter CAP's Hall Of Honor

PHILADELPHIA, Penn.—Two Civil Air Patrol members, who have contributed greatly to the organization's development, were inducted into the CAP National Hall of Honor during special ceremonies at the annual National Board meeting.

They are: CAP Brig. Gen. William M. Patterson, who headed the volunteer service auxiliary from 1951 to 1971; and CAP Col. Zack Mosley, creator of the famous cartoon strip, "Smilin' Jack."

The two men reflect long service in building CAP to the position it occupies today as a non-profit, benevolent organization whose members are all volunteers.

General Patterson began his association with CAP in 1932 and has held virtually every command and staff position within the organizational structure. He was elected National Board Chairman of CAP in October 1973 and was named National Commander by a revision of the bylaws of the organization on September 1, 1975.

Colonel Mosley was one of the volunteer pilots who helped form CAP in December 1941. He was one of the few CAP pilots awarded the U.S. Air Force Air Medal for flying more than 300 hours of anti-submarine patrol in armed private planes during the first 18 months of World War II off the Atlantic coast. Later he was made Florida CAP Wing commander and promoted to full colonel. He is present at the American Airlines' 25th anniversary observance on September 1, 1975.

Colonel Mosley was one of the volunteer pilots who helped form CAP in December 1941. He was one of the few CAP pilots awarded the U.S. Air Force Air Medal for flying more than 300 hours of anti-submarine patrol in armed private planes during the first 18 months of World War II off the Atlantic coast. Later he was made Florida CAP Wing commander and promoted to full colonel. He is present at the American Airlines' 25th anniversary observance on September 1, 1975.

The Hall of Honor pays tribute to CAP members, past and present, who were instrumental in helping establish the organization or in its development over the years. Physically, it consists of a display in the Air Force Museum at Wright-Patterson AFB, Ohio.

Patterson and Mosley are the 16th and 17th notables to be selected for membership in the prestigious assembly.

Subscription Service Prices
To Increase Effective Nov. 1

MAXWELL AFB, Ala.—The Subscription Service to Civil Air Patrol Regulations and Manuals offered by the CAP Bookstore will cost $18.00 per year effective Nov. 1, 1976. The Renewal Service will cost $7.50 per year effective Nov. 1, 1976.

This is the first price increase in this service since its institution in 1971 and it is required not only by increased costs of publications but will now include a new type, heavy duty binder, which is expandable to accommodate a filling requirement of five inches as opposed to the old type binder which was a two and one half inch capacity.

The new type binder is available, as an individual item, for $7.50 each.

NER To Conduct Conference

NORTH AMITYVILLE, N.Y.—According to CAP Lt. Col. Sid Birns, Northeast Region information officer, the Northeast Region will conduct its annual conference Nov. 12-14 at the Concord Hotel, Kiamesha Lake, N.Y.

A package rate for CAP senior members and guest is $79 and the rate for cadets will be $57. Reservations may be made by contacting the Concord Hotel, Kiamesha Lake, N.Y. 12751, Attn: Convention Reservations.

Colonel Birns also said, "The Northeast Region now has one on the finest working staffs and they will be on hand to advise and help you to achieve your goals."

Hartmann Graduates With B.S. Degree

KANSAS CITY, Mo.—First Lt. MaryAnn Hartmann, who in 1972 received a four-year scholarship in the humanities, and in 1974 completed her B.S. degree in nursing. She expects to follow a nursing career here.

Other honors included being named to "Who's Who Among Students in American Colleges and Universities," being inducted into Sigma Theta Tau, national nursing honor society, and Kappa Gamma Pi, national honor society for graduates of Catholic colleges. She is also a member of Delta Epsilon Sigman, national scholar honor society.

Lt. Hartmann, a member of the Clinton-Scott Comp. Sq. at Scott AFB, Ill., has been a member of CAP for nine years, having joined at age 13. She participated in three national special activities—the Nurse Orientation Course, the Communications Electronics Course, and the 1971 International Air Cadet Exchange.

CAP To Observe Birthday

MAXWELL AFB, Ala.—Civil Air Patrol units throughout the United States and Puerto Rico will observe the 35th anniversary of the organization during "Civil Air Patrol Week" Dec. 1-7.

Formed on Dec. 1, 1941, by light aviation enthusiasts and private pilots as a means of donating their time and aircraft for the nations defense effort, CAP won recognition during World War II for its extensive operation which included submarine patrol and courier service.

Today, the all-volunteer organization flies 80 percent of all Air Force authorized air search and rescue hours in the United States. It is also active in many other areas including relief activities in periods of disaster and conducting a comprehensive program on aerospace education.

CAP members will also observe the week by attending church on Dec. 5, while wearing their uniform. Included in this issue is a cartoon strip for many years.

TRAINING SESSION—USAF AIC John D. Bradshaw, left, straps CAP Cadet Alan D. Daniels of Del City, Okla., into the aircraft ejection trainer at the physiological training unit at Sheppard AFB, Tex. Cadet Daniels was one of about 90 Civil Air Patrol cadets from throughout Oklahoma who held a weeklong encampment there. A visit to the training unit and a ride in the ejection trainer was part of the week's activities. (USAF Photo)
SCENES FROM
National Board Meeting

General Assembly

All About CAP Cadets
Special Equipment

Pictorial Presentation

Civil Air Patrol
Region Commanders

Photos by
MSgt. Russ Brown
Nat’l Board Recognizes Members


WING WINNER—CAP Col. A. A. Milano, left, Pennsylvania Wing commander, receives the Wing Commander of the Year Award from CAP Brig. Gen. William M. Patterson, national commander.

BREWER AWARD—CAP Maj. Michael J. Patterson, left, Pacific Region, was the senior member category winner of the Frank G. Brewer-CAP Memorial Aerospace Award. The annual award was presented by CAP Col. Frank G. Brewer Jr.

INDIVIDUAL CATEGORY—Louis J. Michot, left, Louisiana superintendent of education, receives congratulations from CAP Brig. Gen. William M. Patterson, national commander, after being presented the individual category Frank G. Brewer-CAP Memorial Aerospace Award by CAP Col. Frank G. Brewer Jr., center.


SPECIAL RECOGNITION — U.S. Air Force Lt. Gen. Raymond B. Furlong, center, Air University commander, and CAP Brig. Gen. William M. Patterson right, national commander, made special Distinguished Service Award presentations to: (from left), U.S.
TOP SENIOR MEMBER--CAP Lt. Col. James D. Bigelow, left, of the California Wing, was awarded the coveted Senior Member of the Year Award by CAP Brig. Gen. William M. Patterson, national commander.

SAFETY HONOR--CAP Capt. M. M. "Skip" Kennedy, left, of the Virginia Wing, shakes hands with CAP Brig. Gen. William M. Patterson, national commander, after receiving the 1976 Safety Award.

CHAPLAIN AWARD--CAP Col. Thomas C. Casaday, center, national vice commander, presented the Thomas C. Casaday Unit Chaplain of the Year Award to CAP Chaplain (Lt. Col.) Stephen E. Schullery, left, of the Ohio Wing. Here Chaplain Schullery receives congratulations from CAP Col. Oscar K. Jolley, Southeast Region commander.

TEAM EFFORT--A special Distinguished Service presentation was made to a husband-and-wife team by Air Force Brig. Gen. Carl S. Miller, left, executive director, and CAP Brig. Gen. William M. Patterson, right, national commander. Receiving the special award were CAP Col. A. Sidney Evans of the Middle East Region and his wife, CAP Lt. Col. Lucille V. Evans.
Board Meet Highly Successful

CAP Leaders

Gift

Singing Ambassadors

Posting The Colors

Special Religious Service

Depot Discussion

Photo's by MSgt. Russ Brown

Seminar
Van Dyke Cadet Squadron 3-7 Search Air Rescue Practice

Selfridge AFB Cadet Squadron 5-5

Van Dyke Cadet Squadron 3-7
No. 2
Michigan Wing

Leadership and consists of lectures and round-table discussions presented by or moderated by our chaplain, Captain Hamilton.

In order to combine business and pleasure, the squadron parades cars and assists in timing and other duties at the Michigan Model Airplane Competition and at other events. This work: the training and control tower at the City Airport.

In December we have an open house to which both cadets and their parents are invited. This is a good way of meeting and getting to know the cadets in the condition they were fit for the flying program. We increased our activity area in the area of orientation flights during the winter and spring seasons.

With regard to the flying program, we increased our activity area in the area of orientation flights during the summer of 1975, when the weather was more suitable for scheduling flights and the cadets were available to participate in flying activity. Cadets earned their solo wings as a result of the interest stimulated in other emphasis on flying activity.

The thrust for academic excellence comes off in other related areas. Seven of our members are in college, including one senior member in graduate school and one senior member in undergraduate school on a CAP scholarship.

One female cadet was chosen as an alternate for the United States Air Force Academy. She was selected for her healthy competition and close pursuit, we might not have made the top.

No. 3
Michigan Wing

Cadets viewed practice missions at Selfridge Air National Guard Base and one at Fort Knox, Ky. This was supplemented by a mandatory one-week campout during the winter and spring seasons.

In December we have an open house to which both cadets and their parents are invited. This is a good way of meeting and getting to know the cadets in the condition they were fit for the flying program. We increased our activity area in the area of orientation flights during the winter and spring seasons.

With regard to the flying program, we increased our activity area in the area of orientation flights during the summer of 1975, when the weather was more suitable for scheduling flights and the cadets were available to participate in flying activity. Cadets earned their solo wings as a result of the interest stimulated in other emphasis on flying activity.

The thrust for academic excellence comes off in other related areas. Seven of our members are in college, including one senior member in graduate school and one senior member in undergraduate school on a CAP scholarship.

One female cadet was chosen as an alternate for the United States Air Force Academy. She was selected for her healthy competition and close pursuit, we might not have made the top.

No. 3
Michigan Wing

Cadets viewed practice missions at Selfridge Air National Guard Base and one at Fort Knox, Ky. This was supplemented by a mandatory one-week campout during the winter and spring seasons.

In December we have an open house to which both cadets and their parents are invited. This is a good way of meeting and getting to know the cadets in the condition they were fit for the flying program. We increased our activity area in the area of orientation flights during the winter and spring seasons.

With regard to the flying program, we increased our activity area in the area of orientation flights during the summer of 1975, when the weather was more suitable for scheduling flights and the cadets were available to participate in flying activity. Cadets earned their solo wings as a result of the interest stimulated in other emphasis on flying activity.

The thrust for academic excellence comes off in other related areas. Seven of our members are in college, including one senior member in graduate school and one senior member in undergraduate school on a CAP scholarship.

One female cadet was chosen as an alternate for the United States Air Force Academy. She was selected for her healthy competition and close pursuit, we might not have made the top.

No. 3
Michigan Wing

Cadets viewed practice missions at Selfridge Air National Guard Base and one at Fort Knox, Ky. This was supplemented by a mandatory one-week campout during the winter and spring seasons.

In December we have an open house to which both cadets and their parents are invited. This is a good way of meeting and getting to know the cadets in the condition they were fit for the flying program. We increased our activity area in the area of orientation flights during the winter and spring seasons.

With regard to the flying program, we increased our activity area in the area of orientation flights during the summer of 1975, when the weather was more suitable for scheduling flights and the cadets were available to participate in flying activity. Cadets earned their solo wings as a result of the interest stimulated in other emphasis on flying activity.

The thrust for academic excellence comes off in other related areas. Seven of our members are in college, including one senior member in graduate school and one senior member in undergraduate school on a CAP scholarship.

One female cadet was chosen as an alternate for the United States Air Force Academy. She was selected for her healthy competition and close pursuit, we might not have made the top.

No. 3
Michigan Wing

Cadets viewed practice missions at Selfridge Air National Guard Base and one at Fort Knox, Ky. This was supplemented by a mandatory one-week campout during the winter and spring seasons.

In December we have an open house to which both cadets and their parents are invited. This is a good way of meeting and getting to know the cadets in the condition they were fit for the flying program. We increased our activity area in the area of orientation flights during the winter and spring seasons.

With regard to the flying program, we increased our activity area in the area of orientation flights during the summer of 1975, when the weather was more suitable for scheduling flights and the cadets were available to participate in flying activity. Cadets earned their solo wings as a result of the interest stimulated in other emphasis on flying activity.

The thrust for academic excellence comes off in other related areas. Seven of our members are in college, including one senior member in graduate school and one senior member in undergraduate school on a CAP scholarship.

One female cadet was chosen as an alternate for the United States Air Force Academy. She was selected for her healthy competition and close pursuit, we might not have made the top.

No. 3
Michigan Wing

Cadets viewed practice missions at Selfridge Air National Guard Base and one at Fort Knox, Ky. This was supplemented by a mandatory one-week campout during the winter and spring seasons.

In December we have an open house to which both cadets and their parents are invited. This is a good way of meeting and getting to know the cadets in the condition they were fit for the flying program. We increased our activity area in the area of orientation flights during the winter and spring seasons.

With regard to the flying program, we increased our activity area in the area of orientation flights during the summer of 1975, when the weather was more suitable for scheduling flights and the cadets were available to participate in flying activity. Cadets earned their solo wings as a result of the interest stimulated in other emphasis on flying activity.

The thrust for academic excellence comes off in other related areas. Seven of our members are in college, including one senior member in graduate school and one senior member in undergraduate school on a CAP scholarship.

One female cadet was chosen as an alternate for the United States Air Force Academy. She was selected for her healthy competition and close pursuit, we might not have made the top.

No. 3
Michigan Wing

Cadets viewed practice missions at Selfridge Air National Guard Base and one at Fort Knox, Ky. This was supplemented by a mandatory one-week campout during the winter and spring seasons.

In December we have an open house to which both cadets and their parents are invited. This is a good way of meeting and getting to know the cadets in the condition they were fit for the flying program. We increased our activity area in the area of orientation flights during the winter and spring seasons.

With regard to the flying program, we increased our activity area in the area of orientation flights during the summer of 1975, when the weather was more suitable for scheduling flights and the cadets were available to participate in flying activity. Cadets earned their solo wings as a result of the interest stimulated in other emphasis on flying activity.

The thrust for academic excellence comes off in other related areas. Seven of our members are in college, including one senior member in graduate school and one senior member in undergraduate school on a CAP scholarship.

One female cadet was chosen as an alternate for the United States Air Force Academy. She was selected for her healthy competition and close pursuit, we might not have made the top.
CIVIL AIR PATROL NEWS

NOVEMBER, 1976

People In The News

PACIFIC

Seventeen cadets and senior members of the Tri-Cities Comp. Sq. (Washington Wing) have attended the 3rd annual Operation Freedom. The event consisted of classes on first aid, communications, survival, compass and maps and showers instruction. Cadet 1st Lt. Martin Pentitz of Washington Wing's Yakima Comp. Sq. has been appointed to the U.S. Air Force Academy. Cadet Capt. William P. O'Brien of the Fort Lauderdale Comp. Sq. (Florida Wing) was named Senior member of the Timberline Cadet (Colorado Wing) was recently awarded a flight scholarship by Civil Air Patrol. The scholarship will enable him to receive enough flight instruction to earn his solo wing.

Diana Hurley has exchanged her Civil Air Patrol uniform for that of the U.S. Air Force. She was a member of the Paine Field Comp. Sq. (Washington Wing). Some 250 students and teachers of three local schools have been briefed in Civil Air Patrol. Cadets David Barbasiewicz, Donald Deetjen, and 1st Lt. Jon Johnson of Oklahoma Wing's Pioneer Comp. Sq. walked away with honors during the annual NJROTC Review held at Ponca City, Ok. Capt. Comp. Sq. (Washington Wing) was named Outstanding Cadet at the Marshall Elementary School. The color guard consisted of Cadets Bob Lawson, Kelly Cayee, Martin Coffman, Jim Roy and David Lawson.

Several members of the Paine Field Comp. Sq. (Washington Wing) received awards at the unit's annual awards banquet held at the squadron's headquarters. Bill Campbell was named Outstanding Cadet in Emergency Services. Academic Award went to Cadet Paul Warns. Dale Heaton was named Senior Member of the Year and Captain Larry Hill was named Outstanding Cadet. The Commander's Award went to Cadet Jolene Hurley and SM Reylla Tuller.

GREAT LAKES

Twenty-four CAP cadets of the Clinton-Scott Comp. Sq. (Illinois Wing) recently received ordnance training in the U.S. Air Force. Scott ABF, Ill. Cadet Mike Galat has earned his solo wings after 16 hours of instruction. He is a member of the Van Dyke Cadet Sq. 27. Members of the Ozaukee Comp. Sq. (Wisconsin Wing) provided humanitarian assistance in Ozaukee County after an ice storm struck southeast Wisconsin earlier this year. Those assisting included Maj. Henry C. Waldeck, Cadets David Barbasiewicz, Donald Deetjen, Peter Federspiel, Richard Menigoz, Chris Pinkowski and Gary Tackles.

Paul Christen of the Central Intelligence Agency (CIA) recently spoke to members of the Des Moines Comp. Sq. 706 (Iowa Wing) on the operation of the CIA. Cadets Dennis and Donnie Lighty, twin members of the Marion Comp. Sq. (Indiana Wing) recently earned their solo wings on their 16th birthday. A member of the Northbrook Cadet Sq. Cadet Mark Bailey has earned his private pilot's license.

ROCKY MOUNTAIN

The Colorado Wing has held a senior officer training school at Fitzsimmons Army Medical Center. Cadets and seniors were schooled in principles of leadership, military discipline, wear of the CAP uniform and conduct, CAP cadet program, operations officer of the Mile Hi Cadet Sq. (Colorado Wing).... CAP Capt. William O'Brien has been presented a plaque for his outstanding performance at the Colorado Wing's senior officer training school held recently.

SOUTHWEST

Thirteen members of the Mile Hi Cadet Sq. (Colorado Wing) attended the Bicentennial Airshow given by the Confederate Air Force at Colorado Springs in early July. Five members of the Mile Hi Cadet Sq. (Colorado Wing) have participated in flag presentations at the Red Rocks Theater at the VFW in Ft. Logan, Colo. Cadet Jon Johnson a member of the Timberline Cadet (Colorado Wing) was recently awarded a flight scholarship by Civil Air Patrol. The scholarship will enable him to receive enough flight instruction to earn his solo wings.

The Utah Wing has awarded CAP Certificates of Appreciation to two U.S. Air Force units at Hill AFB, Utah, for their support of CAP during the Utah Wing's change of command ceremony held at Ft. Douglas, Utah. Receiving certificates were the 181st Communication Sq. and the Detachment 8 Photo Squadron.

SOUTHEAST

CAP 1st Lt. Teressa Price and Lt. Col. Peter Whiteman of the Bay City Comp. Sq. (Texas Wing) recently appeared on a local TV show reaching some 300,000 viewers. They presented the history of CAP, its current programs and answered questions on how viewers could contact CAP squadrons in their area.

Cadets of Oklahoma Wing's Pioneer Comp. Sq. walked away with honors during the annual NJROTC Review held at Ponca City, Ok. Capt. Eric Lasher received the Junior Honor Cadet Trophy, SSgt. John Frost received the Exemplary Personal Appearance Honor and Cadet Ribbons of Non-Commissioned Officers received theaptitude Ribbon. AIC Brian Streeter received the Exemplary Personal Appearance Ribbon and Ams. Richard Sims received the Good Conduct Ribbon.

JANIE LEE WATSON, a CAP captain in the Oklahoma Wing and attached to the U.S. Air Force's National Search and Rescue School at Governor's Island, N.Y. Capt. Watson serves CAP as an emergency services officer and civil defense coordinator... CAP Lt. Col. Jeff Peterson, commander of Oklahoma Wing's Pioneer Comp. Sq. recently spoke to the After Five commander of Oklahoma Wing's Pioneer Comp. Sq. as a part of the Operation Pioneer short talk on CAP needs by CAP Lt. Col. Ross Sedita, Commander Group 21.

NORTH CENTRAL


NED POWERS, a former Grand Rapids resident now living in Texas recently interviewed by cadets of the Grand Rapids Comp. Sq. as a part of the Operation Pioneer program. Civil Air Patrol Bicentennial activity where cadets interview aviation pioneers and conduct flight operations conducted by CAP cadets from all across the U.S. was held recently.

Cadet 1st Lt. Kevin Long of the Des Moines Comp. Sq. has earned his unit in the American Red Cross Multimedia First Aid Course.

SOUTHEAST

Three members of the Palm Beach Cadet Sq. (Florida Wing) were recently presented awards by the schools held during unit open house.

CIVIL AIR PATROL NEWS

PAGE TWELVE
Illinois Wing CAP Members
Hold Encampment At Chanute

CHANUTE AFB, I11. — Thousands of Civil Air Patrol cadet and senior members took part in summer encampment programs this year throughout the United States and Puerto Rico.

Encampments were held at Air Force bases, Naval air stations and Army bases. Thousands of manhours are expended on Civil Air Patrol summer encampments each year, giving CAP cadets a first-hand look at the military lifestyle.

Typical of summer encampments was the Illinois encampment held here with 170 cadets and 20 senior members attending.

Nebraska, Iowa, Kentucky and Indiana Wing also held their programs at Chanute AFB this summer.

During the week-long program, cadets saw a burn demonstration used to train Air Force firemen, and got an inside and outside view of most of the aircraft in the USAF inventory.

Chanute AFB is one of the U.S. Air Force Air Training Command (ATC) bases and as such, trains personnel to service Air Force equipment throughout the world.

Due to a special effort by the Illinois Wing liaison officer, U.S. Air Force Maj. Robert Lovettich, the cadets received command briefings from: North American Air Defense Command (NORAD), Aerospace Rescue and Recovery Service (ARRS), Military Airlift Command (MAC), Aerospace Systems Division (ASD), Tactical Air Command (TAC), and the Strategic Air Command (SAC).

Training furnished by the Chanute Technical Training Center included visits to the automotive school, parachute/aircrew life support equipment shop, Minuteman missile class, aircraft maintenance control school, flight training devices, Environmental Pneumatics, and the weather school.

The typical day began at 5:15 a.m. with the cadets marching to breakfast. The cadets had about two hours to prepare their living quarters for the daily inspection before they left for a full day of activities and classes. At 4:30 p.m. each day the evening formation was held, at which time the results of the daily inspection were announced.

A combination of daily inspections and sports competition determined the Honor Squadron of the Week.

The cadets also performed the base retreat ceremony. A graduation dance was held at the "Tradewinds" Service Club, and more than 300 parents and friends attended the formal graduation on the final day of the encampment.

Because of space limitations at Chanute AFB, the encampment was divided into two one-week periods. During the first period 105 cadets and 13 senior members attended. It was commanded by CAP Lt. Col. William A. Recktenwald. Every senior member, including the commander, was a former cadet. Cadet commander was Paul R. Johnson.

The second period was commanded by CAP Lt. Col. James P. Welland and a staff of 13 and 65 cadets. Cadet commander was Paul Signorilli.

A 'FIREPERSON'—CAP Cadet Kathleen Kessel, right, has a chance to operate a 2½-inch booster line during a demonstration of fire-fighting equipment conducted by U.S. Air Force personnel.

JUST RIGHT — Cadet Lt. Col. Robert Byrd inspects a cadet's bed during morning inspection which was conducted daily during the encampment.

FUEL CART — The fine points of a portable fuel cart are explained to CAP cadets.

Photo's by Dennis Biela

THIS SURE BEATS PICTURES—Cadets get a close-up look at the U.S. Air Force's F-105 Thunderchief Aircraft.
Two Members Earn Top Awards At Pennsylvania Ranger School

HAWK MOUNTAIN, Pa.—Two Civil Air Patrol members achieved the highest awards in the organization’s Ranger Program in mid-July when some 250 CAP personnel attended the 22nd Annual Summer Ranger School here.

The nationally recognized school instructs Civil Air Patrol senior and cadet members in land search and rescue techniques.

The courses offered includes basic, special advanced, expert, medical and staff training.

This summer’s training included an unexpected addition to the training curriculum. A senior SAR team was deployed to assist in a ground search mission for an elderly man who wandered away from his home near Reading, Pa.

The two members achieving the highest awards were CAP 1st Lt. Oliver Lloyd who was awarded the Red Belt of a Master Medic and Cadet 1st Lt. M. Zabrowski who was given the Black Belt of an Expert Ranger. Both are members of the Pennsylvania Wing.


LOCATION—A CAP cadet works on solving a navigation problem which is one of many tests that must be passed at Hawk Mountain to earn the Ranger grade.

BRIEFING—CAP Col. Harry William, left, explains a field problem at the Hawk Mountain Ranger School to General Miller, center, and Col. Neiley.

ALMOST—A student falls a little short while training on the obstacle course.

CRASH — A simulated victim lying in actual aircraft wreckage brought to the Hawk Mountain training area provides students with realistic rescue situations.

THE ANSWER IS—Lt. Col. Hills answers questions from some of the cadet students.

GOING DOWN — A CAP cadet trains on the rappelling course at Hawk Mountain.

Photo’s by CAP 2d Lt. Raymond R. Kaminski
11 CAP Cadets Win Glider Wings

HILLTOWN, Pa. - The sky was the classroom here in late July for 11 Civil Air Patrol cadets when they completed their training and donned their solo wings during CAP's first statewide glider encampment conducted by the Pennsylvania Wing. The encampment, which began July 19 and ended July 31, prepared the cadets, ranging in age from 14 to 17, to take their solo license test.

In addition to piloting the Schweitzer 233 glider, they were also required to take the Federal Aviation Administration (FAA) Ground School test, for which they prepared themselves by attending eight evening classes at the gliderport in the spring.

This was the first such encampment to be held statewide in the continental United States. A national school held in 1965 inspired this effort, which was directed by CAP Lt. Col. Kenneth Hoser, commander of Pennsylvania Wing's Glider Squadron 909.

Hoser, who has 26 years of Civil Air Patrol service, prepared for this encampment by vacationing for two years as a glider instructor in Hawaii.

He said, "Glider flying is a very sensual part of flying. If you can master it, you'll be that much better power pilot."

The cadets participating in the training received approximately three flights a day, each flight lasting from 15 minutes to an hour.

All of the cadets after graduation, collectively said, "Giders, despite their feather-weight delicacy and extreme vulnerability to damage on the ground, are unbelievably strong and safe once airborne."

The CAP cadets who earned their glider solo wings included William Anderson, Ira T. Bellaw, Kevin Bridges, Gary Chizever, Paul Finestone and Paul Janak.

Also cadets Donald Loughlin, Joseph Radosky, Greg Reiff, Michael Winans and Nickolas Wingeron.

LEARNING—Encampment Commander CAP Lt. Col. Kenneth Hoser (left) explains the finer points of gliding to Cadet Michael Winans, a member of Bucks County Composite Squadron 912. (Photo by Bob Kratz)

NEXT—Cadet Sgt. Paul S. Finestone awaits the signal to close his cockpit and receive a tow aloft for his solo flight in a Schweitzer 233 glider. Finestone, age 14, is a member of North Pennsylvania Composite Squadron 905. (Photo by SM Stewart Schrauger)

FINAL CHECK—Cadets (from left) Donald Loughlin, Greg Reiff, Paul Janak, Paul Finestone and Nickolas Wingeron perform final check of a craft prior to graduation inspection. (Photo by SM Stewart Schrauger)

SOLO COMPLETE—Cadet Ira Bellew of the Abinton Cadet Squadron 902 receives a "congratulatory" bucket of water from fellow cadets after successfully completing his first solo flight. (Photo by SM Stewart Schrauger)
1. RETURNED CHECK CHARGE REMINDER. At its June 1976 meeting, the National Executive Committee approved a policy of assessing a $10.00 handling charge for returned checks. Personnel who issue bad checks to National Headquarters will be notified by certified mail, return receipt requested, when their checks are returned and will be given a reasonable time to redeem their checks and pay the $10.00 handling fee. Failure to redeem their checks within the specified time will result in termination of membership. Save your money and your membership! Don’t write checks unless you have the sufficient funds in the bank to cover them.

OPERATIONS

2. FLIGHT CLINICS. Flight (pilot upgrade) clinics are governed by CAPR 50-11. The regulation is relatively straightforward; however, several of its provisions require periodic emphasis. These items include the following:

a. A flight clinic must include both a ground and flight phase to qualify for WEEP credit and partial reimbursement by National Headquarters. Although a ground phase will promote pilot understanding of aviation subjects, it will not qualify for credit under CAPR 50-11. A suggested curriculum for each phase is included in the regulation.

b. Clinics may be of three types:

(1) Internal Clinics - conducted by the CAP unit concerned.

(2) External Clinics - conducted by other agencies such as the FAA, Aircraft Owners and Pilots Association (AOPA), etc. For example, Mr. Stanberry, the Special Course Director for AOPA, outlined the following provisions of an AOPA mountain flying and special category clinic:

(a) Mountain flying clinics are prescheduled five or six times each year in dispersed locations. Attendance is open. Special clinics with specialized topics in prearranged locations will be scheduled by AOPA upon request and confirmed attendance of 30 to 35 students.

(b) Expenses for these clinics are moderate at $100 per student. This charge covers five hours of flight instruction in student provided aircraft and four hours of ground school. According to Mr. Stanberry, 90 percent of the fee is dispersed in instructor fees with only 10 percent going to administrative overhead.

(c) Each pilot’s biannual FAA flight review will be completed by the completion of the course.

NOTE: The above information is provided as an indication of the instruction available from external sources and is not intended as a CAP endorsement of a priority source for this service.

(3) Combination Clinics - conducted by both CAP and an external source.

c. Requests for approval of flight clinics for which partial reimbursement will be requested must include an estimated expense sheet utilizing the format of attachment 1 to the regulation. The use of this format enhances rapid handling of request.

d. Many wings are drastically overestimating their attendance/expense figures and consequently reserve an excessive sum for reimbursement from National Headquarters. In these cases, when the actual expenses/receipts are received, hundreds of dollars of reserved funds are not expended. If this occurs early in the CAP fiscal year (July-June), these unexpended funds can be returned to the flight clinic account for future reimbursement; however, as the fund balance decreases throughout the year, a point is eventually reached where funds must be deflated reserves because the funds have been entirely reserved or expended. At this point, wings with excessively “fat” reserved funds are adversely affecting other wings which are unable to reserve any funds. Most frequently, by the time the wings with excessive funds submit their receipts and expense forms and excessive funds are returned to the flight clinic account, one or several wings have had their requests for fund reservations disapproved. At fiscal year’s end, several requested flight clinics will have been conducted without reimbursement, yet the flight clinic account will be swelling with excess funds being reserved by the wings which had overestimated their attendance. To keep this from occurring, each wing commander should insure that his estimated flight clinic attendance/expenses are reasonable before his request for fund reserves is forwarded to HQ CAP-USAF.

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

The Civil Air Patrol Bulletin is published bimonthly (Jan., Mar., May, July, Sep., and Nov.). It contains official announcements, inter office communications to CAP publications, and other items of interest to all CAP members.
CADET SPECIAL ACTIVITIES

INTERNATIONAL AIRCADET EXCHANGE: A one-month program to foster international understanding, goodwill, and fellowship. CAP exchanges cadets with similar organizations in Canada, Europe, and the Middle and Far East. Approximately 200 cadets and a like number of foreign participants representing some 20 countries will participate in the exchange. The IACE uniform ($90.00) and registration fee ($20.00). *Cost $110.00 **Personal funds $30.00 - $40.00

CADET OFFICERS' SCHOOL: A ten-day course designed to increase the effectiveness of cadet officers. Curriculum includes psychology of leadership, problem-solving techniques, public speaking, physical fitness, and orientation trips. Instruction is divided between lecture and seminar. There is also a field exercise and a graduation parade. *Cost $60.00 **Personal funds $30.00

AIR FORCE ACADEMY SURVIVAL COURSE: A one-week course planned and conducted by USAF personnel at the AF Academy, Colorado. Course is designed to acquaint cadets with the art of survival. Training includes water survival, sustenance of life while living off the land, and the development of life-sustaining techniques in mountainous country. *Cost $35.00 **Personal funds $20.00

CADET ACTIVITIES LISTED BELOW

FEDERAL AVIATION ADMINISTRATION CADET ORIENTATION PROGRAM: A one-week program planned and conducted by the FAA at Will Rogers Field, Oklahoma City, Oklahoma. The program is designed to aid cadets with the history and organization of the FAA and to develop an understanding of the functions and responsibilities of its various units. It also provides information on career opportunities in the FAA and entrance requirements. *Cost $40.00 **Personal funds $20.00

SPACE FLIGHT ORIENTATION COURSE: A one-week course designed to further the aerospace education of cadets and to motivate them toward careers in aerospace and allied sciences. Course includes history, philosophy, and objectives of space flight; propulsion and structural design of space vehicles; guidance, navigation, instrumentation, and communication; systems engineering and visits to an astronautic and manufacturing engineering laboratory. *Cost $40.00 **Personal funds $20.00

ATC FAMILIARIZATION COURSE: A one-week course planned and conducted by USAF personnel. Course provides familiarization training at ATC Undergraduate Pilot Training sites to stimulate interest in the USAF as a career. Course includes briefings on mission and operation of a training wing; academic; traffic control tower, maintenance, propulsion, parachute, and Aero repair shops; air search and rescue, indoctrination, and physiological training. *Cost $40.00 **Personal funds $20.00

AIR FORCE LOGISTICS COMMAND ORIENTATION PROGRAM: A one-week program designed to provide cadets with briefings and presentations on the global aspects of AFLC support. Cadets will observe airframe maintenance, component repair and overhaul. *Cost $40.00 **Personal funds $20.00

MEDICAL SERVICES ORIENTATION PROGRAM: This is a one-week program planned and supervised by USAF personnel, and is designed to acquaint cadets with various medical fields both in the USAF and civilian life. *Cost $40.00 **Personal funds $20.00

NATIONAL CADET COMPETITION: Competition conducted at the national level. One team from each CAP region competes after wing and region competition. Teams are organized and competition is conducted in accordance with CAPP 65 and CAP 66. Events include competition in aerospace knowledge, physical fitness, standard and innovative drill. **Personal funds $15.00

NATIONAL EMERGENCY ASSISTANCE TRAINING: Approximately one-week courses conducted at various training sites throughout the country. Curriculum includes rigorous training in leadership, survival, and land search and rescue techniques to prepare cadets to function effectively as members of CAP land search and rescue teams. Exact dates and location of schools will be published by letter in the Spring. *Cost and **Personal funds as prescribed by individual special schools.

PARARESCUE ORIENTATION COURSE: A one-week course planned and conducted by USAF personnel at Kirtland AFB, New Mexico. Course is designed to allow CAP cadets to participate in various facets of Air Force pararescue training. Curriculum includes helicopter orientation flights, observing parachute jumping techniques, and survival methods in mountainous country. *Cost $35.00 **Personal funds $20.00

ALL CADETS

CHAPLAIN SPONSORED CONFERENCE: The Christian Encounter/Spiritual Life Conference is a USAF Chaplain sponsored activity designed to augment the spiritual and moral aspects of the CAP Cadet Program and to stimulate active participation in the church of the cadet's choice. *Cost $20.00 **Personal funds $20.00

*ESTIMATED COST. THIS INCLUDES THE COST FOR MEALS, PLUS $2.00 PER NIGHT TO COVER THE COST OF BED WITH THE EXCEPTION OF THE CHAPLAIN SPONSORED CONFERENCE. INSTRUCTIONS FOR THE CHAPLAIN SPONSORED CONFERENCE ARE PROVIDED IN THE CONFERENCE PACKAGE.

**RECOMMENDED PERSONAL FUNDS. FUNDS WILL BE HANDCARRIED AND ARE TO BE PERSONALLY RESPONSIBLE FOR CLEANING, TOURS, AND PERSONAL ITEMS.

***CADET WILL HANDCARRY TO THE ACTIVITY A COMPLETED COPY OF THE FOLLOWING: CAP FORM 31 - APPLICATION FOR COMPETITION ORIENTATION PROGRAM.
Male or female cadet 16 years of age minimum
Billy Mitchell Award by 31 Dec 76

Male or female cadet 15 years of age minimum
Four achievements in Phase II

Male or female cadet 15 years of age minimum
Four achievements in Phase II

Male or female cadet 15 years of age minimum
Four achievements in Phase II

Male cadet 15 years of age minimum
Four achievements in Phase II
10 hours of pilot flying time
Highly recommended
Billy Mitchell Award by 31 Dec 76

Male, female, or mixed teams
Phase II, III, or IV cadets under contract or completed 15th Achievement
No STF members
Wing and region commanders will conduct competition to select teams for national competition.

Male or female cadet
Phase I completed

Male cadet 15 years of age minimum
Phase I completed

Male or female cadet

Male or female cadet

Male cadet

Male or female cadet

Male or female cadet

Male or female cadet

Male or female cadet

Male or female cadet
PHILIP M. FOR LIGHT PLANE FLYERS—WINTER WISDOM

CAPTAIN PHILIP M. MCMANUS, DIRECTOR OF AEROSPACE SAFETY

The PA-23 pilot was enroute home to Texas from Montana, when weather forced him to remain overnight at his first stop.

The next morning he filed VFR for home and departed at 0840 MST. When he didn't arrive at his destination, a search was launched and the wreckage was found the next morning at an altitude of 5000 feet. Local residents said snow began falling about 0830 the previous day; and by 1000 about two inches had accumulated. The ground visibility was 100 yards while the storm was in progress; but the weather was clear by noon.

One fatal thought on winter flying. In recent years several local accidents occurred where the people survived the crash only to die from the elements. Always file a flight plan and check in along the route. Carry clothing and a small survival kit suitable for your route of flight. It won't do you much good to be dressed for the beach if you go down in the mountains.

A survival kit need not be large or complex to contain enough vital equipment to make the difference. Build yours now! With proper planning and care you can have many hours of safe flying this winter.

(Reprinted from Aerospace Safety, October 1976)