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HONOR CADETS SCREENED
FOR SPECIAL AWARDS

What is a sonic boom?
Give an illustration of harmonic motion.
Why is the prop on an airplane square-tipped in some instances?
How many G's can the human body stand?
What are the basic instruments of flight?
Describe magnetic deviation and variation.
Who is your representative in the National Congress?
What is the jet stream?

Fourteen honor cadets, representing six squadrons, answered questions such as these during a six-hour session at the Sheraton-Fontenelle Hotel in Omaha on 28 February. A screening committee of seven persons interviewed the cadets individually to determine the winners of special awards presented annually by Civil Air Patrol.

The following cadets emerged as winners:

BOYS - (1) Ralph L Williams, Scottsbluff Sqd
(2) John D Ryan, Jr, Offutt Sqd
(3) Frank Carlstrom, Fremont Sqd
Alternates: Fred P Ostmann, Fremont Sqd and Armand Chaput, Offutt Sqd

GIRLS- (1) Carroll A Hale, Offutt Sqd
(2) Nancy Emmons, Omaha Sqd
(3) Barbara Cocks, So Omaha Sqd
Alternates: Dorothy R Brown, Fremont Sqd and Patricia Brundage, Offutt Sqd

At stake for the boys were two appointments to the International Air Cadet Exchange and one course in Jet Orientation at Perrin Air Force Base, Texas. For the girls, two were selected for Regional Exchange and one for Jet Orientation at Maxwell Air Force Base, Alabama.

Judges who interviewed the cadets and made the selections were:

H J (Ted) Grove - Omaha businessman
A C Kennedy - Omaha businessman
Richard Mooney - Municipal Airport Manager, Omaha
Col Bert Rosenbaum USAF - Offutt AFB, Director of Base Services
Lt Col Ralph L Reed USAF - Lincoln - Air Force Reserve and Air Force Assn
Lt Col Gerald Raschke - Deputy for Cadets
Lt Col Mollie B Campbell - Inf Serv Officer

Screening actually began Friday evening, during a dinner meeting at the hotel, when cadets were required to give three-minute talks. Individual interviews started early Saturday morning and lasted most of the day. Announcement of the winners was made by Lt Col Raschke.

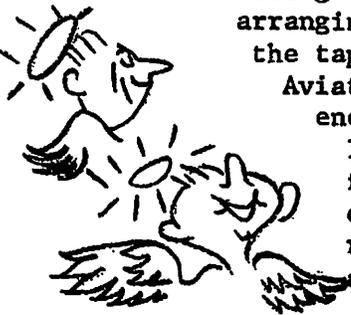
Winners must be approved by both Regional and National Headquarters before the appointments become official, according to Lt Col Raschke Deputy for Cadets.

THE FLIGHT LINE

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408 Post Office Building - Omaha

Col H James Grove	Wing Commander
Lt Col Harold Payne	Deputy Wg Com
Maj H A Wakefield USAF	Liaison Officer
—	
Lt Col Mollie B Campbell	Editor
Unit ISO's	Reporters
1 Lt Rose Lancaster	Staff Secretary

It's a little late for Valentines - but herewith a **BIG PUBLIC THANKS** from the Wing ISO to Tom Pickering and Bill Reeves for arranging for and operating the tape recorder during the Aviation Education Conference. Without them, the ISO section would have fallen flat on its empennage! They were really a couple of angels!!!



We'd also like to acknowledge our appreciation for the wonderful pictures taken at Offutt AFB by the Offutt and SAC ISO Department photographers. And another coat of gold paint on Tom Pickering's halo for all his beautiful pictures. And a "merci beaucoup" to Offutt's Betty Kennedy for her assistance throughout the conference. And another to Lou Cutler for setting up the sign on the marquee of the hotel.

While we're being little Mary Sunshine and radiating gladness, let's thank some people who helped get the first issue of **THE FLIGHT LINE** into production. Rosemary and Howard Phelps, and Sensation Mower, did a real rush job on the printing. South Omaha cadets assembled and stapled. Hank Katzenberger arranged for mailing and distribution. If your name is not on the mailing list, let Hank know.

We ran into quite a few snags in getting the new paper under way, but we hope to have smoother sailing in the future.

LB 598, a bill which will provide for an appropriation of funds for use of Civil Air Patrol, was moved out of the legislative committee on Thursday, 12 March.

Several carloads of CAP supporters from Omaha battled the season's worst blizzard on 5 March to present their case before the Committee on Miscellaneous Subjects. They were backed up by spokesmen from Civil Defense, Lions' Club, Ninety-Nines, Red Cross, and Air Force Association.

Many CAP members have worked in various capacities to prepare and present this bill. A great deal more assistance will be needed in presenting our case as the bill moves on through the legislature. We urge you all to seek support from people in your own communities who have benefited from CAP activities. Ask them to write their State Senators on behalf of CAP and LB 598.

Lt Col Francis Casey, CAP, Director of Operations on the Wing Staff, was appointed by Governor Ralph Brooks to the State Aeronautics Commission for a four-year term starting Sunday, 1 March. Congratulations, Casey!

SUMMER ENCAMPMENT AT LOWRY AFB

Col H James Grove, Wing Commander, has received word that cadet summer encampment will be at Lowry Air Force Base near Denver from 15 June through 26 June.

This is the first time a Nebraska encampment has been scheduled outside the North Central Region.

Materiel - by Tom Pickering

Recently we acquired 50 one-quart type fire extinguishers, complete with brackets. Any squadron or group who has a CAP vehicle may contact Material for one.

Please follow through on your requests for projectors. Squadrons who do not have the mobile BC 1306 and want one, please advise and we will hold one for you. We have only a few left. Address Material Section, 408 Post Office Bldg.

AVIATION WORKSHOP CONFERENCE
ATTRACTS NATIONWIDE ATTENDANCE

A three-day Aviation Education Workshop Planning Conference, sponsored by the North Central Region, CAP, was held in Omaha February 6-8. It assumed the proportions of a national conference, however, with representation from every section of the United States. The registration list numbered close to 200, including, in addition to CAP personnel, educators from 38 colleges, universities, and other school systems, various branches of the armed services, Federal Aviation Agency, State Aeronautics Commissions, National Aviation Education Council, American Legion, Airlines, and Aircraft Industries.

Col Malcolm McDermid, Commander of the North Central Region, stated the objective of the conference was to provide a common meeting place for resource agencies to present available assistance, and for summer workshops and in-service training.

The program was arranged by Everett Collin, Aviation Educationist, NCR, and opened with registration and a luncheon at Offutt AFB. A welcome was extended on behalf of Offutt AFB by Base Commander, Col William B Campbell, and on behalf of the State of Nebraska by the Honorable Ralph Brooks, Governor.

Brig General Royal Hatch, Jr, Deputy Commander for Air National Guard Affairs, CONAC, stated that CONAC was keenly interested in the Aviation Workshop program, and expected to assist in many ways. "All military services who fly," he said, "have a tremendous asset in the natural enthusiastic interest of kids in air power and aviation matters in general. It would be a pity if this interest were allowed to diminish."

Following the luncheon, conferees were given a SAC briefing and tour of the underground.

Friday evening, North Central Airlines was host at a social hour at the Sheraton-Fontenelle preceding dinner, at which the principal speaker was Dr Frank E Sorenson, University of Nebraska, who urged that

each community's airport, airplanes, and various aviation services be used extensively by educators as an instructional laboratory.

Saturday's sessions opened with an address by Brig General Stephen D McElroy, who will become CAP's National Commander on April 1. General McElroy observed that perhaps many present-day problems involving city planning and highway traffic laws and controls might have been avoided had there been, 50 or 75 years ago, a workshop program for the Mechanical Age such as we now have for the Aero-Space Age.

Conferees heard from a score of speakers regarding services, training aids, and materials available from their agencies for use in the workshop program.

Luncheon speaker Saturday noon was Mr Frank N Buttomer, North Central Airlines, whose subject was "Aviation's Fastest Growing Segment" - referring to local airline service and its growing importance. Working sessions throughout the afternoon enabled conferees to discuss their problems and exchange ideas with the various resource personnel present.

Dinner speaker on Saturday evening was Col Carlo Tosti, Special Assistant to the Commander, Air Research and Development Command. His subject was "The Aero-Space Age", and he accompanied his lecture with slides and motion pictures, which illustrated late advances in the rocket and missile picture, and some of the problems that confront us in entering "the wild black yonder".

In summing up the conference on Sunday morning, Major M L Cushman, Aviation Education Officer for the North Dakota Wing and Dean of the College of Education at the University of North Dakota, described it as a "pretty high-powered conference." He declared that it was morally wrong to let young people today grow up in ignorance of the aero-space age, when we have resources for educating them and a willingness to make them available.

Dr Mervin K Strickler, Chief, Aviation Education, National Headquarters, CAP, emphasized the importance of keeping CAP members informed on the subject of aviation

AIR SEARCH AT SCOTTSBLUFF

education. He urged that each community's program be geared to its needs and the resources available. "We do not believe," he stated, "that each school system in America should have an identical program that you can measure with an IBM process." He said that one of the greatest resources that CAP is currently developing is the Aviation Education Officer, a dedicated individual whose services are phenomenal.

RADIOS AND LIGHT METERS

Several instances have been reported in which the operation of portable radios in the passenger cabin has caused erratic or inaccurate indications from flight instruments. Pilots should consider this possibility when there is an instrument malfunction that does not have some other positive reason.

Radios usually have a permanent magnet as a part of the speaker assembly. This magnet may affect the magnetic compass, even when the radio is not in operation. If a portable radio is used for pleasure or for navigation purposes, the placing of it in the cockpit should be such that the compass is not affected.

Another unexpected navigation hazard is a light meter such as used by camera enthusiasts to determine exposure settings. One of these can deflect the compass needle when placed in the proximity of the compass. The pilot or a passenger may place a light meter on the glare shield so as to have it handy, and this could cause an error in the compass reading.

CONTRIBUTIONS. A formal ruling by the federal tax collector states: Out-of-pocket expenses you incur in volunteer activities for the Civil Air Patrol are tax-deductible as contributions. Eligible items include cost and maintenance of a uniform, and expenses of using your auto, airplane, telescope, or communications system - except for insurance and depreciation.

The afterburner of a jet engine in one hour can deliver enough electrical energy to supply an average home for 15 years.

Four airplanes from the Scottsbluff Squadrons searched for several hours during the morning of February 23 for a man who had abandoned his car on a snow packed road near Scottsbluff the previous day, and was reported missing. Sheriffs from Banner and Scottsbluff Counties requested CAP assistance and Major Matt Brennan, Squadron Commander, had planes in the air by 0830.

The missing young man, Dale Prickett, 17, had been traveling along a canyon road in the desolate area south of Scottsbluff, when his car stalled in the wet snow. He left the car and became lost in the swirling snowstorm. He came upon an abandoned farm house and took shelter there. Later he saw the glow of a gas burn-off at an oil well not far away and plowed through the snow, spending the night by the warmth of the fire. An oil crew found him there Monday.

Meanwhile, in addition to CAP airplanes, he had been sought by members of his family, the sheriffs of two counties, the road patrol, and the Gering Fire Department.

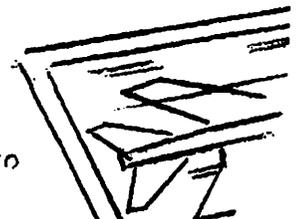
CASE OF THE SLIPPING SEAT

A pilot reports that while in the landing glide on a recent flight, the passenger's seat suddenly slid forward with a jolt when the flaps were dropped. Fortunately, the passenger grabbed the handhold by the door and not the wheel.

If the passenger had grabbed the wheel to steady himself, or if he had struck the rudder pedals, he could have thrown the plane out of control. If this had happened to the pilot's seat, it would have disconcerted the pilot, to say the least, and might have caused a crash.

A part of the preflight inspection should include a firm tug at both front seats to be sure they are securely locked.

A research aircraft now under construction is designed to withstand temperatures ranging from 1,000 degrees Fahrenheit to 300 degrees below zero.



SQUADRON NEWS

South Omaha - by Howard Phelps

At the Feb 3 meeting we had a different kind of training work. The local operator of the South Omaha Airport turned over his chief pilot and instructor to give us a regular Ground School two-hour lecture on planning and making a cross country to Phoenix, Arizona, from Omaha. He covered everything that could happen on a trip of that kind, including having both radios go out, dodging storms, using alternate airports, changing destinations and flight plans en route, and in general making the trip under difficulties.

It was a very interesting session, enlightening to young members and a review for the old timers. While we realize that search and rescue are not conducted by a single plane over long routes, some of the things he lectured on were helpful for even short search work. Over and above the splendid training we received, we also appreciated the attitude of the operator toward CAP. We have been promised continued co-operation. The squadron is also studying Code - being taught by airport operator Bud Brown.

South Omaha Composite Squadron is proud to announce they welcome a Chaplain - the Rev. Arthur E. Wolfgarth of Ralston - at the Feb 24 meeting.

Lines and Hard Times with Offutt's ISO - by Betty Kennedy

Being a composite squadron, Offutt seniors have been handling a lot of details that are being taken over by the cadets, so we are in a period of transition. Cadets with Certificates of Proficiency are going to instruct classes. This will be excellent experience and will enable them to add clusters to their COP ribbons. Many of the reports will be compiled, and records kept, by our ambitious cadets. I'm delighted with the new set-up, for it gives me an assistant ISO - Cadet Lynne Roberts. We will study the ISO Manual together.

We are very fortunate to have Chaplain Hardin, who is new to Offutt and new to

the Air Force, as our CAP Squadron Chaplain. He gives a ten minute character guidance lecture at each meeting, and has talked on "Ambition", "The Right Way to Work and Live", and on "The Complete Person".

The recent snow and cold weather has discouraged our most avid drill advocates, so we have been enjoying films. Via this medium, we visited our Alaskan Air Base, watched the famous Berlin Air Lift, had a film and lecture on "Weather Fronts", and were inspired to greater effort by the Cadet Foreign Exchange story in "Ambassadors with Wings".

WHO GOES THERE!!

In an effort to have a "sharp outfit", there has been special emphasis on military courtesy. Capt Chaput, Cadet Squadron Commander, gave a little talk on addressing cadets by their military titles, particularly in the case of officers. When he finished, Cadet Capt Bagan stood to be recognized, and our Commander immediately said, "What is it Mike?"

One of our new Seniors worked on the recent CAP-sponsored Aviation Education conference, but was torn between pride in being a CAP member and chagrin because she had been unable to obtain a uniform. So she really flipped, when one of the delegates joined her with the comment, "All these uniforms frighten me; it's nice to talk to another civilian!"

Fremont - by Robert E. Carlson

Three cadets were awarded restriction radio operator permits last month, which enable them to operate mobile CAP equipment in case of emergency. They are Richard Edwards, Paul Martin, and Gary Redfield.

Several films have supplemented aviation study and lectures during the month, among them "Pilot Training", "The American Airman", "For God and Country", and "Organization of the United Nations".

Auburn - by J. Adolf Wensien
Members of the Auburn Squadron made

talks on CAP before the JAYCEES and student groups during the month.

Guster County - by Glen Koeffler

A Chili Supper on 15 Jan honored W/O Dean Brown, Custer ISO, who has now entered the Army.

O'Neill - by Melba J Wrede

Members watched a CAP film, and a movie taken of "Operation Santa Claus". A radio demonstration between Wigwam 36 (O'Neill) and other Nebraska CAP stations proved very interesting.

York - by Gerald C Bryan

Members met at the airport to work on an air rescue problem, and plans were made to conduct a simulated air search when the weather is favorable. A report was given on a CAP cadet sponsored show held recently, during which tickets were sold by uniformed CAP cadets. Proceeds will be used for radio equipment.

Sidney - by L A Lindstrom

This squadron is still maintaining its 15-minute weekly radio program on KSID.

Omaha - by Nancy Emmons

Gerald Fox was selected "Cadet of the Month" for outstanding progress in aviation studies. This squadron had a very successful Open House in December, participated in Operation Santa Claus, and entertained at a holiday party. (Editor's note: This squadron's paper, "The Tailwind", is newsy and informative. Congratulations to editor Nancy Emmons. Especially noteworthy is a history of CAP in monthly installments).

Clear Ridge - by Dick Devers

This unit has been concentrating on the development of a cadet squadron, and members have already recruited 20 air-minded boys and hope to add some girls soon.

A box social held on Saturday, 14 March, in the Clear Ridge hangar, was a lot of fun and added some funds to the squadron treasury for use in repairing the L16, which is in the process of patching and painting.

Weeping Water - by Jan Munkres

A two-hour talk, accompanied by CAP films, was given by Jan before a meeting of the American Legion Auxiliary.

Hastings - by Clyde Welsh

CAP cadets served as an Honor Guard unit in connection with the inauguration ceremonies for Frontier Airline Service.

Eastern Group - By E H Mares

The following dates have been selected for Eastern Group Staff visits:

25 Jan - Lincoln	16 Aug - Fremont
22 Mar - Weeping Water	18 Oct - Lincoln
3 May - Auburn	13 Dec - Fremont
21 Jun - Beatrice	

During the months that no staff conferences are scheduled, members of the Eastern Group Staff will visit the squadrons on regular meeting nights.

A Bouquet for the Honor Cadets

As a member of the Special Screening Committee, may I speak for the entire panel in congratulating cadets who represented their squadrons: Nancy Emmons, Arthur L Kilpatrick, Barbara Cocks, Patricia A Brawley, Armand Chaput, Carroll A Hale, John Ryan, Jr, Dorothy Brown, Frank Carlstrom, Richard Edwards, Fred Ostmann, Douglas Frank Bishop, Stanley Foster, and Ralph Williams.

These cadets faced a barrage of questions that would leave the average adult gasping for breath. Without exception, they did an amazing job of answering questions that ranged from CAP and Air Force information, through all phases of aviation, general knowledge, current events, history, etc. The judges had a rough time picking winners.

YOUR SQUADRON AND YOUR COMMUNITY (First of a series)

The Information Services Officer is your unit's public voice. Upon him rests the task of telling the public what Civil Air Patrol means to America. But because his job is somewhat specialized, it is often misunderstood by other members of the organization. Consequently, the ISO gets more free advice and free criticism perhaps than any other staff member.

The purpose of this series of articles is to acquaint you with the scope of the ISO's job, what his problems are, what relationship his work bears to that of other staff members and how your cooperation can help him do an effective job of keeping Civil Air Patrol before the public.

If your ISO has been properly chosen, he is someone who knows, understands, and likes people. He is responsible for the public personality of your organization.

You will note on your organizational chart that the ISO works directly under the Commander, and so he automatically becomes a component part of every other staff position. Therefore, he should be kept informed on all policy and operational planning, and should be consulted by other staff officers in their regular operations. Staff Members should keep the ISO informed about the general operation of their departments, because in order to speak intelligently, he must be kept up-to-date on all phases of unit activity.

If you were asked what an ISO's job was, you would probably reply, "Giving the news to the newspapers." Well, that is a fair definition, but- it isn't complete and it isn't quite so simple.

In the first place, a newspaper is a business, and like any other business it is operated to produce a profit. And the people who work on a newspaper are like those who work for any other business, except that they are perhaps more pressed for time than the majority of us.

For some reason, however, it is a profession where people on the outside often seem to think they know better how to do the job than those on the inside. But remember this. There is probably no other single person on town who knows more about what makes a community tick than the editor of your local newspaper. And he knows that the life blood of his paper is NEWS and ... let's face it, there has to be a reason why wastebaskets in newspaper offices are bigger than they are anyplace else ... he makes only one decision about anything that is not NEWS.

When you hand a legitimate news story to an editor, he appreciates it. Because of the increasing complexity of reporting major developments on the local, national, and international scene, he is coming more and more to rely on the volunteer news, particularly of club and association activities.

If you will examine a major newspaper, like the Omaha WORLD HERALD, you will note that there is one page, usually relatively near the front, that is devoted almost entirely to news of local organizations and commissions, and that is where you will find most Civil Air Patrol stories, unless they concern an event of unusual importance, in which case you may land on the front page. But usually you will rate a small item on this page.

Small town newspapers will devote more space to your activities, because they do not concern themselves so much with national news. So the chances are that if you have a legitimate news story, and it is accurately written, properly expressed, and not too long and provided it reaches the editor well ahead of the deadline, you will find that story in print. After a little experience, your ISO will begin to develop a news sense, to know instinctively when a happening is news and when it isn't.

And here, if you want to get into the act, is where you can be of some real help to your ISO.

Next month: How YOU fit into the ISO picture.



NEBRASKA WING
SQUADRONS MONTHLY ACTIVITY REPORT
January - 1959

STANDING FOR MONTH	SQUADRON	SENIOR SQDN.	CADET SQDN.	TOTAL FOR JANUARY	QUOTA FOR MONTH	% OF QUOTA
1.	Offutt Comp.	*8671	*7324	*15995	10000	160%
2.	Fremont Comp.	4060	6912	10962	6666	165%
3.	Lincoln Comp.	7377	2208	9585	10000	96%
4.	Omaha Comp.	5758	3484	9242	10000	92%
5.	Clear Ridge Senior	6722	268	6990	10000	70%
6.	Sidney Comp.	4981	1470	6451	5000	129%
7.	South Omaha Comp.	4812	1363	6175	10000	62%
8.	Scottsbluff Comp.	2780	2458	5238	6666	79%
9.	Beatrice Comp.	3152	1280	4432	6666	67%
10.	York Comp.	2483	1839	4322	5000	86%
11.	Auburn Senior	3823	----	3823	3333	115%
12.	O'Neill Senior	2811	----	2811	3333	84%
13.	Custer Senior	2208	----	2208	3333	66%
14.	Hastings Cadet	----	1755	1755	6666	26%
15.	Weeping Water Senior	1620	----	1620	3333	50%
16.	Valentine Senior	1387	----	1387	3333	41%
17.	Ord Senior	621	----	621	3333	19%

* Indicates highest Squadron.

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