

U.S. Law Covers CAP Members

Prior to 1956 there were no provisions for compensation for those dedicated Civil Air Patrol members who were injured or killed while participating in Air Force requested missions. Then in 1956, Congress enacted Public Law 955 (5USC814), commonly known as the "CAP Compensation Act."

This law extended the benefits of the Federal Employees' Compensation Act to cover Civil Air Patrol senior members while acting in the scope of their duties while performing Air Force requested missions. The intent of the Congress was to afford the volunteer Civil Air Patrol senior member the feeling of security gained in the knowledge that his family will be able to sustain serious injury or sustain serious injury in the event he should be killed or sustain serious injury while performing Air Force requested mis-

It was not the intent of the Congress to assume the responsibility of an individual to provide for his family by his own private insurance programs, but to provide certain benefits for those dedicated Americans who suffered loss in the service of their country, while performing humanitarian missions at the re-

quest of the Air Force.

Among the most frequently asked questions are the following:

Q. When does FECA apply?

A. Senior members are eligible for benefits when they are injured and their beneficiaries are eligible for benefits should they be killed, if such death or injury

resulted from performance of authorized service, or travel to and from such service.

Q. What are the time limits of coverage?

A. Each Air Force-authorized mission is given a definite starting and closing time. Performance of duty must be within those time limits.

Q. Are cadets covered under FECA?

A. No, only senior members, Cadets, CAP Associate Members, and non-CAP members are not covered.

Q. Are senior members covered under FECA while performing CAP missions?

A. No, senior members performing on Civil Air Patrol activities which are not a part of an Air Force-requested mission are not covered.

Q. What agency processes and approves FECA claims?

A. The Department of Labor, Office of Worker's Compensation Programs (OWCP).

Q. What steps must an injured senior member or the representatives of the deceased senior member take in order to file a claim?

A. Step 1. The senior member

(See U.S. LAW, Page 10)



VOLUME 9, NO. 1

MAXWELL AFB, ALA.

JANUARY 1977

AP Wins Praise From FAA

WASHINGTON—Civil Air Patrol won praise, thanks and a Distinguished Service Award here recently from the Federal Aviation Administration (FAA) for CAP's assistance in a 1975 survey of general aviation.

Thousands of CAP seniors and cadets across the nation were principally responsible for gathering data for the FAA survey on two different days in August 1975. The CAP volunteers interviewed approximately 7,800 pilots and recorded 35,000 takeoffs and landings at 245 airports around the nation, gathering pertinent information about the pilots and their flights on those days.

Dr. John L. McLucas, FAA administrator, presented the award to Civil Air Patrol in a ceremony in November here at FAA headquarters. In his remarks at the time, Dr. McLucas, who was previously Secretary of the Air Force, stressed the importance and effectiveness of close

cooperation between the FAA and CAP in promoting general aviation.

He stressed CAP's service to general aviation through its various missions, much of which is unknown to the part of the general public. He also noted FAA's support of Civil Air Patrol through the FAA Cadet Orientation Program conducted each year at Oklahoma City.

The ceremony was held in conjunction with the publication of the results of the survey. "Our Distinguished Service Medal," Dr. McLucas said in his remarks at the

time, "recognizes not only the activity which has taken place on the part of CAP but the continuing relationship which we hope will endure."

CAP Brig. Gen. Thomas C. Casaday, national commander, and Air Force Brig. Gen. Carl S. Miller, CAP executive director, who accepted the award on behalf of CAP, pledged continued cooperation with the FAA. "I think this is a well-deserved recognition," Dr. McLucas said, "but I expect that you gentlemen should be prepared to be called on further in the future for similar service..."

Current FAA plans are to conduct a similar survey in 1978.

The report just issued presents a wealth of information about general aviation in this country.

The certificate accompanying the presentation of the Distinguished Service Award is reproduced on Page 2.

NOTICE

The National Executive Committee at its 11 Dec. 1976 meeting voted to increase the assessment fee for all corporate vehicles from the present rate of \$12.00 to \$16.00 per vehicle per calendar quarter.



OFFICIALS CONFER—CAP National Commander, Brig. Gen. Thomas C. Casaday, left, and National Vice Commander, Col. William H. Ramsey confer about agenda item at recent National Executive Committee meeting. Civil Air Patrol's top officials met Dec. 11 at National Headquarters, Maxwell AFB, Ala., for their quarterly conference.

Five CAP Staff Colleges Likely This Year

MAXWELL AFB, Ala.—Civil Air Patrol will conduct several staff colleges and other senior member courses next summer, according to officials here at National Headquarters.

The support and enthusiasm for this educational program was called "truly significant" and "a strong indication of desire for management training."

Three staff colleges are firm this year. These will be the National Staff College here at Maxwell AFB; the Eastern Staff College at Randolph-Macon College, Ashland, Va.; and the Central Staff College at Bergstrom AFB, Tex. Two others—the Southern and Western Staff Colleges—are planned, with details to be announced later.

The purpose of all the staff colleges is to prepare selected senior member commanders to execute better the delegated and

implied duties and responsibilities. To achieve this purpose, the staff college curriculum is divided into four major topical areas: Communications Skills, Leadership, Management, and CAP Problem solving at unit level. The training at all of them is essentially the same.

The 10th annual National Staff College here at Maxwell is scheduled June 20-29. The 10-day program will open Monday morning, June 20, and will conclude Wednesday evening, June 29, with the traditional dining-out and graduation banquet.

The staff will be composed of Air Force Reservists and selected CAP senior members with Lt. Col. Ralph R. Harris, USAFR, as course director. Mrs. Florence D. Tucker is National Headquarters project officer. The course at Maxwell will include student participa-

tion in Project X, a field exercise in leadership and group behavior which is part of the Air Force Squadron Officer School's resident program.

The cost per student at the Maxwell staff college is approximately \$75, which includes meals, banquet, BOQ and registration fee.

The Eastern Staff College at Ashland, Va., is scheduled June 19-25. The cost, including meals, billeting and registration fee, is \$80 per student. Course director

and project officer is Maj. Barbara Morris, CAP, who is deputy chief of staff for senior programs in the Middle East Region. Those wishing to attend this staff college should write her at: 10316 Armory Avenue, Kensington, Md. 20795. The curriculum coordinator will be CAP Lt. Col. Carrol Kline.

The Central Staff College at Bergstrom AFB, Austin, Tex., is also scheduled June 19-25. The cost, including meals, BOQ and registration fee, is approximately \$65 per student. Project officer and director will be Maj. Bob Bess, USAFR, P.O. Box 543, Spring, Tex. 77373. Write him if you plan to attend this staff college. A Project X exercise will also be a feature at this one.

The senior member officer and warrant officer attendees at all three staff colleges will undergo intensified programs of lectures, seminars, field ac-

tivities, and social affairs. Arrangements are under way for students at the staff colleges to receive optional college credit for staff college completion. Students desiring credit will be able to enroll with the participating college or university. Contact your project officer for additional information.

Base application eligibility, that is, senior member warrant officer grade at the time of application, remains the same. A new requirement is one year minimum active CAP membership as of the starting date of the staff college.

Those wishing to attend a staff college must submit their applications on CAP Form 17, Application for Senior Member Activities, dated January 1974. Instructions for preparing and submitting the required copies are on the back of the form. All (See FIVE CAP, Page 2)

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New Wing Commanders

MAXWELL AFB, Ala. — Civil Air Patrol's National Executive Committee at its Dec. 11, 1976, meeting here announced that the following persons have been assigned as commanders of wings as listed (Ranks shown are CAP ranks.):

Wing	Commander	Date Assigned
Washington	Lt. Col. Doyno M. Scott	3 Dec. 1976
Missouri	Lt. Col. Nicholas J. Knutz	6 Dec. 1976
Maine	Lt. Col. Joseph R. Melrose	8 Dec. 1976
Alabama	Lt. Col. Duke C. Bradford	11 Dec. 1976
Kansas	Lt. Col. James E. Barkley	11 Dec. 1976
Mississippi	Lt. Col. Forest A. Henley	11 Dec. 1976
New Jersey	Col. Ri Nakamura	11 Dec. 1976
Illinois	Lt. Col. Robert W. Nicholson	1 Jan. 1977
Minnesota	Lt. Col. Russell E. Kruse Jr.	1 Jan. 1977
Nat. Capital	Lt. Col. Rolf Mitchel	1 Jan. 1977
West Virginia	Lt. Col. Pearl A. Ward	1 Jan. 1977

Education Congress Slated In Nashville

NASHVILLE, Tenn.—The National Congress on Aerospace Education will hold its annual session March 31 through April 2, 1977, here at the Hyatt-Regency Hotel.

Co-sponsored by the National Aerospace Education Association, Civil Air Patrol, the Federal Aviation Administration and the National Aeronautics and Space Administration, the congress attracts aerospace educators from throughout the nation. It affords them an opportunity to exchange ideas and to learn of new developments and techniques in the field.

The purpose of the congress is to promote aerospace education as an important part of the curriculum in schools and to develop at the community level throughout the nation leaders capable of stressing the vital role aerospace plays at every level of our society today.

The theme of the congress will be "Aerospace Education Locally, Nationally and Internationally." Attendees will hear Dr. Jack Eggspuehler of Ohio State University speaking on

"The Love of Flying"; and Kamal Naguib of Cairo, Egypt, honorary president of the International Aerospace Education Committee, discussing "Aerospace Education Internationally."

Representatives of the Soviet Union will discuss "Civil Aviation in Russia and the Russian SST"; and representatives of France and Great Britain will discuss the Concorde.

Included in the congress will be a "Heritage Segment" covering the history of flight and the National Aerospace Education Association Hall of Honor ceremony.

CAP members involved in aerospace education at all levels are encouraged to attend this interesting and informative congress. CAP wing headquarters, Liaison Region commanders and Liaison Region directors of Aerospace Education have been mailed registration forms. Anyone interested in attending the National Congress on Aerospace Education should contact one of the above sources for registration forms and information.

Lives Saved Stands At 33 As CAP Adds Five More

MAXWELL AFB, Ala.— Civil Air Patrol added the names of five persons in November and early December to its list of those it has saved in 1976 through search and rescue, humanitarian airlift, and other emergency service operations.

Total lives saved for 1976 was 33 at Civil Air Patrol News deadline time.

Four of the five persons saved most recently were lost hunters. The other one was saved through airlift of blood for a hospital patient.

The Montana, Colorado, Wisconsin and New Mexico Wings were credited with saving the lives of hunters ranging in age from 15 to 31 who apparently became lost and disoriented in wilderness areas. Searches were launched for them when they

failed to return home.

The Colorado Wing was credited with saving the life of a hospital patient in need of emergency surgery by airlifting a supply of a rare type of human blood from Denver to Holyoke

County Airport where it was picked up and delivered to the hospital.

Civil Air Patrol was credited with saving the lives of 57 persons in 1975, the highest of record in recent years.

Squadron's Band Plays Different Type Music

BROCKTON, Mass.— Well, there is jazz, and rock, and boogie-woogie, and country and Western, and blues, and gospel, and classical, and a whole list of other kinds of music.

But the Brockton Cadet Sq. band (Massachusetts Wing) doesn't play any of them. It doesn't play any of those for the

simple reason that it is Civil Air Patrol's one and only (so far as is known) bagpipe band and only plays music suited to that instrument.

The band, composed of members of the Brockton Sq., was formed with the blessings of the squadron commander, Lt. Col. Alfred E. Slaney. The band director is Chaplain (Maj.) Francis J. Crowley, Massachusetts Wing chaplain. Cadet Donna M. McHardy is cadet pipe major.

Highlight of the band's recent activities came late this past summer when it participated in Toronto, Canada, in the World Scottish Festival. The band performed in the Festival Parade and in the Warriors' Day Parade. The band performed for thousands of people during the parades and marched into the exhibition stadium. At the conclusion of the Warrior's day parade, the Brockton band was part of a massed bands formation.

The Colonial Piper's School of Hanson, Mass., helped with providing bagpipes, drums and uniforms for the band. The pipers and drummers have worked diligently, according to Chaplain Crowley, to perfect their techniques and look forward to many other performances in the future.

California Wing School Trains For Leadership

COSTA MESA, Calif.—The California Wing's third Commanders School, held recently here at the Air National Guard station, has brought the number of personnel trained in this field to 256.

The first two schools were limited to commanders and deputy commanders, but the third was open to any interested member who may, in the future, become a commander. So, California now has 28 future commanders with background and training to serve.

"This has been an outstanding experience for all of the instructors, too," Maj. Jim Beggins, team leader for the project, stated. "When we find people who really want to learn, it's well worth the time and effort to

bring them the best we can."

The "best" consisted of a 10-man teaching staff and, in addition to Maj. Beggins, included Col. Warren J. Barry, wing commander; Lt. Col. Marilyn Rogers, Myron Rogers and Frank Watkins; Capt. Fred Beelby, Martin Hoxworth, Doug Pendleton, Ralph Rissmiller and Carol Spronz.

The school, which was held during a two-day period in late October, is one of six presented by the California Wing's Operations and Training Sq. 113. This squadron is fully operational for search work, but in addition has accepted the assignment of providing standardized training throughout the state.

Five Staff Colleges Likely This Year

(Continued From Page 1)

applications must be approved by wing and region commanders. Wing commanders recommending an applicant who has attended a previous staff college must provide appropriate written justification to the region commander.

Application and selection dates and other information are detailed in CAP Regulation 50-9, Senior Member Activities. In the case of the Eastern Staff College, the deadline for applications is April 15.

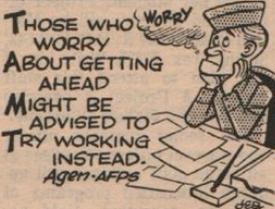
Those expecting to attend a staff college will be provided with information from their respective colleges covering reporting instructions, climate, appropriate clothing, customs and courtesies peculiar to the locale, scheduled activities and other pertinent data.

The Rocky Mountain Region is planning a squadron leadership course at the University of Utah, Salt Lake City. The Northeast Region is planning a similar course at McGuire AFB, N.J.

Other courses are planned but locations and dates are not available at Civil Air Patrol News' deadline time.

These courses are based on the general format of the staff colleges. However, the aims and objectives are to familiarize unit commanders with the appropriate function of each staff position in a unit. Instructors are experienced CAP staff officers, usually at wing or region level. The curriculum covers basic leadership and management principles and all CAP staff functions.

Rhymes of the Times



DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION



DISTINGUISHED SERVICE AWARD

TO
Civil Air Patrol
U.S. Air Force Auxiliary

IN RECOGNITION OF VOLUNTARY ASSISTANCE RENDERED BY CAP OFFICERS AND CADETS IN CONDUCTING THE 1975 NATIONWIDE FAA GENERAL AVIATION SURVEY. THEIR PAINSTAKING EFFORTS, IN RECORDING 35,000 AIRCRAFT TAKEOFFS AND LANDINGS AT 245 AIRPORTS AS WELL AS INTERVIEWING MORE THAN 7,800 PILOTS, PRODUCED VALUABLE INFORMATION ON AIR TRAFFIC ACTIVITY FOR USE IN SAFETY RESEARCH AND MERITS THE APPRECIATION OF THE ENTIRE FLYING COMMUNITY.

OCTOBER 1976
WASHINGTON, D.C.

John L. McLucas
ADMINISTRATOR



MEMORIAL—Gen. David C. Jones, Air Force chief of staff, presents Mrs. Carl Spaatz a picture of the commemorative plaque and visitor's overlook at the Air Force Academy. The plaque was dedicated recently to the memory of Mrs. Spaatz' husband, the late Gen. Carl A. Spaatz. (USAF Photo)

Academy 'Overlook' Honors Gen. Spaatz

U.S. AIR FORCE ACADEMY, Colo.—A scenic overlook here at the Air Force Academy was dedicated recently to the memory of Gen. Carl A. "Tooney" Spaatz, first Chief of Staff of the Air Force and also first chairman of the National Board of Civil Air Patrol.

Gen. David C. Jones, Air Force chief of staff, presided over the ceremony which many retired and current Air Force leaders attended.

The overlook commands a splendid view of the cadet area at the academy along the Front Range of the Rocky Mountains. It will be open to tourists who visit the academy.

Mrs. Ruth Spaatz, widow of the air power leader of World War II, was present for the ceremony, along with her two daughters, Mrs. Steven Nagel and Mrs. Francis Thomas, and

her granddaughter, Miss Wayne Gresham.

Following his remarks memorializing the famed flier, Gen. Jones presented Mrs. Spaatz with a framed picture of the overlook area.

Planted with indigenous trees, shrubs and plants to harmonize with the foothill setting, the overlook area will provide a permanent memorial. An outdoor setting was chosen in recognition of Gen. Spaatz' long interest in the outdoors and wildlife.

The expenses of planning, landscaping and preparing the site were financed by private contributions. Civil Air Patrol donated funds for this purpose.

A West Point graduate, Gen. Spaatz attended Aviation School at San Diego and won his pilot wings in 1915. He served in France during World War I and shot down three German planes.

In the years between World Wars I and II, he was a pioneer in promoting aviation for commercial as well as military uses.

He reached his peak of fame during World War II when he was commander of all U.S. strategic forces in Europe. After Germany's defeat, he was ordered to the Pacific to serve as commander of all U.S. strategic forces in that area.

When the Department of the Air Force was created in 1947, he served as first Air Force Chief of Staff. He retired in 1948. Following his retirement, he became the first chairman of the National Board of Civil Air Patrol. CAP had, at that time, just become an auxiliary of the Air Force. He served with Civil Air Patrol until 1960.

Gen. Spaatz died in 1974 and is buried in the cemetery at the Air Force Academy.

Officials Honor CAP On 35th Anniversary

MAXWELL AFB, Ala. — Congratulatory messages received here in November and early December from seven high-level military officials paid tribute to Civil Air Patrol on its 35th Anniversary.

The seven were: Secretary of the Air Force Thomas C. Reed; Gen. David C. Jones, Air Force chief of staff; Gen. Robert J. Dixon, commander of Tactical Air Command; Adm. Owen W. Siler, U.S. Coast Guard commandant; Lt. Gen. Raymond B. Furlong, commander of Air University; Lt. Gen. James R. Allen, Air Force Academy commandant; and Maj. Gen. Ralph S. Saunders, commander of the Aerospace Rescue and Recovery Service.

In a joint message to all CAP members and to all Air Force major commands, Secretary Reed and Gen. Jones had this to say:

"For the past 35 years the dedicated members of the Civil Air Patrol have set an enviable record. By performing vital search and rescue and other emergency services, by making the nation aware of the importance of aerospace activities, and by conducting highly successful youth training and motivation programs, the Civil Air Patrol has performed commendable public service. We are proud of our association with Civil Air Patrol, and we join the nation in saying thanks and best wishes to all its members on this

35th anniversary."

Gen. Dixon was high in his praise of CAP members. "...The loyalty, voluntary service, dedication and professionalism of CAP members have earned them a special place in the history of the United States Air Force and in the hearts of countless citizens who have benefitted from their ... efforts," he said.

Adm. Siler saluted Civil Air Patrol on behalf of all members of the Coast Guard, saying: "... We in the Coast Guard are proud of our continuing association with CAP in furthering humanitarian efforts in aviation ..."

The message from Gen.

Furlong expressed pride at being associated with Civil Air Patrol and praised CAP for its service to the Air Force and to the nation. The message also looked forward to the future. "Since July of this year (1976), we have made a beginning in some new areas of mutual support ...," the general said. "Knowing the dedication and enthusiasm of Civil Air Patrol members ... I am certain that our joint endeavors will help to build a future which is worthy of the accomplishment of the past 35 years."

Air University which Gen. Furlong commands is the parent organization of Headquarters, CAP-USAF, the military organization which serves as a

staff at CAP National Headquarters.

Gen. Allen in his message saluting CAP took particular note of CAP's cadet program. "The accomplishments of Civil Air Patrol ... particularly in your cadet program are always of interest to me," he said in part, "inasmuch as each entering class of new cadets (at the Air Force Academy) includes many former and present CAP members."

Civil Air Patrol's "... contributions to the nation ... are legendary," Gen. Saunders said. "We in the Aerospace Rescue and Recovery Service are proud to work with you and salute you for your extremely important role as an Air Force auxiliary."

CAP To Award Grants, Academic Scholarships

MAXWELL AFB, Ala.—Civil Air Patrol will award more than \$41,000 in scholarships and grants to selected applicants for the 1977-1978 academic year. To be eligible for these awards, applicants must have completed the Billy Mitchell Award or the Senior Rating in Level II of the senior training program NOT LATER THAN DEC. 31.

Scholarships and grant awards are made in accordance with the provisions of CAPP-20, "Scholarships and Grants." A selection committee appointed by the CAP executive director will screen the applications and select the winners.

The December 1976 CAPP-20 containing revisions for the 1977-1978 school year was mailed to all units in the December unit distribution. Squadron commanders are urged to bring this pamphlet to the attention of their members.

Applications for CAP scholarships and grants must be submitted on CAPF-95 dated December 1974. These forms may be obtained from National Headquarters by regular forms requisitioning procedures. Applications which lack the required information and sup-

porting documents WILL NOT be considered.

Each applicant, after completing the application and attaching all supporting documents, must submit it to his squadron commander. The squadron commander must attach his recommendations and forward the entire application package through wing headquarters BEFORE 15 MARCH. Deadline for applications to be received at National Headquarters is 1 APRIL. Applications received after April 1st will not be considered.

Scholarships are awarded for four years and may be renewed each year by a letter of request to National Headquarters/ED. Grants are for one year only and must be reapplied for.

CAP's academic scholarship and grant program is a continuing one which was begun in 1965. The monetary value of scholarships and grants awarded since that time is now approaching \$500,000. The program plays a vital role and its value, both educationally and in the contributions made to our society by its recipients, are impossible to estimate.



ENTERS ACADEMY—Cadet 1st. Lt. Larry D. White has entered the U.S. Air Force Academy. White, a member of Michigan Wing's Van Dyke Cadet Squadron 3-7, has held various positions in his unit including assistant flight commander, supply officer, operations officer and squad leader.



PRESENTATION—New Mexico Gov. Jerry Apodaca, right, presents the Gen. Carl A. Spaatz Award, CAP's highest cadet award, to Cadet John Tor Bejnar of the Las Vegas (N.M.) Comp. Sq. Watching the recent ceremony in the governor's office are members of Cadet Bejnar's family. The cadet has been active in CAP since 1968 and has held all cadet positions in his squadron. He has participated in a number of special activities including the IACE.

Executive Director's Comments

Logistics' Many Functions

In the military service, the logistics system provides all supplies, equipment, facilities, real estate, utilities, fuel, maintenance for all systems, transportation of people and things, and an accounting and inspection system to safeguard and control these valuable assets.



The old question, "Which comes first, the chicken or the egg?" can be aptly applied to the field of logistics, especially as concerns the creation and support of a CAP unit. Naturally, you must first have people to establish a CAP unit but your acquisition of equipment, supplies and facilities in which to house the people and provide the tools of their trade must follow closely. It is noteworthy that CAP happens to be engaged in missions which require the most expensive equipment, i.e., aircraft,

communications gear and vehicles.

This month I would like to address briefly one of the logistic functions. This year we have acquired 40 aircraft from DOD surplus, but acquisition is only the first on many steps taken before an aircraft joins the corporate fleet. For example, CAP must accept the aircraft, find a pilot to ferry it to the maintenance site, wait for an FAA inspector to pre-inspect the aircraft for airworthiness, send in reams of forms and paperwork to National Headquarters, and find the money to modify and certify the aircraft to civilian standards. Past experience has shown us that if wings or local units attempt this acceptance and certification process, excessive delay is experienced and sometimes excessive dollars expended.

During 1976, National Headquarters assumed the majority of these responsibilities by

arranging for picking up aircraft from DOD locations, delivering to contracted maintenance facilities, arranging for FAA inspections and certifications, and paying for all associated maintenance and transportation costs. In return, CAP wings turned in a previously identified corporate aircraft, preferably an excess DOD type, which National Headquarters sells to pay for modification and related expenses. Any funds remaining from aircraft sales after these expenses have been paid were deposited in National Headquarters Aircraft Maintenance and Procurement Fund.

Additionally, at the national level we are doing everything possible to bring into being the New Aircraft Buy Program which will lead to a well-equipped, corporate-owned aircraft fleet in the foreseeable future. Since federally appropriated funds are not authorized for procuring CAP equipment

or new aircraft, we must make full use of our resources to procure new and late-model aircraft suitable for CAP use. Two programs designed for this purpose are the National Headquarters Aircraft Maintenance Program and the Corporate Aircraft Fleet Modernization Program.

We have asked for broader authorities from higher headquarters in order to expand support and provide better quality equipment requiring less CAP expenditure of funds to repair and maintain. We have been successful in some areas and unsuccessful in others. I can assure all CAP members that we will never quit trying to improve USAF and DOD logistics support. I will continue asking CAP leaders' and the general membership's support of our efforts to fully equip CAP with better items of equipment needed for accomplishment of approved CAP programs.

Couple Establish Scholarship At Angelo State University

SAN ANGELO, Tex.— Mr. and Mrs. Robert G. Carr of San Angelo have established a scholarship fund at Angelo State University here to aid in attracting students willing to enroll in the Air Force Reserve Officer Training Corps at the school.

Interested students who meet university entrance qualifications can apply for a Carr Scholarship by writing to AFROTC Det. 847, Angelo State University, P.O. Box 10905 (ASU Station), San Angelo, Tex. 76901. At least six of the 10 four-year freshmen scholarships will be awarded to students majoring in

math, physics, and computer science. The remaining scholarships will be awarded to students majoring in all other academic courses.

Carr AFROTC Scholarships are awarded without regard to other scholarships which the recipient has received or might receive. Scholarship awardees and alternates are selected without regard to race, creed, color, sex or religious affiliation.

Application deadlines are June 1, 1977, for the June 3, 1977, Selection Board and August 15, 1977, for the August 17, 1977, Selection Board.



SPAATZ WINNER—CWO John R. Webb, CAP member of the Winston-Salem (N.C.) Comp. Sq., has earned the Spaatz Award, highest possible award in the cadet program. He has since become a senior member and was also presented the Falcon Award.

Morgantown Unit Assists At Fly For Cancer Day

MORGANTOWN, W. Va.— The Morgantown Comp. Sq. assisted this past year with the "Fly for Cancer Day" held at the Morgantown Airport. The event was co-sponsored by the American Cancer Society and Charlie Brown Flying Service.

Members of the squadron provided crowd control, parked aircraft, directed traffic and airport-wide communications. They also manned a recruiting display.

Following the day's activities, the flying service gave the CAP cadets orientation flights in appreciation for their assistance during the event.

Maryland Unit Conducts Successful Search For Boy

EASTON, Md.— Little Billy Jones is lost.

When members of Maryland Wing's Easton Comp. Sq. received this message, they immediately joined other agencies in Grasonville, Md., and conducted a successful search for the five-year-old boy.

The Easton CAP members formed in the dawn hours and moved into the search line.

First Lt. Bob Messick coordinated the Easton cadet ground team action while Lts. Mike Doyle and Ron Hulliger crewed the squadron's aircraft to maintain aerial search and air-to-ground communications.

Intense search efforts lasted throughout the morning and as noon approached, jubilant searchers spotted the exhausted but alive youngster. State Troopers, aboard a small boat, checking the Grasonville area

shoreline, spotted Billy nestled on a small point of land.

The missing child had persisted throughout the night on that lonely point of land. A loyal pal, his dog, was with him.

Members of CAP's ground team on this successful search included Cadets Andrew Sweetak, Marvin Marine, Steve Frankewicz, Pat Meehan, Linda Gaudlen, David French, Darrell French, Keith Adams, Tom Marvel and Mary Sue Emory.

CIVIL AIR PATROL NEWS

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

Civil Air Patrol News is an official publication of Civil Air Patrol, a private benevolent corporation which is also an auxiliary of the United States Air Force. It is published monthly at Headquarters, Civil Air Patrol-U.S. Air Force/OI, Building 714, Maxwell AFB, Ala. 36112.

Opinions expressed herein do not necessarily represent those of the U.S. Air Force or any of its departments, nor of the Civil Air Patrol Corporation.

Editorial copy should be sent to: HQ, CAP-USAF/OIIN, Editor, Civil Air Patrol News, Maxwell AFB, Ala. 36112.

Civil Air Patrol News does not publish any commercial advertising. However, it does publish official notices from its own Education Materials Center (Bookstore) and CAP Supply Depot.

Published by mail subscription at \$2 per year. Civil Air Patrol membership includes subscription dues.

Second class postage paid at Montgomery, Ala. 36104.
 Postmaster: Please send Form 3579 to HQ, CAP-USAF/DPD, Maxwell AFB, Ala. 36112.

VOLUME 9, NO. 1 JANUARY 1977



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

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

(As of 12 Dec. 76)

Saves	33
Finds	363
Number of Missions ..	647
Number of Sorties	8479
Flying Hours	16,731.7
Personnel	24,365
Number of Aircraft ..	4365
Mobile Radios	5917
Fixed Radios	4305

SAR Tips

* * *

Clean aircraft windows will reduce eye fatigue and will enable you to be a better search crew.

* * *

Get to know other rescue oriented groups before you work together on a mission.

* * *

Your ELT can't work if you don't arm it.

National Commander's Comments

The Third Mission?

By
Brig. Gen. Thomas C. Casaday, CAP
National Commander

Late last summer, I attended a briefing given by Gen. Miller and his staff to Lt. Gen. Raymond B. Furlong, commander of Air University. This was the first in a series of briefings presented to Gen. Furlong since CAP-USAF became a part of the Air University command.

The briefing was titled "Aerospace Education: The Third Mission." The title made me ill at ease because I had established a personal priority for aerospace education and, frankly, it wasn't the last of three on my list—it was one of three equals.

As the briefing progressed, the narrative and the data showed why CAP had, for all intents and purposes, placed aerospace education in the third position. From his questions, Gen. Furlong seemed very interested, especially in the Aerospace Education Workshop Program. The briefing was successful but it left me with a touch of guilt and the need to act.



I discussed this with Gen. Miller and, even though the briefing showed that CAP views aerospace education as its third mission, Gen. Miller and I agreed that it is, in fact, one of three equals. Therefore, we as commander of CAP-USAF and National Commander of CAP decided that we would place the Aerospace Education Mission where it belongs, i.e., in a role equal to Emergency Services and the Cadet Program.

After I was granted the honor of becoming your National Commander at the National Board meeting, Gen. Miller and I met with the National Aerospace Education Advisory Committee, a group of professional educators who have devoted themselves to a study of CAP's aerospace education mission. We discussed our past and our aspirations for the future and decided that a new approach was necessary to achieve the elevation of aerospace education to its rightful place. We, of course, shall continue our efforts in the workshops, in the National Congress on Aerospace Education, and our work inside the cadet and senior programs.

In addition, we talked about

establishing a course for graduate credit leading to the development of leadership skills in aerospace education. We discussed establishing a National Aerospace Education Leadership Development Center at Civil Air Patrol National Headquarters. And we talked about strengthening the interface with Air Force Junior ROTC which, we hope, will lead to a common first year curriculum in aerospace education.

We also discussed the new aerospace education learning packets (i.e., Wright Brothers, Doolittle, Earhart, etc.) and the need for placing greater emphasis on these materials from the kindergarten level through the 12th grade. We then turned our attention to upgrading aerospace education, both internally and externally, especially through the WEEP program. This meeting was most rewarding.

In the light of the briefing given Gen. Furlong and the meeting with the National Aerospace Education Advisory Committee, I began to look at the history of CAP as it relates to aerospace education. Each time I review the fundamentals, I find that one of the strongest justifications for

CAP's existence is aerospace education.

I have heard many times how aerospace education was one of the reasons for CAP's reorganization after World War II and how "Tooney" Spaatz, Lucas Beau, and Gill Robb Wilson all felt the need for a grass roots organization devoted to an enlightened American public with an understanding of aerospace power. America needs to know, and CAP is the only grass roots organization in America today with an Aerospace Education Mission.

It is for this reason that I seek your help in two areas. First and foremost, each of you, cadet and senior, through aerospace education, gains an understanding of aerospace power and becomes conversant with its issues and concepts. Secondly, once you have achieved this, you can tell the aerospace power story to Americans at every opportunity. By doing this, the objective of our founding fathers—to develop an aerospace informed citizenry—will have been achieved and aerospace education will no longer be the third mission but will assume its rightful status as one of three equals.

CAP Cadets Join Bicentennial 'Run'

INDEPENDENCE, Mo.—CAP's Missouri Wing chose in June a unique way to celebrate America's Bicentennial—a relay run from Lexington, Mo., to Independence to carry replicas of the Declaration of Independence to the Truman Library and Museum.

Lexington was chosen as the starting point to symbolize the Revolutionary War battle at

Lexington, Mass. Independence was chosen as the destination of the run to symbolize the result of the war 200 years ago. The replicas were presented to the Truman Library - Museum as a tribute to the President who signed the legislation which incorporated Civil Air Patrol in 1946 as a non-profit, benevolent organization.

Thirteen CAP cadets—symbolizing the 13 original colonies—made the actual run, each running one-half mile at a time. Senior members maintained radio communications during the run and transported the cadets to their starting points along the route.

Dr. Benedict Zobrist, curator, accepted the replicas and CAP Bicentennial Medallion for the museum. A number of dignitaries participated in the ceremonies attending the run which also paid tribute to retiring Missouri Sen. W. Stuart Symington.

The cadets who participated in the observance all signed the replicas at the conclusion of the run. The run was the idea of CAP Lt. Col. John H. Woods of the Missouri Wing staff.



SIGNER—Cadet Pam Stewart of Springfield, Mo., signs replica of Declaration of Independence.



SPONSOR SIGNS UP—CAP Capt. Ronald Sandhop, left, commander of the Utah Wing's Weber Minuteman Sq., and Air Force Col. Niel Eddins, commander of the 388th Tactical Fighter Wing at Hill AFB, Utah, join in signing an agreement under which the 388th will sponsor the CAP squadron.

Air Force Unit Sponsors Squadron

HILL AFB, Utah—The Weber Minuteman Sq. (Utah Wing) and the Air Force's 388th Tactical Fighter Wing signed an agreement here recently under which the 388th will sponsor the Civil Air Patrol unit.

Signing the agreement for the 388th was Air Force Col. Niel Eddins, the wing's commander. CAP Capt. Ronald Sandhop, commander of the Weber Sq., signed for his squadron.

The Weber Minuteman Sq., which meets at Hill AFB, is the third unit of the Utah Wing to be sponsored by an outside organization.

The signing took place at the end of a luncheon meeting at the Hill AFB Officers Club during which Civil Air Patrol, the sponsorship program and its advantages to both parties were explained to the Air Force personnel present.

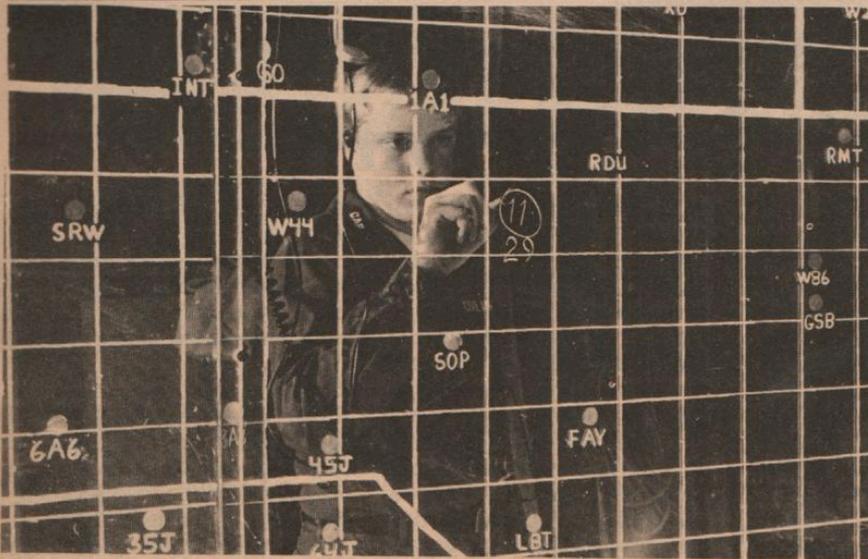
Arkansas Unit Sends 10 To Camp

KEESLER AFB, Miss.—Ten cadets from the Arkansas Wing's Central Mountain Comp. Sq. joined other cadets from Arkansas and Mississippi in a Type A encampment here this summer. They were: Orbin Barnes, Lenora Branscum, Stanton Foll, Thurma Garvin, Dennis Haney, Mike Hurlbut, Terrie Hurlbut, Sylvia Oliphant, Nancy Tank and Lonnie Turner.

The encampment was a joint effort of the Arkansas and Mississippi Wings. Senior members served in advisory positions but the cadets themselves were in charge of the various activities.

Activities included drill, inspections, and other training sessions, plus tours of base facilities. Among these were the base fire department, the control tower, security police, communications center, the base printing and publications center, and a tour of an Air Force C-130.

During free time tours were made to Beauvoir, Jefferson Davis' last home, the Gulf Coast beach with a picnic at a local marina.



Cadet Larry Lane Plots An Aircraft Movement on Vertical Display Board

North Carolina Wing Opens Mission Coordinating Center

CHARLOTTE, N.C.—The North Carolina Wing officially began operation of its new Mission Coordinating Center (MCC) here recently.

The new facility enables units commanders and other personnel of its new Mission Coordinating Center (MCC) here recently. The center also serves as a coordination center for missions conducted anywhere in the state and functions as a backup message center for wing headquarters.

The center also serves as a coordination center for missions conducted anywhere in the state and functions as a backup message center for wing headquarters.

The center also monitors CAP radio frequencies on a regular

Abegg Presented Top Cadet Award

SCOTT AFB, Ill.—CAP Cadet Joseph Abegg was presented the Gen. Carl A. Spaatz Award in recent ceremonies here. Air Force Brig. Gen. Charles B. Knudson, deputy chief of staff for Air Transportation here presented CAP's highest cadet award to Cadet Abegg.

The occasion was an open house at the Clinton-Scott Comp. Sq. of which Cadet Abegg is a member.

basis on all weekends and holidays. Persons desiring to get messages or other traffic into wing headquarters may find this a convenient means to do so.

The MCC incorporates many new ideas which offer the wing commander and his staff several unique advantages which have heretofore been unavailable. The entire mission can be displayed on vertical plotting boards depicting mission activity anywhere in the state.

Information such as the location of aircraft and mobile units, equipment and personnel status, and unit equipment and personnel availability are just a few of the items that are updated constantly and displayed continuously for the use of key staff members. In addition, weather data for all of the key airports within the states is displayed and revised on a hourly basis.

The center is normally manned by two seniors and two cadets. The cadets monitor radio messages and perform many other duties on a routine basis. One of the seniors remains at the center with the cadet duty shift while the other is either present at the center or immediately available by means of a radio paging system. An IFR-rated pilot and an aircraft are also maintained on a 15-minute recall status around the clock.

The MCC is operated by per-

sonnel of the 11th Air Rescue and Recovery Sq. for the wing.

CAP Members Aid In Disastrous Flood

LOVELAND, Colo.— More than 50 Civil Air Patrol members became involved in late July and early August of last year in relief efforts following a disastrous flood in the Big Thompson Canyon near here.

CAP radio operators became quickly aware of the disaster and opened radio communications with other CAP members near the flood and began passing emergency messages. A net control station was soon opened to coordinate the great volume of radio traffic. It was manned on a 24-hour basis.

During the weekend, a CAP squadron was holding a campout in the Ward area. On learning of the disaster, they called in on CAP frequencies and requested assignment to relief work. They were sent with radios to the Estes Park area where they were assigned to disaster teams.

A CAP flight crew conducted a reconnaissance flight over the flood area to survey the scope of the disaster. Property loss was very heavy, according to news reports, and many people lost their lives in the flash flood.

A call went out for CAP medical personnel with radio equipment. CAP members answered the call and were also sent to the Estes Park area.

Group II members provided radio units and people to man stations in the Loveland area and provided radio links between the disaster control area and the helicopter landing pads. The craft were used in relief efforts.

Many of the coordinating messages for the various relief agencies were passed over CAP frequencies. CAP ground teams with portable radios were part of the forward relief teams and provided the radio link with the disaster headquarters.

During the two days following the disaster, CAP radio operators continued to relay messages to relatives of those trapped by the flood. More than 35 CAP radio stations were directly involved during the emergency with additional stations coming on the air for short periods of time.

CAP members were directly involved in the relief efforts as well as providing communications support.



HIDDEN DAMAGE — Broken aileron control rod attributed to wind damage.

Give Plane Thorough Check

High Winds Can Mean Trouble

By Lt. Col. Glen D. Atwell, USAF Director of Safety

Any airplane which has been exposed to high winds should be given a thorough inspection, as the photo above illustrates graphically.

The bent and broken aileron control rod was removed from a Bird-Dog which had been exposed to winds exceeding 40 miles per hour but which, at first

glance, did not appear to be damaged.

In fact, the broken rod was not discovered until after a flight which nearly ended in disaster. The pilot experienced extreme difficulty in controlling the aircraft while in the traffic pattern, but managed to land the plane without left aileron control. Incidentally, the right aileron control rod was also bent but, fortunately, did not break.

The investigators felt that both

rods were overstressed and bent due to extreme pressure from the wind on the control surfaces while the airplane was tied down. The left control rod, the one shown above, probably broke during flight.

This all points to the need for careful examination of the entire flight control system following exposure to high winds. Keep in mind that very often the most serious damage is not readily apparent.

SMILIN' JACKS

AERO-ASTRO ANSWERS (50)

MISS S.S. SUE YOU SAY PILOTS PLAY PING PONG IN THAT PLANE WHILE FLY ACROSS OCEAN!

ZACK MOSLEY

CLIP FOR REFERENCE

THIS WAS THE PLANE IN WHICH DICK AND HARRY MADE THE FIRST ROUNDTrip ACROSS THE ATLANTIC!

NEXT WHAT IS ONE OF THE FASTEST RUSSIAN-BUILT PLANES?

ASKED BY - BETTY & NEIL MACKAY-TULSA OKLA.

NO! THE WINGS WERE LOADED WITH PING PONG BALLS FOR BUOYANCE IN CASE OF A FORCED WATER LANDING!

IN SEPT. 1936 DICK MERRILL AND HARRY RICHMAN TOOK OFF FROM L.I. IN A SINGLE ENGINE VULTEE!

A STORM OVER THE ATLANTIC KNOCKED OUT THEIR ELECTRICAL SYSTEM AND THEY WERE FORCED DOWN IN WALES--

--AND ON THE RETURN TRIP A WING-ICING MISHAP FORCED THEM DOWN IN A NEWFOUNDLAND BOG--

THEY WERE DRAGGED OUT AND FLEW ON TO NEW YORK!

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

Girl Survives 10 Days In Wilds

SITKA, Alaska—Laura Higbee, a 17-year-old Sitka girl, survived 10 days alone recently on Lodge Island, a wilderness area near here. It took that long to find her despite the fact that a number of organizations, including Civil Air Patrol, were searching for her.

She was marooned Tuesday morning, Oct. 26th, following the sinking of the 35-foot trawler, Vina, Lodge Island, where she was stranded without food or shelter, is in the extreme southeastern corner of Alaska, on the southwestern side of larger Baranof Island.

Donald Davis, 19, the skipper of the Vina, apparently drowned as he and the girl attempted to swim ashore in the choppy waters. Winds were gusting at better than 65 miles per hour at the time.

Civil Air Patrol's Baranof Comp. Sq. was notified the following Sunday afternoon that the couple was overdue, and members flew three sorties before dark, covering the area from Sitka to Whale Bay, the route the Vina was following at the time it sank.

The air search was resumed at daylight on Monday and was joined by five large trolling boats which searched the water areas. The search was concentrated on West Crawfish Inlet and Cedar Pass areas. About midday, CAP Senior Member Everett Riggs, piloting a CAP aircraft, with SM Bob Cunningham as observer, spotted an oil slick in Cedar Pass.

Within 45 minutes another aircraft, belonging to Channel Flying and piloted by CAP member Ron Salmon, landed and attempted to determine the source of the oil.

Capt. Cecil C. McClain, commander of the Baranof Comp. Sq., piloted the next CAP sortie with SM Vonnie Hall flying as observer. They located the skiff from the Vina 1-3/4 miles up West Crawfish Inlet, on the south side, high up on the beach. The boat's rope was lodged un-

EDITOR'S NOTE: Ordinarily, Civil Air Patrol does not print news articles about searches which are unsuccessful, in which the victims are killed, or in which CAP is not credited with the save. However the following story is so interesting, so well describes some of the search and survival conditions in Alaska and how well the various search agencies in that state work together that we are making an exception for this one. In this case, also, CAP was instrumental in pinpointing the search area by finding the oil slick and the beached skiff.

der a large rock and the oars were underneath the boat. Fifty yards away was a red food cooler, caught between two rocks. The food inside was beginning to spoil.

On Tuesday, a local diver took his boat to the scene of the oil slick and, with a companion diver, went down in the 120-foot deep water and determined that the bubbling oil was coming from the Vina. Further search proved that there were no bodies on the sunken craft.

Volunteers from the Coast Guard Auxiliary, Alaska State troopers and Forest Service personnel on board the U.S. Forest Service boat conducted an extensive search of the beaches and woods nearby. Friends and relatives from the fishing boats

also searched on shore as well as nearby coves and beaches with their small boats.

The U.S. Coast Guard dispatched a helicopter from the Annette Island air station as soon as weather permitted to join the search and to ferry in food, air tanks, and other supplies. A second helicopter was dispatched to the area on Wednesday.

Hope was fading on Thursday when all organizations involved in the mission met at Forest Service headquarters and compiled all information. The group agreed to launch one more thorough search of Lodge Island and at midmorning Friday, 12 men were airlifted to the top-most ridge of the island. As they were working their way down,

snow and wind-driven hail to fall.

Laura has a thyroid condition and, without medication, her body temperatures were kept lower than normal, a factor said to be in her favor. She attributed her strong swimming and ability in the water to the coach of the high school swim team of which she is a member.

After the search was under way, Laura heard boats and aircraft. But, with no signaling devices, she was unable to attract their attention.

Twenty-two CAP members spent six days on the search, flying 17 sorties which required 25 hours flying time.

Club in Philadelphia

Honors Gen. Patterson

PHILADELPHIA—CAP Brig. Gen. William M. Patterson, former National Commander, received the "Speak Up for America" Award recently from the Poor Richard Club.

It was presented by Hugh Monaghan, a member of the club who is also a captain in Civil Air Patrol on the Pennsylvania Wing staff. The club is an organization of persons in the advertising profession in Philadelphia.

Other recipients of the award include U.S. Senators Barry Goldwater and Henry "Scoop" Jackson, the Rev. Walter Ciszek (a Russian prisoner for 23 years, and Vice Adm. G. E. Miller.

In Virginia

Runaway Barge Halted With Hose

RICHMOND, Va.—CAP Maj. T.J. Robinson Jr., commander of Virginia's West Richmond Cadet Sq., won thanks for himself and a new garden hose this past year when, assisted by fellow squadron members and his CAP radio, he snared a barge drifting down the James River.

Maj. Robinson, standing near

a terminal on the river near downtown Richmond, noticed a 150-foot gravel barge which had broken loose and was drifting aimlessly downstream, threatening damage to facilities along the river.

Unable to provide any assistance at his location, he jumped in his car and crossed the river at a nearby bridge. While driving, he used his radio to call for aid. His call was answered by CAP 1st Lt. Frank Hoppes, also of the West Richmond Sq. Lt. Hoppes called the fire department while Maj. Robinson drove to a point downstream, hoping to be able to stop the barge.

Maintaining radio contact, the two CAP officers directed the fire department to the scene. Seeing that the barge was about to hit the river bank the major grabbed the only thing he had with him, a 100-foot garden hose, jumped on the barge as it hit and snared the hose around a stanchion.

He then jumped back on the bank and tied the other end of the hose around a convenient post. Within two minutes, the fire department had arrived and snared the barge with heavy ropes.

"I really didn't think that my hose would hold it (the barge)," the major said, "but I had to try. I guess I was lucky."

The owners of the barge thanked the major for his efforts and replaced his nylon hose—which was now 200 feet long.



HONORARY MEMBER—Mississippi Gov. Cliff Finch, left, accepts certificate naming him an honorary member of Civil Air Patrol in recent ceremony in the governor's office in Jackson. Making the presentation is CAP Maj. Forest Henley, Air Force TSgt. B.J. Edmondson of the Air Force Liaison Office for CAP's Mississippi Wing, and CAP Chief Warrant Officer Lewis E. Cazenave. This particular honorary membership had not been awarded in Mississippi in more than eight years.

PRICE CHANGES LISTED

MAXWELL AFB, Ala.—The new Bookstore Catalog will be available for distribution during the month of January 1977. Until the new catalog is received, the 1976 edition may be used with the following price changes effective 1 JANUARY 1977:

PAGE	CAT. NO.	NEW PRICE	ITEM
7	41	\$4.50	Packet #1
	42	1.50	Packet #2
	42A	1.50	Packet #2 (H.S.)
	43	1.50	Packet #3
	43A	1.50	Packet #3 (H.S.)
	44	1.50	Packet #4
	44A	1.50	Packet #4 (H.S.)
	45	1.50	Packet #5
	45A	1.50	Packet #5 (H.S.)
	46	1.50	Packet #6
	46A	1.50	Packet #6 (H.S.)
	47	1.50	Packet #7
	47A	1.50	Packet #7 (H.S.)
	48	3.00	Packet #8
	49	3.00	Packet #9
50	3.00	Packet #10	
51	3.00	Packet #11	
52	3.00	Packet #12	
53	3.00	Packet #13	
54	3.00	Packet #14	
55	3.00	Packet #15	
11	380	7.50	Regulation Binder
	381	18.00	Regulation Subscription
34	924B	37.50	Plaque (12x15)
37	976	2.75	Necktie
	982	37.50	Blazer (Female)
39	990C	3.65	Flight Cap
	1006H	7.50	Shirt—Blue
	992	23.50	Senior Member Uniform Kit
	994	23.00	Cadet Uniform Kit
	993	18.75	Cadet Uniform Kit
	998	14.95	Jumpsuit

NOTE: The Female Blazer, Catalog 982, is now available in the larger sizes. Sizes available are 16, 18, 20, 42 and 44.

THE BULLETIN



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

NUMBER 1

JANUARY 1977

INFORMATION

1. UNIT COMMANDERS - INFORMATION OFFICERS - RECRUITING OFFICERS. Additional sets of the CAP STORY slide presentation are again in stock. This 30-slide set with script is an excellent public relations, information, and recruiting tool. It can be given to any audience, adult or young adult. Only 550 CAP STORY slide sets were distributed to the field during the past year. Another 500 sets are now available. The two totals only add up to a little more than half the number of units in Civil Air Patrol. We do not think it unrealistic that all CAP units have at least one CAP STORY slide presentation. The CAP STORY can help a viable unit become a visible part of the community. Reach out to the community and let them know you exist. Let your neighbors know what the CAP program contributes to their community. With recognition will come support from the community. The CAP STORY slide presentation will help you achieve that goal. Send a check or money order for \$3.00 per set made out to HQ CAP-USAF/OI, Maxwell AFB AL 36112. The CAP STORY slide presentation will be mailed to you by return mail. OI

2. IDENTIFICATION OF PHOTOGRAPHS. In sending out photographs to the news media, information officers should not write on the backs of the photos to identify the persons in them. Instead, the identification should be written on a separate sheet of paper and taped to the photo. If you insist on writing on the back, however, use a china marking pencil or something similar. DO NOT use felt tip pens. This type of ink will not dry on some modern photo papers, but will offset onto whatever is underneath. If another photo happens to be underneath, it may be ruined. OII

SENIOR TRAINING

3. PRESENTATION OF SENIOR TRAINING AWARDS AT WING OR REGION CONFERENCES. When senior training awards are to be presented at wing or region conferences, please attach a note to the award application telling us this, indicating the date of the conference. We can usually help you meet this deadline if we know about it early. Members work very hard for these awards and deserve to be recognized in an appropriate way. Presentation plans can go more smoothly if we can work together to help you meet your schedule. TRT

ADMINISTRATION

4. NEW AND REVISED CAP PUBLICATIONS:

- a. CAPR 10-3, "Administrative Authorizations," 20 October 1976, supersedes CAPR 10-3, 4 April 1973.
- b. CAPM 39-1, "Civil Air Patrol Uniform Manual," 1 January 1977, supersedes CAPM 39-1, 18 February 1970.
- c. CAPM 67-2, "Civil Air Patrol Aircraft Parts Supply Depot," 1 December 1976, has been published.
- d. CAPP 11-1, "Civil Air Patrol and HQ CAP-USAF Key Personnel Directory," 15 December 1976, has been published. (Not distributed below wing level and not saleable.)
- e. CAPP 53-1, "Scholarships and Grants," December 1976, supersedes CAPP 20, December 1975.
- f. CAPP 355-1, "CAP Assistance During Natural Disasters," November 1976, supersedes CAPP 15, September 1974.
- g. CAPF 11, "CAP-AFROTC Scholarship Applicant Evaluation," November 1976, has been published.

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

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03, "Mission Authorization/Personnel Register,"
supersedes CAPF 103, August 1972.

04, "Mission Flight Plan/Briefing Form," November 1976,
F 104, July 1972. DAP

CAP PUBLICATIONS:

5-12, "Wing Commander Effectiveness Report, HQ CAP-
1," 21 March 1969.

9-4, "Codes for Machine Listings," 17 June 1970.

0-5, "OTS Commissioning Program," 2 November 1972.

0-7, "CAP Aerospace Education and Cadet Programs in
cluding Puerto Rico)," 6 February 1974.

"Aerospace Education Counsellors for Cadets," July 1972.

3, "Civil Air Patrol Reserve Assistance Program,"

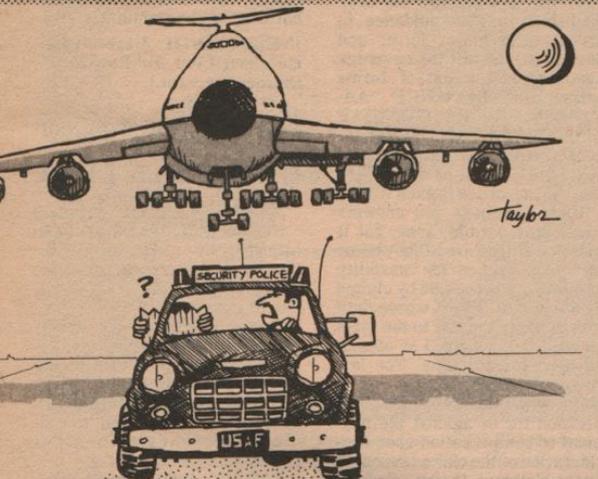
0, "The Squadron Commander's Handbook," 5 September

0, "Civil Air Patrol Radio Discrepancy Notice," October
DAP

ATIVE DIRECTOR

Orzech
SKY, Lt Colonel, USAF
Administration

S. AIR FORCE -- THE AEROSPACE TEAM



ME NONE OF THESE ROADS ARE MARKED
E BASE GRID MAPS?"



SAFETY
CORNER

CRY "WOLF" IF THERE IS ONE

Seven people died recently in the crash of a civilian twin engine aircraft. Weather was a factor in the accident. The pilot's communication with controllers revealed he was accumulating structural ice, had engine problems, and was experiencing "severe vibrations." He requested information on nearby fields, weather data, and radar vectors. After an unsuccessful VOR approach at one airport due to weather below minimums, ATC cleared the pilot to proceed to another airport at 6,000 ft, the MEA. The pilot replied that he could not climb above 3,300 ft. Communication problems prohibited ATC from vectoring the pilot around high terrain. The aircraft crashed at 3,290 ft.

The pilot did not declare an emergency, nor did the controller ask the pilot if he wished to declare an emergency. Although the pilot did communicate his problems and received priority handling from ATC, the National Transportation Safety Board (NTSB) feels that declaring an emergency may have averted this disaster.* More specific information would have been requested by the controller, allowing him to more accurately assess the pilot's problem. The lack of specific information from the pilot limited the information provided by the controller.

The NTSB made a number of recommendations involving regulations, procedures, and training. These may help in the future. Right now, you and I can prevent this kind of problem by declaring an emergency when continued safe flight is uncertain. You may be asked a few questions when you get on the ground, but at least you will increase your chances of getting there in one piece!

*NTSB Safety Recommendations A-76-17 through 19,
21 Apr 76.

Air Controller-CAP Member Earns Plaudits From FAA

LEBANON, N.H.—CAP 1st Lt. Leo T. Kelly of the Lebanon Senior Sq. (New Hampshire Wing) has received a commendation for his work in guiding an Army helicopter on a night flight to a Plymouth, N.H., hospital.

Kelly, an air traffic control specialist, received the letter of commendation from Donald E. Saunders, chief of the Federal Aviation Administration flight service station at Lebanon Regional Airport.

The helicopter was attempting to bring an Army doctor to a civilian hospital in the New Hampshire community where he was to treat a soldier at the hospital. The helicopter, however, encountered strong headwinds and turbulence in a pass in the White Mountains and was unable to fly through the pass.

It landed at Lebanon Regional Airport where Lt. Kelly was on duty. Kelly plotted a course which enabled the craft to

shelter itself behind the hills and avoid the strong headwinds as it travelled from Lebanon to Plymouth.

With the aid of local law enforcement officials, he arranged for the Plymouth police to take over guidance of the flight when it reached a lighted radio tower which had been selected as a point of reference. He also

arranged for emergency lighting at the town's high school football field which was to serve as a landing site.

The rotorcraft made a successful landing at the field and the doctor was able to treat the soldier, a member of the U.S. Army Special Forces group training in the area.

In addition to the FAA citation, Kelly was also hailed by the Lebanon Squadron's commander, CAP 1st Lt. Clifford Henderson. According to Henderson, Lt. Kelly says that anyone could have done it. "That might be so," Lt. Henderson said, "if the person had Lt. Kelly's experience and knowledge of the terrain."

Squadron records suggest that a significant part of Lt. Kelly's familiarity with the area results from his numerous flights on CAP assignments and training missions, as well as from pleasure flights in his own light plane.



WINGTIP CONFERENCE—CAP Col. Joseph Ferrara, left, Nevada Wing commander, and Air Force Brig. Gen. Carl S. Miller, executive director of CAP, examine map of search area during recent Nevada Wing SARTest. Gen. Miller was on a visit to the wing at the time. One hundred twenty-six Nevada Wing members participated in the test. Object of the search was an old air crash scene with two cadets acting as "victims."

CORRECTION

No, the picture on Page 13, November issue, does NOT show an F-105. It's either an F-102 or an F-106; we aren't sure which. And to those six sharp-eyed readers out of 64,000 who caught this error and told us about it, we say, "Thank you!" We're not perfect, but we keep trying.

—The Editor.

Let's Talk About FECA

U.S. Law Covers CAP Members

(Continued From Page 1)

or his or her representative must complete and submit the claim forms required by the Department of Labor. A list of these forms and a description of each form is contained in CAPR 112-8. The initial claims form is the CA 1 and 2. An official report of the accident must accompany these claims forms. Accidents are reported on CAP Form 78 and the investigation of the accident is reported on CAP Form 79.

It is important for wing commanders to insure that accidents are promptly reported on these forms and copies furnished to the injured senior member or his representative. It is also important for wing commanders to insure that adequate numbers of the blank forms CA 1 through CA 5 are on hand in various locations throughout his wing, so that they can be readily supplied to the claimant. In addition, Federal civilian personnel offices including those at Air Force installations have supplies of these forms.

Step 2. Portions of CA Form 1 or 2 require the completion by the appropriate supervisor. Wing commanders must insure that their personnel are familiar with the form and in cases of injury or death, their portion of such forms are completed promptly. Thereafter, forms must be mailed promptly to the Department of Labor.

Generally, the Department of Labor (OWCP) will furnish any additional forms that are necessary for completion of the claim. It would be helpful to have available CA Forms 16 or 20, "Attending Physician's Report," in any injury case. Having these completed as rapidly as possible will expedite processing of claims.

Step 3. A fully documented claim file is submitted by the applicant directly to:

Office of Workers' Compensation Programs
U.S. Department of Labor

200 Constitution Avenue, NW
Washington, DC 20211.

Q. Who is responsible for submitting a claim?

A. The completion and submission of all the required forms are the responsibility of the claimant or his representative; however, the wing commander and his staff are responsible for every assistance needed to expedite completion and filing.

Q. What documents must accompany the CA 1 and 2 form?

A. Official documents or a certified statement that the person was a volunteer civilian member of CAP other than a cadet at the time of the injury; a certified statement by the USAF-CAP liaison officer stating that the person injured or killed was at the time of the incident a member of Civil Air Patrol other than a cadet and that to the best

of his belief, the records and statements attached to the investigation are correct; a copy of the written Air Force mission authorization; a copy of the Civil Air Patrol mission order; copies of all hospital and medical bills.

Q. What additional information is required in the event of a death?

A. In addition to the CA 1, CAP Forms 78 and 79, copies of the Air Force mission authorization and CAP mission order, the OWCP requires a Form CA 6 to be completed. This form is furnished by OWCP. In addition a certified copy of the marriage certificate, birth certificates of minor children, death certificate and an itemized statement from the funeral director should be submitted.

Q. Who determines eligibility?

A. OWCP determines the eligibility of a claim. The amount of compensation is determined by OWCP, and in the case of Civil Air Patrol senior members, is based on a deemed monthly pay of \$300.

Q. What benefits are available to an injured senior member?

A. \$200 per month during a total disability plus \$25 per month while the member has one or more eligible dependents.

Q. What compensation is available in the event of the death of a senior member?

A. For the widow or widower - \$135 per month. If the member died insured by Social Security, \$135 per month with no additional payments for children. If no Social Security, \$120 per month plus \$45 per month for each dependent child.

Q. Is there a publication available that explains this coverage?

A. Yes, CAPR 112-8 has been published to give guidance in preparing a claim form, and describes in detail the coverage available and a list of forms prescribed by OWCP. Additionally, the HQ CAP-USAF Office of the Staff Judge Advocate will lend assistance at any time as well as the USAF-CAP liaison office in each wing.

These questions and answers cover only a small area, but it must be emphasized that claims for compensation for disability or death are processed by claims examiners of OWCP whose duty it is to apply the law to the facts as reported, received or obtained upon investigation. The law requires determination of a claim with findings of fact and a decision for or against the payment of compensation upon consideration of the claim presented by the claimant, the report of the official superior and the completion of such investigation as OWCP may deem necessary. The final authority in the determination of a claim is vested in the Director of OWCP.

Compensation under FECA is

an exclusive remedy, that is, a senior member when eligible for compensation under this act cannot sue the United States government and recover damages for the same accident. Also if the senior member receives FECA benefits and also sues a third party, any recovery from that third party must be used to reimburse the Department of Labor for any FECA benefits paid.

In summary, care should be exercised in preparing fully documented claims. Written notice of the injury must be given to the official superior within 30 days of the injury, or the superior must have actual knowledge of the injury. Claims should be submitted promptly. Requests for additional information from OWCP should be answered immediately and as fully as possible. Failure to do any of these things could cause unnecessary delay in paying the claim and cause financial hardship on the claimant.

(NEXT MONTH: A special article about Civil Air Patrol's insurance program.)

Four-Day Encampment

Held in Rhode Island

WOON, R.I.—A four-day class "B" encampment has been attended by members of the Woonsocket Comp. Sq. at Camp Venum, U.S. Army National Guard Base here.

During the week the cadets participated in numerous activities including a tour of the guard facilities, a karate demonstration, briefing on helicopters, a dance and, to conclude the encampment, a parade.

CAP Maj. Arthur Watson served as encampment commander and CAP 1st Lt. Albert E. Rivard served as security officer.

The female flight, Delta, won honor flight for the encampment.



BELL-RINGERS—CAP Cadets Steve Everett and Genevieve Kelley ring a replica of the Liberty Bell while Denise Sturn, in traditional dress, stands by. The bell was on a tour around the Washington, D. C., area at the time and will eventually be placed in Ft. Lincoln Cemetery in Brentwood, Md. The cadets, from the Col. V. I. Grissom Cadet Sq. in the National Capital Wing, saw the bell during one of their CAP activities.



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

COVER OF NEW ZACK MOSLEY BOOK

Smilin' Jack Author Pens Life's Story

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

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

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

Why does he call himself a "brave coward?" Well, it seems that, originally, he was afraid to fly and only learned in order to make his strip authentic. But in later years, he flew hundreds of thousands of miles in his own airplanes and commercially as he travelled to nearly all parts of the world, gathering background material for "Smilin' Jack."

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



PRESTIGIOUS AWARD—Cadet Col. Gregory Freeman, right, of Oregon Wing's Beaverton Comp. Sq. is presented Civil Air Patrol's Frank Borman Falcon Award—the highest award attainable by a former cadet—by U.S. Air Force Maj. Gen. Charles C. Pattillo, vice commander in chief, Pacific Air Forces (PACAF), Hickam AFB, Hawaii. The award ceremony took place in Hawaii recently. (U.S. Air Force Photo).

Deafness No Bar To Captain's Dream

HUNTSVILLE, Ala.—Imagine a world of silence. Think how difficult life would be without sounds that are so much a part of everyday living.

Herbert Lester lives in such a world but has not let it stand in his way in pursuing one of his lifelong dreams — flying. He has been deaf since birth.

"Herb," as he is popularly known, is a captain in the Civil Air Patrol and serves as the information officer of the Rocket City Senior Sq. here. He has held a private pilot license for 26 years and the story of his life is enough to help restore hope to anyone faced with similar adversity.

Born in Bogalusa, La., Capt. Lester spent 11 of the first 15 years of his life at Central Institute for the Deaf, a private school in St. Louis, where he learned to talk, read and write. He also learned lipreading which, he explained, "is the ability to understand people without interpreting their words literally."

He graduated from public high school in Ohio and attended colleges in the Carolinas and Rhode Island. He received his degree in mechanical engineering at the Rhode Island School of Design in Providence and was later a part-time graduate student at Southern Methodist University in Dallas.

Capt. Lester tried to enlist in the Army Air Corps three times but was rejected due to his deafness. Still determined to be of use to his country, he joined the Spartanburg Civil Air Patrol Sq. in South Carolina as a senior member in 1945.

Members of the Spartanburg Squadron taught him both basic ground and air rules, and later he earned a private pilot license.

After graduation from college, he moved to Fort Worth, Tex., and transferred his CAP membership to the Fort Worth unit. He later served as financial officer for the Texas Wing. Flying a good deal in Texas, he accumulated approximately 400 hours of flying time.

In 1961 he moved to Alabama

and is now an engineer for Hayes International Corp. in Huntsville.

Life has been a struggle for Capt. Lester, but he makes no significant concessions to his deafness. Once in a great while you meet someone who has done such an exceptional job of adjusting to a handicap that you are left with the feeling that they are a better person because of it.

Capt. Lester is that kind of man.



HIGHEST AWARD—Cadet Joel Signorelli, right, a member of the Downers Grove Comp Sq. (Illinois Wing) receives the Gen. Carl A. Spaatz Award from Air Force Brig. Gen. William P. Acker, deputy commanding general, U.S. Military Enlistment Processing Command. The award is the highest obtainable in the cadet program. Cadet Signorelli, a licensed glider pilot, is the cadet executive officer in his unit and has served in the past as squadron and flight leader.

On Sundown Patrol

CAP Crew Brings Help To Boaters In Distress

MASSAPEQUA, N.Y.—A local Civil Air Patrol aircraft on sundown patrol assisted recently in the rescue of two boats in distress off the shores of Long Island. The aircraft was manned by members of Nassau Comp. Sq. of the Long Island Group, New York Wing.

The sundown patrol, one of a number of similar patrols which CAP flies across the nation, is flown along the busy waterways the last two hours before sunset on weekends and holiday periods to spot and report any craft in need of help.

In the early evening, the CAP pilot, SM Ira A. Cohn of Woodmere, N.Y., and observer, 1st. Lt. Robert L. Rabie of Valley Stream, N.Y., left their home base at Zahn's Airport and started their patrol eastward, off the north shore of Great South Bay. Approaching Blue Point, they spotted a boat in distress with four persons aboard. One of them was waving a white flag to attract attention.

Pilot Cohn dipped his wings to acknowledge that the boat had been seen and radioed the New York Flight Service Station for

help. He continued circling the distressed vessel and, about 10 minutes later, a large cabin cruiser approached the scene. The rescue craft passed a line to the distressed vessel and took it under tow while the CAP air crew continued their patrol.

The patrol continued to Bellport Bay and turned eastward off the south shore of Great South Bay. As the light was fading from the sky, the CAP crew spotted a small boat with one person aboard frantically waving a flashlight.

The CAP crew turned on all

the airplane's lights to acknowledge that the stricken boat had been seen and again radioed for help. A few minutes later, a passing fishing boat signalled that the stricken craft had been seen and soon had it under tow.

The CAP crew turned homeward and thanked the Flight Service Station for its help in the two rescues. The plane touched down at Zahn's Airport as the sun faded from sight. Aboard the plane was a tired but gratified crew.

BOX SCORE

Cadets.....	26,203
Seniors.....	35,253
GAM.....	283
Total.....	62,739

(As of 30 Nov. 1976)
(2,058 Increase Since 1 Jan. 1974)

PEOPLE . . . in The News

Northeast Region

Cadet Robert P. Stone Jr., Lancaster (Penn.) Sq. 304 has received an Air Force ROTC scholarship which he will use at Massachusetts Institute of Technology. Cadet Stone has a commercial pilot license with single engine, multi-engine, instrument and glider ratings . . . Thirteen cadet members of the Newport County Comp. Sq. (Rhode Island Wing) recently completed a Red Cross first aid and personal safety course. They were: James DeArruda, David Deschenes, Michael Frongillo, Ben Gauthier, Leo Gendreau, Harry Maringas, Eric McGlynn, Christine O'Connell, Allen Pearson, Walter Purdy, Karen Steele, Thomas Tucker and Mark Williams . . .

Eight cadets of the Nassau Cadet Sq. (New York Wing) land rescue team participated in a training session with pararescuemen of the 106th Aerospace Rescue and Recovery Gp., New York Air National Guard, at Suffolk County Airport in Westhampton, N.Y. The eight were: Dan Leiman, George Donaldson, Sharon Krohn, John Lovell, Paul Camman, Tom Camman, John Scacco and James Weber . . . CAP Lt. Col. Harry Matter, CAP civil defense coordinator in Pennsylvania Wing, and his assistant, CAP Maj. Donald Hawk, represented Civil Air Patrol at the annual civil defense training seminar in Lamar, Penn. The seminar was for all civil defense directors and their staffs . . .

CAP 1st Lt. William Brown, York Comp. Sq. (Pennsylvania Wing), has received his CAP observer wings after completing the required study and time in the air . . . Cadet Dennis Martin of the Staten Island Comp. Sq. (New York Wing) was accepted at West Point last year. He stated that much of what he learned in CAP will be useful to him at the academy . . . Cadet Albert Wallace of the Monroeville Cadet Sq. (Pennsylvania Wing) was accepted this past year at the Air Force Academy, Colorado Springs, Colo. He is the fourth cadet from this CAP unit to be selected for the Air Force Academy . . .

Middle East Region

CAP Capt. Amy P. Gier of the Delaware Wing staff was named the outstanding woman member of her graduating class last year at the University of Delaware where she studied civil engineering. She earned the Spaatz Award as a cadet in 1973 and won a four-year CAP scholarship . . . Maryland Wing air crews continue to lengthen their list of assists to boaters in trouble on Chesapeake Bay. Latest to render such aid were 2nd Lt. Forrest Deneau and SM Bill Castine, both members of the Easton Comp. Sq. The two, while on regular bay patrol, spotted a small boat in distress and called for assistance from the Marine Police . . .

Cadet William T. Trill has become the first cadet member of the Apollo I Comp. Sq. (Maryland Wing) to earn a private pilot license. He is now working toward a commercial license . . . A North Carolina mother-daughter team, Maj. Betty L. Sherrill and her daughter, 1st Lt. Betty-Ann Sherrill, have completed a three-month course and have been certified as Emergency Medical Technicians. Maj. Sherrill works with the wing staff and with the Raleigh Comp. Sq. Lt. Sherrill, her daughter, works with the squadron's Rescue Alert Team . . .

First Lt. Steve Roberts of the Maryland Wing has received the Meritorious Service Award for his part in repairing and modifying 31 surplus VHF mobile transceivers for CAP Use. Lt. Roberts was part of a team which spent more than a year converting the Delaware Wing's primary radio communications to VHF . . . The Seale family of Moncks Corner, S.C., are a combined CAP-Air Force family. First Lt. Mary Seale is commander of the

Berkley County Comp. Sq. Her husband, 2nd Lt. Clarence Seale Sr. is communications officer. Their three children, Clarence Seale Jr., Lonnie Seale and William Seale, are all cadets. The elder Seales are both members of an Air Force Reserve unit while Cadet Clarence Seale Jr. is member of an Air Force ROTC unit at college . . .

Great Lakes Region

Lt. Col. Devere D. Woods of Essexville, Mich., has been named Great Lakes Region deputy commander with direct responsibility for the Michigan, Illinois and Wisconsin Wings. Col. Woods joined CAP as a cadet in 1944 . . . Cadet Brain Cantwell of the Oak Lawn Comp. Sq. (Illinois Wing) has earned his private pilot license. He began flying in 1975 at a power solo encampment. He has been a CAP member since 1973 and attends Southern Illinois University in Carbondale . . .

Maj. Edward Katz and Hilands Comp. Sq. 106 (Ohio Wing) have received certificates of recognition for their support of the FAA's General Aviation Accident Prevention Program. Squadron 106 has cooperated with the Great Lakes Region FAA for the past two years in presenting flight safety seminars . . . Cadet Larry Moody of the Quad City Comp. Sq. (Illinois Wing) has received an appointment to the Air Force Academy. He served as cadet commander of the CAP unit before reporting to the academy . . .

Southeast Region

Cadet David Lamm of the Ocean Springs-Keesler Comp. Sq. (Mississippi Wing) was named Outstanding Cadet at the 1976 encampment at Keesler AFB, Miss., for the Mississippi and Arkansas Wings . . . Members of the Mid-Florida Cadet Sq. (Florida Wing) have completed a six-week course in the use of Teletype equipment. Classes progressed from the fundamentals of the equipment to practice in its actual use. Capt. Herman Rigdon, the squadron commander, conducted the classes . . .

The Pinellas Senior Sq., St. Petersburg, Fla., has won the Florida Wing Safety Award . . . Cadet Storey Sorenson of the Tullahoma (Tenn.) Cadet Sq. was named Outstanding Cadet at the Tennessee Wing's 1976 encampment at Ft. Campbell, Ky. . . Eighteen members of the Sarasota (Fla.) Comp. Sq. have completed the standard first aid and personal safety course. Those completing the course were: Capt. William C. McCoy, Capt. Dorothy R. McCoy, 2nd Lt. Dennis K. McCoy, 2nd Lt. Henry Prine, SM Pam Meyer; also, Cadets Dale Merritt, Robert Prine, Terry Cochran, Robert Daugherty, Tim Edwards, Michael Fitzpatrick, Kevin Jones, Cathy Kislis, Dan Morgan, Ellen Ryan, Graceann Stallings, Leslie Tomlinson and Lisa Webster. In addition, three senior members and 10 cadets have signed up and have passed the advanced first aid course . . .

With the award of three solo and one private pilot wings, the Daytona Beach (Fla.) Comp. Sq. continued its reputation as the "flyingest CAP unit in Florida." The wings were awarded at a recent ceremony. SM Robert Peck has earned his private pilot license and CAP pilot wings. Capt. Jorge Soffici and his son, Cadet Alex Soffici, and SM John Goodloe received their solo wings . . .

North Central Region

Des Moines (Iowa) Comp. Sq. 13002 has received a citation from the Iowa State Fair thanking the squadron for its assistance in setting up and operating three first aid stations at the recent state fair in that state . . . Six members of the St. Louis Comp. Sq. No. 1 (Missouri Wing) have been assisting at the Air Force Rescue Coordination Center at Scott AFB, Ill., which is near St. Louis. The six,

each of whom received extensive training in the center's operations, have been working in the center during periods of peak activity. The six are: Maj. Rosalie Rinkel, Capt. Jim Otto, Rich Macdonald and Marguerite Harris, and 2nd Lts. Ed Howard and Ken Stockwell . . .

Southwest Region

Maj. John Brooks of Vidor, Tex., has earned a plaque as the top CAP recruiter in Sector II of the Texas Wing. Lt. Col. Robert Bess, the sector commander, presented the award, citing Maj. Brooks for his recruitment of 13 cadets and five senior members to form a new CAP squadron . . . Members of two Louisiana Wing squadrons, the East Bank Cadet Sq. of Kenner and the River Parish Cadet Sq. of Laplace, enjoyed a campout recently at a campground near Hammond, La. Among those attending were: SM Ed Shearer, and Cadets Benny Bougeous, Vince Catalano, Vikki Jourdan, Melinda Martin, Cindy McCrocklin, Meg McCrocklin, Byron Rambo, Laura Rambo, Paul Tarto, Toni Tarto and Beverly Wade of the East Bank Sq. Present from the River Parish Sq. were: Cadets Tina Evans, Jane Keateon, Vicki Lawrence, Wendy Lawrence and Lisa Millet . . .

Mountain climbing, land navigation, hiking and swimming were all part of a bivouac recently for members of the Magnolia (Ark.) Comp. Sq. Cadets also received instructions in first aid and radio procedure. Those attending the bivouac were: SM Van Gaines and SM Mike McNeill, and Cadets Ralph Flemens, Danny Kennedy, Blake Mophew and Royce Bridges . . . Lt. Col. Gerard E. Nistal of Hammond, La., has been appointed chairman of a newly created Division of Business and Economics at Our Lady of Holy Cross College in New Orleans. Previously, he had been a faculty member at Southeastern Louisiana University. He is one of the first recipients of the Gill Robb Wilson Award and is presently on the staff of the Louisiana Wing . . .

Rocky Mountain Region

Eleven members of the Kootenai Comp. Sq., Libby, Mont., participated in a survival bivouac in the Cabinet Mountains of Montana recently. Receiving training in shelter building, foraging, compass reading, and first aid were Cadets David Windom, Kirk Kraft, Richard Payne, Charles Hammill, Vaughn Wallace, Evan Windom and David Doney. Senior members attending were 1st Lt. Lance Edwards, 2nd Lt. Dale Mansfield, SM Ruth Edwards and SM Diane Mansfield . . .

Nine cadets from the Mile Hi Cadet Sq., Aurora, Colo., participated recently in a Type B encampment at Ft. Carson near Colorado Springs. They were Cadets Robert A. Moore, Debra A. Spade, David B. Metcalf, Cheryl A. Trapnell, Gerald D. Gordon, Kim L. Spade, Mark D. Ballard, Robert M. Sumner II, and Dennis P. Darrah. During the five days, the cadets observed various operational and support facilities of the base and what life is like on a military installation . . . Lt. Col. Chris Chaney recently provided first orientation flights for six cadets from this same squadron. The flights were out of Arapahoe County Airport in Colorado . . .

CAP cadets from the Kootenai Comp. Sq., Libby, Mont., and the Missoula (Mont.) Comp. Sq. received a tour recently of the 716th Radar Sq. facilities at Kalispell AFS, Mont. Air Force SSGT. Larry Thornton was one of the guides on the tour . . .

Pacific Region

The Washington Pilot's Association (Yakima Chapter) has presented trophies

to two cadets of the Yakima (Wash.) Comp. Sq. Doug Downey received a trophy as Outstanding Senior Cadet and Todd Larochelle was honored as Outstanding Junior Cadet . . . The Tri-Cities Comp. Sq. (Washington Wing) cadet drill team took second place over all in a 1976 Bicentennial parade . . .

Members of the Alaska Wing's Clear Senior Sq. and Fairbanks Cadet Sq. recently trained observers and air crew members in the use of emergency locator transmitters (ELTs). The training, planned by SM Charles Roat of the Clear Sq., served as a valuable effort and proved the value of ELTs in saving lives . . .

Ken Latschaw, manager of Everett Aviation, has donated one hour of flight time per month to members of the Washington Wing's Ed Hauter Comp. Sq. They will fly a Cherokee 140 . . . Two women members of the Marin Comp. Air Rescue Sq. 4 (California Wing) flew in the Powder Puff Derby last year. They are 1st Lts. Lynn Ahrens and Frances Gauger. Both arrived safely at their destination, Wilmington, Del., having flown 2,915.7 statute miles in approximately 55 hours . . .

WO Barbara Hunter, administrative aide at Washington Wing headquarters, has received a flight training scholarship offered annually by the Link Foundation/Arnold Air Society-Angel Flight ROTC. She was commander of the ROTC unit at the University of Puget Sound when she won the scholarship . . .

First Lt. Jim Boyd, alternate testing officer for the Fort Vancouver Comp. Sq. (Washington Wing) has won his solo wings. He flew from Evergreen Airfield in Vancouver, piloting a Cessna 150 . . . Another member of the Washington Wing, Cadet Dan Britt of the Paine Field Comp. Sq., has also completed his solo flight. He achieved his goal after 12 hours of instruction, also flying in a Cessna 150. His father, John Britt, is a pilot for Boeing . . .

Encampments Are Challenging, Cadets Agree

FT. BELVOIR, Va.—Some 140 cadets from the National Capital Wing learned this past season that summer encampments are a challenging, learning, fun experience as they spent a busy week at this military installation.

Each day was full of activity. They arose at 5 a.m. each day and spent the days in tours, lectures, inspections, and drill. Parades were held each evening before supper and a dance was held on Friday evening.

Although supervised by senior CAP members, the cadet staff was responsible for the operation of the encampment. The cadets themselves were responsible for communications, administration, information, and for medical and supply duties. News releases and bulletins were published daily.

On Saturday morning, the cadets participated in a pass-in-review parade which was followed by a graduation ceremony.

The annual summer encampments are designed to give the cadets a broad look at military life and to help them grow in maturity, character and leadership ability.

355th TFW 'Adopts' CAP Unit

DAVIS-MONTHAN AFB, Ariz.—“It gives you a great sense of belonging. There is no better way to learn than firsthand from experts.”

These comments were made by a young Civil Air Patrol cadet from the 355th Cadet Sq. (Arizona Wing) recently while discussing his unit's participation in a unique program under which they are being sponsored by the Air Force's 355th Tactical Fighter Wing here.

The sponsorship program,

which began early in 1976, has proven highly successful to date.

The success story started to unfold in November 1975. The unit had been organized for more than five years, but had suffered ups and downs in cadet enrollment.

The unit commander, aware of the many resources available on an Air Force base, immediately set out to try and get the 355th TFW to help his squadron.

A formal request was made for pilots and navigators in the

wing to act as aerospace education counselors. A short time later, the 355th TFW commander announced that the wing would go one step further. They would sponsor the CAP unit.

“We will make every resource that we have available to you for your aerospace education and advancement in the cadet program. If you fail, it will be your own fault,” the wing commander stated.

As evidence of the wing's total involvement, the 354th Tactical Fighter Sq. members volunteered to act as aerospace education counselors and the 354th commander became the

aerospace education and activities officer. The squadron also acts as a host for meetings and activities.

The cadets have benefitted through orientation flights in the DC-130A aircraft and HH-1H helicopter. Each cadet has also received instructions on aircraft in-flight and air traffic control procedures.

Last summer, the CAP cadets participated in a program called “Operation Fourth Lieutenant.” During the three-week training session, the cadets worked in various Air Force jobs in the wing. In each case, they worked under the direct supervision of

Air Force people and actually did the jobs.

Meeting in the home environment of the fighter pilots had provided the cadets with unequalled motivation to excel in the cadet program. The unit now has 71 cadet members who proudly wear the 355th TFW patch.

The entire program has proven to be a two-way street. Proud to be a part of the wing, the cadets have pursued various activities to assist the wing in any way they can. From small individual projects to assistance at an open house, the cadets have contributed to the wing efforts — a true indication of belonging.



IN THE COCKPIT—Capt. Ray Hout, right, an A-7 pilot with the 354th Tactical Fighter Sq., points out the various items in an A-7 cockpit to CAP Cadet Donald Callen.



PROPER FIT—Air Force Lt. Col. E. E. “Reb” Gullott, 354th Tactical Fighter Sq. commander, shows Civil Air Patrol Cadet Warren Tobey the proper way to wear a flight helmet.



CAREFUL WATCH—Air Force Capt. Ted Winning, right, of the 355th Tactical Fighter Wing explains the duties of an Air Force runway officer to Civil Air Patrol cadets from the 355th Cadet Sq.



DISCUSSION—Flight Lt. Bruce R. J. Mouatt, right, of the Royal Australian Air Force, an exchange officer serving with the 355th Tactical Fighter Wing, goes over some flight operations with CAP Cadets Donald C. Callen, left, and Leslie D. Lisk Jr.

Castle AFB Scene Of Region School

CASTLE AFB, Calif.—Civil Air Patrol's Pacific Region staged its first Cadet Leadership School here last year with 39 cadets present for the weeklong training.

The cadets, under the command of CAP Lt. Col. Arthur Reitnauer of the Pacific Region staff, were involved each day in six hours of academic training plus practical exercises. They

will utilize what they learned in furthering CAP programs at the local level.

High point of the week for the cadets was a session at "Project X," a type of obstacle course designed to test a person's problem-solving and communications abilities.

The school was conducted on a trial basis to determine if regional meetings can alleviate transportation problems. Airlift to the school was supplied by the Air Force Reserve from within the region.

"If the regional school plan can eliminate some of our airlift problems," commented Lt. Col. Edward Peters, Air Force Reservist who served on the school staff, "we hope to continue the program on the West Coast. Likewise, regional schools may be established in other parts of the country." Air Force Brig. Gen. Carl S. Miller, CAP Executive Director, has urged more regional activities in Civil Air Patrol.

"We received a tremendous amount of cooperation from all the people at Castle," Col. Peters added, "so good that I hope it will result in another school here next year."

Brig. Gen. Block Presents Spaatz Award To Cadet

McGUIRE AFB, N.J.—CAP Cadet Scott Merriman of the Gloucester Comp. Sq. (New Jersey Wing) has earned the prestigious Spaatz Award, highest obtainable in the cadet program.

Air Force Brig. Gen. Emil Block, commander of the 438th Military Airlift Wing (MAC), based here, presented the award to Cadet Merriman in recent ceremonies at this base. Also present were Air Force Col. Archie Durham, McGuire base commander, and CAP Col. Frederick S. Bell, New Jersey Wing commander.

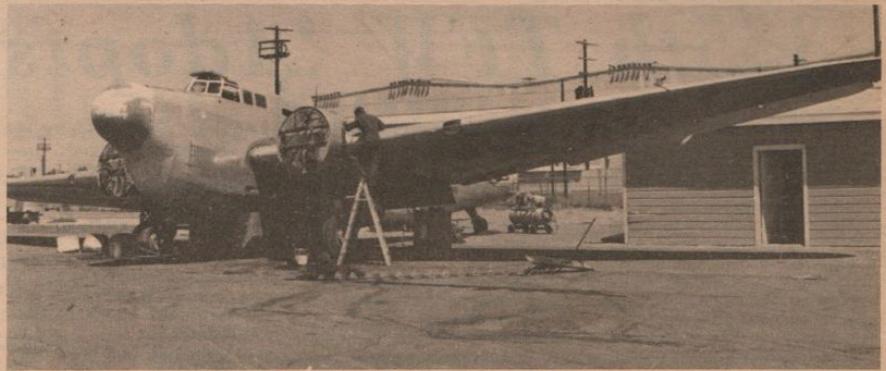
Practice Turns Into Real Thing

ANDERSON, S.C.—Civil Air Patrol and Civil Defense officials gathered here at the Anderson County Airport last year for a practice mission but all of the missions were not simulated.

Heavy rains across the state, flooding conditions and tornadoes in six counties changed the practice into the real thing. The South Carolina Disaster Preparedness Agency requested CAP assistance in damage assessment, search and rescue, traffic surveillance and transportation of vital supplies to the stricken area.

CAP planes were dispatched to the Table Rock-Caesar's Head area and to the Walhalla-Westminster area to survey flood damage. Between the storm-related missions, simulated civil defense radiological monitoring surveys were carried out by ground teams.

Sixty-one seniors and 19 cadets participated in the exercise, using 29 vehicles, 16 radio units and seven aircraft. Personnel from a number of units took part. The exercise was a part of a statewide Civil Defense-CAP practice with other operations headquarters at Aiken and Columbia, S.C.



LT. DOLES WORKS ON ENGINE NACELLES

CAP Members Join Hands To Save Aging War Veteran

GOOD YEAR, Ariz.—Members of three local CAP squadrons joined hands here recently to save an aging veteran of World War II from extinction.

The veteran, a B-18A bomber dating from the 1930's, had sat unused for years here at the Phoenix-Litchfield Airport. Until it was grounded here years ago, it was used for crop dusting.

B-18s were used in the early stages of the war, according to CAP 2nd Lt. Harold G. Doles, commander of the Goodyear Comp. Sq. 309. "There are only three B-18s left in the United States," he said. "After the war, the majority of them were bought by South American countries to haul bananas."

The manager of the airport where the old plane rested threatened to junk the relic to get it out of the way. So, members of Sq. 309, Phoenix-Litchfield Sr. Sq. 313, and Sky Harbor Int. Cadet Sq. 306 pitched in and went to work.

They spent many hours remov-

ing the thousands of bolts holding the craft together in the process of dismantling it. When it was stripped down, the wingless fuselage was towed along little-used roads to the Pima County Air Museum at Tucson. The various other parts were loaded on flat-bed trucks and hauled along.

At the museum, the plane will be restored so that aviation buffs can enjoy seeing it in future years.

A number of other organizations assisted with the move, including Sis-Q Flying Service at the airport which donated the use of some of its special equipment.



FUSELAGE READY FOR TOWING

Spotted Overturned Boat

Illinois Member Responsible For Lake Michigan Rescue

CHICAGO—SM Henry S. Hoyt, a member of the Illinois Executive Reserve Group 1, effected an unusual rescue late last year while flying over Lake Michigan on a trip from Cape Cod to Chicago.

Hoyt was flying over the lake about 3:30 p.m. when he spotted what appeared to be an overturned boat in the middle of the lake, about 25 miles north of Gary, Ind. Dropping down for a closer look, he saw three people stranded on the overturned hull of a 14-foot Boston whaleboat.

Rocking his wings to let the stranded party know he had spotted them, Hoyt climbed higher with the intent of calling by radio for help. Reaching an 800-foot altitude, he spotted a large power boat about two miles from the overturned whale boat.

Not knowing how long the three people had been in distress nor how long they could stay afloat in the icy waters, he elected to try to get the attention of the power boat and guide them back to the derelict.

Setting up a race track pattern between the overturned boat and the rescue craft, Hoyt made a low pass over the power boat.

Doing a Chandelle over the derelict, he descended and returned to the power boat to repeat the process.

After five tries, the crew of the power boat got the message and began moving in the direction of the distressed craft. Two more passes were necessary to guide the power boat to the scene of the accident where the victims were taken aboard the power boat.

Making one last pass over the

scene, Hoyt rocked his wings and proceeded on his way. Next day, the newspapers reported the drowning of three different Chicago residents in Lake Michigan. None of the victims had lasted more than a few minutes in the 42-degree water and each had been within easy swimming distance of shore.

The three persons on the overturned whaleboat probably would not have lasted the night had Hoyt not effected the rescue.

New York Cadet Presented Spaatz Award During Dinner

NIAGARA FALLS, N.Y.—Civil Air Patrol Cadet Col. Mark Rakowski of the New York Wing's TAK Cadet Sq. received the General Carl A. Spaatz Award during a recent awards dinner held at the Air Force installation here at the International Airport.

Chaplain (Brig. Gen.) John Duggan, USAF (Ret.), presented the award, the highest a cadet can earn in CAP's cadet program.

Cadet Rakowski, 16, is in his senior year at Sweet Home High School in Buffalo, N.Y. He has been in the top one per cent of his class. After graduation, he plans to attend Massachusetts Institute of Technology or Princeton University.

More than 75 guests and CAP members attended the dinner. The New York Wing drill team presented a drill exhibition during the evening.



PROCLAMATION SIGNED—Utah Gov. Calvin L. Rampton, right, signs proclamation declaring the week of Dec. 1 to be "Civil Air Patrol Week" in Utah in honor of CAP's 35th anniversary. Members of the Utah Wing met with the governor during the recent ceremony. Representing the Utah Wing commander at the signing is Cadet Richard Detevis, left, of the Quirrah Mountains Comp. Sq.

CADET AWARDS

EARHART AWARDS		October 1976	
Gary D. Simpkins	02085	Andrew E. Greenberg	11184
Patrick B. Houghton	07004	Chris P. Christensen	11205
Albert M. Haury	08023	Thomas J. Webster	11226
Carlos A. Puentes	08286	Alan C. Denny	11254
Warren W. Patterson	11041	John E. Zak Jr.	11271
James R. Christine	11173	Stephen D. Prather	12126
Kerry P. Staller	12132	John W. Sharp	14112
Mark A. Kukucka	18026	Kenneth S. Bitsky	15039
Harold C. Cohen	18044	Charles W.D. Church	15039
Eric K. Fujii	20117	Steve D. Bolin	15058
Robert S. Jurkoszek	21094	Alwyn A. Taggart	16005
Mark E. Duarte	23057	James V. Viney Jr.	16007
Jeffrey B. Gerlach	23095	Dale M. Boudreaux	19046
Steven T. Relyea	31073	Clair D. Wood	17035
Bruce R. Wimberley	32064	Roxanne J. Bender	17036
John M. Penney	32111	Nathan P. Day	17062
Lawrence L. Trick	37009	Alison M. Milot	18004
Thomas G. Tomaras	37146	John E. Hunter	18044
Carlene H. Rauch	37215	Gregory C. Anderson	18071
Stephen R. Estes	39014	Randy B. Lee	19046
George R. Moore Jr.	39014	Margaret Stock	19065
Roy E. Walker Jr.	39064	Matthew C. Traynor	19070
Joseph M. Clnard III	41073	Mark A. Scott	20086
Steven C. Aitken	45102	Robert N. Nellis Jr.	20176
Debbie G. Soren	46046	Alicia M. Garcia	20176
Jeff L. Griffin	48097	Alexander Dolevich	20237
Norman H. Eko	51020	Pamela L. Rjesteon	20240
Hisman H. Perival	52045	Phillip J. Clapp	21016
David Martinez	52103	John A. Hed	21016
Rene Gonzalez	52116	James M. Moen	21021
Jose A. Nazario	52116	Ken R. Elliott	23070
		Daniel L. Chamberlin	24018
		Harry E. Yeide III	25038
		Nancy M. Chaplin	29095
		William T. Mauro	29096
		Robert L. Peletini	29096
		Daniel H. Bourne	30033
		Ernest R. Stallings	31022
		Stephen F. Perez	31030
		Michael T. Rosking	31089
		Michael A. Shubel	31288
		James P. McCaw Jr.	34115
		Richard M. Hummel	34131
		Robert M. Rhomemus	34179
		Connie S. Robertson	34179
		Peter W. Gothro	36028
		John H. Vandervalk	36028
		Douglas I. Rhodes	36034
		Michael A. Schwanger	37010
		Lester M. Gumula	37048
		Greg H. Reiff	37082
		Andrew K. Worek	37102
		Christopher M. Skiba	37133
		Tracee A. Steele	37145
		Mark L. Majikas	37197
		David P. Morgan	38016
		Randy A. Harvey	38034
		Charles L. Packard	39014
		Tamra D. Strickland	39014
		Terrel L. Strickland	39014
		Michael O. Meekins	39020
		James E. Kendall Jr.	39026
		William L. Stutz Jr.	39027
		Jeff L. Brown	40020
		Peter E. Sartin	41136
		Ellen M. Caldwell	42154
		Clark E. Hansen	43003
		David C. Chamberlin	43003
		Mike H. Jenkins	43027
		C.L. Grosenick	45089
		Jan M. Giesar	46068
		Randy W. Wirth	46065
		Kirk D. Sarmont	48064
		Peter D. Roug	48097
		Steven P. Ho	51030
		Rossane Rodriguez	52091
		Edwin F. Hernandez	52111
		Jose L. Guzman	52111
		Alberto Torres	52111
		Erich Haecussler	52111
		Luis O. Alvarado	52111
		Jose A. Ramos	52111

EARHART AWARDS		November 1976	
Stephen C. Gregory	02046	Robert T. Russin	02085
Mary E. Kettler	04092	Richard D. Picard	02096
Gregg A. Beary	05068	William D. Travis	03030
Timothy R. Yackie	05068	Louis S. Cutrer	03034
Glen D. House	08176	Gary C. Brayton	03040
Steve Sargent	08176	Dewain D. Huffmaster	03086
Gary T. Gross	11041	Stacey J. Kueh	04282
Brian R. Wheeler	11189	Raymond W. Adkins	04389
Michelle A. Gregson	11205	Richard P. Rankin	05023
Kathleen R. Husick	11211	Chuck D. Widhalm	05108
Donald J. Keefe	11234	Edward J. Sherman	06004
Erica R. Grunow	12176	Jeffrey E. Small	06004
Lamont E. Vost	18026	John Iszczyszyn	06022
Terry A. Young	18044	Robert E. Swan Jr.	06059
R.M. Henderson Jr.	18077	Kirk C. Tuffner	06059
Russell J. Shebels	20086	Richard H. Emmings Jr.	06062
Ester C. Rolando	20086	Mark F. Skopowski	07004
Mark G. Michaels	20107	Robert T. Nelson	08033
Randy F. Thomas	23040	Robert A. Daugherty	08033
Joséphine E. Jenkins	25012	Howard N. Myers	08104
Gordon D. Archer	29004	Randall L. Darnon	08104
Charles M. Dexter	31039	Karl K. Kuschner	08123
Michael D. McGalliard	32111	Harold L. Cunningham	08125
Timothy A. McNamara	34114	Michele O. Jones	08133
Earl L. Morse	34104	Marc G. McCandlish	08143
Zsolt Szerencsy	34168	Letha K. Welch	08227
Greg J. Yanok	34153	Edward C. Wolf	08227
Michael K. Riggelman	34167	Raymond J. Geroux	08227
Robert C. Bechtel	37265	Vincent D. Saperio	08293
Donald J. Clark	41008	Steven A. Harbin	09023
Joseph C. Jensen	41136		
Richard D. Bassett	42138		
Robert A. Harhart	42339		
Jeffrey M. Cole	45117		
Sue C. Mier	48002		
Michael A. Herbs	48112		
Kenneth D. Compton	50028		
Waldemar Justiniano	52129		

MITCHELL AWARDS		October 1976	
Alan G. Yarchak	01087	Robert T. Russin	02085
Michael F. Connolly	03042	Richard D. Picard	02096
Phillip C. Richmond	04113	William D. Travis	03030
Ron P. Ackland	04220	Louis S. Cutrer	03034
Robert J. Sutter	04282	Gary C. Brayton	03040
James S. Hunnewell	04334	Dewain D. Huffmaster	03086
David W. Morton	04346	Stacey J. Kueh	04282
Scott E. Murphy	05070	Raymond W. Adkins	04389
Robert W. Ratliff	05070	Richard P. Rankin	05023
Jay M. Hyland	05133	Chuck D. Widhalm	05108
Bertrand J. Poisson	05145	Edward J. Sherman	06004
James B. Dirienzo	06058	Jeffrey E. Small	06004
Kristin L. Anderson	06059	John Iszczyszyn	06022
Harry C. Blaine Jr.	07008	Robert E. Swan Jr.	06059
Mary E. Stone	07010	Kirk C. Tuffner	06059
Graceann K. Stallings	08033	Richard H. Emmings Jr.	06062
Charles M. Vola	08049	Mark F. Skopowski	07004
James M. Mulford	08054	Robert T. Nelson	08033
Brian J. Pentilla	08054	Robert A. Daugherty	08033
Andrew M. Meurer	08089	Howard N. Myers	08104
John R. Bering	08123	Randall L. Darnon	08104
David B. Windom	08143	Karl K. Kuschner	08123
Marcus G. Burke	08159	Harold L. Cunningham	08125
Dana L. Edmunds	08159	Michele O. Jones	08133
Joseph Garcia	08286	Marc G. McCandlish	08143
Andrew J. Kinney	08423	Letha K. Welch	08227
Kenneth A. Watson	08423	Edward C. Wolf	08227
Gary D. Kerns	09043	Raymond J. Geroux	08227
Richard S. Kerns	09043	Vincent D. Saperio	08293
John M. Beard	09065	Steven A. Harbin	09023
J.L. Christiano	10097		
Bradley D. Ward	11008		
Jim M. Danielsen	11008		
Roy D. May Jr.	11020		
Gale D. Sherbet	11113		



COURTESY CAR—CAP Capt. William H. Larkin Jr., of the Pennsylvania Wing, hosts for the recent CAP National Board meeting, checks schedule for arrival time of visitors attending the meeting. He is using one of two 1975 Plymouth Volare station wagons provided through the courtesy of the Philadelphia office of Avis Rent-a-Car. The cars were used for transporting distinguished guests during the meeting and for staff use.

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Civil Air Patrol News		21 Oct 1976	
3. FREQUENCY OF ISSUE	4. NO. OF ISSUES PUBLISHED ANNUALLY	B. ANNUAL SUBSCRIPTION PRICE	
Bi-Monthly	Six	\$2.00	
4. LOCATION OF KNOWN OFFICE OF PUBLICATION (Street, City, County, State and ZIP Code) (Not printers)			
Bldg. 714, Maxwell AFB, Ala. 36112			
5. LOCATION OF THE HEADQUARTERS OR GENERAL BUSINESS OFFICES OF THE PUBLISHERS (Not printers)			
Bldg. 714, Maxwell AFB, Ala. 36112			
6. NAMES AND COMPLETE ADDRESSES OF PUBLISHER, EDITOR, AND MANAGING EDITOR			
PUBLISHER (Name and Address) Civil Air Patrol, Bldg. 714, Maxwell AFB, Ala. 36112			
EDITOR (Name and Address) TSgt. L. H. Thweatt, USAF, Bldg. 714, Maxwell AFB, Ala. 36112			
MANAGING EDITOR (Name and Address) Lt. Col. H. A. Babb, USAF, Bldg. 714, Maxwell AFB, Ala. 36112			
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El Paso Cadets Visit Missile Range

EL PASO, Tex.—Members of the El Paso Comp. Sq., Texas Wing, recently visited the White Sands Missile Range in New Mexico.

The cadets and senior members viewed missiles ranging from the V-2 to the latest surface attack guided missile.

After lunch at White Sands National Park, the CAP members went to Holloman AFB, N.M., where they were given a short tour.

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Tall				X	X	X	

Regular: up to 6'

Tall: 6'½ to 6'3"

SIZE CHARTS — FEMALE — BUST SIZE

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Tall		X	X	X

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1977

CADET SPECIAL ACTIVITIES *Application and Selection*

The 1977 Cadet Special Activities have been developed to provide incentive programs for qualified cadets. In addition to the cadets, senior members are afforded an opportunity to act as escorts. This brochure is directive and all requirements must be fulfilled by the cadet and the commander as listed.

CADET SPECIAL ACTIVITIES:

1. The cadet special activity program was established as a motivational force to encourage greater participation in the cadet program. Selection for any one of the cadet special activities is a reward for having attained achievement and advancement.
2. Special activities broaden the scope of thinking and experience of each cadet selectee. In fact, certain activities contribute directly to the cadet's knowledge of career opportunities, not only in the Air Force, but also in civilian aerospace career fields. Participation in this most active program can be a high point of a cadet's life and contribute immeasurably to the formulation of life goals and ambitions.
3. Many cadet activities have been established and are controlled and conducted at squadron, wing, and region level. This pamphlet describes only those activities sponsored by National Headquarters.

TRANSPORTATION FOR CAP PARTICIPANTS ATTENDING CADET SPECIAL ACTIVITIES. Wing commanders are responsible for preparing and distributing travel authorizations, properly authenticated by the wing liaison officer, which indicate points of departure and destination for all special activities. Exceptions: The IACE and those cadets and senior members who require MAC air transportation to attend a national activity (Alaska, Hawaii, Puerto Rico). These orders will be published and distributed by Headquarters CAP-USAF. Due to the coordination and time involved in publishing and distributing orders, no alternate will be accepted after 30 days prior to the starting date of an activity for which Headquarters CAP-USAF is responsible for publishing the orders.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

★ NOTE: Cadets who are selected for special activities and accept the selection must do so only with the understanding (1) that USAF airlift may not be provided (except IACE) and (2) that they are obligating themselves to provide their own transportation to and from the activity site if necessary. ★

★ Parents/guardians of cadets selected shall be made aware of the above condition. ★

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

CADET APPLICATION PROCEDURES:

1. For all activities except IACE cadets will apply on CAPF 31, dated June 1974. Each qualified cadet must complete two copies of the form, Sections I and IV, and have parent complete Section V of the application in addition to the applicant's signature. He must submit one copy to his squadron commander by 1 March. The squadron commander will complete Section II and forward all applications to the wing. The remaining copy must be retained by the cadet for presentation at the activity should he be selected to participate. This is the only paperwork required of the cadet to make application for a special activity.
2. Before applying, the cadet should check the qualifications and entrance requirements for the selected activities, as listed in this brochure.
 - a. Current CAP cadet/STP membership at time of application, selection, and during the activity.
 - b. Proper sex.
 - c. Required minimum age by 1 July in the year in which the activity is held.
 - d. Minimum required achievement level by 31 December 1976. (Completed Lindbergh, Goddard, or Operations Officer Achievement contracts, when required, must be dated and post-marked on or before 31 December 1976.)
3. For IACE, comply with procedures in CAPM 50-16 and special instructions to be dispatched by National Headquarters/TRAS to all units and Earhart cadets.

THE CADET SELECTION PROCESS. For all activities except IACE squadron commanders will forward all CAP Forms 31 submitted to them (with Sections I, II, IV, and V completed) to wing selection boards so as to arrive not later than 20 March. Wing selection boards will make the selections and notify the squadrons and cadets of their choice by the first week in May, at which time arrangements for physical examinations should be made. Selection boards may require a personal interview with cadets who apply since selection factors include military bearing, appearance, attitude, general knowledge, and interest in the activity. No requirements will be waived, and cadets with the highest earned grade will be considered first. After verifying qualifications of all selectees, the wing commander will submit CAPF 7 (original copy) of primary selectees and alternates by course as listed in this brochure to National Headquarters/TRAS by 1 May 1977, with copy to region commander, region liaison office, and wing liaison office. Rosters will include charter number, CAPSN (SSAN), course, primary, alternate, sex, name (last name, first name, middle initial), and complete address with ZIP code. All applications will remain with the wing to be used in the event the wing quota increases, decreases, or vacancies occur. (Reallocation of unfilled quotas will not be made by wing/region without National Headquarters approval.)



INTERNATIONAL AIR CADET EXCHANGE: A one-month program to foster international understanding, goodwill, and fellowship. CAP exchanges cadets with similar organizations in Canada, Europe, and the Middle and Far East. Approximately 200 cadets and a like number of foreign participants representing some 22 countries will participate in the exchange. The IACE uniform (\$90.00) and registration fee (\$20.00). *Cost \$110.00 **Personal funds \$135.00 - \$200.00



CADET OFFICERS' SCHOOL: A ten-day course designed to increase the effectiveness of cadet officers. Curriculum includes psychology of leadership, problem solving techniques, public speaking, physical fitness, and orientation trips. Instruction is divided between lecture and seminar. There is also a field exercise and a graduation parade. *Cost \$60.00 **Personal funds \$30.00



AIR FORCE ACADEMY SURVIVAL COURSE: A one-week course planned and conducted by USAF personnel at the AF Academy, Colorado. Course is designed to acquaint cadets with the art of survival. Training includes water survival, sustenance of life while living off the land, and the development of life-sustaining techniques in mountainous country. *Cost \$35.00 **Personal funds \$20.00

CADET ACTIVITIES LISTED BELOW



FEDERAL AVIATION ADMINISTRATION CADET ORIENTATION PROGRAM: A one-week program planned and conducted by the FAA Academy at Will Rogers Field, Oklahoma City, Oklahoma. The course is designed to acquaint cadets with the history and organization of the FAA and to develop an understanding of the functions and responsibilities of its various units. It also provides information on career opportunities in the FAA and entrance requirements. *Cost \$40.00 **Personal funds \$20.00



SPACE FLIGHT ORIENTATION COURSE: A one-week course designed to further the aerospace education of cadets and to motivate them toward careers in aerospace and allied sciences. Course includes history, philosophy, and objectives of space flight; propulsion and structural design of space vehicles; guidance, navigation, instrumentation, and communication; systems engineering and visits to an astronautic and manufacturing engineering laboratory. *Cost \$40.00 **Personal funds \$20.00



ATC FAMILIARIZATION COURSE: A one-week course planned and conducted by USAF personnel. Course provides familiarization training at ATC Undergraduate Pilot Training bases to stimulate an interest in the USAF as a career. Course includes briefings on mission and operation of a training wing; academics; visits to control tower, maintenance, propulsion, parachute and aero repair shops; air search and rescue indoctrination, and physiological training. *Cost \$40.00 **Personal funds \$20.00



AIR FORCE LOGISTICS COMMAND ORIENTATION PROGRAM: A one-week program designed to provide cadets with briefings and presentations on the global aspects of AFLC support. Cadets will observe airframe maintenance, component repair and overhaul. *Cost \$40.00 **Personal funds \$20.00



MEDICAL SERVICES ORIENTATION PROGRAM: This is a one-week program planned and supervised by USAF personnel, and is designed to acquaint cadets with various medical fields both in the USAF and civilian life. *Cost \$40.00 **Personal funds \$20.00



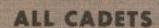
NATIONAL CADET COMPETITION: Competition conducted at the national level. One team from each CAP region competes after wing and region competition. Teams are organized and competition is conducted in accordance with CAPP 65 and CAPP 66. Events include competition in aerospace knowledge, physical fitness, standard and innovative drill. **Personal funds \$15.00



NATIONAL EMERGENCY ASSISTANCE TRAINING Approximately one-week courses conducted at various training sites throughout the country. Curriculum includes rigorous training in leadership, survival, and land search and rescue techniques to prepare cadets to function effectively as members of CAP land search and rescue teams. Exact dates and location of schools will be published by letter in the Spring. *Cost and **Personal funds as prescribed by individual special schools.



PARARESCUE ORIENTATION COURSE: A one-week course planned and conducted by USAF personnel at Kirtland AFB, New Mexico. Course is designed to allow CAP cadets to participate in various facets of Air Force pararescue training. Curriculum includes helicopter orientation flights, observing parachute jumping techniques, and survival methods in mountainous country. *Cost \$35.00 **Personal funds \$20.00



CHAPLAIN SPONSORED CONFERENCE: The Christian Encounter/Spiritual Life Conference is a USAF Chaplain sponsored activity designed to augment the spiritual and moral aspects of the CAP Cadet Program and to stimulate active participation in the church of the cadet's choice. *Cost \$20.00 **Personal funds \$20.00

*ESTIMATED COST. THIS INCLUDES THE COST FOR MEALS, PLUS \$2.00 PER NIGHT TO COVER THE COST OF PERMANENT RESIDENCY WITH THE EXCEPTION OF THE CHAPLAIN SPONSORED CONFERENCE. INSTRUCTIONS FOR THE CHAPLAIN SPONSORED CONFERENCE WILL BE PUBLISHED BY LETTER IN THE SPRING.

**RECOMMENDED PERSONAL FUNDS. FUNDS WILL BE HANDCARRIED AND ARE THE PERSONAL RESPONSIBILITY OF THE PARTICIPANT. CLEANING, TOURS, AND PERSONAL ITEMS.

***CADET WILL HANDCARRY TO THE ACTIVITY A COMPLETED COPY OF THE FOLLOWING: CAP FORM 31- APPLIED

- Male or female cadet 17 years of age minimum Amelia Earhart Award by 31 Dec 76 required (Spaatz preferred). National Headquarters approval required prior to selection without Earhart Award
- ***CAPF 31 - Application ***CAPF 32 - Physical Note additional clothing requirements on back page.



- Male or female cadet 16 years of age minimum Billy Mitchell Award by 31 Dec 76
- ***CAPF 31 - Application



- Male or female cadet 16 years of age minimum Billy Mitchell Award by 31 Dec 76
- ***CAPF 31 - Application ***CAPF 32 - Physical Note additional clothing requirements on back page.



DO NOT REQUIRE THE MITCHELL AWARD: ~~~~~

- Male or female cadet 15 years of age minimum Four achievements in Phase II ***CAPF 31 - Application.



- Male or female cadet 15 years of age minimum Four achievements in Phase II ***CAPF 31 - Application



- Male cadet 15 years of age minimum Four achievements in Phase II 10 hours of pilot flying time highly recommended ***CAPF 31 - Application ***FAA Class III Medical Certificate
- Note additional clothing requirements on back page.



- Male or female cadet 15 years of age minimum Four achievements in Phase II ***CAPF 31 - Application



- Male or female cadet 15 years of age minimum Four achievements in Phase II ***CAPF 31 - Application.



- Male, female, or mixed teams Phase II, III, or IV cadets under contract or completed 15th Achievement (No STP members) Wing and region commanders will conduct competition to select teams for national competition.



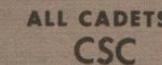
- Male or female cadet Phase I Completed ***CAPF 31 - Application
- Note additional clothing requirements on back page.



- Male cadet 15 years of age minimum Phase I completed ***CAPF 31 - Application
- ***CAPF 32 - Physical Note additional clothing requirements on back page.



- Male or female cadet ***CAPF 31 - Application



IF THIS CHARGE OCCURS, FUNDS WILL BE HANDCARRIED TO THE COURSE SITE FOR ALL ACTIVITIES, AND A CONFERENCE WILL BE PUBLISHED BY THE OFFICE OF THE NATIONAL CHAPLAIN.

IF A CADET, FUNDS WILL BE USED AT THE DISCRETION OF THE CADET FOR SUCH ITEMS AS LAUNDRY AND

AND/OR APPROPRIATE PHYSICAL EXAM IF REQUIRED (CAP FORM 32 OR FAA FORM, ALL ITEMS SUCCESSFULLY PASSED).

CADET SPECIAL ACTIVITIES CONTINUED . . .

ACTIVITY ENTRANCE REQUIREMENTS:

1. Physical examinations shall be completed after the cadet is notified of selection but not later than 30 May. Cadet will immediately report the results to his squadron commander who will in turn notify wing headquarters so that the wing may select alternates if necessary.
2. The cadet will handcarry a copy of the physical examination form (CAPF 32 or the FAA form, as required) to the activity, and present it to the activity director upon arrival.
3. The cadet will also handcarry and turn in to the activity director his copy of application, CAPF 31, with Sections I, IV, and V completed.



Clothing List FOR CADET SPECIAL ACTIVITIES

MALE CADET UNIFORM ITEMS

- 3 complete uniforms shade 1549/1550
(with accessories)
- 1 blue flight cap
- 6 pair black socks
- 1 blue raincoat
- 1 pair black low quarter shoes
- 1 utility uniform

FEMALE CADET UNIFORM ITEMS

- 2 shade 1549/1550 service uniforms
(with accessories)
- 1 blue flight cap
- 3 pair neutral shade hose
- 1 blue raincoat
- 1 pair black smooth leather pumps
- 1 black handbag with shoulder strap
- 1 utility uniform (blue)

RECOMMENDED PERSONAL AND MISCELLANEOUS CLOTHING ITEMS-MALE & FEMALE

- Appropriate civilian suit/party dress and accessories
- Sweater or jacket
- Undergarments
- Sports wear including gym shoes
- Handkerchiefs
- Swimsuit
- Bath towels and wash cloths
- Pajamas/nightgowns
- Sewing kit
- Sunglasses
- Shoeshine kit
- Flashlight and extra set of batteries
- Iron
- Toilet articles/cosmetics
- First aid kit (kaopectate)
- Camera

ADDITIONAL CLOTHING REQUIREMENTS BY COURSE

- IACE - Blazer outfit. NOTE: No military uniform required for IACE except utility uniform or flight suit when specifically directed for certain countries.
- AFASC and PJOC - 3 sets 1- or 2-piece utility uniforms with cap.
 - 1 pair combat boots/brogans with 4 pair heavy socks.
 - 1 field jacket. 1 pair work gloves. (Also, one stocking/ski cap or equivalent warm head covering.)
- ATCFC - 1 flying suit with leather gloves. 1 pair combat boots/brogans with heavy socks. 2 sets 1- or 2-piece utility uniforms with cap.
- NEAT - As directed by individual special school.