



# Supply Bill All But Law

WASHINGTON, D.C. — The Civil Air Patrol Supply Bill (HR 6237) came closer this year to becoming law than ever before!

The measure, which would provide a limited amount of direct support to Civil Air Patrol, received favorable review this year in the House Armed Services Committee. It passed the House of Representatives on Oct. 11 — four days before the 95th Congress adjourned — without a dissenting vote.

The bill was then sent for consideration to the Senate Armed Services Committee of which Sen. John Stennis of Mississippi was chairman. In the rush of other important last minute legislation, the measure failed to make it out of this committee in time for a vote by the full Senate.

The measure, which has received both Air Force and CAP support, will be introduced again when the new Congress meets in January. It has been under consideration for some years and much effort was put forth this year to secure its passage.

The CAP Supply Bill would do five things which would be of benefit to CAP members. Under the terms of the proposal, the Air Force would be authorized:

- To provide cadet uniforms without charge (Civil Air Patrol officials believe this would aid in recruiting and retention);
- To reimburse, in a fixed amount, for aircraft maintenance in addition to reimbursement presently paid for fuel and lubricants of

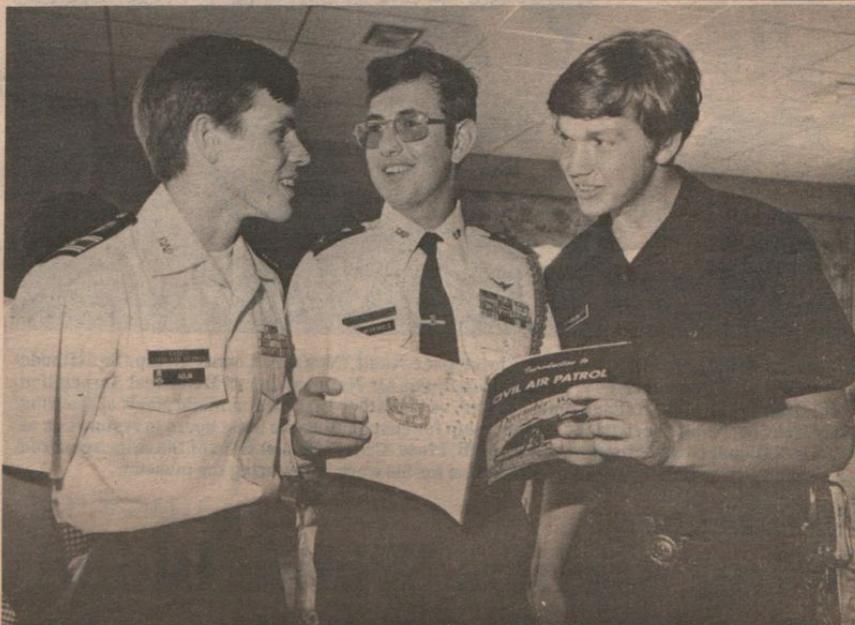
aircraft participating in Air Force-authorized missions;

- To reimburse Civil Air Patrol members in part for their food and lodging expense when they travel great distances from home to participate in official Air Force-authorized missions;

- To arrange for CAP's use of excess real estate and facilities which are the property of the Department of Defense and other federal civil agencies;

- To arrange for the transfer of excess property of federal agencies to Civil Air

(See SUPPLY, Page 2)



POTENTIAL SALE — Cadets Keith Aclin, left, and Greg Weidenfeld of the Pineland Comp. Sq. (New Jersey Wing) explain the Civil Air Patrol program to Michael Spillane, a cadet at the Admiral Farragut Academy, where a new CAP squadron is being formed. The new squadron will meet at the school in Pine Beach, N.J., and immediately begin cadet training, including aerospace education, leadership, etc. Twenty cadets signed up after Aclin and Weidenfeld volunteered to help answer questions from cadets and parents at the Navy Honor High School's Parents Association reception. (See page 20 for more on CAP's Recruiting Drive.)

# Lobbying Endangers Tax-Free Status

This article is written in order to correct a misconception held by many of our members that CAP members should not contact their political representatives to voice support of legislation such as the Supply Bill (HR 6237) that pertains to Civil Air Patrol. They can and should voice their support of legislation that will so dramatically affect the

humanitarian efforts that the corporation conducts.

As you know, the Civil Air Patrol is a charitable, nonprofit corporation operating as such with the blessing and consent of the Internal Revenue Service. We should also be aware that section 501 (c) (3) of the 1954 Internal Revenue Code provides that a corporation's tax exempt status can be lost if a substantial

part of the corporation's activities consist of carrying on propaganda or otherwise influencing legislation on behalf of the Civil Air Patrol.

But support by Civil Air Patrol members in their individual capacities as private citizens,

(See LOBBYING, Page 2)

# National Board OKs Dues Rise Effective In January

MAXWELL AFB, Ala. — Civil Air Patrol's National Board has approved an increase in national membership dues, effective Jan. 1, 1979.

Brig. Gen. Thomas C. Casaday, CAP national commander, announced the increase here recently.

"We have studied our financial situation endlessly," Gen. Casaday stated, "and there seems to be no other way out of our dilemma." The national commander cited constantly increasing costs of everything

Civil Air Patrol needs and uses as a reason for the hike.

"We have pinched pennies and cut back programs as much as possible," he added. "Now, we must either generate more revenue or eliminate essential activities and I am not willing to cut into the bone and muscle of CAP operations. To do so would be counter-productive."

This will be the first increase in national membership dues since 1971 — almost eight years

(See DUES, Page 2)

# Florida Wing Saves Four Lives

MAXWELL AFB, Ala. — Civil Air Patrol volunteers in the Florida Wing have added four saves to CAP's growing list of lives saved during 1978.

The latest saves mean that volunteer members of the only nationwide agency dedicated to air search and rescue have succeeded 51 times in saving the

life of someone in desperate need this year.

The CAP search efforts were initiated after notification was received from the Air Force Rescue Coordination Center (AFRCC) that an emergency locator transmitter (ELT) signal was being heard in the Daytona Beach, Fla., area.

A Florida Wing aircraft, which was already airborne, was diverted to the search area and used a direction finder to pinpoint the signal over the water. A CAP ground team contacted the U.S. Coast Guard and volunteered to board a Coast Guard cutter to provide direction finder capabilities.

Civil Air Patrol's direction finder equipment "homed in" on the ELT signal and a 32-foot sailing vessel with four persons on board was located. The vessel

had lost steerage and was dragging anchor toward a rock jetty. It was taken into tow by the Coast Guard cutter and the four persons rescued.

According to AFRCC officials, "CAP's rapid response and professionalism prevented the destruction of the vessel and the loss of four souls."

# VFW Adopts Resolution Supporting CAP

DALLAS, Tex. — At its recent 1978 national convention here, the Veterans of Foreign Wars of the United States (VFW) again adopted a resolution recognizing the cooperation between the VFW and CAP and a number of other national organizations and urging support for them.

The resolution urged lower level VFW units across the country "to maintain and to

strengthen their ties..." with Civil Air Patrol and the other organizations. The VFW document praised Civil Air Patrol and other groups for their "...youth, safety and patriotic programs which are in keeping with our own principles and objectives..."

In a letter to Brig. Gen. Thomas C. Casaday, CAP national commander, enclosing

a copy of the resolution, Lawrence LeFebvre, director of VFW Youth Activities, said: "May I add my personal thanks for the splendid cooperation and significant contribution that has been given by the Civil Air Patrol in the development of these programs..."

This relationship between Civil Air Patrol and the VFW (See VFW, Page 2)

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# VFW

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goes back many years, with the veterans organization sponsoring CAP cadet squadrons in many localities and providing financial, moral and personnel support for CAP.

In addition to the Veterans of Foreign Wars, CAP has working agreements with a number of nationwide groups or receives assistance from them. These organizations and the assistance they provide include the following:

- **Air Force Association.** Cooperates with CAP in aerospace education projects and in the National Congress on Aerospace Education (NCAE). Awards some scholarships each year to CAP.

- **Aerospace Industries Association of America, Inc.** Has provided support and materials for the Aerospace Education Leadership Development Course.

- **Optimist International.** Optimist clubs throughout the United States sponsor Civil Air Patrol cadet units.

- **National Aeronautics and Space Administration.** Sponsors Space Flight Orientation Course for cadets. Cosponsors NCAE. Cooperates in a number of other aerospace education projects.

- **Order of Daedalians.** Supports CAP through financial contributions for local squadron activities and for solo and private pilot scholarships at both a local and national level.

- **Federal Aviation Administration.** Assists CAP in all three mission areas. Sponsors FAA Cadet Orientation Program each year. Sponsors flight clinics attended by CAP pilots. Cosponsors NCAE. Provides support for a number of aerospace education projects. CAP has a working agreement with FAA in case of national emergency.

- **Air Cadet League of Canada.** Strong supporter and active participant in the International Air Cadet Exchange. A close relationship has developed between this organization and CAP since the first IACE in 1948.

- **Federal Communications Commission.** Helpful in providing guidance on its rules and regulations, and in assisting CAP in efforts to improve its communications program.

- **Salvation Army.** Another organization with which CAP has a working agreement. The two organizations are frequent partners in disaster situations, with CAP providing communications and search capability, and the Salvation Army providing hot food and counselling service.

- **Defense Civil Preparedness Agency.** Under a 1974 Memorandum of Understanding, Civil Air Patrol cooperates with state and local governments in developing agreements that will make CAP support available to these agencies. CAP has working agreements with civil defense agencies in all 52 wings.

- **American Red Cross.** Cooperates with Civil Air Patrol in emergency situations. The two organizations have developed a close working relationship that has, in recent years, been formalized by a mutual support agreement.

- **American Legion.** The two organizations have a common commitment to aerospace education and youth development and, since 1950, have cooperated in these areas of interest.

Civil Air Patrol is proud of its association with these various agencies and CAP members are urged to cooperate and work with them at the local level in working toward common goals.

## Supply

(Continued From Page 1)

Patrol units for mission use.

Another proposal of importance which also failed to pass this year is the amendment to the Civil Air Patrol Compensation Act (5 U.S.C. 8141). This amendment would extend coverage to cadets 18 years of age or older, as well as senior members, and would make entitlements under the statute commensurate with those of the U.S. Coast Guard Auxiliary.

In order to promote passage of both these pieces of legislation, Civil Air Patrol has formed a Legislative Liaison Committee for the purpose of coordinating all of the lobbying efforts that can be legally carried on by CAP members without endangering the organization's federal tax

exempt status. Lobbying for passage of this legislation is encouraged and members are urged to contact their Congressional representatives to promote the cause of Civil Air Patrol.

Members should consult CAP Pamphlet 173-2 for guidance in any personal lobbying efforts as a voting constituent. If any doubt exists as to what is and what is not permissible, CAP members should contact their wing or region legal office, or, if necessary, call or write the Judge Advocate at National Headquarters.

All CAP members are urged to pitch in and make 1979 and the 96th Congress a banner year for Civil Air Patrol and one that will be long remembered with the passage of this essential Civil Air Patrol legislation.

**MUSEUM MEMBERSHIP** — Cadet Christopher Nault, Newport County Comp. Sq. (Rhode Island Wing), right, receives a membership in the Air National Guard Historical Association from Guard Maj. Gen. Ralph Leader, center, as his father Lt. Col. Raymond Nault of the wing staff looks on. Nault received the membership for contributing the most hours to restoration of the Air National Guard Museum at Otis AFB, Mass. Cadet Michael Riha of the same squadron also received a membership in the association for his work in restoring the museum.

### Aids Red Cross

## Wing Airlifts Whole Blood

OMAHA, Neb. — Nebraska Wing and the Heartland Chapter of the American Red Cross have begun a cooperative effort to transport whole blood from communities in outstate Nebraska and Iowa to the blood laboratory and distribution center in Omaha.

The transportation of the blood by CAP aircraft will permit more of the blood to be processed into platelets and other blood products that are in ever increasing use in modern medicine.

Blood must be processed within four hours of the time it is drawn to be used for platelets so the time advantage of air transportation increases the amount of blood that can be used for platelets and other blood products.

The urgency of the need for platelets was demonstrated on the day of the first blood fight as an Omaha family came down with a malady that destroys the platelets in the blood, dramatically increasing the need for this particular blood product.

CAP pilot 1st Lt. Elwood Evans transported some 60 units of blood from North Platte, Neb., in severe weather conditions to make the delivery within the four-hour time limit.

The Red Cross reimburses CAP for fuel and lubricants at a fixed rate to cover aircraft

expense while supporting the blood transportation mission.

The idea to transport blood grew out of a long-standing agreement between the Red Cross and Nebraska Wing to transport blood to hospitals on an emergency basis. The program currently calls for five to eight flights each month.

## Dues

(Continued From Page 1)

ago. Since that time, the cost of living in the United States has risen approximately 65 percent.

The increase in national dues for Civil Air Patrol is modest in comparison. Dues for new seniors after Jan. 1 will rise from \$16 to \$20. Cadet dues will be advanced from \$12 to \$15. In both cases, these amounts include payment of orientation and training materials. Senior member dues include region

dues. Senior member renewals increased from \$11 to \$15 and cadet renewals from \$5 to \$7.

"I regret very much having to announce this increase," Gen. Casaday added, "but there is just no other solution to the situation."

This increase will be effective with all new member dues postmarked after Dec. 31, 1978, and the January 1979 renewals which were mailed from National Headquarters about Nov. 1, 1978.

## Lobbying

(Continued From Page 1)

not using their rank or official letterhead, is not a violation of this section of the Internal Revenue Code.

Civil Air Patrol Pamphlet 173-2, Paragraph 7(c) (3) is quoted as follows:

"Effect of Members' Acts. Support of or opposition to proposed legislation by members of CAP, as individuals does not adversely affect tax exempt status of CAP, as long as they are not acting as representatives of CAP or in

such a manner as to identify their support or opposition with CAP."

It should be emphasized that no organized lobbying should take place on a local level concerning legislation of local interest only without the prior clearance of the wing legal officer and the wing legislative liaison officer.

If lobbying efforts are to be pursued on behalf of Civil Air Patrol on a national scale, permission and full coordination must be obtained from the National Legislative Liaison Committee in advance.

### Membership Statistics

As of Oct. 31, 1978

Seniors..... 35,110  
Cadets..... 23,308

TOTAL..... 58,418  
Change in Past 12 Months:  
Seniors..... 1,294  
Cadets..... 2,657

NET CHANGE..... 3,951



**CADETS MEET A WASP** — Air Force Academy Cadets Second Class (juniors) Mary Daley, left, and Linda Sweeney, center, recently met WASP Deddie Deaton. When the Women Airforce Service Pilots (WASP) of World War II fame held a reunion in Colorado Springs, a contingent had lunch with the Cadet Wing and talked flying with the Academy cadets. Daley and Sweeney, both Civil Air Patrol cadets, were active in the Virginia and Arizona Wings respectively. Deaton was the WASP administrative officer when the women pilots were in training at Avenger Field in Sweetwater, Tex., in 1943 and 1944. (USAF Photo)

# Two SAR Schools Planned For 1979

MAXWELL AFB, Ala. — Two national-level Search and Rescue (SAR) schools are scheduled for 1979, according to an announcement by Lt. Col. Philip R. Alker, USAF, director of Senior Training here at National Headquarters.

The first school will be conducted from April 16 to April 20 at the U.S. Coast Guard Training Center at Government Island, Alameda, Calif. Lodging for 20 students will be available, with classroom space for 24. Thus four spaces for day students from the Bay area will be available.

Applicants from all states will be considered. Although the slots are limited, selection criteria are not too difficult for qualified mission coordinators. Applications on CAP Form 17 must arrive at National Headquarters/TTN not later than Feb. 1, 1979.

Alker urged Civil Air Patrol wings in the western part of

the country to send their mission coordinators to this school.

The second national SAR school will be conducted from July 30 to Aug. 3 at Governors Island, N.Y. Application procedures for this school will be announced in the February 1979 issue of Civil Air Patrol News. Look for the announcement in the annual senior training schedule.

## New Criteria Announced For Logistics Award

MAXWELL AFB, Ala. — Logistics is a very important area — its effectiveness determines, in a great sense, whether the Civil Air Patrol mission is accomplished.

The Civil Air Patrol Logistics Excellence Award emphasizes this importance by recognizing performance in the areas of aircraft maintenance and utilization, real estate, supply and transportation. It is an excellent tool for nationwide recognition of the logistics function.

Just being nominated by the region commanders for the award is a feather in a wing's hat, but to be the overall national winner is a notable feat. CAP Regulation 900-6 outlines the requirements for submission of nominees for the award and gives new submission dates — CAP region level submission, June 15; USAF liaison region submission, June 30; and receipt at National Headquarters Logistics Office, July 30.

Selections of the winner and runner-up will be made by a National Headquarters/CAP-USA board by Aug. 15.

The awards, engraved plaques, will be presented during the National Board meeting.

and spoke into the wrong side of the microphone — forgive me, NERCOM instructors.

From time to time people did come to help me, but the radios have eyes as well as voices and would only speak when I was alone.

At 1900 Zulu, 1500 military and 3 p.m. local, the mission was officially over.

Even though I had an Excedrin headache, I was happy. I loved every minute of it and can hardly wait until next time. With a little luck, I won't be alone.

Traffic was coming through on 26.620 from the flightline and ground teams.

Messages were coming through by land line.

Some darn truckers in New Mexico were invading our frequency on 26.620.

Hooray! The repeater is fixed. At least I don't have to run into the hall any more to use the land line.

By late afternoon I was getting punchy. I transmitted two messages with the same number

## Computer Tracks Missions

CHARLOTTE, N.C. — Advanced technology is being put to work by the 111th Air Rescue and Recovery Cadet Sq. here. With the purchase of a Radio Shack TRS-80 computer, the squadron can simplify records keeping and make better use of manpower and equipment during search missions.

Use during missions is an especially valuable consideration, according to squadron members, because the 111th's facility at Charlotte's Douglas Municipal

# 'Don't Leave Me In The Radio Room Alone'

By 2nd Lt. CAROL FOSTER  
Pennsylvania Group 80

WHITEHALL, Pa. — Ever since joining CAP, to this year and a half ago, I'd been dying to be a communicator. On the last two big practice missions in the wing I'd been just hanging around the communications room — just listening.

They were in contact with groups throughout the state as well as ground teams. A plane was reported missing and ELT signals were heard. Will there be an actual REDCAP? Oh, the excitement! This was for me.

I registered for Northeast Region Communications (NERCOM) School and in August my husband, daughter and I were off to school at Kutztown State College. It was wonderful! My fellow basic "NERCs" and I were superb on the simulator, sending and receiving messages, keeping logs and learning pro words. We used the correct procedures for transmitting and kept our conversations to the barest minimum. No "roger, wilco, over and out" for us.

At last it was here — SARCAP 78 — my golden opportunity.

I arrived at Group 80 Headquarters, Queen City Airport, Allentown, Pa., at 0630 hours, my shiny new ROP and FCC cards in hand. Capt. Ken Varley, group communications officer and Cadet Bryon Neff were opening the station, Keystone 568.

My job was to keep the radio and message logs. Later we would switch and I'd get my chance to transmit and receive messages.

Everything went swimmingly and when Group 80 commander, Maj. Richard I. Ludwig, decided to keep the stations open through the night, I volunteered to stay. No traffic — no problem.

Sunday morning Varley arrived and still no traffic. Wait one! Something's coming through on FM. "Keystone 568, this is Keystone 82 with a priority mes. static...static...static..."

After several tries and a land line call to Keystone 82, Varley drove out to the repeater and found it had been vandalized. While he was waiting for the police and then repairing the repeater, I was left to cope.

**\*AERO-ASTRO-ANSWERS ABOUT CLOUD FORMATIONS (73)**

**S MILLIN JACKS**

BABY, IT'S COLD OUTSIDE!

CIRRUS-OVER 30,000 FT. -- MADE OF ICE PARTICLES!

CIRRO-STRATUS AROUND 27,000 FT.

CIRRO-CUMULUS, RIPPLED CLOUDS, OVER 20,000 FT.

ALTO-STRATUS AROUND 19,000 FT.

ALTO-CUMULUS OVER 12,000 FT.

BEWARE OF THUNDER-HEADS! VERY VIOLENT!

ANVIL-HEADS CAN RISE TO ABOUT 30,000 FT.

BASE OF CUMULO-NIMBUS OR THUNDER HEAD IS ABOUT 4,500 FT. AT RAIN BASE!

CUMULUS, FAIR WEATHER CLOUDS AROUND 4,000 FT.

NIMBO STRATUS ABOUT 3,000 FT.

STRATUS ABOUT 1800 FT.

WALK MOSELY

NEXT WHAT IS THE BASIC DIFFERENCE BETWEEN A "SMART" BOMB AND A "DUMB" BOMB? ASKED BY MARK "RUDY" BAKER-PROCTOR-VILLE OHIO!

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Executive Director's Comments

# Safety '78: The Next Step

By PAUL E. GARDNER  
Brigadier General, USAF  
Executive Director

### The Record

Overall, since 1974, the CAP flight safety program has repeatedly produced a better record than that of general aviation pleasure flying. This achievement is especially noteworthy as CAP activities include mission responsibilities for search and rescue (SAR) instructional and flying training. Credit for this accomplishment is to be shared by many individuals and units whose serious concern, initiative, and active involvement in accident prevention are evident.



While CAP's safety record is enviable, we cannot ignore the losses — losses measured by fatalities, injuries, destroyed

equipment, and costly repair bills. Add to these the loss and suffering of loved ones, with friendships terminated, and we have losses that can never be regained.

### A Visible Image

Safety was a highly visible subject throughout '78. Each mishap threatened efforts to support the CAP Supply Bill, obtain state funding for CAP operations, or secure vital insurance coverage. At times, credibility of CAP safety and flight management programs was questioned because of certain accidents that could have been easily prevented with proper supervision.

### The Next Step

Now is the time for all of us to take the next step in accident prevention. We must act to eliminate mishaps involving negligence, complacency, ignorance, unreasonable risk, or disregard for established directives. We

can do this by screening and training individual members and by planning and supervising activities and events. Units having assigned aircraft must strictly control access to the aircraft and its use, providing for direct supervision of each flight to the maximum extent practical. Participation of members who exhibit disregard for safe practices must be restricted. Success in our efforts can mean a reduction in the total number of aviation related mishaps by 40 percent.

A mishap reduction goal this large may appear to be unrealistic; however, a conservative analysis of past accidents reveals the goal to be within our capability. In short, some foolish and reckless things have happened that can't ever be allowed to occur again!

### Member Cooperation

I appeal to each of you personally, regardless of rank

or position, to critically examine all policies, practices, and every operation. Ensure that the provisions of CAPM 60-1, "CAP Flight Management," are understood and applied in every instance. Promote individual training and proficiency, and be especially concerned with the proper maintenance of your aircraft. As always, commanders and supervisory personnel should set the example for others to follow.

Finally, please share your knowledge and enthusiasm for safe practices with others in all areas, for we cannot afford to focus on flight safety alone and exclude interest in the conduct of ground operations. Emphasis on safe driving and supervision of cadet activities must be continuous.

Join me in making the 40 percent mishap reduction goal our cooperative goal through all CAP programs. LET US PROVE IT CAN BE DONE!

## Dates Set For Staff 1979 Colleges

MAXWELL AFB, Ala. — Pending approval by the December NEC, Civil Air Patrol regions will conduct six regular and two special Region Staff Colleges (RSC) and a National Staff College (NSC) in 1979. It is indicative of the widespread and increasing interest the senior training program enjoys in most regions that these courses have caught on so well.

The RSC-NSC program reflects the need to bring management and communications training within reach of a maximum number of CAP members. In concert with the new squadron leadership school (SLS) which are generally held at wing level, these schools help to assure that unit leaders know their jobs and know how to manage them.

The RCS is designed for CAP officers at squadron level and above. Attendance preference is

given to those who have attended an SLS. The NSC was developed as a course for wing and region command and staff officers.

Graduates of these schools have been emphatic in observing that the RSC and NSC help them, not only in their CAP duties but also in their daily pursuits. The quality has been such that companies have given time off for their CAP member-employees to attend.

Dates, locations and project officers for the 1979 RSCs are:

1. Western Staff College, Portland, Ore., June 17-23, 1979; Director Col. O.A. Donaldson, CAP 3501 N.E. Marine Dr. Portland, Ore. 97211

2. Southwest Region Staff College, Barksdale, La.; June 22-29, 1979;

Director Lt. Col. David L. Floyd, CAP 8510 Carvell Houston, Tex. 77036

3. Middle East Region Staff College, Roanoke College, Va.; July 8-14, 1979;

Director Lt. Col. Barbara Morris, CAP 10316 Army Ave. Kensington, Md. 20795

4. Northeast Region Staff College, Bloomsburg State College, Pa.; July 22-29, 1979;

Director, Col. Richard L. Bifulco, CAP 5000 Merrick Rd. Massapequa, N.Y. 11758

5. Southeast Region Staff College, Maxwell AFB, Ala.; Aug 26-Sept. 1, 1979;

Director Lt. Col. Richard J. Curran, CAP Rt. 1, Box 478 Elmore, Ala. 36025

6. Great Lakes Region Staff College. Date and location to be announced.

Director, Maj. Lawrence Stys, CAP 1323 Madison S. Milwaukee, Wis. 53172

In addition to these regular Region Staff Colleges, the Middle East Region and Southeast Region have planned special schools. MER will operate a test winter RSC at Andrews AFB, Md., over the weekends of Feb. 18 and 25. This pilot school results from requests from CAP members who cannot attend the annual school during the summer months. Applicants will be accepted from all wings. Students must attend all sessions to receive credit, and will be given assignments to complete between weekends. Registration fee for this course is \$5. Billeting and meals will be on a pay-as-you-go basis. As a part of the application procedure, wing

commanders will be asked to certify that these applicants are not able to attend a regular summer staff college. In this pilot school, enrollment will be limited to 50 students.

The Southeast Region plans a special staff college for the Puerto Rico Wing May 27-June 2 at San Juan, Puerto Rico. Since airlift is not available, Puerto Rican members have been unable to attend the regular Region Staff Colleges.

The National Staff College will convene in 1979 again at Maxwell AFB, Ala. The date is not firm at this time because of a billeting problem here. The school is ex-

pected to run in late June or early July. This is the most advanced of the SLS, RCS, NSC progression, offering, in addition to further instruction in management, leadership and communications, an opportunity to examine the global military and political environment and their effects upon the United States and Civil Air Patrol.

Both the RSC and NSC are integral parts of the CAP awards program, and count toward the WEEP, but their true worth is to the individual CAP members who learn to manage their units and day-to-day endeavors better as a result of having attended.



**TIRE CHANGE** — Cadet David B. Rushing, right, Mile Hi Cadet Sq. (Colorado Wing) shows new squadron mate Cadet Angela Berry how to change an aircraft tire during the squadron's recent annual On-The-Job Training program at Buckley ANG Base.



## CIVIL AIR PATROL NEWS

National Commander ..... Brig. Gen. Thomas C. Casaday, CAP  
Executive Director ..... Brig. Gen. Paul E. Gardner, USAF  
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**EDUCATION DISCUSSION** — Gen. Gardner and Gen. Casaday, second and third from left, discuss Aerospace Education problems with Puerto Rico Secretary for Education, Carlos Chardon, left, and the Assistant Secretary, Mrs. Virginia Belaval. (Photo by Maj. Ernesto Cortes)

# Puerto Rico Wing Very Enthusiastic

SAN JUAN, Puerto Rico — "This is one of the most enthusiastic groups I've seen," Air Force Brig. Gen. Paul E. Gardner, CAP executive director, said in describing members of the Puerto Rico Wing.

He and Brig. Gen. Thomas C. Casaday, CAP national commander, had just returned from a recent trip to CAP's Spanish-speaking wing. They also visited the Civil Air Patrol unit on St. Thomas, Virgin Islands, where 1st Lt. Dorothy Edward is squadron commander.

In speaking of the enthusiasm of the CAP members in Puerto Rico, Gen. Gardner pointed out that the Civil Air Patrol Cadet Program there is a part of the school system but on a voluntary basis. The wing has more cadets than any other.

Gen. Casaday joined his praise by pointing out the good relations existing between CAP and various military units in Puerto Rico. In particular, he noted that U.S. Coast Guard

Capt. William King is very aware of CAP's potential help in search and rescue.

Also, he said, the Puerto Rico Wing commander, Lt. Col. Hector Aponte-Pagan, enjoys close contact with the Air National Guard. Other military officials are also aware of CAP activities, he added.

The two CAP leaders discussed problems in Aerospace Education with the Commonwealth Secretary and Assistant Secretary for Education, Carlos Chardon and Mrs. Virginia Belaval.

They also reviewed problems and needs of the wing. One in particular that Gen. Gardner noted is the differences caused in part by the Spanish language that is spoken. Nonetheless, the Puerto Rican cadets are highly competitive in national CAP events, and every effort is being made to insure that ethnic background is considered for equitable comparisons of performance.

# Air Force Museum Foundation Looking For 'Friends'

WRIGHT-PATTERSON AFB, Ohio — They come here in droves. People from everywhere. Everyday in the year (except Christmas Day). Approximately one million a year.

What they come to see is a fascinating museum — fascinating, that is, if you have an affinity for airplanes. The museum is, of course, the Air Force Museum, located on this double-barreled Air Force installation.

And the millions who come include many Civil Air Patrol members. The museum is especially interesting to CAP members since Civil Air Patrol, an aviation oriented organization, is represented in the Museum with a small display and a fully restored CAP aircraft of World War II days.

The Museum originated in 1923 at McCook Field, near Dayton, Ohio, the site of this Air Force

base, with an informal exhibit of World War I aircraft. Today, the collection has grown to more than 150 aircraft and missiles, plus a multitude of items of aviation historical interest.

The Museum is under the operational control of the commander of the Air Force Logistics Command. Aircraft are exhibited indoors both in the main museum and in a supplementary facility across the flight line at Wright Field. The old planes attract a great deal of attention, but the Museum is not just a warehouse for antique aircraft. The basic purpose is to portray the history of the United States Air Force and, in addition to aircraft, there are many exhibits of aviation hardware, documents, photographs and personal memorabilia.

A stroll through the Museum is actually a stroll through the history of aviation, in

chronological order, beginning with man's earliest interest in flight, on through the early years of aviation and to the present with its space exploration. Since it is an Air Force Museum, the emphasis, of course, is on Air Force history.

The Civil Air Patrol exhibit at the Museum includes CAP's "Hall of Honor," (see photo in November issue of Civil Air Patrol News), a selection of historic photographs, and an exhibit of early uniforms and miscellaneous items. The restored CAP aircraft is a Piper J3. A photo of this aircraft was published in the October issue of Civil Air Patrol News. A CAP Museum effort is under way at present to improve and expand this display.

Despite the fact that it is the "Official U.S. Air Force Museum," the Air Force has an "angel" that provides funds for activities where government funds aren't available. The Air

Force provides the staff and pays for utilities, building maintenance and general operations. Federal funds didn't have to pay for the building that the Museum occupies at present. That's where the "angel", the Air Force Museum Foundation, came in. This non-profit organization was founded in 1960 by a group of citizens in Dayton, Ohio, who were interested in furthering the Museum's growth.

Over the years, the Museum has occupied a number of homes. The present one, completed in 1971 at a cost of \$6 million, was paid for by the foundation with funds collected from individual donors — not by the Air Force.

The building was dedicated that year with President Nixon accepting the building on behalf of the Air Force. In 1976, a million dollar addition was also funded by the foundation.

Today, the foundation, through its "Friends of the U.S. Air Force Museum" membership program, is offering an opportunity to anyone interested in the Museum to help support its efforts.

According to Robert S. Oelman, Museum Foundation chairman, the "Friends" membership will provide the Museum with an on-going close-knit nucleus of individuals and organizations who are interested in the continuing day-to-day operation of the Museum.

At a cost of only \$10 per year, the membership offers a number of benefits to those who join, Oelman says. Among these are 20 per cent discounts in the Museum gift shop, 10 per cent discounts in the bookstore, special events at the Museum, and a newsletter to keep members updated on Museum activities. In addition, each new member also receives the Museum's 100-page aircraft picture book and a current Museum calendar.

All members are given a personalized membership certificate upon joining, plus a current membership card each year at renewal time. New items will also be offered each year as an incentive to keep memberships current.

The "Friends of the U.S. Air Force Museum" concept started with a study of the Smithsonian Institution's "Associates" program and is currently patterned after that activity. The "Friends" program seeks to raise funds for the Museum Foundation to continue its philanthropic work. But it also seeks to create an organization of individuals who want to be a little closer to the Museum and what it is doing.

Those interested in joining (and Civil Air Patrol members are invited to do so) may obtain an application form by writing:

Air Force Museum Foundation  
P.O. Box 1903  
Wright-Patterson AFB, Ohio 45433



For the benefit of all members of Civil Air Patrol, the statistics for 1978 for search and rescue activities throughout the organization are shown below.

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

As of Nov. 12, 1978

Number of Missions	..... 777
Number of Aircraft	.... 3,173
Number of Sorties	.... 9,334
Flying Hours	..... 20,742.6
Personnel	..... 28,237
Saves	..... 55
Finds	..... 417



**ANTIQUE AIRCRAFT** — One of the old aircrafts on display in the Air Force Museum is this Douglas World Cruiser, the "New Orleans." This was one of the first airplanes in the world to circumnavigate the globe by air and it was designed and built for that purpose. Four planes of this design started from Seattle, Wash., in April 1924. Two of them, including this one, completed the flight in September 1924.



**CITATION PRESENTED** — Edward Lewkowski, commander VFW Francis E. Warren Post 1881, left, receives a CAP citation for the post's \$185 donation to cadet programs from Capt. Herb Sampson, commander of the AFA Falcon Cadet Sq. (Wyoming Wing), and squadron members Cadets Carolyn Hollis and Kathryn Hollis. The post also gave \$75 to fund three cadets at the Rocky Mountain Region Cadet Officers Training School. (Photo by Cheyenne (Wyo.) Newspapers, Inc.)

## Congressman Nominates Rieker

NEWTOWN SQUARE, Pa. — Cadet Walter C. Rieker of the Marple-Newtown Comp. Sq. 1007 (Pennsylvania Wing) has received an appointment to the Air Force Academy.

Rieker, appointed by Congressman Robert Edgar,

was in the top one percent of his high school graduating class. He was also offered an AFROTC scholarship.

He joined CAP in June 1976 and received his Mitchell Award in September 1977.

Rieker is the son of Mr. and

Mrs. Walter Rieker of Drexel Hill, Pa., who said that their son's involvement in CAP was instrumental in his getting an appointment to the Academy. In appreciation they made a donation to the squadron, said SM Carla Tyler.

## Magners Award Is First In Boyertown Unit

BOYERTOWN, Pa. — U.S. Naval Academy Midshipman Richard A. Magners, a member of the Gen. Carl A. Spaatz Comp. Sq. 1102 here, received the Gen. Carl A. Spaatz Award in ceremonies at the Academy attended by Mrs. Carl A. Spaatz, widow of Gen. Spaatz, and her daughters.

Magners is the first cadet from the general's hometown to receive the award, which is named for him.

Retired Air Force Gen. Ira C. Eaker, a friend of the general's accompanied the Spaatz family from Washington, D.C., and took part in the ceremony.

Rear Admiral William P. Lawrence, superintendent of the Academy directed the presentation, which took place during the noon formation in front of Bancroft Hall.

Magners joined the Civil Air Patrol in 1971 and has served as cadet commander of his squadron and cadet ranger land team commander. He attended the 1975 National Space Flight Orientation Course at the Marshall Space Flight Center, Huntsville, Ala., and graduated from the Northeast Region Communications School at Kutztown State College, Pa. He attended both the Hawk Mountain Summer Survival School and the Winter Survival School held by the Pennsylvania Wing at Hawk Mountain, Pa., in 1976.

Magners graduated from the Boyertown Area Senior High

School in June 1976 and obtained a Naval ROTC-Marine Option Scholarship to Pennsylvania State University and a scholarship from the U.S. Naval Academy Foundation, Inc. After spending the 1976-1977 academic year at Pennsylvania State, he entered the Naval Academy in July 1977 and is now in his

sophomore year.

The Air Force Association of Pennsylvania selected Magners as the outstanding CAP cadet in the wing for 1977.

Gen. Spaatz, for whom the squadron and the award was named, served as chairman of the Civil Air Patrol's National Board from 1948 through 1959.



**HIGH AWARD** — Mrs. Carl A. Spaatz, widow of Gen. Carl A. Spaatz, second from left, congratulates Midshipman Richard A. Magners of the Gen. Carl A. Spaatz Comp. Sq. 1102 (Pennsylvania Wing) during award ceremonies at the U.S. Naval Academy, Annapolis, Md., where Magners is a student. Other participants in the ceremony were retired Air Force Gen. Ira C. Eaker, left, a long-time friend of the late general, and Rear Admiral William P. Lawrence, superintendent of the Naval Academy.

## Senior Saves Life, Gets Valor Medal

SHARPES, Fla. — Maj. Benjamin Douglas, emergency services officer for the Florida Wing has received the Silver Medal of Valor, according to Maj. Al Seeschaaf, wing information officer.

The medal presented by Col. Lee H. McCormack, com-

mander, Southeast Region, during ceremonies at the wing commander's call, was given for "distinguished and conspicuous heroic action at the risk of life, above and beyond the call of duty" as the result of action during a forced landing of a C-130 aircraft used as airlift during the return flight from the National Board Meeting in Philadelphia, Pa., in 1976.

The aircraft, with a flaming left-engine, was forced to land at Pope AFB, N.C., and the air crew immediately evacuated all passengers as the ground firemen rushed to the scene. Douglas, realizing that a Lt. Smith who was on crutches because of a previously broken foot had not left the aircraft, rushed back and found Smith had become entangled in the seat webbing and could not leave the plane.

Douglas grabbed Smith in a fireman's carry and brought him to safety.

## California Unit Wins Citation For SAR Activities

LIVERMORE, Calif. — The Tri-Valley Comp. Sq. 156 (California Wing) here has received the Civil Air Patrol's Outstanding Unit Citation for its 1977 search and rescue operations, according to Capt. Fred P. Staedel Jr., unit information officer.

Maj. Dennis L. Matarressee, squadron commander, received the award from Lt. Col. Fred Morris, commander of California Group 16, at ceremonies held at Livermore Airport recently.

The squadron participated in 21 search missions, with air and ground units. Ground search totaled 617 hours and over 13,500 miles in three vehicles. Total flying time was 68 hours.

Included in these totals is a find and several airlift missions, carrying rescue dogs and handlers in support of lost persons.



Kasselder

## Nebraska Cadet Now Attending A.F. Academy

BROKEN BOW, Neb. — Cadet Christopher G. Kasselder, Custer Comp. Sq. (Nebraska Wing), has entered the U.S. Air Force Academy.

He is the son of Mr. and Mrs. Charles W. Kasselder of Broken Bow and is a 1978 graduate of Broken Bow High School.

Among his extracurricular activities were band, art club, football, basketball, track and 4-H Club.

As a CAP member, Kasselder has attended summer encampment at Chanute AFB, Ill., and a flight encampment at Waseca, Minn. He has attended aviation ground school and hopes to get his private pilot license. He has also participated in CAP trips to Wright-Patterson AFB, Ohio, and Andrews AFB, Md.

Kasselder wrote the article "All Friendliness Will Cease Tomorrow," which appeared in the October 1977 issue of Civil Air Patrol News, about his experiences at the Minnesota flight encampment.

# CAP Celebrates 37th Birthday This Month

MAXWELL AFB, Ala. — Civil Air Patrol units throughout the United States and Puerto Rico are celebrating the organization's 37th Anniversary this month.

Formed Dec. 1, 1941, a week before the attack on Pearl Harbor, CAP was seen as a way to keep civilian aviation alive during the coming conflict. The private pilots and aviation enthusiasts devoted their time and aircraft to the national civil defense effort.

CAP won recognition of its ex-

tensive operations, which included antisubmarine patrol, courier flights, border patrol, forest patrol and target towing.

Today, the all volunteer organization flies three out of every four hours flown on search and rescue missions directed by the Air Force Rescue Coordination Center. It is also active in many other areas, including relief activities in periods of disaster. It also conducts a comprehensive program of aerospace education, youth

motivation and leadership training.

Civil Air Patrol was chartered in its present form in 1946 by an act of Congress and made the civilian auxiliary of the U.S. Air Force in 1948.

CAP Col. Zack Mosley, a longtime member of the organization from Florida, who drew the Smilin' Jack cartoon strip for many years, created the cartoon below that accompanies this article in honor of CAP's 37th anniversary.

ON DEC. 1, 1941 CAP BECAME AN OFFICIAL ORGANIZATION OF THE U.S. GOVT JUST SIX DAYS BEFORE PEARL HARBOR!



**TOWER BEACON** — Members of the Randolph Comp. Sq. (Texas Wing) pose at the rotating beacon atop the control tower at the Nuevo Laredo International Airport during a recent visit to the Mexican city.

## Texans Make Visit To Mexican Airport

RANDOLPH AFB, Tex. — Members of the Randolph Comp. Sq. (Texas Wing) made an international goodwill trip to Nuevo Laredo, Mexico, and visited the airport firefighting headquarters and training school, according to Capt. Ely I. Bergmann, squadron commander.

Officials of the fire brigade stationed at the Nuevo Laredo International Airport played host to the cadets and permitted them to inspect all the equipment and facilities used at the airport. Cadets were allowed to slide down the poles as firemen

do to get to their equipment in a hurry.

Close to the fire school, the cadets inspected an aircraft that had been seized in an international narcotics smuggling operation and forced to land before it could cross over into the United States. The impounded aircraft was to be used as evidence by Mexican authorities.

The airport commandant arranged for the cadets to visit the tower where they were briefed on the methods used in international flight operations.

## 3,000 Volunteers Aid In Search For Boy

WEBSTER, Mass. — An estimated 3,000 volunteers joined Civil Air Patrol, police and other groups in a recent massive ground search for a four-year-old boy, who was missing from his play area, according to Capt. Donald P. Fairbanks of the Massachusetts Wing. The search proved unsuccessful after nine days.

More than 300 CAP members, students and hundreds of others combed a two-square-mile area of woods behind the missing boy's home. Helicopters, equipped with infra-red heat-sensing units capable of detecting body heat, were used. A large pump from the Army Corps of Engineers was hauled in to drain a bog in the search area.

"The search was as thorough as possible," said Lt. Col. Edward Hobbs, Sr., mission coordinator for CAP. "Grid patterns had been established and volunteer teams of 20-men each organized. Each group had a radio relay person assigned. The teams were bused to the prime target area and CAP per-

sonnel were stationed at the grid points.

CAP people led the volunteers in a "human wave" shoulder-to-shoulder search. They had orders to move slowly, cautiously checking every speck of terrain. Each unit leader drew his group to a stop every 50 meters and called the command post to report the nature of the terrain and any new leads.

CAP volunteers from two other wings, Connecticut and Rhode Island, joined Massachusetts in the search. "The cooperation of everyone working in the search has been wonderful," said Col. Raymond Berger, commander, Rhode Island Wing. "Although the search was unsuccessful, we were tired, overworked, exhausted, but time was the most pressing element. The CAP teams worked from dawn to dusk, but it still wasn't enough because we didn't find him."

Land searchers and water teams extended the probe to an estimated 10-square-mile area. This search and rescue mission is believed to be the largest of its kind in New England's history, said Fairbanks.

# Helping Cadets Makes Career For Sandhoffs

LIVONIA, Mich. — Col. Russell Sheibels, former Michigan Wing commander, presented the Civil Air Patrol's Exceptional Service Award to Lt. Col. S.W. Sandhoff and Maj. Shirley Sandhoff of the Five Points Comp. Sq. (Michigan Wing) for the outstanding accomplishments of the unit in the cadet program.

The awards were presented at a recent squadron meeting.

The citation stated in part: "In 1959 Lt. Col. Sandhoff started the Five Points Comp. Sq. and has been the commanding officer with Maj. Sandhoff as deputy for cadets for 19 years.

"Today among his senior staff are eight former cadets. One, just returned after five years in the Air Force instructing in T-38 jets, was the first of seven cadets to graduate from the Air Force Academy, West Point, Annapolis and the Virginia Military Institute. Another senior is squadron medical officer and pilot, and one is legal officer and pilot. Both completed their professional training and education while still active in CAP. One is an executive pilot for General Motors flying

Saberliners. All three received their solo and private pilot training from CAP national or squadron flight scholarships.

"The squadron has had 20 cadets solo aircraft and five are now professional air transport pilots flying DC-6s, 727s and Saberliners."

Squadron personnel have received the following awards since 1962: 79 Mitchell, 39 Earhart, two Spaatz and one Falcon. Cadets also received 20 IACE and 86 special activity awards.

The citation continued: "They have always supported wing activities in addition to many local community service activities. When sharp military bearing personnel are needed for public relations work Lt. Col. Sandhoff and his squadron can be expected to be available, even on short notice, and perform in an outstanding manner.

"Maj. Sandhoff has always been one who cadets could 'take their troubles to', and has many heart-rending letters from former cadets, some from broken homes, after moving away, thanking her and Lt. Col. Sandhoff for their guidance and counsel during their formative years."

The citation concluded: "Lt. Col. and Maj. Sandhoff have done an exceptional job during

their 20 years of devotion and service to the Civil Air Patrol cadet program and should be

recognized for their outstanding achievements in the mission of the Civil Air Patrol.



**EXCEPTIONAL SERVICE** — Lt. Col. S.W. Sandhoff and Maj. Shirley Sandhoff receive the Exceptional Service Award from Col. Russell Sheibels, right, former Michigan Wing commander, for outstanding accomplishments their unit, the Five Points Comp. Sq. (Michigan Wing), has made in the cadet program.

## Unit Wins Citation Award

THURMONT, Md. — The Frederick Comp. Sq. (Maryland Wing) has received the Unit Citation Award for exceptionally meritorious service during the period of Sept. 15-25, 1977, when 50 percent of the squadron membership assisted the West Virginia Wing in a search.

Col. Frank A. Kunkowski, Maryland Wing commander,

attended the ceremony, held at Maryland Wing headquarters at Fort Meade.

The citation read in part: "When the Middle East Region was notified that assistance was required by West Virginia in the continued execution of its Mission No. 2-1102, a call went out to the other wings for assistance. The Frederick Comp. Sq. dis-

patched more than 50 percent of its active members on a mission to a neighboring state.

"It was a true endurance test as weather was bad, terrain was irregular, and 60-70 percent of the search had to be conducted on foot. Almost all the participants had very little sleep and didn't see a bed for as many as four days."



**SIMULATED VICTIM** — Craig Beatty of Toccoa, Ga., played victim in an exercise scenario involving the mock crash of a DC-3 held recently by the Toccoa Comp. Sq. and the Stephens County Civil Defense. (Toccoa, Ga., Record Photo by David Price)

## Georgia Exercise Simulates Remote Lakeside Crash

TOCCOA, Ga. — The Toccoa Comp. Sq. and the Stephens County Civil Defense agency recently co-sponsored a weekend training exercise involving a simulated crash of a DC-3 with 13 persons on board, according to 1st Lt. Charles W. Martin, squadron spokesman.

The crash site, simulated by parts from a previously crashed aircraft and a parachute, was located in two and one-half hours by the two CAP search planes in a densely wooded area.

As soon as the crash was found, ground teams rushed to the scene and administered first aid and emergency medical

treatment to the exercise victims who were taken to the Stephens County Hospital by ambulance.

City police and county sheriff personnel blocked intersections and traffic lights for the emergency vehicles, which had to make a two-mile detour around the main bridge linking the city of Toccoa to the nearby hospital because the bridge is still under reconstruction following last year's Toccoa Falls flood.

The practice mission involved about 75 persons, two aircraft, five ambulances and 12 emergency vehicles.



**UNIT CITATION** — 1st Lt. Donald C. Borton, left, commander of the Frederick Comp. Sq. (Maryland Wing) receives the Civil Air Patrol's Unit Citation Award from Lt. Col. Clifford G. Revoir, commander Group 5.

# TIN BOARD

Cont'd

shed a good working relationship with the local radio station manager or program director for the national address requires the cooperation of a station announcer to record or phone number in place of the national address. Some CAP members who are pre- have a good voice, have recorded the name and address of their unit themselves. It only "For information, contact the Montgomery Cadet Squadron at 2325 Gibson or call our unit address yourself, we suggest you make at least six dry runs to get the timing and ss must fit into the same time frame as the national address. Record your address at the ips. CAP units who are substituting their own address are realizing positive results. OI

or two 30-second television spots to be available in January. In your request include the are going to cover and the name of the towns in which they are located.

n spots will be limited. We suggest you send in your requests early to HQ CAP-USAF/ OI

OR PURCHASE. A print of the CAP feature film, "Always Vigilant" may be purchased Services Administration, National Archives and Records Service, National Audiovisual yment should accompany the order. Make check payable to: National Archives Trust al purchase order or a letter on official stationery. Delivery may be expected within 30 please allow six weeks before making inquiries. Order CAP film by the following file ilant - - Civil Air Patrol Volunteers (SFP 2249). OI

APR 0-2. Please make the following pen and ink channages to CAPR 0-2, dated 30 Sep-

May 1978.

20 March 1978.

s been rescinded.

om 1 May 77 to 1 June 78.

hereto has been superseded by CAPP 52-2-5.

DAP

## AIR FORCE -- THE AEROSPACE TEAM

TORY

people's eye in your Air Patrol. Repro- expensive bookmark the bookmarks were h school and local up and use. They much. You can do

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CIVIL AIR PATROL

INTERESTED IN:

Flying, Aerospace activities, Leadership training, Rescue missions, The Air Force??

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IT'S FUN !! FOR BOYS & GIRLS AGE 13 Through 17

Information Contact Lt. Perron 766-6142



### PRINTING PAPER SHORTAGE

National Headquarters now prints approximately 30 million units of printing annually so that all units may be provided with regulations, manuals, blank forms, and other publications necessary to operate a unit free of charge. A severe paper shortage now exists - - paper mills in various sections of the U. S. have been on strike several months and no agreement is in sight. This means that this headquarters must be prudent in its use of paper. Beginning this month, the distribution of regulations and manuals will be reduced to one copy to each Sector, Group, Squadron, and Flight. If a unit experiences a problem with this distribution, additional copies may be obtained by requisitioning on CAP Form 8 with sufficient justification. Also, requisitions for blank forms will be monitored and in some cases the quantity ordered may be reduced if the amount seems excessive.

Each individual in CAP is encouraged to conserve publications and blank forms so that this headquarters can continue providing this service at no cost to the unit. Any unit may reproduce additional copies of any publication or form locally as long as no changes or alterations are made.

## SAFETY CORNER

A DEADLY GROSS EXAMPLE



(Form your opinion)

The aircraft crashed shortly after takeoff, seriously injuring the pilot. Fortunately, no one else was on board the aircraft. Discussion with witnesses revealed the following items of interest:

- a. The pilot had serious marital problems and had consumed about 10 beers during the three-hour period prior to the accident.
- b. The pilot had been unable to "prop" the aircraft because of his intoxicated state. A skydiving instructor "propped" the aircraft for him.
- c. Passengers had been carried on the aircraft during previous flights with the same pilot that day. Acrobatic maneuvers had been performed during the flights.
- d. The skydiving instructor who "propped" the aircraft also taught and supervised members of a local skydiving club. He had encouraged club members to ride with the pilot prior to the accident, even though he knew of the pilot's condition. The instructor supposedly stressed safety at all times when teaching classes.
- e. The pilot and other local pilots were known to have performed acrobatic maneuvers near and within recognized drop zones during parachuting activity.

### QUESTIONS

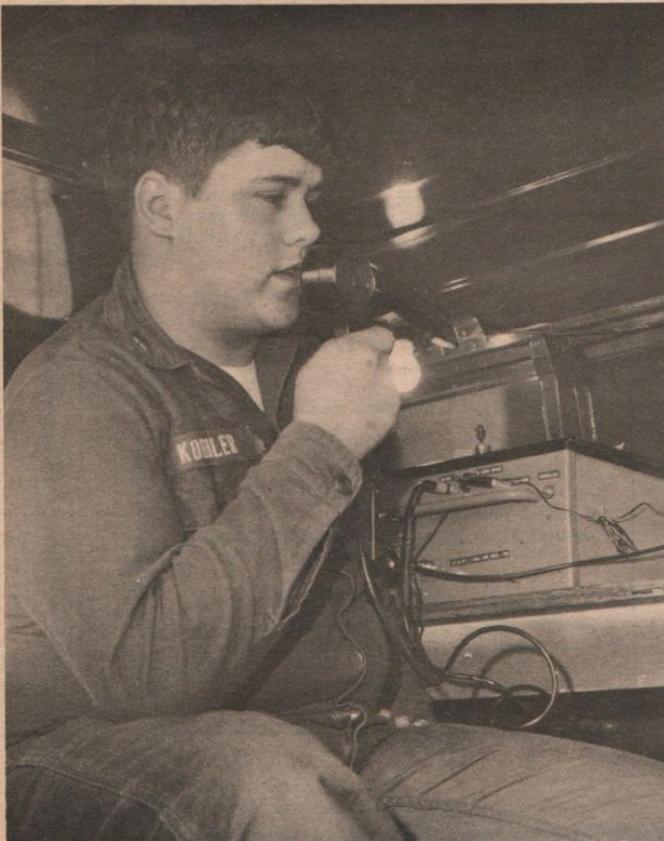
1. What example was set by the skydiving instructor?
2. Was the pilot concerned about the safety of others?
3. Was this an isolated incident?
4. What image did the airport have in the community? How about the image of the skydiving club?
5. If you saw a member of the group (whether jumper, instructor, or pilot) wearing a Civil Air Patrol patch, what would be your reaction?
6. Who was really concerned?



Cadet Debby Dundas, Mankato Comp. Sq., puts her typing skills to work by typing messages and reports for the ground operations staff.



Senior Member Kevin Swanson, G... the aircraft in the exercise, as ano...



Cadet Doug Koehler, Viking Comp. Sq., radio operator, keeps in contact with air and ground crews to relay messages.



Lt. Col. Lorraine Timmerman, center, chief of staff of the Minnesota Wing, and Lt. Bill Carnes, left, director of emergency services, rec... an unidentified CAP offic...

# Confessions Of An Official Mission Information Officer

Story and Photos by  
**SM ELIZABETH BERRINGBERG**  
 Minnesota Wing

MINNEAPOLIS, Minn. — It was nearly midnight when we arrived in Redwood Falls, Minn., which had been established as our south base for the Minnesota Wing's fall search and rescue exercise.

As a squadron information officer, I came along to take some "action shots" of our cadets. But when assignments were handed out, I found myself appointed as the official mission information officer.

Having just completed the seminar for information officers, I was convinced that I knew everything. Of course, my interest in "news" at this time had not extended beyond the level of my squadron, which therefore left me a little in the fog as to what my functions and responsibilities were to be during the mission.

"If only I had brought my information officer's handbook along!" I thought with regrets.

Morning came fast, and at 6:25 a.m. the mission was operational. It was a beautiful day, sunny sky with just a few puffy clouds hanging above — not necessarily a pilot's delight — but just perfect for a photographer. Anxiously I loaded my camera.

"Have you called the news media yet?" the Air Force inspector asked.

"No, sir," I answered a little stunned. "I will right now," I added quickly as I hurried away to find a phone.

The airport office was only a few hundred yards away from the hangar. I remembered that there was a pay phone there because I spent the night sleeping right under it.

Looking for the phone number of a radio station is rather a time consuming task. Is it under "K" maybe, or perhaps "W"? I was about to give up when a cadet familiar with the area came to my rescue.

With the phone number in my possession, I readied myself for the call. Oops! I needed a

dime first. I searched the pockets of my fatigues — but to no avail.

When I finally managed to get some change, again with the help of a cadet, I discovered to my horror that the phone was out of order. "What did I do to deserve this?"

But all was not lost. Upstairs from the airport office was an FAA station. A most helpful man saved me from my dilemma.

First the radio station. They would have liked to have been informed earlier and were therefore not able to provide coverage.

When the newspaper office did not answer, which is not unusual early on a Saturday morning, the man from the FAA provided me with the name and home number of the editor of the *Redwood Gazette*.

A very friendly lady named Barb Ross listened to my request. "I really would like to come out there," she replied courteously, "but I've got to go to a wedding."

I was about to resign myself again to the fact that this was just not my day, when I had an idea. "Would you like me to send you some pictures and perhaps an outline as to what is going on here today?" I asked quickly.

"That would be wonderful if you could," she said.

As I hung up, my mind began to work. I needed good action shots. Not just souvenir snapshots or group shots, but good pictures that told a story.

I was just completing my second roll of film, when a cadet came toward me. "They are looking for you, ma'am," he called out and pointed toward the hangar.

"They, who?" I wanted to know.

"I don't know, ma'am. Some pilots, I guess."

An officer of my squadron led me to the people who had asked for me. "We are closing in on the target and would like you to take some pictures from the air, if we can find it," one of them said.

My heart dropped into my combat boots. "Me? Fly?" I stammered. I get sick on a 747,

on an elevator for that matter. How could I possibly survive a flight in a Piper Cherokee?

It was either my unexcelled dedication to my newly acquired job as mission information officer, or the charming persuasion of the pilot, that made me say "yes", for I can't think of any other reason why I would submit myself to an adventure that I knew would leave me to resort to one of those "sick bags". After warning the pilot of such a possibility, I buckled myself down. And just to distract my mind — since it was all in my head, as I was repeatedly told — I loaded my camera during take-off. When I looked up, we were already at our cruising altitude.

"By the way," the pilot said with a smile as he turned around to look at me in the back seat. "It's going to be a little bumpy up here today."

"I can tell!" I swallowed, as I could already feel the first signs of that condition so familiar to me. After 10 transatlantic flights and two trips across the Pacific, plus numerous cross-country flights, I had my share of "air discomforts."

"Hang in there!" I told myself. "Take a deep breath and it'll go away!" I tried to convince myself.

When we finally landed, I staggered as quickly as I could toward a garbage bin to dispose of a certain plastic bag that contained "proof" that it was not in my head — it was all in my stomach. How can I convince them?

With a still unused roll of film in my camera, I retreated to the airport office where I slid my air mattress halfway under a table, partially to conserve space because the office was swarming with people, but mostly to stay out of sight.

Before I submerged myself, my head hidden beneath my field jacket to begin my process of recuperation, I instructed the cadet standing nearest to me. "If anyone asks for me, tell them I'm in sick bay."



Blue County Comp Sq., refuels one of our cadet looks on.



an up date on operations from



Capt. Maurice Sauve, St. Cloud Comp. Sq. studies the grid map to prepare notes for his mission.



## CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS  
MAXWELL AIR FORCE BASE, ALABAMA

DECEMBER 1978

NUMBER 12

### OPERATIONS

**1. NEW CORPORATE LIABILITY COVERAGE.** The new corporate liability coverage effective 1 Oct 1978 has some advantages over the previous coverage. However, the new policy warrants a maximum of six seats on all aircraft. This important requirement of not having more than six persons aboard any corporate aircraft must be met by all flying units. DCS

### 2. GLIDER OPERATIONS.

1. Any unit operating or contemplating operating a glider should be aware of the following:
  - a. All students must be CAP members. (CAPR 60-1, para 2-5b)
  - b. All students must be qualified IAW and fulfill criteria outlined in FAR Part 61, Sub Part C, Student Pilots.
  - c. All tow pilots must meet FAA qualifications listed in FAR Part 61, para 61.69 and FAR Part 91, para 91.17. (CAPR 60-1, para 2-4c(4))
  - d. All flight instructors must meet the requirements of FAR Part 61, Sub Part G, Flight Instructors. Region commander waiver outlined in CAPR 60-1, para 4-4c(1) will not be authorized for student instruction.
  - e. All tow hitches must be FAA approved. (CAPR 60-1, para 2-4c(4)) (FAR Part 91, para 91.17 (a) (2))
  - f. HQ CAP-USAF/DO approval is required.
2. If the glider is not CAP-owned it should be leased by CAP for the period of use or an owner release should be executed in advance. Also, the CAP corporate aircraft liability insurance will cover third party claims for personal injury and property damage but there is a limit on hull coverage for borrowed or loaned gliders. If the glider owner does not execute a release, the corporate insurer covers 50 percent up to a \$10,000 loss and 100 percent of the loss over \$10,000. Also, the total payable by the insurer is \$25,000. DCS

**3. AIRCRAFT QUARTERLY UTILIZATION REQUIREMENTS.** Effective 1 July, the beginning of the 1978-79 WEEP cycle, aircraft quarterly utilization requirements were reduced from 30 hours per quarter to 25 hours per quarter. An additional provision of weather waiver to 15 hours per quarter was included. This waiver can be used for only one quarter per year and covers all aircraft assigned to a wing. To implement this waiver the wing commander must certify that weather was the cause of failure to meet flying requirements by signing the statement at the bottom of the quarterly S-1 report for which the waiver is requested. Do not sign the waiver request statement unless waiver is requested. Check page 20 of the 1978-79 criteria for complete instructions. DCS

**4. CAP RADIO OPERATORS.** If you would like to be a primary or alternate station in the National Headquarters Network, please contact your Region DC for full information. Target date of activation of the net is on or about 10 December 1978. DOK

### PERSONNEL

**5. RECRUITING.** USAF-CAP Liaison Officers have been asked to assist local CAP units in placing recruiting notices in daily bulletins and base newspapers on military installations, USAF bases in particular. If your unit desires this kind of publicity please contact your LO and provide him with the appropriate information to be used. DCS

### ADMINISTRATION

#### 6. NEW AND REVISED PUBLICATIONS.

- a. CAPR 66-1, "Civil Air Patrol Aircraft Maintenance Management," 1 November 1978. Supersedes CAPR 66-1, "Civil Air Patrol Aircraft Maintenance Management," 7 August 1974.
- b. CAPR 77-1, "Civil Air Patrol Vehicles, Vehicle Status Report, RCS: CAP-S-2," 1 November 1978. Supersedes CAPR 77-1, "Civil Air Patrol Vehicles, Vehicle Status Report, RCS: CAP-S-2," 1 April 1976.
- c. CAPP 53-1, "Civil Air Patrol Scholarships," 1 November 1978. Supersedes "CAP Scholarships and Grants," 6 January 1978. DAP

### SAFETY

**7. INSURANCE COMPANY CHANGE OF ADDRESS.** Insurance company change of address (reference CAP Form 78, "Mishap Report Form"). Send future original copies of CAP Form 78 to:

CTH of Nashville  
P. O. Box 12010  
Nashville, TN 37212

CTH replaces the Turner-Weaver & Company shown on the CAP Form 78. All other copies of CAP Form 78 are forwarded as shown on the form itself and in CAPR 62-1. SE

### INFORMATION

**8. NEW TAPE OF CAP RADIO SPOTS.** If you missed your chance to send in a request for the first tape of CAP radio spots several months back, we are giving you a second chance. A second tape of eight CAP radio spots will be available in January 1979. The spots are 20 and 30 seconds in length. As usual, your request must include the call letters of the radio stations you are going to cover and the name of the towns in which they are located.

As mentioned in the May 1978 issue of the Bulletin Board, a few CAP units are substituting their own local CAP unit address for the National Headquarters address at the end of each radio spot. This can easily be done with the cooperation of your

THE CIVIL AIR PATROL "BULLETIN" IS PUBLISHED MONTHLY. IT CONTAINS OFFICIAL ANNOUNCEMENTS, INTERIM CHANGES TO CAP PUBLICATIONS, AND OTHER ITEMS OF INTEREST FOR ALL CAP MEMBERS.

## CAP Bulletin

local radio station, if you have a... tor. Substituting your local unit... your local unit name and address... ficient in the use of tape recorders... takes six or seven seconds. Exar... 612-8876." If you decide to reco... words down pat. Your local unit a... same speed as the spots on the tape...

**9. TV SPOTS.** We also expect o... call letters of the television stations...

The supply of both radio and tele... OIW, Maxwell AFB AL 36112.

**10. "ALWAYS VIGILANT" FILM** for the sum of \$145 from: Gen... Center, Washington DC 20409. Pr... Fund (NAC). To order, send an o... days after receipt of order. Howe... number and title: 008835, Always...

**11. PEN AND INK CHANGES TO** tember 1978.

ADD: C2 to CAPM 39-2, dat

ADD: C4 to CAPM 67-1, dat

DELETE: CAPM 50-5 whic

CHANGE: Date of CAPP 35-

DELETE: CAPP 205 and Ch

FOR THE EXECUTIVE DIRECTO

*R. A. Skinner*  
R. A. SKINNER, Lt Col, USAF  
Director of Administration

## JOIN THE U. S.

### TELLING YOUR

There are many ways to cat... continuing efforts to publicize C... duced here is a sample of an... which one squadron had printed... placed in liberal quantities in... public libraries for people to pi... carry the message and shouldn't c... it too!!!

PULL OUT AND POST

## And The Search Goes On

# Daily Reports On A Mission

(Editor's Note: The following news releases, detailing the day-by-day progress of a recent search in New York, were filed by Lt. Col. Allan F. Pogorzelski, mission information officer, 2nd Lt. Tom Chiat, assistant information officer, and 1st Lt. Ed Donovan, group information officer, from the headquarters of the New York Wing's Westchester Group.)

Sept. 26: Over 40 aircraft from the New York and Connecticut Wings of the Civil Air Patrol, New York Air National Guard, New York State Conservation Department, Connecticut State Police, Connecticut Army National Guard and the U.S. Coast Guard searched for a Cessna 310 Business Commuter Airliner that disappeared while flying from Bridgeport, Conn., to Albany, N.Y., with three people on board.

Capt. John Jacob, mission coordinator of the New York Wing, operating from the Westchester County Airport, White Plains, N.Y., said the Cessna left Bridgeport at 9 a.m. and failed to arrive at Albany 90 minutes later. A ramp check soon began and CAP units in New York and Connecticut were pressed into service for route and area searches, which continued until dark.

Electronic searches for an ELT signal and preliminary visual searches have not located the mission craft at this time. Two specially equipped aircraft continued the electronic search after dark, making continued passes over the area.

Sept. 27: Early Monday afternoon the New York and Connecticut Wings of the Civil Air Patrol began a joint search effort to locate a missing Cessna 310 twin engine aircraft that took off from Bridgeport, Conn., that morning en route to Albany, N.Y., on a routine flight. By 2 p.m. that day, more than 30 aircraft were readying themselves for a search of the area between Bridgeport and Albany. Now in its third day, the search will continue in an effort to locate the plane, its pilot and two passengers. Elements of the New York and Connecticut Army and Air National Guards and the New York State Department of Conservation, Connecticut State Police and U.S. Coast Guard are assisting in the search and rescue mission.

Sept. 27: Several probable sites were thoroughly searched today. Each site emitted a sporadic ELT signal and this same thorough search definitely determined these ELTs were not transmitted from the missing aircraft.

Tomorrow the search continues into its fourth day. The missing aircraft's route was searched today for 50 miles on each side of the route, with no positive results. Therefore the flight route will be again completely searched tomorrow.

At this point no transmission has been picked up from the Cessna 310.

More than 40 aircraft from the various search organizations and

more than 250 people have spent over 200 hours in the search area.

Sept. 28, 7 a.m.: Units of the New York, Connecticut, Rhode Island Wings of the Civil Air Patrol, in addition to other organizations, continued to search the proposed flight path and 50 miles to either side for the missing Business Commuter Airliner. Electronic and visual search of the route will continue throughout the day.

At this time, there have been no confirmed visual or electronic findings, although various sporadic ELT signals, and various reports from ground sources, have been received and investigated.

Sept. 28, 8 p.m.: The probable route of flight of the missing Cessna 310 was re-searched today. Numerous leads were investigated from the air and in the field. Further leads are still

afternoon.

Civil Air Patrol officials in charge of the search said operations would intensify over the weekend. This week, while most of the 40 to 50 fixed-wing and helicopter aircraft taking part in the daily search discontinued operations at darkness, cooperating Air Force airplanes, with sophisticated electronic equipment aboard, continued the search at night for the missing aircraft, now assumed to be down somewhere along its flight path between Sikorsky Airport in Bridgeport, Conn., and Albany County Airport in New York state.

At this point the public is asked to report any sightings or other pertinent information to the Civil Air Patrol's mission control at Westchester County Airport.

CAP Capt. John Jacob, mission coordinator, said that

a missing Cessna twin-engine plane carrying two General Electric executives and their pilot.

As of noon today, Civil Air Patrol officials in charge of the intensive search had received hundreds of reports from local citizens with possible sightings, but according to CAP Capt. John Jacob, mission coordinator, investigation of each of these reports failed to locate the missing craft.

"Our people have been doing a tremendous job in this mission," Jacob said, "and we've been receiving effective help from other organizations."

Sept. 30, 6 p.m.: The search for the missing Cessna 310 with three aboard will go on until the plane is found, according to Civil Air Patrol officials.

As the search continues into its seventh day tomorrow, CAP plans to recheck a high

afternoon, reducing visibility for air search operations, Jacob explained. He said that the search would continue until the plane is found.

Oct. 2, 12 noon: The largest air and ground search in more than a decade was suspended at noon today. It was for an airplane with three aboard, missing since last Monday on a flight from Bridgeport, Conn., to Albany, N.Y.

Civil Air Patrol Capt. John Jacob, mission coordinator in charge of the massive, week-long search for the missing Cessna 310, said that all leads had been exhausted in the mission. The plane carried two General Electric executives and a pilot.

As the search began, the flight path was broken down into grids of 14 by 17-miles. These were thoroughly checked daily by search aircraft, some up to seven or eight times, at high and at low altitudes.

"Scores of possible sightings were reported to us during the week," Jacob said, "and this information led to additional sorties by search aircraft." He said most of these sightings were reported in an area at the junction of the three states of Connecticut, New York and Massachusetts, and that this region was designated a high probability area by the search teams.

He said that none of the leads were ruled out as the search continued through the week. "At this point, mission control sees no alternative but to suspend the mission until new leads come in," he said. "At which point the Civil Air Patrol will reopen the mission."

"Our people, joined by military units, conducted the most intensive search I have experienced in more than 20 years," Jacob said. "I've never seen anything like it."

He added, "We received outstanding support and cooperation from the U.S. Army, Coast Guard, the New York Army and Air National Guard, the Conservation Department, the Connecticut National Guard and the Connecticut State Police."

Airplanes from the Civil Air Patrol and other search craft numbering more than 50 flew scores of sorties of two to three hours in duration in the search for the missing plane. They logged more than 1,400 hours in the air.

CAP field bases in the operation, in addition to the mission control center at Westchester County Airport in New York, included the CAP's major air operations base at Dutchess County Airport, N.Y., with Lt. Col. Richard Lauria as subarea mission coordinator, including Albany and Columbia County Airports in New York.

In Connecticut CAP operated the mission out of Brainard Airport in Hartford, with Lt. Col. Henry Seegers as subarea mission coordinator, which was supported by the Rhode Island Wing and the Connecticut State Police aviation units.



**MISSION BRIEFING** — Pilots 2nd Lt. Tom Chiat, left, and 1st Lt. Steve Furo, right, receive a briefing from Lt. Col. Allan F. Pogorzelski before beginning a sortie, looking for a missing Cessna 310.

under consideration and are being evaluated. Additional leads from residents along the route are needed and should be telephoned to local authorities to be forwarded to mission control.

Due to darkness, the search is being suspended until daylight tomorrow, at which time we will continue search operations. Area of highest probability 50 miles on both sides of the flight route will be emphasized.

More than 175 personnel utilizing 50 aircraft participated today.

Sept. 29, 7 a.m.: Civil Air Patrol units from these states and military organizations will continue searching the probable route of flight of the missing Commuter Airliner.

Numerous leads were investigated yesterday, from the air and on the ground. We estimate 30 to 50 aircraft and approximately 200 personnel will participate today. Mission control is the New York Wing operating on the New York-Connecticut border. The mission coordinator is Capt. John Jacob, emergency services officer of the New York Wing.

Sept. 29, 6 p.m.: A concentrated air search — the largest in a decade — continued this evening for a missing Cessna 310 carrying two General Electric executives and their pilot, overdue since Monday

several leads were investigated during this week, but investigation failed to locate the missing craft. Further leads are now being followed up, he added.

He said that more than 175 pilots, representing the Civil Air Patrol of New York, Connecticut and Rhode Island, along with the U.S. Army, Coast Guard, the New York Air and Army National Guard, Connecticut National Guard, the New York State Conservation Department and the Connecticut State Police are continuing the search through the weekend.

The search and rescue aircraft have covered an area 100 miles wide along the 105-mile flight path from Bridgeport to Albany — some 10,000 square miles.

Sept. 30, 8 a.m.: The New York Wing commander, Col Paul Halstead, extended his personal commendation to all CAP personnel participating in the search for the missing Cessna 310. "The effort of you dedicated volunteers exemplified the professional aim for which we strive in this organization. The hours of dedicated service of all rescue agencies and their cooperative endeavor is in the best tradition of the Rescue Service motto 'That Others May Live.'"

Sept. 30, 12 noon: The largest air search in a decade in this area continued this weekend for

probability area with the use of fixed wing and helicopter aircraft. This area is the junction of the borders of Connecticut, New York and Massachusetts in the Berkshire Mountains.

The missing plane was carrying two General Electric executives and their pilot on a flight from Bridgeport, Conn., to Albany, N.Y. The craft is now assumed to be down somewhere in its flight path between those two cities.

Capt. Jacob said that as information is received from the public concerning possible sightings of the plane, the CAP follows up by scheduling an air search in the reported area.

Oct. 1, 7 a.m.: The air search for a missing Cessna with three aboard will continue on a limited basis because of weather conditions, according to Capt. John Jacob, CAP mission coordinator.

Planes from the Connecticut Wing of the Civil Air Patrol are continuing air search operations today along the flight path. On Saturday, the Connecticut CAP widened the search area north as far as Vermont, according to Lt. Col. Henry Seegers of the Connecticut Wing.

Search operations over the weekend have been centered in an area in the Berkshire Mountains, at the junction of the three states.

Showers are forecast for this

# Alconbury Has Exchange Program With British

RAF ALCONBURY, England — The Civil Air Patrol's Alconbury Cadet Sq. here, one of the first to be established at USAF bases in Europe, has been active for a year and is now expanding beyond its traditional role into new areas.

CAP Maj. Walter G. Green III, an Air Force captain, founded the squadron in October 1977 with an initial membership of 15 people. The squadron was chartered in March 1978 and has 29 members and hopes to keep growing.

After the first overseas unit had been established at a base in Okinawa, Green, who had been active with CAP in Virginia, resolved to organize the first squadron in Europe.

The traditional cadet program is carried out by the Alconbury Squadron, but the squadron also breaks into a nontraditional area. It has an active exchange program with three of the British cadets corps: the British Army Cadet Corps, the Air Training Corps and the Girls Venture Corps. Visits to some of Britain's many military museums have taken place and all the cadets have a chance to take orientation flights in light aircraft.

The squadron plans to host a drill competition for British and American cadets in March 1979.

Adults act as senior advisors in the squadron, which has junior and senior high school students in its cadet corps. Both military

and civilian personnel form the senior leadership of the unit.

Any student who has completed sixth grade or under

age 19 may join the squadron. Part of the squadron's recruiting effort is in publicity. During a recent trade fair here, cadets

had their own stall to inform the public of the squadron's existence and to recruit new cadets.

## Louisiana Slates Leadership School

NEW ORLEANS, La. — Lt. Col. Charlotte Payne Wright, director of Senior Programs for the Louisiana Wing has announced a Squadron Leadership School, sponsored by the Louisiana Wing, for all members of the Louisiana Wing, Mississippi Wing and Sector 2 of the Texas Wing. Other members of the Texas and Arkansas Wings are invited.

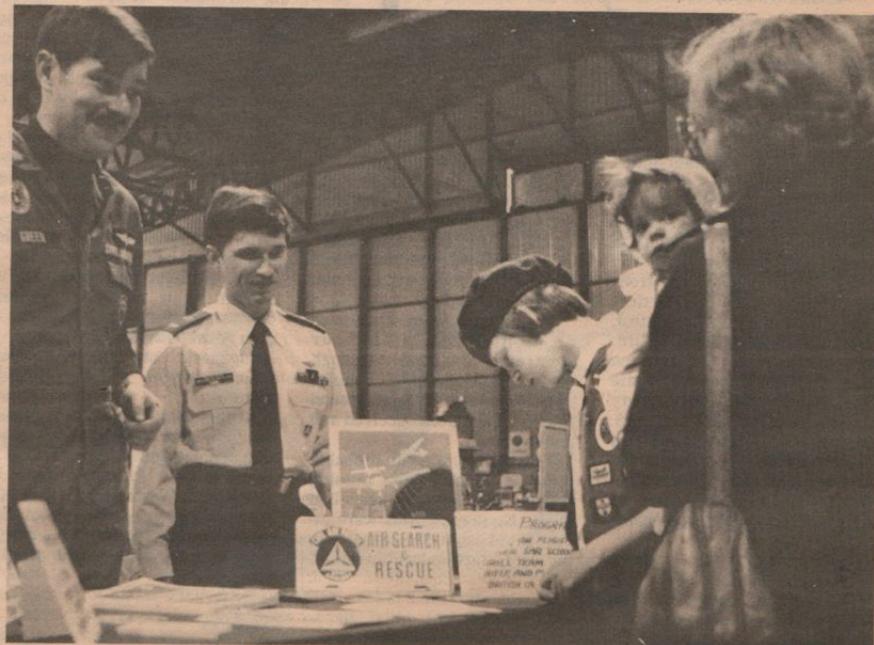
The school will begin with students picking up packets at 9 a.m., Saturday, Jan. 13, 1979, on the campus of Southwestern Louisiana University, Lafayette, La. The school is anticipated to run until 3 p.m. Sunday.

Preregistration is desired. Interested members should complete one copy of CAPF 17 and submit it directly to the Louisiana Wing Headquarters; Civil Air Patrol; Room 209; Lakefront Airport; New

Orleans, La. 70126.

The school will follow a basic format, including six hours of basic training in a Level II specialty track, two hours of leadership problem discussion and two hours of counseling role playing (conducted by Dr. Richard J. Ovington of National Headquarters), and a brain storming session in seminar for ideas for recruiting and senior activities.

Classes in Administration and Personnel, Cadet Program, Communications, Operations, Senior Programs and Information. A special seminar for commanders and deputy commanders will be offered, in which an hour of each of the above seminars will be presented. An eighth seminar will be held for pilots, observers and scanners based on CAPM 50-15.



**PROVIDING INFORMATION** — Maj. Walter G. Green III, left, and 1st Lt. James A. Carr provide information to prospective recruits of the Alconbury Cadet Sq. at the RAF base in Huntingdon, England, home of the USAF's 10th Reconnaissance Wing, during a recent trade fair where the CAP unit had a recruiting booth. (USAF Photo by SSgt. Herbie Cintron)

## Cadet Recognized For Saving Life

BALTIMORE, Md. — Cadet Linda McWilliams of the Linthicum Cadet Sq. (Maryland Wing) has received a certificate of recognition at commander's call for saving the life of a neighbor who had fallen through a glass window.

McWilliams heard the crash of breaking glass from a house across the street from her home Oct. 7 and ran over to see what had happened. She found that the neighbor's daughter had fallen through a jalousied glass door and was bleeding profusely.

The girl's mother was incapacitated with shock and lack of training. McWilliams prepared emergency bandages

and stopped most of the bleeding and called an ambulance to take the girl to a nearby hospital for treatment, where she had over 40 stitches. She stayed with the

girl's parents during the time she was in treatment.

The award was presented by the Maryland Wing commander, Col. Frank A. Kunkowski.

## Aircraft Maintenance Subject Of New Audio-Visual Kit

MAXWELL AFB, Ala. — "Does your unit plan to host a flight safety or aircraft maintenance clinic? Do assigned pilots seem to be puzzled by aircraft preflight requirements?" asks Lt. Col. Frederick K. Carter, director of safety at National Headquarters.

National Headquarters recently acquired an audio-visual kit titled "Preventive Maintenance for Pilots and Aircraft Owners." The kit provides an in-depth look at aircraft preflight items and describes corrective action, according to Carter.

## NORAD Base Hosts Exercise

FORT LEE AFS, Va. — The Eastern Shore Comp. Sq. (Virginia Wing) recently conducted search and rescue exercises at the 20th North American Air Defense Command (NORAD) Region's Cape Charles AFS in conjunction with a camping and recreation weekend at the Air Force radar site.

The CAP unit, which has been involved in several rescue missions in the Chesapeake Bay and Atlantic Ocean recently, used the exercise to sharpen members' skills in the use of frequency modulation (FM) communications.

Approximate reviewing time for slides and cassettes is about two hours 15 minutes. Student textbooks provide additional information.

Materials included in the kit are: an instructors guide for tape cassettes (with and without audible pulse), 395 slides (35 mm), and 15 student textbooks.

Use of the kit is arranged through coordination with CAP wings and their related USAF-CAP liaison region. Reproduction of any of the materials is prohibited, Carter stated.

"Based on field observations, the kit should provide valuable and frequently useful information of pilots, maintenance and supervisory personnel," he said.

## SURVIVAL TIPS

It is early December. The temperature is approximately 10 degrees and it is snowing heavily. It is almost dark as you return from a day of cutting wood. The mountain road you are travelling is infrequently used. As you round a curve, you lose control of your vehicle and it comes to rest in a ditch. You are uninjured, but your vehicle is immovable, though the engine is still running. You know that you are six or seven miles from any assistance.

### WOULD YOU:

- Keep the motor running with the heater on, and wait for help?
- Shut down the motor, raise the hood, tie a handkerchief or rag to the door, and stay with the vehicle until assistance comes?
- Assess the situation, and then determine in which direction assistance is closest, and then proceed in that direction?
- Get out of the vehicle, construct a fire from low hanging, dead branches and construct a shelter either from natural materials, or material from the vehicle?

### TO SURVIVE:

According to survival experts at the Air Force Academy, Alternative D is the most logical choice. A fire should be constructed first to provide light and warmth. Gather the low hanging dead branches for they usually will ignite with ease. Construct some type of covering or shelter to keep the snow off you. Keep the fire burning all night for warmth, and then seek assistance the next morning.

Alternative A. seems good at first, but due to carbon monoxide poisoning from the exhaust, it is a very dangerous procedure. Carbon monoxide poisoning is deceptive, and you will not notice its presence; you merely fall off to sleep and will probably never wake up.

Trying a rag or handkerchief to the door and raising the hood in Alternative B. is a good procedure, but you do not stay in the vehicle. Since the vehicle is constructed of metal, it will turn into an improvised refrigerator.

Alternative C. is not a good practice. Walking in a 10 degree temperature with heavy snowfall would be difficult even for a person who is in remarkable physical condition. For the average person, fatigue and hypothermia would set in before they reached help. The eventual end would be death.

## Michigan Unit Looks For Girl

ALPENA, Mich. — When 1st Lt. Edward F. Diem of the Thunder Bay Comp. Sq. 17-2 (Michigan Wing) heard a radio news story about a little girl who was lost in the woods, he called the county sheriff's office to see if a plane would be of assistance.

The sheriff, a civilian and a CAP cadet were soon airborne with Diem. Soon the command post at Rickenbacker AFB's 302nd Tactical Airlift Wing in Columbus, Ohio, and the 911th Tactical Airlift Wing at Pittsburg, Pa., called to see if they could help, since they had training planes in the area. A C-123 was launched.

In all 400 people and two aircraft were looking for the girl, who was found by a civilian volunteer in a swamp area about three miles from her home.

## CAP Calendars

There are a limited number of CAP 1979 calendars available through the Bookstore at \$0.75 each.

No minimum number need be ordered.

Orders will be filled on a first-come basis. Order Cat. No. 597.

# PEOPLE... in The News

## Northeast Region

Cadet Susan Clingen, a member of the Nassau County Group (New York Wing) holds dual membership in Civil Air Patrol and Air Force Junior ROTC. Cadet Clingen has been a member of Civil Air Patrol since July... Members of Squadron 603 (Pennsylvania Wing) have taken part in a disaster drill set up at Greater Pittsburgh International Airport. Cadets were used to direct traffic and act as victims while seniors directed ambulances arriving on the scene... Members of the Downeast Patrol Sq. (Maine Wing) drill team held an appreciation dinner for their parents and staff members, preceding it with a special drill demonstration. Highlight of the occasion was presentation of a Certificate of Proficiency in Communications to Cadet Charles Gilley.

Cadets Samuel Ishikawa and Andrew Warner of the Thunderbolt Cadet Sq. (Massachusetts Wing) recently completed the CAP basic ranger course and were awarded the Massachusetts Wing Basic Ranger Patch... The New Jersey Wing held a one-week encampment recently at the Cumberland Comp. Sq. headquarters. Eight cadets from across the wing spent the week attending ground and flight school classes. First Lt. Ann Daly participated as a ground school instructor.

Maj. Viola Sargent, Senior Member Ronald Mullen and Cadets Edward Butler, Mark Butler, Julie Brown, Kenneth Cantor, Lonnie Cantor, Neil Jordan, Carroll Gifford, Matthew Horton, Jeffrey Hanscom, Michael Morris, Rory Morris and Jeffrey Webber assisted the Ellsworth, Maine, Jaycees with their "Haunted House" through the Halloween season. They are all members of the Downeast Patrol Comp. Sq... Three cadets from South Hills Comp. Sq. 613 (Pennsylvania Wing) made the trip to Hawk Mountain to attend the annual first-aid weekend school. Capt. Betty Jones accompanied Cadets Chris Mooney, Donna Kent and Cheryl Lappe.

## Middle East Region

The Aiken Senior Sq. (South Carolina Wing) sponsored an aviation safety seminar recently for all area pilots. Thirty-four persons, including cadets and senior members, attended the meeting... Cadet members of the Berkeley County Comp. Sq. (South Carolina Wing) recently toured the aircraft carrier U.S.S. Yorktown. The purpose of the trip was to study the carrier based aircraft used by the Navy. Cadets participating in the field trip were Brad Blackburn, Steven Blackburn, Will Phillips, Anthony Graves, Keith June and Tommy Branton. They were accompanied by Capt. Gill Blackburn and 1st Lt. Harold Bueman.

The cadet drill team of the Sumter County Comp. Sq. (South Carolina Wing) successfully defended its title by winning the wing drill competition for the second year in a row... Cadet Scott Gross of the Norfolk Comp. Sq. (Virginia Wing) has received his FAA pilot certification... Cadet members of the South Carolina Wing recently attended a workshop on model rocketry held at wing headquarters by Capt. Marie Jones, director of aerospace education... The Mount Vernon Cadet Sq. (National Capital Wing) held an open house recently with displays on communications, logistics, special activities and the cadet program. Some 60 people attended the open house.

## Southeast Region

North Tampa Cadet Sq. (Florida Wing) celebrated the 10th anniversary of their chaplain, Lt. Col. George Rennard, with an open house and pass-in-review. Col. Rennard was presented with a plaque in recognition of his anniversary by the squadron commander, Capt. Jewell Langston... Capt. Judith Anderson has been named the new commander of Central Brevard Comp. Sq. (Florida Wing), replacing Capt. W.N. McClintock... The Frank Borman Falcon Award has been presented to Capt. Lawrence J. Webber, deputy cadet commander for the Albany Comp. Sq.

(Georgia Wing). The award was presented by Georgia Congressman Dawson Mathis.

One-day recruiting activities brought 18 new cadets to the Caguas High School Cadet Sq. (Puerto Rico Wing) recently... The Jackson Cadet Sq. (Mississippi Wing) took part in a mock crash exercise with 11 cadets acting as victims of the crash... Cadets Richard McAleese, Larry Bevis, Shawn James and David Whaley, along with their squadron commander Capt. Linda Eddy have completed CPR training. They are all members of the Orlando Cadet Sq. (Florida Wing)... Lt. Col. Tom Welch, Capt. Pat Bevilacqua and Cadet Leth Welch were invited to a recent meeting of the Optimist Club where they presented a program on Civil Air Patrol.

## Great Lakes Region

Three senior members of the Rantoul-Chanute Comp. Sq. (Illinois Wing) received promotions recently. Promoted to the grade of first lieutenant was Elizabeth Sindeldecker with the rank of second lieutenant going to Mikel Matthews and John Potts... Cadets Gail Gabaldon, Mike Opitz, Patricia Klomp, Don Bartkowiak, Janet Hlavaty, Mike Keating, Melonie Sears, George Tweedy, Bob Jankuski, Sheri James, Paul Sing and Dennis Keenan all participated in the Burbank Comp. Sq. (Illinois Wing) search and rescue exercise... Twenty-two cadets and forty-four seniors of the Indiana Wing attended a search and rescue effectiveness test recently. The exercise, run by the cadet members, was held so cadet personnel could test their skills... Cadets Robert Morton and Jeff Luse, members of the Ohio Wing, attended a recent medical seminar held at Hocking Technical College.

## North Central Region

Cadet and senior members of the Lincoln Cadet Sq. (Nebraska Wing) recently helped launch balloons in a balloon race for a city celebration. The members aided in five launchings during

which time 50 balloons were launched... Roger Zweig, a research pilot of NASA's Johnson Space Flight Center, visited with members of Blackhawk Comp. Sq. (Iowa Wing) and described his duties and NASA's programs for aviation and space.

## Southwest Region

Sixteen members of the El Paso Comp. Sq. (Texas Wing) recently participated in an open house observance of National Aviation Day in cooperation with the El Paso International Airport. Squadron members were in uniform and available to answer numerous inquiries... Members of the Thunderbolt Comp. Sq. (Texas Wing) recently expended time and energy on a local airshow. Besides mowing grass, making signs, painting the runway, erecting barricades, moving airplanes and other last minute preparations, squadron members were able to raise money for the squadron and recruit new members.

Col. Louis B. Cole, commander of the Westwego Senior Sq. (Louisiana Wing) was the over-all winner in the spot-landing contest at a recent fly-in... Twenty-three cadet and senior members of Alief Airborne Comp. Sq. (Texas Wing) recently participated in the annual Alief Autumn Festival parade. The squadron led the parade with a four-man cadet color guard... Recently, the four living squadron commanders of Mineral Wells Comp. Sq. (Texas Wing) got together at the squadron headquarters for the purpose of aiding the squadron in their recruiting activities.

## Pacific Region

First Lt. Sam Jones has been appointed the new commander of the Lyman Field Comp. Sq. (Hawaii Wing). Lieutenant Jones has been deputy commander and acting emergency services officer for the unit... Lyman Field Comp. Sq. (Hawaii Wing) held a blessing for its new Cessna 172 recently. Capt. Robert Killen, squadron chaplain, conducted the ceremony.

# California Cadets Tour Air Force Museum

By CAPT. BETH HUGHES  
California Wing, Group 1

NORTH HOLLYWOOD, Calif. — Forty-five Civil Air Patrol cadets and six senior members from squadrons in Los Angeles Group 1 and San Val Group 22 (California Wing) recently visited Wright-Patterson AFB, Ohio.

The cadets were from Eagle Rock Flt. 30, Glendale Comp. Sq.

27, North Hollywood Comp. Sq. 3, Condor Cadet Sq. 167 and Gill Robb Wilson Cadet Sq. 130. Air Force Reserve Lt. Col. George Jorjorian of Canoga Park was liaison officer for the trip.

The group was airlifted from March AFB, Calif., on a C-135 navigational training aircraft, which was painted similarly to Air Force One. Their introduction to the visit was by a Group 22

multi-media presentation of related color slides shown simultaneously by five projectors. The full screen strips depicted the role that the Air Force played in national history.

Narration included information concerning the many work skills required by the Air Force. Briefer and escort for this portion of the tour, which included an art exhibit, was Air Force

SSgt. John Litton.

The aerospace theme was keyed by a photo mosaic mural, "First Flight," created by a photographic method and comprised of 163,000 titles.

## Apply Now For IACE Next Year

MAXWELL AFB, Ala. — The National Commander invites all eligible cadets and senior members to apply for the International Air Cadet Exchange (IACE). The 1979 IACE will take place from July 22 to Aug. 9, 1979.

Cadets and escorts from 13 countries will participate. The countries are Austria, Belgium, Canada, France, Germany, Great Britain, Israel, the Netherlands, Norway, Portugal,

Spain, Sweden and Switzerland.

How do you qualify for IACE? The following is the criteria established for cadet participants:

1. Age is 17-20 during the period of the exchange.
2. Earhart Award winner as shown on the membership list.
3. Approved by squadron, wing and region commanders.
4. Never have participated in IACE before.

5. Be available for the 19 days required.

6. Requirement to spend \$250-\$400 for IACE uniforms and incidentals.

Escort applicants must meet the criteria outlined in CAPM 50-16, Chapter 17.

If you qualify and wish to participate in the 1979 IACE, please clip the coupon below and mail it, postmarked no later than Dec. 31, 1978.



APPRECIATION — Cadet Frank Magnone of the Gill Robb Wilson Cadet Sq. 130, left, presents a plaque to Air Force Sgt. Oscar Seara, who coordinated the visit by the California cadets to Wright-Patterson AFB, Ohio.

Mail to: HQ. CAP-USAF/TTHS  
Maxwell AFB, Ala. 36112

Please send APPLICATION PACKAGE for 1979 IACE  
for ( ) Escort ( ) Cadet to:

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

# Computer Programs Aid Searches

By Lt. Col. ROBERT MATTSOON  
HQ. CAP-USAF

This article is written for two groups of people. One group is involved in search activities such as looking for lost persons, crashed aircraft, or other missing people or things. This group has a humanitarian interest in saving lives, and reducing the suffering of those who are lost.

The second group is interested in using computers (micros, minis, and up) to their utmost. This group is constantly exploring ways in which the computer can be used. There seems to be no limit to what can be done, given the time and money to develop the appropriate software and hardware. In their quest to challenge their machines, the computer buffs develop more involved games and even more complicated programs.

I would like to get these two groups together because each can benefit from the other. Our search group needs to keep accurate records of available

resources, which resources are used, which areas have been searched, and how effective the search has been. These, of course, are simple tasks for the computer.

The computer could also be used for determining the areas with the highest probability of containing the subject, and for determining an optimal search plan for using available resources. These are much more challenging tasks, but initial programs are available and additional programs could be developed.

The merging of the two groups can have a significant advantage for the computer group also. The best benefit will be to get computer groups involved with a truly meaningful application for their computers. Using the computer to assist in search planning will be more rewarding than any game; if you win, you may save a life! Additional benefits would be the challenges of developing and improving sophisticated programs to assist search management personnel.

To get you started, a number

## SAR PEOPLE

of programs have been developed and listings are available free, or at the cost of reproduction and mailing.

## Groszewski Receives Spaatz Award

U.S. AIR FORCE ACADEMY, Colo. — Cadet John L. Groszewski of the Falcon Comp. Sq. (Missouri Wing) received the Gen. Carl A. Spaatz Award in recent ceremonies from Brig. Gen. Thomas C. Richards, commandant of cadets.

Groszewski, son of Mr. and Mrs. Leo Groszewski of Saint Louis, Mo., has been a CAP member since 1974.

A second year student at the Academy, Groszewski is majoring in Physics and Economics and has a 3.56 grade point average. He hopes to do graduate work at a military medical facility.

Too Many Papers  
At Your House?  
Leave This One  
In Some Public  
Place As A  
Recruiting Aid

The next question is how do we get the two groups together? The most direct way is to seek out members of the opposite group and show them this article. If you are from the search group, ask for support. If you are with the computer group, offer your assistance, and possibly the support of your computer club, to the search group.

Where will you find members of each group? Finding computer groups is easy if there is a computer store in town. If not, you can contact schools and businesses using computers, or maybe even make a public service announcement requesting interested persons to contact you. To find the search volunteers, you can start by contacting the local Civil Air Patrol unit. CAP prosecutes all types of search missions but specializes in searches for downed aircraft and searches for activated electronic locator transmitters (ELT) (a radio transmitter which is activated when an aircraft crashes). You can usually find CAP personnel by contacting personnel at the local

airports. To find other local search personnel, ask the sheriff for contacts in units active in ground search for missing children, hunters, etc.

I stress local contact because you will have to work very closely with one another when getting started. Together you will have to work out the details of what is needed and what can be offered. There will be a need for each group to educate the other concerning the problems and limitations of their respective organizations. I am certain that the relationship can be a beneficial one if both sides keep in mind that the end result is to save a life. Good luck!

Following is a list of computer programs currently available for micro computers. Most of the advanced programs require at least the equivalent of the TRS-80 Level II basic and up to 35K of user memory. I would like to give credit to Maj. Bob Gregory, Group 30, Pennsylvania Wing, for his support in preparing the programs.

(A list of programs will be published next month.)



CONGRATULATIONS — Brig. Gen. Thomas C. Richards, commandant of cadets at the Air Force Academy, left, presents the Gen. Carl A. Spaatz Award to Cadet John L. Groszewski of the Falcon Comp. Sq. (Missouri Wing), a second year student at the Academy.



OPEN HOUSE — Mayor Tom Bradley of Los Angeles confers with Maj. Eugene Ware, commander of California Group 22, at the Los Angeles International Airport's 50th Anniversary Open House. The group's cadets provided crowd and traffic control, visitor information and assisted in airport security at the request of the Los Angeles Department of Airports.

## Grateful Father Gives Check to Squadron

CHARLESTON, W. Va. — A \$50 check and a letter from a grateful parent were received by 1st Lt. Kelmer Freed, commander of the Parkersburg Comp. Sq. (West Virginia Wing) after squadron members rescued his two injured sons from their crashed plane near Parkersburg.

Robert B. Wallace of Clayton, Mo., said the CAP squadron was "in immediate attendance at the crash scene, assisting medical teams in the expedient removal of my sons to a local hospital, and posting an immediate guard on the aircraft. The security was complete. Of equal importance is the warmth and compassion, as well as unselfish contribution of time and effort on the part of this squadron in assuring the best interests and well-being of my sons."

The two sons, Bob and David, are back at their home in

Brownsville, Tex., and on their way to a complete recovery.

Wallace said the money was sent "in order that you all may

## Miller Makes Presentation To New York Wing Cadet

HANCOCK FIELD, N.Y. — Cadet Leslie K. Dowell of the Rome Comp. Sq. (New York Wing) received the Gen. Carl A. Spaatz Award in ceremonies here from Air Force Brig. Gen. Carl S. Miller, commander, 21st North American Air Defense Region and who is former executive director of Civil Air Patrol.

Dowell, the first cadet to receive the award in the Rome, N.Y., area, was selected through the uniform testing program,

continue to serve others in need with the dedication and professionalism you extended to us."

which included physical fitness, promotion, leadership, aerospace education and command performance.

She was selected for the International Air Cadet Exchange program this summer and spent a month in Israel.

She is a 1976 graduate of Whitesboro Central High School in Whitesboro, N.Y., and is presently a student at Ohio State University, where she is a member of the Air Force Reserve Officer Training Corps.



SPAATZ AWARD — Cadet Leslie K. Dowell, right, Rome Comp. Sq. (New York Wing), receives the Gen. Carl A. Spaatz Award from Air Force Brig. Gen. Carl S. Miller, commander of the 21st North American Air Defense Region at Hancock Field, N.Y. (USAF Photo)

# Kentucky Group Honors Ham Radio Operators



**HAM OPERATORS HONORED** — Capt. Alice P. Tucker, left, and Lt. Col. N. Lee Tucker, right, of Kentucky Group 4 present CAP Certificates of Appreciation to Earl G. Hinds and Myrtle Hinds of Winchester, Ky., for their assistance in relaying CAP messages through their radio contacts.

## Man's First Aid Training Helps Self

What would you do if you are badly injured? What have you seen others do when accidents occur? Do many curiosity seekers crowd the scene and offer nothing? Do some people want to help, but don't know how? How about those who know how to help, but can't because they are in shock themselves?

First-aid training costs little or nothing, and the benefits far outshadow the costs. The following narrative describes one person's encounter with a "no time for games" situation. As you read the account, consider your training and ability to aid your family, friends, yourself, and others in a similar situation. **FRIGHTENING, ISN'T IT?**

"The window was slightly ajar. I grabbed the lever of the open window with my right hand and put my left hand along the frame of the steel casement window and pushed forward and up.

"The window and the frame

attached to the house must have been out of alignment because I remember hitting the pin that the lever should have gone around and the window coming back at me. The next thing I remember is looking at my hand and seeing a three-inch open wound on my forearm and the insides of my arm hanging out.

"I looked a bit higher and discovered that I had a piece of glass 10 inches long and one inch wide imbedded in my hand. It had entered slightly above the wrist and came out below the thumb.

"My first impulse was to grab the glass and pull it out, but then I thought that if I did it could make matters worse and cut something else inside. I then noticed a lot of blood squirting from the incision on my arm and realized that I'd better give myself some first aid.

"I thought, with that much blood flowing fast and flying high, that I'd better stay calm. I

walked from the enclosed family room to the outer basement and saw a necktie on the table. I immediately tied it around my arm at the first joint between the damaged part and my heart. I then found a stake I was going to use to brace tomato vines, broke it and placed it in the necktie and tightened the tourniquet.

"It was funny how things were running through my mind. I remember reading the first aid portion of my promotion fitness examination study material. When you study first aid you always think about how you are going to treat someone else when confronted with an injury. Try thinking about yourself as the victim.

"I found a laundry basket, grabbed a clean undershirt and tied it around the open wound on the forearm. My arm wasn't feeling too good now, but at least I had slowed the bleeding. My wife had seen what happened from outside and called an ambulance. I noticed that I was breathing quite fast and heavy and decided I'd better lie down and try to relax or that I'd possibly go into shock.

Some neighbors had heard the glass shatter and finally came around to investigate but after seeing the glass through the palm of my hand, they quickly departed. I'm sure if I would have confronted them with the open wounds, they would have been no help because everyone had a different remedy.

"During this time, I released the pressure on the tourniquet and let the blood flow for a while to restore circulation to the damaged area. It seemed like forever before the ambulance arrived and I was off on a wild ride to the hospital.

"It took about two hours in surgery and 60 stitches inside and out to fix my arm. The incision on the palm of the hand continues around the thumb almost to the index finger. An area one-half inch below the wrist to the three-inch incision is without feeling and the thumb muscles were very badly damaged and cause considerable pain even now."

WINCHESTER, Ky. — Earl and Myrtle Hinds, amateur radio operators, have received the Civil Air Patrol Certificate of Appreciation for their work in relaying CAP radio messages in eastern Kentucky where CAP communications are lacking.

The Hinds have been amateur radio operators for 20 years. He is a phone activity manager for the Kentucky Amateur Radio Society and is retired from the U.S. Postal Service. He owns a small farm and raises tobacco and cattle.

The certificates were presented to the Hinds by Lt. Col. N. Lee Tucker, commander of Ken-

tucky Group 4, and Capt. Alice Tucker, group administration officer.

"Earl and Myrtle Hinds, through their cooperative effort and interest in CAP, spend many hours and make numerous ham contacts to deliver vital messages for CAP," says Capt. Tucker.

They regularly spend days and nights working the amateur radios and have pledged continuing support to the Kentucky Wing.

Together they have received 82 citations and honors from civic organizations, both in Kentucky and from other states.

## Memorial Fund Established

MAXWELL AFB, Ala. — Since many persons have expressed a desire to contribute to Civil Air Patrol as a memorial to deceased members, CAP officials have authorized a CAP Memorial Fund for this purpose.

Donations to the fund will be used to help finance essential Civil Air Patrol programs.

Those desiring to donate to this fund as a memorial to a deceased member should send

their contributions to: Comptroller, National Headquarters CAP, Maxwell AFB, Ala. 36112. Checks should be made payable to National Headquarters CAP.

Include the name of the person in whose memory the donation is being made. The names of the contributors and the names of the persons memorialized will be published in future editions of Civil Air Patrol News.

## In Memoriam

In memory of James E. Heap III and Leonard Sobel by Mr. and Mrs. G.C. Hepburn and Mrs. Priscilla H. Kissling.

In memory of Jesse Tanner by Mr. and Mrs. Jesse Tanner Sr.

## Connecticut Wing Commander Dies

SEYMOUR, Conn. — Col. Clinton G. Litchfield, commander of the Connecticut Wing from 1963 to 1971, died at his home here in early November. He was 71.

Col. Litchfield was born in Long Beach, N.J., but had lived in Connecticut for many years. He had been a member of Civil Air Patrol since 1950. Funeral services and interment were in this area.

## CAP Obituaries

Civil Air Patrol News publishes each month a list of Civil Air Patrol members who have died recently. Notice of death 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 unit.

- ALLEN, Walter, Senior Member, Oct. 9, 1978, Hurricane Sq., Utah Wing.
- CARPENTER, J. Willard, Lieutenant Colonel, Oct. 4, 1978, Michigan Wing.
- COCHRAN, Charles F., Senior Member, October 1978, Mid-County Comp. Sq., New Jersey Wing.
- DUNBAR, Leroy A., Major, October 1978, Saint Lawrence Group, New York Wing.
- FIELD, June M., Senior Member, Nov. 3, 1978, California Wing.
- McCORMICK, Albert D., Second Lieutenant, Oct. 21, 1978, Paine Field Comp. Sq., Washington Wing.
- McCORMICK, B. Lorraine, First Lieutenant, Oct. 21, 1978, Paine Field Comp. Sq., Washington Wing.
- MOORE, Irl L., Lieutenant Colonel, Oct. 26, 1978, California Wing.
- OLECKI, Myron, Second Lieutenant, Oct. 30, 1978, W.F. Richardell Comp. Sq., New York Wing.
- SHIRK, Mary Patricia, Captain, October 1978, Mark N. Shirk Cadet Sq., Ohio Wing.
- SMITH, Gordon M., Major, Oct. 18, 1978, California Wing.
- SMITH, Michael L., Captain, October 1978, Gunpowder Comp. Sq., Maryland Wing.
- STROUD, A. Paul, Captain, Oct. 19, 1978, Cleburne Comp. Sq., Texas Wing.
- WATSON, Harold W., Captain, Oct. 5, 1978, Maine Wing.

## CADET AWARDS

### Earhart Awards — October 1978

Robert L. Gannon .....	02095	Thomas J. Sugrue .....	20240	Jeanne E. Watson .....	34198
Norman H. Follett .....	04220	Richard A. Baize .....	20266	Edmond L. Robinson .....	37102
Kenneth R. Boko II .....	04384	Scott S. Russell .....	21021	Teri Heaton .....	42076
Richard E. McEalese .....	08133	Michael S. Claps .....	25033	Donald T. Derry .....	44005
James W. Card .....	08113	William J. Harris .....	25033	Jim P. Dawson .....	46011
G.T. Chambers Jr. ....	08176	Marc Di Cocco .....	29092	Jeff L. Nelson .....	49046
Scott T. Tavlot .....	08243	Hari P. Singh .....	31228	Luis F. Nieves .....	52035
Scott A. Eash .....	08243	Troy L. Gesaman .....	31294	Seda E. Algarin .....	52066
Terri L. Engle .....	12049	Jack F. MacMillan Jr. ....	32124		
Darryl J. Wheeler .....	20038	David A. Davis .....	34070		

### Mitchell Awards — October 1978

Charles A. Davenport .....	01856	Michael P. Lang .....	11254	James E. Alexander .....	37026
Estill G. Skinner III .....	02073	Marie L. McGillem .....	12168	Carolyn S. Finkler .....	37065
Bart E. Montgomery .....	03046	Deedee M. Douin .....	13036	Robert J. Welsh .....	37093
Jose R. Farinas .....	04113	Kevin D. Kalmbach .....	18023	James P. Keese .....	37105
Dennis P. Darrah .....	05143	Heather Y.D. Scott .....	18071	Edward W. Czeck .....	37259
James A. Powell .....	05147	Brian P. Donovan .....	19032	Warren E. Shaulis .....	37282
Richard J. Wages Jr. ....	06004	Mark F. Dymont .....	19059	Karen M. Gladue .....	38034
Kym A. Semlak .....	06059	Charles J. Lowery .....	20183	Dean P. Talbot .....	38034
David L. Pond .....	06073	Timothy J. Haller .....	20240	Mark J. Williams .....	38035
John W. McGaha .....	07008	Judith A. Hanson .....	21024	Ronald J. Fitzherbert .....	38035
Michael D. Marozzi .....	07011	Thomas A. Wagner .....	21114	Angela A. Lawson .....	41013
Gary S. Motley .....	08128	Rebecca L. Mattison .....	22061	Jessie H. Riggs Jr. ....	41144
Scott R. Gilbert .....	08159	Daniel B. Cozad .....	30093	John K. Smith .....	42010
Linda L. Artemik .....	08159	Keith A. Parietti .....	31103	Robert S.L. Hinderer .....	42351
Michael T. Manning .....	08160	James A. Catino .....	31116	Steven D. Brown .....	45002
Randall D. Bryant .....	08412	Douglas R. Mackey .....	31167	Lee A. Poloway .....	45122
Michael E. Knox .....	08423	Edward A. Arias .....	31224	Denis A. Greenwalt .....	46004
David A. Ogden .....	08425	Michael A. Lynskey .....	31308	Daniel J. Pansing .....	48046
Robert G. Ivy .....	09086	T.O. Peoples III .....	32082	David B. Probert .....	48054
Joseph M. McHugh .....	11075	Martin K. Kemp .....	32124	Josef T. Piel .....	48121
Pat P. Ross .....	11154	Linda M. Hinton .....	33010	Geoff S. Bovee .....	50065
Andy J. Desautels .....	11154	James K. Vogel Jr. ....	34032	Hector F. Perez .....	52097
Steve F. Pailley .....	11189	Dominic J. Coloutes .....	34096		
Kathleen T. Kessel .....	11219	Kim Adams .....	34117		

## Senior Awards

### Grover Loening Awards

Charlie B. Bradford .....	01041	Edward T. Rojewski .....	20229	Hellen I. O'Neill .....	46046
Robert A. Croft .....	09020	Alexis V. Crowell .....	31001	Donald E. Simonsen .....	46070
Florence C. Stootman .....	08032	George L. Geller .....	31006	Emily Good .....	46046
Monty R. Thompson .....	08032	Joyce E. Brookshire .....	32001	David L. Campbell .....	47001
Concetta Ekstrom .....	19001	Bobby E. Sherrill .....	32001	Billie K. Harmon .....	47001
Sandra K. Ferris .....	20001	Harlie H. Masters .....	37106	William C. Yeager .....	47001
Theodore A. Parkins .....	20001	Robert C. Farbstein .....	37189	William K. Young .....	47040
James R. Pallarito .....	20001	Wayne K. Langille .....	38001	James R. Kregle Jr. ....	47056
John P. Remsen .....	20000	Ralph E. Landry .....	42024	Glenn D. Thompson .....	47098
Maurice Creeger .....	20080	Raymond H. Vaughan Jr. ....	45001	Herman C.P. Hansen .....	52004
David B. Aiken .....	25033	Ralph H. Yost .....	45001		

### Paul E. Garber Awards

David L. Guthridge .....	03001	Howard L. Treadwell .....	08001	Warren Peterman .....	47188
James V. Frouge .....	06022	Gary L. Sawyer .....	08259	Eugene P. Peterson .....	48128
Mary L. Brittingham .....	08001	Edward H. Frensdal .....	08218	Carroll R. Pirtle .....	48001
Henri P. Casenove .....	08001	Theodore A. Parkin .....	20001	Nancy J. Pirtle .....	49001
Delmar F. Kittendorf .....	08001	Stanley A. Sneegas .....	25001	Carol B. Heiderman .....	52000
Diane H. Kittinger .....	08001	Raymond L. Nault .....	38001	Fred Hess .....	52000
David M. Moseley .....	08001	Robert E. Geiger .....	39001	Marion E. Hess .....	52000
James W. Paxton .....	08001	Jerry E. Wellman .....	43001		

# CAP News In Photos



**MOUNTED GROUND TEAM** — The Idabel Sr. Sq. (Oklahoma Wing) has a horse-mounted ground team for use in searching the mountainous terrain of southeastern part of the state, which is inaccessible to vehicles. Here, team leader 2nd Lt. Dave Daniels, poses with his horse. The team won a trophy as the best mounted group in the recent Idabel Rodeo parade.



**LISTENING IN** — Navy Commander Robert L. Crippen, a NASA astronaut assigned to the first space shuttle flight, left front, speaks to Air Force Capt. Kelly Hamilton, one of the first women pilots flying KC-135 tanker aircraft, as Cadets Krystal Morrill, left, Lloyd Stading, Kevin Ellington and Jeanette Kelling of the Spokane Comp. Sq. (Washington Wing) listen in. The pilots and cadets took part in the recent Washington Pilots Association Convention. (Photo by Lt. Col. Clarence A. Miles)



**PECAN FESTIVAL** — Members of the Albany Comp. Sq. (Georgia Wing) ride with one of their floats in the Pecan Festival Parade there. In addition to this replica of the Wright Brothers Kitty Hawk aircraft, they also built a one-half scale model of a Cessna 150.



**AVIATORS TALK** — Lt. Col. George S. Bochenek, commander of Group 223, New Jersey Wing, left, speaks to Arthur Godfrey, guest at the 50th Anniversary of Newark International Airport. Bochenek was project officer for the celebration, which included a fly-by of vintage aircraft, Air Force C-5A and C-141 aircraft, a Pan American 747B and others. A Civil Air Patrol recruiting booth was among the displays.



**ORIENTATION** — Capt. Abelardo Rico Jr. of the Linden Comp. Sq. (New Jersey Wing), right, assists Mary Beth O'Donnell in familiarizing herself with the tail section of an aircraft. The squadron recently conducted preflight orientation and flights for a group of blind people. Each person received a "First Flight" certificate printed in plain type and braille, and the squadron received a thank you certificate printed in the same way. (Photo by Capt. Hal Crystal)

# CONTEST RULES AND PRIZE LIST FOR RECRUITING CAMPAIGN

1 NOV 78 - 30 JUN 79

## SQUADRON PRIZES

FIRST PLACE ----- \$500

NEXT FOUR PLACES \$250

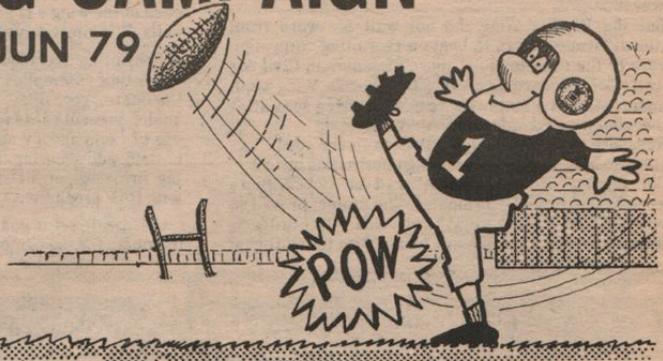
NEXT FIVE PLACES \$100

## WINNING WING

FIRST PLACE ---- CESSNA 172 (HIGHEST NUMBER)  
CESSNA 150 (HIGHEST PERCENTAGE)

SECOND PLACE - REBUILT ENGINE FROM CAP DEPOT

THIRD PLACE --- CAP VEHICLE



### WINNING CADET ADVISORY COUNCIL (Of Wing Recruiting the Most Cadets)

\$500 for special cadet function (Highest number)  
\$250 for special cadet function (Highest percentage)

NOTE: If the same council has the highest number of new cadets recruited and the highest percentage recruited, one prize in the amount of \$750 will be awarded.

### TROPHIES

Winning Wing in Each Region

### CERTIFICATES

Winning Squadron in Each Wing

### INDIVIDUAL PRIZES

1st Place - High Recruiters (Cadet and Senior)

#### Cadet Prize:

Trip to National Board (Cadet and adult escort)  
Solo Flight Scholarship (\$500)  
Set of CAP Regulations

#### Senior Prize:

Trip to National Board (Senior and CAP guest)  
Set of CAP Regulations

Trip to National Board includes priority military airlift, room for three nights, and tickets to banquet. If military airlift is unavailable, commercial fare will be provided.

2nd Place (Cadets only) - Solo Flight Scholarship (\$500)

3rd Place (Cadets only) - Solo Flight Scholarship (\$500)

Next 10 high recruiters (cadet and senior) - \$50 bookstore credit

Next 50 high recruiters (cadet or senior) - CAP jumpsuit

All members (cadet or senior) recruiting 10 or more members will receive a set of CAP regulations.

### TIE-BREAKERS

All prizes, except the percentage prizes, will be based on number of new members recruited. In the event of a tie for a squadron or wing prize, the percentage recruited will be used to determine the winner. In the event of a tie for the percentage prizes, the highest number of members recruited will determine the winner. Ties for individual prizes will be broken by drawing by National Headquarters.

## CONTEST RULES

1. Contest runs from 1 November 1978 through 30 June 1979. Membership applications must be signed by the new member, approved by the unit commander, and postmarked after 31 October 1978, but prior to 1 July 1979. Applications received by National after 15 July will not be considered.

2. Except where otherwise specified, prizes will be based on total number of new members recruited.

3. Only new members recruited during the campaign will be considered, not overall membership growth.

4. In case of ties for squadron and wing prizes, a percentage factor will be used to determine the winner.

### EXAMPLE:

High number prize tie (each recruited 100 new members)

	Membership	New Members		
	31 Oct 78	Recruited	%	
Wing A	1000	100	10%	
Wing B	500	100	20%	

Winner - Wing B

In case of ties for the percentage prizes, the highest number of new members recruited will determine the winner.

### EXAMPLE:

Percentage prize tie (each recruited 10% of beginning membership)

	Membership	New Members		
	31 Oct 78	Recruited	%	
Wing A	1500	150	10%	
Wing B	1000	100	10%	

Winner - Wing A

5. Ties for individual prizes will be broken by a drawing conducted by National Headquarters.

6. All prizes, except the prizes for the winning wing cadet advisory council, will be based on cadets and seniors recruited. Prizes for the winning cadet advisory council will be based only on cadets recruited.

7. Recruiting credit will be given only for individuals recruited as "new members" (as opposed to "renewals" or "late renewals.")

8. The recruiter must be a member in good standing at the close of the campaign to qualify for prizes.

9. Applications received, but which are returned by National Headquarters for incorrect or inadequate information, will not be considered until they are returned and processed. Therefore, recruiters should carefully screen the monthly membership listings to insure that the member recruited is actually processed.

10. Members recruited, but found to be ineligible for membership, will not be considered.

11. Only one member will be credited for recruiting a new member and that member's name, charter number, serial number and whether the recruiter is a cadet or senior, must appear on the membership application form (CAP Form 12 or 15), to be credited. This can be compared to a sales contract. That is, several salesmen might show the same prospect the same product, but the salesman who actually closes the sale and has the customer sign the contract gets credit for the sale.

NOTE: Be sure your name, charter number and serial number are correct to insure proper credit.

12. "Pooling" recruiting efforts is not permitted. No member may take credit for a member recruited by someone else in order to qualify for a prize.

13. National Headquarters will maintain a record of new members and their recruiters. Winners will be announced.

# Recruiting Drive Starts

MAXWELL AFB, Ala. — Civil Air Patrol's mammoth nationwide recruiting campaign was scheduled to begin on Jan. 1, 1979.

Then it was moved forward so that it began officially on Nov. 1, 1978. It will still end on June 30 of next year, however.

But the Florida Wing did not wait for word from National Headquarters to begin a recruiting campaign. Aware of the need to enlist more members in Civil Air Patrol, Col. Richard Leali Sr., the Florida Wing commander, started a statewide recruiting drive soon after he became wing commander in mid-1977.

Response to the campaign has been "very good," according to Maj. Al Seeschaaf, wing information officer.

Col. Leali's "Project Launch" had Lt. Col. William Breeze as the project coordinator. The project proved so successful in Florida that Col. L.H. McCormack, Southeast Region commander, moved him to the region

to coordinate a similar campaign in the states of the Southeast Region.

Col. Leali has continued his Project Launch in Florida with Lt. Col. Robert Miller as director of the wing's recruiting drive. Col. Miller appointed project officers in each of the wing's 13 groups to hand efforts of lower level units. The latest drive began Sept. 1.

Recruiting techniques being used in Florida include recruiting assemblies at junior high schools throughout the state, recruiting booths at shopping centers and malls, presentations to civic and fraternal organizations, use of radio and TV spot announcements on local media outlets, and securing the cooperation of utility and banking firms to permit stuffing their bills and statements with CAP brochures.

Col. Leali set a goal of 20 percent increase in cadet members for the campaign and an increase of 15 percent

in senior members. He also set a goal of 39 new units in the wing by June 30, 1979.

As of Nov. 15, Florida had added 177 new senior members and 237 new cadet members. As of Oct. 31, the wing had added eight new units.

As an incentive to spur recruiting efforts, Col. Leali is offering prizes to both senior and cadet recruiters.

Other Civil Air Patrol wings across the nation are also gearing up for a drive that is expected to spur a dramatic increase in membership by the end of the campaign next June. A story elsewhere on this page describes a recruiting effort in Tennessee.

In the nationwide recruiting campaign, prizes ranging from aircraft for the winning wing to monetary prizes for squadrons and trips to the National Board meeting will be awarded.

Details of the national recruiting drive appear elsewhere in this issue of the paper.



Air Force MSgt. Roy Vaughn, Air Force recruiter in Memphis, left, and Cadet Richard King, operate the recruiting booth, which they set up at a Memphis Mall as part of the CAP membership drive.



Cadet Mahlon Smith, right, Shelby County Comp. Sq. 1, passes out CAP literature at the recent recruiting drive, as Cadet Richard King and Air Force MSgt. Roy Vaughn, background, wait for more visitors.



Cadets Rusty Stark, center, and Greg Hazlewood, left, distribute CAP recruiting literature to interested persons at the squadron booth at the Raleigh-Springs Mall.



Cadet Richard King, cadet commander of the Shelby County Comp. Sq. 1 (Tennessee Wing), center, discusses recruiting campaign strategy with Cadets Tim Hazlewood, left, and Lance Lewis.

## Memphis Squadron Signs 72 Prospective Members

MEMPHIS, Tenn. — "The recruiting activity was a success," said 1st Lt. James Poe, information officer of the Shelby County Comp. Sq. 1 (Tennessee Wing), of the recent drive that signed up 72 prospective members for Civil Air Patrol.

Poe planned and carried out the recruiting drive with the aid of squadron cadets and military recruiter personnel in the Memphis area.

They operated a booth at the Raleigh-Springs Mall with the assistance of the mall manager, Mr. Meyers, and recruiters from the Air Force, Army Reserve, Coast Guard and Marines.

It was the second such drive held this year. Poe is already planning the next recruiting drive for sometime in the spring of 1979.

An additional announcement was made on the TV show "Good Morning from Memphis."

Civil Air Patrol Certificates of Appreciation were given to the mall manager and the various military recruiters who helped with the drive.

CAP personnel participating in the drive were Poe, Chaplain Joseph Griffiths, SM Irene Taylor and Cadets Gene Downs, Dewitt Morris, Tim Hazlewood, Rusty Stark, Lance Lewis, William Jennings, Greg

Hazlewood, Mahlon Smith, Richard King, Al Boshers and Rosie Taylor.

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