

Marco Island saves 6

A Marco Island Senior Squadron aircrew helps save six from sinking wood-cruiser while flying a "sundown patrol" off Florida's Gulf Coast.

2



'96 national board
1996 National Board Meeting & Convention slated for August at San Antonio's Marriott River Center Hotel.

3

Cadet special activities

Four-page pullout inside features '96 events

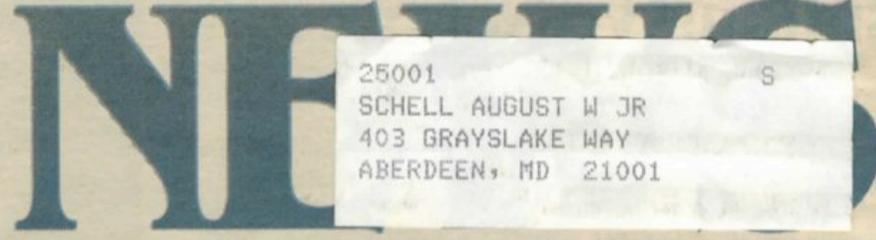
Counterdrug victory

Indiana locates plants worth \$1.25 billion

4



Civil Air Patrol



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CAP National Headquarters
Maxwell AFB, Ala.

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(Plus four-page insert)
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Serving CAP membership since November 1968

Briefly

Aviation USA on CD-ROM

FREDERICK, Md. — AOPA's "Aviation USA," the nation's most comprehensive airports and services directory, is now available for personal computers on CD-ROM.

The electronic directory — which lists for \$39.95 (\$19.95 for AOPA members) — is a fully indexed, field-searchable data base of public-use and many private-use landing facilities in the United States. It is the only data base that includes telephone numbers for private-use landing sites.

For more information about AOPA's "Aviation USA," call 1-800-USA-AOPA.

CAP News clarification

In the September issue of the Civil Air Patrol News (special four-page national board pullout section, Page 1), it was reported that the Puerto Rico Wing received the first-ever Coast Guard Award for Organizational Excellence.

Although our records indicate it was the first organizational excellence award received by a CAP unit, it was not the first Coast Guard award ever presented. The first appears to have been a Special Operation Award received by the Alaska Wing Aug. 30, 1989, for its involvement in the Exxon Valdez oil spill.

Inside

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NEC focuses on goals, long-range vision

Will introduce new program in January: 'Team CAP 2020 and Beyond'

MAXWELL AFB, Ala. — The Civil Air Patrol National Executive Committee held its semiannual business meeting here at national headquarters Nov. 16-18.

At CAP National Commander Brig. Gen. Richard L. Anderson's direction, this meeting limited the normal business so the NEC could devote a majority of its time to develop goals and a long-range vision for CAP. Anderson strongly emphasized at the meeting's start that "CAP's existence has been challenged over the last year, and we must develop worthy goals and a realistic vision for our future in order to meet this challenge head on."

The following is a synopsis of the business the NEC acted on:

Agenda Item 1 — Executive Director Col. Paul J. Albano Sr. and staff briefed the NEC on significant issues and programs currently being worked by headquarters staff.

Agenda Item 2 — A proposal was made to make the counterdrug program a separate directorate at national headquarters. This motion failed to pass.

Agenda Item 3 — The NEC unanimously approved a plan for a new and innovative fundraising campaign. This proposal was presented by representatives of Skyline Industries' Special Projects Unit and involves a traveling display that tells the CAP story.

Agenda Item 4 — A motion to reestablish the Deregulation Action Group was tabled until the initiatives of the original DAG have been implemented.

Agenda Item 5 — This agenda dealt with the site selection for the 1997

national board and NCASE. It was tabled until more data and hotel proposals are obtained.

Agenda Item 6 — The NEC conceptually approved CAP's initial submission to the Air Force 5-Year Program Objective Memorandum. This is a long-range funding submission done through Air Force channels dealing with federally appropriated money.

Agenda Item 7 — National Finance Officer Ratcliff briefed the NEC on the minutes of the National Finance Committee.

An intensive vision and goal-setting retreat followed the business portion of the meeting. This retreat pro-

CAP Vision
"Civil Air Patrol, America's Air Force Auxiliary, building the nation's finest force of citizen volunteers — performing missions for America."

See *NEC meeting ...* Page 8



National competition

Civil Air Patrol cadets experience a demanding inspection during the 1994 National Cadet Competition held at Maxwell Air Force Base in December. This year's national competition is scheduled for Dec. 28-29 and will feature eight 16-member teams from Illinois, Maryland, Missouri, New Jersey, California, Colorado, Florida and Louisiana — one team from each region. The teams will be competing for the U.S. Air Force Chief of Staff Sweepstakes Trophy. For more details on the competition, see Page 4.

CAP headquarters back up after government furlough

MAXWELL AFB, Ala. — Even though Civil Air Patrol is a private corporation recently reorganized to hire its own corporate employees, staff compensation is still contingent upon availability of federal funds.

The CAP National Headquarters' staff and new corporate wing liaison officers and NCOs are directly affected when federal funding runs out without a new budget in place or continuing resolution authority. This was the case when the federal government partially shut down Nov. 14-19.

Since national headquarters' staff and wing liaison offic-

See *Furlough ...* Page 10

FISCAL '96 CAP SEARCH & RESCUE STATS

Region	Missions	Sorties	Hours	Saves
Northeast	52	45	49	0
Middle East	32	39	73	0
Southeast	64	47	94	0
Southwest	46	184	357	2
Pacific	75	76	124	5
Rocky Mountain	29	68	163	7
North Central	19	47	99	0
Great Lakes	30	45	105	0
Totals	347	551	1,117	14

As of Nov. 30, 1995

Florida's Marco Island squadron saves 6 from sinking vessel in Gulf

FLORIDA — During a recent "sundown patrol" flight on a Sunday afternoon in November, Lt. Col. Fritz Schaller and 1st Lts. Ronald Gordon and Robert Thomas, of the Marco Island Senior Squadron, intercepted a distress call at 4:35 p.m. on the marine radio.

The call was from the captain of the "Javarico," a 55-

foot wood-cruiser, sinking somewhere between Marco Island and Key West in the Gulf of Mexico.

quested the CAP aircrew find the troubled boat and provide the exact location coordinates. The aircrew located the vessel at 5:05 p.m. and noticed it was listing about 15 degrees. The vessel's captain reported he had five feet of water in the hold and three feet on the deck. The six people aboard — all wearing life vests — were uninjured, and two dinghys had been launched — one in tow at the stern and one tied to the wood-cruiser's bow.

This information was relayed by the crew to Culver who reported that a Coast Guard helicopter operating out of Clearwater, Fla., would be at the emergency location within minutes.

As the helicopter arrived, the captain of a motor yacht named "The Lad" advised that he was about 25 miles away and asked if they could assist. The CAP aircrew requested they proceed with "full steam" since the situation was getting worse.

The "Javarico," whose home port is in North Fort Myers, Fla., was now listing 30 degrees and the sun was beginning to set.

The CAP crew contacted Tow Boat/U.S. Marco and two boats were immediately launched — one with flotation gear and the other with marine pumps.

The Coast Guard helicopter meanwhile lowered a gas-powered pump and a line that was secured to the sinking vessel. While trying to start the pump, however, the water priming handle broke and it was not usable.

The Coast Guard helicopter continued to circle in case the passengers had to be airlifted. The sinking vessel's

lights and navigational instruments became inoperative at 5:30 p.m., and at 5:50 p.m. the radio was inoperative.

At 6 p.m. "The Lad" advised they were within 15 minutes of the troubled boat and the tow boat reported it would be arriving at about 8:30 p.m.

The helicopter and the CAP aircraft continued to direct the rescue effort.

At 8 p.m. Culver advised that four persons had been taken from the sinking boat and were aboard "The Lad" en route for Naples. The captain and mechanic decided to remain aboard the "Javarico" and assist the tow boat with the pumping operation.

At 9:07 p.m. it appeared the pumps were succeeding and the boat was now floating with only a 10-degree list.

The Coast Guard helicopter returned to its base at Clearwater and the CAP aircraft landed safely at Marco Executive Airport after dark.

Culver stated the search and rescue mission was "brilliantly executed" by the joint efforts of the Coast Guard air crew, the Civil Air Patrol, the tow boat vessels and "The Lad."

Marco Island Senior Squadron Commander 1st Lt. Donn May said, "This was a fantastic job of helping in the rescue of persons aboard a distressed boat minutes before the sun set. Since the boat was sinking, in just a few more minutes the conclusion of the story might have had a very different ending."

"I'm very proud of this CAP crew as well as all of the others in our squadron who are always ready to render trained capabilities and risk their lives 'so that others may live.'"

"This was a fantastic job of helping in the rescue of persons aboard a distressed boat minutes before the sun set. Since the boat was sinking, in just a few more minutes the conclusion of the story might have had a very different ending."

1st Lt. Donn May
Commander,
Marco Island Senior Squadron

foot wood-cruiser, sinking somewhere between Marco Island and Key West in the Gulf of Mexico.

The captain indicated that there was one other crew member and four diver passengers aboard, and that he was "taking on water and would probably only remain afloat for about 20 minutes."

Coast Guard Officer of the Day Petty Officer Patrick Culver took charge of the search and rescue effort and re-

Presidential meeting



President Bill Clinton welcomes Bishop J. Delano Ellis II to the White House in Washington, D.C. Ellis, a Civil Air Patrol major and chaplain with Cleveland's Cushite Squadron, participated in a national discussion group concerned with the plight of America's inner-city youth. Ellis talked about the merits of CAP's cadet program and the successes his squadron has had working with young men and women in the Cushite area.

Watch for ...

"TeamCAP 2020 and Beyond"

FREE FOR CAP CADETS:

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We want you to join in one of America's greatest freedoms — the freedom to fly.

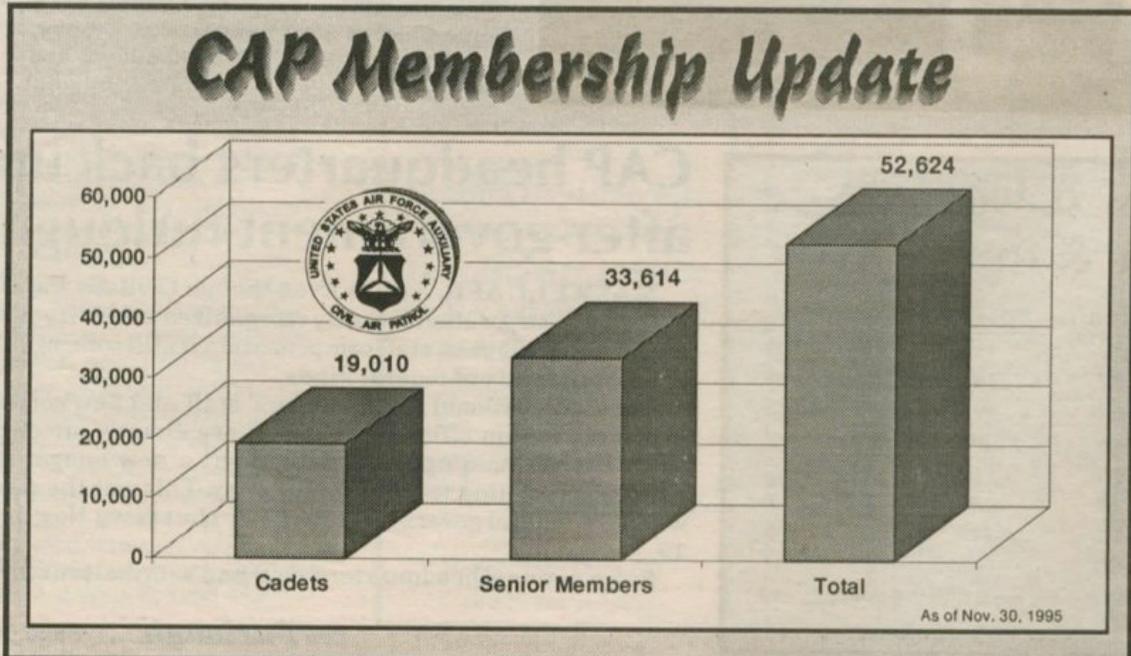
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Aircraft Owners and Pilots Association
Dept 3: CAP Cadet Enrichment Program
421 Aviation Way, Frederick, MD 21701



California members meet with astronaut Pete Conrad

1st Lt. Wendy L. Glassman
Public Affairs Officer
Los Angeles Group One

CALIFORNIA—More than 60 fortunate cadets and senior members from California Wing, Los Angeles Group One participated in the annual Space Frontier Foundation's Space Frontiercon IV.

This three-day conference/festival featured numerous speakers, exhibits, videos and interactive displays dealing with space exploration and colonization.

Cadets from the Los Angeles Air Force Base Composite Squadron, Glen-

dale Cadet Squadron and Burbank Sparrowhawk Cadet squadron guarded the displays, answered questions and worked the crowds.

Recruiting efforts were a huge success due to the large number of conference attendees and the strategic placement of the CAP recruiting booth. What better place to attract attention than next to a lunar sample — approximately 3.9 billion years old — from the Apollo 16 mission. In addition to the moon rock, genuine space suits and gear were on display.

On the second day of the conference, CAP members met with astronaut Charles "Pete" Conrad, the third man to walk on the moon. In addition to that memorable flight aboard Apollo 12, Conrad flew aboard Gemini V, Gemini XI and Skylab.

Although Conrad was extremely busy with press interviews and taping a video segment, he took time out to speak with the CAP group, sign autographs and pose for photos.

The McDonnell Douglas-Boeing Team manned an exhibit on the Reus-



Astronaut Charles "Pete" Conrad poses for a photo with members of California's Los Angeles Group One during the annual Space Frontiercon IV in Los Angeles.

able Launch Vehicle Technology Program, featuring the DC-X/XA and the NASA sponsored X-33. Also on display was a huge exhibit on the Galileo Project set up by the Jet Propulsion Laboratory and an Apollo model rocketry exhibit. A virtual reality lunar rover also was available for all to drive.

A real crowd-pleaser was the original "spaceship" Ray Walston kept hidden in the garage in the old television series "My Favorite Martian."

The press interviewed the keynote speakers, which included noted science fiction author David Brin; David Brody, producer for the Inside Space program for the Sci Fi Channel; Phil Chapman, mission scientist for Apollo 14 and NASA astronaut in training for five years; Bill Gaubatz, of McDonnell Douglas Space, who directed the DC-X program and now heads the Reusable Launch Vehicles Program; Air Force Col. Pedro Rustan, director of the successful Clementine Lunar Probe Mission; Eugene Shoemaker, renowned

astronomer and codiscoverer of "Shoemaker-Levy 9"; Rick N. Tumlinson, president of the Space Frontier Foundation, an organization dedicated to attaining inexpensive access to space for all Americans; David Urie, of Lockheed Martin, an engineer for the noted "Skunkworks" design center, working on the X-33 contract bid; and Dr. Robert Zubrin, of Martin Marietta Astronautics, one of the best-known proponents for a mission to Mars followed by a human settlement there.

The conference was a memorable, educational, exciting and exhausting endeavor. Thanks to the expert planning and coordination of Capt. Mary Savage, Los Angeles Group One cadet programs officer, and the teamwork of all of the members involved, everything went smoothly.

The directors and conference committee members were extremely pleased with all of the California CAP members' efforts and have requested their presence at next year's event.

Rocky Mountain Region sponsors 20th annual aerospace symposium

DENVER—Civil Air Patrol's Rocky Mountain Region is sponsoring the 20th Annual Aerospace Education Symposium March 14-15.

The symposium's theme is "Using Aerospace Education," and will be hosted by the U.S. Air Force Academy in Colorado Springs, Colo.

Preregistration is required for senior members, aerospace education members and educators.

The fee is \$50 (check only) and includes two continental breakfasts, two lunches and a reception at the U.S. Air Force Academy's Officers Club March 14. The fee is nonrefundable after March 7.

Special room rates are

available in the area; however, individuals must make their own reservations.

For assistance or more information regarding

rates, locations, etc., call the Rocky Mountain Liaison Region at (303) 676-3082 or DSN 926-3075 or write to the address below.

20th Annual Aerospace Education Symposium Preregistration Form

Name:		Rank:	
SSAN:		Phone No:	
Address:			
City		State:	Zip:
Representing:			
Mail this form with \$50 registration fee (check only) made out to NAFFMB USAF Academy) to: RDAE CAP/USAF RMLR, 7245 E. Irvington Place, Denver, CO 80220.			

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CAP's Drug Demand Reduction Program is offering a special "made in the USA" short-sleeved jersey polo shirt. The shirt features:

- Premium 50% Great Feelings polyester and 50% combed cotton.
- Three white pearl buttons
- Tailored construction Fashion-knit collar
- Double-needle cover stitched bottom hem
- Embroidered on the left sleeve is the CAP drug demand reduction logo featured at Oshkosh this year
- Colors: white, royal blue, navy blue, red or black.
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Shirts will be shipped directly to your unit for only \$17.25 each. One dozen minimum — any combination of color and sizes. Allow 4-6 weeks for delivery. Add \$1 for XXLs and \$1.50 for XXXLs.

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Indiana squadron locates 500,000 marijuana plants

INDIANA — Pilots of Indiana Wing's Griffith Composite Squadron flew the first of a two-day, two-sortie mission Oct. 4 with members from the White County Indiana Sheriff's Department.

It was a normal search and find mission using a Civil Air Patrol counterdrug-qualified mission pilot and a trained spotter from the sheriff's department. "No fancy equipment—just good training on both sides of the house," said Lt. Col. Robert Chapman, wing counterdrug officer.

At the end of the two-day mission, the spotter had logged in 16 plots. Shortly after the flying phase of the mission, the sheriff's department went

only knew they had found some plots, and had no idea how many plants until notified by the wing counterdrug officer. He had done his job properly—find and report—the results were not his concern. The pilot was counterdrug qualified last February, and this was his first season.

What makes this find unique is obviously the amount found, but also the fact that this is a new flying squadron in the Indiana Wing. Also, at the time of the find, it was done in a private aircraft.

Using private aircraft, the Griffith, Ind., unit flew more than 350 hours this past season in support of the state's counterdrug program. The unit currently has four mission-qualified pilots and has proven to be an excellent asset to the wing's CAP program.

According to Chapman, the Indiana Wing works well with state law enforcement agencies, and CAP members attend counterdrug classes with local law enforcement agencies rather than having separate class times.

"During the summer months, counterdrug aircrews from the wing help teach local law enforcement personnel how to spot. We have found that the law enforcement personnel respect the CAP more since we have joined in with their training classes," said Chapman. "Our people participating as instructors has greatly improved our aircrew efficiency. It has also made our members feel they are a part of the overall team effort in the state."

All of this cooperation and training has paid off for Indiana Wing's counterdrug program. During the 1994 season, the wing's CD program was credited with finding more than 2 million plants, and more than 150 plots. Since 1992, the program has been credited with finding eight indoor grows or "hot houses" from the air. All finds have been verified by DEA.

According to Chapman, this most



Members of Indiana Wing's Griffith Composite Squadron, Griffith, Ind., review the route their counterdrug mission will take them on. The unit recently located more than 500,000 marijuana plants valued in excess of \$1.25 billion on the street, according to Indiana counterdrug officials.

Shortly after the flying phase of the mission, the sheriff's department went in on the ground and confirmed the plots. The end result — more than 500,000 plants with an estimated street value of \$1.25 billion had been located.

in on the ground and confirmed the plots. The end result — more than 500,000 plants with an estimated street value of \$1.25 billion had been located. (Find verified by the Drug Enforcement Agency.)

As the program works, the pilot

recent mission cost the government and the taxpayers 4.5 hours of flying at \$67 per hour — a total of \$301 or \$0.000603 cents per plant.

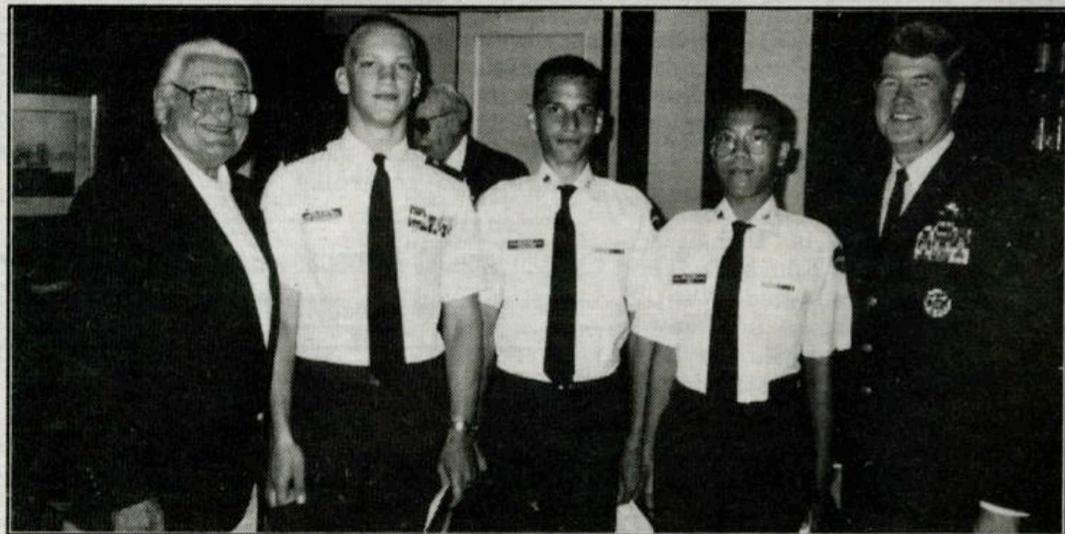
"One final point for those interested in statistics," said Chapman. "Sixteen plots with 500,000 plants averages 31,250 per plot. This is not the record for Indiana. During the 1992 season, one of our pilots — on one sortie — found a plot with 70,000 plants. While the 500,000 plants paid for the flying hours, the 70,000 on one sortie is the record we all want to beat."

Editor's note: The identity of the squadron members involved in this counterdrug operation were purposely

left out at the request of the unit.

Their request was worded as follows: "You may have noticed while reading this news story that names were not used. This was not done out of fear of reprisals. It was done for a simple reason — in the Indiana Wing, what we do is a team effort, not individuals on their own. It took the efforts of many other people to get that aircraft and crew over that spot, at that time, and this find belongs to all of them. From the counterdrug flight release officer to the nice ladies at CAP National Headquarters at Maxwell Air Force Base that reimburse the wing — it's a total team effort."

Best of the best



Left, Gabriel "Gabby" Gabreski, America's leading living "ace," and Air Combat Command Commander Gen. Joseph Ralston, right, meet with Civil Air Patrol cadets, from left, David Katz-Braunschweig, Fernandez Caballero and Peter Chiu during a recent luncheon sponsored by New York's Iron Gate Chapter of the

Air Force Association. The cadets were there to help chapter members stage the event. In his remarks, Ralston told the attendees that an important part of his job is conveying the importance of the Air Force mission to the American public, and "CAP and the AFA are vital U.S. Air Force wingmen in this effort."

National Cadet Competition set for Dec. 28-29 at Maxwell

MAXWELL AFB, Ala. — The 1995 National Cadet Competition will be held here Dec. 28-29.

The 16-member teams from Illinois, Maryland, Missouri, New Jersey, California, Colorado, Florida and Louisiana wings will represent their regions in competition for the U.S. Air Force Chief of Staff Sweepstakes Trophy.

Competitors will test their mettle in seven events covering the three major areas of the CAP cadet program.

◆ In-ranks inspection, standard drill and innovative drill events will display the teams' precise execution of standard and nonstandard military drill.

◆ The panel quiz and written exam will test each team's knowledge of aerospace and leadership.

◆ A timed one-mile run and volleyball tournament will test each team's physical fitness and teamwork levels.

The winning team of the NCC will receive the opportunity to present the annual CAP Report to Congress in Washington, D.C., in early 1996.

The competition began as the National Drill Competition in 1948 and was renamed the National Cadet Competition in 1975. Gen. David C. Jones, former Air Force chief of staff, approved the U.S. Air Force Chief of Staff Sweepstakes Trophy to recognize the winners.

Airmanship discipline, leadership accountability critical

Both principles are CAP's touchstones of flying safety — 'effective today'

I'm devoting this month's column to a critical matter that directly impacts Civil Air Patrol's readiness in performing our "Missions for America." It also impacts our credibility with the American public and our partners in the U.S. Air Force.

This issue concerns **"airmanship discipline and leadership accountability."**

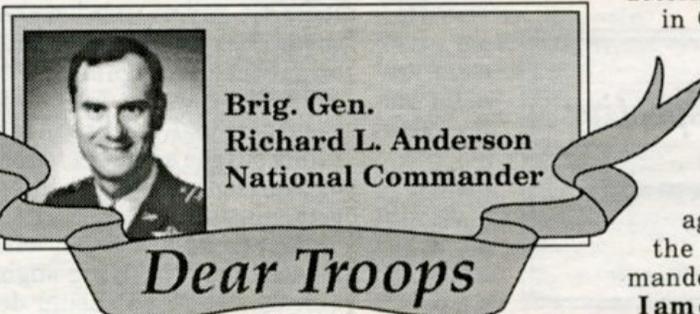
As you recall, I published a rather pointed letter in the April issue of *Civil Air Patrol News*. The letter outlined my policy on flying safety. It was my "call to arms" after our organization experienced several devastating — and senseless — aircraft mishaps last winter and spring.

My letter stated that, "... I and you will focus on ... offenders ... who ... bend and break the rules, damage and destroy our aircraft, injure and kill themselves and our members, and tarnish CAP's good name. I have zero respect or tolerance for [safety] offenders among us ... CAP commanders at all levels [will] take prompt, responsible action to protect CAP people and assets by doing the following:

- ✓ Removing ... offenders from CAP;
- ✓ Taking aggressive legal action to recover ... the ... cost of your corporate assets they damage or destroy; and
- ✓ Referring offenders to the Federal Aviation Administration for suspension/revocation of airman certificates."

I meant those words with my whole

heart in April. I mean them more today. "Airmanship discipline and leadership accountability" are our touchstones of flying safety ... effective today.



Brig. Gen.
Richard L. Anderson
National Commander

Dear Troops

Since publishing my letter in the April *Civil Air Patrol News*, I haven't exercised the paragraphs of the letter — until several weeks ago. After two recent mishaps, I took stern actions through appropriate region and wing commanders.

In mid-October, an aircrew in a southern wing destroyed a corporate aircraft because of fuel exhaustion. Less than 24 hours later, an aircrew in a Midwest wing destroyed a member's aircraft by landing between the runway and adjacent taxiway at an insufficiently lighted airfield. The occupants of both aircraft walked away — by the grace of God.

Both mishaps resulted from poor "airmanship discipline" by commanders and aircrew members aboard both aircraft. Then and there I decided it was time for a dose of "leadership accountability." I, therefore, directed

(1) the relief of both commanders before day's end; (2) suspension of all aircrew members from flying duties during a CAP Regulation 60-1 Flight Proficiency Board that will determine if they ever fly again in CAP; (3) the parent region commanders must recommend to me the membership termination or retention of these CAP members; and (4) a review of management responsibilities by the responsible wing commanders.

I am dead serious about "airmanship discipline and leadership accountability" by CAP commanders and senior leaders.

each and every CAP member entrusted to our safekeeping and will not tolerate unsafe practices, regardless of the offender's grade, position or unit.

I outlined these convictions in a recent letter to all wing commanders. I will do so again in a future video for all wings to play to their units and members at the next wing gathering.

In closing, I hold these sentiments with great personal conviction. My recent actions — and other actions I'll take after future breakdowns in "airmanship discipline and leadership accountability" — are not meant to be harsh. They are, instead, a simple, caring message to ensure we care for one another and the assets entrusted to us by the American people.

Your are important to me. Live

"All commanders — up and down the chain — will take stern, swift and fair action when their members are unsafe or misapply the regulations. I value each and every CAP member entrusted to our safekeeping and will not tolerate unsafe practices, regardless of the offender's grade, position or unit."

CAP National Commander Brig. Gen. Richard L. Anderson

All commanders — up and down the chain — will take stern, swift and fair action when their members are unsafe or misapply the regulations. I value

by the principles of "airmanship discipline and leadership accountability." Be safe and do not tolerate people who aren't.

National board meeting, convention slated for Aug. 8-10

MAXWELL AFB, Ala. — The 1996 Civil Air Patrol National Board Meeting & Convention will be held at the Marriott River Center Hotel in San Antonio Aug. 8-10.

This year's theme is "Roundup '96."

"Over the past few years CAP has experienced a small decline in attendees at the summer National Board meeting," explained Don Rowland, National Headquarters Director of Plans and Requirements. "I believe the decline of attendees may be because the meetings were failing to provide an interesting program to the general membership.

"Behind the theme of 'Roundup '96,' we will focus attention on the areas that will restore the value of attending CAP's National conventions — education, networking and fun — back to those members who have stayed away."

The members who attended

San Antonio's Marriott River Center Hotel site for Roundup '96'; planners say event will focus on 'education, networking, fun'

last year's convention witnessed some very positive changes. "A number of members wrote and called to relay how much they enjoyed the meeting," said CAP Executive Director Col. Paul J. Albano Sr. "We had some of the most distinguished guest speakers we have had in a number of years."

The Saturday evening banquet proved to be the social event of the year. "It was a combination of things that made the evening memorable," said Rowland. "The prominence of the guest speakers, the high quality entertainment and the dinner really worked well together, and the dance

that followed the banquet was a total success."

Continuing with this year's theme, and building on last year's success, look for the following changes:

- Lower registration fees
- Seminars focused on specific topics rather than general programs
- Published description of seminar objectives

□ Shorter general assemblies

□ More seminars

So, for members who have never attended a national board meeting and convention or for those who have let a few years pass since they last attended, consider the following reason for attending the 1996 session:

➤ Valuable information source. Seminars will be plentiful and specific. Attendees will be able to plan their schedule to satisfy their interest and information needs.

➤ Networking opportunities. Having a chance to meet with other leaders from around the country in

seminars, and at one of the many social functions.

➤ Quality facility. Bring the family. This hotel is connected to River Center Mall and opens into the famous San Antonio Riverwalk.

➤ Fulfill your responsibility. The convention will provide everyone an opportunity to discuss the latest information with other CAP members, and the chance to bring that information home to squadron and group members.

The CAP leadership needs the membership's help in restoring the CAP national convention. They believe the members will recognize the value a meeting of this magnitude has to offer, and they ask that the members share that support with others in the organization.

Make plans now to attend CAP's 1996 National Board Meeting & Convention in August.

Roundup '96

- ✓ Lower registration fees
- ✓ Focused seminars
- ✓ Published seminar objectives
- ✓ Shorter general assemblies
- ✓ More seminars

Headquarters

Delegation significant part of leadership role

Leaders at all levels would most likely agree with Dr. Wess Roberts, in his "Leadership Secrets of Atilla the Hun," that delegation is a significant part of leadership roles.

They would probably acknowledge that the purpose, goal and immediate benefit of delegation is better control over their time. They might also understand that delegation permits them to quickly achieve goals, objectives, and organizational successes.

Many leaders enjoy getting things done through other people's efforts while watching them build their confidence and competence. But sometimes delegation can quickly go awry and result in lost time, wasted resources and unpleasant dispositions.

Some leaders may periodically utter psychological barriers to delegation, such as, "I can do it better!"; "While I'm training someone to do the job, I could have done it myself!"; or perhaps the legendary "If you want a job done right, do it yourself!"

This usually happens when past projects have been over

delegated, under delegation or micro-delegation.

Some leaders may not understand that many failures in delegation occur from inadequate explanation or incomplete understanding expectations.

The partial or complete fail-

leader and the worker.

The leader must employ finesse through the "What, Whom, and How" of delegation. This includes:

- What and what not to delegate.
- Who to select for which tasks.

• How to ensure clear understanding of assignments.

As with all skills, a leader can expect better,

more consistent and successful results of delegation by exercising, refining and polishing these precepts through a regular and progressive practice.

What to delegate

A leader is like a juggler with many balls in the air at once. He is expected to simultaneously manage multiple tasks, with frequent shifts in priorities. The successful leader will not arbitrarily pick and choose which tasks take priority and ignore other demands.

In order to maintain "task parallel processing" tasks

must accurately be delegated. Therefore, a decidedly primary and indispensable aspect of skilled delegation challenges the leader to correctly decide which tasks to delegate and which to do themselves.

Business consultant Fred Pryor, publisher of "The Pryor Report," says that leaders sometimes retain a tight grip on particular assignments because they would rather do them personally. This can certainly be true and is a product of the leader's special interests.

For example, a leader with a background in flying might quickly decide he should develop a new maintenance plan for the corporate fleet. He might just as readily delegate budget, administrative, and planning assignments to others.

Conversely, a leader with an interest in finance could decide to write the budget and delegate the flying assignments.

Pryor observes that leaders may refuse to believe that anyone else can do certain tasks as well as they could, or as spelled out in the April 1992 issue of "The Pryor Report," "Perhaps they fear that someone will do them better."

Delegated assignments

should challenge, excite and encourage workers. A leader should avoid dumping undesirable tasks on others and retaining choice assignments to do himself.

A paycheck can be motivation to complete assignments in an acceptable fashion. However, a volunteer is apt to just walk away from the task, sometimes without telling anyone.

Even friends can fail their leader. Caveat Delegator!

Whom to delegate
Selecting the right person for a particular assignment is not a routine matter. It often tests the limits of intuition, judgment, tolerance, resiliency and endurance. The complexity of the task and attitude of the worker much be considered. Sometimes even a worker with a proven track record falter.

Current workload and emotional states are critical in selecting an employee for an assignment. Although a leader is usually aware of the workload, emotional overload is not always so obvious.

A worker may be experiencing a personal problems in a relationships, financial dif-

See *Leaders* ... Page 10



Leader's Perspective

Col. Ernest C. Pearson
Pacific Region
Commander

ure at delegated represent a breakdown in the process. The resulting wasted time, misused resources and failure to build confidence are unacceptable to all parties involved.

The leadership technique of skilled delegation can reduce these failures and contribute to a more stable and congenial working environment. Delegation is a fine arts and much more involved than merely assigning a task and expecting results. Leadership demands a well-balanced distribution of assignments and clear understanding of expectations between both the

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When history repeats itself, do we learn from it?

When history repeats itself, do we learn from it? Do we use it to our advantage to improve the future? Let's take a look at one CAP example of how we can do just that.

In 1942, plans originally called for the organization to produce its own officers uniforms, and khaki or olive drab uniforms with brown leather jackets for other members. However war-time cloth shortages at the textile mills caused these plans to be scrapped. Instead, a request was put in with the War Department for permission to wear the uniform of the U.S. Army Air Forces.

Although CAP was part of the Office of Civilian Defense, the request was granted in June. Of course, there were conditions that had to be met in order to wear this uniform. Besides the distinctive CAP shoulder patch, all members were required to wear distinctive silver CAP buttons. The "U.S." lapel insignia was replaced with silver CAP letters. The gold and silver Army Air Forces prop and wing insignia was replaced with a silver one.

Most notable, on all uniforms, the shoulder straps were replaced with bright red ones. Also in bright red was the piping on the overseas cap and the commissioning braid on officers' sleeves. Enlisted personnel were re-

quired to cut the army chevrons they wore off their khaki backgrounds and reattach them to ones cut from red felt.

For the most part, CAP members hated the red. In Atlantic City, when the red epaulets appeared on the uniforms of Coastal Patrol Force 1 members, rumors began about the group of "Russian Air Force pilots" training for

secret missions out at the Municipal Airport. Bulletins from CAP National Headquarters warned that the wear of the uniform was a privilege and that, if uniforms were not worn properly, the privilege could be lost.

Red insignia or not, CAP members rolled up their sleeves and went to work. They flew coastal, forest and border patrols, and courier runs, towed targets and searched for missing aircraft. They reopened and operated general aviation airports that closed when Pearl Harbor was bombed. Where airports were needed, but didn't exist, CAP members built them.

CAP soon accumulated a record of community service and mission completion that would make any ac-

tive duty combat unit proud. The Army Air Force was quick to recognize this and rewarded CAP members by authorizing the removal of all red insignia in October 1944. Instead, only a red arc with the words "Civil Air Patrol" in white letters was placed above the blue disc of the shoulder patch. The red insignia dinosaur on the CAP uniform became extinct.

Soon after the U.S. Air Force became a separate service in September 1947, discussions began to make CAP an official auxiliary. It came to be in May 1948 and shortly after the Air Force transitioned into its own distinctive uniform. Of course, CAP asked to be allowed to wear the new Air Force "blues."

The Air Force proposal retained the distinctive silver CAP buttons and, for further distinction, proposed the metal officers' rank insignia be replaced with silver braid on the sleeve. Along with other items in the proposal, it was rejected by the CAP National Executive Board in January 1951. Ironically, 40 years later, the Air Force imposed a similar insignia on itself, only to be rescinded a short time later.

The wear of the blue Air Force uniform was finally approved in August 1951, and with it the next CAP dinosaur was born. Most popularly known as the "Coca Cola" patch, this very unpopular insignia was required to be worn as a breast patch on all senior member uniforms.

The cadets were spared with a more attractive patch — a dark-blue rectangle with "Cadet Civil Air Patrol" in white.

The senior patch had a red rectangle superimposed on a royal blue, round-edged isosceles triangle. White lettering from top to bottom read, "Civil USAF Auxiliary Air Patrol." The colors were simply a variation of the previously worn red, white and blue shoulder patches, which by this time had been replaced by individual wing patches.

It wasn't until 1966 that the "Coca Cola" patch was replaced on the uniform by the metal identification badge and the black plastic name plate which was officially adopted a short time later. After a 15-year life span, the second CAP dinosaur vanished from existence.

The third of the CAP dinosaurs was perhaps the most controversial of them all. There were many causes for its existence. The details of these causes will only be briefly touched upon here.

During the late 1980s, a series of events caused the Air Force to conduct a Broad Area Review investigation on a number of issues. Among the points raised by this fact-finding inquiry were: disagreement over the CAP's authority to promote the national commander to major general; frequent and improper uniform wear; and the assumption of officers' privileges by CAP senior members (for example, saluting by Air Force security police at base gates).

See *Dinosaurs ...* Page 10



From The Past

Lt. Col. Gregory F. Weidenfeld
National Historian

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Editorial

Thanks for the opportunities, CAP!

Dear Editor,

The other night my son, Michael E. Fodor, called me. That may not seem too very unusual, except for the fact that he was calling from Warsaw, Poland. We spoke for over an hour.

Mike has been working in Europe for Macro International for the last three years. His current assignment is that of regional director of research services for Eastern Europe, which also takes him to his other offices in Moscow, Russia, and Budapest, Hungary.

During his school years, Mike was a member of Ver-

mont Wing's Burlington Composite Squadron. While a member, he participated in numerous local activities as well as Oshkosh. He was also the recipient of many decorations and awards. He ultimately rose to the rank of (if my memory serves correctly) cadet lieutenant colonel and became the squadron's cadet commander.

In the meantime, I also joined the Civil Air Patrol as a senior member and participated with him in many of his activities.

The reason for this background information is because

during this recent conversation, he said he "directly attributes his business and social success to his Civil Air Patrol activities and experiences, especially the leadership opportunities that were "provided" to him.

On behalf of Mike and myself, we want to express our thanks and appreciation to the Civil Air Patrol for the opportunities its programs provide to young people to grow in maturity and responsibility.

Get the word out. CAP is a good place for kids to be.

Capt. Eugene W. Fodor
Milton, Vt.



Civil Air Patrol NEWS

Serving CAP membership since November 1968

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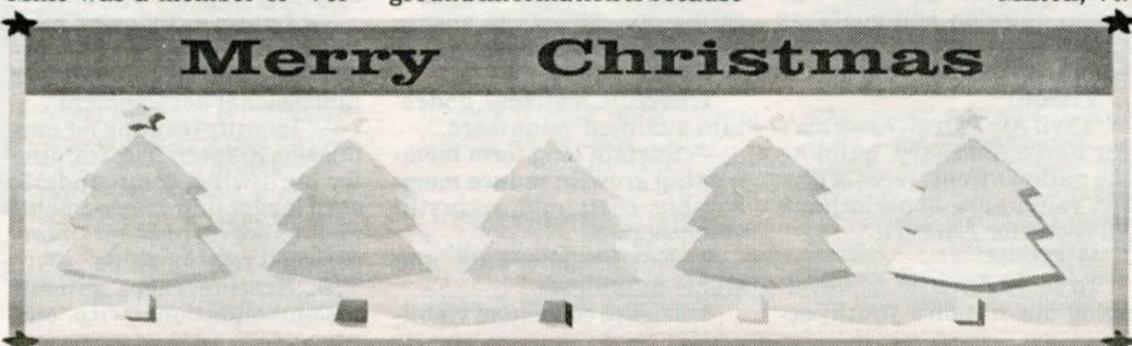
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Headquarters

Visions throughout history result in 'breakthroughs'

Dec. 17, 1903, is a significant date in the history of mankind — when man practically changed his environment.

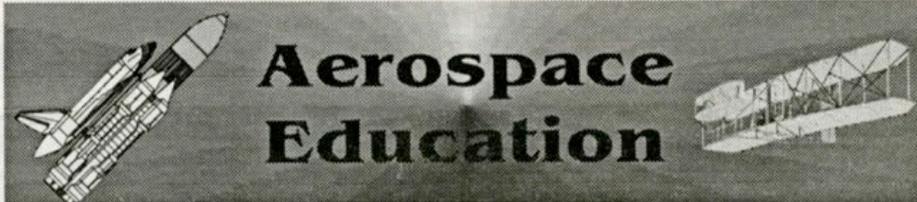
The Wright Brothers were young men who studied, learned and worked. They were high school educated, but never received a diploma. They were entrepreneurs. They built their own printing press, and then published and sold the *West Side News*. They manufactured, sold and repaired bicycles. They earned a living from these occupations. And they made history from their avocation — aviation.

As children, the brothers had a vision of flight kindled by a rubber-band powered helicopter they received as a gift from their father. They studied, by themselves, the theory of flight as presented by the pioneers, Chanute and Lilenthal. They identified the essential problems of controlled flight. They experimented with flexible, warping wings for turning, elevators on a balance arm for vertical control, rudders for lateral control, engines for sustained flight. They experimented with lifting bodies, did the mathematics to create lift tables, designed wings which lifted the weight of their aircraft.

In the Sand Hills of North Carolina on Dec. 17, 1903, they flew — Orville first, Wilbur longest. An applied scientific breakthrough had occurred. The Wright Brothers spent the rest of their lives building and selling aircraft.

In New York on Dec. 18, 1903, the *New York Times* carried headlines. "Japan Dispatches Troops To Korea. Senators Demand Facts On Panama." The Japanese and the Russians were in diplomatic conflict in the Far East. The United States was backing the break away of the Province of Panama from Columbia. The purpose was to secure a treaty to build the Panama Canal and improve United States' trade opportunities in the Pacific. Not a word appeared about a breakthrough that profoundly affected mankind.

In the winter of 1944, a young graduate student, Eckert, a physicist, Mauchly, a mathematician, Goldstine, and a University of Pennsylvania administrator, Brainerd, completed their visionary task — ENIAC — Electronic Numerical Integrator and Computer. ENIAC was 18000 vacuum tubes large, had a high speed memory of 20 words, had a read only memory of 450 words, and took hours or days to reconfigure the patch cords from one task to another. ENIAC could do 5000 additions



per second or 300 multiplications per second.

ENIAC went to work for the Manhattan Project doing numerical computations to help design and build the first nuclear weapon. Eckert and Mauchly went on to build and sell the first commercial electronic computer — UNIVAC.

An applied scientific breakthrough had occurred. Not a word appeared in the *New York Times* or any other newspaper about the dawn of the electronic computer age or its implications for mankind.

In the winter of 1995, Sandia National Laboratories and Intel Corporation will deliver to the Department of

Energy a new electronic computer which will be 360 million times faster than ENIAC and will be able to simulate the action of atoms during a nuclear explosion.

This computer will be made up of 9072 P6 computer chips, the same chips you can buy for your personal home computer. Scientists using the new computer will be able to create and experiment with a vision of the core of our universe, the atom.

There are several points for us all to consider. First education and study pays. The Wright Brothers studied, experimented, learned from the work of others. Electronic computers were born on the University of Pennsylvania,

a place where students and teachers study, experiment and learn.

Second, in each of our times, there is an opportunity to take some vision and through applied scientific effort turn the vision into a practical tool. Knowing when that moment has arrived is usually not possible. That is why visions that become practical are usually called "breakthroughs".

Third, the vision that is carried by the people who make the scientific breakthrough is often much smaller than the eventual uses made of their breakthrough. It is certain the Wright Brothers never envisioned a world in flight the way we are today. It is certain the electronic computer creators never envisioned one on every desk in the workplace and a personal one at home. It is certain the Manhattan Project pioneers never envisioned doing nuclear testing on a computer rather than actually splitting or fusing atoms.

Fourth, visions lead to careers and a life's work.

So, dream, develop a vision, educate yourself, work to achieve the vision. Just as the universe is boundless, so too are visions and future scientific breakthroughs.

Find the Stars

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Find and circle these stars:

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|----------------|----------------|----------|
| ACHERNAR | BARNARD'S STAR | PROCYON |
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| ALPHA CENTAURI | CASTOR | SIRIUS |
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| ANTARES | POLARIS | TAU CETI |
| ARCTURUS | POLLUX | VEGA |

'Aerospace puzzlers'

Space is the place

1. What missile was designed and built by Americans, and successfully fired for the first time Dec. 17, 1957?

Atmosphere, aviation, aviators

2. On Dec. 17, 1935, the sleeper transport version of this classic cargo aircraft was rolled out at Santa Monica, Calif. Name the cargo aircraft, the manufacturer, and the airline which ordered the aircraft.

3. What still operational titanium-structured reconnaissance aircraft capable of Mach 3 speeds made its maiden flight Dec. 22, 1964?

Definitions

4. What is a universe?
 (Answers on Page 10.)

Notes from headquarters

Early breaking news! Eight airlift aircraft are already available for transport of attendees to NCASE 1996 in Little Rock, Ark., Sign up now for NCASE and by return receipt you'll receive particulars on early application for airlift to the premier aerospace education event of 1996.

NEC Meeting ... from Page 1

duced a wide spectrum of goals and objectives for CAP. The vision, mission and goals, as approved by the NEC, are as follows:

Vision:
 "Civil Air Patrol, America's Air Force Auxiliary, building the nation's finest force of citizen volunteers — performing Missions for America."

Mission:
 To serve America by developing our nation's youth; ac-

complishing local, state, and national missions; and educating our citizens to ensure air and space supremacy.

- Goals:**
1. Recruit, motivate, and retain qualified volunteers.
 - Sustain long term membership growth; reduce membership cost; and re-instill volunteerism.
 2. Ensure adequate and stable funding.
 3. Ensure continued viability

ity of CAP as the Air Force Auxiliary

— Identify, validate, and commit to new missions.

4. Enhance public awareness and improve our image.

— Improve customer relationships.

5. Ensure senior member professional development

— Identify training for new missions; specialize training for unit/wing commanders; staff leadership development; and improve member interpersonal relationships.

6. Execute cadet summit recommendations with emphasis on: specialized senior program members working with cadets; flying cadets; and fund cadet flight training to private license.

7. Keep CAP fun.

8. Embrace sound business practices throughout CAP.

— Improve the funding process for actual DRs; streamline administration; eliminate unnecessary paperwork; reduce requirements; and improve policy follow through.

9. Improve technology and information management.

— Continue equipment upgrades; and improve training

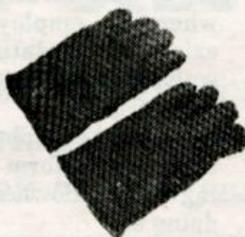
materials using multimedia

Anderson, the NEC and headquarters staff are committed to achieving these goals and realizing the CAP vision. "We'll step up to the challenge of performing the Missions for America mandated to CAP by the U.S. Congress and entrusted to us by the American people," said Anderson.

"The first of the year will see us unveil these initiatives under a program called 'Team CAP: 2020 and Beyond.' It will be CAP's blueprint and our flight plan for success into the 21st Century and beyond," stated the general.

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Gore-Tex gloves. Military cold & wet black leather. Lining is manufactured with two layers of Thinsulate and one layer of Gore-Tex to increase warmth and not restrict grip. Waterproof and breathable, with a double palm. For wrist closure, an adjustable strap and buckle is provided on the back of the glove. **Compare at \$50.00 CAP723__ GJB-3, GJC-4, GJD-5 \$27.95**



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Furlough ... from Page 1

ers were so recently converted from active duty military and DOD civilian positions, it was not initially clear how this would affect CAP.

One thing was clear, however, no agency can spend money it does not have and as of Nov. 14 there was no budget in place for fiscal 1996 and no continuing resolution authority. There was also no precedent for this situation for the recently converted staff.

Corporate personnel furlough plans had to be developed and executed for the first time. "It was all unplanned

ground," according to CAP Executive Director Col. Paul J. Albano Sr.

To further complicate matters, there was no precedent for such an extended shutdown. The longest government furlough in the past had been for three days and this was over a weekend where there was little overall impact.

Yet another dimension to this dilemma is the prohibition for employees to volunteer to perform — without compensation — the same type services for which they were hired.

According to Renova Williams,

CAP's director of personnel, the Fair Labor Standards Act stipulates that where an employment relationship exists, that relationship may not be waived for volunteer services by the employee.

So, those employees willing to volunteer to perform their own jobs during the shutdown were precluded from doing so.

Williams stated, "This turn of events was especially difficult to explain to newly employed wing liaison personnel who are all former career military, accustomed to working through such shutdowns in their former lives."

The only headquarters staff retained

were those determined to be minimum emergency essential during the initial stages of the shutdown so all manner of important CAP functions were suspended to include membership processing, cadet and senior awards, reimbursements, etc. Even the National Executive Committee meeting held at Maxwell Nov. 16-18 was conducted without benefit of full-staff support.

Even though the shutdown was the longest in the history of the U.S. government, it was still short-lived, and most CAP headquarters offices were able to start up again with relatively few inconveniences to the membership. But it will still take several weeks to "catch up."

Dinosaurs ... from Page 7

The result of this was a recommendation that increased distinction be made in the CAP uniform.

Also proposed were the maroon name tags and ties, white shirts, and the removal of the blue commissioning braid from the service jacket and the silver piping from the flight cap. There was also discussion of removal of the metal rank insignia from the shoulder straps of the service uniform.

CAP's counterproposal recommended changing the color of the epaulets on shirts and the pull over sweater — hence the birth of the maroon epaulet, which served as an alternative to maroon ties and name tags.

A proposal to keep the metal rank insignia and supplement it with either the CAP metal cut out or a CAP distinctive "battalion crest" evolved into the short-lived maroon CAP circlet. The circlet was a maroon cloth band worn between the metal rank and the button on the shoulder strap of the service coat. White embroidered CAP lettering appeared on it and each edge was embroidered in white from front to back — similar to the edges on the field grade epaulets. The new maroon insignia were introduced at the 1990 national board meeting in Reno, Nev.

The reaction — uproarious. Members threatened

to quit or resolved never to wear the uniform again. Jokes about being Iraqi tank commanders, and the new "moron" epaulets spread quickly. "I'd rather go back to the red of World War II," was an often-heard comment. Although the circlet was quickly dropped, the metal rank insignia went with it.

The Air Force decided the epaulet would be worn on all blue uniforms, including the service uniform and all outer garments. The policy caused a whole new round of griping. Membership actually decreased as it became evident the maroon epaulet was going to remain.

Finally in 1995, most of BAR issues were resolved. Along with the request to transition into the new Air Force uniforms, approval was received to change the color of the epaulet to silver-gray.

Although the metal rank was not to reappear on the CAP uniform, the new epaulets presented a much more appealing appearance and was certainly much more acceptable to the membership than the maroon dinosaurs.

In addition, on Air Force Chief of Staff Gen. Ronald R. Fogleman's own initiative, the long-worn metal CAP cutout was removed from the service uniform's lapel and replaced with highly polished U.S. insignia. This change was symbolic of CAP's

new place in the new "Total Air Force Concept."

Was the birth of the maroon epaulet dinosaur caused by what has now come to be known as the "two-star issue"? Perhaps. Was it caused by CAP members abusing the privilege of their officers insignia?

Some random and isolated incidents were probably minor contributing factors. Was widespread improper wear of the uniform the major cause? As one member of the National Executive Committee put it, "Uniform infractions are not widespread and occur no more frequently than they appear in Air National Guard/Air Force Reserve forces."

Still, throughout CAP's history, the archives are filled with bulletins, letters and directives emphasizing proper uniform wear. There are letters from 1942 on — originating at flight level to national headquarters — citing observed infractions and poor appearance. Whether or not this was the main cause of the maroon epaulet, the problem has existed throughout our history.

Are we destined to let history repeat itself or will we look back on our past, learn from it and prevent ourselves from reliving the past?

Each of us who wears the uniform has the responsibility to wear it proudly and properly. There are enough choices between the military style and CAP distinctive uniforms for everyone to find one they can wear correctly and look and feel sharp in at the same time. It's up to us. So, please, no more dinosaurs!

Leaders ... from Page 6

lecting an employee for an assignment. Although a leader is usually aware of the workload, emotional overload is not always so obvious. A worker may be experiencing a personal problem in a relationship, financial difficulties, burn out or health problems.

How to delegate

A leader must give concise instructions and have the worker repeat his understanding of the assignment.

The leader is then faced with a most critical step in the delegation process: follow-up. He must monitor the worker's progress and give feedback. At the same time, the leader must ensure that he doesn't interfere with the process.

The following checklist may prove helpful in this practice:

1. Organize assignments and be clear with expectations.
2. Prepare information to get started.
3. Select the person for the assignment.
4. Determine how expectations will

be measured.

5. Negotiate due dates with worker.
6. Follow up on employee's progress with schedules and methods through written or verbal communications.
7. Have worker reiterate his understanding of the assignment.
8. Empower the assignee with the authority necessary to complete the assignment.
9. Advise others to assist in the project.
10. Ask pertinent questions and obtain satisfactory answers during follow up.

Assignee's responsibility

The leader is responsible for practicing skilled delegation. The assignee has an equal responsibility to accept an assignment only if he intends to and can complete it.

It's appropriate for a volunteer to decline assignments if he feels he would be unable to satisfy. If a worker discovers a lack of interest or inability to complete a task, he should inform his supervisor. Remember that the leader expects the

task to be completed. If a worker abandons a task and neglects to tell the supervisor, he is expressing contempt for the leader. Such a breakdown in progress could complicate leadership objectives.

The effective leader needs to know about problems that could prevent assignment completion. This permits the leader to accommodate the situation. Unpleasant surprises can undermine respect and friendship.

Thanks, Attila!

In the crafty literary hand of Wess Roberts, Attila the Hun unknowingly counsels and guides us to skilled delegation:

- ♦ Wise chieftains never place their Huns in situations where their weaknesses will prevail over their strengths.
- ♦ Good Huns normally achieve what their chieftain expects.
- ♦ A wise chieftain never expects his Huns to act beyond their wisdom and understanding.
- ♦ A wise chieftain always gives tough assignments to Huns who can rise to the occasion.
- ♦ Abdication is not delegation. Abdication is a sign of weakness. Delegation is a sign of strength.

Puzzler answers

1. The Atlas missile was first successfully fired Dec. 17, 1957. The Atlas remains in production today and has transitioned from a strictly military missile to a commercial launch vehicle.
2. The Douglas Commercial Model 3 (DC-3) prototype rolled out of the Douglas Aircraft manufacturing facility Dec. 17, 1935. The prototype, the Douglas Sleeper Transport was ordered by American Airlines and could carry 14 to 16 passengers in sleeper berths. When airline officials realized the DST could carry up to 28 seats, thus accommodating enough passengers to make the transport of passengers profitable without carrying cargo too, the modern airline market and the DC-3 were born.
3. The SR-71 — Lockheed's "Blackbird" — first flew in December 1964. It was designed to fly high and fast enough to evade enemy defenses while capturing reconnaissance images. Reconnaissance satellites replaced the SR-71 for a time, but the SR-71 is now back in the national defense arsenal. The reason — aircraft and men are more easily dispatched than satellites and the SR-71 can still out-fly enemy defenses while bringing home the images.
4. "Universe." All existing things, including the earth, heavens, galaxies and all therein, regarded as a whole. This is the environment of aerospace.

Flier renews CAP passion

Many members have a reasonable excuse for some delay in renewing their membership, but Anton Poiteven had a little trouble explaining why it took him 45 years to renew his

When Anton Poiteven first inquired about renewing his CAP membership, officials at Malmstrom Cadet Squadron were a bit nonplussed at the old gent's interest in joining their unit. But they were in for one more surprise when Poiteven whipped out his original CAP membership card — with an expiration date of Dec. 31, 1951.

Not only is Poiteven rejoining CAP at the age of 72 but he also has a few skills to offer as aerospace education officer: He still holds a current commercial pilot's license for single and multi-engine aircraft; and he has a number of anecdotes of his days as a B-17 pilot in World War II to share with senior and cadet members.

2nd Lt. John Degel
Malmstrom Cadet Squadron

He still holds a current commercial pilot's license for single and multi-engine aircraft; and he has a number of anecdotes of his days as a B-17 pilot in World War II to share with senior and cadet members.

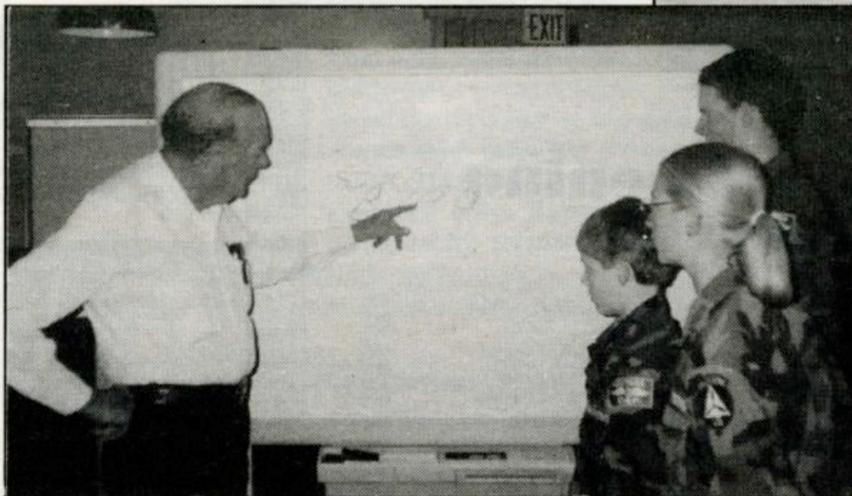
After Poiteven got his pilot's license in 1940 at Felt Field, Spokane Wash., he entered civil service as a hydraulic and supercharger maintenance specialist, working on B-17 bombers at Gowan Field, Idaho.

When WWII started, Poiteven joined the Army Air Corps, because of his familiarity with B-17s, decided to become a B-17 pilot.

After some preliminary flight training, Poiteven was assigned to Carlsbad, N.M., where he finally learned to fly the B-17. After commissioning as a 2nd lieutenant, he was shipped to Hobbs, N.M., and put in charge of an eight-man crew.

In 1943, Poiteven and the crew were assigned the B-17G 'Pleasure Bent,' which they ferried to Berry St. Edmunds, England, to join the 487th Bomber Group of the 8th Army Air Corps. The pilot and crew flew wing for their first three missions over Europe and then were advanced to the lead crew, or Pathfinder, position commanding a squadron of six planes.

"As Pathfinder, or lead plane, we had the job of pinpointing the center of a target area by using navigational and radar aids and releasing smoke



Inset: Malmstrom Cadet Squadron aerospace education officer Anton Poiteven discusses features of the B-17 bomber he flew during World War II with cadets John Strickland, Ossia Tinschell and Eric Barlow. **Right:** 2nd Lt. Anton Poiteven is shown in this formal graduation portrait after being commissioned as a pilot in the Army Air Corps in 1942. Poiteven recently renewed his CAP membership, which expired in December 1951.



bombs along with our other bombs," Poiteven explained. "This was saturation bombing, and when all the planes on that mission dropped their loads, the destruction was as indescribable as it was devastating."

Not all missions were combat missions, though. Poiteven and his crew were once assigned the mission of flying Gen. Jimmy Dolittle from Berry St. Edmunds to Birmingham, England. Although it was supposedly a "milk run," the crew nearly managed to kill the general.

"Dolittle had never been in the ball turret of a B-17," Poiteven explained. "And since we weren't carrying a full crew for a milk run, he talked one of our crew into letting him ride in the ball turret.

"Unfortunately, no one thought to tell me Dolittle

was in the belly gunner's seat. So I didn't check the turret before landing. Dolittle had positioned the gun casings straight down to make his ride more comfortable. When I landed, the casings were jammed up into the turret and bent at a 45 degree angle.

"We nearly lost the hero of the Raid Over Tokyo on that flight. When we landed we all stood by quietly as he deplaned, but Dolittle didn't say a thing. He just saluted weakly and got into his car."

Even though Poiteven and his crew suffered no losses, the "Pleasure Bent" was shot down.

"We caught some flak over Frankfurt and a fire started between the engines on our left wing. We kept on going until the flames got into the wing and started setting off all the flares. We were over a village in England, called Essen on the Sea, when I knew we weren't going to make it home.

"Procedure called for me to set the plane on autopilot and aim it so it would crash into the English Channel," Poiteven recalled. "Unfortunately the autopilot also burned up, so the plane was just circling aimlessly over the village.

"My radio operator, Ted Montgomery, got his chute open; but then noticed the plane was coming straight for him, and he was certain he was going to die. Seconds before it slammed into him, turbulence lifted it just above his chute. I remember him telling me later, 'I thought I was shot until I realized the fluid running down my leg was yellow.'"

After VE Day, Poiteven served out the rest of his tour in Tampa, Fla., until his discharge in July 1945. He then returned home to Spokane and joined the local CAP squadron as an orientation pilot for cadets. He owned his own planes until he sold his last one, a Cherokee 140, in 1993.

Poiteven, who was widowed in August 1994., recently remarried. He now divides his time between his new bride, CAP, and working with a his wife's alternative home care business.

"I came back to CAP because I have something to offer," said Poiteven. "Even though I'm 72, I'm still an active pilot (who is looking for a new plane, by the way) and I really enjoy being around and helping young people. I figure my experiences and knowledge of flying ought to be of interest to some of those cadets.

"I may be old," he said with a twinkle in his still bright blue eyes. "But I'm a long way from being ready to settle down and watch life pass me by. I'm going to help CAP and every senior member and cadet as much as I can, for as long as I can."



Air Force 2nd Lt. Anton Poiteven (left, rear row) is shown with the crew of the B-17G 'Pleasure Bent,' which was downed over England in WWII. The plane in the photo is the B-17 'Oriol.'

Awards

December 1995



Grover Loening Awards

Capt. Ralph Ankrom, Jr.	PA	Capt. Terrance A. Onda	TX
Maj. Bernard K. Barton	MT	Capt. David H. Oriol	MA
Maj. Kenneth D. Beres	CT	Maj. William A. Pocher	MA
Lt. Col. Clifton R. Brooks	OK	Lt. Col. Stuart I. Price	ME
Capt. Aileen K. Cannon	MI	Capt. Coleman C. Roth	AR
Capt. Jacqueline De Costa	CA	Capt. Joy M. Steele	TN
Capt. Jane F. Gallik	PA	Lt. Col. Robert T. Townsend	SC
Capt. Richard J. Greenwood	GA	1 Lt. Scott T. Varrick	CT
Maj. Earl A. Hannon	DC	Maj. James W. Walden	OH
Capt. John Hunter	SC	Capt. Gilbert P. Welch	ME
Capt. John R. Martin	MO	Capt. Sarah C. Wells	SER
Maj. Fred L. McDowell	MO	Capt. Theodore F. White	AK
Capt. Robert A. McManus	DC	Capt. W. J. Whittaker, Jr.	SC
Capt. David W. Meigel	CA	Capt. Mary L. Yoder	TN
Maj. Henry P. Miller	NC		



Gill Robb Wilson Awards

Lt. Col. Clifton R. Brooks	OK	Maj. Virginia P. Keller	OK
Lt. Col. Edward T. Chilson	CA	Maj. Josue A. Rosas	PR
Maj. Patrick A. Cross	CO	Maj. Sheldon W. Rothstein	MA
Maj. William R. Houston	MO	Maj. Richard W. Smith	NC
Lt. Col. Henry L. Howe	LA	Lt. Col. Franklin K. Toth	CO



Paul E. Garber Awards

Maj. Lisa K. Berg	GA	Maj. William E. C. Kennedy, III	WA
Maj. Wesley R. Biggs, Sr.	MO	Capt. Michael A. Oakman	AL
Maj. Michele C. Briggs	AZ	Maj. Ronald V. Ragan	SER
Capt. George H. Doersch	OR	Maj. James Reid-Ellison	TX
Lt. Col. Roger G. Harvey	FL	Maj. Delores E. Seymour	OK
Maj. Gary R. Holtz	OR	Maj. Neale W. Sudduth	TX
		Lt. Col. Robert T. Townsend	SC



Amelia Earhart Awards

04345 Theresa M. Irving	19043	Jonathan W. Mullaly	29058	Scott M. Kennedy	37133	Kenneth R. Yeager
04345 Steven M. Skullr	20073	Andrew D. Harrison	31147	Anthony De Paola	41036	Weston R. Kissel
05148 Mike E. Deaver	20117	John T. Tennant	31392	Jonathan A. Halstuch	41110	Major L. Mosier
08084 Andrew J. Gray	21114	Christopher C. Haars	31392	Chad M. Pillai	45025	Scott D. Sullivan
08375 Richard E. Martin	23119	Maryann L. Wolff	32057	Charles W. Mauze	48061	Paul W. Eaton
11317 Brett T. Kaczorowski	24031	Matthew J. Wemyss	37049	Jennifer B. Elinow	52059	Pedro L. Martinez
11317 Tim P. Van Nes	28054	Ryan P. Nugent	37060	Jason R. Mohn	52091	Julio J. Rivera
12093 Steven B. Moore						



Brig. Gen. Charles E. "Chuck" Yeager Aerospace Education Achievement Awards

Lt. Col. J C Follender-Birns	31001	Capt. Carol Glefke	17038	1st Lt. Michael C. Robinson	02013	2nd Lt. Bobby W. Moore	47108
Lt. Col. Clde W. Pierce	17037	Capt. Robert W. King	17038	1st Lt. Malcolm M. Sanders	17038	Charles A. Allen	17076
Lt. Col. Viola M. Sargent	17038	Capt. James D. McFadden	47040	2nd Lt. Rae M. Courturier	17037	Darold F. Ames	17075
Maj. Philip J. Dolan	17037	1st Lt. Barbara L. Bartosenski	17038	2nd Lt. Robert H. Elezian	02013	Brian Carter	17036
Maj. Vernon Hill	34177	1st Lt. Warren W. Butts	02013	2nd Lt. Joseph O. Fountaine	17038	Thomas R. Gondek	02013
Capt. Stephen A. Bishop	17036	1st Lt. Howard Glefke	17038	2nd Lt. Leander M. Matson	17038	Clarence Roberts	31103
Capt. Edward P. Bonville	17038	1st Lt. Edward Lesniak	02013	2nd Lt. Debra J. Mertz	47049	Harold W. Sander Jr.	02013
Capt. Ernest D. Clevenger	47040						



Gen. Billy Mitchell Awards

01005 Bryan R. Foley	08319	Juan C. Banos	20176	Walter R. Morrison	37049	Gretchen L. Weiss
01032 David A. Cameron	09116	Damian C. Jennette	20260	Deanna L. Nicol	37322	Cheryl R. Oechslin
01059 Cliff J. Ferrell	09116	J. Derek Morgan	23040	Drury G. Ball	41080	Devon A. Wilhelm
04096 Ronnie E. Leone	11036	David A. Riley	23057	Robert J. Decker	42091	Carlos A. Olvera
04386 Paul T. Welter	11189	Deborah S. Scott	24012	Heidi A. Tuss	42186	Jason R. Barnett
06058 Bryan Dix	11286	Kathy L. Werner	24053	Rachelle A. Fisher	42352	Tennison D. Washington
06058 Peter Schulze	11329	Erik M. Czerwin	31328	Richard J. Sullivan	47060	Christopher D. Chapman
07006 Jason J. O'Brien	11329	Matthew D. McKee	34197	Kent A. Robbins Jr.	52017	Henry Lara
07010 Derrick I. Desiel	13005	Erich K. Schneider	35115	Thomas A. Hutton IV	52126	Jose J. Colon
08159 John W. Mikula	18008	Frederic N.C. Smalkin	37011	Charles J. Kelly	99113	Tiomothy D. Junak

Congratulations to all!

Reporting the accomplishments of CAP members worldwide

Northeast

Connecticut — Civil Air Patrol members along with other volunteers continue restoration work on the 1930 Sikorsky S-39 single-engine amphibian at the New England Air Museum at Bradley Airport in Windsor Locks.

The plane was flown by **Maj. Hugh Sharp** and **Lt. Eddie Edwards** on a famous Civil Air Patrol rescue out of Rehoboth, Del., in July 1943. The two men received the Air Medal for their lifesaving feats.

Unfortunately a subsequent owner crashed the Sikorsky in the Alaskan woods in 1957. For six years, the historic plane rested in the forest, except for occasional bouts with hunters' bullets and scavengers who stripped the amphibian of its wing tip floats, the right landing gear and both wheels.

The plane was eventually shipped to Connecticut for restoration, where it remained in storage until 1993.

So far, volunteers have repaired the crash damage and have primed the metal structure. The outer wing panels, the tail surfaces and the twin tail booms boast new fabric covering coated with clear, silver and yellow dope. The blue NC-803W has been applied to the wings and the tail.

New all-metal wing tip floats have been fashioned from drawings supplied by the Sikorsky Co. of Stratford, and the new right landing gear was copied from the left.

Volunteers installed an overhauled P&W Wasp Jr.

engine of the same vintage as the original bullet-ridden engine. In addition, the amphibian plane balances on a set of new wheels.

The metal hull has been repaired and primed, the windows replaced and the seats upholstered. Work is progressing on the controls and instrument panel.

The Sikorsky will be painted blue and yellow with 20-inch diameter CAP insignia on each side at the rear of the hull.

Restoration suffered a setback when a newly refurbished section of the wing was wrecked by wind as it lay outside waiting for its new paint to dry.

Volunteers overcame discouragement and repaired the wing. In addition, the engine mount has been installed, but it has not been re-covered.

The restoration of the S-39 is scheduled to be completed in spring 1996. Its place in the restoration hangar will be taken by parts of the Sikorsky VS-44, a 1941 four-engine flying boat now being restored by Sikorsky retirees at Stratford. The final painting and assembly will be done at the museum.

— *Lt. Col. Robert L. Horner*

New York — Local units in upstate New York were honored by a request to support Plattsburgh Air Force Base with two final duties Sept. 28-29.

The occasions were the 154th testimonial dinner, presented by the Plattsburgh Air Force Base liaison committee to recognize the last commander of the 380th Air Refueling Wing, **Col. Robert Dawson**.

The next day the CAP members participated in ceremonies to deactivate the 380th Air

Representative award



Connecticut Wing Commander **Col. Lloyd R. Sturges Jr.** looks on as **Cadet Capt. Craig Freeman** accepts the **Amelia Earhart Award** from **State Representative Demetrios Giannaros** during a cadet change of command ceremony in October.

Refueling Wing and close the base.

Because the base color guard had been disbanded as personnel went on to new assignments, the James P. O'Connor Composite Squadron (which meets on the base) was asked to provide a color guard to present and retire the colors at the dinner for Dawson. The dinner was held at the Angell College Center Ballroom at Plattsburgh State University.

Members of the James P. O'Connor Squadron color guard included cadets **Master Sgt. George T. Fay**, **Tech. Sgt. Tyler A. Vann** and **Sgt. Kris K. Dubuque**. **Cadet Maj. John J. Fay Jr.** commanded the team. The cadets began the evening by presenting the Air Force colors and were on hand to retire them at the close of the dinner. The appearance and professionalism of the cadets cast a very favorable impression on the squadron and Civil Air Patrol. Their performance was well-received by military, professional and civic leaders.

Dawson was highly impressed and personally congratulated members of the color guard.

Civil Air Patrol's final service to Plattsburgh Air Force Base came at the closure ceremony the next day.

About 1,000 members of the local community attended the ceremony, which featured comments by guests such as **U.S. Rep. John McHugh**; **Lt. Gen. Edwin Tonoso**, commander-in-chief 21st Air Force; **Assistant Secretary of the Air Force Rodney Coleman**; and **Clyde A. Lewis**, chairman of the Air Base Liaison Committee — the person most responsible for having the Air Force build the base here in 1955.

Plattsburgh Air Force Base was the last of the "big ramp" bases still open in the Northeast. In spite of a plea by the Air Force to keep it open and expand its mission, it was scheduled for closure by the 1993 Base Realignment and Closure Commission (BRACC).

Following final remarks by

Dawson and the sheathing of the colors of the remaining base units, the time came to render the final honors to the base.

At the command, "Sound retreat," the last salute to Plattsburgh Air Force Base played at 12:15 p.m. Sept. 29. **Lt. Col. Lyn Wilke**, CAP and retired band director for the base support schools, sounded "retreat" on the bugle as the flag was lowered for the last time on this the nation's oldest active military base and home to the Adirondack Mountain Group and many New York Wing summer encampments since the 1950s.

→ → →

About 55 CAP personnel attended the Adirondack Mountain Group's '95 Annual Ground Team Training Course at the Clinton County Fair Ground recently.

The school was under the direction of **Maj. Mark Webster**. Classroom training for map, compass and directional finder were followed by hands-on exercises in the field.

Classroom seminars included an overview of the role of the ground team leader, mission responsibilities of the ground team leader, ground team composition and members' duties, radio operations, and data recording.

Webster presided over the seminars, discussing the roles and functions of ground teams, legal issues and map skills; **Lt. Randy Stein**, Schenectady Composite Squadron, skirmish line; **Cadet 1st Lt. Kristina Fay**, J.P. O'Connor Squadron, directional finder; **Flight Officer Todd Danko**, Schenectady Composite, compass; **Cadet 1st Lt. James Farrell**, Peru Cadet Squadron, log keeping and data recording; and **Capt. Debbie Johnson**, Adirondack Mountain Group, first aid and blood-borne pathogens.

The '96 Adirondack Mountain Group's Ground Team Training Course will be Sept. 13-15.

— *Richard A. Calma*

Pennsylvania — On Nov. 2, Squadron 504 held its first annual Senior/Cadet of the Year Banquet at Sportsmen Paradise

in Crown. The festivities opened with the posting of the colors by cadets **Staff Sgt. Matthew Carroll** and **Airmen 1st Class Brock and Garrett McCloskey**. The guest speaker was retired Air Force **Maj. Joseph E. "Pete" Hall Jr.**, who was the CAP-U.S. Air Force liaison officer for the South Carolina Wing.

Hall spoke on the importance of leadership for both seniors and cadets and, along with **Don Frederick**, presented two five-hour flight instruction scholarships — one of which was to be given to the cadet of the year.

During the awards portion of the ceremony, Squadron Commander **Capt. William E. Guth** recognized senior members who helped make Squadron 504's first year such a success. Guth, with the help of Hall, handed out the best attendance awards to **Lt. Kerry A. Kline** and **Cadet Staff Sgt. Matthew Carroll**. They also presented a gift to **Lt. Barbara Pfendler** in recognition of the work she did in planning and organizing the banquet.

McCloskey, Squadron 504 cadet commander, presented the senior member of the year award to Kline, then Guth and Hall presented the cadet of the year award to McCloskey. The evening was closed with the retiring of the colors by the cadets.

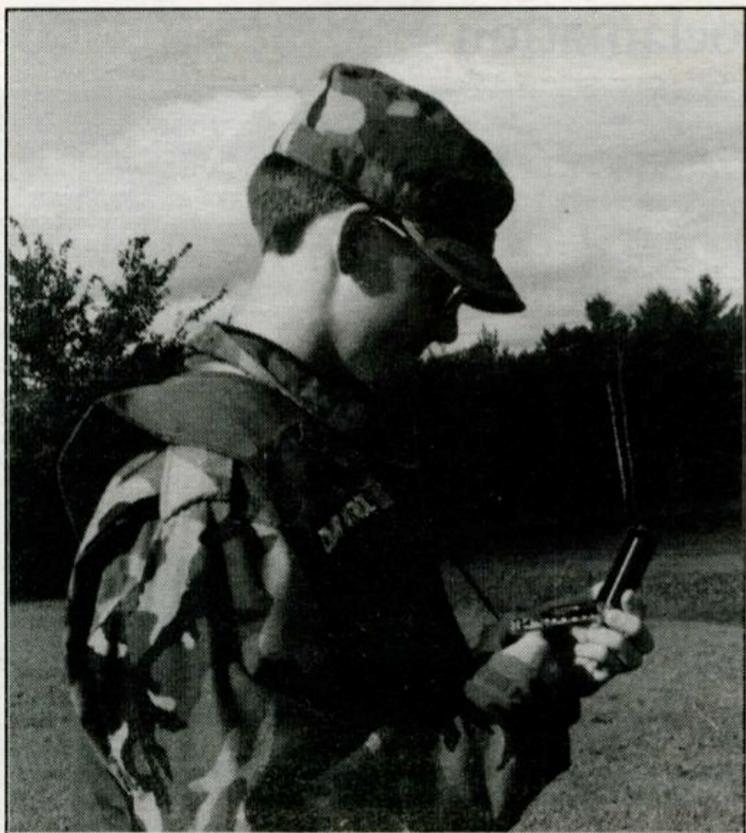
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Clarion Composite Squadron 504 observed Civil Air Patrol's 54th Anniversary on Dec. 1.

The mayor of the Borough of Clarion proclaimed Nov. 27-Dec. 1 as CAP week in Clarion County.

In addition to the proclamation, **Lt. Kerry A. Kline** set up an anniversary display of posters, senior/cadet brochures, photos, bookmarks and a booklet she designed.

Kline also had anniversary articles and editorials published in the local newspapers of Clarion, Forest, Jefferson, and Venango counties. She swayed local radio stations to air public service announcements wishing the CAP a "Happy Anniversary" and had Cable TV stations



Cadet Chris Peek, Peru Cadet Squadron, checks his direction on the compass course at the '95 Adirondack Mountain Group ground team training course.

Excellent leadership



New Jersey Wing Commander Col. George T. Redfern presented the Commander's Award for Excellence to Cumberland-Salem Squadron Commander Lt. Col. Harold Thorp at the New Jersey Wing Conference in Atlantic City in October.

broadcast how squadron 504 was going to celebrate the founding of the Civil Air Patrol.

Finally, Clarion Composite Squadron 504 held an informational night at the Clarion Mall, where members set up a display of past squadron activities, played the video "First Flight" and answered questions on squadron 504 and the CAP.

→ → →

Nineteen members participated in a search and rescue training mission Nov. 19 at Kingsley Allegheny National Forest in Forest County.

Members of Clarion Composite Squadron 504 and Elk County Composite Squadron 1203 were called out on the squadron emergency alert by mission coordinator **Capt. William Guth**, who instructed members to meet at the Clarion County Airport at 7:30 a.m.

As members signed in and double-checked their gear, Guth described the scenario: A man out hunting small game was reported missing by his family. Family members indicated that the man was in his 30s, in good physical shape, and hunted in a small area in Forest County. This area is known to be rugged/wooded terrain, with an elevation change of 3,000 feet.

Ground Team 1, under the command of **Lt. Doug McCloskey**, was assigned to search the south side of the hunting area. **Cadet Staff Sgt. Matthew Carroll** maintained a log of activity for Team 1, while **Cadet Airman 1st Class Brock McCloskey** made radio checks every half hour.

Ground Team 2, under the command of **Capt. Ralph Timblin**, covered a secondary spot. **Cadet Airman 1st Class Garrett McCloskey** manned the radio while cadet **Ryan Detrie** kept a log of activity.

Lt. Glenn Anthony was a ground team member trainee and **Lt. Kerry Kline** was a mission public affairs officer trainee.

After the mission, members discussed the overall strengths and weaknesses of the mission during debriefing.

This SAR training mission proved to be a valuable experience for both the seniors and cadets. Members learned

important lessons about being in the woods, especially when an area has been logged and has more than a foot of snow on the ground. — **Lt. Kerry A. Kline**

Vermont — Twenty-eight members of the Vermont Wing and Adirondack Mountain Group, Plattsburgh, N.Y., completed Squadron Leadership School at Vermont Military Academy.

This number of students shows an increase over the past few years and indicates a heightened interest in Civil Air Patrol. It also demonstrates the excellent working relationship between the Vermont Wing and New York Wing's Adirondack Mountain Group.

— **Lt. Col. Jane P. Parot**

Southwest

Alabama — At the November meeting of the Anniston Airport Board of Commissioners, Anniston Composite Squadron 118 presented a plaque to **Buddy Denton** of Anniston Executive Aviation. Denton also serves as the airport manager for the City of Anniston.

The plaque, with Squadron 118's unit patch affixed, was presented in appreciation of the support by Denton and Anniston Executive Aviation to Anniston Composite Squadron 118.

Denton provides the squadron, at no charge, tie-down space for the unit's aircraft and a large, multi-roomed office that the squadron uses for training, storage and administration. The office is in the hangar area of the Anniston Metropolitan Airport.

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On Nov. 14, the Anniston City Council presented proclamations to city employees and the Anniston Composite Squadron 118. The proclamations expressed thanks and appreciation to the employees and volunteers for making the recent air show at the Anniston Metropolitan Airport a success.

Anniston Composite Squadron 118 assisted in crowd control, aircraft security and ground cleanup. Squadron 118 supported the Air Force's jet demonstration team by flying oil

and fuel samples to Dobbins Air Force Base, Ga., in the unit's Cessna 172. Members provided escorts for dignitaries, such as **Congressman Glen Browder**, who visited the air show.

Squadron Commander **Lt. Col. Lawrence Adams** and **Cadet Staff Sgt. Aaron Causey** accepted the proclamation on behalf of Anniston Composite Squadron 118. In his acceptance speech, Adams offered a brief presentation of the missions of the Civil Air Patrol: emergency services, aerospace education, and cadet programs.

→ → →

Squadron 118 sends best wishes for a speedy recovery to **Maj. Jean Lawrence**, who recently had surgery.

→ → →

2nd Lt. Jim Powell, a student at Jacksonville State University, was recently promoted to his current rank and assigned as deputy commander of cadets. **Tech. Sgt. Randall Ginn**, an 11th grader at Cleburne County High

School and resident of Fruithurst, was recently promoted to his present rank.

— **Capt. Hans Gray**

Florida — **1st Lt. Donn May** was sworn in as the new commanding officer of the Marco Island Senior Squadron on Nov. 6. He took over command from **Lt. Col. Fritz Schaller**.

The change of command ceremony was conducted at the Marco Island Hilton Beach resort. Florida Wing Commander **Col. George Pringle** relieved Schaller of his command and Group 8 Commander **Col. James Spieth** installed May as the new commanding officer.

Schaller began serving as commander of the squadron in January 1994. Under his leadership, the Marco Squadron was designated the Outstanding Squadron of Group 8 in 1994. This year, the squadron was honored as Florida's Outstanding Squadron. In addition, the squadron received an award for having the most outstanding newsletter; Schaller was selected as the outstanding mission controller; and **Capt. S. Buddy Harris** was named outstanding public information officer.

This is the first time any squadron has earned four state-wide awards in a single year.

Schaller intends to relocate to Williamsburg, Va., in early 1996.

So far this year, the squadron's nightly sundown patrol has recorded 30 finds of emergency conditions and has assisted 57 persons aboard 19 boats in need of emergency help.

May has served as deputy commanding officer of the Marco Squadron since January of this year and has served as acting commanding officer since August.

All Group 8 commanders, U.S. Air Force representatives and squadron members were invited to the ceremony. The invitation list also included the commanders of the Sailing Association of Marco Island, U.S. Coast Guard Auxiliary's Power Squadron, Marco Island Yacht Club and Marco Island Cruise Club.

— **Capt. Buddy S. Harris**

Georgia — Clay Memorial Cadet and Fulton Composite squadrons recently conducted a joint field training exercise at Lake Altoona in Woodstock. **Cadet 1st Lt. Will Cabaniss** and **Flight Officer Aubri Murphy** planned and coordinated the joint exercise.

The training included field survival, field discipline and setting up a base camp. **1st Lt. Frank Grantham**, wing director of communications, set off an electronic locator transmitter for the cadets to track.

1st Lt. Michael Bell, Fulton emergency services officer, gave instruction on map reading and crash site procedures. The cadets found the nighttime land navigation course most challenging. — **Michael W. Bell**



Southwest

Texas — The cadets of the Phoenix Composite Squadron received a special presentation from **Capt. Brian L. Dumble**, a retired Canadian Forces officer who has been very involved in the Canadian cadet programs.

The motto of the Royal Canadian Air Cadets represents the desires to learn, to serve

A 'Humble' proclamation



Members of Marauder Composite Squadron, Kingwood, Texas, received a proclamation from the mayor of Humble, designating Oct. 18 as Civil Air Patrol Day. This was in recognition of the assistance rendered to the citizens of Humble by the Marauder Composite Squadron during the "Floods of '94."

Coast to Coast

and to advance. Though stated slightly differently, these objectives and the motto mirror the ideals of the Civil Air Patrol cadet program.

Paralleling the support provided CAP from the U.S. Air Force, the Canadian forces are responsible for the training and supply of the Air Cadet League.



Capt. Dumble

Dumble first presented the cadets of Phoenix with an overview of the Canadian military system, beginning with the Department of National Defence, and branching out to the functional commands of the Canadian armed forces. Two of the commands are the Training Command, which is responsible for education, schools and training for personnel, and the Air Defence Command, which is responsible for providing combat readiness and support to the North American Aerospace and Defense Command.

Another important command is the Mobile Command, which provides combat-ready, tactical air forces to defend Canada or to deploy on worldwide missions ranging from disaster relief to peace-keeping efforts in Bosnia.

The Air Transport Command is responsible for passenger and freight service, as well as search and rescue efforts in Canada, while the Maritime Command is responsible for the defense of Canada, primarily from attack by sea.

Finally, the last two commands are the Canadian Forces

Europe Command, which provides forces in support of the North Atlantic Treaty Organization, and the North Region Command, which is responsible for the defense of the Northwest and Yukon territories.

Dumble then explained the various aspects of cadet training, noting that membership was similar to the CAP cadet program.

"Young men and women are permitted to enroll in the Air Cadets upon reaching the age of 12 years, and they may continue to serve until they reach their 19th birthday. Each squadron has a special patch and designation that the cadets take great pride in," he said.

"Promotion in the Air Cadets is based on both merit and length of service," he said. With promotion comes added responsibilities and the opportunity to attend advanced training courses. "And, like in the CAP program, cadets can attend a variety of summer camps, which vary from two weeks to six weeks in duration, and are held at various Canadian Forces Bases across Canada."

About 25 percent of the cadet force will attend some summer camp.

Transportation to the camps is provided by the Canadian military. The cadets are billeted and messed on the air bases. Cadets selected for certain specialist courses receive uniforms. Unlike American camps, in addition to having everything paid for by the Canadian armed forces, the cadets who successfully complete specialist courses of six weeks in length, can receive a training bonus worth up to several hundred dollars.

Courses offered the cadets

are quite different. The six-week senior leaders course is like a junior staff college for cadets.

The curriculum stresses leadership and management and is supplemented by a competitive sports program and visits to military, historical, and industrial points of interest. The technical training course, also six weeks in length, focuses on technical areas, such as aircraft instruments, communications and electrical systems.

The athletic leadership course provides six weeks of training for cadets in top physical condition. They go on to be leaders who can organize competitive and recreational activities at the unit level for other cadets. A fourth course is the two-week intensive ground search and survival course, during which cadets receive instruction from a highly qualified staff from the Canadian forces schools of survival.

Of course, one of the most sought-after courses is the scholarship for flight training, which allows the cadet to receive ground and flight instruction that leads to a private pilot's license. Like the American flight schools and cadet orientation program, the Canadian program uses Cessna 152s or Piper Cherokee 140s, and, in some cases, Citabrias.

Training is conducted at government-approved clubs or schools, where cadets can complete requirements to become a pilot. Successful cadets can, of course, wear their earned flight wings on their uniforms.

Canadian cadets also get to participate in the International Air Cadet Exchange program. Since its inception in 1947, Canadian cadets have visited many countries, now exchanging young men and women with more than a dozen nations, mostly in Europe.

Dumble, dressed in his Canadian uniform, made a vivid impression on the cadets and will bring considerable talent to the Phoenix Composite Squadron in the coming months. The briefing was just the beginning of a bond he seeks to establish with American CAP cadets, having very much enjoyed his years with the Canadian air and army cadet programs.

—Lt. Col. Bob Russell

Texas — "Minneapolis Center, this is United 232 Heavy. We have a problem."

On July 19, 1989, a DC-10 with 283 people aboard, en route from Denver to Chicago at 37,000 feet, experienced what airline manufacturers said could not happen: a total hydraulic failure. Experts had estimated chances of this occurring was one in a billion. This day, it happened to **Capt. Al Haynes** (now retired) and his flight crew of two.

"It's what we train for, an emergency engine-out situation. We just didn't know how bad it really was at first," said Haynes.

Haynes was the keynote speaker for the Annual Civilian



Capt. Bernie Rubel, left, and Capt. Kristine Hanson, right, talk with retired United Airlines Capt. Al Haynes, who told members of his harrowing experience aboard United Flight 232 that crashed in Sioux City, Iowa, on July 19, 1989.

Fly-In at Randolph Air Force Base, Texas. With nearly 600 presentations of this terrifying day, Haynes said he never tires of telling the story.

What caused the accident? The National Transportation Safety Board reports stated that a small undetected crack in the hub of the No. 2 engine caused the crash. Located on top and at the rear of the DC-10, the hub looks like a ball on the front of the engine.

The crack went unnoticed through numerous inspections. However, on this day, it failed all together. When the hub broke apart, it shattered the fan blades of the engine causing a catastrophic engine failure. Pieces of the disintegrating engine ripped through the vertical stabilizer, breaking off the rudder. Shrapnel also tore holes into the right elevator, a small winglike structure on the rear of the aircraft. This caused leaks in not one, but all three hydraulic lines. According to Haynes, the aircraft manufacturer said this was not supposed to happen. But it did.

"Luck was the biggest reason 184 passengers and the flight crew survived," said Haynes. "Luck was having such a well-prepared emergency crew in Sioux City (Iowa)."

On this day, the emergency rescue units witnessed disaster on a scale larger than any ever before in their city.

Sioux City rarely receives airplanes the size of a DC-10, especially carrying 283 passengers. According to Haynes, for years they trained for the worst-case scenario. It paid off on that hot July afternoon.

Haynes said luck also played a role in many other ways. At the time of the engine failure and break up, 3:16 in the afternoon, the two hospitals in Sioux City were going through shift changes. However, the emergency services advisers at the Sioux City airport alerted the hospitals. Both shifts were then on emergency standby — one hospital with a burn center, the other a trauma unit. Across

town, there was a convention of physicians. But good fortune didn't stop there.

Local ham radio operators, as well as commercial radio stations, broadcasted the news of Flight 232. Hundreds of people lined up to donate blood at the two hospitals and the blood donor bank. All of this took place before Flight 232 even touched the ground.

Haynes was asked why Sioux City? Why not a larger airport or even fly on to Chicago?

"After the No. 2 engine blew, the aircraft was mostly unsteerable. We lost altitude and found that without hydraulics and a rudder, steering the DC-10 was going to be nearly impossible."

After reviewing the pilots operating handbook, the flight crew and an off-duty United DC-10 instructor pilot decided to rethink how to fly the DC-10.

The steering had to be performed using the throttles of the two remaining engines, No. 1 on the left wing and No. 3 on the right. The yoke, which normally turns the aircraft by using the ailerons, was useless because the ailerons on the DC-10 are operated by using hydraulic fluid. No hydraulics, no controls.

After a few minutes of maneuvering the aircraft with the throttles (left throttle up, right down for right turn; right up, left down for left turn; and so on), Haynes decided that continuing the flight was out of the question. The nearest airport with a runway long enough to handle the DC-10 was Sioux City.

Minneapolis Center vectored United 232 for Sioux City. Officials there were informed that the crippled craft was headed their way.

While United 232 was maneuvering for an approach to Sioux City, later shown on a radar summary printout looking like a confused worm on a piece of paper, instructors at United Airlines were frantically trying to figure out how to land a DC-10 without hydraulic fluid.

Until then, there was no

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TOW TARGET & TRACKING UNITS: Seeking information on CAP's World War II tow target and tracking units, bases, commanders and staff, aircraft assigned, and Army Air Force units supported. Would especially like to hear from aircrew and base personnel who served at any of the TTU bases, to share their experiences, photographs or memorabilia. Write to Lt. Col. Charles Wiest, California Wing Historian, 7651 Baylor Dr. #3, Westminster CA 92683 or call (714) 897-2657 or send fax to (310) 804-7033. (10/95)

FORMER CADETS WITH OLD-STYLE PLASTIC CADET RIBBONS AND METAL CAP NAME PLATES: In search of former cadets who have old-style plastic cadet ribbons and metal CAP name plates (particularly the IACE, Goddard and Wright Brothers ribbons or name plate). Contact Maj. Jayson Altieri at (919) 876-7536 or write to 4717A Walden Pond, Raleigh, NC 27604.

OLD CAP WING PATCHES: In search of old-style CAP wing patches from Oregon, Illinois and Puerto Rico, and other patches from different wing units. Contact: Capt. Joseph P. Mucci, Ashtabula County Squadron 400, Ohio Wing, 2382 Airport Rd., Jefferson, OH 44047.

AIR FORCE FLIGHT HELMETS: CAP member and collector in search of hard-shell flight helmets, parts or oxygen masks. Condition unimportant. Contact Capt. Rich Mays, 824 Kendall Dr., Nashville TN 37209, or call (615) 353-0033, or e-mail to 102451.1407@compuserve.com.

training curriculum for this type of incident. It just wasn't supposed to happen. So flight engineers employed guesswork and radioed suggestions to the crew to try to land the aircraft.

"You train, train and train for engine-out procedures and hope you never have to use them. I'm glad I paid attention through all of those simulator and classroom sessions," said Haynes.

The audience at the Randolph Fly-in listened intently to excerpts of the cockpit voice recording as well as the air traffic control tape of the accident.

Haynes said there was no panic at any time. He credits the overwhelming confidence and calmness to one person: the air traffic controller in the Sioux City control tower.

Haynes told the audience, "Because of Kevin's calm voice, I remained calm as well as my flight crew. Since we were calm, the flight attendants were calm; since they were calm, the passengers remained calm. Kevin kept us from panic. That is a professional air traffic controller. "There isn't a day that goes by that I don't think about the 112 people who were killed," Haynes said.

"But I also know that more would have died if it hadn't been for the thousands of volunteers, firefighters, law enforcement, military and civilian organizations and the expertly trained rescue crews at Sioux City.

"I will always be grateful to those wonderful people, and to Kevin."

Haynes flew for United Airlines two more years after the accident before retiring due to the FAA mandatory age limit of 60. All other members of the flight crew are still flying. All of the flight attendants, except one who was killed on Flight 232, are still flying.

Haynes was asked how he feels about talking to people regarding the accident on that July afternoon.

He said, "I will always talk about it. It's good therapy to talk about the crash. In fact, the entire flight crew gets together once a year to talk about Flight 232.

"And if you are ever fortunate enough to meet one of the crew members (of Flight 232), ask them about it (the accident); they need to talk, too."

— Lt. Tim D. McKee

California — On Nov. 21, Marin County supervisor **Harry Moore** presented board of supervisors' commendations to members of the Marin Air Rescue Squadron 4.

The volunteers provided ham radio communications for ground crews who assessed damage to homes and infrastructure following the Mount Vision fire. Those receiving commendations included cadets **Landon** and **Trisha Quan**, **Jed Mackey**, **Lerone Comier**, and senior member **1st Lt. Joe Parker**.

Moore also presented cadet Flight Officers **Landon Quan** and

Robert Duggan with the Billy Mitchell award. — Joe Tuminello



Pacific

California

— For the third consecutive year, Los Angeles Cadet Squadron 138 color guard will represent Gill Robb Wilson Group 15. Squadron 138 has excelled in inspections, drill, aerospace testing, and the mile run.

Members of the color guard team include **Timothy Pint**, **Frank Gonzalez**, **Jackie Lopez**, **Ariel Garcia**, and **Michael Long** (alternate). Squadron 138 is commanded by **Lt. Col. Charles Wiest**. Selection was made by Reserve liaison officers **Majs. Donna Siegel** and **Bruce Wernick**.

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Gill Robb Wilson Group 15, headquartered at the Chino Airport, walked away with seven of 15 California Wing awards given at its recent conference in Riverside. Group 15 took five individual and two unit awards.

Individual awards went to **1st Lt. Anton Pint**, safety officer of the year; **Capt. Patricia Okawa**, aerospace education officer of the year; **1st Lt. Cathy Livoni**, ground team member of the year; **Maj. David Widrig**, pilot of the year; and **Chaplain Maj. Sammy Campos**, chaplain of the year.

Los Angeles Cadet Squadron 138 won the squadron of the year award. Squadron newsletter of the year went to North Orange County Composite Squadron 56. **Capt. Jackie DeCosta** is the editor, and **Maj. James Dible** the squadron commander.

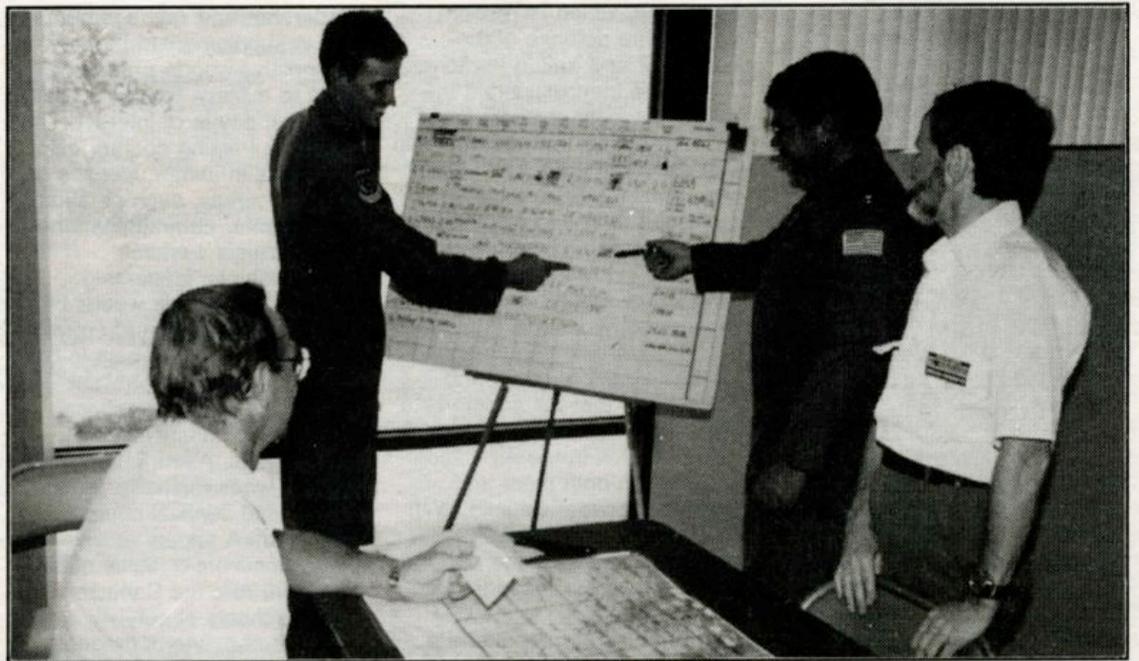
— Maj. Fred Mahadocon

Hawaii — Eight cadets of the Lyman Field Composite Squadron, Hilo, completed a grueling three-day training mission in the remote Keokea Beach area on the island of Hawaii. Cadet Commander **Shane Chew** and Cadet Deputy Commander **Shane Kaliher** planned and supervised the entire session. Senior Squadron Commander **Norma Greenleaf**, **Lt. Col. Wayne Greenleaf** and **Lt. Beverly Chew** stood by as advisers.

Members prepared the day before at the squadron's hangar headquarters. **Lt. Col. Chapl. Charles Deaton**, Kauai Senior Squadron, provided moral leadership training. The co-commanders oversaw the mission plan and first aid training, while members packed field equipment for a 6:30 a.m. departure.

Upon arrival at the campsite the next morning, cadets explored the heavily wooded mountain terrain. The group practiced land navigation methods, rescue repelling and natural resource utilization

Mountains to desert



From left, 1st Lt. Gene Wolf, Bill Oppenheimer, Capt. Gene Shabinaw and Maj. Hendrickson review plans for a search and rescue exercise at Palm Springs, Calif., airport. More than 40 pilots participated in the two-day event that stressed improving flying skills in mountain and desert areas.

during this initial outing. At lunchtime, the cadets dined on Air Force-issued ready-to-eat meals, better known as MREs.

Upon return to the camp grounds, the trainees set up their tents and enjoyed a brief recreation period. Activities included swimming, fishing, opihi picking and exploration of the ocean and beach.

The cadets then embarked on a nighttime hike in the nearby forest to learn about night navigation. Led by their cadet co-commanders, they left the campsite at dusk and hiked through trails, some familiar from earlier explorations, and some newly blazed, to the cliff summit. The cadets again ate MREs by the dim glow of their flashlights. The group maintained communication with the base camp through regular radio contact. After the trainees returned to camp, the leaders assigned two cadets to serve as interior guards. They maintained the station throughout the night, changing guard every two hours.

The last day was dedicated to emergency locator transmitter training in a combined mission with the cadets and aircraft

piloted by Lyman Field Composite Squadron senior members. Greenleaf and Kaliher carried the emergency locator transmitter deep into a heavily wooded, isolated area, then set off the beacon.

The cadet ground team communicated closely with pilots **Ben Hafer** and **Andrea Lindsay** during the search.

The air unit obtained visual contact with the target and radioed the location of the signal to the cadets.

Leaving their vehicles and carrying webgear, the cadets were guided by the pilot from landmark to landmark to the "crash site." The mission was carried out successfully.

Although the trainees gained much knowledge about search and rescue and land navigation techniques, they also learned about physical demands through arduous hiking and repelling. Older cadets honed leadership skills by taking responsibility for the training and safety of less experienced cadets. The dependence and trust necessary during training served to increase the solidarity of the unit.

The cadets were debriefed upon their return to the Lyman Field Composite Squadron hangar late Sunday. Though exhausted, the trainees agreed they had a great time and learned much. They are eagerly awaiting the next mission.

→ → →

This summer, **Cadet Tech. Sgt. Shane Kaliher** was awarded a \$500 scholarship by Hawaii Wing to attend the National Flight Encampment at Oshkosh, Wis.

The award was provided by Wing Commander **Roger M. Caires'** special discretionary fund. The scholarship enabled Kaliher to continue his flight training through the solo flight for which he received his wings for fixed-wing aircraft.

Kaliher also attended the Blue Beret Encampment and was awarded his blue beret.

Kaliher has been a cadet for two years. He is the deputy cadet commander at the Lyman Field Composite Squadron. In addition, he is the president of the Cadet Advisory Council, which is comprised of one cadet member from each squadron in the state. — Stephen W. Carter



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A FINAL SALUTE

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Lt. Col. Margaret M. Cook	Anchorage Polaris Composite, Alaska
Lt. Col. Charles G. Easley	White Pine Composite Squadron, Nev.
Lynn C. Fiedlerjohn	Florida Wing Headquarters
Maj. Herbert C. Gilman	Pinetree Senior Squadron, Me.
Lt. Col. John C. Hadley	California Wing Headquarters
2nd Lt. Julian E. Hazen	Coastal Patrol Base 16, N.C.
Duane W. Hulse	William Rogers Senior Squadron, Ariz.
2nd Lt. Harry C. Kling	Beverly Composite Squadron, Mass.
Maj. David H. Long	Group 1, Pennsylvania Wing
Lt. Col. John N. Morris	Idaho Wing Headquarters
Lt. Col. Leon B. Plemons	Farmington Composite Squadron, N.M.
Capt. Donald D. Smith	Montgomery Composite Squadron, Va.
Lt. Col. Thomas A. Swanton	Headquarters Group 6, Va.
Maj. Irma L. Wilson	San Angelo Composite, Texas
Lt. Col. Willard J. Youse	Virginia Wing Headquarters

Coast to Coast

Rocky Mountain

Colorado
— Squadrons of Group I recently met

at Franktown fire house for a search and rescue exercise. The flying was done at Centennial Airport. **Col. Roger Mac Donald**, Westslope, was the training mission coordinator. **Lt. Col. Melvin Jack** was the mission coordinator trainee.

During the next 24 hours, members put seven ground team crews in the field and six aircraft in the air. As in most training exercises, members were nervous and blundering about some as they learned new jobs in the search and rescue program.

The next day the unit conducted training flights for pilots needing check rides.

Members flew 45.8 hours and 135 people signed in with a total of 50 vehicles to support the two-day event.

Fight Operations Officer **Capt. David Bland** kept track of aircraft that flew an assessment of the of the Cheeseman Reservoir Canyon for the Douglas County Civil Preparedness Department. In addition to counting people, bridges and cars in the canyon, pilots checked out a simulated fire and aircraft collision between a small plane and an Air National Guard jet, tracked an electronic locator transmitter signal and searched for a lost person.

Lt. Col. Nancy Hollis was trainer for air operations administration.

Group I Commander **Capt. Carol Baumgartner** issued a special invitation to two cadets from Group II to handle part of the administrative chores and to work on the radios. Both young women were immediately put to work assembling and putting together copies of the mission briefing procedures. The cadets did not quit working at the mission base in Franktown until they were taken to Centennial the next evening. There, they took over the radios for the night flights and kept up the sortie boards. The next morning, they were back at Centennial, hard at work getting crews off for their check rides and seeing that the flight operations boards were kept in order for 10 proficiency flights.

The efforts of cadets **Airman 1st Class Melissa Rapier** and **Airman Jessica Elinski's** freed Group I cadets to go out with the ground teams and learn new skills.

Bland rewarded the young women for their hard work and light, happy attitudes with a flight back to Jeffco Airport by way of Front Range Airport.

— Lt. Col. Nancy J. Hollis

Idaho — The performance of Idaho Wing members during a search and rescue exercise at the Caldwell Industrial Airport on Oct. 14 earned the wing an



From left, Air Force Lt. Cols. Terry Schiessler, Richard Colliander and mission coordinator Lynn Ahrens, Caldwell Mayor Dick Winder, and Air Force Lt. Col. Chuck Gensler review the evaluation results of an Idaho Wing search and rescue exercise in October.

excellent rating from Rocky Mountain Region Air Force liaison representatives **Lt. Cols. Chuck Gensler, Dick Colliander and Terry Schiessler.**

The Nampa Senior Squadron hosted the exercise, with the mission base at Ken's Avionics. The U.S. Air Force missions involved wing staff and CAP squadrons from across Idaho.

Duty assignments were as follows: mission coordinator, **Lt. Col. Lynn Ahrens**, ably assisted by **Capt. Roger Munson** and **1st Lt. Gaylene Munson**; director of operations, **Maj. Jim Kusterer**; **Maj. Larry Reeder**, air operations; and **Lt. Col. Frank Yellen**, ground operations.

Maj. Loal Vance served as safety officer and **1st Lt. Gary Alverson** directed communications.

Maj. B.J. Hansen, commander of Canyon County Composite Squadron, took charge of cadet activities while **Lt. Col. Richard Jacobsen** tackled administrative duties.

Lt. Col. Milton Nodacker, Jacobsen and **Capt. Dave Pifari**. Region check pilot **Lt. Col. Cliff**

Mitchell also took part in the exercise.

— 1st Lt. Doris I. Farrington

Idaho — The Coeur d'Alene Composite Squadron learned that it will share in the \$380,000 distributed by the Kootenai County United Way for 1996. Thirty-four programs received grants from United Way for the 1996. Among them was a \$2,000 grant to the Coeur d'Alene Composite Squadron to help low-income cadets participate in special activities and to provide for Red Cross first aid training.

Lt. Col. Harold Stanley headed up the program to again get the squadron on the 1996 United Way funded list. His diligence in submitting paperwork and attending meetings paid off for a second time with the United Way organization. During the 1994 campaign, the squadron was awarded grant funds to purchase ground search equipment.

Members, in turn, participated in events that benefit the United Way. Activities such as the U.S.

Cellular Ice Festival in Coeur d'Alene have helped in United Way fund raising and at the same time provided a public service platform for Civil Air Patrol.

The relationship between the organizations provides a win-win situation for United Way and the Coeur d'Alene cadets.

→→→

The Coeur d'Alene Composite Squadron again continued with an annual tradition of braving the elements to provide the cadets with challenging survival and search and rescue training.

This year, cadets trained in two states, venturing as far north as the Canadian border.

Five cadets spent the weekend in a realistic scenario with a few side attractions thrown in. The team's first mission was to map small airports on the Washington-Idaho border north from Coeur d'Alene.

During the summer, ground and air crew members often were called to duty — mostly at night — to track electronic

locator transmitter signals in this area. But the unlit airports usually eluded the pilots until a ground team got to the scene. To counter this, the cadets plotted airport locations and contacted local residents who could prove helpful in pinpointing origins of electronic locator transmitter signals.

The team spent most of the first day becoming familiar with the hand-held global positioning system equipment and mapping coordinates.

By the afternoon the ground team had made its way almost to the Canadian border. First stop of the afternoon was the Boundary Creek Dam, where cadets toured the power generating facilities and practiced direction-finding procedures for areas with high radio frequency interference.

The cadets then proceeded three miles north to the U.S.-Canadian border, where customs agents from both the U.S. and Canada gave the cadets a tour of the facilities and explained the workings of their organizations.

The tour ended with a Canadian customs agent raiding the pop machine for Canadian dollars to give to the cadets.

As the sun set, the team made base camp at Slate Creek, at the Colville National Forest, in three feet of hard-packed snow. After a warm dinner, cadets climbed into their winter bivouac gear.

The tents and sleeping bags provided by the United Way the previous year protected cadets from temperatures dipping as low as 13 degrees Fahrenheit.

After a quick breakfast and camp teardown, the team headed south and marked airports as they went. In the afternoon, cadets moved from the world of high technology GPS to old-style map and compass as part of navigation training at Farragut State Park.

The teams moved from check point to check point in the park. By the end of the day, they had traversed the length of the park and had blisters to prove it.

A happy lot loaded the vehicles and talked about what plans could be made for the next winter field training exercise.

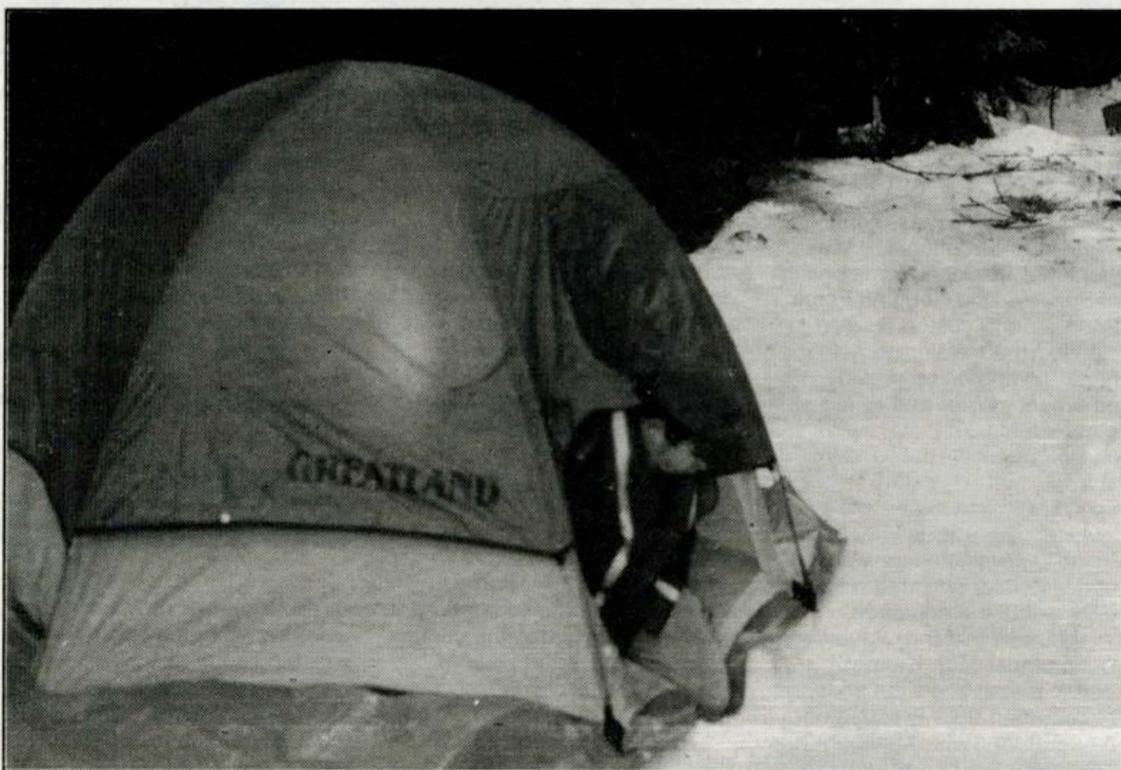
— Maj. Gary Boyd

Montana — The cadets of the Flathead Composite Squadron helped the Kalispell police with a Halloween safety patrol.

The cadets, dressed in their Air Force-style uniforms, assisted trick or treaters and helped pedestrians and motorists negotiate congested areas of traffic.

Police **Sgt. Greg Burns**, of the Kalispell police department, said the cadets were extra eyes and ears for the police. Kalispell doesn't normally have any major problems on Halloween. However, the cadets' presence discouraged bullies from stealing smaller kids' candy and from damaging private property.

— 1st Lt. Stuart D. Smith



Coeur d'Alene Composite Squadron cadet Jacob Thompson tries out a tent, courtesy of the United Way, during a recent winter ground team field training exercise.

North Central

Kansas — Cadets and senior members of the Salina

Composite Squadron attended the open house and aerial ordnance/gunnery demonstration at the Air National Guard's Smokey Hill Range.

The range is operated by Detachment 1, 184 Bomber Group, McConnell Air Force Base, Kans.

The aircraft demonstrations included the A-10, B-1, B-52, F-16 and F-111 and cargo drops from two C-130s.

The 135 AVN Kansas Army National Guard displayed an UH-1 and OH-58 OB and a team of skydivers "dropped in" while demonstrating their skills.

The Smokey Hill Range is the largest Air Guard Range in the United States. With more than 33,000 acres, the range is used by the U.S. Air Force, Reserve, Air Guard, U.S. Army and the Army National Guard.

— 1st Lt. William T. Johnson

Missouri — Following on the heels of the recent North Central Region's first-place finish in the cadet competition, the Richards-Gebaur Squadron was named wing squadron of the year at the annual Missouri Wing conference in Springfield. Richards-Gebaur Squadron Commander **Capt. Gary W. Gregory** won wing senior member of the year honors.

Squadron Cadet Commander **Scott Welborn** took home the Brewer aerospace education award. Welborn is a leader in the squadron and involved in aerospace education programs. He is currently training to receive his private pilot's license.

—Capt. Gary W. Gregory

Minnesota — Minnesota Wing conducted its annual color guard competition Oct. 28 at Scott Highland High School in Apple Valley. Ten teams from eight squadrons competed in events that tested protocol procedures, flag raising, casket honor guard, posting of colors, advanced drill using rifles and a written test and uniform inspection.

Cadets **Staff Sgt. Michael Scott, Carlton Wickstrom, Jason Newton and Airman 1st Class John Castro** represented the North Hennepin Squadron with a fifth-place finish.

— Maj. Mark H. Hannah

Minnesota — Thirty-two Worthington Composite Squadron members gathered at the local Holiday Inn to witness the Worthington Composite Squadron Change of Command ceremony. **Maj. Bernard J. Harstad** ended an eight-year reign as commander and relinquished the leadership post to **2nd Lt. Carl O. Hallum**. Hallum is a dentist and joined CAP in March 1990 as a pilot.

Lt. Col. Kevin Sliwinski, Minnesota Wing deputy commander, presided over the ceremony. Other wing staff included **Lt. Cols. Dale Hoim and Richard Vocika** and **Lt. Valery Hoim** and Group 4 Commander **Lt. Col. Al Rustan**. — *Maj. C.L. Hartman*

Nebraska — "Who's my boss?" Cadet Lt. Bowen asked at commander's call Oct. 29. Since that meeting the halls of the Offutt Composite Squadron have echoed with the same words as nearly 100 members identify their places in the newly reorganized squadron.

These changes follow a total quality management review that evaluated strengths and

squadron. This Tiger Team will be led by Squadron Deputy Commander **Maj. Vincent Williams**.

Capt. Patrick Bingham has resigned his position as deputy commander of cadets to become the chief of mission support. Bingham's previous assignment was at the Air Academy Composite Squadron, where he attended the U.S. Air Force Academy. His division will include the logistics, public affairs, recruiting, information management and personnel offices.

The mission operations division will be headed by former Squadron Commander **Lt. Col. Dal Wuster**. Wuster has been tasked with initiating a

He and his staff will be responsible for the training and development of all squadron personnel. This includes senior members, whose training he plans to have as rigidly organized as the cadet program.

The cadet corps will fall under the direct supervision of the commandant of cadets, **Capt. Mike Marsh**. During his cadet days, the 15-year CAP veteran earned the Spaatz award, attended three regional cadet competitions and visited the United Kingdom as part of the International Air Cadet Exchange program. Before transferring to Offutt, the Air Force Academy grad was commander of Eglin Composite Squadron in the Florida Wing.

and **Carol Powell** accompanied the group.

The Kentucky team placed second in the volleyball tournament and won the Quiz Bowl event for the second year in a row.

In the mile run, several Kentucky Wing cadets ran their best mile ever, and all finished with good scores. Under the direction of drill team commander **Cadet Lt. Col. Chris Powell**, the Kentucky cadets smartly executed their drill with precision. They were praised for performing movements such as the labyrinth, box combination, queen's formation and counter columns.

Cadets gathered for the awards ceremony and banquet immediately following the event. When the results were tabulated, the Illinois Wing team, who has dominated the competition for several years, was again declared the winner. Ohio cadets nudged out the Kentucky team in second and third places. Congratulations to the following cadets who sacrificed many weekends for practice sessions and who so skillfully represented the Kentucky Wing: **Chris Powell, Ryan Ruckel, Amanda Sharp, Todd Osterloh, Staci Barger, Kim Hall, Christina Scheer, Jeremy Stasel, Dwayne Gibson, James Hagan, Vincent Dodds, Jesus Matos, Rick Casto, Mike Portman, John Hourigan and Russell Moore**. — *Carol Powell*

Michigan — Michigan Wing cadets are having a terrific year. The South Oakland Cadet Squadron was named the top cadet squadron in the nation, and two former Michigan Wing cadets graduated from the U.S. Air Force Academy.

Air Force **2nd Lts. Paul Spaven and Jenna Barasch** were cadets at Selfridge Cadet Squadron before being accepted into the academy.

Spaven, from Port Huron, joined the cadet program in March 1988. During his three years of service, he reached the rank of cadet major and was active in many programs. He was group Cadet Advisory Committee chair and attended encampments in '88 and '90. He also took part in the Pararescue Orientation Course at Fort Knox, Ky., and Cadet Officers School at Maxwell Air Force Base and the 1990 National Cadet Competition.

All of these experiences paid off he entered the academy in June 1991, where he majored in electrical engineering and was a member of the cadet honor guard for four years. In the second semester of his junior year he was group superintendent cadet command, and in the last quarter of his senior year he became the cadet wing commander. This prestigious post put him into the position of presenting a plaque and saber to President Clinton at the graduation ceremonies.

Spaven is now leaving for Sheppard Air Force Base for pilot training. He wants to fly the F-15C or E model. Spaven



North Hennepin Squadron cadets **Staff Sgt. Mike Scott, Flight Officer Carlton Wickstrom, Airman Jason Newton and Airman 1st Class John Castro** won the Minnesota Wing annual Color Guard Competition on Oct. 28 in Apple Valley, Minn.

weaknesses within the unit. The evaluation specifically identified the unit's customers, suppliers, mission and resources. They identified the local communities of Bellevue and Offutt Air Force Base as unit customers and clarified the mission to help these communities provide emergency relief and to assist in other events.

Unfortunately, the survey showed that resources — specifically training — were lacking. The evaluation also found many members were eager to take on more responsibility within the squadron.

With this in mind, Squadron Commander **Maj. Kenneth Jurek** restructured the squadron based upon a CAP squadron model from 1949. Members are now assigned to one of three divisions: mission operations, training or mission support.

Jurek believes a permanent TQM team will continue to improve the operations of the

more efficient emergency services program. He plans to work closely with the training division to accomplish the squadron emergency services goals.

Wuster has given top priority to the completion of the new operations center. When finished, the center will fully support the Nebraska Wing emergency services mission with worldwide communications, both voice and digital, using conventional and fiber optics, as well as internet connections and Air Force LAN support. Computer operations will be maintained in the center. When completed in mid-January, the facility will function as a full-fledged mission base.

The training division, under the command of **Maj. Bob Whelan**, will consolidate the cadet and senior programs staff. Whelan's last assignment was as director of cadet programs at Nebraska Wing headquarters.

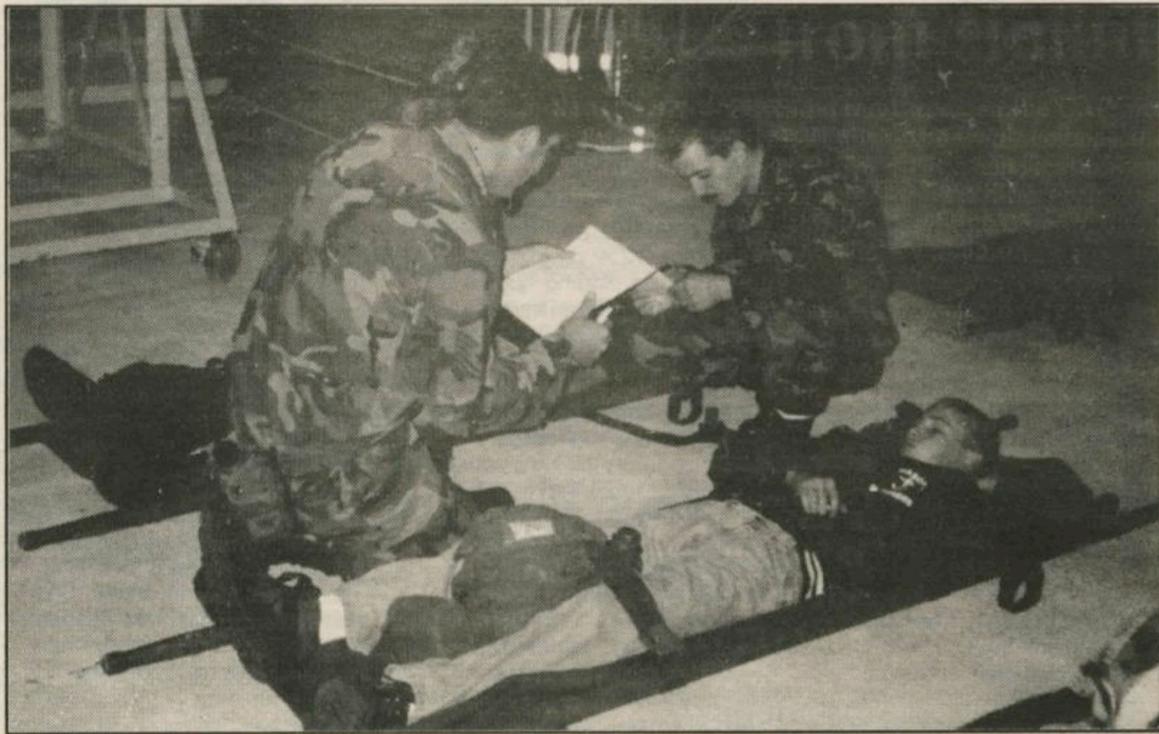
Marsh aims to increase moral and emergency services participation of cadets in hopes of recruiting more young people into the ranks of CAP. He warns there will be many new policies, but promises to make sure there are still plenty of fun things to do.

— *Cadet Staff Sgt. Rick Rowe*

Great Lakes

Kentucky — Grissom Air Force Base, Ind., was the site of this year's Great Lakes Region cadet competition. Sixteen cadets from Louisville Composite, Kentucky Air National Guard, Golden Armor and Lexington squadrons represented the Kentucky Wing. Senior project officer **Lt. Col. Thomas Wendelgast** and senior escorts **Maj. Darren Cruz**

'Patients' practice patience



Members of the 927th Air Force Reserve Unit examine practice patients from Oakland Composite and South Oakland Cadet squadrons during an operational readiness exercise in October. The 'patients' were loaded onto a C-130 and flown from Selfridge Air National Guard Base in Mount Clemens, Mich., to Phelps Collins Air National Guard Base in Alpena.

traces his interest in the academy and the military to CAP. He also says CAP was a tremendous help for him once in the academy. Many of the top academy cadets are former CAP cadets.

Spaven says the cadet program helped him understand what it would be like in the military. He advises CAP cadets who want to attend the academy to become involved in several different aspects of the CAP Cadet Program.

Air Force 2nd Lt. Jenna Barasch, from Shelby Township, joined CAP in 1989. She was in CAP almost one year before leaving for the academy. She reached the rank of cadet airman and attended the 1990 encampment. Jenna excelled academically in high school, held numerous leadership positions and was very active in sports. She participated in gymnastics, soccer, diving and cheerleading.

Barasch entered the academy in 1991, where she majored in economics. She felt the academy taught her responsibility and how to persevere through tough times. While at the academy, Barasch became involved in diving and gymnastics. She is now on her way to Los Angeles to further her studies financial management. Though she is still on track for an Air Force career in accounting, she's still considering pilot training.

She said that her CAP experience helped her prepare for her first year at the academy, especially drill and ceremony training and customs and courtesies lessons. She encourages CAP cadets to strive to attend the academy. She recommends placing a high priority on academics, becoming

involved in athletics and attending advanced placement classes while still in high school.

The Barasch family has succeeded in sending yet another to the Air Force Academy. Greg Barasch, Jenna's brother, entered the academy in June 1995. Congratulations to the Barasch family for this envious achievement.

— Capt. Joe Hebert

Wisconsin — At the 1995 Wisconsin Wing Conference, new wing marketing director Capt. Harvey Moss formed a wing marketing team.

The group includes Maj. Michelle Hafner, wing newsletter associate editor, 1st Lt. Jon Drayna, Brown County Composite Squadron squadron commander; 2nd Lt. Jack Faas, assistant wing marketing director, Walco Composite Squadron; Tim Mandiek, Fox Cities Composite Squadron; and 2nd Lt. Craig Moore, public affairs officer, Eagle River Composite Squadron. Also attached is Capt. Stephen Waite, wing government relations officer.

The members got to know one another and had a chance to brainstorm ideas at the three-hour formative meeting. The group also laid plans to help the wing staff in meeting wing goals for public affairs, recruiting, fund raising and training new squadron public affairs officers.

The mission of the marketing team is to develop market-driven strategic plans that reflect the goals and objectives of Wisconsin Wing and squadrons. To accomplish this, the team will use research data, wing staff input, national goals, needs of members, and other available information.

"Our short-term goal is to ensure the timeliness of information sharing within the wing by using the potential of additional wing newsletters to augment the wing commander's video newsletter and other communications," Moss points out. "In addition, our new wing PAO, 1st Lt. Jon Drayna, is in the process of securing a web site on the internet to facilitate information exchange."

Wisconsin Wing has taken the lead in another arena, that of government relations. Wisconsin Wing Commander Col. Lawrence W. Stys recently appointed Capt. Stephen Waite to be wing government relations officer. Waite is a former elected official with a wealth of contacts in both the state and national political spheres. His political expertise will add to Wisconsin Wings' ability to lobby for favorable legislation.

→ → →

Lt. Col. Pat Pagliaro was presented with the Gill Robb Wilson Award by Air Force Brig. Gen. Albert Wilkening at the 1995 Wisconsin Wing Conference Awards Ceremony. This is the highest training award given to a senior member. The presentation of the award demonstrates that Pagliaro has successfully completed all training requirements in the program.

Pagliaro joined the CAP as a cadet in the old Madison Squadron at an "undetermined" time in the past; like many other cadets, she left the organization to start a family. When her children were the right age, she encouraged them to join the cadet program. Three weeks after her children became cadets, Pat joined, too, becoming a senior member of the Klitzman Composite Squadron. While in the Klitzman Squadron, Pagliaro was testing officer, training officer, and personnel

officer. From the Klitzman Squadron, Pagliaro moved to personnel director with Group 8. After doing an outstanding job there, she soon became director of personnel for the Wisconsin Wing. There, she served under four wing commanders: Cols. Noonan, Shanley, Spenner, and Stys, our present wing commander.

Serving nine years as director of personnel, Pagliaro is now Wisconsin Wing's new aerospace education officer and chief of staff training. As wing director of personnel, Pagliaro received several commander commendations and a regional commander's commendation and was rated outstanding at four region inspections and four national inspections. She has been personnel officer at more cadet encampments than she can remember. The only schools or colleges she hasn't attended are Air Command Staff College and War College.

→ → →

Maj. Stephen Kohler, commander of the Fox Cities Composite Squadron, accepted a unit citation award presented by Wing Commander Col. Lawrence Stys at the 1995 Wisconsin Wing Conference Awards Banquet on Oct. 14 at the Ramada Inn in Wausau, Wis.

The award was given for outstanding contributions to the CAP mission from Nov. 1, 1988, to Sept. 1, 1994.

Two other members were recognized with exceptional service awards at the same banquet.

Great Lakes Region Liaison Officer Col. Raymond Summer presented the awards to wing supply officer Capt. Robert G. Edwards and wing liaison officer Lt. Col. John MacAfee.

Summers presented meritorious service awards to Lt. Col. Gerald Krieger, Maj. Bruce Beyerlein, Capt. James Yaroch, and Capt. Harvey Moss.

The following received commander's commendations: Maj. Stephen Kohler, Lt. Col. Marcia Cunningham, Maj.

Robert Gedemer and cadets Lt. Col. Jeffrey Thomas, Lt. Col. Laura Murawski, 1st Lt. Dave Dais, and 2nd Lt. Elizabeth Lueck.

→ → →

Wisconsin Wing paid tribute to the Wisconsin Air National Guard by presenting commander's commendations to Air Guard members Senior Master Sgt. Jerry Esch, 128th Air Refueling Group-Vehicle Maintenance, and Senior Master Sgt. Ed Robb, the 128th Civil Engineers.

Esch and other personnel from his unit have helped Wisconsin Wing over the past nine months by transporting many loads of equipment from DRMOs all over Great Lakes Region to Wisconsin Wing storehouses. This unit was Wisconsin Wing's main transportation for the National Flight Encampment at Oshkosh, Blue Beret Encampment, and the Wisconsin Wing Class A Encampment at Volk Field.

Robb supervised the rewiring of buildings at Oshkosh, helping bring them up to code. His assistance allowed the unit to install ceiling fans in the dorms and dining hall. His work also made possible air conditioning in the senior female and the male quarters. These members were called at the last minute and rushed to assist. All the senior members who enjoyed the air conditioning at Oshkosh now know who to thank.

Wisconsin Wing also presented a commander's commendation to Chief Warrant Officer 3 Robert Shue, of Organizational Maintenance Squadron 10, Wisconsin Army National Guard, Oshkosh. Shue and the members of OMS 10 have supported the National Flight and the Blue Beret encampments and the Experimental Aviation Association Fly-in in an outstanding manner.

An overflow of cadets at the Blue Beret encampment called for 28 extra beds, which put the buildings beyond fire regulation capacity. The next day, 20 more cadets arrived, and a call for help was sent to Shue for assistance



Fox Cities Composite Squadron Maj. Stephen Kohler, left, and Wisconsin Wing Commander Col. Lawrence W. Stys display the Unit Citation Award banner presented to the squadron in recognition of outstanding performance at a precautionary search and rescue exercise during the Experimental Aircraft Association Fly-in in Oshkosh, Wis.

Coast to Coast

in finding cots and tents. He went to work and brought in six tents and 50 cots.

More cadets arrived during the night, and Shue came up with yet another 30 cots and more tents. Shue also transported cadets and trained them to assemble and take down the tents.

Shue and his men stepped into a major logistical problem, and within an hour had the solution, with men moving to correct it. They are truly outstanding members and deserve this recognition.

Wisconsin Wing honored a member of Michigan Wing on Oct. 14-15 at the 1995 Wisconsin Wing Conference in Wausau, Wis. Wisconsin Wing Commander **Col. Lawrence Stys** presented **Capt. Richard V. Verwey**, commander of the Iron Range Composite Squadron, with a commander's commendation. The citation reads in part: "For a period covering over 1½ years, Capt. Verwey has been unflinching in his efforts and resources in assisting in every way possible the needs and wants of Wisconsin Wing. Verwey made daily trips to the base DRMO, as well as other units, in search of needed items.

"This officer acted as Capt. Edwards' counterpart screening and freezing these much needed particulars. He would pick up these items and store them at his unit or his home. He coordinated the painting of three vehicles and engine replacements in addition to various other maintenance work at no cost to Wisconsin Wing. On many occasions he would take time off from his own duties to assist in coordinating the semitractor and trailer when it arrived from the 128th in Milwaukee to transport equipment to Wisconsin.

"Capt. Verwey has done this and more to help Wisconsin Wing solve many supply problems."

Cooperation like this between wings will keep the CAP a living, breathing entity, through budget crunches, changing political scenes, whatever may come. As long as we work together, cooperation between units, wings and regions will see us through any calamity.

Bryan D. Jandorf Jr. of the Fox Cities Squadron, was Awarded the Carl E. Spaatz Award at the Awards Banquet of the 1995 Wisconsin Wing Conference. The award was presented jointly by **Col. Lawrence Stys**, Wisconsin Wing commander, and **Brig. Gen. Albert Wilkening** of the Wisconsin Air National Guard. Jandorf, now a senior flight officer, joined the CAP in December 1991 and is a former cadet commander at Fox Cities as well as cadet commander of the Noncommissioned Officers Academy in 1994. Jandorf has attended three encampments at Volk Field, being named honor cadet at WCA in 1993. He

received a commander's commendation for his work at CAP EAA Oshkosh and has also attended the Pararescue Orientation Course at Fort Knox, Ky.

Jandorf is presently on active duty at McGuire Air Force Base in New Jersey. He currently holds the rank of airman first class. He is the 1,272nd recipient of the prestigious Spaatz Award.

Cadet 1st Lt. Dave Dais of Milwaukee 623 Squadron was named Cadet of the Year. Dais was recognized as the most outstanding cadet in Wisconsin Wing in 1994 at the 1995 Wing conference. The award was presented by Wing Commander **Col. Lawrence Stys**. Cadet 1st Lt. Dais joined CAP in July 1992 and has attended both basic and WCA at Volk Field. This year, Dais attended Illinois Wing summer encampment and found it to be "interesting."

He has attended both basic and advanced Pararescue Orientation Course at Fort Knox, Ky. Dais is presently cadet commander of 623 Squadron and is its Cadet Advisory Council representative as well. Dais has his radio operator's permit and is one of the few cadets in the wing to be flight line qualified. He also attended Squadron Leadership School in 1994 and has recruited six cadets since he joined in 1992. Later in the awards ceremonies Dais was given a commander's

commendation by Stys for his work at the 1995 National Flight Encampment during EAA-Oshkosh.

Waukesha Composite Squadron Commander **Lt. Col. Marcia Cunningham** has been selected to be Wisconsin Wing's 1994 Senior member of the year. Cunningham was presented the award by **Col. Lawrence Stys**, Wisconsin Wing commander, at the 1995 Wisconsin Wing Conference Awards Banquet.

Cunningham has been a squadron commander three times as well as a group commander. In addition, she spent five years on staff at the Illinois Wing Flight School and ran the Wisconsin Wing Flight School.

Cunningham is now on staff as wing demand reduction officer. — **2nd Lt. Craig Moore**

Wisconsin — Fox Cities Composite Squadron hosted five IACE cadets and their traveling companion at a corn roast and picnic at Zimmermann Field in Neenah, Wis. The five cadets and chaperone were in town for the Experimental Aircraft Association flyin. **Corina Steffen**, 19, of Sirmach, Switzerland, has her private pilot's license and is enrolled in an electronics apprenticeship program in Switzerland. Steffen stayed with **Cadet Airman Nicole Schumacher** of Neenah. **Aurelia Frick**, 20, of the

Principality of Liechtenstein, has her private pilot's license and wants to enter the Swiss Air Force and become a military pilot. After time on active duty, Frick wants to study international law. Frick stayed with the Hoffmans of Appleton.

Andrew Dysli, 19, of Grenchen, Switzerland, is a glider pilot and the eldest of three children. Dysli's father is the chief flight instructor of the Aero Club. His mother coordinates the IACE program in Switzerland, finding homes for U.S. Civil Air Patrol cadets. Dysli stayed with **Cadet Sgts. Andrew and David Schley** of Forest Junction.

Peter Zimmermann is 20 years old and a glider pilot. After his mandatory military service (all males must serve in the Swiss military) Zimmermann wants to study electronics and mechanical engineering.

Thomas Alleman, 20, has been a glider pilot for one year. He is studying economics and wants to be a stock broker or a military pilot. Both Zimmermann and Alleman stayed with **Capt. Scott Barbu** of Appleton.

Accompanying the five cadets was **Leonard Favre**, 30, a glider instructor and private pilot. Favre has visited the United States before, competing in the 1983 World Glider Championships in Hobbs, N.M.

In 1984 Favre was an IACE cadet who soloed at the Great Lakes Regional Flight Encampment. Favre stayed with **Lt. Col.**

D.R. Glaser of Appleton. When asked what impressed them the most about the states, all six commented on the warm and friendly people. Each said that Americans are more open, trusting people than Europeans. They also were impressed by the sheer size of our country, saying how flat the U.S. is compared to Switzerland. All said the favorite part of their trip was the night flight over Chicago; comparing the sparkling lights below their aircraft to the night skies of their native Switzerland.

Wisconsin — Col. Dan Bell and **Maj. Jim Zuelsdorf**, CAP members from Mayville, Wis., recently served on the staff at the Rocky Mountain/Pacific Region Staff College at the Air Force Academy in Colorado Springs.

The Region Staff College is a compressed school for Level Three officers and above. Bell was the supervisor of seminars and Zuelsdorf was a seminar adviser. Both men received awards for their contributions to the school.

Back in Wisconsin, Bell is wing director of emergency services; Zuelsdorf is the wing director of safety.

Two other members from the Fox Cities Squadron attended the school as students. **Maj. Bob Gedemer** was a member of the "Top Seminar" group and **Capt. John Hoffman** was a Speech/Top Speaker finalist. — **Sharlene Justus**

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1996 National Cadet Special Activities



**Special Insert
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Sites for the 1996 AETCFC are at Laughlin AFB, Texas, and Columbus AFB, Miss., with a course cost of \$75. Join us this summer at AETCFC! Application procedures are on the back page of this pullout section.



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Questions?

For more information on CAP's 1996 cadet special activities, call CAP Cadet Programs Directorate at (334) 953-2273 or write to:

HQ CAP/CP
105 S. Hansell St., Bldg 714
Maxwell AFB, AL 36112-6332



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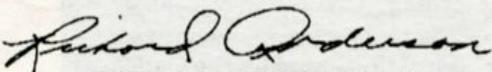
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Instructed by highly qualified Air Force Reserve personnel and conducted at Maxwell AFB, Ala. — the academic center of the U.S. Air Force — instruction is divided between lecture and seminar and is patterned after the Air Force's Squadron Officer School.

These Reserve officers will instruct and guide cadets through the Air Force approach to leadership and management. The curriculum includes: psychology of leadership, problem-solving techniques, effective writing and speaking, and group dynamics.

In addition to classes and seminars, a wide variety of guest speakers discuss their experiences with cadets, bringing perspective and focus to classroom discussion. Topics include: human relations, creative thinking, leadership and national security issues. In past years, speakers have included: CAP National Commander Brig. Gen. Richard L. Anderson; retired Army CWO-4 Michael Novosel; Congressional Medal of Honor winner retired Air Force Col. Henry Fowler — a former Vietnam POW and later staff judge advocate for Air University; CAP Executive Director Col. Paul J. Albano Sr.; and many others.

Physical fitness is an integral part of Cadet Officer School, so a variety of physical activities are included for training both body and mind. Featured is a volleyball competition to foster fitness and leadership through competition.

For more than 20 years Cadet Officer School has been the premiere forum for cadet development, and is definitely worth the \$100 cost. If you have the Mitchell Award as of December 1995, then one of the cadets selected for 1996 could be you!

National Cadet Flight Encampments

Get into the pilot's seat with the National Cadet Flight Encampment.

Each nine-day encampment will give selected cadets 10 hours of flight instruction, 10 hours of back seat observer time and 25 hours of ground instruction towards a private pilot's certificate.

Last year, 174 cadets took advantage of this outstanding opportunity. Many have continued their training after the course, having soloed at the NFE or after graduation. As this is an introductory flight course, students should not have completed more than 10 hours of flight instruction prior to attending.

New to NFE is the addition of two new sites for the course: McClellan AFB, Calif., and Lakehurst NES, N.J., as well as our flagship site at Oshkosh, Wis. McClellan and Lakehurst will each have one course and Oshkosh will have two courses during the summer of 1996. Each course will have a total of 40 students, so apply early.

Due to increased costs for billeting, food and fuel, the fee varies by site. Oshkosh is \$549.00; McClellan AFB or Lakehurst NES is \$599.00. The cost of transportation is covered by the participant. But now NFE is more affordable than ever with sites throughout the country.

If you want to help us to put the "air" back into Civil Air Patrol, follow the application procedures listed on the back page. Join us at the National Cadet Flight Encampment.



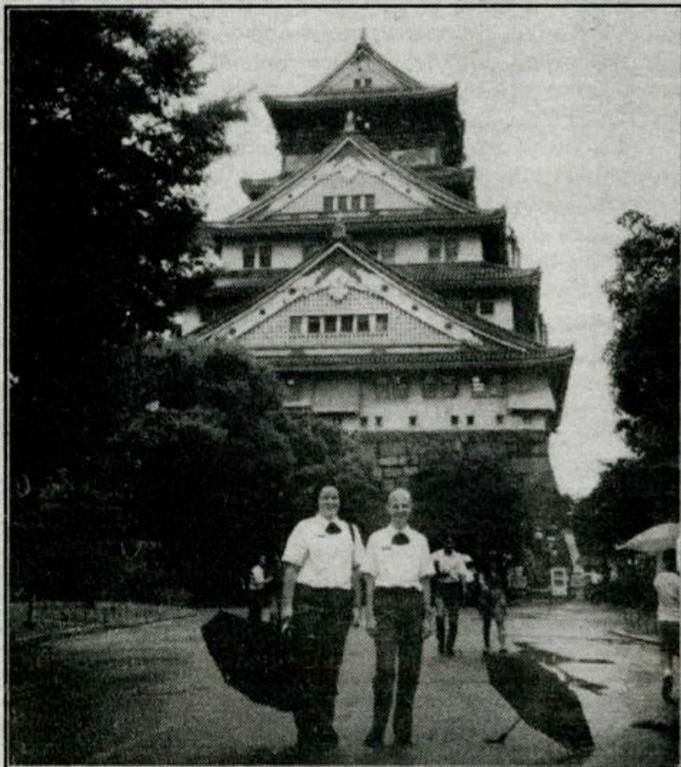
NFE/NGSAR Patch Contest

The National Flight Encampment and National Ground Search and Rescue School need patch and logo designs. The best designs will be selected by the Cadet Programs Directorate. The designer of each logo selected will be credited \$150 or the cost of the enrollment for a cadet activity of their choice (whichever is lowest). Designs are due to HQ CAP/CP no later than Jan. 31, 1996.

Pennsylvania Ranger School

The Pennsylvania Ranger School summer program has been approved as a national activity. The school will be running from July 6-14. Contact the wing at the address below for details:

Lt. Col. Betty Jones, CAP
1331 Armstrong Dr.
Monongahela, PA 15063



International Air Cadet Exchange

The opportunity to represent not just Civil Air Patrol but America — that's what awaits you as an ambassador in the 1996 International Air Cadet Exchange.

First started in 1947, IACE brings together young men and women from across five continents to promote international understanding, goodwill and fellowship among the youth of the world.

IACE has been praised by heads of state, leaders of Congress and other dignitaries. Cadet participants have had the opportunity to meet internationally known politicians, soldiers and celebrities throughout its nearly 50-year history. Activities have included orientation flights, tours, mountain climbing, sports and a wide variety of other activities.

If you qualify, you may be selected to travel to Great Britain, Israel, Hong Kong, France or any one of 18 countries during the summer of 1996. Meals, lodging and air fare are covered by the hosting countries, Civil Air Patrol and the U.S. Air Force. Cost to the cadets are for uniforms and incidentals.

This year, 118 cadets who have at least received the Earhart Award will be offered this extraordinary opportunity. You should be one of them. Look in the mail for information from CAP National Commander Brog. Gem. Richard L. Anderson, as well as in future editions of the *Civil Air Patrol News*.

National Blue Beret

Have you ever been to an airshow? Picture an airshow where hundreds of thousands of people come to see the many wonders of aviation. That is the Experimental Aircraft Association's Oshkosh Fly-in — the mecca of aviation.

The National Blue Beret activity gives the opportunity for close to 200 members to work one of the largest airshows in the world.

Training will be provided by CAP and EAA staff in basic emergency services oriented toward support of the airshow. This training will be conducted in the first four days and will include instruction in areas like aircraft marshaling, electronic direction finding, crash site procedures and helicopter operations.

After the first four days of training is completed, cadets will be actively involved in the airshow and the history surrounding it. Several once-in-a-lifetime events often occur during the airshow, and cadets will be encouraged to get involved during their free time. That is not to say that there will not be work involved with this program. Each participant will work several areas of the airshow including flightline, exhibits and crowd control. The cost of this activity will be \$135 (does not including transportation and required gear for the course).

Pararescue Jumper Orientation Courses

The pararescueman's creed is, "That others may live." For generations, they have gone where few others dare to rescue the fallen. Join them this summer.

The Pararescue Jumper Orientation Course is a one-week course planned and conducted by Air Force active duty, Reserve, and the Pararescue School of the 58th Special Operations Wing, Kirtland AFB, N.M.

The course instructs cadets in Air Force pararescue techniques and enables them to actively participate in various facets of Air Force pararescue training. Curriculum includes land navigation, survival techniques and other skills used in rescue operations.

Courses are tentatively scheduled for: Kirtland AFB, N.M.; Firt Knox, Ky.; and the George Washington National Forest, Va.

In addition to the eligibility criteria listed on the back of this pullout, you must be in outstanding physical condition. The instructor teams at this activity are required to send home any cadet who cannot meet the physical standards.

The cost for this 7-day look at the Air Force's special operations "elite" is \$75 (does not include travel expenses or required gear costs). Plan your summer now, and plan to spend it with us at the 1996 Pararescue Jumper Orientation Course.

National Ground Search and Rescue Schools

Have you been looking for a quick way to get qualified in emergency services and see the latest techniques in the field? Then these activities are just what you have been waiting for. This special activity being jointly presented by the Cadet Programs and Operations directorates will give hundreds of cadets the opportunity to earn emergency services qualifications (101 Cards) in a two-week course certified by CAP National Headquarters.

This course will be offered in two locations: Fort Carson, Colo., and The Miller School, Va. The course will be conducted by qualified CAP, U.S. Air Force and industry experts. The cost — \$175 (does not include travel expenses or the cost of purchasing required gear). Interested applicants should be advised that the course will be run in field areas at both sites, so students will be sleeping in tents and expected to be prepared for these conditions.

Slots are available for 100 basic members, 20 advanced members, as well as 30-50 staff members at each course. Those wishing to go through the advanced class or be on staff at the course should be qualified ground team members or have attended a similar school previously. Advanced team and staff members will be expected to challenge and pass the written and practical exam prior to entry.

This will be a great course for both experienced and inexperienced personnel to really become involved in emergency services. See column three on back page of pullout section for application guidelines.

Application Procedures & Requirements

1. All applicants must be 15 years of age on or before the first day of the activity for all activities other than International Air Cadet Exchange and Hawk Mountain.
2. All applicants must have completed at least one encampment prior to the beginning of the activity. Those not having an encampment on record prior to applying will be required to bring a copy of their encampment certificate to the activity as proof. Cadets not having proof of attendance at an encampment will not be allowed to participate in the activity.
3. Travel to and from all activities except for IACE is the responsibility of the applicant.
4. Cadets applying for more than one activity should not apply for activities

that overlap by more than one day. The first and last day of all activities is set aside for travelling. Applicants for staff positions at COS, NBB or NGSAR should plan to arrive one day early and leave one day later than basic participants, and apply based on those dates.

5. All cadets need to be approved by the special activity review board in their respective wings. Seniors planning to attend as escorts will also need to apply through the wing at the same time. Staff applicants will need to submit required documentation at that time to National HQ/CP, and general participants should at least have their CAP Form 31s prepared. Checks or money orders will need to be available in March 1996.

6. Additional questions should be addressed to the staff of the Cadet Programs Directorate.