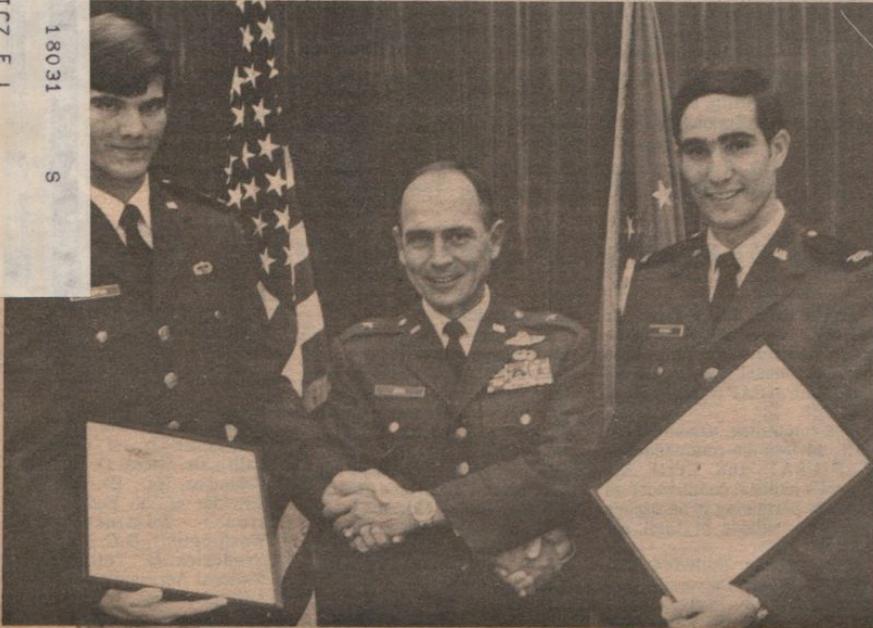




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DOUBLE SPAATZ WINNERS—Two Air Force Academy cadets recently received Civil Air Patrol's Gen. Carl A. Spaatz Award in a double ceremony at the academy. They are Cadet Third Class (sophomore) Rhuett K. Atherton, left, and Cadet Fourth Class (freshman) Orlando Rosado, right. Presenting the awards was Air Force Brig. Gen. Stanley C. Beck, center, commandant of Cadets at the academy. Both cadets are from CAP's Florida Wing. Rosado is an alumnus of the Cutler Cadet Sq. in the Miami area while Atherton is associated with the Tallahassee Comp. Sq.

NEC Okays Aerospace Ed Center Here

MAXWELL AFB, Ala.—At its December 1976 meeting here, Civil Air Patrol's National Executive Committee approved a proposal to establish a special center for the further development and promotion of CAP's aerospace education mission.

Tentatively identified as the National Aerospace Education Leadership Development Center, authorities have indicated that its purposes and objectives will be:

1. To design and conduct activities aimed at the development of leaders and leadership activities in aerospace education nationwide;
2. To develop and help implement aerospace education for cadets and senior members of Civil Air Patrol;
3. To establish and nurture inter-organization relationships for the purposes of aerospace power and aerospace education;
4. To research, write, visualize and publish aerospace education instructional materials in all disciplines, at all levels (public, private and parochial schools), formal and informal;
5. To establish a visiting scholar program aimed at identifying, describing, and publishing monographs, papers, documents, editorials and pamphlets on the aerospace

6. To expand the numbers and quality of the aerospace education workshop effort; and,
 7. To research, develop and publish aerospace education curricula for the benefit of those involved in formal and informal aerospace education.
- The center will be collocated at CAP National Headquarters. It will be directed by the commander of CAP-USAF and his aerospace education staff. Operation of the center will be according to guidance provided by CAP's executive director, national commander and the NEC.

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CAP Band Plays At Inaugural

WASHINGTON, D.C.—Civil Air Patrol's Bagpipe Band, an activity sponsored by the Brockton Cadet Sq. (Massachusetts Wing), participated here Jan. 20 in the Presidential Inaugural Parade as a route parade band.

The band was stationed at 10th Street and Pennsylvania Avenue to entertain the crowds gathered there to wait for the Inaugural Parade. The band played from 11 to 11:45 a.m. and from 12:30 to

1:15 p.m.

The band, which wears Scottish regalia, was invited to participate in the parade in December and the invitation was approved by Massachusetts' Gov. Michael S. Dukakis.

The band was housed at Bolling AFB while in Washington. On the evening following the parade, the band was guest of the Andrews AFB commander and a local Civil Air Patrol squadron. Friday was taken up

with sightseeing in Washington.

The trip was made by van and bus convoy.

Among the tunes played at the parade were: Stars and Stripes Forever, Battle Hymn of the Republic, and America; Scottish tunes: Rowan Tree, Forty-Second Highlanders, Green Hills of Tyrol, Scotland the Brave, Skye Waltz and Amazing Grace; Irish tunes: The Wearing of the Green, Boys from the County Cork and Gary Owen.

First During 1977

Ground Teams Record Saves

MAXWELL AFB, Ala.—Ground teams from Civil Air Patrol's Mississippi Wing successfully located a downed aircraft on Jan. 3 and thereby

recorded the organization's first three lives saved in 1977.

According to information received here at National Headquarters, the search began when

a plane was reported missing on a flight from Dothan, Ala., to Longview, Tex. The last known position of the aircraft was on final approach inbound to Hawkins Field, Jackson, Miss., in freezing rain.

After being notified of the emergency by the Air Force Rescue Coordination Center, CAP ground teams located the aircraft within a few minutes. The teams used a handheld direction-finder to track the plane's emergency locator transmitter (ELT) signal in the southwest corner of the field.

The pilot and two passengers were rescued and carried to a hospital in Jackson.

Twenty CAP members and ten ground vehicles participated in the search.

Cadets Win Medals For Heroic Actions

LUKE AFB, Ariz.—Two 16-year-old Civil Air Patrol cadets from the Arizona Wing were honored here recently for their heroic lifesaving actions.

At the Arizona Wing Awards Banquet held here in January, Cadet Robert Scott was awarded the Silver Medal of Valor and Cadet Darrell Stubbs received the Bronze Medal of Valor.

Scott earned the Silver Medal, CAP's highest award, for rescuing a drowning youth from a lake near his home. Fully clothed and wearing heavy boots, Scott dove into the 10-foot-deep waters to pull the already submerged youth to safety. Once on shore, Scott administered mouth-to-mouth resuscitation, restoring the victim's breathing.

According to his parents, Scott normally has difficulty in swimming 10 yards in a pool even dressed in swim attire.

Stubbs, winner of the Bronze Medal, CAP's second highest honor, was hunting with a friend in wooded, mountainous terrain when his companion accidentally discharged a handgun, severely wounding himself in the stomach.

Stubbs carried his friend more than a mile to their car, then drove the heavily bleeding youth over precipitous mountain roads to the nearest hospital.

At the time, Stubbs, then only 15 years old, had no drivers license and little driving experience.

Doctors at the hospital credited Stubbs' decisive actions with saving the boy's life.

The two awards were presented by Air Force Maj. Gen. Thomas Clifford, commander of the 24th North American Air Defense Command (NORAD) Region and the Air Force's 24th Air Division with headquarters at Luke.

NOTICE

Due to an oversight, two jumpsuit prices were quoted in the January issue of the NEWS. Effective immediately, the misquoted lower price of \$13.95 will no longer be honored by the Bookstore. All jumpsuits are priced at \$14.95 and orders remitting lesser amounts will be returned to the sender.

Response 'Excellent' At State Symposium

LOWRY AFB, Colo. — Colorado's fourth annual Aerospace Education High School Symposium was held here in mid-January with 236 young people from over the state of Colorado attending.

Unit Wins Over Icy Weather

COLUMBUS, Ohio — With the energy crisis and bitter winter weather forcing hundreds of students out of school here in February, the Heselton Cadet Sq. 802 still came out on top.

Taking advantage of the situation, this Civil Air Patrol squadron held two meetings per week — one on Friday night in addition to the regular Tuesday night meeting. The additional meetings throughout February resulted in 20 extra training hours for cadets.

The time was used not only for study of CAP-related subjects but also to study English and practice reading skills. This freed the regular meeting for special programs. The additional meetings were held in the hope of rounding out the CAP program while assisting the school systems while they were closed.

Response to the one-day event was termed "excellent" and attendance had to be limited due to the inability of the dining hall at Lowry AFB to handle larger numbers.

The theme of the Symposium was "Strategic Aerospace Power." A team from Strategic Air Command Headquarters at Offutt AFB, Neb., presented the briefings which occupied the first half of the day. Field trips took up the second half.

Purpose of the symposia each year is to promote an interest in aerospace education at the high school level. The latest one was sponsored by the Air Force Association Blue Barons Chapter 129, Colorado; CAP's Mile High Cadet Sq.; and the Air Force Junior Reserve Officer Training Corps at Hinkley High School.

The high school students from across the state who attended included CAP cadets and Junior ROTC cadets. The students attending the event sponsor it themselves, choosing the theme, introducing the speakers and generally running the entire show.

Due to the heavy response to the invitations to attend, plans are to make it a two-day event next year so that more students may take part.



COMMITTEE MEET—Members of CAP's National Aerospace Education Advisory Committee meeting here in February included the above group. They are, front row, from left, Harold R. Bacon, Robert E. McMinn, Dr. Merlyn McLaughlin, Dr. Mervin K. Strickler, Dr. Hal J. Basham, Arthur N. Reitenouer Jr.; back row, from left, Dr. Wallace R. Maples, Dr. Earnest D. Riggsby, John V. Sorenson, Brig. Gen. Carl S. Miller, Dr. Kenneth J. Groves, and Dr. Frederick B. Tuttle. Not shown, Dr. Ted Colton.

Advisory Committee Meets

MAXWELL AFB.—Civil Air Patrol's National Aerospace Education Advisory Committee held its annual meeting Feb. 8 and 9 here at CAP National Headquarters.

The committee, established in 1947, advises the commander of CAP-USAF and Civil Air Patrol's national commander on matters pertaining to aerospace education outside of Civil Air Patrol.

The agenda included discussions of Air University support, CAP-Air Force Junior ROTC programs, aerospace education Leadership Development Course scheduled here this summer, and Aerospace Educa-

tion Workshops.

Air Force Lt. Gen. Raymond B. Furlong, commander of Air University, Air Force Brig. Gen. Carl S. Miller, commander of Hq. CAP-USAF and executive director of Civil Air Patrol, as well as CAP Brig. Gen. Thomas C. Casaday, CAP national commander, all addressed the conference. Each pledged his support and charged the committee to maintain a high standard in CAP's Aerospace Education mission.

Dr. Merlyn McLaughlin of Lincoln, Neb., is the newly elected chairman of the committee. He also served as its chairman when it was organized in 1947.

Others attending the meet here included: Dr. Hal J. Basham of Rockport, Tex.; Dr. Ted Colton of Atlanta, Ga.; Dr. Kenneth Grove of Maxwell AFB, Ala.; Dr. Wallace R. Maples of Murfreesboro, Tenn.; Arthur N. Reitenouer Jr. of Claremont, Calif.; Dr. Ernest D. Riggsby of Columbus, Ga.; Dr. Mervin K. Strickler of the Federal Aviation Administration, Washington, D.C.; and Dr. Frederick B. Tuttle of the National Aeronautics and Space Administration, Washington, D.C. John V. Sorenson, Robert E. McMinn and Harold R. Bacon represented CAP National Headquarters.

'A Significant Milestone'

Annual Course Set For Summer

MAXWELL AFB, Ala.—Civil Air Patrol's National Aerospace Education Leadership Development Center in cooperation with Middle Tennessee State University will present the first annual Aerospace Education Leadership Development Course here this summer.

The course, to run from June 27th through July 22nd, will be presented with the cooperation of the Air Force's Air University and will utilize Air University facilities.

Brig. Gen. Thomas C. Casaday, CAP national commander, has been most enthusiastic in his support and feels that this comprehensive leadership development course will fill a long-existing need. Gen. Casaday has asked CAP commanders at all levels to take positive action in promoting the month-long course here this summer. "It is a significant milestone in Civil Air Patrol's

aerospace education effort," he said.

Skilled Leadership Needed

This annual course is designed to revitalize aerospace education nationwide by preparing those individuals who attend to assume active leadership roles at the local, state, regional or national level. The greatest weakness in aerospace education, both within and outside of Civil Air Patrol, is the lack of informed skilled leadership at all levels, according to observers. This course is designed to eliminate that weakness by preparing individuals to perform effectively in these leadership roles.

The course is not limited to Civil Air Patrol members but is open to anyone who qualifies. It will consist of four main areas of activity.

It will deal with "Aerospace Problems and Issues" by defining the major aerospace issues

of our time. It will develop an awareness of the different perspectives of the various segments of the aerospace community and an ability to express and defend a personal viewpoint on the issues.

Objectives To Be Explained

Participants will also become familiar with aerospace education resources, actual and potential, at local, state and regional levels. The objectives of these organizations at the national level will be explained and the major resources available from each of these agencies discussed.

The course will help participants identify personal strengths and weaknesses insofar as leadership skills are concerned and will develop abilities in areas of communication, human relations, and group discussion leadership techniques.

Each attendee will devise a

personal plan of action for leadership in aerospace education within his sphere of influence.

The course of study will place major emphasis on small seminars and individual study. A segment of the course, primarily dealing with leadership skills, will be taught by Air University faculty members and will deal with leadership skills applicable to any field of endeavor. The Air University Library, one of the outstanding collections of printed materials on aviation in the world, will also be available for use by participants in the course.

Attendance Limited

Attendance for the session will be limited to 150 students selected from those who apply. Selection will be based on a demonstrated interest in aerospace education, such as attendance at an aerospace education workshop and/or aerospace education activity, or organizational membership. Middle Tennessee State University will award six semester hours of undergraduate credit to those participants completing the course.

The Aerospace Education Leadership Development Course provides an outstanding opportunity for participants to hear speakers of national renown and to be exposed to situations fostering individual development not heretofore available to them. Those planning the course are looking forward to a productive,

meaningful session this summer with participants from all areas of the aerospace community.

CAP's National Aerospace Education Leadership Development Center, one of the sponsors of the course, was established Dec. 11, 1976, by National Executive Committee resolution to provide an organizational entity for administration and implementation of the CAP aerospace education mission. The center is located at National Headquarters and is directed for CAP by the commander of CAP-USAF and his aerospace education staff.

AU Quarters Provided

Those who attend will stay in single rooms at the Air University student quarters (two rooms share a bath). The cost is \$2 per day per person for a total cost of \$54 for 27 days.

They may eat at the Officers' Field Ration Mess. The cost is approximately \$4 per day for three meals, making a total cost of approximately \$108 for the 27 days.

The registration fee is \$213. The total cost for registration fee, room and meals will, therefore, be approximately \$375.

To apply for the course, complete and mail the application form printed below, postmarked on or before June 1, 1977. Enclose a check for \$50 (non-returnable after June 1977). Mail to: Hq. Civil Air Patrol (EDE), Maxwell AFB, Ala. 36112. For additional information, call AC 205-293-5387.

Detach and Mail to: National Hq Civil Air Patrol (EDE) Maxwell AFB, AL 36112

APPLICATION FORM

(Please Print or Type)

Must be postmarked before June 1, 1977

Name _____ Street Address _____ City _____ State _____ Zip Code _____

Aerospace Education Activity _____ Prior College (Degrees: Major; School) _____

Prior College (continued)

Check One:

Undergraduate Credit (6 Semester Hours)

Graduate Credit (6 Semester Hours)

(Enclose \$50.00 check or money order as advanced registration fee—not refundable after June 15, 1977)

Payable to Civil Air Patrol (AE)

Cadets Act As 'Victims' To Assist In Exercise

JAMESTOWN, N. Y.—The Jamestown Eagle Cadet Sq. helped out a local hospital recently by acting as mass disaster "victims" during a training exercise. The purpose of the exercise was to keep the Jamestown General Hospital current with a state law requiring hospitals to hold external disaster drills biennially.

According to Ron Fryzel, the hospital administrator, the dis-

aster drills are practiced to keep the hospital "in shape" in case of a real disaster. Thus, in keeping with a real disaster situation, the drill was not known ahead of time to the nurses and doctors on duty.

The CAP unit got into the act when they entered the hospital wearing imitation war wounds from the Jamestown Naval Reserve Center. The moulage

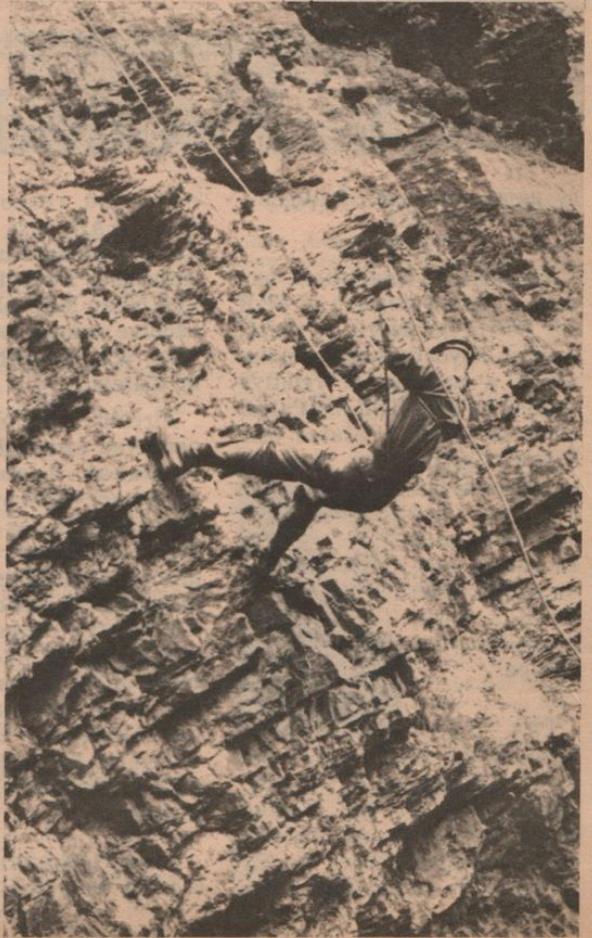
set, which contained everything from fractures to radiation burns, was obtained by the Eagle Squadron commander, 2nd Lt. James Ferguson. The squadron holds its meetings at the Naval Reserve Center.

"The drill would have been a lost cause without the moulage set," Fryzel stated. "Mr. Ferguson saved us a rat race to find one."

According to Rick Robinson, a member of the disaster committee in charge of the drill, the Civil Air Patrol was just what they needed. "We were looking for young, active adults willing to give their time and effort in a community service. That can only spell one thing—CAP!"

The cadets were taken by hospital personnel to the various places for treatment screaming and "bleeding" realistically. According to Fryzel, the acting was so good that the Eagle Squadron is a likely candidate for the next drill. "You were fantastic!" he said.

Those participating in the drill, all CAP members were: Joline Allen, Scott Boss, John Ceci, Clifford Dennis, John Franco, John Gedz, Stephen Gedz, Troy Gesaman, Steve Gullberg, Kevin Inwood, Kevin Kochersberger, Michael Montagna Jr., Chris Norberg, John Pavlock, Bob Sinicki, Frank Werren, Quenton Yeager and the squadron commander.



LEARNING TO RAPPEL DOWN CLIFF IS PART OF TRAINING AT SOME SCHOOLS.



COORDINATION TEST—A prospective CAP cadet tries out a machine which tests a person's coordination while Cadet John Abt, right, of the West Richmond Cadet Sq. (Virginia Wing) and another prospect look on. Occasion was a recent recruiting drive at a Richmond shopping center. The squadron had a display which included the machine set up at the mall.

Year's Records Prove 'Flyingest' Unit's Boast

DAYTONA BEACH, Fla.—The "flyingest unit in the Florida Wing" has proven that it really is.

At a commander's call in 1976, Florida Wing Commander Col. Henri Casenove remarked that the "Daytona Beach Comp. Sq. is the 'flyingest' unit in the Florida Wing."

Now that all the figures are in and reports compiled for the

past year, the wing commander's statement can be verified by the squadron's Operations Report.

A corporate-owned Cessna 150 is assigned to the squadron. Records indicate that this craft logged 535.1 hours flying time during 1976, a figure which the squadron believes a record for a single Cessna 150.

During 1976, the squadron had on its roster 11 student pilots, 11 private pilots, four holders of commercial certificates, and three certified flight instructors. And, during those 535.1 hours flight time logged on the aircraft, 10 persons made their first solo flights and five became private pilots.

In addition to the corporate-owned Cessna, squadron members own four other C-150s, two C-172s, one Grumman-American Trainer and one Comanche 400, all of which fly uncounted hours on cadet orientation, search and rescue, and civil defense missions. None of this is included in the 535.1 hours of the Operations Report.

The Daytona Beach Comp. Sq. is, indeed, doing its best to maintain Civil Air Patrol's reputation as a "flying organization."

Officer Named To Preparedness Unit Position

BRISTOL, Conn. — The Bristol Comp. Sq. has named Lt. Col. George W. Laplante to the Area One Staff of Civil Preparedness in Newton, Conn.

Col. Laplante will function as a liaison officer to Area One which coordinates civil preparedness in 33 area towns. He will be assisted by Cadet Thomas P. DeBonee in the field of radio communications.

The squadron has supported Area One Emergency Operations Headquarters in the fields of communications, message center work and flood duty.

NEAT Schools Challenge To All Cadets Who Attend

The National Emergency Assistance Training (NEAT) Schools offer a challenge to all cadets in Civil Air Patrol.

The schools offer approximately one-week courses at various training sites around the country. Four schools will be offered this year, each testing and developing abilities perhaps unknown to the participant.

The 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. The training offered has often been called "Ranger schools" or "Ranger training." The ground search and rescue training will comple-

ment the established flying search and rescue capabilities of Civil Air Patrol.

The schools this year will be as follows:

PUERTO RICO, June 3-11, commanded by CAP Maj. Bartolo Ortiz. Basic and advanced courses offered at this school.

WASHINGTON, June 19-27, located near Tacoma, Wash. Commanded by CAP Lt. Col. Charles Young. Courses offered include basic, advanced, expert, cadet staff, and senior member training in command and leadership.

IOWA, June 18-July 2, located in Ottumwa. Commanded by CAP Col. William Cass. Basic and advanced course offered at this school.

PENNSYLVANIA, July 9-17, located at Hawk Mountain training area. Commanded by CAP Lt. Col. John McNabb. Courses offered include basic, advanced, expert, field medical, cadet staff, and senior member training in command and leadership.

The Iowa and Washington schools will supply food for all students and this will be reflected in higher school fees. Students attending other schools will be required to bring their own food for the entire duration.

The first step for those interested in attending one of the National Emergency Assistance Training Schools is to fill out the attached coupon below and mail it to the address shown.

To: **LT. COL. JOHN McNABB, CAP**
526 Acorn Street, Philadelphia, Penn. 19128

I am interested in attending the 1977 NEAT in _____
Please send me the necessary forms and full details and information for the school.

Name _____ Rank _____

Squadron _____

Address _____ City _____ State _____ Zip _____

Executive Director's Comments

A Needed Revitalization

By BRIG. GEN. CARL S. MILLER, USAF
Executive Director

Aerospace Education has been a stated mission of Civil Air Patrol for nearly 30 years, and for 30 years it has remained in a position of relative neglect by both Civil Air Patrol and the United States Air Force. During the last six months this has changed and our aerospace education mission has received a much-needed revitalization.



The first "shot in the arm" came from Lt. Gen. Raymond B. Furlong, commander of the United States Air Force Air University. Immediately upon the Air University's assuming major

command responsibility of CAP-USAF last July, Gen. Furlong pledged his support to Aerospace Education. But, unlike many such pledges which become empty promises, action was forthcoming immediately.

Already Air University has approved establishment of the National Repository for Aerospace Education Instructional Material as an adjunct of Hq. CAP-USAF; established procedures enabling aerospace education workshops to obtain Air Force speakers; and provided the facilities and many of the instructors for the four-week Aerospace Education Leadership Development Course to be held at Maxwell AFB next summer. (See article on page 2.)

The second source of support is from the new CAP National

Commander, Brig. Gen. Thomas C. Casaday, CAP. The "National Commander's Comments" column in the January 1977 issue of Civil Air Patrol News reflects Gen. Casaday's deep interest in aerospace education and here again the pledge has not been an empty promise. At the December National Executive Committee meeting, the NEC established the CAP National Aerospace Education Leadership Development Center at CAP National Headquarters (story on page 1).

The first task to be undertaken by the center is sponsorship of the Aerospace Education Leadership Development Course, and Gen. Casaday not only endorsed the course but solicited support and promotion in a strong letter to all CAP wing com-

manders.

The third action which will revitalize Aerospace Education is my reorganization of Hq. CAP-USAF which combined Senior Training and Cadet Training under a new Deputy Chief of Staff for Training. This allows the DCS Aerospace Education to function solely in the aerospace education area, with the freedom and flexibility to plan and implement programs such as the Aerospace Education Leadership Development Course and many others.

Aerospace Education now takes its place as a mission of Civil Air Patrol equal to Emergency Services and the Cadet Program, both structurally and functionally. We expect great new accomplishments in this important area of endeavor.

Georgia Member Cited For Longtime Service

ATLANTA, Ga.—A longtime member of Civil Air Patrol, Lt. Col. Harry Sims, was recognized recently here at the Georgia Wing conference for 35 years of service to the organization.

Col. San Riley, the wing commander, presented him a Certificate of Appreciation.

Col. Sims joined CAP early in June 1941 in the Montgomery, Ala., Sq. He served there as engineering officer and later became squadron commander. Still later, he became commander of Alabama Group 3. While serving as group commander, he organized an all-

black unit at Tuskegee Institute.

In 1951, Col. Sims transferred to the Georgia Wing at Dobbins AFB, Marietta, where he was appointed director of Aircraft Maintenance. From 1951 to 1974, he served in a variety of wing assignments, including that of air inspector and safety officer.

From 1974 to 1976, he served as special adviser to the wing commander, special assistant to the wing commander, and wing historian. At the present, he is inactive due to a hip injury but intends to return to active status in 1977.

Col. Sims' date of rank as lieutenant colonel is 1956.



HIGH-LEVEL PRESENTATION—Delaware Gov. Sherman W. Tribbitt, left, made the presentation in December when CAP Cadet Mary E. Stone, center, received the Billy Mitchell Award. Cadet Stone is the daughter of Lt. Col. and Mrs. James E. Stone of Dover, Del. Present for the ceremony was Cadet Stone's mother, right. Gov. Tribbitt's term of office ended in January.

Cadet Svoboda Nominated to Academies

LAFAYETTE, Ind.—A member of the Indiana Wing's Purdue Cadet Flight, Cadet Nancy Svoboda, has been nominated to two U.S. service academies.

Indiana Rep. Floyd Fithian nominated her. Cadet Svoboda, who has been active in Civil Air Patrol for four years, remains hopeful that either the Air Force

Academy or the U.S. Military Academy will accept her.

During her four years of membership, two of them spent in the Florida Wing, she has held a number of staff positions, including administration officer, information officer, color guard commander, squad leader, flight sergeant, first sergeant, flight commander, executive officer, and cadet commander.

SAR Tips

While flying in winter, are you dressed for walking in winter?

On sectional charts, one minute of latitude is equal to one nautical mile.

Hypothermia: Recognize and prevent it.

Have your search team leader repeat his instructions so you know that you both understand his mission.



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

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

(As of Feb. 6, 1977)

Number of Missions	54
Number of Aircraft	243
Number of Sorties	413
Flying Hours	741.5
Personnel	1208
Mobile Radios	285
Fixed Radios	238
Saves	3
Findings	28

CIVIL AIR PATROL NEWS

National Commander.....Brig. Gen. Thomas C. Casaday, CAP
Executive Director.....Brig. Gen. Carl S. Miller, USAF
Director of Information.....Lt. Col. Herbert A. Babb, USAF
Editor.....

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National Commander's Comments

IVAN . . . and YOU!

By Brig. Gen. THOMAS C. CASADAY
National Commander

In Washington, D.C., on June 19, 1973, our Secretary of State William P. Rogers and his Soviet counterpart, Mr. A. Gromyko, signed the accords which have come to be known as the Nixon-Brezhnev Talks. These accords provided for cooperation between the United States and Soviet Union in the broad area of transportation. Item 5 of that agreement dealt with education and training in civil aviation.



John V. Sorenson, deputy chief of staff, Aerospace Education, Headquarters, Civil Air Patrol — U.S. Air Force, was invited to participate as a member of the official U.S. delegation. The delegation visited the Soviet Union in December 1976. Because of the importance of youth motivation in aviation and aerospace education to our overall mission I have asked Mr. Sorenson for his impressions.

"In August 1976 in Dallas, Tex., I made a presentation to the Soviet delegation for Item 5. Civil Air Patrol missions in each area were featured. As a result, youth motivation in aviation was included as a formal part of the Item 5 talks. Hence my invitation to participate.

"The chief of the delegation was Dr. Mervin K. Strickler Jr., Federal Aviation Administration. The other members were Dr. Jack Eggspuehler, Ohio State University; Dr. Robert Houston, American Airlines, and Jack Hunt, president, Embry-Riddle Aeronautical University, who because of urgent business just prior to departure had to cancel. My impressions follow:

U.S.-U.S.S.R. — A General Comparison

"In any direct general comparison of the two countries in aviation technology, the Soviet Union is clearly behind the United States. In some other aviation areas they are equal to us and in two vital areas, (1) the decision making process (ability to determine what is best and make the right decision for civil aviation) and, (2) in a positive national attitude concerning aviation, they are clearly ahead of the United States. Their attitude, zeal and crusading spirit in and for civil aviation is so superior to our national attitude that it is frightening.

Five Schools In Four Cities

"We visited five schools — two in Leningrad, and one each in Krivoy Rog, Kremenchug, and Kiev. They were all schools of the Ministry of Civil Aviation and run by Aeroflot, the state airline. We were provided detailed briefings and tours of each — no limitations. The Leningrad Academy of Civil Aviation and the Kiev Institute of Civil Aviation were especially impressive and as good or better than anything I have seen in the United States. The other schools were for the training of technicians, airline service agents and beginning pilots. By our standards they were not as sophisticated; by their standards they were great improvements over the past.

The Student, The Teacher, The Classroom

"I found Ivan, the student, highly motivated, carefully supervised, and dead serious about aviation and his role in it. The teachers were professionally qualified and extremely deep in practical experience. All were skilled and current in Aeroflot activities they were teaching. The classrooms — some were poor, some were good and some were superior by our standards. The Soviet Union advantage I observed there was that

technicians were being trained on the actual equipment they would be working with in service. In short, 100 per cent transfer of skills from the classroom to the actual Aeroflot equipment.

Performance Standards

"Young men and women all over the Soviet Union are waiting to sit for examinations for Aeroflot service schools. Take the technician school at Krivoy Rog for example. Ivan sits for 25 days for his examination. This is after approval by local and Republic Communist party leaders. He must pass in the upper 20 per cent to be considered and his career area is determined before he sits for the examination. School is six classes per day with two hours of supervised homework per day, with examinations weekly, monthly and at semester's end. There is an annual exam also. On the annual exam one failure is allowed. If on the second exam there is a failure the student is sent home. They accept no substitute for performance. You either perform to the standards set or you don't remain. The Krivoy Rog School issues a certificate of completion, not a diploma. The diploma is later authorized only after his performance, behavior and attitude are found to be at or beyond the standards set. His employer authorizes the diploma. This kind of accountability may not be too bad an idea in the United States — think of it, no diploma until you can demonstrate that you have the skills, attitude and that you can perform at the level expected.

Attitude: Their Superiority

"I am a former coach. Any coach will assure you that in the long haul there is one element and one element alone that will sustain an individual or team — that is a positive attitude based upon discipline. I have stated that they are behind and in some cases their

materials are by our measurement 15 years old. Compared to us in some areas they are sub-standard. Compared to themselves, however, their growth and increased sophistication has been explosive. This attitude they display is the enthusiasm and zeal that I lived with in the United States shortly after World War II. It is real. There is only one place in the United States that I have found this same attitude and zeal and seriousness of purpose — in cadet and composite squadrons of Civil Air Patrol where the program is run by cadets and seniors with high demands and no substitute for performance. You can fault them for living in a society that is closed, and I can assure you that it is, and for being inferior in some ways. The competition is in the world marketplace between the United States and the Soviet Union and those elements that are most important for the long haul are to be found in favor of the Soviet Union — not the United States.

"Two hundred years ago, there was a confrontation on the green at Concord. 'Minutemen,' a term familiar to CAP, met and defeated a highly trained, well equipped, sophisticated group of Britons. The Minutemen had inferior equipment and no formal training but their attitude was that of a burning desire to succeed. The British had reason to laugh and probably did, that is until they were beaten. If civil aviation is a competition in the international marketplace, and in my opinion it is, then we could make the same fatal mistake today with relationship to the Soviet Union that the British made 200 years ago — that of underestimating the competition. I pray we won't do this. Attitudes will defeat you more quickly than anything else. That is why CAP and its positive attitude is so terribly important to this country and its aviation future."



CHANGE OF COMMAND—Col. Harry J. Howes, second from left, outgoing commander of the Alabama Wing, gets kiss from his wife at recent change-of-command ceremony in Birmingham. Looking on are Brig. Gen. Thomas C. Casaday, left, national commander, and Col. Oscar K. Jolley, commander of the Southeast Region, both of whom are former Alabama Wing commanders. Col. Howes, who holds an award given him at the ceremony, was succeeded by Lt. Col. Duke C. Bradford.



JET RIDE—Cadet James West, named Outstanding Cadet at the 1976 Arizona Wing Cadet Encampment, poses aboard an Air Force F-5E at Williams AFB, Ariz., site of the encampment. As part of his award, Cadet West received a ride in a T-38 Talon jet trainer. He is a member of the Arizona Wing's 355th Cadet Sq. 105.



COLLISION BRIEFING—Air Force Capt. Jim Burich, center, flying safety officer of the 4th Tactical Fighter Wing, Seymour Johnson AFB, N.C., briefed members of CAP's Goldsboro (N.C.) Comp. Sq. recently on mid-air collision avoidance. In his talk, he emphasized military traffic in the area. Examining chart are, from left, Capt. Gary Horenkamp, 2nd Lt. John Brooks, Maj. Rose Sweesy, and SM Frank Bowling, all members of the squadron.



PAUSE ON TOUR—Members of Sepulveda Comp. Flt. 81, California Wing, pause for a photograph while on tour recently of the 84,000-ton aircraft carrier, USS Constellation, at San Diego. Twenty-six members of the CAP unit spent a day touring the huge ship. They are standing beside the elevator which is used to lift airplanes from the hanger deck to the flight deck.

CAP News In Pictures



LIBRARY BOOK—Curtis Moore, left, library director, looks over a copy of "Hero Next Door" with Capt. James Dial, deputy commander for cadets of the Lebanon VFW Comp. Sq. 307 (Pennsylvania Wing). The book was among CAP literature presented to the Lebanon Community Library by Capt. Dial on behalf of the squadron. Similar presentations were also made to other libraries in the area. (Daily News Photo)

Three Lost Aircraft Create Busy Week

TUCSON, Ariz.—In six days of intensive searches recently, Civil Air Patrol air and ground crews from the Arizona Wing located three missing aircraft, all in different parts of the state.

The wing's third find in less than a week came on Jan. 28 when Maj. R.J. Ebaule and SM Paul Leonard, both of Deer Valley Sr. Sq. 302, located a Beech Debonaire which had been missing for a week.

"The aircraft was found intact, but upside down," said Lt. Col. Warren M. Dreyer, commander of the Arizona Wing Group III who served as mission coordinator. Dreyer said that the crash site was about 21 miles northwest of Prescott, the destination of the single-engine Beech.

Air Force paramedics parachuted onto the rugged site atop a 4,950-foot-high ridge, and reported the death of the pilot. Patches of snow and ice in the area had hampered CAP searchers all week.

The absence of an emergency locator transmitter (ELT) signal from the crashed aircraft had also hampered searchers. Arizona Wing pilots say that when an aircraft crashes in an inverted position—such as the Beech—its ELT signal is transmitted directly into the ground. This is largely due to the fact that antennas are traditionally placed atop the aircraft.

"A solution," said Lt. Col. Theodore N. McElroy, commander of the William Rogers Sr. Sq., "would be to require two ELT antennas, one on top and one on the underside of the aircraft."

The missing Debonaire had been the object of an intensive six-day search that covered the entire northern portion of the state.

On Jan. 22, the day the search began for the Beech, the Arizona Wing recorded two other finds in one busy day. At dawn, CAP personnel were already alerted for the search for a missing Mooney Mark II, overdue on a cross-country flight across the southern portion of Arizona. A member of Wilcox Sr. Sq. 401 had sighted what he thought to be the aircraft flying low, under the heavy clouds, with its wheels down.

A CAP aircraft piloted by 1st Lt. R.F. Hartman, commander of the Benson Sr. Sq. 404, flew an

Senior Members Get Certificates

ST. LOUIS, Mo. — At a recent awards ceremony here, 16 Civil Air Patrol senior members from the St. Louis area received Aerial Radiological Monitoring certificates.

Each member had successfully completed an eight-hour course conducted jointly by CAP's Missouri Wing and the St. Louis County Offices of Disaster Planning and Operations.

The training officer from the St. Louis County office, T. Benson Morgan, officiated at the ceremony. Three sets of aerial radiological monitoring equipment were also presented to Lt. Col. Joseph Septer, CAP Group II commander, for use in Missouri Wing Operations.

airborne check of local landing fields. At the same time, ground teams, led by 1st Lt. Dwight Gray, headed toward the Texas Canyon area where the low-flying aircraft had disappeared into the clouds.

Deep in the canyon where Indian Chief Cochise once built a stronghold, SM Robert East found the wreckage of the missing Mooney. East used a borrowed horse to reach the crash site, located in rough terrain on a 6,500-foot-high ridge. There were no survivors.

On the same day, pilots from the William Rogers Sr. Sq. were assigned to search for a Cessna 421 reported lost from radar in heavy clouds on a flight from Nogales to Tucson. Last reported position for the twin-engine aircraft was near 9,500-foot-high Mount Wrightson, halfway between the two cities.

First Lts. Robert W. and Carolyn Milkey, piloting the squadron's Cessna 182 and fighting heavy rain and a lowering ceiling, reported a scar in the mountain foliage at about 9,000 feet.

Later that day, 2nd Lt. Robert C. Netherton and his observer, SM Kenneth D. Turner, both of the William Rogers Sr. Sq., were flying Netherton's Cessna 150 and searching an area near the scar reported earlier on Mount Wrightson.

"Clouds and rain were forcing us lower," said Netherton, "and, as we turned to stay clear of the weather, Turner spotted what he thought was wreckage." Several low-altitude passes confirmed their find, and the pair stayed in the area to fix the site on radar and to map roads and trails leading to the crash site.

Once back in Tucson, Turner volunteered to help helicopter rescue teams find the crash site. They arrived back at the scene at dusk, but found no survivors.

Weather—low clouds, frequent heavy rain and snow showers, and a sometimes dense fog—was a factor in all three accidents. Subsequent CAP search missions were also hampered by the weather.

Air and ground teams from all across Arizona participated in the three searches. According to Col. Alan B. Thomas, Arizona Wing commander, CAP air crews flew more than 125 hours during the six-day period.



PASSING THE TIME—What do you do on a jet flight home from the National Drill Competition at Maxwell AFB, Ala., when you've won second place? If you're the California Wing team, representing the Pacific Region, you polish and shine your new trophies as Cadets Helen Baise, left, Mark Roberts, Lisa Taylor and Glen O'Brian are doing. The team was runner-up in the over-all competition and winner of the Panel Quiz. (Photo by Maj. B. Storey)

St. Louis Area Members Take Stiff Training

ST. LOUIS—Eighteen cadets and six senior members from various squadrons in the St. Louis area were the first participants in a rigorous training program held recently.

Called ESTEX (Emergency Services Training Exercise), it emphasizes the importance of well-trained ground teams in search and rescue operations. The program is the brainchild of Cadet Fred Deckard, a member of the Lafayette Cadet Sq. and one of the instructors.

ESTEX consists of several weekend bivouacs during which the trainees "learn by doing" such items as map and compass reading, rappelling, shelter building, wilderness survival, communications and first aid. Teamwork is heavily stressed throughout the entire program, in addition to rigid safety procedures.

Tennessee 'Search' Finds Lost Items

MEMPHIS, Tenn.—Memphis members of Civil Air Patrol's Tennessee drill team were practicing for the regional drill competition here at the Air National Guard base.

Two members of the Guard requested assistance of the drill team commander in the Guard's own local Redcap.

In the briefing, the drill team commander learned two critical facts: (1) No flight plan had been filed, and, (2) no ELT was on board. The vehicle has been observed touching down, then had been lost from view.

Having received all possible information, the drill team commander initiated a "creeping line" search pattern. Ten sorties were completed with negative results before the search was terminated and drill practice resumed.

Object of the search: a dark-colored green and yellow arrow in grass of approximately the same color.

However, the search was not a total loss. The Guard personnel expressed their appreciation for the effort and for the number of golf balls recovered during the search, some of which belonged to the base commander.

Anniversary Dinner Scene Of Presentation

ROANOKE, Va.—Cadet David O. Fitts received the Gen. Carl A. Spaatz Award here in early December at the Virginia Wing anniversary dinner. Making the presentation was U.S. Navy Lt. Cdr. Paul E. Galanti.

Cadet Fitts, 19, is the son of Mr. and Mrs. John H. Fitts of Richmond. He was graduated from John Marshall High School

where he was a member of the school's soccer and track teams.

At present, he is a sophomore cooperative education student at Virginia Polytechnic Institute, majoring in mechanical engineering.

His Civil Air Patrol activities have included a trip to Norway during the 1975 International Air Cadet Exchange, serving as cadet commander of his unit for a year, attending the Air Force Academy Survival Course at Colorado Springs, serving for a year and a half as a member of the Virginia Wing Cadet Advisory Council, and attending the cadet Solo Encampment at Lexington, Va. He earned his private pilot license in September 1976.

Cadet Kensok Gets Gen. Spaatz Award

BISMARCK, N.D.—North Dakota Gov. Arthur A. Link presented Civil Air Patrol's Gen. Carl A. Spaatz Award recently to CAP Cadet Gary Kensok in a ceremony here.

Cadet Kensok, who also won promotion to cadet colonel in earning the award, is cadet commander of the Fargo-Moorhead Cadet Sq. His award was the fourth time the Spaatz Award has ever been presented in North Dakota.

Col. Maurice Cook, North Dakota Wing commander, and Air Force Maj. Douglas Brosveen, liaison officer in the wing, also participated in the ceremony.

Station KXJB-TV from Fargo, N.C., flew to Bismark to record the event for "Eyewitness TV News."

Georgia Unit Helps Save Lives Of Trio

DUBLIN, Ga.—The Dublin Comp. Sq. was credited in early January with helping save the lives of three men in an area near here.

The three had entered the woods near the Oconee River on Friday night, Dec. 31, for the purpose of hunting.

During the night, the temperature dropped to 13 degrees and the men became lost and disoriented. The river began to rise and they were trapped on a small island.

The Lauren County sheriff's department and the local civil defense unit launched a search for them at 6 a.m. on New Year's Day. CAP's Dublin Comp. Sq. was called in at 11 a.m. to assist and put a plane into the air by 12:05. Within 15 minutes, Capt. George Pierce and Dan Young, the air crew, spotted the missing men. They directed the sheriff's department and civil defense workers to their aid.

Eighteen CAP members assisted in the search.

Routine Orientation Flight Halted For Rescue Effort

BOWIE, Md.—It was the first clear day in a long while and ideal for cadet orientation flights, scheduled for all morning at Freeway Airport near Bowie. Involved were cadets of the Bowie-Belair Comp. Sq.

While the cadets waited, Capt. Tom Jones and Lt. Robert Russey decided to go around the pattern once again to make sure all was normal with the squadron's Cherokee 140 ("40 Gulf").

While turning back for runway 18, Capt. Jones noticed a homebuilt Mustang starting to move down the runway for takeoff, which would leave the runway clear for a normal approach and landing. Later, while turning off the active runway, Capt. Jones saw a pile of crumpled aluminum some 50 yards from the end of the runway.

He realized that it was the Mustang and quickly ran "40 Gulf" off into a field and both men sprinted for the crash.

The two occupants were alive, but screaming to be pulled out as the plexiglas bubble stuck and their legs were caught up under the panel when the seats to which the safety belts were fastened broke loose. In addition, high octane gasoline was pouring over the hot engine from the partially inverted fuel tank

behind the engine.

Joined by Stanley Rodenhauser, one of the airport owners, they dragged the men clear after breaking the bubble away and entering from below through the separated wing roots. All three rescuers received lacerations from the jagged plexiglas.

Meanwhile, Capt. Vera Rollo the squadron's check pilot, radioed the airport to call the rescue squad. Within a few minutes, the Maryland State Police medic helicopter was on the scene to transport the two crash victims to the hospital. Both survived.

Cadets of the squadron supplied first aid to the victims and helped provide security over the crash scene for the Federal Aviation Administration.

When the first crash had been secured, news arrived that a Stearman biplane had crashed at a nearby drag strip. A senior member and two cadets sped to the scene and provided security there until relieved by members of CAP's Bethesda-Chevy Chase Cadet Sq.



WELCOME TO WEBB—Air Force Capt. Gary Barber, left, who is a second lieutenant in Civil Air Patrol, welcomes CAP 1st Lt. Davis Bates, commander of the Dragonfly Comp. Sq. (Texas Wing) to Webb AFB. The squadron now holds its meetings at Webb. Capt. Barber is fixed wing safety and transportation officer at Webb.

Wright-Pat Visit Rules Outlined

WRIGHT-PATTERSON AFB, Ohio—The Great Lakes Liaison Region office is occasionally asked to arrange aerospace education workshop tours and other Civil Air Patrol visits to this base and to the U.S. Air Force Museum located here.

However, the Wright-Patterson Base Information Office has established procedures for arranging tours and is organized to respond to such requests. Therefore, those interested in these tours should contact the Base Information Office here. The office should be contacted well in advance to effect proper coordination.

The initial contact letter should include all details of the proposed trip, including times of arrival and departure, mode of travel, number of people, facilities to be included on the tour, and other pertinent information as required. Correspondence should be addressed to:

2750 ABW/OI
Wright-Patterson AFB, Ohio.

Telephone inquiries may be made to: AC (513) 257-4317 or to AC (513) 257-6310. Ask for Sgt. Stresak.

Problems have also been noted with the conduct of Civil Air Patrol personnel visiting Wright-Patterson AFB facilities. Those planning trips should make sure that CAP visitors are adequately supervised. On some occasions in the past, the CAP image has not been helped by misconduct in the BOQ and at other base facilities. Senior member escorts must be dependable, reliable and on duty throughout the visit.

Smilin' Jack's Story

Author Of Comic Strip Writes Story Of Life

CAP Col. Zack Mosley is a charter member of Civil Air Patrol who helped found the organization. He is a veteran pilot and flew with CAP's Coastal Patrol during World War II, earning for himself an Air Medal for his civilian efforts.

He is also the author of the world-famous cartoon strip, "Smilin' Jack," an authentic aviation adventure strip which ran for 40 years. The strip, which was retired in 1973, was beloved by millions of aviation-minded readers over the world.

Now Zack has told the story of his years of flying and the background story of "Smilin' Jack" and how it came to be, his adventures in aviation and in producing the strip. He calls his book "Brave Coward Zack."

Why does he call himself a "brave coward?" Well, it seems that, originally, he was afraid

to fly and only learned in order to make his strip authentic. But in later years, he flew hundreds of thousands of miles in his own airplanes and commercially as he travelled to nearly all parts of the world, gathering background material for "Smilin' Jack."

The book is available at the CAP Bookstore at a discount price to members. The regular price is \$6.95 plus 50 cents postage. The Bookstore price to members is \$5.95 and the Bookstore will pay the postage. This represents a saving of \$1.50. The book will be sent by U.S. Postal Service, Fourth Class-Book Rate. If you desire quicker delivery by United Parcel Service, enclose an additional 80 cents.

The book is published by Valkyrie Press, Inc., 2135 First Avenue South, St. Petersburg, Fla. 33712.

Webb Air Force Base Hosts Texas Squadron

WEBB AFB, Tex.—Webb Air Force Base has begun hosting the weekly meetings of Civil Air Patrol's Dragonfly Comp. Sq. at Big Spring, Tex.

the first meeting included Col. Ron Rainey, sector commander from Lamesa, Tex., and Col. Jim McMichael, vice commander of CAP Group 16 from Midland, Tex.

The first night was a special one for the squadron since it featured moving into a new building and picking a new name—the Dragonfly Comp. Sq.—and meeting with representatives of its new sponsor, the Air Force's 3389th Flying Training Sq. (FTS).

The new name was selected since it represents the attack version of the Cessna T-37, the aircraft which the 3389th flies.

CAP dignitaries on hand for

Approximately 20 persons from Lamesa, Tex., and Col. Jim acquainted with their adoptees. Included were Air Force Lt. Col. Hugh Pace, commander of the 3389th FTS, and Air Force Lt. Col. Arthur Shumate, student squadron commander.

Commander of the CAP Squadron is 1st Lt. David Bates. Air Force Capt. Marvin E. James of the student squadron is liaison officer to the CAP unit.

Virgin Islands Unit Chartered, Commended For Civic Work

ST. CROIX, Virgin Islands—Civil Air Patrol's St. Croix Comp. Sq., a part of the Puerto Rico Wing, was officially chartered here in December.

Col. Rodolfo Criscuolo, commander of the Puerto Rico Wing, made the official presentation of Charter No. 52901 to SM James Dolloff, commander of the squadron. SM Norine Dolloff, administrative officer, assisted in

the ceremonies. Clement L. Sackey, administrative assistant to the governor of the Virgin Islands for St. Croix, read Gov. Melvin H. Evans' letter of congratulations and then gave a talk of his own, commending the organization for the outstanding civic work in community projects which the entire unit has accomplished since its inception.

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

PEOPLE ...in The News

Northeast Region

Two members of the 399th Comp. Sq. (Connecticut Wing) were honored at the squadron's Awards Night recently. Second Lt. Theodore B. Clark was named Outstanding Senior for 1976 and Cadet Rose-Marie Torielli was presented the Outstanding Cadet Trophy for 1976. . . The Red Service Ribbon Silver Star Clasp was recently awarded to Maj. Donald E. Hall of the Cape Cod Comp. Sq. (Massachusetts Wing). Maj. Hall has been commander of the squadron since 1965. . . .

Cadets and senior members of the Gen. Carl A. Spaatz Sq. (Pennsylvania Wing) participated in a two-day camping trip recently. Cadets taking part in the bivouac were Donald W. Grill, Randy Fox, Robert C. Jones, Johnny Bradford, Gerald Brensinger, David W. Krauss, Robert Reifsnnyder, Randy D. Kreider, Thomas A. Manley, Robert W. Manley and Richard Magners.

Cadet Brian L. Sheaffer of the Capital City Cadet Sq. 302 (Pennsylvania Wing) has been selected as the Central Pennsylvania Group 30 Cadet of the Year for 1976. . . . Members of the Woonsocket Comp. Sq. (Rhode Island Wing) are attending a seven-week course on first aid. Capt. Albert Rivard, commander, along with Cadets Vickie and Lisa Rivard, Ray Jalette, Mike Heffernan, Victoria Laidler and Laurie Bernard are participating in the course.

Cadets Sharon Burr and Barbara Gonneville have been reappointed to the Cadet Advisory Council, Connecticut Wing. They are members of the Bristol Comp. Sq. . . . Plattsburgh Cadet Sq. 1, New York Wing, celebrated its 10th anniversary recently. . . . Members of the Adirondack Mountain Group (New York Wing) recently attended the annual Commander's Call at Stewart AFB, N.Y. While there, the members participated in management and leadership training seminars. Those attending were: Maj. Robert Rauschuber, Capt. Ben Hausdorf, 1st Lt. Jerry Silver, Cadet Mike Lange and Maj. Frank Stanley. . . .

Middle East Region

Cadet John Kazyak, cadet commander of Howard Comp. Sq. (Maryland Wing) recently completed private pilot ground school and is well on his way towards his private pilot license. John has recently received a Congressional nomination to the Air Force Academy. "None of this would have been possible without the help of CAP," stated John. "I'm sold on CAP and would like to do my part to help anyone coming in for the first time."

Sixteen members of the Easton Comp. Sq. (Maryland Wing) recently visited the Smithsonian Institution's National Air and Space Museum in Washington, D.C. Squadron members were able to view firsthand and receive general knowledge of all aerospace activities. . . . First Lt. Ken Buseman and Cadet Michael McGowan of the Morgantown Comp. Sq. (West Virginia Wing) are maintaining a recruiting display at the Morgantown Airport. The display consists of posters, photos and other information and is changed once a month. . . . Members of the Carroll Comp. Sq. (Maryland Wing) gathered recently for the squadron's Annual Awards Ceremony and Banquet. Cadet Mark T. Murphy was named 1976 Cadet of the Year and Capt. Richard Jordan was named 1976 Senior of the Year.

Three members of the Cherry Point Comp. Sq. have attended the Ground Rescue Instructors Course given at Andrews AFB, Washington, D.C. First Lt. Rick Rozzell, Cadet Steve Yates and 1st Lt. Kevin Campbell learned of new rescue techniques and removal of injured from vehicles and buildings. . . .

Southeast Region

Members of the Shelby Co. Comp. Sq. 1 (Tennessee Wing) recently aided the U.S. Navy at the Memphis Naval Air Station Open House. Cadets worked guarding aircraft, controlling crowds, directing traffic and passing out programs. . . . Cadet Richard Jones of the Orlando Cadet Sq. (Florida Wing) has earned his pilot wings. Also, Cadet Steve Radloff of the same squadron was awarded a check for his solo. . . .

The Experimental Aircraft Association held its mid-winter "Fun'n Sun Fly-In" in January at the Lakeland, Fla., Municipal Airport. Members of Group III (Florida Wing) were called upon to help. Approximately 50 cadets and seniors directed car parking, communications, and night aircraft patrol. Such a good job was done that EAA plans to ask for assistance again next year. . . .

Capt. Albert Seeschaaf, director of Information for the Florida Wing has been named as the Outstanding Senior Member of 1976 by Spaceflight 6, Order of Daedalians. Cadet Richard M. Lynch was named as the Outstanding Cadet Member of 1976. . . . The Orange County Sheriff's Department landed their helicopter at the Orlando Cadet Sq.'s (Florida Wg.) meeting recently. Members of the squadron were briefed by the pilot on the structure, equipment and mission of the helicopter. . . .

Rocky Mt. Region

The Utah Wing conference was recently held in Salt Lake City. At the banquet and ball following the conference three awards were received by the Ogden Senior Sq. They were: Squadron of the Year, Commander of the Year and Information Officer of the Year. . . .

Members of the Mile Hi Cadet Sq. (Colorado Wing) recently participated in

an Aerospace Education Symposium given by personnel from the Strategic Air Command. Cadets attended a one-day session of lectures, discussions and displays. Those attending were: Cadets Dave Metcalf, Doug McGrath, Dave Chaffins, Kathi Leute, Linda Legg, Jamie Gordy, Jeff Gordy, Cheryl Trappnell, Mark Buchner, Larry Lister, Mark Nash, Gerry Gordon, Mark Flowers, Dave Rushing and Bob Humpert. . . .

Fourteen cadet members of the Missoula Comp. Sq. (Montana Wing) have completed the standard first aid and personal safety course. Included in the course were techniques for artificial respiration, poison treatments, and bandages and splinting. Cadets completing the course were Tom Polsin, Rose Sipes, Matthew Martinack, Robert Arnston, Brad Allen, Ken Coston, Vince Bakke, Doug Mallary, Mike Marquart, Vince Fender, Carol Felde, Laura Hay, Dave Knudson and Robert Felde.

No. Central Region

Fourteen cadets from the St. Charles Cadet Sq. (Missouri Wing) assisted citizens of their city dig out of their worst blizzard in years. The cadets went from house to house, shovelling driveways and sidewalks. Cadets assisting were: Robert Suter, Janel Sauer, Scott Breckenridge, Greg Smith, Al Underdown, Jack Conley, Mike McNutt, Greg Lund, John Green, Tammy Sanders, Tony Pollad, Mike Basse, Von Basse and Jim Stocker. . . .

Ten members of the Des Moines Comp. Sq. (Iowa Wing) traveled by van recently to Chicago, Ill. for a sight-seeing tour of the "Windy City." Part of their tour included the Museum of Science and Industry. . . .

Southwest Region

New Arizona Wing Cadet Advisory Council members are Cadet Robert Scott of Phoenix, chairman; Cadet Paul Cannon of Tucson, vice-chairman; Cadet Rose-Mary Grasko of Phoenix, recorder. . . . A recent Arizona awards banquet honored Lt. Col. Terri Boucher, former wing director for Cadet Programs. Col. Boucher retired from CAP after 20 year's service. . . .

Col. Simon Fried, USAFR, reports that his son, now Air Force 2d Lt. Simon Fried Jr., is at Mather AFB undergoing navigator training. Lt. Fried is a former Arizona Wing cadet and senior member of Squadron 104 in Tucson.

Pacific Region

Darlene Fletcher, a member of the Paine Field Sq. (Washington Wing) has recently attended the Mission Staff School and has become qualified to fly as a mission pilot. Darlene earned her private pilot's license in 1974 and her commercial license in 1975. . . . Ojai Cadet Flight 102 (California Wing) was awarded first prize for the Color Guard in the annual Christmas Parade held in Oxnard, Calif. The winning team was composed of Cadets Larry Jones, Tim Metzinger, Richard Benbrook, and Andy Kastner. . . . Two members of the Merced Co. Sq. 147 received awards at a recent dinner held to celebrate the 35th anniversary of CAP. Those receiving awards were: Capt. David Coleman, Grover Loening Aerospace Award and Maj. Helen May, Grover Loening Aerospace Award. . . .

R. G. Fowler Cadet Sq. 114 (California Wing) assisted at the Officer Careers Symposium at San Jose State University. The cadets acted as guides, directing visitors to the proper location and attended the symposium to learn about future opportunities open to cadets. . . . Cadet members of the Mendocino Comp. Sq. 6 (California Wing) recently travelled to Warm Springs Valley, Nev., for a weekend of sail planing. In addition to sail planing, the cadets visited the University of Nevada's planetarium to view the star show. Those enjoying the aerospace weekend were Cadets Diane Caldera, Jeff and Jerry Yates, Lara Ray, Mark Farmer, Vince Gullette, Dan Foley, Todd Netherton, Mark Van Wyhe, John Thomason and Ron Heald. . . .

Green River Comp. Sq. (Washington Wing) recently received Lt. Col. Floyd MacSpadden as squadron commander and Cadet Kasimir Zaratkiewicz as cadet commander. . . . Cadet Bill Campbell, has been selected as cadet commander of the Paine Field Sq. (Washington Wing). Bill has been a member of CAP for four and a half years and was selected as outstanding male cadet of the squadron in 1974. . . .

Cadet Gary Lorimore of the Albany Comp. Sq. (Washington Wing) was awarded the Cadet of the Year Award here recently. Lorimore has been involved in the cadet program since 1970. . . . Bradley L. Johnson, a former cadet commander of the Northshore Comp. Sq. (Washington Wing) was named Cadet Commander of the 905th ROTC Detachment at Washington State University. Cadet Johnson also is one of eight Washington State University ROTC cadets selected for Air Force pilot training after graduation. . . .

Bill Duft, a local general contractor and father of Cadet Scott M. Duft, of the Ashland Comp. Sq. (Washington Wing) recently donated time and materials toward the completion of the Ashland Sq. hangar. . . .



EMERGENCY TRAINING—Utah Wing cadets on a recent tour of Mather AFB, Calif., learn how to make an emergency exit from a jet trainer. Some 45 cadets and eight seniors made the trip to visit the base. In the photo, from left, are: Cadet Robert Henneman, Air Force Maj. Jerry Eisinger (in background), Utah Wing LO, Cadets Steve Smith, Richard Barmes and Mike Lowe (seated in trainer). Standing by at right to offer assistance is Cadet Carolyn Blessing.

All-Out Effort Pays In Search For Boy

FAYETTE, Ala.—An all-out effort by members of the local Civil Air Patrol unit and other volunteers paid off in early January when a 15-year-old boy was rescued after being lost overnight in a swamp.

The lifesaving search became necessary when young Rusty Barnes failed to return home

from a hunting trip. After spending most of the night searching himself, the lost boy's father asked for help early the next morning.

The Fayette Civil Air Patrol launched four planes to search for the boy and was joined by members of the police and

sheriff's departments, the Fayette Rescue Squad and friends and neighbors.

CAP Senior Member Dan Smith, flying his own aircraft, spotted Rusty waving his arms from a log in a beaver pond. The plane returned to the local airport and acquired radio equipment on the same frequency as that of the sheriff's department.

Returning to the area, the CAP pilot spotted the lost boy, but this time there was no movement. Directions were immediately radioed to rescue workers who reached the area in a short time and pulled the boy from the icy water.

Rusty was carried out of the swamp and the first few minutes in the hospital emergency room seemed to confirm the worst; there was no pulse. The boy was wrapped in warm towels and after a few minutes he went into convulsions. A few hours later, he was able to tell what happened.

He had become lost in the swamp and had decided to pull up a log and to wait and hope for help to arrive.

The CAP plane circling overhead told Rusty that help was on the way, but he lost consciousness before rescue workers on the ground could reach him and he fell into the icy water.

In his first moments of consciousness in his hospital room, he was able to describe in detail how the CAP plane looked as it circled above.

Big Array Of Visitors To Attend '77 Meeting

NASHVILLE, Tenn.—The National Congress on Aerospace Education for 1977, sponsored in part by Civil Air Patrol, will convene here March 31 through April 2 at the Hyatt Regency Hotel.

An array of international and nationally prominent visitors will be present. Representatives from the aerospace industry of the Soviet Union, Britain and France will make presentations. Included will be representatives from the U.S. government, in addition to local and statewide leaders in aerospace education.

Gen. Leigh Wade, the only remaining pilot of Americans 1924 'round-the-world flight, will join Kamal Naguib, honorary president of the International Aerospace Education Committee, Dr. Jack Eggspuehler of Ohio State University, and World War II flying ace Gregory "Pappy" Boyington in reliving part of the history of the development of aviation.

The current NBC television show, "Baa Baa Black Sheep,"

is based on the exploits of "Pappy" Boyington and his World War II Black Sheep Squadron which operated in the Pacific Theater. Boyington is a Congressional Medal of Honor winner.

The National Congress on Aerospace Education is an annual meeting involving all aviation-oriented educational organizations. In addition to the discussion of aviation in the United States and other countries, individual seminars plus discussion and audio visual group meetings will be held.

The program is to begin at 8 a.m. each day. Approximately 700 persons are expected from around the nation and several foreign countries for the three-day meet.

The registration fee was \$35 if mailed prior to March 1, 1977, or \$40 thereafter. Advance registrations may be mailed to National Headquarters, Civil Air Patrol, attention of ED, Maxwell AFB, Ala. 36112.

In addition to Civil Air Patrol, the congress is sponsored by the Federal Aviation Administration, the National Aeronautics and Space Administration, and the National Aerospace Education Association.

Squadron 105 Wins Arizona Wing Honor

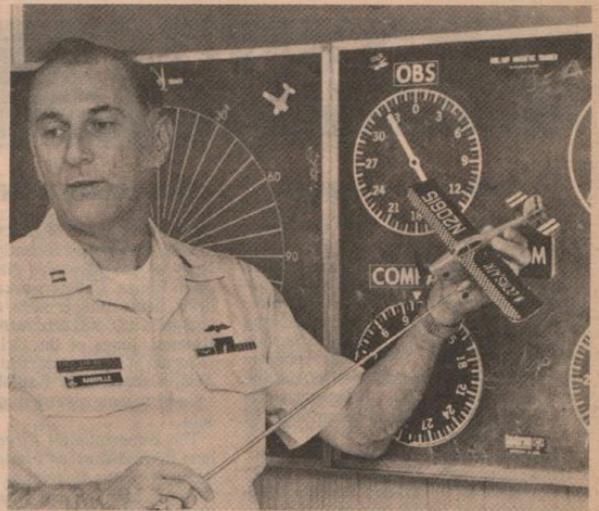
TUCSON, Ariz. — The Arizona Wing's 355th Cadet Sq. 105 was selected here in January as Cadet Squadron of the Year for 1976 in Arizona.

"Among the criteria used in selecting the outstanding unit," said Capt. Ralph Charlip, wing director of Cadet Programs, "were unit growth, the number of individual achievements and orientation flights, encampment attendance, and total participation in CAP activities."

Squadron 105 is sponsored by the Air Force's 355th Tactical Fighter Wing at Davis-Monthan AFB and is one of three CAP cadet squadrons in the state sponsored by Air Force units.

First Lt. Donald Wymer, Squadron 105 commander, and Cadet Eric Vogt, cadet commander, accepted the trophy at the annual Arizona Wing Cadet Conference.

More than 120 cadets and senior members attended the weekend meeting. During the conference, cadets attended a Search and Rescue Clinic, received moral leadership training, and flew F-4 Phantom flight simulators during a tour of the base.



INSTRUCTIONAL PROPS—Capt. Rainville uses simulated aviation equipment in teaching aerospace subjects.

Firm Donates Money For Instructional Aids

WAPPINGERS FALLS, N.Y.—CAP Capt. Robert A. Rainville, a member of the Hudson Valley Gp. and an employee of International Business Machines Corp. (IBM), has received a \$900 grant from the firm for use by Civil Air Patrol.

Capt. Rainville, inspector for the Hudson Valley Gp. who also serves as an instructor, convinced IBM of the need. The money was used to purchase audio-visual equipment and materials which will be used in teaching aviation courses to cadets and senior members.

"The money given to CAP by

IBM will allow me to purchase the instruction equipment so badly needed to enhance our ground school program," Capt. Rainville said at hearing the news of the donation. "It should improve considerably the classroom-learning process by increasing subject retention and student participation. In addition, although my time is strictly voluntary, I foresee an enhancement of my capabilities as an instructor, while at the same time, I satisfy one of the prime missions of CAP."

Aerospace education is the field which he has been most interested in during the last two years.

Speaker at Celebration

Pilot Thanks Squadron For Help

ROCHESTER, N.H.—Civil Air Patrol's Highlander's Comp. Sq. was commended here recently by a pilot who credited the

squadron and CAP with being instrumental in saving his life after he crashed last August in a heavily wooded area in Evans

Notch, Gilead, Maine.

The pilot, Aleck Anderson, 60, of Goffstown, N.H., was keynote speaker for the 35th anniversary celebration for the local CAP squadron. The squadron assisted with the search for Anderson at Skyhaven Airport, the base of activities. Evans Notch is some 100 miles from Rochester.

Anderson had gone into a controlled crash when he became lost due to lack of visibility on his return home from a visit with a relative in Caribou, Maine. He was unhurt in the crash which demolished his 1958 Tri-Pacer.

Found after three days in the woods, Anderson, and his wife also, gave testimony to the outstanding efforts of the New Hampshire and Maine Wings of Civil Air Patrol. They credited God, the Bible and the prayers of many with saving the pilot's life.

He had high praise for the survival training and the search and rescue training given to all pilots and the cadets in the CAP program.

U.S. Coast Guard Lt. Cdr. Robert Scobie of the Coast Guard Cutter "Active," and Air National Guard Capt. John Watson of Pease AFB, N.H., also spoke during the open house celebration, citing their involvement with Civil Air Patrol.

—From Foster's Daily Democrat, Dover, N.H.



CHECKING UP—Cadet Roger J. Hartman of the Greenville (S.C.) Comp. Sq. checks out engine on small plane prior to takeoff during South Carolina Solo Encampment. Cadet Hartman was one of eight cadets who attended the seven-day encampment. All seven soloed despite rain part of the time and heavier than usual traffic during the week.

Cadet Awards For Two Months

Mitchell Awards—December 1976

Robert V. Johnson	01041	Walter R. Parry	29067
Karmin K. Tanner	01055	Michael G. Heiser	29067
Carla M. George	01075	Kurt Sebe	29084
Wanita J. Sommers	01075	Kenneth P. Bednarick	29089
Hobson L. Jones	01075	Robert J. Chastanet	29089
Sandee A. Thurman	01090	Margaret A. O'Hara	29092
David R. Mitchell	01093	Chris D. Thomann	29092
Jane A. Smith	01093	Gerald P. Daugherty	31122
John L. Kallerson	01094	Daniel M. Carr	31122
Michael D. Lawrence	01096	Earl Hodge	31088
Phillip D. Norris	01096	Warren V. Lay, III	31092
Russell S. Doty	02045	Stephen J. Rusin	31130
Brian K. Daly	02050	Kenneth F. Viscosi	31158
William K. Sorrell, Jr.	02050	Cathi A. Mooney	31167
William A. Kay	02050	Daniel G. Peters	31173
Patrick J. McGill	02050	Bruce K. Lindner	31288
David Hornik	02071	Louis R. Casal	31288
David A. Carroll	02094	Troy L. Gesaman	31294
Glenn S. Beer	03034	Jonathan C. Hughes	31333
David E. Reese	04007	Edward M. Cruz	31339
Lee M. Rurup	04042	James D. Barnes	32019
David L. Smith	04151	Paul D. Shankland	32029
Darren A. Waters	04151	Charles S. Williams	32111
William A. Cronan	04210	Donald H. Guyton	34070
Mark A. Koplaski	04210	Richard M. Krueger	34078
Patrick L. McHargue	04220	William L. Wortman	34167
James F. Ster, III	04220	Kent L. Taylor	34184
Lawrence D. Toigo	04285	William L. Boulton	34219
Ralph E. Cobb	04295	Nathan J. Fair	35078
Steven C. Stanton	04334	John M. Frost	35078
William J. Norton	04346	Mark A. Evin	35092
John B. Norton, Jr.	04346	Anthony R. Gilmore	36019
Gina M. Duran	04375	Richard M. Krueger	36028
Kenneth R. Beke, II	04384	Wayne R. Stevenson	36042
Jimmy R. Steinmetz	04384	David T. Lang	36050
Mark R. Speckman	05070	Mark J. Abbott	36055
Julia A. Kleewein	05130	Cathy M. Mathewson	36078
Paul S. Luff	05178	Terry L. Campbell	37011
William L. Chaffin	05143	George T. Iumburgia	37027
Donald H. McGrath	05143	Bruce P. Slier	37133
Richard P. Horner	05004	Jeffrey A. Casella	37133
Keith R. Barrett	06022	Terry L. Warner	37189
Ronald J. Percival	06022	James D. Belyon	37189
David R. Petig	06027	Donald W. Shinskie	37191
Rose M. Torielli	06042	Albert C. Ehrmann	37214
Mary J. Martin	06058	R. A. Pritchard, Jr.	37282
Margo R. Swan	06059	Robert J. Wilhelm	37285
Francis E. Swan	06059	William F. Kelley	38016
Carl W. Donovan	07015	Robert J. Cooper	37345
Daniel G. Lehman	08084	Steven P. DeSalle	38025
Charles D. Bacak	08116	David B. Harvey	38025
Michael J. West	08116	Michael J. Snodgrass	38025
Douglas A. Moyer	08117	Mary J. Hisey	38025
Mary J. Shanahan	08159	Kevin M. Andersen	38025
Susan E. Casley	08159	Chris C. Costa	38033
Patricia J. Wilber	08159	Roger G. Guillemette	38035
Nancy A. Lee	08159	Albert E. Miller, III	38019
Evelyn M. Healey	08159	Michael W. Bangh	39019
David K. Milner	08425	Philip A. Chafin	39025
Brian H. Berry	09045	Francis B. Gregory, Jr.	39064
Alan B. Berry	09045	Michael J. O'Neill	39065
Lisa A. Johnson	09045	Michael M. Raup	40018
Cynthia E. Yarbrough	09061	Timothy P. Pittman	40031
Robert J. Miller	09067	Tommy B. Wade	41136
James A. Plizer	09067	Jeffrey D. Finkbe	41136
Scott L. Smith	09067	Marsha J. Black	41238
Cynthia S. Coward	10097	Ana M. Feliciano	41238
Kayla A. Powers	10100	Karen S. Harnagel	42154
Douglas D. High	10100	Frank M. Wortell	42187
Laurie L. Hanson	11041	David R. Siegert	42296
Keith L. Lenning	11189	Ted E. Krauss	42330
Mark G. Daly	11189	Mike A. Sawyer	43027
Eric Kalk	11189	Christopher B. Briggs	43027
Jason A. Jankovsky	11191	Lori A. Daniels	43027
Orville S. Lester	11206	Pam E. Dixon	43027
Patricia E. Delaney	11205	Mark A. Woodard	45091
Clark L. Wils	11205	Eden J. Alt	45096
Charles T. Swafford	11205	George C. Ruby	45117
Michael T. Patten	11254	Eric A. Boyesen	45117
Nancy L. Kobel	11255	Joseph D. Kinard	45120
Doris M. Jensen	11262	Dennis R. Brooke	46002
Susan L. Rafferty	11262	Richard L. Stratton	46002
Christopher J. Spear	12002	Gary M. Ellstrand	46002
Thomas E. May	12100	Richard L. Davenport	46018
Bruce E. Viets	14029	Christopher D. Furman	46030
Joe T. Hardesty	15039	Joseph P. Johnston	46044
Larry G. Ritchey	15068	Terry L. Perry	46085
Albert C. Rees Jr.	18014	Brian M. Rusch	48055
Eric P. Falconer	17062	Ronald C. Pfeiffer, Jr.	49064
James F. Sinclair	17062	Richard N. Menigoz	49144
David J. Wyndham	17092	Craig A. Jordan	49144
Dennis E. Hale	18013	Paula A. Womson	49019
Gary S. Swigert	18013	Douglas B. Smith	50017
Harlan W. Friedman	18071	Dale J. Wallington	50023
James P. Taylor	18071	Del R. Foster	50023
Corinne A. Kokozka	19071	Scott H. Pregill	51030
Joseph C. Tenney	20020	Harry Huber	51048
Marie L. Knott	20020	David L. Nelson	51048
Nina L. Trump	20107	Sharon J. Walden	51048
Dean N. Jones	20117	Carlos Acevedo	52002
Brian D. Chupalo	20117	Juan Garcia	52002
Timothy D. Roberts	20145	W. Florenciani	52002
William L. Simpson	20176	Leonardo Pabon	52002
William N. Edgar	20240	Martha I. Justiniano	52002
Eric P. McConnell	20243	Juan Nunez	52002
Jeff L. Dack	20253	Dennis J. Matias	52002
Marty E. Kolka	20253	Craig A. Jordan	52002
Julie K. Searles	21006	Frank Iriazary	52002
Patricia A. Schommer	21017	Julio F. Toro	52002
John H. Francis Jr.	21042	Victor Garcia	52002
Mark D. Palmer	21080	Freddie Sanchez	52027
Fernand M. Espian	21080	Rene R. Garcia	52027
Pat A. Haberman	21113	Elis Gomez	52027
Fred L. Wood	23061	Carmen Serrano	52027
John M. Hardin	23023	Hector G. Diaper	52027
Wayne A. Polite	23064	Reinaldo Cruz	52027
Mark W. Julian	24037	Edgar Osoario	52027
Terrence P. McCann	25054	Rene M. Rodriguez	52027
David A. Pehly	25054	Thomas Flecha	52027
John T. Cheney	26062	Maritza Martinez	52027
Tony L. Uttsch	26062	Faustino Melendez	52027
Harold R. Klein	27052	Armando Figueroa	52027
Matthew J. Taylor	27052	Alberdo Cuevas	52035
Rafael A. Leal	27052	Anette M. Rodriguez	52035
Hans F. Maryak	28010	William Arezaga	52035
Scott C. Doody	28010	Hermes Crespo	52035
Everett F. Avery, Jr.	28037	Maria V. Marcial	52035
George M. Buzzell	28037	Miguel Doncell	52035
Mildred Chesnut	29049	Elba I. Torres	52035
Thomas M. Walla	29049	Luis A. Bravo	52035
Jeffrey D. Stender	29067	Rene Samol	52035
Arthur G. Goldman	29067	Miriam Acevedo	52035
		Wanda Soto	52035

Janette Ramos	52035	Carmen J. Rodriguez	52105
Iraida Letriz	52035	Segundo J. Aviles	52105
Edgar A. Salinas	52035	Carlos Garallua	52105
Osvaldo Flores	52035	Carlos G. Esquerdo	52105
Efrain Alma	52035	Laura Labiosa	52105
Edwin R. Cortes	52035	Angel Vega	52105
Juan C. Montanes	52035	Xavier Cruz	52105
Jose A. Lozada	52035	Mayra E. Torres	52105
Victor M. Ocasio	52035	Alberto Rizo	52105
Reynaldo Molina	52045	Reinaldo Martinez	52105
Luis F. Marrero	52045	Victor M. Delgado	52105
Fundador Rodriguez	52045	Francisco Colon	52105
Miguel A. Ramos	52059	Luis A. Guzman	52111
Raul Calderon	52059	Donald R. Milan	52116
Luis E. Larracuente	52059	Silvia Ortiz	52116
Ada M. Esquillon	52062	Roberto Martinez	52116
Chester J. Wojna	52062		
Felix R. Sanjurjo	52062		
Awilda Montaner	52062		
Arlene Perez	52062		
Jose M. Felix	52062		
Farah M. Rivera	52062		
Josephine Matos	52062		
Calherine Sanchez	52062		
Luis A. Camacho	52062		
Francisco Gonzalez	52062		
Luis Guzman	52062		
Ernesto Lasen	52062		
Gloria Velaz	52062		
Rafael A. Diaz	52062		
Maria A. Flores	52062		
Miriam R. Davila	52064		
Luis A. Camacho	52064		
Angel M. Gonzalez	52064		
Victor Gonzalez	52064		
Publico Ortiz	52064		
Richard L. Ortiz	52064		
Maria L. Soto	52064		
Jeffrey A. Casella	52066		
Joseph Martinez	52066		
Ramon Santaluz	52066		
Leah M. Reimer	52066		
Christ J. Hare	52066		
Nathan A. Weinsaft	52066		
Kenneth C. Bullard	52066		
Darryl J. Hebert	52066		
James A. Houchens	52066		
William L. Cooper, Jr.	52066		

William E. Rosaly	52125	William C. Minter	36034
Francisco Ramos	52125	Douglas G. Lund	36034
Ray A. Santana	52129	Kevin D. Thompson	36034
Wilberto Colon	52129	Patt A. McKeever	36042
Alberto Colon	52129	Robert G. Zebrowski	37026
Edna Guzman	52129	Mary E. Salvage	37068
Katherine Corporan	52129	Bruce E. Bailey	21044
James A. Thompson	52129	Randy F. Donahue	21113
Darling Vallejo	52129	Allen G. Branch	22049
Quinones M. Lugo	52129	David H. Davis	22049
Pedro L. Gonzalez	52129	Bart C. Thielges	22057
Angela K. Acevedo	52129	Thomas J. Nagorski	24037
Edgardo Segarra	52129	William A. N. Cleary	25038
Zoraida Vallejo	52129	Frank B. Scott, Jr.	28010
Alvin Guzman	52129	James J. Forti	28010
		Stephen A. Amitrano	28044
		David J. Misico	28050
		David H. Davidson	28050
		Bert W. Linkov	29003
		James R. Rutowski	29003
		Mark R. Gates	29092
		Tom E. Nimmo	29093
		Charles H. Vonthenen	31228
		Michael J. Roth	31296
		Russell P. Vaughn	32111
		Kevin E. Parlier	32124
		James R. Murghy	34015
		John T. Benedict	34037
		James R. Otte	34114

Mitchell Awards—January 1977

Lee T. Wight	02045	Michael A. Hamilton	18052
Elizabeth J. Fox	02050	John A. Johnson	18012
Blake A. Lawrence	02056	Randolph D. Wildman	20072
Mark A. Ives	02066	Jon G. Andre	20192
Elizabeth L. Woodruff	02070	Dennis A. Hanson	21010
Ruben R. Maxon	02071	Cullen R. Bankole	21030
Jeffrey S. Gaw	04016	Bruce E. Bailey	21044
Joseph E. Thornell	04123	Randy F. Donahue	21113
Gary E. Litwood	04123	Allen G. Branch	22049
Levin J. Mostowy, Jr.	04021	David H. Davis	22049
David A. Lawson	06003	Bart C. Thielges	22057
David L. Mulligan	08000	Thomas J. Nagorski	24037
Kevin L. Henry	08116	William A. N. Cleary	25038
Lisa V. Carmona	08117	Frank B. Scott, Jr.	28010
Richard D. Howe	08123	James J. Forti	28010
Charles D. Odell	08237	Stephen A. Amitrano	28044
Danny B. Sullivan	09097	David J. Misico	28050
Stephen L. Pederson	11022	David H. Davidson	28050
John A. Bealy	11212	Bert W. Linkov	29003
David M. Singleton	11228	James R. Rutowski	29003
Michael F. Barlow	11234	Mark R. Gates	29092
Randall L. Dean	11254	Tom E. Nimmo	29093
Leah M. Reimer	12123	Charles H. Vonthenen	31228
Chris J. Hare	12132	Michael J. Roth	31296
Nathan A. Weinsaft	14014	Russell P. Vaughn	32111
Kenneth C. Bullard	14056	Kevin E. Parlier	32124
Darryl J. Hebert	16016	James R. Murghy	34015
James A. Houchens	18052	John T. Benedict	34037
William L. Cooper, Jr.	18062	James R. Otte	34114

Michael S. Sadowaki	20117	Nickolas Wingeron	37082
Stuart James Yankirk	20117	Joseph E. Radosky	37146
Kevin M. Wine	20117	Gerald P. Kelly	37160
Luann M. Klann	20164	Maria T. Woznyj	37214
Mykolas J. Balanda	20176	Keith D. Kotay	37265
Brian P. Bristol	21006	Rod A. Coffey	38016
Michael S. Sadowaki	21021	Douglas P. Burdick	39064
Paul D. Griffin	21030	Jeffery L. Risher	39064
David N. Kaplan	21048	Mark T. Harrington	40031
James P. Peyman	22057	Kirk F. Jones	41094
Vincent G. Crossley	23059	William M. Caldwell	42154
John L. Grozeszewski	23076	William H. Ramone	42190
Robert R. Deming	23088	Jeff D. Arnold	45117
Vicki S. Johnson	25018	John A. Gilbert	46028
Genevieve B. Kelley	25033	Dennis K. Turner	46080
Robert T. Braaten	25033	Michael T. McGowan	47060
James P. Otte	29035	Marce E. Schneider	48048
Alexander J. Rivera	29080	John E. Jones	48064
Susan A. Malick	29096	Robert W. Cowgill, II	50043
Ralph B. Barrera	29096	Scott S. Black	51014
Storey C. Sorensen	30033	Michael D. Amore	51030
James E. Nikodem	31130	Georgia L. Hughes	51044
William H. Schroder	31141	Ricardo Rosario	52045
Richard E. Polinski	31173	Edwin Cruz	52062
Clifford J. Ireney	31227	Zania I. Torres	52066
David M. Rytell	31227	Edna Rodriguez	52066
James F. McIntyre	31296	Wilson Molina	52094
Thomas J. Lennon	31328	Reynaldo Serrano	52105
Tracy L. Kawasaki	34210	Maribel Rosa	52105
C. Lynniche Harris	35008	Angel P. Simpson	52116
Christopher K. McGraw	36007	Eladio Perez	52116
Wanda J. Ruddell	36019	Netali Camacho	52119
Donald D. Flanagan	36019	Anida I. Ferra	52119
John P. Kiska	37049	David Marantes	52129
Charles J. Loacocio	37068		

Earhart Awards—December 1976

Thomas M. Allinder	01016	Charles G. Bouldin	01093
Kevin Keaveney	02085	Warren M. Dreyer	02094
Randy E. Sherman	04220	John J. Pacciorini	04294
Daniel J. Martinez			

SARCAP A Pain? Try An MBX

By MAJ. E. L. LEWIS, CAP
Virginia Wing

Reflect for a few moments on the last SARCAP or REDCAP in which your squadron participated. How well did things go? Was it well organized? Did everyone (or anyone) know what to do? How long did it take to get a staff assigned? To set up a general briefing? To get air crews assigned and briefed? To get search aircraft airborne? To get the ground teams assigned, briefed and dispatched? And how about the flow of information? The development of an intelligence picture? And? And? And?

Well, isn't that why we have SARCAPs? Yes, but a SARCAP is a costly, time-consuming training operation which requires a lot of preparation. Typically, (1) the lessons are learned the hard way by making mistakes; (2) many opportunities to learn from experience are lost in the complexity and rush of events; (3) most of the participants do not get an adequate picture of the over-all operation; (4) not enough time is devoted to an in-depth critique; (5) it is difficult (if not impossible) to run a practice mission which lasts more than one or two days; (6) and finally there is inevitably a lot of milling around, confusion, and wasted training time.

Try An MBX

So, what's to be done? Try an MBX (or Mission Based Exercise)! This is a simulated mission patterned after the Air Force Command Post Exercise (CPX) or "war game." The concept is quite simple and does not suffer most of the disadvantages I just mentioned. How does it work?

Start by getting together two or three of your squadron members with emergency service experience and work up a "scenario." This is a fancy term for a

description of all the details (the who, what, when, where and how come) of your simulated mission. Then prepare a list of SAR assets which may be used in the mission.

In order to keep the exercise manageable and enhance the training value and enjoyment of the exercise, it is useful to create on paper a non-existent or "make-believe" wing which consists of five or six squadrons and has available eight to 10 search aircraft, a like number of vehicles and 25 to 30 emergency service-qualified air crew and ground team personnel. For your notional ("make believe") SAR forces, you should specify aircraft and vehicle capabilities, personnel qualifications, communications capability and outside support agencies available. Include a "make believe" phone list and communications plan.

Use Two Groups

To conduct your MBX, the participants are divided into two groups—the Mission Staff (four to eight members) and a Control Group (three to five members). The Control Group will simulate the notional forces and the "outside world" and should be headed by an experienced member who is well-versed in emergency services, doctrine and procedures.

The group may be set up on opposite sides of a large room, or preferably in adjacent rooms connected by a simple means of communication (such as battery-powered intercom, fieldphones, etc.). Each group should have charts covering the exercise area (sectionals work well) with acetate or plexiglas covering and a supply of grease pencils to lay out and manage the problem. Add the appropriate SAR forms, pencil and paper and the staff is ready to plan, program, control and document the mission.

Control Of Time

Aside from economy, the major advantage of a MBX is the ability to control time. This is easily done by making a "fake" clock for each from poster board to keep track of "Exercise Time," which may be conveniently advanced in half-hour increments (i.e., 0800, 0830, 0900, etc.). The Control Group can "slow down" the Exercise Clock to allow more real time for the Exercise Director (who monitors the Mission Coordinator and mission staff activities) to answer questions, clarify hazy procedural areas or expand on a decision process. And, of course, the Exercise Clock may be speeded up to prevent slack periods.

The Exercise Director (like the Control Group head) should be an experienced qualified mission coordinator who is well-versed in doctrine and principles.

Alert Call

START THE EXERCISE! Ring-a-ling! A call from the "Wing Alerting Officer" (the Control Group) directs the Mission Coordinator to call the "Rescue Coordination Center" to receive his mission briefing. All communications go to the Control Group.

The mission staff then alerts the "SAR forces" by stimulating phone calls to the wing. By a random process (such as tossing dice) or on a predetermined basis, the Control Group informs the staff which of the personnel, aircraft, vehicles, radios, etc., will be available and when. Using these "make-believe" assets, the mission staff conducts the mission using the doctrine, procedures and principles outlined in CAPM 50-15 and related publications.

Determining Outcome

The Control Group uses some simple method of determining the outcome of each effort initiated by the mission staff. This can be done by preparing a decision table based on the Probability of Detection Tables in CAPM 50-15. An alternate scheme is to use index cards with possible outcomes which are selected at random or in accordance with certain required conditions. In addition, the Control Group can introduce real and false leads through "phone calls" from "witnesses." The variations introduced should be consistent with the experience level of the mission staff.

The MBX may be conducted on a long-term basis (one or two hours a week for several weeks). Variations (such as conducting actual briefings and briefings, news interviews, interrogation) may be added as well as adverse occurrences (bad weather, a search vehicle or air craft accident, personnel injury, etc.) to demonstrate the doctrinal way to handle such situations.

And It's Fun

Sound useful? It is—and FUN. One note of caution: An MBX cannot take the place of a SARCAP. But a balanced training program incorporating formal classroom emergency services training and the MBX concept should provide a much better understanding of what is going on and enhance the value of the SARCAP for everyone.

(If you have any comments or suggestions, write to Major E.L. Lewis, CAP, Fredericksburg Composite Squadron, Virginia Wing, P. O. Box 811, Fredericksburg, Va. 22401.)



Author Leads Double Life

What Next—An Aircraft Carrier for CAP?

The author of the MBX article above, CAP Maj. E.L. Lewis, leads something of a double life. Although he is a CAP pilot in his spare time, and has been for years, in his working life he is a Naval aviator with the rank of lieutenant commander in the Navy.

"Cdr." Lewis entered the U.S. Naval Academy at Annapolis in 1958 and won a number of awards during his four years there. He was graduated in 1962 and commissioned as an ensign. In 1964, he completed his Naval flight training.

This was followed by a two-year stint as a flight instructor. From 1965 to 1969, he was a light jet attack pilot, flying the A-4 Skyhawk. He made a combat cruise to Southeast Asia in 1968 and flew 87 combat missions over North Vietnam and Laos.

In 1969 and 1970 he again served as a flight instructor. From 1970 to 1972 he attended the Naval Postgraduate School. From 1973 to 1975 he was operations officer for Attack Squadron 113, flying the A7E Corsair. He attended the U.S. Marine Corps Command and Staff College in 1975 and 1976. Since that time he has been chief of Naval Material's Combat Systems Advisory Group.

He has been selected for promotion to commander (equal to lieutenant colonel in the Air Force) in mid-1977.

"Maj." Lewis joined CAP in 1953 as a cadet in St. Petersburg, Fla., and served as a cadet until

1958. He completed the cadet program, earning a Certificate of Proficiency in 1957. He was cadet commander of the Pinellas Cadet Sq. in 1957 and, in 1958, was appointed chairman of the Group III Cadet Advisory Council.

After being graduated from the Naval Academy, he joined CAP again in 1962 as a senior

member in Pensacola, Fla. Since that time he has served in a number of positions ranging from commandant of cadets in a local Florida squadron to the Florida Wing staff. He has served in the Florida Wing, California Wing, Mississippi Wing, and is currently deputy commander for seniors with the Fredericksburg Comp. Sq. (Vir-

ginia Wing).

He is a resident of Bethesda, Md., although affiliated with the Virginia Wing. He is a CAP command pilot with more than 3,000 hours of flying time and is rated as a mission coordinator.

About the MBX idea, he had this to say:

"I just began toying with this (the MBX idea) about six years

ago while attending the Naval Postgraduate School in Monterey, Calif. A bright young CAP cadet officer, named Michael Burz, gave me some assistance in developing a first "cut" at the concept which we tried with some success in California.

"I then received orders back to sea duty, so the idea lay dormant till this last year. While attending the Marine Command and Staff College in Quantico, I transferred to the Fredericksburg Comp. Sq. in Virginia. I suggested using the MBX concept in lieu of a planned SARCAP several months ago.

"Capt. Sherwood Smith (CAP rank), who is an analyst at the Naval Surface Warfare Center at Dahlgren, Va., and Capt. Frank Haas (CAP rank), who works for TWA, provided invaluable assistance as we developed a detailed package to apply the MBX concept to CAP needs.

"It has been tested through several iterations at the local level and at a recent Middle East Region weeked emergency services training seminar. This package has been enthusiastically endorsed by a number of experienced mission coordinators. These field tests have provided sufficient validation data to 'trouble-shoot' the package. It is now being submitted via channels for wider use."



OPEN HOUSE — Cadet Jerry Kerns, standing, SM Linda Miller, 2nd Lt. Patricia Czyzewicz, and Cadet Darryl Sharkey tell prospective member about the CAP program during open house staged by the Coraopolis Comp. Sq. (Pennsylvania Wing) at the Greater Pittsburgh International Airport recently. Films of squadron activities were shown, an information booth answered questions and distributed CAP literature and the Ranger team gave a demonstration during the festivities.

1976 Wing Effectiveness

	7,300	700	1,100	500	500	2,200	1,000	2,000	1,700	1,500	1,200	1,200	1,000	1,500
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
NORTHEAST														
CONNECTICUT	891.25	518.4	551.9	0	400	2065	917	1150	816.67	852.3	520.7	1200	500	1500
MAINE	4380.85	417.1	591.3	500	100	1363	928	2000	1200.0	1500.0	1200.0	1200	0	0
MASSACHUSETTS	2822.52	588.2	670.8	500	300	2145	965	1975	800.87	854.1	718.0	1200	500	1500
NEW HAMPSHIRE	0	288.2	596.8	500	20	1890	968	1793	1197.83	1134.2	396.6	0	0	0
NEW JERSEY	1643.33	263.2	609.7	0	300	2015	982	1530	1700.0	1500.0	1200.0	0	0	0
NEW YORK	32.29	611.8	871.3	500	500	1961	956	1490	1407.09	696.6	622.6	1200	1000	1500
PENNSYLVANIA	725.65	536.8	860.1	252.63	470	2020	996	1428	1153.85	1004.6	402.4	1200	1000	1500
RHODE ISLAND	0	700.0	0	500	375	1982	998	2000	1136.36	1500.0	541.7	1200	500	1500
VERMONT	3781.22	569.7	0	500	300	2024	808	1051	640.0	1500.0	1200.0	1200	500	1500
TOTAL	1586.35	499.3	528.0	361.4	307.22	1940.6	946.44	1601.9	1116.96	1171.3	755.78	933.33	444.44	1000
MIDDLE EAST														
DELAWARE	0	539.5	560.0	392.86	240	1907	1000	1210	1200.0	1310.1	641.5	1200	0	1500
MARYLAND	223.35	522.4	768.5	500	400	1876	971	1255	1228.05	1426.8	709.9	1200	500	1500
NATIONAL CAPITAL	751.28	689.5	509.0	500	360	1545	948	1250	1119.23	1500.0	791.6	1200	1000	1500
NORTH CAROLINA	3386.72	551.3	720.1	500	300	1850	998	1878	1700.0	1500.0	1200.0	1200	1000	1500
SOUTH CAROLINA	0	357.9	251.1	500	300	1760	984	976.5	1100.0	1500.0	632.3	1200	1000	1500
VIRGINIA	1095.50	535.9	652.4	500	400	1825	968	1642	1680.56	1500.0	1200.0	1200	1000	1500
WEST VIRGINIA	689.00	528.9	544.8	222.22	300	2065	996	800	1700.0	1085.1	880.7	300	1000	1500
TOTAL	878.0	532.2	572.3	445.01	328.57	1832.6	980.7	1287.4	1389.69	1403.14	865.14	1071.43	785.71	1500
GREAT LAKES														
ILLINOIS	245.65	464.5	827.8	500	360	1705	954	1451	1700.0	929.6	755.6	1200	1000	1500
INDIANA	0	373.7	538.1	500	500	1730	934	1401	850.0	1273.7	572.4	1200	1000	1500
KENTUCKY	256.0	344.7	568.8	500	300	1855	853	749	1033.33	1014.8	872.8	1200	500	1500
MICHIGAN	1712.57	326.3	129.8	244.19	300	1823	950	1351	1200.0	1486.8	766.4	1200	1000	1500
OHIO	1366.70	422.4	596.9	0	400	1865	853	1483.5	1354.17	461.0	518.4	1200	0	1500
WISCONSIN	2159.49	635.5	681.7	500	270	1680	878	1116	1413.33	1406.3	348.0	1200	1000	1500
TOTAL	956.74	427.9	557.2	374.03	355	1776.3	903.67	1258.6	1258.47	1095.3	638.93	1200	750	1500
SOUTHEAST														
ALABAMA	2650.53	443.4	348.0	500	400	2120	894	1533	1653.3	1314.5	1128.8	1200	1000	1500
FLORIDA	1808.96	397.4	857.8	500	400	2190	942	1502	1580.0	798.8	798.5	1200	1000	1500
GEORGIA	5491.0	523.7	687.1	500	500	2120	992	2000	1481.25	1500.0	1200.0	1200	1000	1500
MISSISSIPPI	823.53	389.5	592.8	500	300	2180	998	2000	1015.79	1500.0	1200.0	1200	1000	1500
PUERTO RICO	3600.0	321.1	575.4	500	340	2165	890	1810	1090.22	1389.5	440.4	0	1000	1500
TENNESSEE	3179.56	509.2	609.8	500	400	2185	1000	1710	996.77	1041.0	1200.0	1200	1000	1500
TOTAL	2925.6	430.7	611.8	500	390	2160	952.67	1759.2	1302.89	1257.3	994.62	1000	1000	1500
NORTH CENTRAL														
IOWA	5356.68	578.9	637.8	0	60	1821	920	1093.5	1419.4	1500.0	365.2	0	1000	1500
KANSAS	0	355.3	521.6	0	200	1768	779	766.0	1200.0	1193.9	468.7	0	500	1500
MINNESOTA	3776.08	596.1	237.9	500	280	2030	936	1124	937.5	1500.0	973.1	700	500	1500
MISSOURI	3700.0	385.5	627.4	456.52	160	1980	535	1358.5	1413.64	885.6	324.6	300	1000	1500
NEBRASKA	6685.54	369.7	555.7	500	400	2160	921	1514.5	1636.36	1414.4	962.3	1200	1000	1500
NORTH DAKOTA	0	484.2	615.8	500	180	2137	990	1271.5	925.0	548.9	770.6	0	1000	1500
SOUTH DAKOTA	2531.23	490.8	630.1	500	180	1950	976	1975.0	1700.0	888.9	821.0	1200	1000	1500
TOTAL	3149.93	465.8	546.6	350.93	208.57	1978	865.29	1300.4	1318.84	1133.1	669.36	485.7	857.14	1500
SOUTHWEST														
ARIZONA	0	294.7	890.7	308.33	300	2105	986	1868	1700.0	1299.0	753.8	1200	1000	1500
ARKANSAS	3312.53	371.1	653.1	500	220	2185	941	1478	831.58	1021.8	661.6	0	0	1500
LOUISIANA	781.07	544.7	736.2	500	300	2145	919	2000	718.23	1500.0	1200.0	1200	1000	1500
NEW MEXICO	1981.65	336.8	771.3	0	60	1976	645	1764	1700.0	879.3	300.0	1200	1000	1500
OKLAHOMA	0	611.8	615.3	500	200	2056	957	1591	1230.0	957.5	708.2	1200	1000	1500
TEXAS	0	119.7	1008.1	35.71	500	1761	965	1165.5	720.17	601.2	408.2	0	1000	1500
TOTAL	1012.54	379.8	779.1	307.34	263.33	2038	902.2	1644.4	1150.0	1043.13	671.97	800	833.33	1500
ROCKY MOUNTAIN														
COLORADO	0	403.9	725.3	500	400	1755	919	1387	1367.65	1083.3	387.5	1200	1000	1500
IDAHO	0	156.6	518.4	0	110	1325	714	785	1427.78	876.9	247.3	0	500	0
MONTANA	4005.34	331.6	585.4	166.67	225	1353	707	977	638.89	1211.6	623.4	1200	500	0
UTAH	3456.8	355.3	126.3	478.26	200	1649	942	1356	920.0	1500.0	255.4	1200	1000	1500
WYOMING	222.22	163.2	536.5	181.82	140	1219	576	1177	1254.55	710.6	120.0	200	1000	1500
TOTAL	1536.87	282.1	498.4	265.35	215	1460.2	771.6	1136.4	1121.77	1076.48	326.72	960	800	900
PACIFIC														
ALASKA	3274.45	300.0	169.8	0	100	2059	878	1161.5	722.73	1455.9	455.4	0	1000	1500
CALIFORNIA	575.10	309.2	450.5	0	500	2085	913	1063.5	816.25	736.2	317.2	700	1000	1500
HAWII	248.70	368.4	650.1	500	100	1315	792	625	1119.23	1500.0	1012.0	200	1000	1500
NEVADA	0	367.1	679.3	500	300	1865	965	2000	630.0	465.5	379.0	1200	500	1500
OREGON	0	406.6	169.5	500	400	2046	870	1520	1597.5	1280.1	802.7	200	1000	1500
WASHINGTON	172.66	411.8	731.2	333.33	260	1930	934	1696	1525.0	866.3	386.3	200	1000	1500
TOTAL	711.82	360.5	475.1	305.56	276.67	1883.3	892	1344.3	1068.45	1050.6	558.77	916.7	916.67	1500

Wings Evaluation Program

600	25,000
16	TOTAL
500	13,278.22
500	16,543.5
500	16,811.24
500	9,950.13
500	13,057.23
500	14,422.43
500	14,751.28
500	14,368.06
500	16,799.92
500	14,442.4
500	12,814.46
500	14,398.5
500	15,038.11
500	19,871.12
500	13,400.8
500	17,199.61
0	13,298.47
92.86	15,145.9
500	14,849.65
500	13,584.65
0	11,805.68
500	14,876.56
500	13,456.07
500	16,057.57
50.0	14,105.0
500	18,060.78
500	16,843.21
500	22,062.55
500	16,592.12
500	16,366.02
500	18,419.87
50.0	18,057.4
500	17,675.98
0	9,487.5
500	16,784.93
500	15,940.51
500	22,019.25
500	12,144.25
0	17,103.03
28.57	15,879.4
500	15,406.78
500	14,977.96
500	16,375.95
500	15,069.55
500	14,467.55
500	11,136.83
500	14,572.4
500	13,782.4
500	8,047.98
500	13,069.15
500	16,119.06
500	10,596.14
80.0	12,322.9
500	14,514.28
500	12,501.70
500	13,267.68
500	12,572.4
500	14,861.9
500	14,088.36
66.67	13,634.4

1976 Evaluation Criteria

1. Membership Growth
2. Information Officer Effectiveness
3. Accident Prevention
4. Flight Clinic Attendance
5. Senior Training
6. SAR and CD Effectiveness/Training
7. Communications
8. Aircraft Operations and Maintenance
9. Cadet Awards
10. Encampment Attendance
11. Cadet Flight Orientation
12. Wing and Region Cadet Activities
13. Aerospace Education Workshops
14. Development of an Annual External Aerospace Education Plan
15. Chaplain Program Effectiveness
16. Financial Accounting

WING RELATIVE STANDINGS

1. Georgia	22,062.55	27. Pennsylvania	14,751.28
2. Nebraska	22,019.25	28. Alaska	14,514.28
3. North Carolina	19,871.12	29. Oklahoma	14,467.55
4. Tennessee	18,419.87	30. New York	14,422.43
5. Alabama	18,060.78	31. Maryland	14,398.5
6. Iowa	17,675.98	32. Rhode Island	14,368.06
7. Virginia	17,199.61	33. Washington	14,088.36
8. South Dakota	17,103.03	34. Colorado	13,782.4
9. Florida	16,843.21	35. Indiana	13,584.65
10. Massachusetts	16,811.24	36. Ohio	13,456.07
11. Vermont	16,799.92	37. South Carolina	13,400.8
12. Minnesota	16,784.93	38. West Virginia	13,298.47
13. Mississippi	16,592.12	39. Connecticut	13,278.22
14. Maine	16,543.5	40. Hawaii	13,267.68
15. Louisiana	16,375.95	41. Montana	13,069.15
16. Puerto Rico	16,366.02	42. New Jersey	13,057.23
17. Utah	16,119.06	43. Delaware	12,814.46
18. Wisconsin	16,057.57	44. Nevada	12,572.4
19. Missouri	15,940.51	45. California	12,501.7
20. Arizona	15,406.78	46. North Dakota	12,144.25
21. New Mexico	15,069.55	47. Kentucky	11,805.68
22. National Capital	15,038.11	48. Texas	11,136.83
23. Arkansas	14,977.96	49. Wyoming	10,596.14
24. Michigan	14,876.56	50. New Hampshire	9,950.13
25. Oregon	14,861.9	51. Kansas	9,487.5
26. Illinois	14,849.65	52. Idaho	8,047.98

REGIONAL RELATIVE STANDINGS

1. Southeast	18,057.4
2. North Central	15,879.4
3. Middle East	15,145.9
4. Southwest	14,572.4
5. Northeast	14,442.4
6. Great Lakes	14,105.0
7. Pacific	13,634.4
8. Rocky Mountain	12,322.9



CIVIL AIR PATROL BULLETIN

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MAXWELL AIR FORCE BASE, ALABAMA

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INFORMATION

1. **UNIT NEWSLETTERS.** With the increase in the Information Program score in the WEEP, the score awarded for publishing unit newsletters has been increased. Therefore, you can help your wing score by publishing a unit newsletter for your own wing, group, squadron, or flight. When you publish a newsletter, put the full, correct name of your squadron, its address, and your wing at the top of the first page. You don't need a fancy, special name. Just call it the "John Brown Composite Squadron Newsletter" if you like. And it does not have to be professionally produced; a simple mimeographed sheet can do wonders. Each time you publish a newsletter (at least one in every quarter, more often preferred), send a copy promptly to: HQ CAP-USAF/OII, Maxwell AFB AL 36112. Do not hold them for three or four months and then send them. You will not receive any credit for them if we receive them after the score for the wing has been calculated and entered into the record. OI

2. **CORRECT NAMES.** When you submit news releases of any kind to news media of any kind--including "Civil Air Patrol News"--use only full, correct names, correct rank or title, and correct identification of each person. Do not say "Lt Brown." Say "2d Lt John Brown." After you correctly identify the person the first time, then you can say "Lt Brown." Do not use nicknames--such as "Joe" Brown or "Ken" Jones or "Bill" Smith. Use correct names of the persons the first time you mention them--Joseph Brown, Kenneth Jones, William Smith. Also, use the complete, correct name of your squadron, group, or whatever. Do not say simply "CAP Squadron 406." Say it correctly: "John Brown Composite Squadron 406." After this first mention, then you can say "CAP Squadron 406." OI

3. **TO PURCHASERS OF THE 1977 CAP STORY SLIDE PRESENTATION.** We are sorry for the delay in production of the CAP STORY slide presentation. Unexpected copy and slide changes had to be made at the last minute to meet new concepts. We expect the slide sets to be mailed out on or about 1 March. Thank you for your patience. For those of you who purchased the 1976 CAP STORY slide presentation, there is an important change to be made in the copy of slide number 11 (80% slide). Because of the changing yearly percentage of CAP participation in SAR flying hours, new copy and a new slide have been developed. The new copy reads as follows:

Probably best known for its role in air search and rescue, Civil Air Patrol flies three of every four hours flown on search missions directed by the Air Force Rescue Coordination Center. In 1976 CAP flew 17,604 hours in search and rescue missions. CAP was credited with saving 34 lives. Over the past three years, Civil Air Patrol has flown 63,877 hours on 1,971 search missions and saved 127 lives.

(Add wing or local unit SAR participation.)

The new slide to accompany the new copy will be duplicated shortly and mailed to all purchasers of the 1976 CAP STORY slide presentation. In the meantime, the new copy can be used with the old "80%" slide. OI

4. **CAP RADIO SPOTS WILL BE PRODUCED THIS YEAR.** In 1976, after announcing the production of CAP radio spots, the radio budget was cancelled and the funds channeled elsewhere. To those of you who sent in requests for radio spots last year, your names are still on file. You will receive the tape of CAP radio spots first. **WE NEED YOUR COOPERATION.** Last year only 51 requests for CAP radio spots were received. Only 30 of the 52 CAP wings were represented. We received only one request from 15 of the 30 wings. From 12 additional wings we received only two requests. I think you will agree that there is a great need for improvement. We offer you, free of charge, CAP radio and television spots. All we ask is that you personally contact the radio or television stations in your local community and ask for their cooperation in airing the CAP announcements occasionally in their public service time (free air time). Most stations are happy to cooperate with you and include CAP announcements in their public service schedule. **HOWEVER,** keep in mind that stations do not have to give free air time to any specific group. There are just not enough hours in the

The Civil Air Patrol BULLETIN is published monthly. It contains official announcements, interim changes to CAP publications, and other items of interest for all CAP members.

CAP Bulletin Cont'd

day to satisfy every request in the distribution of CAP radio spots. With your cooperation, the pe and support you. Send in the personally going to cover to: The tape of CAP radio spots w serve basis. So get your ord

5. **ACCEPTED STATEMENT ON FLY** the Directorate of Informatio quarters have generally used describe the hours which Civil rescue operations: "Civil Air pended on aerial search and r "Civil Air Patrol flies appro pended on search and rescue m Coordination Center." Statis at National Headquarters indi cially true, that the percent year, and that this percentag something more than 75 perce and all news releases issued you is urged to always use th "CAP flies three out of every sions directed by the Air For statement has more impact tha percent" or similar phrases. with a clearer understanding search and rescue missions.

PERSONNEL

6. **CHANGES TO THE WING DUES** levels--are permitted only on year (July renewals). Since Headquarters 90 days in advan be mailed on/about 1 May. year 1978 must be received by 15 April. If any wing anticip for the next fiscal year, the the region commander for appi ward to National by the res April.

7. **DEATH NOTICES.** There hav of deceased members have noti death several months afterwar surveys, etc. Death notific mand and there is no excuse family of their loss by conti cause the name of the decease membership rolls. Commanders and should screen the monthly member's name is not promptly should be submitted in the ev in the mail. As a matter of new telephone numbers, etc.

8. **CUT-OFF DATE FOR PROMOTIO** promotion waivers and CAP awa quarters at least two weeks b order to allow time for admi by the appropriate boards.

ADMINISTRATION

9. **USE PROPER OFFICE SYMBOLS** of 3,000 envelopes per day. office symbol), the envelope want to receive it. If there stand, the letter is set asi Then the time-consuming task dresse. Example: We receiv with such unknown office symb Center. Also, did you know h help us expedite your mail. use current office symbols.

JOIN THE U. S. AIR FORCE

PULL OUT AND POST