



Jones

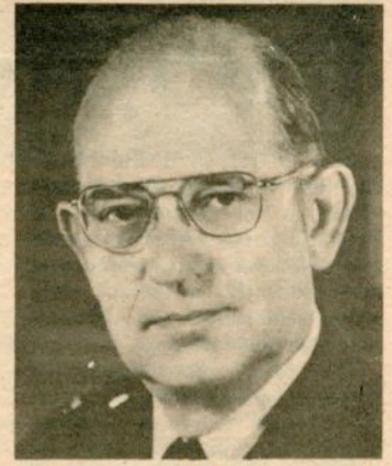
Gen. Jones Named JCS Chairman, Gen. Allen Becomes Chief Of Staff

WASHINGTON (AFNS) — President Carter has nominated Gen. David C. Jones, Air Force chief of staff, to become the chairman of the Joint Chiefs of Staff (JCS). He has also nominated Gen. Lew Allen Jr., vice chief of staff, to become the Chief of Staff.

Jones has been the Chief of Staff since July

1, 1974. He has recently been serving as acting JCS chairman for Gen. George S. Brown, whose term ends June 30.

Allen became the Vice Chief of Staff April 1. He had previously served as commander of the Air Force Systems Command at Andrews AFB, Md. His successor as Vice Chief of Staff has not been named.



Allen

265106499 08019
ROBERTSON JAMES L JR
P O BOX 112
HOLLY HILL FL 32017

Annual Board Meet Scheduled In September

PHOENIX, Ariz.—This city, the capital of Arizona, located in the heart of the state, has been selected as the site of the 1978 meeting of Civil Air Patrol's National Board. The dates are Sept. 7-10.

The two-day meeting of the board and various seminars and committees will be headquartered at the Hyatt Regency Hotel in the heart of the city. The hotel will offer special room rates to CAP members attending.

Single rooms will be \$22 per day and double rooms will be \$28 per day.

This year, those planning to attend will be required to pre-register with National Headquarters. A coupon for this purpose and more details about the convention will be published in the June issue of Civil Air Patrol News. This paper will also print a coupon for reserving rooms at the hotel.

As in past years, the event will include not only the official meeting of the National Board, but also meetings of a number of national committees and seminars. More details will be published in forthcoming issues of the paper.

Phoenix is known for its low humidity and balmy winter weather. The city and its metropolitan area in the "Valley of the Sun" offer a wide variety of attractions for those planning to attend the National Board meeting.

Some of the finest golf courses in the world are here, combining velvety green fairways with exotic desert plants, palm trees and a magnificent view of the mountains surrounding the valley.

Because the Phoenix area is a blend of Indian and Spanish cultures, there is an abundance of boutiques, art galleries and jewelry outlets with a unique Southwestern flavor. Souvenir shoppers can choose from an array of interesting arts and crafts, including handmade Kachina dolls. Excellent stores and shopping centers are available for more convenient shopping.

More than a thousand places are located in Phoenix for dining out, with choices ranging from gourmet entrees to Western

(See PHOENIX, Page 2)

Jolley Receives Distinguished Service Award

MAXWELL AFB, Ala. — Col. Oscar K. Jolley, national vice commander, Civil Air Patrol, received the CAP Distinguished Service Award (First Bronze Clasp) for duty performed while commander of the Southeast Region from Jan. 1, 1977 until Oct. 23, 1977.

Lt. Gen. Raymond B. Furlong, commander of Air University, made the presentation at the March National Executive Committee meeting here.

The citation accompanying the award reads in part: "During his entire tenure as region commander, Col. Jolley's initiative and exceptional leadership abilities were directly responsible for the successful implementation of national policies and programs within the Southeast Region. Col. Jolley's able leadership was most dramatically evidenced by the Southeast Region's remarkable achievement of earning first place in the Wing Effectiveness Evaluation Program for three consecutive years."

Cadets Will Assist FAA

CAP To Conduct General Aviation Survey

WASHINGTON, D.C. — Civil Air Patrol will assist the Federal Aviation Administration (FAA) again this summer in conducting a nationwide survey of general aviation pilot and aircraft activity, according to an FAA spokesman here.

Civil Air Patrol assisted the FAA with similar surveys in 1972 and again in 1975.

CAP wing commanders will be the focal point of assistance to the FAA since they will be contacted directly in regards to planning the survey. CAP cadets are expected to perform the actual duties involved in the survey.

Prior to the survey, the FAA will select some 250 airports in

all 50 states and in Puerto Rico. In each state, four to eight airports will be selected for the survey on the basis of number of airports, pilots and aircraft and the volume of traffic within the state.

The survey will consist of two parts.

Part I will involve interviewing general aviation pilots at airports to compile aircraft-pilot activity information for updating aircraft and pilot profiles and developing new profiles.

Part II will consist of counting airport traffic to investigate airport traffic density by airport categories. The results will be used for calculating traffic densi-

ty between airports and estimating total general aviation operations.

Parts I and II will both be conducted by Civil Air Patrol on any two days during July and August — one on any weekday and one on any weekend.

The earlier surveys produced information of value to FAA and to the aviation community. In addition, the surveys disclosed the need for new data which are not available but essential to investigation of general aviation activity. Repeating such surveys will enable FAA to develop highly reliable data for its own and the public's use.

Stated objectives for the 1978

survey are: To update the aircraft and pilot information compiled in the 1972 and 1975 surveys; to collect data which are not available at present; and to cross-check the FAA's other data bases.

CAP wing commanders will supply the FAA with information about airports within their states and points at which cadets will be readily available to assist in the survey.

Civil Air Patrol and the FAA are signatories to an agreement under which CAP would assist the Federal Aviation Administration in case of attack on this country or other national emergency.



CIVIL AIR PATROL NEWS



VOLUME 10, NUMBER 5

MAXWELL AFB, ALA. 36112

MAY 1978



ENTERPRISE TOUR—Cadet Shana Herrill, Baytown Comp. Sq. (Texas Wing), takes a look around the cockpit of the space shuttle Enterprise during a recent open house at Ellington AFB in Houston. The craft was on display there three days while en route from California to Huntsville, Ala., where it is to undergo further testing. CAP provided 102 cadets and seniors from several Texas squadrons for crowd control and security during the open house. (Photo by Maj. James Jolley)

Inside Index

| | |
|-------------------------------|--------|
| Latest Saves | Page 2 |
| CAP Obituaries | 2 |
| Aero-Astro Answers | 3 |
| National Commander's Comments | 4 |
| Emergency Services | 5 |
| Newsbriefs | 11 |
| SAR People | 11 |
| Cadet Awards | 12 |
| CAP News In Photos | 14 |
| People In The News | 15 |

AFROTC Central Board Picks 117 Cadets For Scholarships

MAXWELL AFB, Ala. — The names of 117 Civil Air Patrol cadets were among the selectees of the Air Force Reserve Officer Training Corps (AFROTC) central selection board which met here recently to select high school seniors for 1,260 AFROTC four-year scholarships.

The board considered the students' grade point averages, class ranks, scores on "college board" examinations and participation in extracurricular and community activities in making the selections.

The mean grade point average of those selected was above 3.7 on the 4.0 scale. Practically all were in the top 10 percent of their high school classes. The selectees included 312 women and 126 members of minority groups.

More than 4,000 finalists were considered for the scholarships, which have a total value of more than \$3 million a year.

Air Force ROTC, which is an integral part of the Air Force's Air University, provides more than 5,000 four-, three- and two-

year scholarships to college students each year.

The names of the CAP cadets and their home states follow:

Alaska

Heilala, Mark J.

Alabama

Babers, Teresa R.
Long, David B.
Mason, John R.
Robertson, Thurman H.

Arkansas

Clatworthy, Michael G.
Edrich, David A.

Arizona

Miles, Calvin S.
Sorrell, William K.

California

Carlson, Mark A.
Decamp, Daniel J.
Jones, Jerome S.
Krommenhock, Darren M.
Marin, Daniel R.
Osborne, Michael R.

Colorado

Brundy, Lawrence M.
Jackson, Ronald W.
McIntosh, Alexander J.
Wine, Leonard D.
Wood, Stephen E.

Delaware

McDowell, Beth A.
Nesemeier, Gregg
Skopowski, Paul F.

Florida

Boone, Douglas J.
Brokenshire, Ronald A.
Heymann, Jeremy M.
Kramer, Richard W.
Kuschner, Karl W.
Levy, David R.
Slayton, Thomas A.
Tusa, Roy I

Georgia

Pittman, Charles C.
Pool, Timothy G.

Idaho

Garriott, Michael H.
Higley, Brian J.

Illinois

Garcia, Rosabel R.
Gibbons, Matthew
Grage, John M.
Lindenberger, Wayne R.
Sanford, Norman E.
Thomas, Robert J.

Indiana

Farris, David D.
Reimer, Ronald F.
Suddarth, Steven C.

Kansas

Viets, Bruce E.

Louisiana

Zimmerman, Craig R.

Massachusetts

Garman, John A.
Kelley, Brian R.
Watts, Wade B.

Maryland

Hunigan, Kirk A.

Michigan

Bath, Deborah A.
Johnson, Stephen T.
Liston, Glenn W.
Mims, John W.
Thorp, Dana L.

Minnesota

Bankole, Cullen R.

Missouri

Campbell, Daniel C.
Major, Karl B.
Reading, Timothy P.
Spies, Donald
Suter, Robert
Westrich, Derreck A.

Mississippi

Auger, Robert L.

Berry, Kathleen D.
Harden, Charlene J.
Johnson, Charles G.

Montana

Brown, Tracy D.

North Carolina

Powell, Donald R.
Wells, Charles W.

Nebraska

Hotler, Richard W.
Kasselder, Christopher
Morgan, Wayne A.
Opitz, Eric B.

New Jersey

Eckstein, Bryan S.
Elliott, Kenneth R.
McGinty, Glenn A.
Szarawarski, Mark J.

New Mexico

Vogel, Herbert S.

Nevada

Hook, Eric G.

New York

Campbell, Von C.
Gallinger, Jon T.
Galluzzo, Claude
Gersh, Jonathan D.
Hope, Timothy D.
Lamprecht, John M.
Mazurowski, Kevin P.
Moss, Mary E.
Petvak, Randy J.

Ohio

Coverdill, Mark E.
Eldridge, Craig R.

Oklahoma

Breidenbach, David W.
Killian, Mark R.
Willis, Bobby W.

Oregon

Degner, Donald L.
Massengale, Alan D.
Roberts, James D.
White, Paul A.
Wood, Robert A.

Pennsylvania

Cohen, Jeffrey C.
David, Theodore J.
Gearhart, David J.
Hair, Charles R.
Rieker, Walter C.

Rhode Island

Laidler, Victoria G.

Tennessee

Cutler, Anthony B.
Goins, Richard B.

Texas

Martindale, Lanny R.

Virginia

Arnold, Richard L.
Rejent, John D.
Snider, Stephen D.
Volchansky, Louis R.

Washington

Hudspeth, Michael S.
Hyder, Jack
Moriarty, Teresa E.

Wisconsin

Lieske, Stephen P.
Pederson, Paul D.

Wyoming

Wilson, Jeffrey K.

Saves Now Total 19 For Year

MAXWELL AFB, Ala. — A red and white Piper Cherokee 140 en route from Oxnard, Calif., to Bakersfield, Calif., was the object of a five-day search by the California Wing.

CAP and the Naval Air Station at Point Mugu, Calif., were jointly credited with one save.

After being spotted by CAP search planes, a Navy helicopter recovered Dennis Shaffer, the survivor of the crash. Two others were killed in the crash.

The California Wing expended 5,814 hours flying time, involving 34 aircraft and 78 persons.

The survivor was spotted in the vicinity of Sawmill Mountain, Calif., and was in an open area waving his arms to attract the attention of search aircraft.

The Wyoming Wing received

credit recently for saving the lives of three persons aboard a civilian helicopter that disappeared while on a flight from Bondurant, Wyo., to Afton, Wyo.

The search began when the Air Force Rescue Coordination Center at Scott AFB, Ill., notified the Wyoming Department of Aeronautics (DOA) that the helicopter was missing.

The DOA then called on Civil Air Patrol crews to assist. CAP entered the search shortly before midnight and located the missing craft by 6 a.m.

The helicopter was equipped with an emergency locator transmitter (ELT) and CAP pilots used direction finding gear to locate the aircraft from the ELT signal.

Civil Air Patrol crews used three light aircraft in the search, flying six sorties and covering 150 square miles of territory.

These four latest saves bring to 19 the number of persons whose lives have been saved in 1978 by CAP through its emergency service program.



RECOGNITION — Gen. Richard H. Ellis, commander-in-chief of the Strategic Air Command, presents Maj. Lawrence W. Markham, commander of the Merced County Comp. Sq. 147 (California Wing), with an Air Force Association citation for his efforts as founder and commander of the unit. (USAF Photo by TSgt. Joseph Connell)

Phoenix Has Much To Offer As Site Of 1978 Board Meeting

(Continued From Page 1)

cookouts. Cuisine ranges from Oriental, French, German, Italian and Mexican to all-time American favorites.

Most restaurants offer entertainment as well as dining. One restaurant in Scottsdale is within an authentically reproduced 1890's Western town.

Dress is casual at these dining spots and one establishment goes so far as to cut off the men's neckties if they arrive with them. The ceiling is adorned with past mementos from unsuspecting patrons.

Other interesting spots include Big Surf, the world's first inland surfing facility, the Phoenix Zoo,

the Japanese Gardens, a Western-style amusement park, the Desert Botanical Gardens containing hundreds of exotic and rare cacti, and many other Western flavored entertainment attractions.

If you would like more information on things to see and do in the Phoenix area, write the Phoenix and Valley of the Sun Convention and Visitors Bureau, 2701 Camelback Road, Suite 200H, Phoenix, Ariz. 85016.

In next month's issue of this paper, we will publish information concerning facilities at the hotel, in addition to the coupons mentioned and more information about the National Board meeting itself.

Cadet Advisory Council Members Authorized Ropes

MAXWELL AFB, Ala. — Effective with the publication of the latest CAPM 50-16, all the primary members of the Wing Cadet Advisory Council are authorized to wear a red "rope" at the time of appointment to the council. This does not apply to alternate designees.

Regional representatives and national representatives are also authorized to wear ropes. Region representatives will wear the blue rope, and national representatives will wear the gold rope.

The change represents a large number of individuals who are now authorized to wear the ropes, as opposed to the number prior to publication of the new manual.

In the interest of standardization, a specific rope has been approved and is now available in the CAP Bookstore. The price for this item is \$2.50 each.

Member Presented Award For Volunteer Service At AFRCC

ST. LOUIS, Mo. — 1st Lt. Edwin T. Howard Jr., commander of the St. Louis Comp. Sq. 1, has received CAP's Meritorious Service Award.

The award was presented by Lt. Col. William Langley of the Air Force Rescue Coordination Center (AFRCC). For the past year and a half, Howard has worked nearly every Saturday as a volunteer at the Center as controller. Although Air Force personnel there work for eight hours, Howard usually works 12 hours.

CAP Obituaries

Civil Air Patrol News publishes each month a list of Civil Air Patrol members who have died recently. Notices of deaths should be sent to the Personnel Section of National Headquarters in accordance with Regulation 35-2, or to the National Chaplain's office—not to Civil Air Patrol News. Listed are names, ranks, dates of death and CAP units.

AULL, William J., Lieutenant Colonel, Dec. 18, 1977, West Virginia Wing.
BRUENE, Erhard E., First Lieutenant, March 11, 1978, Bunker Hill-Alton Sr. Sq., Illinois Wing.
COX, Paul W., Jr., Captain, March 11, 1978, Metro-Anderson Comp. Sq., South Carolina Wing.
HORVATH, Louis O., Second Lieutenant, March 27, 1978, Group 10, Wisconsin Wing.
MASON, Paul F., Senior Member, March 22, 1978, Manasota Sr. Sq., Florida Wing.

PAULUS, Charles B., Second Lieutenant, Nov. 9, 1977, Capital City Comp. Sq., Missouri Wing.
PETERS, Ralph H., Senior Member, February 1978, Pierre Cadet Sq., South Dakota Wing.
SMILEY, Chester D., Captain, March 8, 1978, Charlotte County Comp. Sq., Florida Wing.
TOVEY, Nevian R., Lieutenant Colonel, March 11, 1978, Reford Sr. Sq., Indiana Wing.

Gen. Gardner Visits Hawaii Wing

HICKAM AFB, Hawaii — Brig. Gen. Paul E. Gardner, executive director of the Civil Air Patrol and commander of CAP-USAF, recently visited Hawaii to attend the 1978 Hawaii Wing Commander's Conference and inspect CAP units in the 50th State.

At the conference, Gardner said that new units will be formed in a number of overseas areas where U.S. military personnel are stationed, including Okinawa, Japan, the Republic of the Philippines and England.

Dr. John Henry Felix, chairman of the Hawaii CAP Senior Advisory Council, was named as the National CAP Overseas Representative/Cadet Units-Pacific.

Gardner presented awards to Hawaii's outstanding CAP units and personnel. Trophies for the top three squadrons in Hawaii were presented to the Ewa Beach Comp. Sq., the Waianae Cadet Flight and the Maui Comp. Sq.

Ewa Beach Comp. Sq., located at Barbers Point NAS, was recognized as the top CAP squadron in the United States for 1977.

Special recognition was given to Cadet Cyndhi K. Hughes, a University of Hawaii student under an AFROTC scholarship, who is one of 12 AFROTC women graduates nominated in 1977 for USAF pilot training.

Gardner also visited Hilo, on the island of Hawaii, to inspect the new headquarters facilities for the Lyman Field Comp. Sq. there. The building was constructed by squadron personnel and volunteers from the Hilo area.

A ride in a CAP sailplane at Dillingham Field on Oahu highlighted the general's visit. After 13,000 hours of flying USAF aircraft, he has now logged one and one-half hours of unpowered flight. Cadet Hughes rode with him in the Schwitzer sailplane, which was recently purchased by the Hawaii Wing.

Gardner was commander of the 89th Military Airlift Wing at Andrews AFB, Md., before becoming commander of Hq. CAP-USAF at Maxwell AFB, Ala., on Nov. 1, 1977.



SOARING IN HAWAII—Brig. Gen. Paul E. Gardner, commander of CAP-USAF, soared over the Waianae Mountains of Oahu during a recent inspection of CAP facilities and personnel in Hawaii. Check pilot in the Schwitzer sailplane is Cadet Cyndhi K. Hughes, a University of Hawaii AFROTC student. (USAF Photo by SrA. David Kirkland)

Alaskan Pilot Lost In Nevada Mountain Crash

By 1st Lt. Frank Follmer
Carson Comp. Sq.

CARSON CITY, Nev. — The sound of poker chips, dice, roulette and the brisk flutter of cards continued in that theater of change that is Las Vegas, the players quite unaware that pilot John Jarmul, 32, was filing a flight plan at the North Las Vegas Flight Service Station.

Jarmul, an Alaska bush pilot with 2,000 hours flying time, had come from Florida and was on his way back to Ketchikan,

Alaska, with a fuel stop in Reno, Nev. He had four hours of fuel on board.

Although advised not to take off because of an upcoming storm, Jarmul departed Las Vegas, but did not open his flight plan. The service ceiling of his red and white Lake amphibian was 11,000 feet, but some of the peaks near his route were higher. He said he would follow the main highway from Las Vegas to Reno.

A friend reported him missing four days later.

The Nevada Wing was notified and a search was begun. Capt. Rick Burge of the Reno Comp. Sq. was appointed mission coordinator. Eleven aircraft from the Nevada Wing and five from the Clark County Sheriff's Aero Sq. searched the 375 mile route from Las Vegas to Reno but found nothing.

The technique of searching in mountainous terrain in winter is well known to all Nevada CAP members. Col. Joseph Ferrara, wing commander, has established operating procedures with the State Civil Defense Agency in which all emergency search and rescue activities will be conducted from the State Emergency Operations Center in Carson City, using the most complete communications in the state, which include five telephone lines, two teletype circuits, and seven base radio stations.

Sub-bases were established at Carson City, Hawthorne, Las Vegas and Tonopah, Nev., and at Bishop, Calif.

The search was to last 10 days. Air and ground units from eastern California and five Nevada counties took part. As many as 36 CAP aircraft and seven Sheriff's Aero Sq. aircraft took part in the search on a single

day. They flew over 200 missions and covered over 15,000 square miles.

The search units were hampered by poor weather. All operations were shut down for two days due to bad weather. Finally, two miners on foot found Jarmul's body in the wreckage of the plane in a canyon near Marietta, southeast of Hawthorne, Nev. The plane had been covered with four feet of snow, which had melted just before the discovery of the plane.

Jarmul's wife spent the afternoon in Carson City speaking with the then mission coordinator, Capt. Jim Carpenter. Carpenter's wife accompanied her to a hotel and sat with her for several hours. When news came that Jarmul was found dead, Carpenter phoned Mrs. Jarmul's sister in Pennsylvania and asked that she break the news.

Carpenter and his wife then brought Mrs. Jarmul back to their home to spend the night.



SEARCH AREA—Maj. Floyd R. Taylor, Carson City Comp. Sq. (Nevada Wing) shows pilot, Capt. Jim Carpenter, the area to overfly on a search for a missing aircraft. (Photo by 1st Lt. Frank Folmer)

CAP Planes Join Search For Rustler

SHAWNEE, Okla. — Civil Air Patrol took on a new mission here recently, one which involved an aerial search but which had nothing to do with missing airplanes or people.

It all started when the driver of a tractor-trailer rig hauling 69 head of cattle stopped here for a bite to eat. When he came out of the restaurant later, the truck, trailer and cattle had disappeared.

Someone had stolen the whole

thing, estimated to be worth approximately \$102,000. The fact that the driver had left his keys in the ignition may have helped the rustler.

At any rate, Civil Air Patrol members in this area were called on to fly up and down the highways to see if they could spot the missing truck, trailer and cattle. At last reports, however, they were all still missing — including the rustler.

SMILIN' JACKS

AERO-ASTRO ANSWERS (66)

MY TIGER SHARK REMINDS ME OF TH FLYIN' TIGERS!

FLYIN' FACTS

ZACK MOSLEY

CLIP FOR REFERENCE

THE NOSES WERE PAINTED TO LOOK LIKE TIGER SHARKS!

THIS WAS SUPPOSED TO "FRIGHTEN" THE JAPANESE ENEMY BECAUSE OF THEIR FEAR OF SHARKS!

THE AVG. AMERICAN VOLUNTEER GROUP WAS FORMED BY GEN. CLAIRE CHENNAULT AND FLEW IN CHINA BEFORE THE U.S.A. GOT INTO W.W. II

THE GROUP WAS CALLED TH' FLYIN' TIGERS AND THEY FLEW CURTISS P-40's!

WHY WERE SOME FAMOUS JAPANESE PLANES IN WW II CALLED ZEROS?

ASKED BY FRED J. GEIGER-

BAYONNE N.J.

© 1972 New York News Inc. World Rights Reserved

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

National Commander's Comments

Membership Not A Right

By THOMAS C. CASADAY
Brigadier General, CAP
National Commander

All Civil Air Patrol members should be proud of their organization. It is truly unique in rendering volunteer services and programs to the public. But the Civil Air Patrol in each community is only as good as its individual members. We need to attract and keep quality people who can sustain the outstanding image the Civil Air Patrol has throughout the country.



That also means that Commanders must recognize that a small number of members should not belong to Civil Air Patrol.

It is the policy of the Civil Air Patrol that membership is a privilege and not a right. Commanders at all levels are responsible for maintaining harmony along with a disciplined effort.

It sometimes happens that an individual member cannot properly function within the organization's framework and his presence causes turmoil, or the member might commit serious offenses against CAP regulations. A prompt recognition of and dealing with such problems is the responsibility of each commander. Through procedures properly established by corporate resolutions, methods are provided to commanders for the resolution of such problems.

The first of these is Civil Air Patrol Regulation 35-3. This is the regulation which provides for termination of an individual's membership from the Civil Air Patrol.

There are several grounds for automatic termination, such as a cadet who reaches his or her twenty-first birthday, a cadet marries, or joins the armed services, or fails to maintain a satisfactory academic record in school.

In the case of a senior member, there is an automatic loss of membership where there is a failure to renew or a voluntary resignation.

For both cadets and senior members, there can be an

automatic loss of membership for issuing a bad check to the National Headquarters for any reason. In nonautomatic termination, cadets can lose their membership for misconduct and senior members can lose their membership for cause.

Termination for cause is defined in the regulation as involving a variety of circumstances including conduct unbecoming a CAP member, conviction of a felony, or serious or willful violation of CAP regulations or directives. There are a number of other grounds for termination for cause.

The regulation provides that the commander of the unit to which the member is assigned would normally initiate the termination action after he has conducted an investigation that revealed that termination was warranted.

There are forms attached to the regulation specifying a letter of notification to the member proposing his termination. Once initiated, the member is in a suspended status until the termination action is resolved.

In cases involving termination for a cadet's misconduct or a senior member for cause, the individual member has a right to ask for an Appeal Board hearing. The member may, of course, waive that right and agree to be terminated, or if that right is exercised, certain procedures must be followed in having the hearing.

The new CAP Regulation 35-3 specifies the various rights of the individual member in an Appeal Board hearing which includes the right to call witnesses in his own behalf, cross-examine witnesses against him, and present statements and documents in support of his case.

The member also has the right to appear in person, either with or without counsel of his own choice. While the Appeal Board hearings are informal, there are certain rules which must be adhered to regarding reliability of evidence, relevance and materiality of matters submitted to the Board.

The entire proceeding should be directed toward a search for the truth in the matter of specific charges involving the

member. It is important that the hearing should be conducted in an open and fair manner without any prejudgement of the issues.

Furthermore, it is highly important that each commander who initiates a termination action and every other CAP member who participates in these Appeal Board proceedings strictly adhere to the requirements of the regulations.

The second procedure for the elimination of members whose continued presence in the CAP has caused difficulties is that of nonrenewal. Under express approval of the National Executive Committee, the new CAP Manual 39-2 has been issued which provides a procedure whereby commanders can take action to recommend the nonrenewal of an individual member whose continued membership is inconsistent with the CAP objectives and proper functioning.

This is not to be used as a substitute for a termination action which involves serious and flagrant breaches of specific rules, but rather as the recognition of a particular pattern of conduct which the member has demonstrated making it clear that his continued presence is no longer in the CAP Interest.

Again, the continued membership of an individual is a privilege and not a right, much the same as in the Air

Force, the member has no vested right to reenlistment at the end of each term.

Under the nonrenewal regulation, the wing commander must make a recommendation to the region commander in as specific terms as possible concerning the nonrenewal of an individual member. A copy of the recommendation is furnished to the member, who has an opportunity to reply and state his own position.

That reply is to be furnished to the region commander who then has the responsibility to make a final decision as to whether or not that member's membership should be renewed.

Under the regulation, the decision of the region commander is final. I would encourage all commanders to familiarize themselves with the contents of these two directives.

I would also encourage commanders to make a very studious and judicious use of these personnel management regulations in keeping the CAP a cohesive and effective organization and eliminating those members whose conduct has proven them unworkable or unsuitable.

The importance of strict adherence to the specific procedures, time tables, and formats as set out in these directives is imperative.



CIVIL AIR PATROL

NEWS



National CommanderBrig. Gen. Thomas C. Casaday, CAP
 Executive Director Brig. Gen. Paul E. Gardner, USAF
 Director of InformationLt. Col. Herbert A. Babb, USAF
 Editor MSgt. Hugh Borg, USAF

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

VOLUME 10, NUMBER 5 **MAY 1978**

Hawaii Wing Slates Flying Encampment

HONOLULU, Hawaii — The Hawaii Wing will hold its largest flying encampment at Oahu's Dillingham Field from July 21-Aug. 4, 1978.

Approximately 80 cadets from all parts of the nation are expected to attend the encampment. Cadet training and aerospace education in actual flying operations are the goals of the encampment.

FAA-certified and CAP-approved instructors will be the instructors, according to Navy Commander Davidson Luehring, encampment commander. "We want to give a good introduction to flying for cadets who are interested but who have little experience. This will be in either gliders or in powered aircraft, as the cadets desire if the aircraft was available."

For cadets with previous experience, there will be more advanced training. "I think we're going to see several cadets qualify for their FAA Private Pilot Certificates."

Long specializing in glider programs, the Hawaii Wing has two-place Schweizer 2-33A gliders to form the mainstay of

Overdue Aircraft Found Crashed In California

NORTH HOLLYWOOD, Calif. — Returning from a practice search and rescue exercise recently, 1st Lt. Leonard Garbe of the Santa Susana Sr. Sq. (California Wing) was tuning his radio to the Burbank approach frequency when he heard a strong emergency locator transmitter (ELT) signal.

He contacted the squadron commander and the two were able to locate the approximate transmitting site by triangulation on Rocky Peak north of the Simi Freeway. They reported the fix to the FAA and were told that a woman had previously reported an overdue aircraft.

The pilot and his three children were returning to Van Nuys from a flight to Pismo Beach during a lull in a rain storm. However, the weather continued to deteriorate after they were in the air.

After a mission number was obtained from the Air Force Rescue Coordination Center, the mission coordinator, Lt. Col. Betty Decker, activated two pilots, Garbe and the squadron commander, 1st Lt. Gary Keenlside, as well as a ground team, Maj. Bryon and Capt. Melody Brammer, in a truck equipped with direction finding equipment.

Members of the Ventura County sheriff and fire departments were also on hand for the search. A joint command post was set up in a canyon near the area where the ELT signal was thought to come from.

Ground crews, working through the night in rain and fog, located the crash in the early morning hours. Because roads had been washed out, they had to climb the mountainside on foot.

The pilot and passengers had been killed in the impact.

The pilots and truck operators each received "find" ribbons.

the program. A single-place Schweizer 1-26 is also available to cadets who have their Glider Private Pilot Certificate. Two- and four-place Cessnas will also be used in this year's encampment.

The encampment is open to CAP cadets who will be 14 years old or over by Aug. 3, 1978. Cadets may apply using Form 31 (Special Activities) or by letter, and must include a statement of between 100 and 250 words in their own handwriting stating their qualifications and the reasons they feel they should be selected to attend.

Selections will be made by the Hawaii Wing staff based on qualifications and geographic distribution.

Cost of the encampment will be \$65, which includes meals and miscellaneous supplies. Costs of flying will be borne by Hawaii Wing Cadet Training and Aerospace Education.

Applications must be accompanied by check or money order for \$65, payable to "Hawaii Wing CAP." This amount will be refunded for cadets not selected to attend.

Alternatively, applications may be accompanied by check or money order for a \$30 nonrefundable deposit, with the remainder due on notification of selection.

Applications may be mailed through CAP squadron commanders to: Headquarters, Hawaii Wing CAP; Post Office Box 29417; Honolulu, Hawaii 96820.

Weather Brings Busy Month For Colorado

By 2nd Lt. Kathleen A. Baysinger
North Valley Comp. Sq.

Late winter is often a busy season for the Colorado Wing, according to Maj. Sonny Elgin, Colorado Wing director of Emergency Services.

The busy season this year began Feb. 25, when a Beech Debonaire disappeared between Laramie, Wyo., and Aspen, Colo. Mission headquarters was established at Eagle, Colo., between the two cities. Air crews and ground teams immediately went to work.

The following evening, a Cessna 206 was reported missing somewhere south of Denver. No flight plan had been filed, so neither the intended route nor the destination were known. Ground teams and a CAP Cessna Skylane with direction finding equipment were dispatched to track an emergency locator transmitter (ELT) signal east of Colorado Springs.

The wreckage of the plane was located several hours later with the help of a local real estate agent, who had seen the wreckage but not recognized it as an aircraft and did not report it until hearing radio reports that a plane was missing in that area.

That same night a Grumman American was reported down near Elk Mountain in Wyoming. The pilot was a Colorado Wing member returning the plane to Denver after it had been strand-



NO, THEY AREN'T IN JAIL! — Cadets George Teaney, left, Melanie Hill and Jean Young of the Brandywine Cadet Sq. (Delaware Wing) are painting a second floor railing at the Aldersgate Methodist Church in Wilmington, Del. The church allows the cadet squadron to hold its meetings there and the cadets reciprocate by helping out with building maintenance.

Cadets Help Repaint Church

WILMINGTON, Del. — For many years members of the Brandywine Cadet Sq. (Delaware Wing) have held meetings at the Aldersgate Methodist Church here.

Although not sponsored by the church, it has allowed the CAP unit to meet there without charging a fee or asking anything in return.

To help pay back the kindness, squadron members periodically schedule a work day to help with building and grounds maintenance, direct traffic at church functions or perform other services, according to Maj. Robert A. Hotchiss, squadron information officer.

On a recent Saturday, Lt. Col. Charles A. Hill, squadron com-

mander, arranged for a group of 13 cadets to work with the building manager, painting part of the interior.

The work lasted from 8:30 a.m. until 3:30 p.m. The cadets said they could think of better ways to spend a Saturday but agreed that the painting party was a good way to say "thanks" to the people at the church, said Hotchiss.

ed on Colorado's western slope during a previous search.

Again, ground teams with direction finding (DF) equipment were dispatched in a heavy snowstorm to track the ELT, and the aircraft was found a few hours later. The pilot had pulled out all the survival equipment he had and was in good condition despite the freezing temperatures.

Meanwhile, the search for the Beech Debonaire continued. That mission was in its third day when a CAP pilot-owned Cessna 172 went down while searching. Both pilot and observer walked away from the wreckage.

On March 2, a Beech Baron was cleared to make an instrument approach to a Southwestern Colorado airport, but it never reached the terminal. The plane was completing an instrument flight from Arlington, Tex., to Durango, Colo. Civil Air Patrol ground teams and local volunteers searched throughout the day in snow before locating the aircraft about a mile from the end of the runway.

Eight days and several ELT's later, a report of low flying aircraft and possible crashing sounds was received by the sheriff's office west of Colorado Springs. Colorado Civil Air Patrol ground teams and local volunteers again braved the weather and located the Cessna 210 at 2:30 a.m.

About the same time, a Beech Bonanza disappeared from the radar screen southeast of Denver. It took ground teams about half an hour to locate the wreckage of that aircraft.

The search for the Beech Debonaire had continued throughout the two weeks, except for periods of extremely bad weather. Finally, on March 11, the aircraft was spotted by CAP search pilots Len Bluebaugh and Jack Dyni near the top of 12,500-foot North Rawah Peak.

After locating the Debonaire, Colorado Wing members thought they might have time to relax. But they could not quit yet.

That evening, a Cessna Sky Hawk XP11 made an emergency landing north of Denver. The pilot, communicating with other aircraft, was instructed to turn on his ELT. Two DF-equipped aircraft and four ground teams headed out to find him, and several hours later, the plane and passengers were located.

The pilot reported that the plane had developed engine trouble and he landed in a pasture 60 miles north of Denver.

With a little over a week to recover, except for several more ELT incidents, Colorado Wing volunteers were again called out on March 28. This time the objective was a twin engine aircraft lost somewhere between Douglas, Ariz., and Lamar, Colo. Colorado Wing search efforts

were concentrated in southern Colorado for two days before assistance in New Mexico was requested.

By the end of March, Colorado Wing volunteers had donated more than 30,000 manhours, located eight downed aircraft, traced eight ELT's, and saved three lives. There were several additional aircraft incidents in which Civil Air Patrol assistance was not required.

It was a bad six weeks for light aircraft in Colorado.



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

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

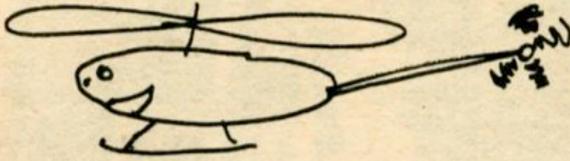
As of April 9, 1978

| | |
|--------------------|---------|
| Number of Missions | 182 |
| Number of Aircraft | 1,933 |
| Number of Sorties | 3,595 |
| Flying Hours | 8,453.8 |
| Personnel | 9,355 |
| Saves | 22 |
| Finds | 90 |

Helicopters: Experience In Motion

By Lt. Col. Frederick Carter
HQ. CAP-USAF

Let's take a brief look at "rotormania," the helicopter pilot's world where fun, frustration, and physics defy imagination.



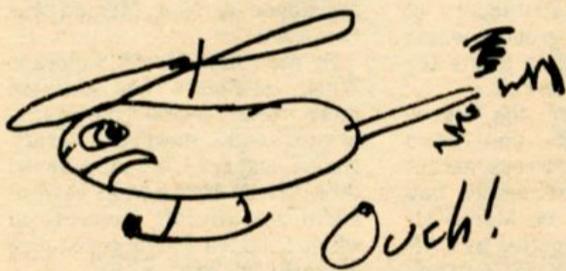
Helicopters are toys! Anyone can fly choppers! Choppers can hover, fly straight up, down, backwards, and sideways at any speed and altitude because of that humongous fan on top! Choppers are very forgiving, and if something goes wrong — anytime — anyplace — all the pilot does is relax and autorotate (glide) to an easy landing. That's why rotorheads (people who fly choppers) come in second best in the "World's Greatest Pilot" competition. And so goes the myth.

Let's look at the facts as revealed to Ronald Rotorhead, the fixed-wing jock who decided to learn the art of motionless operation in a "Da Vinci screw wing." Ronald's first wingless air machine was IFR equipped, reciprocating engine powered, and supported by a single rotor. Another small rotor was stuck on the tail boom to shoo flies away. Ronald's gallant flight instructor believed in staying one step behind his trainee during maneuvers, so Ronald soon gained first-hand experience in actual, attention-getting situations.

The flight instructor spent a brief ten minutes before the first flight explaining helicopter aerodynamics and helping Ronald identify the pilot's seat. Fortunately, the instructor performed the takeoff and later gave control of the aircraft to his student. Ronald immediately grasped the controls in a death grip and executed a series of thrilling maneuvers which rapidly progressed to near, certain disaster before the instructor recovered from shock and took control.

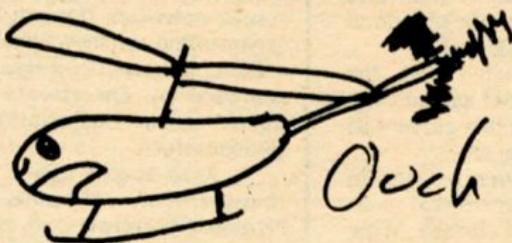
From these maneuvers, Ronald learned that:

a. A helicopter will stall if flown too fast. In Ron's helicopter, the nose pitched up and rolled to the left. As "blade stall" was abruptly entered, the main rotor flexed, contacted the nose, and removed one antenna mounted thereon.



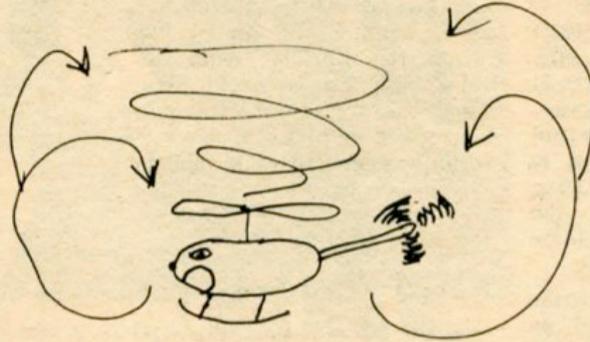
b. If flown sideways beyond allowable limits, airframe shuddering and loss of directional control results.

c. If flown too fast backwards, a flight regime known as "reverse command" may be entered. When Ron quickly pulled the cyclic (control stick to you fixed jocks!) back further to raise the nose, the nose went down instead. Up came the tail boom into the main rotor plane of rotation. Scratch another piece of metal; luckily only a nick!



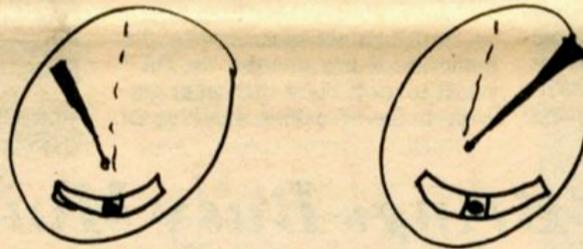
d. If flown too slow at a high power setting while out of ground effect, a situation called "power settling" may occur. This condition is similar to running on a treadmill.

The helicopter continues to stir up the air, but the craft descends at a rate approaching 1,500-2,000 feet per minute in some choppers. If not corrected, descent may continue until touchdown minus two.

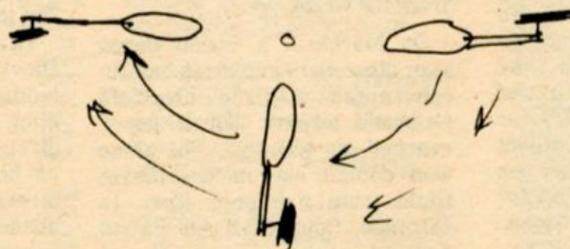


Ron's fearless instructor thought instrument flight training would bring out Ronald's hidden talent—it did! After donning a hood (view limiting device) which forced him to fly by reference to instruments, Ron entered a left turn. The turn needle initially showed a turn in the opposite direction as some chopper turn needles do.

Ron quickly corrected by straight-legging the left rotor pedal and increasing the bank angle. The instructor swiftly called for time out and then described the idiosyncrasies of rotorcraft instrument flight. The discussion included comments on the altitude indicator and the importance of comparison with other supporting instruments. Ron soon understood that a helicopter's flight path doesn't always follow the aircraft's nose!



Hover practice came next. Ron locked in on the controls and caged his eyeballs on a nearby windsock for visual reference. His concentration was matched only by an extreme case of jaw locking. Perfect! Everything stable! Except the wind appeared to be changing. The wind sock initially extended to the left, then directly away, now extended to the right. Ron's instructor described the phenomenon as a common occurrence. Trainees forget helicopters can fly sideways regardless of where they're pointed. While hovering, pilots must be aware of fore, aft, sideways and vertical movement, all of which can be done with the helicopter's nose pointing at an object directly ahead.

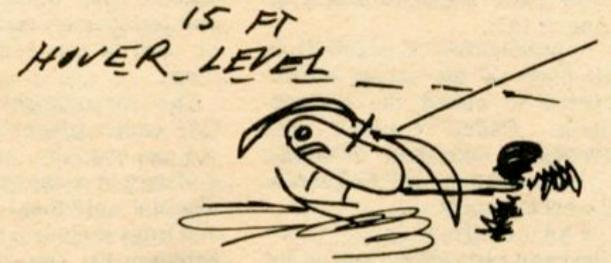


At last, the abused aircraft and frayed-nerve occupants headed for the landing practice area. Ron soon learned that:

a. Performance charts show power required to hover at various heights above the surface. Charts also show power available.

b. No charts show the power or distance required to slow or stop the aircraft. Momentum must be considered in stopping or a planned 15-foot hover can easily be consumed as part of a 200-foot stopping distance. High altitudes, tall trees, sloping terrain, gusty winds, down-drafts, heavy gross weights, and abrupt control usage in-

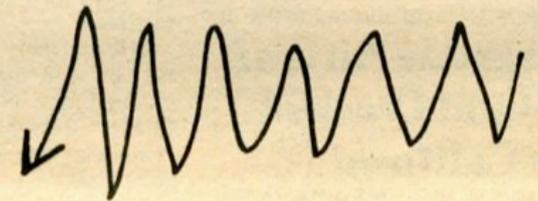
crease the challenge and subsequent need for accurate foresight. Add also the possibility of "power settling" previously described.



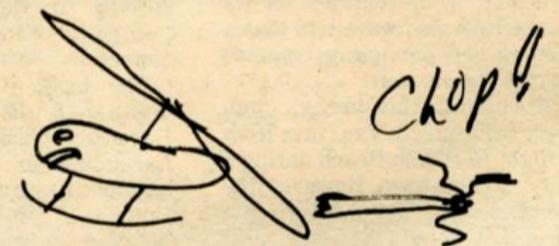
c. Coordination between throttle setting and rotor RPM control is critical during approach and go-around as one setting or indication has a resultant effect on the other. Both determine total lift supplied by the main rotor.

d. Landings may be made from a hover or while moving forward, terrain permitting.

Once, while Ron slowly lifted the helicopter to begin takeoff, a rapid vertical bouncing occurred. Again the instructor took over. Ron had experienced "ground resonance," a condition which may result in damage to the structure if not corrected.



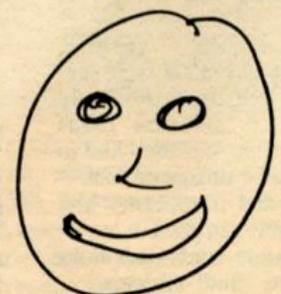
Ronald decided his nerves couldn't stand much more. He released the cyclic and threw up his hands. The instructor panicked! Another lesson learned. Chopper pilots shouldn't release controls with the rotor turning (some models excepted). Most helicopters require constant pressure on the cyclic to prevent the stick from falling over and changing the rotational plane of the main rotor. In short, don't relax or you may cut off your own tail!



So the moral of our story is that helicopters, choppers, helos, Da Vinci screw wings, frustrated palm trees, eggbeaters, or whatever you prefer to call them are not a cinch to fly. Helicopter pilots must be very cautious and performance conscious.

Finally, it has been said that fixed-wing aircraft experience six or seven forces in flight, whereas, helicopters experience 13. Whatever the score, the emphasis on quality maintenance and quality pilots cannot be ignored.

The next time you see a genuine "rotorhead," be nice. Helicopters save lives too!



Five-State Search Locates Crash Site

By 1st Lt. Mary Ann Simmons
Norfolk Comp. Sq.

VIRGINIA BEACH, Va. — The Delaware, Maryland, North Carolina, South Carolina and Virginia Wings were called out to search the East Coast recently.

The search objective was a Cherokee, with two people on board. The pilot, James Ball, and his passenger, Walter Nottle, had departed Cheswold, Md., at 4:30 p.m. March 10 en route to St. Petersburg, Fla.

The pilot did not file a flight plan and was not missed until he failed to return home at the end of the weekend.

Civil Air Patrol personnel made investigations and concluded that he probably did not make it past the Tidewater area. With the good teamwork of the wings working together, ramp checks were made, further eliminating the possibility that the plane was on the ground safe and sound at an airport somewhere.

A Virginia Wing aircraft, piloted by Capt. Melvin Carey, spotted what appeared to be an airplane under the water in Metomkin Inlet just off Melfa on the Eastern shore of Virginia at 3 p.m. March 17. This was verified by a second aircraft, piloted by Capt. Buzz Massengale, and the Coast Guard was called in.

The Coast Guard was directed to the plane in the water by FM radio and a phone patch to the HF by the mission coordinator. The Coast Guard confirmed that an aircraft was in the water, but due to the late hour a diver would not be put down to check its identity until the next day.

A Virginia Wing aircraft from the Winchester Sr. Sq. (Virginia Wing) was given an area to search en route back to home base. The pilot, Donald Ratcliff and two observers, departed the Accomack County Airport at Melfa, Va., at 5:50 p.m. At 6:05 p.m. Ratcliff reported seeing wreckage about three miles southwest of the Melfa airport.

A ground team from the Eastern Shore Comp. Sq. (Virginia Wing) was sent and confirmed that the target had been located. Both the pilot and passenger had been killed. The mission coordinator had kept the aircraft searching because he knew there was a possibility that the airplane in the water was not the target.

Stanley Frazier, airport manager, said, "The plane couldn't have been in a better location not to be found. Even though it could be seen from the air, it was so close to the airport traffic pattern that any pilots over the wreckage would normal-

ly be concentrating on either taking off or landing. They would not be sight-seeing."

At about 6:30 p.m. the remaining aircraft were dispatched to their home bases. An airplane from the Norfolk Comp. Sq. (Virginia Wing) was en route home when approach control informed the pilot that another aircraft was going to try an unplanned landing on a race track five miles south of the Melfa airport because of fuel starvation.

The Norfolk aircraft returned to the area and circled until the ground team could reach the downed aircraft. The plane, piloted by Thomas Heckett of Jacksonville, N.C., landed with no damage in a field near the race track. The pilot and three passengers were not injured.

Civil Air Patrol members guarded both planes during the night and assisted the people from the second aircraft with transportation back to the airport.

The plane in the water was identified the next day as being of World War II vintage. A local resident remembered seeing it crash in 1945 while it was attempting a landing at a nearby Naval Air Station. The pilot had been rescued from that crash.



AIRCRAFT ACCIDENT — An investigator photographs the wreckage of an aircraft in which two persons were killed. The plane crashed in a field near the Accomack County Airport at Melfa, Va., and was discovered by a CAP aircrew from the Winchester Sr. Sq. (Virginia Wing) after an intensive search that covered five states.

Northeast Region To Take Over Staff College In 1979

ANDREWS AFB, Md. — Future Regional Staff Colleges was the topic of discussion at a planning session held here recently.

Col. Louisa Morse, commander, Middle East Region,

and Col. Angelo Milano, commander, Northeast Region, were among those who attended.

The Middle East Region, which has hosted the Eastern Staff College since its inception in 1976, will pass responsibility for

the college to the Northeast Region in 1979.

Lt. Col. Barbara Morris, director of the college, led a discussion on organizing and directing a staff college.

Staff members, Lt. Col. Fred Hess and Maj. Marion Hess, led the group in a discussion on the role of the seminar leader and briefed the group on the job of staff college information officers.

Lt. Col. Walter Straughan, director of training for the Middle East Region, discussed his role as curriculum coordinator with his Northeast Region counterpart, Maj. Robert Galle.

The Northeast Region will have the benefit of many of its members who have attended the college as students or staff members, said Maj. Hess. One of these is Col. Richard Bifulco, who will be command seminar leader and commandant of students in the 1978 session.

Florida Wing Wins Award For Safety

MAXWELL, AFB, Ala. — Civil Air Patrol's Florida Wing has been selected winner of the Paul W. Turner Safety Award for 1977.

The award, named for the late Brig. Gen. Paul W. Turner, formerly chairman of the National Board, is presented to the wing having the most outstanding safety program and safety record. The selection was made recently by the Operations and Safety Committee.

The Florida Wing, except for a few cases of bee sting, lost teeth, and a broken arm, enjoyed an accident-free year. The wing consists of more than 3,100 members, about one-half of whom are cadets, and operates 44 ground vehicles and 16 aircraft. During 1977, the wing performed 34 search and rescue missions and flew 3,115 hours in corporate aircraft.

Region safety awards will be presented to the Florida, Vermont and National Capital Wings

by the Southeast, Northeast and Middle East Regions respectively. These awards are based on the same criteria as the Paul W. Turner Award.

Lt. Col. Russell F. Holdren, Florida Wing safety officer, was chosen CAP Safety Officer of the Year. This latter award is presented to the safety officer who contributed most to the safety program. Col. Holdren's continued efforts promoted safety throughout the Florida Wing. His work in safety and affiliation with safety organizations span some 40 years and include public, aviation and industrial safety, as well as safety research and engineering.

The CAP safety program depends on the initiative, creativity, determination, and hard work of many volunteers to promote safety awareness and to protect CAP resources. The contributions of individuals and units to this program are a credit to CAP and its objectives.

Shelbyville's Hobbs Receives Meritorious Service Medal

SHELBYVILLE, Ind. — 1st Lt. Glen Hobbs, Shelbyville Comp. Sq. (Indiana Wing), has received the Civil Air Patrol's Meritorious Service Award.

The award was presented by Air Force Brig. Gen. Paul E. Gardner, executive director of CAP at the recent Indiana Wing conference in Indianapolis.

The medal recognized Hobbs

for actions performed on Oct. 16, 1977, while on a church outing near Brownstown, Ind. Alone in a rowboat on a lake, Hobbs saw Jane Runshe and Lynn James clinging to a capsized canoe. They were unnoticed by persons on shore.

Hobbs pulled both victims from the water, secured the canoe to his rowboat and returned them to shore.

Capt. Pirtle Earns Loening Award

HUNTSVILLE, Ala. — Capt. Carroll R. Pirtle, New Smyrna

Comp. Sq. (Florida Wing), a resident of Huntsville, has received the Civil Air Patrol's Grover Loening Aerospace Award for outstanding service and training in the CAP program.

Active in CAP since he was a cadet in Michigan in 1949, Pirtle has held many positions in supply, personnel, administration and in the Florida Wing and has helped units in Mississippi, Ohio and Alabama. He has escorted many cadet activities. He has completed many courses of training in many fields.

During CAP missions he has been a search and rescue pilot.

Arizona Unit Aids Flood Victims

GOODYEAR, Ariz. — Members of the Phoenix-Litchfield Comp. Sq. 313 (Arizona Wing), based at the Phoenix-Litchfield Municipal Airport here, aided in rescue activities during floods in the Buckeye area west of Phoenix recently.

At the start of the emergency period squadron senior members were kept on an alert status. During the two-day period, CAP members assisted local law en-

forcement and relief agencies by making aerial surveys over the affected area.

Arizona National Guard helicopters airlifted supplies to families stranded in Rainbow Valley southeast of Buckeye. Squadron cadets from Buckeye helped load the supplies on the helicopters. Capt. Agnes Liljegren, deputy commander of cadets, supervised the loading activity.



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

NUMBER 4

MAY 1978

PERSONNEL

1. **ATTENTION CADETS REJOINING AFTER A LAPSE IN MEMBERSHIP.** National membership dues in the amount of \$6.00 are forwarded to National Headquarters (DPH) with the membership application. Cadet program study materials and the appropriate contract are ordered separately as follows:

a. If the cadet still has the last contract on which he was working before allowing his membership to lapse, he should forward the completed contract, along with \$1.50 and an order for the next contract, to TTHE.

b. If the cadet has lost or misplaced the last contract he was working on before his membership lapsed, he should request a duplicate contract from TTHE; then upon completion of the contract, it should be returned to TTHE, along with \$1.50 and order for the next contract.

c. If the Aerospace World textbook or any other items in packet number 1 have been lost or misplaced, they should be ordered separately from the Bookstore on a catalog order form.

NOTE: There will be no additional charge for contracts through Achievement 7. Cadet chevrons and ribbons may be purchased from the Bookstore as needed. DP

2. **MEMBERSHIP RENEWAL NOTICES.** Some members have reported that membership renewal forms are being returned to them because the "FROM" element is mistaken for the addressee. All members should place a large "X" through or write "FROM" beside their own addresses on the reverse side of the return envelope. This will assist the U.S. Postal Service to send it to us as intended. We hope to correct the design when we reorder the forms. DP

OPERATIONS

3. **EMERGENCY SERVICES EVALUATIONS.** Wing commanders and emergency services officers should be aware that up to five funded (aviation, automotive fuel and oil, and communications cost) evaluations may be conducted this calendar year. One primary SAR and one primary Disaster Relief (DR) evaluation will be conducted. Additionally, two wing SAR tests and one wing DR test may be authorized if required. If you have questions, contact your liaison officer. DO

4. **TAP AND ITAP.** The process of extracting radar flight to establish a last-known position has had a varied, constantly changing history. In an effort to explain what it is called today, the following is provided. It all began with DLOG - - Data Log came along first; however, as refinements to the system were developed the name was changed to DART - - Data Analysis Reduction Tool or Data Automated Reduction Tool (depending on which FAA office you talk to). DART and DLOG were already acronyms used by FAA personnel for other meanings. Therefore, DPECT - - Data Pictorial came next, but that was not truly descriptive enough, so along came TAP - - Track Analysis Program. TAP was not put through the acronym check, and later someone said that stands for Technical Appraisal Program, which has been used for years in the recertification program for ATC personnel, i.e., tower operators, radar controllers, etc. So the name became: ITAP - - Interim Track Analysis Program. "Interim" was selected because they (FAA) feel they will eventually select a permanent name but in the meantime, additional changes will not be surprising. DO

INFORMATION

5. **NEW INFORMATION OFFICERS.** If you are a new Information Officer, we have something for you at National Headquarters, just for the asking. Just send us your name, your squadron name, and your own home mailing address. In return, we will send you (free and postpaid) an "Information Officer's Starter Kit," a kit of things to help you get started as an Information Officer. The most important item in the kit is the CAP Manual 190-1 (Information Officer's Handbook). In reality, this manual is a complete short course in how to be an information officer, how to write news releases, how to write television and radio spots, how to do a lot of things you need to do. You should make it your constant companion and reference book on the CAP Information Program. In addition, the kit contains other material which deals with special aspects of the Information Program to help you do a better job. It also contains samples of recruiting leaflets and materials which are available in reasonable quantities from the Directorate of Information at National Headquarters. All you have to do to get the Information Officer's Starter Kit is to ask for it. We especially want new IOs to have one, but if you are an old hand in this field and have lost or misplaced the things in your original kit, we will be glad to send you one too. Just address your letter as follows (all the address you need): CAP-USAF/OII, Maxwell AFB AL 36112. OI

6. **UNIT COMMANDERS' INFORMATION AND RECRUITING OFFICERS.** Radio is one of your best avenues of communications to the public in promoting Civil Air Patrol in general and your local CAP unit in particular. We need your assistance. We are asking for your cooperation in getting out the word about Civil Air Patrol in your community. To help you accomplish this, HQ OI will have available to you on request, on or about 1 June 1978, a tape of CAP radio spots, 20 and 30 seconds in length. **AN IMPORTANT REMINDER:** A few CAP units are substituting their own local CAP unit address for the National Headquarters address at the end of each spot of the tape. This can easily be done with the cooperation of your local radio station(s). This is why we periodically remind unit commanders and information officers to establish a good working relationship with the local radio station manager or program director. Keep in mind, radio and TV stations are not obligated to air CAP public service announcements in their public service programming. The stations are usually overwhelmed with national and

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

PULL OUT AND POST

CAP

local co
we stres
and lett
is all ab
on the t
and/or p
recordin
only ab
Gibson
times to
national

ADMIN

7. NE

a.

b.

July 19

FOR TH

DONAL

Director

TIN BOARD

Bulletin Cont'd

Community organizations asking for free air time. The stations necessarily must pick and choose. That is why the importance of CAP commanders and/or information officers personally contacting the local stations and the station management know that there is a Civil Air Patrol unit in the station's listening area; what CAP and in particular your local unit activities. Substituting your local unit address for the national address and CAP spots requires the cooperation of a station announcer to record your local unit name and address in place of the national address. Some CAP members who are proficient in the use of tape machines and have a good voice, have recorded the name and address of their unit themselves. It takes six or seven seconds, example: "For information contact the Montgomery Cadet Squadron at 2325 call 612-8876." If you decide to record your address yourself, we suggest you make a dry run at least six times at the timing and words down pat. Your local unit address must fit into the same time frame as the address. CAP units who are substituting their own address are realizing positive results. OI

OPERATION AND REVISED CAP PUBLICATIONS.

CAPP 52-2-6, "Level II Study Guide for Inspection," 14 April 1978, supersedes CAPP 203, July 1972.

CAPP 52-2-7, "Level II Study Guide for Cadet Program Officer," 14 April 1978, supersedes CAPP 216, and Change 1, May 1973.

EXECUTIVE DIRECTOR

Al O'nesky
A. O'NESKY, Lt Col, USAF
Administration

SAFETY CORNER

THE LANDING GEAR C-R-R-U-U-N-N-C-H

Joe Swift, a perfect pilot, made a beautiful landing roundout--at least until the "THUMP-THUMP, C-R-R-U-U-N-N-C-H, S-S-C-R-R-A-A-P-E!!!"

Marvelous Marge, a flight instructor with finesse, impressed her student by "greasing one on" the runway after a busy training flight. As the aircraft slowed to turn off the runway, she too gasped at the "THUMP-THUMP, C-R-R-U-U-N-N-C-H, S-C-R-R-A-A-P-E!!!"

Sam Speed "firewalled" the throttle for a fighter scramble takeoff. Just as the aircraft nose lifted--you guessed it!! "THUMP-THUMP, C-R-R-U-U-N-N-C-H, S-S-C-R-R-A-A-P-E and B-A-A-S-H-H!!!"

What did all these fearless flyers share other than bruised aircraft crying on a lonely runway? Investigations ruled out mechanical failure in each case. PILOT ERROR was the culprit. Someone made the mistake of moving the landing gear switch the wrong way, too early, or simply moved the wrong switch!!

Joe Swift, a fanatic with checklists, made a practice of repeating checklist items to ensure completion. Fine. Except on the third try he UNDID what he'd already done correctly. He RAISED the gear while on final approach.

Marge, a lovely creature with flowing movements, operated cockpit controls like a concert organist seated at a console. She reached for the flap switch during the landing roll. But alas! She RAISED the gear handle instead!

Sam Speed, hoping to thrill the Sunday crowd with immediate gear retraction after takeoff, RAISED the gear handle during a takeoff roll and really thrilled the crowd with a gear retraction before liftoff! His aircraft, like Marvelous Marge's, was not exerting sufficient down load on the gear to prevent unwanted gear retraction. In short, the gear functioned as designed and both aircraft settled to the surface.

Similar incidents have occurred many times; many will occur in the future. At present, the minimum price tag for these incidents is about \$500 - \$750. Add to that possible engine change, new antennas, skin work, and inspection expenses! If there is only one lesson to be learned, it's THINK BEFORE YOU SWITCH!

*Never raise landing gear handles while on the ground (unless you want the gear up).

*Backup systems designed to prevent human error do not always work!

*If you must move a switch or control, especially during a critical phase of operations, e.g., takeoff roll, landing, make sure you've got the correct switch, and

*Make sure you move switches or controls in the proper direction!

There are other landing gear considerations which are of interest. These include:

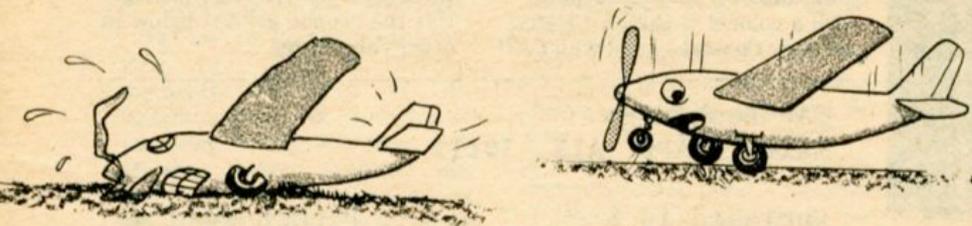
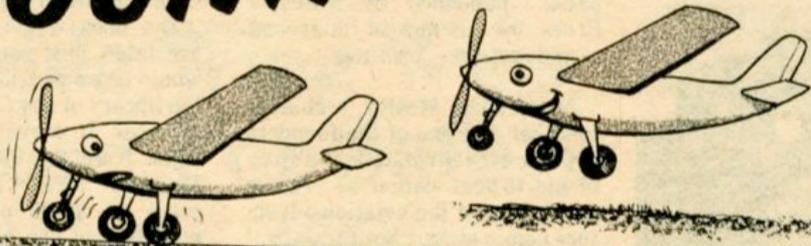
a. Landing gear side loads caused by fast turning rates or high speed turns on the ground may damage or collapse the gear.

b. Aircraft with automatic gear lowering features may solve one problem yet create another. If maximum climb or glide performance is desired, it is not obtained with the gear down. Should a partial or complete engine power loss be experienced, and maximum glide be necessary, the pilot should keep the gear retracted as long as practical. This may require overriding the automatic system!

c. Landing gear operating and extended speed limitations must be observed to avoid damage or complete gear failure.

If you slept through this article, my only request is this--help avoid the LANDING CRUNCH. THINK BEFORE YOU SWITCH!!!!

THE LANDING GEAR CRUUNNCH!!!



School Expects Large Enrollment

KUTZTOWN, Penn. — The largest enrollment ever is expected here in August for the 10th annual Northeast Region Communications School.

The school is scheduled here at Kutztown State College the week of Aug. 13-19, 1978. It is open to Civil Air Patrol members from any wing, not just the Northeast Region.

Four courses will be offered: Basic Radio Operator Course, Advanced Communications Course, Senior Training Course, and Radio Operator's Certificate of Proficiency Course.

Basic Radio Operator Course: Teaches the basic fundamentals of radio operation as given in CAPM 100-1. This course will prepare the student for the Radio Operators Permit Test which will be given.

Cadet applicants must be 14 years of age and must have completed at least two achievements in Phase II of the cadet program prior to July 14, 1978. Seniors must be active members for at least three months prior to July 14. Applicants must possess the FCC Restricted Radiotelephone Operator Permit (FCC-753) or higher grade of commercial license before acceptance.

Advanced Communications Course: This course covers the CAP radio communications system, its responsibilities, procedures, administrative practices, etc. The minimum age for this course is 15 prior to Aug. 14. Applicants must possess the FCC Restricted Radiotelephone Operator Permit or higher, and the CAPF 76. All applicants must be potentially capable of accepting responsibility as a leader and instructor. Students are re-

quired to bring their own personal copies of fully updated CAPM 100-1 and CAPM 50-15.

Senior Training Course: This course will prepare the student for the Senior or Master Communicator's Test. All applicants must be 18 years of age prior to Aug. 13, or have completed the former Advanced Radio Operator's Course. Applicants must possess the FCC Restricted Radiotelephone Operator Permit or higher, plus CAPF 76. Students are required to bring their personal copies of fully updated CAPM 100-1 and CAPM 50-15.

Radio Operator's Certificate of Proficiency Course: This course will assist the student in preparing to take the "Radio Operator's Certificate of Proficiency" test by presenting a review of CAPM 100-1 material and basic electronics theory. All applicants must be 17 years of age prior to Aug. 13, must provide proof of meeting the eligibility requirements for the Communications Specialty Identification Badge, must possess the FCC Restricted Radiotelephone Operator Permit or higher, must possess CAPF 76, and must have previously passed the Senior Communicator Test or higher. Students are required to bring their personal copy of a fully updated CAPM 100-1. Additional test material to be purchased at the school will cost approximately \$5.

Application Procedures: Applications for the Northeast Region Communications School must be made on CAPF 17 for seniors and CAPF 31 for cadets. Please indicate which course you

are applying for. Applications must be signed by the wing commander or his designated representative and forwarded to:

Commandant NERCOM
1 Willow View Blvd.
Willow Street, Penn. 17584

Applications will be accepted on a first come, first served basis.

Uniforms, Clothing, Etc.: Uniforms, equipment and clothing lists (male and female) and rules and regulations will be mailed direct to the individual applicants upon acceptance to the school.

Enrollment Fee: Enrollment cost per applicant will be \$60. This includes lodging and three meals per day for six days, starting with the evening meal on Sunday, Aug. 13, through lunch on Saturday, Aug. 19. Registration fee and some course materials are included in the enrollment cost. Checks should be made payable to: NERCOM School/CAP, and sent with applications. Applications must be received from wing headquarters no later than July 15, 1978.

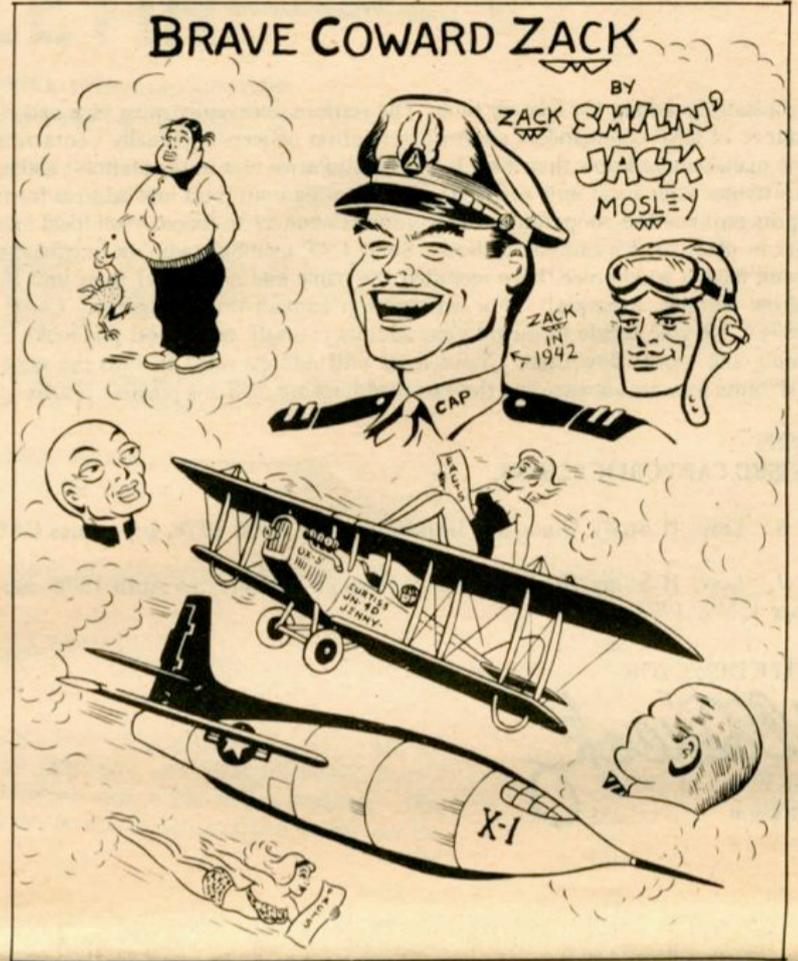
Transportation: Applicants, cadet or senior, will arrange their own transportation to and from the school. The Kutztown Airport, located one-half mile west of the school, is available for light aircraft. Continental Trailways buses do make a stop in front of the school. Local transportation from the airport and train terminals will be furnished by the Communications School upon request.

Students in all courses must be physically capable of par-

ticipating in field communications as well as classroom work and must attend all formations at the school and activities scheduled by the staff. A chaplain will conduct a Moral Leadership Program which is

mandatory for cadet students. All senior members must have completed Level 1 training requirements.

If you need further information about the school, write to the address listed above.



All Smilin' Jack material courtesy of Chicago Tribune, New York News Syndicate, Inc.

Zack Mosley Book In Second Printing

MAXWELL AFB, Ala. — Zack Mosley's book, "Brave Coward Zack," published by Valkyrie Press, Inc., is now in its second — and revised — printing.

In his book, Mosley, a charter member and one of the founders of Civil Air Patrol, tells the story of his 40-year career as creator and author of the aviation adventure comic strip, "Smilin' Jack," and of his long interest in aviation. Mosley, a veteran pilot, is still a colonel in Civil Air Patrol. He flew Coastal Patrol with CAP

during World War II and gives many details of the early days of Civil Air Patrol in the book.

The book would make an appreciated gift to anyone and would be an excellent addition to the library of any Civil Air Patrol member. It is available at a discount from the CAP Bookstore, Maxwell AFB, Ala. Regular price is \$6.95 plus 50 cents postage, but can be bought from the Bookstore at \$5.95 and the Bookstore will pay the postage. Use the coupon printed below to order your copies.

CAP Bookstore
Maxwell AFB, Ala. 36112

Enclosed is \$ _____ . Please send me _____ copies of "Brave Coward Zack" (@ \$5.95 per copy).

Name _____

Address _____

City _____

State _____ ZIP _____

(Make check or money order payable to: CAP Bookstore. Mail to above address.)



INSTRUCTOR TEAM — Lt. Col. Oliver J. Marlborough, left, and Lt. Col. Charles J. Alberts Jr., share their knowledge with students studying the communications and technical specialty at the recent Louisiana Wing Squadron Leadership School.

53 Attend Louisiana Wing School

ENGLAND AFB, La. — The Louisiana Wing recently staged a two-day Squadron Leadership School here which drew 53 students.

assisted by other members of the wing staff and Dr. Richard Ovington from the Directorate of Senior Training at National Headquarters.

Lt. Col. Charlotte Wright, the Louisiana Wing director of senior programs, directed the school,

These schools have been developed to help train new members in squadron staff work

and to train others who may have been reassigned to different positions. All wings and regions are being urged to plan these schools on a regular basis. Any wing which needs assistance in this area can call on the staff of the Directorate of Senior Training at National Headquarters.

Rescuer's First Responsibility Is To The Potential Survivor

By Maj. Robert Mattson
HQ CAP-USAF

Are the following attitudes, statements and perceptions really true?

1. If you know what you're doing in SAR, you're not welcome at the mission base; you ask too many embarrassing questions!

2. If someone has developed an effective program for SAR, he will jealously guard against anyone "stealing" it!

3. The new "guy" in SAR doesn't feel he needs to study or to be trained, since he's a pilot already. He doesn't have time to listen to the old timers.

4. The "old heads" don't need to look at the books; they've been doing it their way for years. They don't keep up-to-date with new techniques, and certainly don't have the time to listen to some young fellow who's not even a pilot!

Do these things happen? Do these attitudes exist? I'm getting rumblings that they are commonplace. Why? Why? Why?

Who are we working for??

You dedicate hours of your time and much money for SAR. But, who are you working for?

I'll give you some help. You're not working for the Air Force, Hq. CAP, the wing commander, your unit commander, the emergency services officer, the state, the sheriff, the FBO, your family, nor even yourself.

If you think you are working for one of these, you're in the wrong business! You only have one person who really matters on a SAR mission, and that person is the potential survivor. I use the word potential because if you don't work for the survivors they may never be saved.

Everyone involved in the SAR effort must feel the same way, and when they do, you will all work together for the benefit of the survivors. However, when people think they're working for themselves, place their position and role first, and refuse to cooperate with others, there will be no survivors.

Working for the survivor does not mean that each person does his own thing; rather, it means that each individual acts in cooperation with others in providing aid to the survivor.

This may require you to keep out of the way, to allow others to

assist. It may mean accepting a support role which is out of the mainstream of the total effort. It means sharing your knowledge with others; helping them to become more proficient. It means listening to others who have new and better ways to solve our SAR problems.

New ideas and methods are coming into our SAR business very rapidly.

At other times it may mean working with, or for, someone you really don't care for. (This is difficult, but it may be best for the survivor.) We should all be working for the survivor all the time; there is no room for anything less!!

A second item this month is the latest simplification of POD calculations. (If you don't know what POD is, you can find it in CAPM 50-15, Attachment 7). Bob Gregorie, PA Group 30, Operations Officer, assisted in the development of the table.

You may use these in place of the "SMC Calculations" on the debriefing side of the CAP Form 104. The answers will be very close and are acceptable to the AFRCC.



DONATION — Capt. Stuart Clark, left, commander 103rd Comp. Sq. (Connecticut Wing), accepts a check for \$300 from SM Charles Perrault. Perrault makes the presentation on behalf of the Aetna Life and Casualty Insurance Company of Hartford, Conn., as part of its "Dollars for Doers" program. It will be used to purchase educational equipment and needed supplies.

NEWS BRIEFS

Scholarships Offered To Enrollees

MAXWELL AFB, Ala. — Brig. Gen. Thomas C. Casaday, national commander of the Civil Air Patrol, has announced that 120 scholarships of \$50 each will be available for the first 120 persons to enroll in the 1978 Aerospace Education Leadership Development Course to be held here July 9-29, 1978.

In making the announcement, Casaday reaffirmed his direct, positive support of the aerospace education mission of CAP and the value of the Leadership Development Course.

Additional Encounter Planned

MAXWELL AFB, Ala. — Ch. (Col.) Robert H. Beckley, CAP National Chaplain, announced here recently that a third Christian Encounter Conference (CEC) for Civil Air Patrol cadets and senior member escorts is now available.

It will be at Silver Bay YMCA Camp in Silver Bay, N.Y., Aug. 24-27. All cadets and senior members who wish to attend this one, or one of the other two conferences, should send their applications to the National Chaplain at Maxwell AFB, Ala. 36112, as soon as possible.

The other two conferences are scheduled at Mars Hill, N.C., July 24-28, and at Mo Ranch, Hunt, Tex., Aug. 7-11.

Leadership Schools Scheduled

MAXWELL AFB, Ala. — Two of the Southeast Region's leadership schools have been held this spring; however, there are still two to be held this month.

They will take place May 6-7 at the McGhee-Tyson ANG Base, Bldg. 213, in Knoxville, Tenn., and May 20-21 at the Rodeway Inn in Mobile, Ala.

The schools will be held from 10 a.m. until 6 p.m. Saturday and from 8:30 a.m. until 12:30 p.m. Sunday.

The schools will include a Command Seminar and a Level II Specialty seminar. Classes on counseling and leadership will also be taught.

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

Missouri Wing Airlifts Blood

ST. LOUIS, Mo. — The American Red Cross recently contacted the Missouri Wing to request airlift of an emergency supply of blood to a hospital patient in Pittsfield, Ill.

The Red Cross said that emergency abdominal surgery had been performed on a 74-year-old patient and that the blood was needed due to complications.

A plane with three crew members was airborne within the hour and carried the blood to Pittsfield hospital representative who took it to the hospital.

Coast Guard Exchange Available

MAXWELL AFB, Ala. — According to information received here at Civil Air Patrol National Headquarters, CAP members are authorized to purchase uniform items from any U.S. Coast Guard Exchange-Clothing Store.

CAP members must show a current Civil Air Patrol membership card to be eligible to make such purchases. Authority for this privilege is contained in Coast Guard Manual CG-146.

DOWNED AIRCRAFT PROBABILITY OF DETECTION
(Use for individual searches. For multiple searches of the same area use a cumulative POD table or chart.)

| OPEN, FLAT TERRAIN | | | | | MODERATE TREE COVER AND/OR HILLY | | | | | HEAVY TREE COVER AND/OR VERY HILLY | | | | |
|-----------------------|-------------------|------|------|------|----------------------------------|-------------------|------|------|------|------------------------------------|-------------------|------|------|------|
| SEARCH ALTITUDE (AGL) | SEARCH VISIBILITY | | | | SEARCH ALTITUDE (AGL) | SEARCH VISIBILITY | | | | SEARCH ALTITUDE (AGL) | SEARCH VISIBILITY | | | |
| 300 Ft. | 1 mi | 2 mi | 3 mi | 4 mi | 300 Ft. | 1 mi | 2 mi | 3 mi | 4 mi | 300 Ft. | 1 mi | 2 mi | 3 mi | 4 mi |
| Track Spacing | | | | | Track Spacing | | | | | Track Spacing | | | | |
| .5 mi. | 35% | 50% | 70% | 75% | .5 mi. | 20% | 30% | 45% | 50% | .5 mi. | 10% | 15% | 25% | 30% |
| 1.0 | 20 | 30 | 45 | 50 | 1.0 | 10 | 15 | 25 | 30 | 1.0 | 5 | 10 | 15 | 15 |
| 1.5 | 15 | 20 | 30 | 35 | 1.5 | 5 | 10 | 15 | 20 | 1.5 | 5 | 5 | 10 | 10 |
| 2.0 | 10 | 15 | 25 | 30 | 2.0 | 5 | 10 | 15 | 15 | 2.0 | 2 | 5 | 5 | 5 |
| 500 Ft. | | | | | 500 Ft. | | | | | 500 Ft. | | | | |
| .5 mi. | 35% | 60% | 75% | 75% | .5 mi. | 20% | 35% | 50% | 50% | .5 mi. | 10% | 20% | 30% | 30% |
| 1.0 | 20 | 35 | 50 | 50 | 1.0 | 10 | 20 | 30 | 30 | 1.0 | 5 | 10 | 15 | 15 |
| 1.5 | 15 | 25 | 35 | 40 | 1.5 | 5 | 15 | 20 | 20 | 1.5 | 5 | 5 | 10 | 10 |
| 2.0 | 10 | 20 | 30 | 30 | 2.0 | 5 | 10 | 15 | 15 | 2.0 | 5 | 5 | 10 | 10 |
| 700 Ft. | | | | | 700 Ft. | | | | | 700 Ft. | | | | |
| .5 mi. | 40% | 60% | 75% | 80% | .5 mi. | 20% | 35% | 50% | 55% | .5 mi. | 10% | 20% | 30% | 35% |
| 1.0 | 20 | 35 | 50 | 55 | 1.0 | 10 | 20 | 30 | 35 | 1.0 | 5 | 10 | 15 | 20 |
| 1.5 | 15 | 25 | 40 | 40 | 1.5 | 10 | 15 | 20 | 25 | 1.5 | 5 | 5 | 10 | 15 |
| 2.0 | 10 | 20 | 30 | 35 | 2.0 | 5 | 10 | 15 | 20 | 2.0 | 5 | 5 | 10 | 10 |
| 1000 Ft. | | | | | 1000 Ft. | | | | | 1000 Ft. | | | | |
| .5 mi. | 40% | 65% | 80% | 85% | .5 mi. | 25% | 40% | 55% | 60% | .5 mi. | 15% | 20% | 30% | 35% |
| 1.0 | 25 | 40 | 55 | 60 | 1.0 | 15 | 20 | 30 | 35 | 1.0 | 5 | 10 | 15 | 20 |
| 1.5 | 15 | 30 | 40 | 45 | 1.5 | 10 | 15 | 20 | 25 | 1.5 | 5 | 10 | 10 | 15 |
| 2.0 | 15 | 20 | 30 | 35 | 2.0 | 5 | 10 | 15 | 20 | 2.0 | 5 | 5 | 10 | 10 |

- INSTRUCTIONS:**
- Determine type of terrain/cover flown over.
 - " altitude above ground flown.
 - " track spacing flown.
 - " search visibility in search area.
 - Read probability of detection for crashed aircraft.
 - To determine POD for more than one search of an area, use a cumulative POD chart or table.
- EXAMPLE:**
- Rolling terrain.
 - Average 500 Ft. AGL.
 - 1.5 mile track spacing.
 - 3 mile search visibility.
 - Probability of detection is 20 %.

Lost Engine Found In Iowa Field

MASON CITY, Iowa — Three Iowa Wing squadrons recently responded to a request by the Department of Transportation to look for an engine that caught

fire and dropped off a twin engine Corsair near Elma, Iowa, recently.

Members of the North Iowa Comp. Sq., the Cedar Rapids

Comp. Sq. and the Ames-Boone Comp. Sq. operated out of a mission headquarters at the Charles City Airport. Lt. Col. Donald Thompson of Cedar Rapids was mission coordinator.

Second Lt. Burton TeKippe and SM Kenneth Miller of the North Iowa Comp. Sq. sighted the engine three-fourths of a mile from the town of Jericho.

When later interviewed on KIMT-TV they said that it was a one in a million chance that they were able to find it since it was about a fifth of the way in a plowed field and buried in mud. Only a portion of the cowling was showing.

TeKippe flew air cover until a ground crew arrived to confirm the find.

CAP Cadets Nominated

MAXWELL AFB, Ala. — Four Civil Air Patrol cadets have recently received congressional nominations to the military service academies.

Cadet Justin Knaplund of the Amelia Earhart Westchester Cadet Sq. (New York Wing) was nominated by Congressman Richard Ottinger to the Air Force Academy.

Three members of the Livonia

Cadet Sq. 11-2 (Michigan Wing) also were nominated. Congressman William M. Brodhead nominated Cadet Robert Graham to the U.S. Military Academy at West Point and Cadet Eric Checketts to the U.S. Naval Academy at Annapolis.

Congressman John Conyers Jr. nominated Cadet Akram Sidhom to the U.S. Air Force Academy.



FUND RAISERS — Fifty-three cadets and senior members of Groups 2 and 8 of the Illinois Wing answer telephones for a fund-raising drive at Chicago educational television station WTTW. The station's announcer said, CAP's "main mission is search and rescue and tonight they are coming to the rescue of Channel 11." The only income for the station is contributions from viewers since it carries no commercial advertising.

CAP Couple Assist Alaska Air Evac

PORTLAND, Ore. — Capt. Reagan and Maj. Virginia Crowell, members of the Washington Comp. Sq. 1 (Oregon Wing), spent the past New Year's Eve in Alaska at a remote radar site on the Chukchi Sea 170 miles north of the Arctic Circle where they took part in an emergency air evacuation.

Maj. Crowell was then working as a remote site medical techni-

cian when a retired Air Force NCO at the site came to her in the evening of Jan. 31 with considerable pain from a possible heart attack.

Following her initial examination, she contacted the emergency room at the Elmendorf AFB hospital where the duty physician concurred with her provisional diagnosis and thought the man should be brought to Elmendorf

for treatment. The man was put on oxygen and given intravenous therapy.

A conference call was set up between Maj. Crowell, the Elmendorf physician and the 71st Air Rescue and Recovery Sq. at Elmendorf.

At the same time, Capt. Crowell, who was maintenance superintendent at the site, dispatched personnel to make a report on the runway condition. Using that information and weather report the rescue people decided not to attempt a flight until the next morning.

A C-130 with Air Force pararescue personnel aboard arrived at the site the next morning. It was directed to the parking place by Capt. Crowell, and with the engines still running, pararescuemen went to the air station to check on the heart attack victim and supervise loading for the flight.

The patient was then transported to the air strip. Maj. Crowell stayed with him all the way to the aircraft. Capt. Crowell then directed the taxiing aircraft to its take off point.

The Crowells are now back in Oregon where they have been actively involved in search and rescue activities for CAP. Capt. Crowell is also the County Director of Emergency Services.

AFJROTC Members Join To Take Part In Flight Training

HOMOSASSA SPRINGS, Fla. — Air Force Junior Reserve Officers Training Corps (AFJROTC) at Citrus High School will join the Civil Air Patrol and become eligible for pilot ground school and flight training, according to Capt. William E. Greet, commander of the Citrus County Comp. Sq.

Under the plans developed by Greet and Maj. Arlyn A. Sukut (USAF Ret.), advisor to the AFJROTC unit, the cadets would fly in CAP aircraft out of Crystal River Airport.

July Staff College Planned In Virginia

CENTERVILLE, Va. — For the third consecutive year, the Middle East Region will host the Eastern Staff College under the direction of Lt. Col. Barbara Morris, deputy chief of staff for Training.

The school will be held July 9-15, 1978, at Roanoke College in Salem, Va., instead of at Randolph Macon College where it had been held in previous years because the school has outgrown the facilities available there.

The curriculum will still include management and leadership, but the seminars will be based on daily assigned problems instead of on Levels I

and II senior training.

Personnel from the Northeast Region will have a greater part in the school as seminar leaders and staff members.

Brig. Gen. Thomas C. Casaday, national commander, CAP, will be guest of honor at the dining out and will also present diplomas at the graduation ceremonies.

Applications should be sent as soon as possible to Lt. Col. Barbara Morris; 10316 Army Ave.; Kensington, Md. 20795. Wing commanders have full details on eligibility requirements and other information on the school.



PRESENTATION — Scott Matheson, governor of Utah, left, holds the Gen. Carl A. Spaatz Award which he will present to Cadet Kathy Hart, Oquirrah Mountain Comp. Sq. (Utah Wing). Hart is presently attending the University of Utah. She is from Billings, Mont., and is a former member of the Billings Comp. Sq. (Montana Wing).



TUITION GRANT — Garrett Schwartz, president, Front Range Chapter, Air Force Association, Colorado, right, presents a check for \$382 tuition for CAP's National Leadership Development Course on Aerospace Education to USAF Col. Elmer J. Zulauf, Rocky Mountain Liaison Region. The scholarship recipient has not yet been chosen.

CADET AWARDS

Earhart Awards—March 1978

| | | |
|--------------------------------|---------------------------------|---------------------------------|
| David R. Mitchell01093 | Wally J. Meerschaert20199 | Robert N. Reges37222 |
| Luz M. Ochoa04292 | James F. Goodrow20261 | Michael J. Snodgrass38025 |
| Kai E. Gerkey05108 | Curt A. Hed21017 | Joel K. Goloskie38025 |
| Jay M. Hyland05148 | Marie L. Vozzo22057 | Corinne A. Kokoszka38035 |
| Mark S. Tomblin07008 | Richard S. Graziano23018 | Mark D. Baugh39019 |
| Randal L. Rose08309 | John M. Neese25033 | Joseph T. Kinard39019 |
| David C. Restucher08425 | Claudio J. Solorzano25054 | James L. Baker41144 |
| Lee A. Barker09090 | Joseph T. Collins25056 | Andrew W. Henneman43027 |
| Kayla A. Powers10099 | Linda J. Krygeris28037 | Dana B. Sam Wood47094 |
| Bernard A. Mo10102 | Stephen K. De Blois31073 | George L. Hodgson48055 |
| Steven J. Holmstrom11011 | Daniel J. White31164 | Susan M. Pawlowski48126 |
| David R. Lotarski11211 | Richard C. Frost31273 | Hector C. Diaz52027 |
| David P. Johnson11271 | David W. Trop32029 | Juan C. Montanes52035 |
| Leah M. Reimer12123 | Craig L. Williams36037 | Eduardo Luciano52066 |
| Harold W. Grigdesby12123 | Patti A. McKeever36042 | Carmen M. Gonzalez52097 |
| Kay L. Lincoln20072 | Mary E. Salvage37068 | Luis F. Fernandez52105 |
| Brooke C. Smith20199 | Stanley A. Skrabut37068 | |

Mitchell Awards—March 1978

| | | |
|---------------------------------|---------------------------------|----------------------------------|
| Sheila S. Sturgeon04261 | Charles W. Fabijanic29058 | Ivan S. McKnight47013 |
| Allen L. Hammann05068 | Roger W. Andrejco29088 | Richard M. Byrnside47013 |
| Richard L. Province05068 | David O. Lacroix29092 | Jeffrey S. Ganes47013 |
| David B. Rushing05143 | Peter A. Barbin30012 | Robert W. Rutta47013 |
| Kevin J. Shomper05148 | John L. Zoldi31011 | Jeff L. Nelson48046 |
| John S. Gonzales05148 | Michael J. Carroll31296 | Steven J. Schmidt48061 |
| Henry R. Tichy06059 | Matthew S. Trieb31333 | Naven J. Knutson50017 |
| Beth A. McDowell07004 | Robert G. Thomas32111 | Wesley J. Barut51057 |
| Ronald J. Clift07008 | Dickie W. Hayes32111 | Robert C. Donaghy51057 |
| Kraig M. Doyle08066 | Michael E. Richards32119 | Donna M. Molina51057 |
| Karen L. Fronckowiak08227 | Scott A. Livingston34015 | Randal A. Leval51057 |
| Scott E. Kirby09023 | William M. Pryfogle34114 | Douglas J. Dawson51057 |
| Cristov Dosev11011 | Ron L. Adolf36016 | Eduardo Ortiz52012 |
| Guy G. McCulloch11020 | Antonio Hernandez36073 | Modesto Lopez52035 |
| Donald B. Coleman11041 | Gary J. Hancock36073 | Raymond Ramos52035 |
| Ronald P. Burbach11042 | Ellysha L. Macivor37010 | |
| Phyllis A. Gatewood11137 | Ann E. Bomgardner37045 | Juan J. Arce52035 |
| Mary E. Rafferty11263 | Nathaniel Lewis37048 | Maria M. Cuadrado52035 |
| Janet R. Breygogle13004 | Donna M. Chamberlain37088 | Monserrate Cruz52035 |
| Tim L. Mulnix13004 | Eddy J. Peynolds37088 | Jose Marrero52035 |
| Dione M. Chmielewski13004 | Debby A. Baker37089 | Wanda I. Almodovar52087 |
| Norman D. Burtness13075 | Stephen C. Krotow37105 | Kelvin Nieves52097 |
| Lonnie R. Dillon14061 | Ted J. Davis37145 | Eddie Robles52097 |
| Lisa C.M. Bayhi16021 | Ricky L. Tantlinger37145 | Evelyn Hernandez52097 |
| John A. Fandel18052 | Matthew J. McMillen37146 | Raul Hernandez52097 |
| James M. Wright18071 | Rebecca M. Devinny37273 | Luis E. Lopez52097 |
| Paul R. Quелlette19019 | Frank E. Jolly39075 | Ana L. Valaquez52097 |
| Raymond P. Brunelle19050 | David W. McCutchen41073 | Wanda I. Ortiz52097 |
| Donald G. Beaudry Jr.19050 | John K. Richardson42007 | Wilfredo Santiago52097 |
| Eddie L. Jackymack20065 | John D. Sullivan42262 | Maria De Los A. Ateca52097 |
| Paul V. Harris20065 | Danny A. Dollar42279 | |
| Frederick J. Brown20164 | Tim A. Sume43027 | |
| Robert J. Golden20199 | Mark E. Spain45064 | Genevieve Gonzalez52097 |
| Kathleen M. Nietzke20238 | Michael G. Fonseca45064 | Maria M. Cuadrado52097 |
| Steve A. Schroeder20250 | Michael K. Southall45122 | Julio C. Medina52097 |
| David W. Soderman21012 | Timothy F. Huffman45122 | Lucia I. Aloyo52097 |
| Scott A. Huberty21044 | Robert S. Bush45122 | Jose L. Delgado52097 |
| Michael S. Claps25033 | James K. Willis Jr.45122 | Jose A. Ortiz52108 |
| Robert B. Smith25045 | Jeffrey D. Ewing45125 | Albert Rivera52108 |
| Vincent T. Anwyll25053 | Greg T. Hader46002 | Jose D. Santos52108 |
| Paul M. Proulx25053 | Dave A. Mason46085 | Alan P. Cacho52111 |



CONGRATULATIONS — Cadet Third Class Mary W. Daley of the U.S. Air Force Academy Class of 1980, center, receives the Gen. Carl A. Spaatz Award from Brig. Gen. Stanley C. Beck, commandant of cadets at the Academy, as Commander Ernest L. Lewis of the Navy Systems Command looks on. Lewis was deputy commander of cadets of the Fredericksburg Comp. Sq. (Virginia Wing) when Daley was a cadet there.



HIGH AWARD — Capt. Mark S. Riggsbee, Shelby County Comp. Sq. 2 (Tennessee Wing), left, receives the Col. Frank Borman Falcon Award from Congressman John Duncan during recent ceremonies in Knoxville.

CAP Radio Personnel Directs Rescue Of Girl

By Maj. Frank A. Burnham
HQ. California Wing

RIVERSIDE, Calif. — Two old timers, a cadet and a young senior member who only recently made the transition from cadet ranks weren't credited with a find or a save in mission earlier this year, but Carol Robson of Fort Collins, Colo., knows her 10-year-old daughter, Michel, is alive today because of their work and especially because CWO Bob Keilholtz of Pasadena Cadet Sq. 17 (California Wing), made a difficult, on-the-spot, field decision.

The mission began when the pre-1960 Cessna 182, piloted by Gene McCaffrey of Boulder, Colo., carrying his wife, Rachel, and their granddaughter, failed to arrive at San Diego's Lindbergh Field on a flight from Prescott, Ariz.

The California Wing Mission Data Team confirmed that the aircraft had reached the Colorado River entering California and that the pilot did intend continuing to San Diego despite the weather conditions.

With almost all of Southern California socked in, mission coordinator, Capt. Rod Lattimer of Group 3, deployed ground DF teams into the area of greatest probability.

Several airliners reported receiving ELT signals in an area west of the Julian VOR to the Los Angeles center.

Keilholtz was dispatched to operate a radio relay from Mt. Laguna, an area not covered by Southern California's four VHF repeater stations.

Capt. Gary Limpus of the California Wing Staff and his wife, Capt. Dolores Limpus, spent more than 12 hours in the field the first afternoon and night and returned the next morning.

The ELT was difficult to track, but they finally triangulated it

and narrowed the area to a few square miles.

When Limpus tried to radio the coordinates to base, Keilholtz, listening to both sides of the conversation, realized that the information was not getting through. He also knew that on the east side of the mountains a San Diego County Sheriff's helicopter was just landing at Octillo Wells after searching for some missing hikers.

Keilholtz, who also monitored the weather at the coordinates given by the DF team, saw that a momentary clearing had occurred at another location."

"Keilholtz made a field decision, and a good one," California Wing Mission Control Officer Lt. Col. Betty Decker declares, "when he told the DF team to maintain position in the face of instructions being radioed (but not being received) for it to go to another location.

He also directed the sheriff's helicopter to the scene on another frequency and provided communications between the units until they were able to talk directly.

The clouds remained out of the area just long enough for the helicopter to spot the wreckage and land nearby and take Michel to safety."

According to doctors, the girl was in fair condition with a broken jaw and suffering from exposure. Her grandparents did not survive the incident. Authorities agree that with the weather situation, her injuries and the probable deterioration of her morale, Michel probably would not have survived another day and night.

In a telephone call to the California Wing, Carol Robson asked that her gratitude be relayed to all involved, especially the DF team and Keilholtz.

"Just tell those people I ask God to bless them," she said.

Cadets Work On Nebraska Levee

FREMONT, Neb. — When the Platte River overflowed its banks recently causing the worst floods in 40 years, members of the Fremont Cadet Sq. (Nebraska Wing) were called out to fill sandbags to reinforce the levee near this threatened northeast Nebraska town.

Further south, the town of Valley and several suburbs of

Omaha were flooded by the Platte and Elkhorn rivers.

The American Red Cross called on the Nebraska Wing headquarters to provide aerial surveillance of the rivers and the weakened dikes. The Civil Air Patrol provided a Cessna 172 and a PA-18 to cover the flooded area.

Other Omaha area CAP units

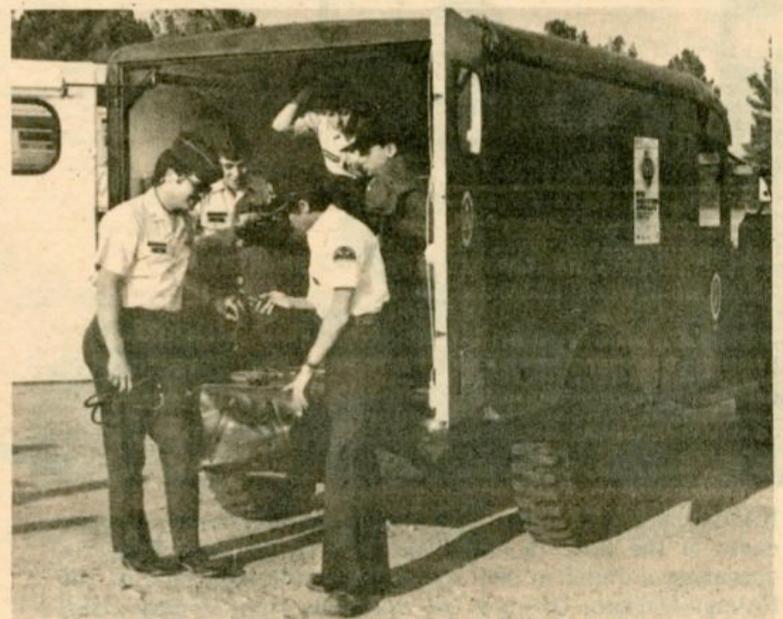
assisted the Red Cross with its emergency food distribution program to the victims.

Other agencies providing relief to flood victims were the National Guard, Salvation Army, local sheriff and civil defense offices.

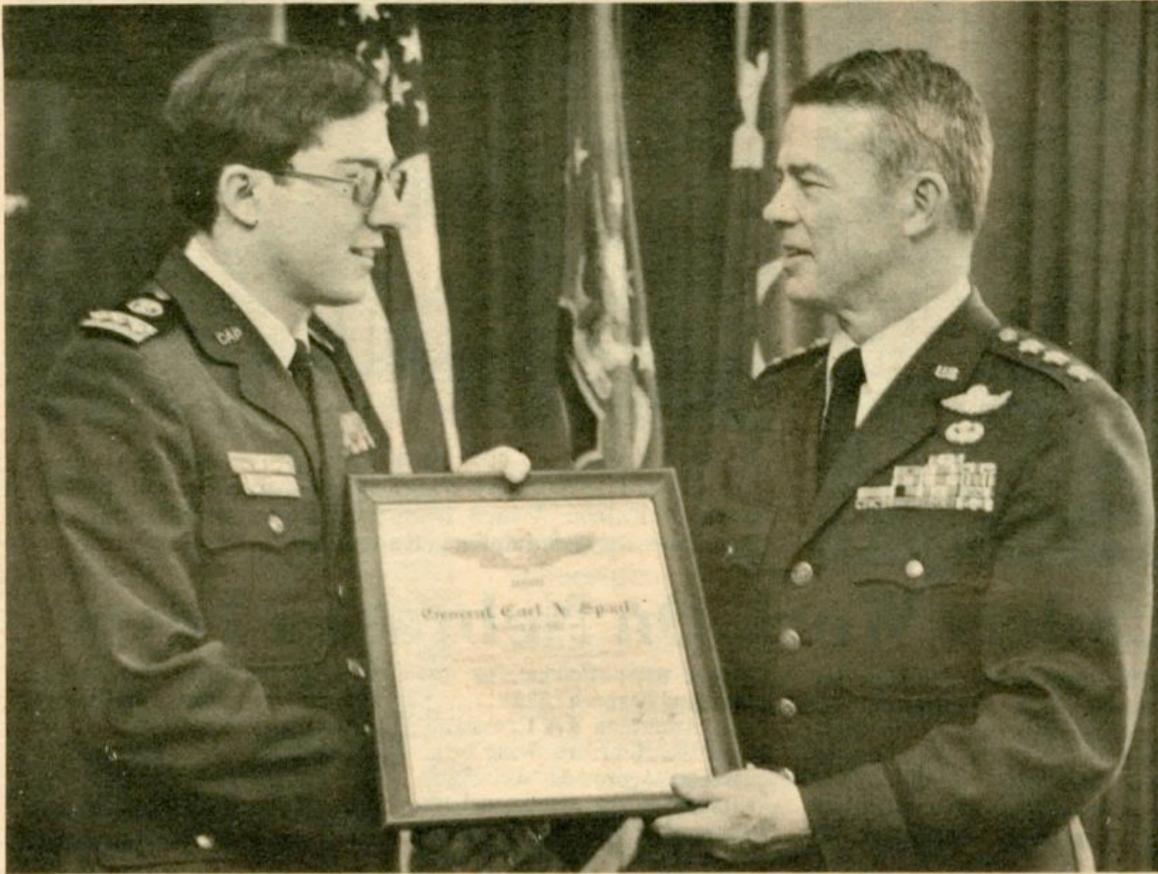
Damages from the flood totaled \$67 million.



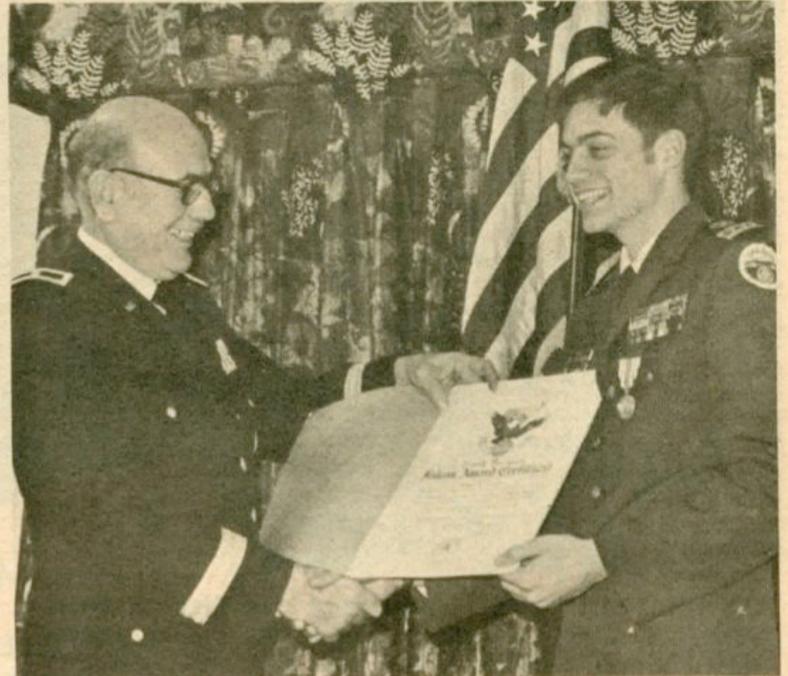
EQUIPMENT COMPARISON—Members of the California Wing's Group 1 squadrons recently assisted with the March of Dimes Superwalk '78 in Northridge, Calif. While there they had a chance to compare equipment with paramedics on a Schaefer ambulance. ABOVE: Paramedic Scott D. Jasgur, center, demonstrates equipment carried in the ambulance to Cadets David Weiss, left, Yvonne Wuchter and Richard Venrick. RIGHT: 1st Lt. Charles Hagan, left, deputy commander of the North Hollywood Comp. Sq. 3, discusses equipment in the unit's emergency services van with paramedic Ray Gilson. Cadets David Weiss, second from left, Tony Oomans and Steven Weiss look on. (Photos by Capt. Beth Hughes)



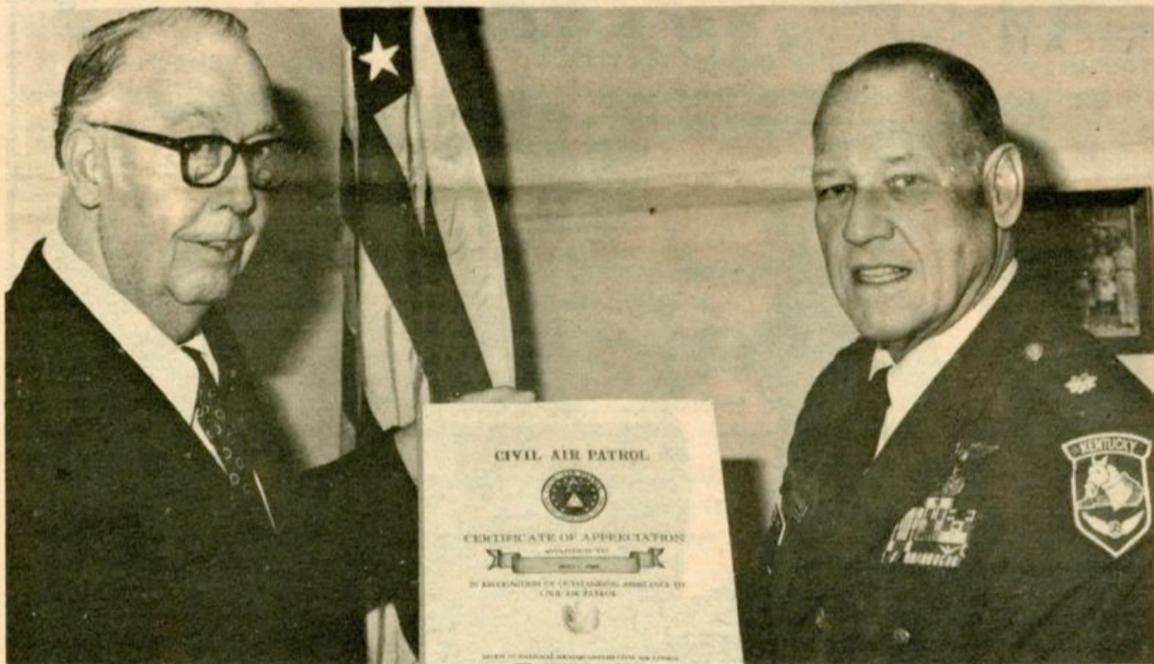
CAP News In Photos



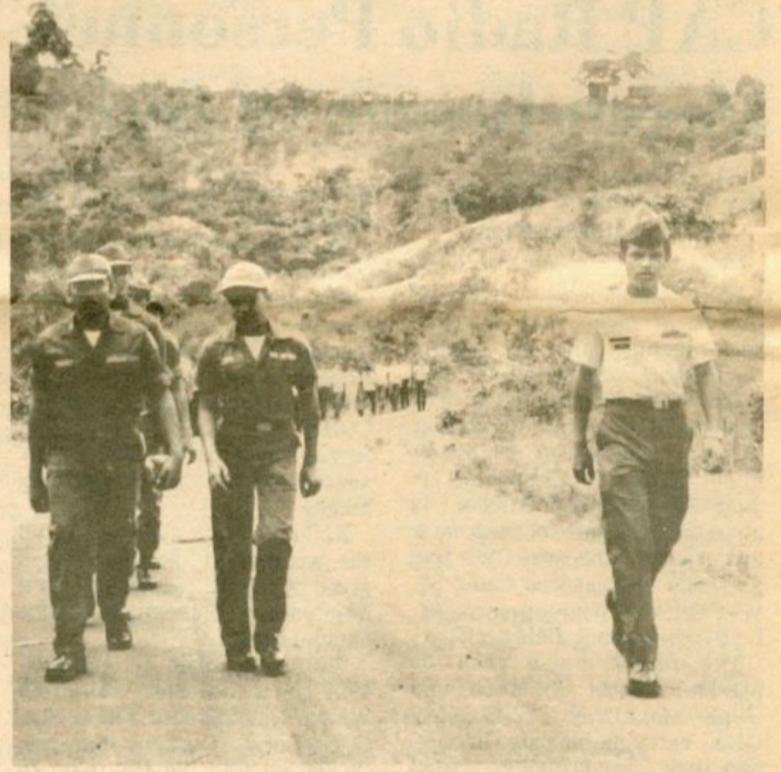
SPAATZ AWARD — Cadet David N. Simmons, left, of the Arvada Comp. Sq. (Colorado Wing) receives the Gen. Carl A. Spaatz Award from Lt. Gen. Kenneth L. Tallman, superintendent of the U.S. Air Force Academy.



FALCON AWARD — Brig. Gen. Claude W. Biehn, adjutant general for the Oregon National Guard, presents Cadet Gary Lorimor, Corvallis Comp. Sq. (Oregon Wing) the Col. Frank Borman Falcon Award. Lorimor, a student at Oregon State University in the AFROTC program, also received the Gen. Carl A. Spaatz Award at the same time.



APPRECIATION — Harold G. Brown, defense property disposal officer, Lexington-Bluegrass Army Depot, Lexington, Ky., left, accepts a certificate of appreciation from Maj. Nathaniel L. Tucker, commander Group 4 (Kentucky Wing). Brown was honored for helping CAP to obtain serviceable equipment. (U.S. Army Photo)



CADET HIKE — Cadet Jose D. Santos, right, leads newly recruited members of the Cidra High School Cadet Sq. (Puerto Rico Wing) on an overland hike to the squadron encampment area at Montellano. (Photo by 1st Lt. Pedro Zayas)



RADIO DUTY — Cadet Rick Goodman, left, assists another cadet of the Raleigh Comp. Sq. (North Carolina Wing) in operating a radio at the squadron's command post at the Raleigh-Durham Airport. On weekends from Friday afternoon until Sunday evening, cadets monitor the radio and provide current weather updates and other information to pilots. (Photo by 1st Lt. Lynne Edwards)



FLIGHT TIME — Cadet members of the Stratford Eagles Comp. Sq. (Connecticut Wing) pose with Capt. Daniel Lessard, front row kneeling, deputy commander for cadets, before boarding a C-130 for a flight to Wright-Patterson AFB, Ohio, where they visited the Air Force Museum. (Photo by SM Konstatine Rychalsky)

PEOPLE... in The News

Northeast Region

New Hampshire Wing Information Officer Col. Herbert Gray presented an award to 2nd Lt. Bertha Lessard, Hooksett Comp. Sq., for conducting an outstanding unit information program... Lt. Col. Richard Blom, commander Group 30 (Pennsylvania Wing), recently received an Air Force Association Citation for the Outstanding Group of the Year from the Olmstead Chapter of the AFA. Capt. Richard Welliver, former Group 30 administration officer and now assigned to the region staff, received the senior member of the year award. Cadet Janet Jones was named the outstanding cadet of the year for the state ... Members of the National Aviation Facilities Experimental Center Comp. Sq. (New Jersey Wing) received training with the 177th Fighter Group of the New Jersey Air National Guard. Cadets Heather Perkins, Scott Clark, Carmen DiGiacinto and Charles Thompson trained in the medical laboratory and conducted routine eye and hearing tests, EKGs and urine analysis. The squadron also recently assisted the American Heart Association in the local chapter's fund drive.

John V. Klein, Suffolk County executive, recently congratulated Cadet Donald Prince, Suffolk Cadet Sq. 10 (New York Wing) on being named squadron Cadet of the Year ... Cadet Rebecca DeVinny, Indiana Cadet Sq. 703 (Pennsylvania Wing), recently received a certificate for "Outstanding Contribution to the Accomplishment of the Recruiting Mission" by SSgt. Raymond L. Snyder Jr., Air Force recruiter in Indiana, Pa. She completed 200 hours of volunteer work for the Air Force Recruiting Service ... Several members of the Westchester Group (New York Wing) recently completed a multimedia first aid course with members of the Mt. Pleasant, N.Y., auxiliary police. The course was sponsored jointly by CAP, the Red Cross and the Police Benevolent Association.

The recently renamed Blair County Sr. Sq. 1503 (Pennsylvania Wing), formerly known as Squadron 615, has been assigned to Group 1500, commanded by 1st Lt. Gary Gerardine, who was formerly commander of Squadron 615 ... Seven members of the Lebanon Sr. Sq. (New Hampshire Wing) were honored for 20 or more years service to the Civil Air Patrol. Col. John Piane, wing commander, presented Capt. Clifford S. Henderson, squadron commander, with a certificate recognizing his 25 years in CAP. Henderson in turn recognized 1st Lts. Leo T. Kelly and George N. Rice for 36 years; 1st Lt. Glenn Chapman for 31 years, Lt. Col. Blair Watson for 26 years; Lt. Col. Vernon N. Clark for 23 years, and Lt. Col. Howard C. Young for 20 years. The squadron is now in its 26th year of operation ... The Rostraver Blacksheep Sr. Sq. (Pennsylvania Wing), after receiving the latest directives for mission qualified pilots and observers is undergoing a complete update.

Cadets of the Orange County Group (New York Wing) recently took the part of victims in a disaster exercise held by Horton Hospital ... Members of the Suffolk County Group (New York Wing) Cadet Advisory Council held their Second Annual Ball in Sayville recently. Cadet William Malone, cadet commander of Squadron 5 and also chairman of the council, received the Cadet of the Year Plaque. Squadron 10 was named Squadron of the Year. Cadet Ann Tracy of Squadron 4 was named Miss Suffolk County and Cadet John Hertz of Squadron 6 was named Mr. Suffolk County. This was the first year that these last two awards were given. Capt. Joy Nelson was awarded Senior Appreciation. An-

drew Balistreri pinned on his first lieutenant bars ... Ten cadets of the Amelia Earhart Westchester Cadet Sq. (New York Wing) have completed the American Red Cross course in cardiopulmonary resuscitation. Five members of the volunteer fire department also attended the course, which was given in the squadron headquarters building.

Members of the North Pennsylvania Comp. Sq. 905 will attend special briefings given by the General Electric Corporation's Viking and Space Shuttle team members ... Cadets Marian F. Cronin, Linda J. Krygeris, Brian Bowen and Dirk H. Slone recently flew on an inflight refueling mission aboard a KC-135 of the New Hampshire Air National Guard unit at Pease AFB. Lt. Col. Herb Gray of the New Hampshire Wing staff accompanied the members of the Highlanders Comp. Sq. on the flight. Future flights for other cadets of the squadron are planned ... The entire membership of the South Hills Comp. Sq. 613 (Pennsylvania Wing) is studying the Red Cross first aid course. Senior Member Jolan Silver is conducting an FAA-approved ground school for all interested members of the squadron.

Middle East Region

Cadets of the Wheeling Comp. Sq. (West Virginia Wing) recently greeted a new member, Cadet Bob Luchetti who joined the squadron in January... Over 180 Civil Air Patrol members in Maryland recently helped out at the United Cerebral Palsy of Central Maryland's telethon. Personnel were assigned to the telephone headquarters at Montgomery Wards and TV station WBAL. Two squadron commanders, Capt. William Loring and Maj. Robert Martin, were interviewed and gave a brief description of CAP.

Lt. Col. Ernest L. Lewis, Fredericksburg Comp. Sq. (Virginia Wing), is a commander on active duty with the Navy, who is advanced development project officer for the XFV-12A Vertical/Short Takeoff and Landing (V/STOL) technology prototype aircraft, which will soon be tested at NASA's Langley Research Center. Lewis is teaching squadron members the language and fundamentals of V/STOL aircraft.

Cadets of the St. Mary's Comp. Sq. (Maryland Wing) recently had orientation rides on aircraft from the Congressional Sq. (National Headquarters). For many cadets it was the first time in the air. Officials from both squadrons felt that such joint activities will help build the cadet program. Plans have been made to repeat the flight for other cadets.

Southeast Region

Six members of the Howard Showalter Sr. Sq. (Florida Wing) got an extra treat recently. Just before a safety seminar that they were scheduled to attend one Saturday, First Lady Roselynn Carter arrived in Herndon Airport in Air Force Two. When squadron members arrived, they found the DC-9 parked outside and four stewards in the snack room. They struck up a conversation that soon turned to the aircraft and before long they found themselves on a tour of the jet.

Senior Member Bryan Posey of the West Miami Cadet Sq. (Florida Wing) finished 91st in the recent Greater Miami Marathon. Of the 230 people who competed, only 140 finished. Squadron cadets took part in the United Way Walk-A-Thon recently. All the cadets walked part of the way. Cadets Tom Conard and Ronald Gulla walked the entire 20-mile distance.

Lt. Col. Clayton Miller and 2nd Lt. James W. Smith of the Deland Comp. Sq.

(Florida Wing) recently received certificates of appreciation of the outstanding service with the squadron from squadron commander 2nd Lt. Marvin Lane.

Great Lakes Region

Cadets Michael Sceglia, Jeffrey Williams, Mark Oldham, Tom Miron, Michael Huck, Gail Patridge and Terry Baumgartner and 2nd Lt. Dennis Evans of the South Macomb Cadet Sq. 3-2 (Michigan Wing) are enrolled in an adult education aviation ground school course at Fraser, Mich... Two members of the President Gerald R. Ford Cadet Sq., (Michigan Wing), Cadets Chris G. Coakley and Randy Muhguia, volunteered to assist the Mothers and Dads' Clubs at Brother Rice High School in a recent fund raising project ... The Farmington Cadet Sq. (Michigan Wing) has chosen three Cadets of the Quarter. They are Cadets Roth Snively, Marisa Brown and Ann Williamson ... Cadet Ronald Reimer of the Lake County Comp. Sq. South (Indiana Wing) has been elected chairman of the Wing Cadet Advisory Council ... The nine man Ohio Wing drill team, led by Cadet John Benedict, gave a five minute innovative drill exhibition before an audience during half time at the West Pennsylvania Drill Association Competition recently.

Members of the Trenton Cadet Sq. (Michigan Wing) recently attended a planetarium show at the Cranbrook Institute of Science in Bloomfield Hills, Mich., entitled "Traveling Under the Stars," which depicted the positions of the stars as seen from different parts of the world at various times in the past ... Capt. Paula Huffaker, supply officer for Michigan's Group 16, was selected Senior of the Month for February ... The Blue Water Cadet Sq. (Michigan Wing) moved into its new permanent home at the St. Clair County Airport in February.

The Lockbourne Comp. Sq. 1000 (Ohio Wing) held its awards night recently. First Lt. Gerie Cornette was named Senior Member of the Year for managing the information and recruiting programs. Cadet David A. Toy was chosen as Cadet of the Year ... For the past few years Maj. Julius Appel of the Kentucky Wing's Group 4 has had a window display at the Cincinnati, Ohio, Greyhound Bus Terminal. Changing it frequently, he displays about 75 different types of aircraft and vehicles, including a Greyhound bus, flags, and CAP posters.

North Central Region

Six cadets from the Salina Comp. Sq. (Kansas Wing) and Capt. Jeff Guernsey of the Wing staff recently were invited by the Salina Army National Guard to watch the M-60 tank on the Ft. Riley firing range. Cadets attending were John Wies, Lee Phillips, Gary Phillips, Bob Lagerstrom, Ron Harvey and Joel Bradshaw ... Maj. Shirley Rosacker, information officer for the North Iowa Comp. Sq. (Iowa Wing) who is starting her 20th year with CAP was named the outstanding squadron information officer for Iowa for the second year in a row. She had previously been information officer and commander of the Niantic Cadet Sq. (Connecticut Wing) Three other squadron members, Maj. William Rich, Capt. Dale Recker and 2nd Lt. Burton TeKippe Jr were awarded the search and rescue find ribbon.

Southwest Region

1st Lt. Norman Polk, Rogers Comp. Sq. (Arkansas Wing) owner of a local fur-

niture store, has been named chairman of the Benton County Chapter of the American Cancer Society's 1978 Education and Fund Raising Crusade which began in April ... Cadet James Elliot, Thunderbird Comp. Sq. 4 (New Mexico Wing), was named Wing Cadet of the Year. Squadron cadets also recently attended a day of activities' sponsored by the pararescue unit at Kirkland AFB ... Maj. Rupert E. Hazen, chaplain of the Tempe Comp. Sq. 307 (Arizona Wing), was recently awarded the Army National Guard Meritorious Service Medal upon his retirement from the guard. Hazen previously received the CAP Meritorious Service Award. Maj. John H. Fenner has been named commander of the Tempe squadron, replacing 1st Lt. George Helman, who joined the Air Force and is presently going through navigator training.

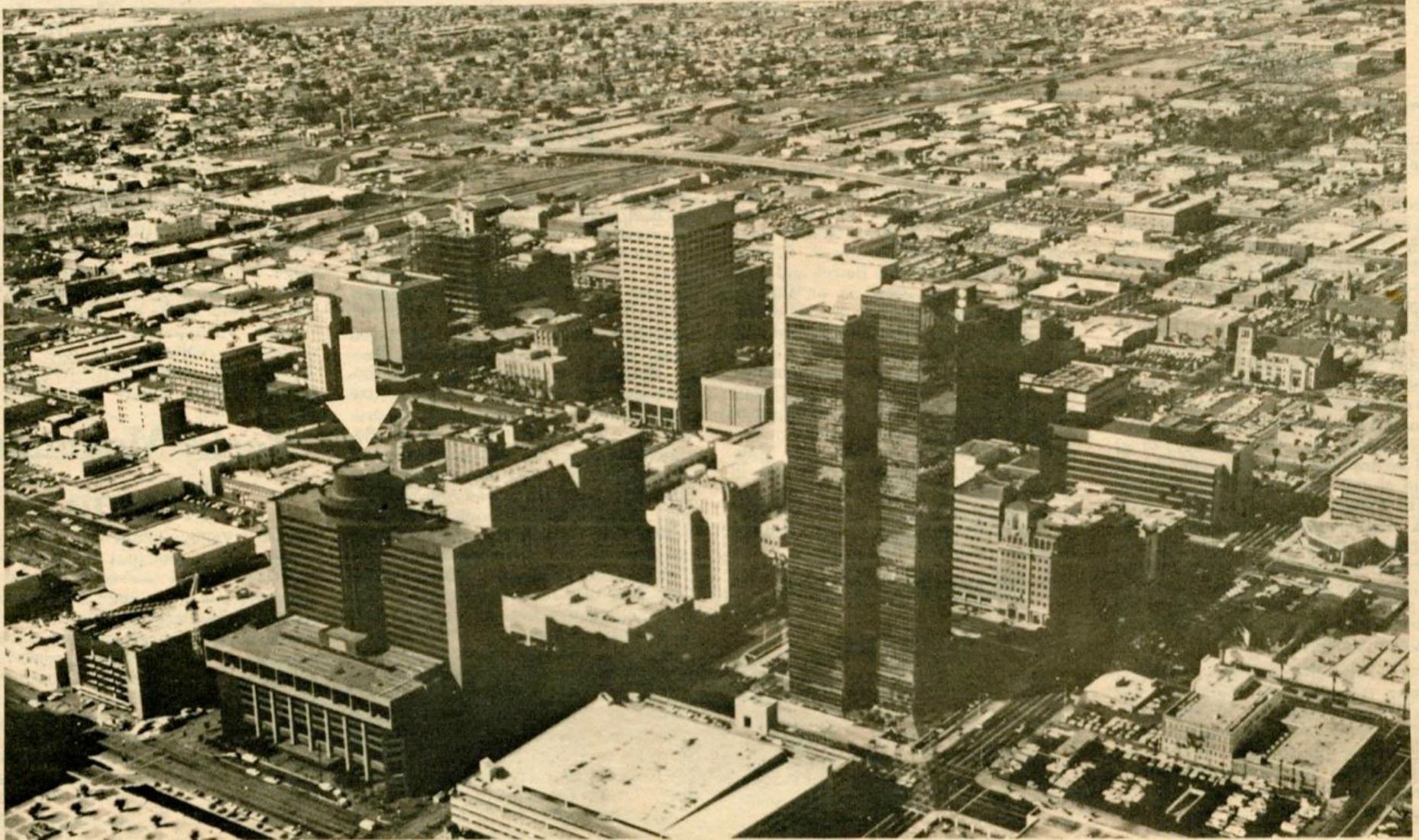
Rocky Mountain Region

North Valley Comp. Sq. (Colorado Wing) recently took part in a Wing cadet SARCAP. Cadets worked as ground ten members, air crews and staff at mission headquarters. Cadet Roberta Proctor was commended for doing a good job as the air operations officer. Other cadets participating were Gregg Beary, John Gullinane, Anton Eret Jr., Allen Hamman, Fred Lavigne, Brenda Leonhardt, Daniel McConnell, Michael Pesall and Kevin Yackle ... 2nd Lt. Kathleen A. Baysinger, North Valley squadron information officer, was named the Outstanding Senior Member by the squadron commander, Lt. Col. Leonard E. Bluebaugh. Other awards were presented to Cadets Joel Flores, Outstanding Cadet Airman; Cadet Anton Eret Jr., Outstanding Cadet NCO and Gregg Beary, Outstanding Cadet Officer. Capt. Stanley Kilgore was given a special ELT award. North Valley cadets recently attended a training exercise at Fort Carson, Colo., which taught field safety and sanitation, first aid, litter evacuation, night navigation and rappelling.

Pacific Region

At a recent West Bay Comp. Sq. 110 (California Wing) awards banquet, Maj. Henrik Lock was named Senior Member of the Year and Cadet Alan Healey was presented the Cadet of the Year Award. A number of unusual awards were also given out, one of them was the "Sponge" given to the best plane washer ... Maj. Marvin Mullins, former commander of the North Hollywood Comp. Sq. 3 (California Wing) recently received a plaque from cadets in the squadron, which he commanded for six years. It was presented by the new commander, a former cadet, Capt. Jay Weinsoff ... The Delta Comp. Sq. 44 (California Wing) was recently named the Outstanding Squadron of the Year by the Yosemite Group 16. Cadet Francisco Martinez of the same squadron was named Outstanding Cadet in Leadership. Cadet Amy Greczyn was named Outstanding Cadet in Aerospace Education ... The newly formed Hickam Comp. Sq. (Hawaii Wing) recently held a static display on C-141 Starlifter and C-5 Galaxy aircraft for its members at Hickam AFB ... Members of CAP units in Peninsula Group 2 (California Wing) won two of the three awards at the recent wing conference in Fresno. Capt. Meyetta Behringer, R. G. Fowler Cadet Sq. 114, was named Outstanding Female Pilot and Capt. Lee White, commander of the San Jose Sr. Sq. 80, accepted the Outstanding Senior Squadron of the Year Award on behalf of the squadron.

Phoenix, Ariz. HEART OF Sun Country



DOWNTOWN PHOENIX, ARIZ. — HYATT REGENCY HOTEL IS AT LOWER LEFT IN PHOTO (ARROW)

SITE OF THE **National Board Meeting-'78**

HEADQUARTERS WILL BE AT

HYATT REGENCY HOTEL

JOIN YOUR FELLOW CAP MEMBERS IN FABULOUS PHOENIX FOR '78's BIG NATIONAL BOARD MEETING AND FUN IN A CHOICE SECTION OF THE NATION!

NOTE:

YOU MUST PRE-REGISTER THIS YEAR! WE WILL PRINT A PRE-REGISTRATION FORM AND A FORM FOR HOTEL RESERVATIONS IN FUTURE ISSUES OF THE PAPER.

FACTS About Phoenix

Phoenix: capital of Arizona.

Population: 696,000, largest city in the state and 14th largest in the nation.

Metropolitan area population: 1,352,000.

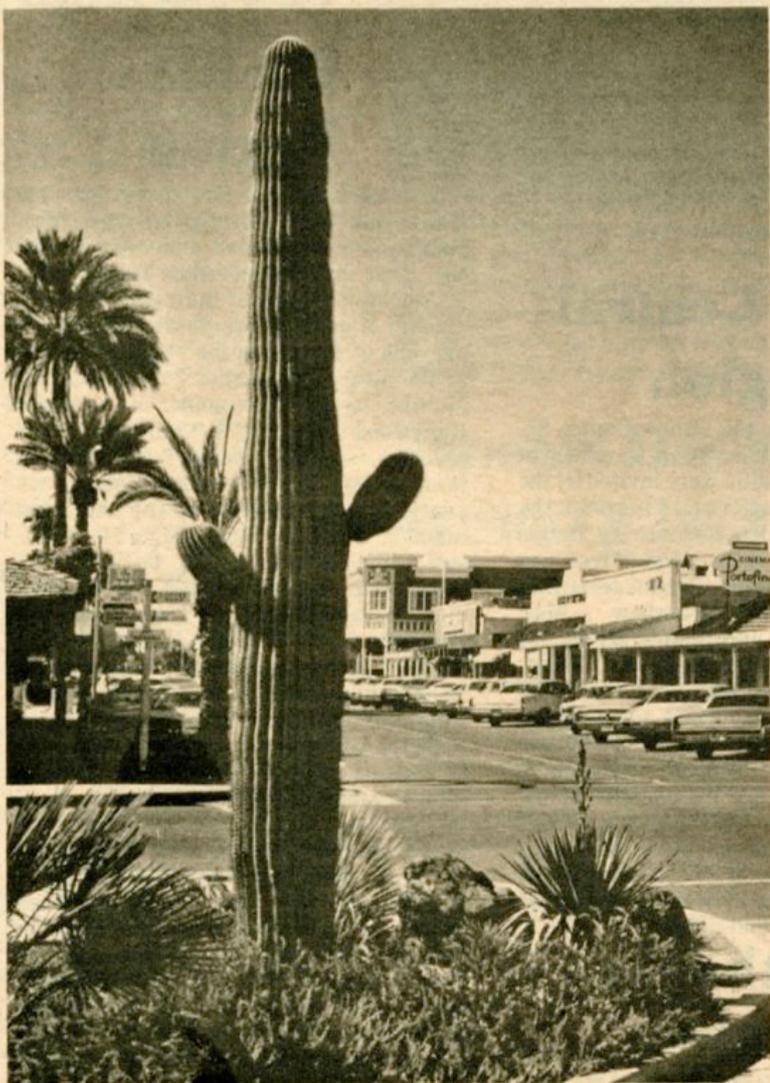
Area: 276.6 sq. mi. Metropolitan area: 9,226 sq. mi.

Industry: electronics, aircraft parts, electrical components, clothing, metallurgical plants.

Cultural interests: public library, art museum, zoo, botanical gardens, symphony orchestra, Indian museums, theaters.

Sports: 50 golf courses, inland surfing, ice skating, professional teams, horse, greyhound and auto racing.

Transportation: Sky Harbor International Airport served by nine airlines, two railroads, two bus lines.



PHOENIX' DESERT HERITAGE SEEN IN SHOPPING CENTER