

Coastal Patrol

53rd Reunion
 World War II's Coastal Patrol Base 2 subchasers gather at Rehoboth, Del., for 53rd reunion **24**

Honorary member
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Civil Air Patrol

NEWS

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November 1995

CAP National Headquarters
 Maxwell AFB, Ala.

 24 pages
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Serving CAP membership since November 1968

Briefs

'Photo Flight' under way

Amateur photographers can win a portion of more than \$5,000 in photography equipment in "Photo Flight '95," a photo contest sponsored by the Experimental Aircraft Association and Canon.

The contest will choose the best photos in each of four categories: "Painted by the Sun," "Airport People," "Power in Motion" and "Oshkosh 1995." Each category represents a unique facet of aviation photography.

The grand prize winner will receive a Canon EOS A2E camera and 105 mm zoom lens.

Winners will be judged on artistic ability, adherence to theme and photographic skill. Entry deadline is March 1, 1996. Rules may be obtained by writing to EAA/Canon Photo Contest, P.O. Box 3086, Oshkosh, WI 54903-3086 or by faxing a request to (414) 426-6560.

CAP News correction

In the September 1995 issue, Lt. Col. Larry A. Webb's name was inadvertently dropped from the four-page pullout section covering the 1995 CAP National Board Meeting and Convention.

Webb, the director of public affairs for the Middle East Region, was responsible for shooting, developing and printing almost all of the feature and award photos used in that section.

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Subchaser tribute finest ever

Roger Thiel
Coastal Patrol Base 2 Historian

ATLANTIC CITY, N.J. — In one of the biggest assemblies to honor Civil Air Patrol in decades, World War II veterans of CAP received the recognition of a huge luncheon crowd of aviation enthusiasts here.

The day before, CAP members nationwide were pleased to hear, on popular radio broadcaster Paul Harvey's show: "During World War II, not all of our military pilots were military pilots ... many general aviation civilian pilots volunteered to fly missions offshore from East Coast cities to spot enemy submarines — even to dive on and bomb enemy submarines. The subchasers of World War II ... 59 of them paid with their lives. Those Civil Air Patrol pilots will be honored today through Saturday at a convention of the Aircraft Owners and Pilots Association in Atlantic City."

As Federal Aviation Administration Administrator David Hinson and 1,200 guests watched, the CAP veter-



Brig. Gen. Richard L. Anderson receives AOPA's memorial plaque honoring the CAP subchasers of World War II Oct. 20 in Atlantic City. From left: World War II liaison pilot Bill "Pappy" Madsen; Eddie Edwards, who received the Air Medal personally from President Franklin D. Roosevelt; and Rudy Chalow, the maintenance wizard of Coastal Patrol Antisub Base 1. The plaque will take its place of honor at CAP National Headquarters, Maxwell AFB, Ala.

ans were invited by AOPA spokesman Drew Steketee to stand up. Everyone applauded, then three subchasers were called up to the stage

to represent all who served CAP in World War II. Earlier a 12-minute

See *Tribute ...* Page 9

CAP aids Opal victims

Charlotte Crowe
Assistant Editor

Civil Air Patrol members from Alabama, Georgia and Florida trailed the wake of Hurricane Opal to help victims of the Oct. 4 storm.

More than 60 Florida members jumped into action, flying six missions to deliver medical supplies and to assess property damage. Other members helped clear debris and manage shelters for the Red Cross.

CAP units in Alabama and Georgia stood by and watched

"They acted superbly in their efforts to help save lives and property, and bring comfort and care to the communities affected by this devastating hurricane."

Brig. Gen. Richard L. Anderson
 CAP National Commander

news reports as the angry storm whipped across causeways and blew away the crystalline white beaches along the Panhandle.

The storm then blasted north into Alabama after making landfall near Navarre Beach and Fort Walton. Opal maintained hurricane strength as it passed over CAP National Headquarters at Max-

See *Opal ...* Page 13

NEC gathers at Maxwell for business meeting

CAP's 15-member National Executive Committee met at National Headquarters Nov. 16-18.

The committee conducted a business meeting and participated in a special vision retreat. The business meeting agenda included a variety of significant issues, including CAP's counterdrug program, fundraising efforts, national board and NCASE site selection, five-year POM submission, awards and promotions, and employee issues.

The *Civil Air Patrol News* will publish an in-depth report on the meeting in the December issue.

CAP SEARCH & RESCUE STATS

Region	Missions	Sorties	Hours	Saves
Northeast	221	321	645	2
Middle East	134	298	693	3
Southeast	273	581	1,917	5
Southwest	227	829	829	6
Pacific	456	2,062	6,218	48
Rocky Mountain	115	371	1,004	22
North Central	93	161	601	0
Great Lakes	157	192	531	0
Totals	1,676	4,815	14,620	87

Totals for fiscal 1995

Advisory group meets during national board

Civil Air Patrol's 1995 National Board Meeting and Convention in August saw yet another first: the inaugural meeting of the Headquarters Advisory Group.

"Members of the group are subject-matter experts in different CAP programs and are available to assist the national staff in formulating changes in procedures and policies," said CAP National Commander Brig. Gen. Richard L. Anderson.

The 17-member group, which is made up of former committee chairs, has a twofold mission: 1) To serve as advisers to the national commander on issues concerning CAP; and 2) To advise and make recommendations directly to national headquarters staff.

"The relationship between each HAG member and their staff counterpart is unique," said Col. Jay Bobick, HAG adviser. "Information will be shared to and from each, allowing for a continuing exchange of data. This will allow staff agencies to grasp member positions in a timely manner and formulate their actions based on member inputs."

Bobick encouraged volunteers to use the chain of command to resolve day-to-day issues and to seek the assistance of the advisory group members on issues unique to their specialties.

Lt. Col. Dave Polinger, HAG director and special assistant to the national commander, added that the average member has about 20 years' CAP experience and, in addition to providing technical advice, the advisers bridge the gap between field volunteers and headquarters.

HAG members are: Polinger; Col. Dottie Warren, aerospace education; Lt. Col. Carolyn Broyles, NCAC adviser; Col. Hal Parker, USCGA liaison; Lt. Col. Sue Schollman, cadet programs; Col. Andy Skiba, operations; Col. Bill McKelvey, counterdrugs; Col. Jack Hildreth, communications; Col. Gil Day, computers; and Col. John Lewis, computers; Col. Dave VanHorn, chaplaincy; Lt. Col. Greg Weidenfeld, historian; Col. Don Schwartz, public affairs; Lt. Col. Len Blascovich, protocol; Col. Warren Crawford, safety; Lt. Col. John Lehr, senior programs; and Bobick.

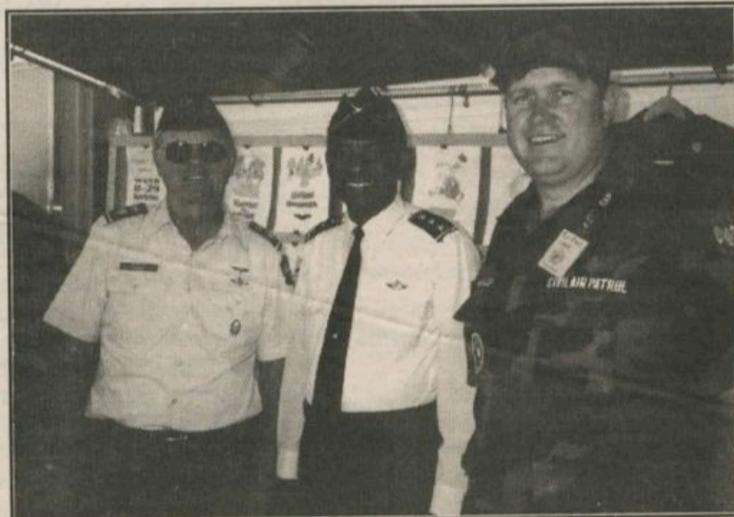
AF assistant vice chief of staff visits with CAP members at annual Scottsdale Air Fair

SCOTTSDALE, Ariz. — The annual Scottsdale Air Fair took off Oct. 23, featuring low-level flybys by British Spitfires, static displays of vintage and current military and general aviation aircraft, an appearance by the Air Force assistant vice chief of staff, and a Civil Air Patrol color guard.

The fair opened with cadets from Paradise Valley Cadet Squadron 310 presenting the colors. After that, a special honorarium was conducted to commemorate the end of World War II and all veterans. Lt. Gen. Lloyd "Fig" Newton, Air Force assistant vice chief of staff, recognized veterans from every war in his opening remarks.

While there, Newton also visited CAP's aerospace exhibit. He took time to talk with the cadets about their program at length. The general made many positive remarks about CAP's cadet program, and emergency services and aerospace education missions.

CAP cadets assisted throughout the air fair with parking duties and directing attendees. Others worked with Air Force ground crews from



Lt. Gen. Lloyd "Fig" Newton, center, Air Force assistant vice chief of staff, meets with Arizona Wing members Lt. Col. William H. Turner, left, director of aerospace education, and 1st Lt. William Daehler, commander of Paradise Valley Cadet Squadron, during the annual Scottsdale Air Fair in October.

nearby Luke Air Force Base. Aircrew members of Scottsdale's Squadron 314 displayed their Cessna 182 aircraft answered questions about flight training and emergency service operations.

When the show was over, the Air Force members praised the cadets for their military bearing and outstanding work. They were a credit to the Civil

CAP-U.S. Air Force earns AFOEA

Air University Commander Lt. Gen. Jay W. Kelley recently presented the Air Force Organizational Excellence Award to the Civil Air Patrol-U.S. Air Force during a recent ceremony at CAP National Headquarters.

Participating in the ceremony on behalf of CAP-U.S. Air Force was Col. Wes Padgett, commander, and Chief Master Sgt. Joseph Boyle, information management supervisor.

The award was given for the period Jan. 1, 1992-Dec. 31, 1993.

The citation read as follows: "During this period, the professionalism, management and teamwork of all staff members helped CAP expand its emergency services, aerospace education and the cadet programs."

"During the Midwest floods in July and August of 1993, CAP-U.S. Air Force assisted volunteer management of the Federal Aviation Administration's Temporary Flight Restricted Area, including access for the president of the United



Air University Commander Lt. Gen. Jay W. Kelley attaches an Air Force Organizational Excellence Award banner to the Civil Air Patrol-U.S. Air Force unit flag held by Chief Master Sgt. Joseph Boyle, left, information management supervisor for CAP-U.S. Air Force, and Col. Wes Padgett, commander of CAP-U.S. Air Force, during a recent ceremony at CAP National Headquarters, Maxwell Air Force Base, Ala.

States into the St. Louis area. Covering 12,400 square miles along the Kansas, Missouri and Mississippi rivers, this was the largest flight restricted area the FAA ever created, and the first controlled by any agency outside of the FAA.

"In 1992, CAP-U.S. Air Force's management of CAP's safety program produced their

safest flying year in its 51-year history. CAP volunteers exceeded the flying safety performance of Air Force mission and aero club programs, as well as U.S. general aviation standards, by wide margins."

"Every member of the CAP-USAF team views this as a very proud day," Padgett said.

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

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

Colorado inducts astronaut as honorary member

Cindy Dixson Butler
Public Affairs Officer
Colorado Wing

Astronaut Col. Blaine Hammond was inducted into the Civil Air Patrol Sept. 26 as an honorary member by the Colorado Wing.

Hammond was in Colorado Springs to play an active role in the cadet aerospace education program. He showed slides of his Discovery mission and a video of the history and advancement of space exploration.

After the presentation, the astronaut fielded questions from the cadets ranging from the fear of space travel to

the difficulties of taking a shower in a weightless environment.

Hammond brought along shuttle mission patches for the cadets and autographed personal photos.

One of the colonel's first duties as an honorary member was to present an autographed portrait of President Clinton to the Colorado Wing. The portrait was in appreciation of the cadets' support of the Secret Service during the president's visit to the Air Force Academy in May.

Hammond presented Cadet Flight Officer Coombs with the Billy Mitchell Award. Hammond was also awarded the privilege of swearing in CAP Cadet Rieves, who will be part of the Colorado Springs Cadet Squadron.

Hammond brings a wealth of aerospace knowledge to CAP, and is willing and enthusiastic about being a part of the cadet aerospace education program.

Hammond was raised in Missouri. He graduated from the U.S. Air Force Academy in 1973 with a bachelor of science degree in engineering science and mechanics.

He went on to receive a master of science degree in engineering science and mechanics from Georgia Institute of Technology in 1974.

The colonel received his pilot wings in 1975 and later went on to become



Shuttle astronaut Col. Blaine Hammond signs autographs for cadets from the Colorado Wing. Hammond was recently made an honorary CAP member by the wing.

an instructor of foreign pilots and an instructor at the U.S. Air Force Test Pilot School.

Hammond has logged more than 4,500 hours in 15 American and 10 Royal Air Force aircraft.

Hammond was selected by NASA in 1984 and became an astronaut in June 1985. He is a veteran of two space flights, logging more than 462 hours in space.

Some of his technical assignments include mission control, astronaut sup-

port person, and lead astronaut supporting the Shuttle Avionics Integration Laboratory.

Hammond was also the lead astronaut supporting Orbiter software development and changes, including the global positioning satellite avionics upgrade.

Hammond flew as pilot of Discovery on STS-39, the first unclassified Department of Defense mission. He was also the pilot on STS-64 aboard the Space Shuttle Discovery.

COP recipients asked to send in documentation

The Certificate Of Proficiency — Civil Air Patrol's highest cadet achievement awarded from 1949 to 1964 — was the precursor of today's Gen. Carl Spaatz Award.

Since national headquarters does not have any records of past COP awards, former recipients are being asked to send a copy of their COP, notification letter or any other proof the award was received.

"We are developing a wallet card for COP recipients and if enough people are interested we will look into developing a COP Association," said avid historian Lt. Col. Leonard Blascovich, New York Wing.

The COP examination was administered by the Air Force's wing liaison officers, usually at a wing's summer encampment and graded by national headquarters. A passing score of 70 percent on a 150-question test was required.

Each certificate was personally signed by the Air Force chief of staff and the CAP national commander, who, at that time, was also an Air Force general officer.

The COP test was derived from information found in Volume 1, Book I of the CAP Manual, and Volume I, Book II of the Aviation Study Manual (fondly called by many as the "Old Brown Books") and was considered to be the nucleus of the CAP training manual.

In 1957 the books were replaced by six separate books that made up the aviation study guide. The test was also modified to reflect these new books, and late in 1962 the test was made available to unit testing officers from national headquarters. In 1964 the program was modified to establish the present Mitchell, Earhart and Spaatz levels.

From 1949-1964, a time frame when CAP had almost 70,000 cadets, only about 600 COP's were awarded.

Members are asked to mail their COP information to: Lt. Col. Leonard A. Blascovich, 100-30 Elgar Place, Apt 30-H, Bronx, N.Y. 10475-5002 or fax it to him at (718) 320-1631.

For more details about COP certificates, individuals may call Blascovich at (718) 379-8666

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Pennsylvania Governor Thomas Ridge presents Cadet Col. Julian Rivera, Northeast Philadelphia Squadron 104, with the Gen. Carl Spaatz Award.

PA governor presents award

Pennsylvania Governor Thomas Ridge recently presented Cadet Col. Julian Rivera, Northeast Philadelphia Squadron 104, with the Gen. Carl Spaatz Award.

The ceremony was held at the governor's office in Harrisburg where a special senate proclamation was read in Rivera's honor.

Rivera is a senior at Virginia Military Institute and serves on the school cadet staff as regimental commander. He also served as a staff member for CAP's newest special summer activity — Hawk Mountain Ranger School.

Pennsylvania Wing staff also reviewed the CAP Report to Congress and CAP's counterdrug role with the governor. Pennsylvania's 2,500 hours of flying in support of the state's drug task force has resulted in the destruction of marijuana plants worth more than \$15 million. During the meeting, the governor also announced that \$100,000 had been released for payment to the wing for fiscal 1995-'96.

Congressman Hefley speaks to Colorado Wing members

Cindy Dixon Butler
Public Affairs Officer
Colorado Wing

Members of the Colorado Wing welcomed U.S. Congressman Joel Hefley (R-Colo.) as guest speaker for a CAP gathering at the U.S. Air Force Academy Officer's Club this summer.

In response to the mandate from CAP's national leadership, the Colorado CAP Advocacy Flight invited Hefley, a resident of Colorado Springs, to speak to the state's CAP members.

Hefley is particularly qualified to comment on this and other subjects affecting the military as he has represented the Fifth Congressional District in the U.S. House of Representatives since 1987. He currently sits on the U.S. House Resources Committee, the House Small Businesses Committee and the House National Security Committee, where he is the chairman of the subcommittee on Military Installations and Facilities.

Throughout his career, Hefley has been a strong advocate for the military and its contributions to society as well as to national defense.

The congressman was welcomed to the gathering of approximately 50 CAP senior members and cadets by Colorado Wing Commander Col. Gary Tobey. Hefley opened his remarks by

expressing great respect for CAP. He compared CAP's spirit of volunteerism to that of America's founding fathers. He also stressed that this volunteerism could play a major role in the future of CAP's association with the Air Force, especially in light of military cutbacks and uncertainty of many military roles.

Hefley also answered questions from the attendees following his remarks. During this session, he discussed the elimination of regular commissions for Air Force Academy cadets — which he opposes — as well as how CAP could mobilize its volunteer forces to supplement Air Force activities in a more meaningful way in the future.

Perhaps the most timely question posed to the congressman concerned his position on the possible budget cuts facing CAP. Hefley acknowledged that while the balanced budget initiatives of the current congressional session would mean reduced funding for numerous worthy organizations, he did not feel that CAP should necessarily fall under the cuts as the organization is not overly funded now.

While the congressman pledged his efforts to assist CAP in looking for ways to contribute during the military downsizing, he also challenged the organization to promote its worth and to increase public awareness of the vital role that CAP is willing and able



Congressman Joel Hefley (R-Colo.) shares a lighthearted moment with Colorado Civil Air Patrol Advocacy Flight members 1st Lts. Lois Middlemiss and Sandra Alexa.

to play.

At the end of Hefley's address, CAP members in attendance could sense that the organization had a friend in Congress. Likewise, the membership realized that CAP's efforts needed to be directed toward making more members of our country's leadership aware of CAP's value in the changing governmental landscape.

Following his remarks, Hefley was presented with a membership to the CAP Congressional Squadron by Na-

tional Chief of Staff Col. James Bobick. The congressman was also presented with a CAP flight suit and cap, and was encouraged to take advantage of the benefits of his congressional membership and to attend CAP functions whenever possible.

After the presentation, the congressman mingled with CAP members, answered one-on-one questions and discussed CAP budget issues with members of the CAP leadership in attendance.

Women's memorial honors CAP members; dedication planned for late '97 or early '98

Duty. Honor. Pride. These words reflect the spirit of generations of Americans who have sought to defend the rights and freedom of others. At the Women In Military Service For America Memorial, these words will come to life in the stories and memories of the nearly 2 million women who have served in defense of our nation.

Led by retired Air Force Brig. Gen. Wilma L. Vaught, a key speaker at the 1995 Civil Air Patrol National Board Meeting and Convention, the foundation broke ground June 22 in Washington, D.C.'s Arlington Cemetery for the first major memorial in our nation's history to honor and pay tribute to all of the women who have served in the U.S. armed forces.

"I was honored to be present at your annual meeting in Washington, D.C., in August, and am delighted at the continuing commitment of the CAP to supporting the building of the Women In Military Service For America Memorial," said Vaught. "The memorial will honor all military women — past, present and future — including the women of the Civil Air Patrol."

WIMSA, the nonprofit organization founded to build the

memorial, is currently in the final stages of raising the funds needed for construction and furnishing and equipping an education center. Dedication of the \$16 million memorial is planned for late 1997 or early 1998.

The history of women in the armed forces began more than 220 years ago with the women who served during the American Revolution, and continues through the present day. The women's memorial will honor all the women who have served courageously, selflessly and with dedication in times of conflict and in times of peace — women whose achievements have for too long been unrecognized or ignored.

WIMSA sought the existing grand entrance to Arlington National Cemetery as the site for the memorial, and in 1988 the request was unanimously approved by the National Capital Memorial Commission, National Capital Planning Commission and Fine Arts Commission.

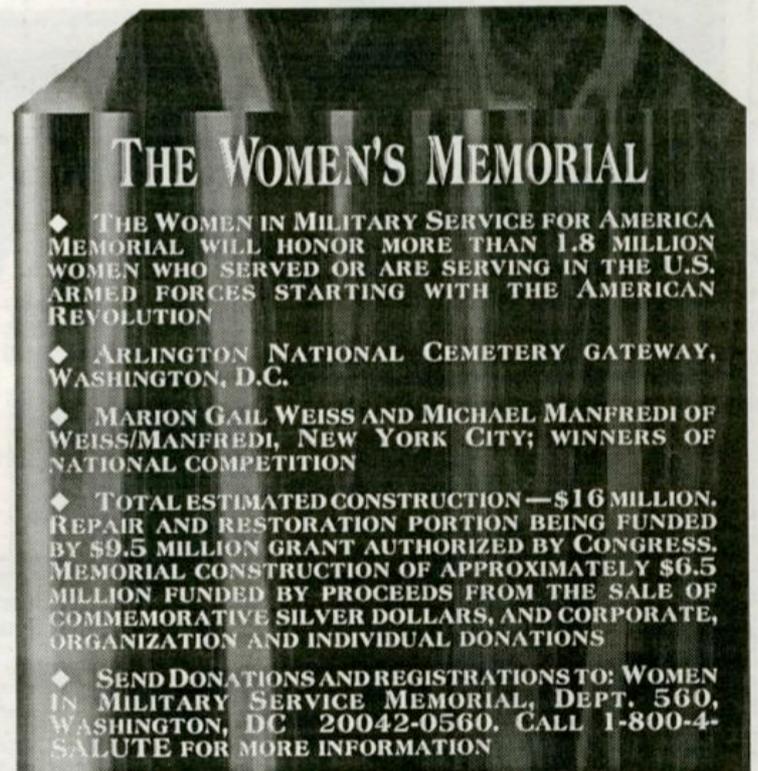
The cemetery's original gateway structures were designed by the architecture firm of McKim, Mead and White. The gateway was never completed and has been neglected since its construction in 1932.

WIMSA's mission became

one of restoring this historic four-acre site and transforming it, preserving the existing structure while simultaneously creating an inspirational and dynamic memorial that will educate as well as honor.

In November 1989 the design of Marion Gail Weiss and Michael Manfredi was selected from the more than 130 submitted in a national competition. The National Capital Planning Commission and the Fine Arts Commission approved the design on April 6, 1995.

Weiss and Manfredi's design, as it has evolved since 1989, incorporates a reflecting pool on the plaza in front of the curved gateway and an arc of glass tablets on the upper terrace. Four staircases will pass through the hemicycle wall, allowing visitors access to a panoramic view of Washington, D.C. from the terrace. The glass tablets, inscribed with quotations by and about women who have served, will illuminate the cemetery hillside at night, and during the day serve as skylights to the interior, which will house the Hall of Honor, education center featuring exhibits and artifacts of women's military service, computerized register



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and a 196-seat auditorium.

The register, which will serve as the heart of the memorial, is a computerized database of information about the women who have served. Visitors will be able to access the photographs, military history, and individual stories of registrants by simply typing names into a computer terminal. The register will also serve as an active resource, creating an ongoing record of history as it is made.

WIMSA has been seeking to register as many veterans,

active duty, National Guard and Reserve servicewomen as they can reach.

Approximately 125,000 of the 1.8 million women eligible have been registered thus far. All women registered prior to dedication will be listed as charter members of the memorial.

Donations and registrations of servicewomen can be sent to: Women In Military Service Memorial, Dept. 560, Washington, DC 20042-0560. For more information, call 1-800-4-SALUTE.

Dec. 1 a proud CAP milestone: 54 years of service

Appropriate time for all members to reaffirm their pride in past, dedication to present, faith in future

In recent months, I rediscovered the following article in the Civil Air Patrol "archives" I maintain in my home office. I originally penned the article in 1980 during my service as the Arkansas Wing flight operations officer. The article later appeared in the Arkansas Wing's quarterly newsletter, *The Arkansas Alert*. As I reread my words a decade-and-a-half later, their sentiments are as valid today as they were in December 1980. I've asked the editor of the *Civil Air Patrol News* to reprint them for you here.

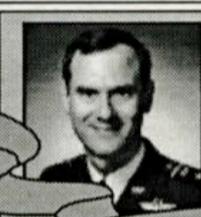
The words convey a quiet story ... a story of quiet American heroism ... the story you have written and continue to write as quiet American heroes of uncommon and singular devotion. As we approach the holiday season, knowing that 52,000 of you have stepped forward to perform our "Missions for America," I continue to look to the past with pride while concurrently focusing our vision forward with optimistic faith in a promising future for CAP.

I am proud to lead this great American Air Force Auxiliary and to work at your side in performing the tasks mandated to us by the U.S. Congress and entrusted to us by the American people. Have a happy holiday season, friends. You have my lasting respect, admiration and appreciation.

On Monday, Dec. 1, 1980, Civil Air Patrol units across the United States joined together in recognizing the 39th year of service of our benevolent, non-profit, humanitarian organization as the official civilian auxiliary of the U.S. Air Force. As we begin our fourth decade of volunteer public service to more than 2,000 American communities, we should look to the past with pride while concurrently focusing our vision forward with optimistic faith in a promising future.

Originally conceived in the fertile mind of aviation pioneer Gill Robb Wilson, the CAP was born of a desire of aviation-minded patriots who were largely

excluded from active military service and consequently sought alternative routes to support America's thrust into the arena of world conflict. Not unlike the Minutemen at Lexington and Concord in April 1775, these men and women dedicated themselves during the war years in support of our domestic efforts against Hitler's Germany, Mussolini's Italy and Hirohito's Japanese empire.



Brig. Gen.
Richard L. Anderson
National Commander

Dear Troops

Theirs was a mission perpetuated by the same defiant spirit that drove a proud people toward revolution 200 years ago against an imperial tyranny exerted across the vast Atlantic. Undoubtedly, the founding fathers — giants among men whose ranks included George Washington, John Adams and Thomas Jefferson — would have rejoiced in the knowledge that their fiery spirit endured two centuries hence in the newly formed CAP.

CAP's genesis occurred just six days prior to the surprise Japanese attack on Pearl Harbor on Dec. 7, 1941. This rapid mobilization of America's general aviation community in expectation of President Roosevelt's call to action is indicative of the clear vision so prevalent in our organization's early leaders.

In fact, a roll call of CAP's pioneering leadership is synonymous with a lineup of the men who led America's Army Air Forces to eventual victory — men like General Henry H. "Hap" Arnold, Gen. Carl A. "Tooy" Spaatz and Maj. Gen. John F. Curry. This

is the rich legacy that has come to be CAP's proud heritage.

The passage of four decades and the departure of these mid-20th Century minutemen has not diluted the forward momentum, the unbounded determination and dedication, or the proud accomplishments of CAP and its more than 60,000 members. During the 9½-month period between Jan. 1 and Oct. 12 alone, CAP forces flew 839 missions for a total of 12,259 flying hours and 20,669 man days. The enviable result was 42 finds and 62 lives saved.

What lies ahead in CAP's unforeseen future? None of us possess prophetic powers to unlock the mysteries of what is to come for the corporation, but we may be confident in the promise that we are limited only by our drive, our determination, our dedication and our imaginative desires. The security of our corporate future is rendered sound and safe by the capable leadership — at all echelons of command — that presently guides CAP in its day-to-day mission of humanitarian service. Today, our greatest challenge is to preserve a sound CAP for later generations who will inherit the corporation long after today's membership has departed from the scene.

Dec. 1, 1980, marked a proud milestone in CAP history. As the first Sunday in December, the seventh was designated as "CAP Sunday," a time during which all members jointly celebrated this occasion and shared our proud heritage by attending the church of their choice attired in uniform. This simple, silent action was a profoundly audible declaration of dedication to our organization.

Most importantly Dec. 1, 1980, delineated an appropriate time for each of us to humbly reaffirm our pride in our past, our dedication to the present and our faith in the future. Dec. 1, 1980, like the other 364 days in the year, was an ideal time to quietly proclaim to ourselves and our associates that we are proud to wear the uniform of a CAP officer or cadet.

John Ben Ali Haggin: A CAP hero of the highest order

Throughout Civil Air Patrol's history, there have been many heroes. One of the greatest was Capt. Johnny Haggin. Haggin's valor as the pilot of the famous submarine-sinking flight, off the coast of New Jersey in 1942, is well-documented in many books written by and about the CAP, but little else has been published about him.

John Ben Ali Haggin was born of Irish-Arabian descent on Aug. 19, 1916, in New York City. He was described as "having always been air-minded."

He began his flying career at 15 in 1932 and recorded his first solo flight Aug. 13 of that same year. The flight was made in a Fleet, with a 100-horsepowered Kinner engine.

In March 1938, Haggin purchased his own airplane — a Stinson, tail number NC-16116.

He continued gaining experience in other types of aircraft as well, including Fairchild, Wacos and Belancas. By the time he sold his Stinson in

September 1939, Haggin had accumulated 424 hours of flight time.

Meanwhile Haggin worked to increase his knowledge and experience in the aviation business world. In 1934, he worked for the Peel Glider-Boat Company and was in charge of sales demonstrations. In 1935, he served as the assistant operations manager for North Beach Air Service Inc. The airport they operated out of is now known as LaGuardia.

From 1936 to 1938 he worked as an assistant to the president of Seversky Aircraft Co., as well as sales and other work for an variety of aviation firms including Hayes Aircraft Accessories Corp. His step father, Felix William Zelcer, was president of Hayes. By 1941, Haggin was made a vice president at Hayes.

When Pearl Harbor was bombed, Haggin resigned from Hayes and applied for enlistment in the Army Air Corps as an aviation cadet. His application was denied solely on his below-minimum-standard eyesight.

Though deeply disappointed, he turned — like thousands of other airmen who couldn't qualify for active duty — to the newly formed CAP. When the green light was given by the Army Air Corps to set up three experi-



Capt. John Ben Ali Haggin

mental bases for CAP's antisubmarine patrol, Haggin volunteered and was assigned to Patrol Force 1 in Atlantic City, N.J.

Haggin and his step father arrived in Atlantic City on March 26, 1942,

shortly after operations out of the base had begun. Not only did their arrival bring two more desperately needed pilots, but also the addition of a rare amphibious aircraft — Bill Zelcer's Grumman Widgeon, tail number N28674.

Zelcer remained until the end of May and then returned home to run his business. Haggin remained with the Widgeon which was left in his care. He quickly became operations officer and was second in command of the base.

In all, Haggin was credited with 613 hours of pilot time and 75 hours of observer time on often-monotonous, but very dangerous overwater flights. On one particular day, because "only two ships were available for patrol," according to his log books, Haggin flew three separate patrols for a total of 10 hours and 20 minutes.

His fame in CAP history is for his flight with Maj. Wynant Farr, the base commander, on July 11, 1942. A patrol plane out of Atlantic City spotted a submarine cruising near the surface about 25 miles east of Absecon. The plane was running out of fuel and had

From the past ...

Lt. Col. Gregory F. Weidenfeld
National Historian

Members must work together, stand by each other

There is a story that was told to me by an old farmer here in Missouri. "The Geese Story" has been handed down for some time with some modern updates as technology increased and we were able to find out more about aerodynamics and such.

This fall when you see geese heading south for the winter flying along in a "V" formation, you might be interested in knowing what science has discovered about why they fly that way.

It has been learned that, as each bird flaps its wings, it creates an uplift for the bird immediately following. By flying in a "V" formation, the whole flock adds at least 71 percent greater flying range than if each bird flew on its own. The moral of the story here is that people who share common direction and sense of community and purpose, can get where they are going quicker and easier, because they are traveling on the thrust of one another.

Whenever a goose falls out of formation, it suddenly feels the drag and resistance of trying to go it alone, and

it quickly gets back into formation to take advantage of the lifting power of the bird immediately in front. Knowing that if you and I have as much sense as the goose, we will stay in formation with those who are headed the same way we are going.

When the lead goose gets tired, that goose rotates back in the wing and another goose flies point position. In

follow that ill goose down to help and protect it. They stay with that goose until it is either able to fly or until it is dead. When either occurs they launch out on their own or with another formation to catch up with the group. If you and I have the same sense of the goose, we will stand by each other like that.

Civil Air Patrol is a volunteer organization that incorporates members with like interests and a like sense of volunteerism. We expect nothing in return other than the sense of accomplishment and good feeling of being in a position of helping others in our communities and states.

The person who is in CAP for gaining "person power," the person who is set in building their own personal kingdom or empire, or the one who stands in front of their peers and says, "look at me, I am the greatest," has lost the whole point of being in this organization.

Yes, we do award persons for their excellence and achievement, because that is the only way CAP, as an organization, can say, "Thank you!" But CAP is not the platform where one should stand on the podium of life and gain personal power and glory. We

must work together with all sorts of people with all sorts of backgrounds, with all sorts of skills, with all sorts of dreams, and with all sorts of ideas and plans.

Volunteerism is not the place where dictators survive very long. They will surface and raise their ugly head and demand all sorts of things because they want it. In the military establishment, those persons may be able to hide for awhile, but in this volunteer organization they will be discovered and they will quickly lose all respect of their peers.

Ultimately it will negatively effect the whole of CAP. This cannot happen and it will not be tolerated. I would hope that the goose is not as smart as us humans, but I would certainly think geese in flight has something to be learned and shared by CAP members.

In a parting note for this month, remember that CAP celebrates its 54th birthday next month on Dec. 1. Plan now to observe and recognize the achievements of CAP that span more than half a century of service to the nation. Plan activities, special services and other events that highlight our proud heritage. God bless you all and have a happy Thanksgiving holiday.



From the heart

**Chaplain (Col.)
David R. VanHorn
Chief of Chaplains**

other words, if you get tired, it pays to take turns doing the hard jobs.

The "goose-honk" from behind is to encourage those up front to keep up their speed. We must have encouraging words toward others, and we will discover that those words will go a long way.

Finally, when a goose gets sick or is wounded by a gun shot and falls out, two geese will fall out of formation and

Headquarters Bulletin Board

CAP News

The December issue of the Civil Air Patrol News will be published on Dec. 7. Deadlines for all field submissions — news, features, Coast to Coast, etc. — is Nov. 24. Remember — please try to send your inputs in electronically (E-mail, modem or 3½-inch disk). If you need help, call the editor at (334) 953-5700 or DSN 493-5700. **Marketing & PR**

"The only good luck many great men ever had was being born with the ability and determination to overcome bad luck."

Channing Pollock

DSN 493-XXXX

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Current as of November 1995

AIR FORCE Magazine editor recounts actions on Hill

The following article — written by AIR FORCE Magazine Congressional Editor Brian Green — was published in the October AIR FORCE Magazine. It is being reprinted for the benefit of CAP members by permission from the magazine, published by the Air Force Association in Arlington, Va.

Congress called into question the Civil Air Patrol's continued existence as an Air Force auxiliary. Sen. John McCain (R-Ariz.), a senior member of the Senate Armed Services Committee, led an effort to cut CAP funding in 1996 and strike it from the Air Force's budget altogether over several years. His moves suggested the start of long-term difficulties for the air agency.

Senator McCain emphasized that he strongly supports the CAP's mission and that its work should continue. His measure, he explained, "does not mean that the Senate will eliminate the Civil Air Patrol."

However, claimed the Senator, CAP's work is a low-priority program and should not be financed out of "an already inadequate military budget." In its budget request for fiscal 1996, the Air Force proposed to fund CAP at \$27.5 million. The Senator sought to cut that amount by \$5 million and find another sponsor.

The Air Force and the CAP opposed the senator, arguing for maintaining their current relationship. The Air Force Association also opposed his measure.

In a Sept. 1 statement, CAP officials announced the senator had relented for this year, agreeing to a compromise restoring the \$5 million cut. However, SASC's defense authorization report, though it recognized "the value of the Civil Air Patrol in providing for civilian search and rescue missions and disaster relief operations," contended that "these operations are more appropriately funded by another agency or by state governments."

The report went on to say, "Programs not directly related to warfighting consume billions of dollars of the defense budget each year. While such programs may be well intentioned, the declining defense budget makes it difficult to sustain their continued funding with DoD resources."

CAP was formed in 1941 primarily to perform

civil defense functions in response to the threat of German aggression. By act of Congress, it became a formal auxiliary of the Air Force in 1948. The Air Force provides technical services, advice and facilities. In return, CAP — now with 51,000 members — performs three basic missions: aerospace education, emergency services and youth cadet training.



CAP is best known for its search and rescue operation. CAP performs this service for the Air Force, using a fleet of more than 500 aircraft. In 1994, CAP conducted nearly 90 percent of all SAR missions in the United States involving civilian aircraft. On infrequent occasions, the CAP performs SAR missions for Air Force military aircraft.

CAP is involved in Air Force training and communications planning. Its pilots fly thousands of hours in counterdrug reconnaissance missions for the Air Force and other federal agencies.

Ironically, Senator McCain's efforts emerged at a time when the Air Force and CAP are exploring ways to expand cooperation to reduce Air Force costs. Using the Coast Guard as an example, the Air Force is studying the possibility of giving CAP a variety of new tasks.

CAP "is one of the several components of our total force," argued Bryan E. Sharratt, deputy assistant secretary of the Air Force (Reserve Affairs). Echoing his view was the Air Force's top leadership, including Secretary Sheila E. Widnall and Chief of Staff Gen. Ronald R. Fogleman.

Some in Congress said that the Air Force could be replaced as CAP's patron by the Department of Transportation. CAP advocates, however, maintain that transferring the organization to DoT would destroy it.

Retired Air Force Gen. Russell E. Dougherty, former commander of Strategic Air Command and former AFA executive director who serves as chair-

man of the CAP Consultation Committee, warned, "If you move the Civil Air Patrol to DoT, it won't be the Civil Air Patrol when it gets there." He predicted such a shift would cause CAP to lose "its charter, purpose, character and much of its mission."

CAP National Commander Brig. Gen. Richard L. Anderson claimed that "CAP cannot function under any other federal agency due to its history and legislative structure."

Congressional interest in cutting CAP's funding was fueled by a report from the General Accounting Office critical of the apparent failure of a reorganization plan expected to save \$2 to \$3 million annually. Senator McCain also found fault with CAP's overhead and administrative costs, which he pegged at \$20 million of the \$27.5 million requested.

CAP representatives noted that the reorganization, designed to reduce the number of active duty Air Force personnel supporting CAP, was in mid-stream and will now be speeded up to achieve savings earlier than previously planned. They pointed out that 40 percent of its funding goes to the Air Force for operation and oversight of CAP functions, meaning that it performs all of its assigned missions and administers 1,600 units with only about 60 percent of the budget.

CAP maintains that those lawmakers who wish to reduce funding or move the organization to DoT do not sufficiently recognize the savings CAP generates for the Air Force. CAP aircraft are small and light, and flying costs are low compared to Air Force aircraft. When that difference is multiplied over thousands of hours flying counterdrug and SAR missions, CAP argues, the savings are several times larger than CAP's budget.

Many in CAP and the Air Force are concerned that this year's struggle will be played out again and again.

The SASC, House National Security Committee, and House and Senate appropriations committees share legislative responsibility for CAP funding and organization. Only SASC pursued CAP initiatives this year. Still, according to its report, it "intends to explore other funding sources for this program in the future to further reduce its reliance on DoD."



Civil Air Patrol NEWS

Serving CAP membership since November 1968

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'Lights-on' policy a smart one

For several years, the Air Force and Federal Aviation Administration had a program called "Operation Lights ON" to increase flight safety. With gray skies or the sun behind the aircraft, it was almost impossible to see the aircraft until it was close, sometimes too close for safety. "Operation Lights ON" has made it much easier for pilots to see and be seen, particularly in vicinity of the airport and in the traffic pattern.

Even on our highways, under the right conditions, it is very difficult to see some cars until they are very close. To improve highway safety, Canada now requires all cars to drive with lights on, day or night, many U.S. states require drivers to have their lights on when driving in rain or reduced visibility.

Many of the side collisions, where the driver pills out in front of oncoming traffic can be prevented with a lights-on approach.

In driver demonstrations, the driver estimated the speed was slower and the car was at a greater distance when the headlights were off. With the headlights on, the driver more accurately estimated speed and distance. Where the driver would have en-

tered the highway, now with lights on, the driver realized the other vehicle was too close and waited until the vehicle passed before entering the highway.

Oklahoma Wing has mandated a "lights-on" policy and has converted all corporate vehicles to automatically turn the headlights on when the engine is operating. A relay was installed and wired to operate any time the ignition switch is in the run position. Power from the battery through the relay is supplied to the power-side of the headlight high/low beam relay switch. When the ignition switch is in the run position only the headlights illuminate unless the driver turns on the headlight switch, then all lights operate normally.

The cost of the conversion is \$4 for the relay, wire and connectors. The time to modify each vehicle was approximately two hours.

If you would like additional information and a list of materials and wiring diagram fax your request to Lt. Col. Paul Sharratt at (405) 348-5597.

Editor's note: This article was submitted by Col. Walter S. Schamel, Oklahoma Wing commander.

Headquarters

Winter solstice brings less daylight, cooler temperatures

Ever wonder why lights make you feel so good in the upcoming holiday season?

Between Halloween and the winter solstice, the period leading up to Christmas, at the mid northern latitudes you lose approximately one minute of daylight per day. There is less time for the sun's rays to heat the earth, less time for photosynthesis and growth in green plants, and less day light time for us to view our world.

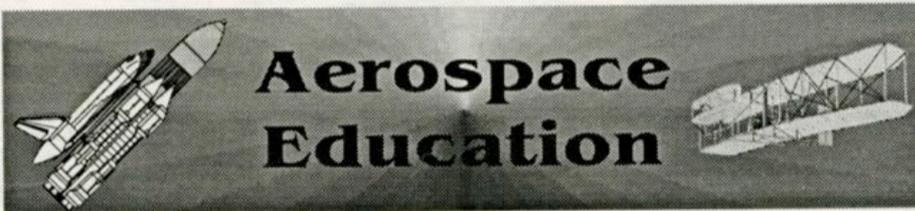
The consequence: daily temperatures turn colder, green plants become dormant and cease growing, and we can become depressed by the darkness. The lights of the holiday season and the goodwill they manifest are the mood altering stimuli which resists the darkness we feel as Mother Nature shortens our days. Happily, every day after the winter solstice we regain a minute of daylight and are back on our way to summer fun.

Speaking of fun. Talking is fun. Communicating is hard. Often we understand all the words, but fail to get the message.

In a major attempt to make sure everyone gets the message, we are writing a few lines to explain how we hope you will use the information in the Aerospace Education portion of the *Civil Air Patrol News*.

Each month we try to include historic trivia and definitions. We try to have a puzzle to solve with ties to aerospace subjects. Our feature article covers an area of current aerospace interest. We end with notes on items of high interest at national headquarters.

Each trivia question, definition, puzzle, feature article is intended to be the jumping off point for discussion, research, group activities. For example, cadets or seniors can jointly or singly do the puzzle. They can compete based on speed or accuracy in puzzle



completion. Aerospace discussion can occur expanding on the various words in the puzzle. Like What was "VI-KING"; When did it fly; What was special about it when compared to other satellites?

The potential for learning is limited

only by the effort of readers. Please read the aerospace education page and use it for stimulating your learning. If you have topics or presentation techniques you really like please let us know so we can feed your need. We love to learn and, we hope it shows.

Satellite Word Fun

S	P	R	C	O	T	M	A	S	T	E	L	M
T	Q	A	N	D	R	A	G	N	A	V	V	R
A	T	T	R	S	R	R	P	O	G	O	I	O
M	A	S	A	P	P	I	A	A	M	Y	K	Y
D	S	V	T	W	I	N	B	N	G	A	I	E
T	L	A	S	G	O	E	S	Y	G	G	N	V
I	E	N	E	N	N	R	T	E	L	E	G	R
S	T	L	W	X	E	M	L	C	C	R	R	U
N	N	I	S	B	E	P	R	H	D	E	A	S
A	I	R	R	T	R	E	R	O	L	P	X	E
R	S	C	H	O	A	L	A	N	D	S	A	T
T	S	L	T	R	S	R	S	S	R	A	T	S

Find and circle these satellites:

DSP
EARLY BIRD
ECHO
EXPLORER
GOES
INTELSAT

LANDSAT
MARINER
NAVSTAR
PIONEER
RANGER
SURVEYOR

TDRSS
TELSTAR
TIROS
TRANSIT
VIKING
VOYAGER
WESTAR

Aerospace puzzlers

It is time to present November's aerospace puzzlers and check the answers from last month's questions. Note: Starting this month, the answers will be located on another page in the same issue. Psssst! Check out Page 10. **Space is the Place!**

1. Apollo 12, Nov. 14-24, 1969, took Conrad, Gordon, and Bean to the Moon. What was the name of the lunar module which took Conrad and Bean to the Moon's surface?

2. Voyager 1 encountered what planet on 12 November 1980?

Answers to October questions: 1. Yellow stars are hotter than orange or red stars. 2. USSR launches Sputnik 1 into successful Earth orbit.

Atmosphere, aviation, aviators

3. Who built the first flying boat purchased by the United States government?

4. On Nov. 8, 1950, what significant jet aviation event occurred in the skies over Korea?

Answers to October questions: 3. Chuck Yeager defied death and broke the "sound barrier." 4. Lt. F.E. Humphreys soloed the first U.S. Army-owned aircraft Oct. 26, 1909.

Definitions

How fast is hypersonic?

Answers to October questions: Camber is the characteristic curve of an upper or lower surface of an airfoil.

Notes from headquarters

The revised CAP Regulation 280-2 has been reviewed, coordinated and approved for publication. Expect to receive the new CAP Regulation 280-2 and the brand new companion document, CAP Pamphlet 15, Aerospace Education Officer Handbook, in November.

So update your publications, read and heed, and forge ahead with the aerospace education mission.

CAP hero ... from Page 5

to return. Farr grabbed Haggin, and the two took off in the Widgeon.

Upon arriving at the site, a line of oil globs was spotted rising to the surface and then the long dark shape became visible gliding below. Because the U-boat was below periscope depth, Haggin and Farr decided to trail it; hoping she would rise closer to the surface and give them a better shot.

For more than four hours they trailed it, circling and zigzagging; patiently waiting. Just as they were running low on fuel and would have to turn back, the U-boat came up toward periscope depth for a look around. It would prove to be a fatal mistake.

Haggin swooped the yellow twin-engine amphibian behind the enemy and Farr let loose the first of two 325-pound aerial depth charges; splashing into the water just a few feet off the submarine's bow.

The resulting explosion rocked the CAP fliers in the air and boiled the sea. Amidst a geyser of water and oil, Farr thought he saw, for a fleeting moment, the nose of the U-boat break the surface and slide back below. Dropping their second and final charge in the growing oil slick, Haggin and Farr observed shattered deck planking rising to the surface in the bubbling oil.

Because of tight security, the story of this heroic achievement did not become public knowledge until

almost after the war. Many of the personnel at the patrol base itself were unaware until as much as two years later that they had been responsible for the death of one of the steel gray monsters they had loathed so much. By the time the story got out, Haggin had already left CAP.

Going into the summer of 1943, it was growing apparent that U-Boat activity on the East Coast was almost nonexistent and CAP coastal patrols would soon become obsolete. Many of the younger flyers, Haggin among them, sought transfer into the Air Transport Service or other branches. With the relaxing of certain entrance requirements, Haggin was appointed as a service pilot in Air Transport Command and received a commission as a 1st lieutenant in July 1943.

During his time in the Air Transport Service, Haggin flew a variety of airplanes including the AT-2, B-17, B-24, B-25, B-26, C-45, C-46, C-47, C-49, C-54, OA-10, and the OA-14. His flying skills and his hours of over water with the CAP made him a prime candidate for sea search and rescue.

In April 1944, he was assigned to sea rescue operations of the Caribbean Division, Air Transport Command. He flew OA-10 aircraft out of Morrison Field, West Palm Beach, Fla. It was here that Haggin was once again a hero.

On March 23, 1945, a U.S. Navy Miami Avenger crashed at sea during a training flight with one officer and two enlisted people on board.

Within minutes after notification, Haggin had his crew assembled and was airborne and en route to the reported position. He quickly established contact with a destroyer and discovered the first reported position was wrong.

Swift course corrections had him over the target area, 35 miles east of Fort Lauderdale, within 30 minutes. The life raft was spotted and despite the waves and swells of the open sea a skillful landing and takeoff were executed. The rescued crew was on the way back to home base only 55 minutes after hitting the water.

For his actions that day, Haggin was nominated for the Air Medal by his superiors. The recommendation was unfortunately denied; however, he was awarded the Army Commendation by Brig. Gen. H. S. Hansell Jr. nearly a year later. Haggin left active duty in January 1946.

In April 1948, Haggin finally received an Air Medal. By way of General Orders, 12-17, 824 aircrew members of the 21 CAP antisubmarine coastal patrol bases were awarded the Air Medal. The orders were officiated by Gen. Carl A. Spaat, chief of staff of the new U.S. Air Force. The accompanying certificates were signed by President Harry S. Truman.

Haggin was a CAP double American hero.

Recent events prompt heightened stall/spin awareness

Recent events have prompted a heightened interest in stall/spin awareness. CAP National Headquarters has developed a program with the purpose of increasing pilot awareness of the stall/spin scenario.

The goals of the program are as follows:

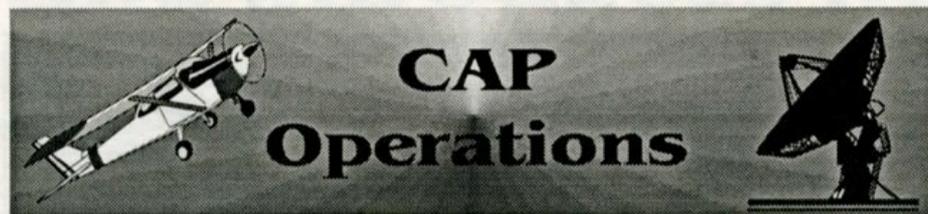
□ To provide multimedia support for CAP flight clinics, pilot meetings and national check pilot courses that emphasize stall/spin awareness.

□ To provide special emphasis items to CAP Standardization and Evaluation Officers in support of the program.

The Federal Aviation Administration's Advisory Circular entitled "Stall and Spin Awareness Training" brings to mind several scenarios that can result in a stall/spin situation.

First, let's look at the stall. We are all experts on normal garden variety stalls. We've done hundreds of them throughout our aviation careers. However, aggravated stalls may not be a familiar subject.

The FAA circular describes an aggravated stall as an uncoordinated stall situation that is allowed to



deepen or develop into a secondary stall. It also states that rudder control is the key to avoiding the aggravated stall and consequently the stall/spin accident.

Let's look at a couple of scenarios that lend themselves to uncoordinated stalls:

□ A heavily loaded Cessna 172 searching in the mountains on a summer day. Finding himself in a box canyon situation, the pilot initiates a full-power climb at V_x (best angle of climb) and starts a right turn to avoid terrain.

As the terrain approaches, the pilot uses more right bank and, due to increased torque and "P" factor, uses insufficient right rudder. The stage is set for a stall/spin accident.

The aircraft is now in a slipping

turn to the right and a steep climb. The down aileron on the left wing is creating more induced drag than the right wing. Therefore, when reaching critical angle of attack, the left wing will stall first and create the typical "over-the-top" maneuver not recoverable at the aircraft's altitude.

□ A pilot flying a CAP Cessna 182, turning left base to final approach, has allowed her aircraft to descend below the normal glideslope and overshoot final.

Due to the aircraft's proximity to the ground, the pilot is reluctant to roll into a steep bank. Rather than using bank, the pilot uses left rudder and attempts to yaw the aircraft onto the final approach.

The aircraft is now in a skidding turn to the left, which causes the

aircraft to increase its angle of bank to the left and drop its nose. To correct this tendency, the pilot tries to reduce the bank with up aileron on the right wing resulting in the above mentioned "down elevator on the left wing."

The aircraft is now in a cross-controlled situation with excessive left rudder. The lowered nose prompts the pilot to pull back on the yoke. When the critical angle of attack is reached, the left wing stalls, which allows the aircraft to roll inverted in a maneuver not recoverable at the 182's low altitude.

The same scenarios can develop with any number of flight situations. But the key to prevention is rudder control. Any glider or taildragger pilot can assure you that feet do have a purpose in every phase of flight.

Think through the above scenarios and remember your feet when the adrenaline begins to pump in a tight situation.

Editor's note: Article written by John W. Sharp, chief of standardization and evaluation, Operations Directorate.

Special offer!



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

- Premium 50% Great Feelings polyester and 50% combed cotton.
- Three white pearl buttons
- Tailored construction Fashion-knit collar
- Double-needle cover stitched bottom hem
- Embroidered on the left sleeve is the CAP drug demand reduction logo featured at Oshkosh this year
- Colors: white, royal blue, navy blue, red or black.
- Sizes: Adult small to XXXL

Shirts will be shipped directly to your unit for only \$17.25 each. **One dozen minimum — any combination of color and sizes.** Allow 4-6 weeks for delivery. Add \$1 for XXLs and \$1.50 for XXXLs.

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Tribute ... from Page 1

video had been shown to the group which described the little-known wartime struggle waged by the CAP.

Rudie Chalow described the vigorous maintenance he ran for Atlantic City's Antisub Base 1 "to keep 'em flying" at nearby Bader Field.

Bill "Pappy" Madsen, wearing his original uniform, represented the other World War II duties. His Rocky Mountain-based CAP courier and search fleet pioneered routes and searched for downed military planes and lost civilians.

Eddie Edwards described the time, preceding CAP's armament, that he intentionally flew at a U-boat periscope to "scare it down" and keep it from discovering a nearby freighter.

Edwards, of course, is best known for his part in an at-sea rescue that earned him the Air Medal, which he personally received from President Franklin D. Roosevelt.

CAP National Commander Brig. Gen. Richard L. Anderson then took the podium briefly to warmly thank AOPA President Phil Boyer and everyone else who assisted with the event. The general acknowledged the ongoing relationship between the two organizations.

Anderson then thanked the assembled veterans on behalf of the entire CAP, reaffirming the inspiration taken from

their deeds and CAP's intent to continue in their tradition of service.

After the luncheon, the veterans held a press conference and fielded media questions regarding their wartime work. CAP members in the room were amused as modern-day reporters could hardly believe the war got so close to America and that such effective retaliation was performed by volunteers in civilian planes.

On the convention exhibit floor, CAP had two booths — one for current information and recruiting run by staff members from national headquarters, and one on CAP antisubmarine history that featured an extensive collection of Base One memorabilia gathered by National Historian Lt. Col. Gregory Weidenfeld and his wife, Lt. Col. Leslie Weidenfeld.

AOPA furnished copies of a specially reprinted decal — the famous World War II "exhausted dog" symbol by cartoonist Zack Mosley, who drew the cartoon "Smilin' Jack." Jill Mosley Sandow was also on hand with rare copies of her father's CAP cartoon artwork.

At Bader Field, two miles from the exhibition hall, three light planes completed CAP's exhibits. Two Aeronca L-16s

from New York depicted post-war search duties. Also on display was Owen Gassaway's 1940 Stinson 10-A. Gassaway restored the aircraft in the full antisubmarine liver of Florida's Lantana Base Three,



complete with a dummy bomb. Pilot Hal Wighton flew the Stinson in as a substitute for Mirwood Starkey's Fairchild 24 W40, which crashed in Indiana in September.

Later in the afternoon, a forum featuring an antisubmarine slide show was held. A question and answer session between the CAP members, expo guests and subchasers

followed the slide show.

— Base Two veterans Maury Betchan, Ed Phipps and Glen Cook described the adventures of overwater patrols at their Delaware base.

— Bill Madsen talked about his women mountain pilots.

— Al Catheron described Long Island's Antisub Base 17. Rudie Chalow and his wife, Muriel, recounted his plane's wintertime ocean ditching as his wife was working in the base office when the distress call came in.

Historians and well-wishers were astonished by the modesty shown by the veterans. Declining fanfare, they all preferred to calmly relate the facts in a "we got the job done" sentiment.

A surprised audience of CAP members remained silent as Glen Cook led the veterans in applause for the modern CAP.

Eddie Edwards added, "I think the job you're doing today with our young people is just as important. Keep it up!"

Editor's note: Roger Thiel is a 30-year member of Maryland Wing's Annapolis Squadron. He has studied and written about CAP's antisub patrol since 1979. He also conducts antisub slide shows and lectures throughout the year regionally and at Oshkosh. He served as a special adviser to AOPA for this event and conducted the afternoon forum's slide show.

Cadet Programs staff already planning 1996 national activities

Cadet Programs is already planning the 1996 Cadet National Special Activities. To allow cadets and seniors time to plan for the upcoming summer events and participate in the mandatory wing special activity boards, the activities are being published.

For each activity the first and last day have been set aside for traveling. If a participant is going from one activity to another, there will be enough overlap time. Staff members will be expected to arrive one day earlier.

Cadets are asked to not apply for activities that overlap by more than a day. The first days are critical for each national activity and missing even one can completely ruin the experience.

Changes have also been made in the Advanced PJOC—the course has been extended by three days to allow for more field exercises and cadets having attended one of the PJOC programs can attend, as well as past Advanced PJOC graduates to participate in a land navigation course.

Applicants for the Advanced PJOC program need to specify whether they want to participate in the land navigation curriculum or the mountaineering curriculum. Additionally, the Pennsylvania Ranger School July 6-14 will be considered a national special activity. Applicants should request information from the Pennsylvania Wing.

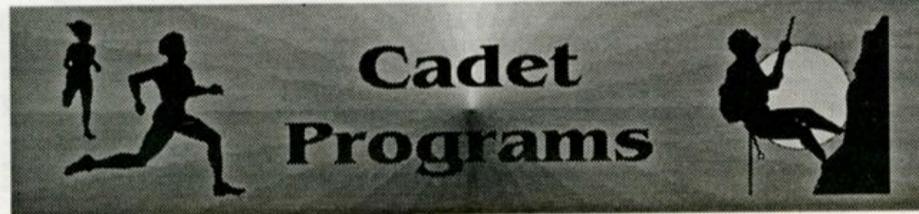
Updates on all national activities will be published in future issues of the *Civil Air Patrol News* and *Cadet Programs Today*.

Scholarship update info

All academic scholarship applications are due at CAP National Headquarters (CAP/CP) by Jan. 31.

To increase your chances of receiving these scholarships, we suggest the following:

- Continue to test for achievements. The higher you get in the program, the better your chances.
- Take the SAT or ACT as many times as you can. Your scores will be looked at by both colleges and us.
- Keep your grades up.
- Provide as much biographical data as possible. Include extracurricular activities other than CAP. Review boards like well-rounded applicants.



Activities not only for cadets

The 1996 National Cadet Special Activities are not only for cadets. Senior members are necessary to provide quality training to CAP cadets.

We are beginning to orient our programs around all CAP missions. We want to see our cadets not only complete the cadet program, but transition into being good seniors. One of the ways to make that happen is for seniors to be active role models at all activities.

Several activities will have oppor-

grams is trying not only to foster a growing population of cadets, but also trained seniors to work with cadets through joint participation and transition programs.

Cadets and seniors wanting to participate as a staff member at a national activity should forward copies of documentation pertinent to the position applied for as well as a letter addressed to HQ CAP/CPS explaining the cadets experience and other background material not easily presented in formal documentation. Cadets need to note

wishing to attend activities as escorts or staff members should be forwarded at the same time as the CAPF 7s cadet applications.

Each activity with positions available has more specific criteria for members to qualify for an opening, but these are the general guidelines.

1. Personnel applying for positions of command, whether cadet or senior, must have attended the activity in a previous year. Members applying for activities that are being run for the first time at a national level should preferably have experience from other wing, region, or national activities.

2. Personnel applying to be escorts or noncommand staff members must have attended an encampment prior to the activity, and preferably have experience in the position applied.

3. Instructors must have experience in the area of instruction.

4. All staff members must be willing and capable of performing the same duties as basic cadets participating in the activity. Leadership by example seems to be the best way to resolve problems in many cases.

5. All staff members will be responsible for their own transportation and fees for the individual courses.

The following 1996 activities have positions available:

Cadet Officer School: Five cadets are needed to be cadet staff members for the school. The cadet commander and four additional staff members will be in charge of the daily formations and the school's squadron-level activities. This will give returning cadets an opportunity to be active role models for cadets in the current class as well as practice what they learned at COS.

One senior member is needed to be the COS commandant of cadets. The commandant will be in charge of the staff of the school as well as 10 senior member participants.

The senior members will be allowed to participate as assistant seminar leaders in the same program as the cadets. Individuals should be a prior COS attendee.

National Blue Beret: Thirty to 40 cadets and 15 to 20 seniors are needed for 10 flights including command, squadron and support staff members.

1996 NATIONAL ACTIVITIES

June 15-22: Pararescue Jumper Orientation Course, Kirtland AFB, N.M.

June 22-29: Air Force Space Command Familiarization Course, Peterson AFB, Colo.

June 22-30: National Flight Encampment, Oshkosh, Wis. (Session 1)

June 22-30: National Flight Encampment, Lake Hearst, N.J.

June 22-July 2: Advanced Pararescue Jumper Orientation Course, Kirtland AFB

June 22-July 6: National Ground Search and Rescue School, Miller School, Va.

July 10-21: Cadet Officer School, Maxwell AFB, Ala.

July 13-20: National Flight Encampment, Oshkosh (Session 2)

July 14-20: Air Education and Training

Command Familiarization Course, Columbus AFB, Miss.

July 20-27: Pararescue Jumper Orientation Course, Fort Knox, Ky.

July 21-28: AETC Familiarization Course, Laughlin AFB, Texas

July 27-Aug. 3: Pararescue Jumper Orientation Course, George Washington National Fort, Va.

July 27-Aug. 10: National Blue Beret, Oshkosh

July 27-Aug. 10: National Ground Search and Rescue School, Fort Carson, Colo.

Aug. 10-17: Air Force Space Command Familiarization Course, Patrick AFB, Fla.

Aug. 3-11: National Flight Encampment, McClellan AFB, Calif.

Note: These dates and activities are tentative pending training schedule updates for facilities and National Executive Committee approval.

tunities for both cadets and seniors to work as staff members, instructors or escorts. Many of the activities currently offered are completely staffed by Air Force personnel, but with many of the cuts taken in the Defense Department budget and the necessary expansion in our programs, the national activities will need to be more self-supportive. In addition, Cadet Pro-

grams is trying not only to foster a growing population of cadets, but also trained seniors to work with cadets through joint participation and transition programs. Cadets and seniors wanting to participate as a staff member at a national activity should forward copies of documentation pertinent to the position applied for as well as a letter addressed to HQ CAP/CPS explaining the cadets experience and other background material not easily presented in formal documentation. Cadets need to note

Applications for senior members

Answers to 'Aerospace Puzzlers'

1. Astronauts Conrad and Bean landed the lunar module, *Intrepid*, in the moon's Ocean of Storms, deployed the Apollo lunar surface experiments package, picked up 75 pounds of moon rocks and parts of the Surveyor 3 probe, spent 31.5 hours, and returned to the command module, Yankee Clipper, for a trip back to earth. This was a real extraterrestrial experience.

2. Voyager 1, launched Sept. 5, 1977, was a probe to visit the planets Jupiter in March 1979 and Saturn in November 1980. The probe studied the planets' atmosphere and satellites and carried a "Sounds of Earth" record in case it encountered extraterrestrials.

The probe took more than three years

to just reach another planet in our solar system.

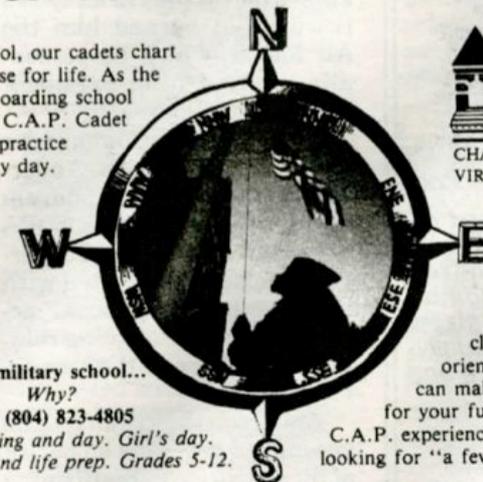
3. Glenn Curtiss built the first flying boat purchased by the U.S. government. The flying boat was a major factor in developing international air travel. It also served, along with Billy Mitchell's tests on bombing ships from aircraft, to promote Navy interest in aviation.

4. On Nov. 8, 1950, the age of all jet air combat began with the clash of American F-80 Shooting Stars against Soviet MIG-15s. While the aircraft were jet powered, combat weapons were still aircraft cannons and the detection method was still the pilot's eyes.

5. Hypersonic is traveling at five times the speed of sound.

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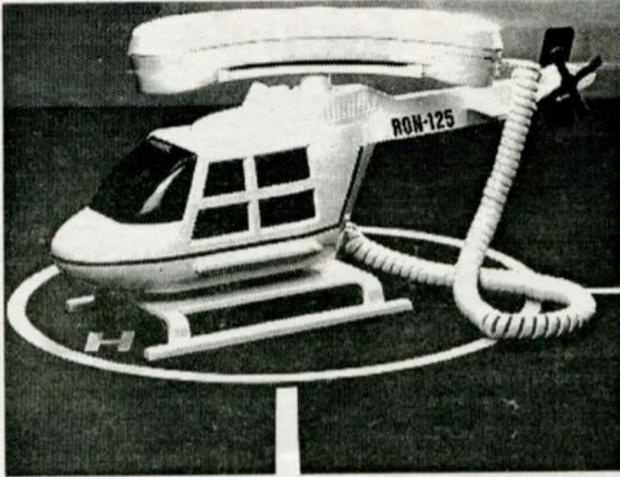
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ringer. Fully modular. Adjustable ringer switch (HI-LO-OFF). Sturdy base. Reset button for disconnect call from handset. Transparent window. Hearing-aid compatible. Colors: Black, Camo, White, Red. NV-CF(color) \$59.95

CHILDREN'S CAMO FLIGHT JACKET. 65/35 Polly/cotton shell,



100% nylon orange lining with Dacron filling. Machine washable. Stretch knit collar, waistband and cuffs. sizes 4,6,8,10,12,14. NV-CWBJ-(size)

CHILDREN'S VINYL FLIGHT JACKETS. The rich brown antique leather look and the classic styling make this jacket the perfect gift for the future pilot.

It features a warm plush collar, embroidered patches, knit cuffs and waistband, epaulets, and two front pockets with snap closures.

The lining is of nylon and acrylic with polyester insulation for added warmth. SIZES AVAILABLE 4-7, 14,16,18 NV-CFJ-(size) \$26.95

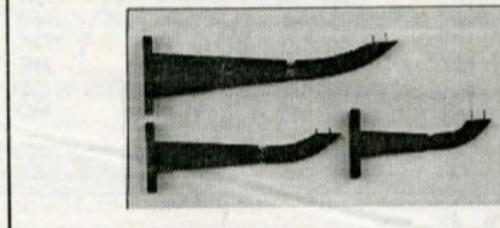


WALL MOUNT STANDS. Philippine stained wood wall mounts. These handcrafted mounts are designed to work with all the aircraft Desk Top Models regardless of size.

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NVM-STDWMM002W 11" \$10.95

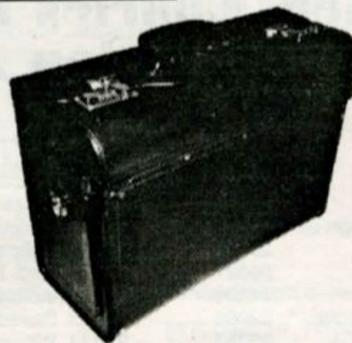
NVM-STDWMS001W 8" \$8.95



CHILDREN'S "TOP GUN" FLIGHT JACKET made of sage green nylon outer shell, with an olive green pile collar and quilted black nylon lining. Features sage knit cuffs and waistband, two front slotted pockets and five embroidered patches, including the U.S. Flag on the left sleeve. Designed for moderate weather. Style B15 (not shown) SIZES AVAILABLE 4-8, 10-18 NV-CB15-(size) \$26.95

AVIATORS PARKA. 'FRENCH TOAST' manufactured this heavy-weight quilted jacket with metal zipper, elastic waist and cuffs, detachable fur trimmed hood with removable zip-on goggles and draw cord. Three zippered pockets, with patches. 60/40 cotton/poly outer shell, with a 100% nylon lining. Machine washable. Colors: Black and Brown. LIMITED AVAILABILITY IN SIZES: 5, 6, 7, 10 & 12. Suggested retail \$ 49.95. NV-CAP-(size/color) \$29.95

MILITARY BEARS. 20" Self-standing, soft and lovable. Polyester fiber filled. All dressed in uniform of choice w/respective name tag, insignia, combat boots, hats & "REAL DOG TAGS". Pilots have sage green flightsuits w/working zippers & American flags.- Combat uniforms have button down pockets & some have 3/4" replica pistol belts. PN: 2117DR U.S. Army Drill Inst w/woodland camo (lower left), 4118AC U.S. Army Soldier w/desert camo, 6116A U.S. Army pilot. 6116N U.S. Navy pilot. 6116AF USAF pilot (lower right). 4116M USMC Soldier w/woodland camo, 4117MC USMC Soldier w/desert camo, 6116M USMC pilot. NV-PB-(part number) \$35.95



LEATHER FLIGHT CASE. Constructed of #1 top grain cowhide leather. Features include one piece bottom panel reinforcement, brass plated combination locks, leather handle, two exterior end pockets. Interior has three compartments, accessory pocket and pen loops. 16.5"Lx7.25"Dx12.5"H PS-302BLACK, PS-302BROWN \$59.95

VINYL FLIGHT CASE. Top quality, low cost, available in black and brown. They are constructed of leather grained vinyl which is scuff-resistant. These durable, all weather cases will provide years of trouble free use. PS-214 Black 14"X11 1/2"X6 1/4" \$28.95 PS-216 Black 16"X12 1/2"X7 1/2" \$32.95



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September 1995



Gill Robb Wilson Awards

Lt. Col. Elton J. French	MO
Maj. Timothy A. Hansen	KS
Lt. Col. Jean E. Harms	MO
Lt. Col. Bruce A. Hegrenes	MN
Lt. Col. Lynn J. Hegrenes	MN
Maj. Carl W. Lyon	VA
Lt. Col. Robert G. Miller	MN
Lt. Col. Valerie M. Silverman	PA
Maj. Charles R. Tidd	KS
Maj. Douglas W. Westerlund	MN
Maj. Frezil D. Westerlund	MN
Maj. Clifford E. White	KS



Amelia Earhart Awards

Allen Khosrowabadi	04113	Karl J Beeman Jr.	30033
Matthew A. Goodrich	05147	Timothy J. Maher	31253
Adrienne M. Bollig	15148	Tonya D. Larsen	32048
Benjamin B. Finkelstein	09002	Nathan E. Wright	34032
Adam W. Bomar	09090	Nathaniel B. Stevens	34282
Matthew R. Medley	09090	Cecil B. Parks	35074
Kelly L. Waelde	12123	Jeffrey A. Schurr	37049
Scott R. Jackman	19013	Jerry J. Ferdinand	37066
Daniel R. Payette	21042	Robert A. Weddle	45056
Jeffrey J. Cutbirth	23023	Douglas M. Kyle	47099
Craig R. Vitan	29082	Mihajlo Sulejic	48061
Steven W. Furda	29092	Javier Gascot	52094



Grover Loening Awards

Capt Cheryl M. Ashlin	OH	Capt Othoniel E. Hatchett	OH
1st Lt. Cheri L. Ayers	AZ	Capt Robert T. Hoar	MA
Maj. Roger I Bailey	CA	Capt Burl T. House	AR
Capt David E. Bellamy	MO	Capt Kenneth A. Jurek	NE
Capt Cecil D. Bowman	OK	Capt Varghese Kavanakudiyil	NY
Capt Maximilian C. Calderwood	ME	Capt Robert W. King	ME
1 Lt. Kerry S Caramanis	CA	Capt Thomas D. Lackey	OK
Capt Teri K. Clinch	NJ	1 Lt. Sharon M. Lane	NM
Capt Eugene D. Cooper	KS	Lt. Col. Daniel Logue	TX
Capt James H. Corell	CA	Capt William A. Mc Gean	MA
1 Lt. David E. Dech	CO	Major Robert J. Medlock	OH
Major Clarence W. Deviny	PA	Capt Arthur L. Neiger	CA
Capt Stephen K. Dickson	GA	1 Lt. Michael D. Pniewski	MI
Lt. Col. James H. Erickson	TN	Capt Michael J. Randolph	MO
Capt Gloria M. Gomez	CA	Capt Michael C. Swaim	CA
Capt Parker E. Green	AZ	1 Lt. Meredith J. Van Oordt	MI
Capt Thomas R. Greene	OR	Capt Aaron S. Wardlaw	OK
Capt Chad R. Grondahl	ND	1 Lt. Louis A. Waters	ME
Capt peter J. Hand	MA	Capt Floyd W. Weber	CA
2 Lt. Roger D. Hartline	HQ	Capt Linn A. Wellman	MO



Paul E. Garber Awards

Maj. Roger I Bailey	CA	Maj. David C. Headrick	OK
Capt. Jeff W. Bechtel	OH	Maj. Gary W. Hunt	AK
Capt. Dana J. Brenner	CA	Maj. Arthur H. Little	FL
Lt. Col Clifton R. Brooks	OK	Maj. Patrick J. McKernan	WI
Maj. Edward B. Brown Jr.		Maj. Richard H. Mills	OR
Maj. David L. Chubski	PA	Maj. Franklin M. Newman III	OH
Capt. Pasquale R. De Fusco	PA	Maj. Lee W. Niehaus	PA
Maj. Harry E. Dey	PA	Capt. Eddie Pinjuv	NV
Lt. Col. James H. Erickson	TN	Maj. Dannie R. Roberts	NM
Maj. John L. Gephart	OH	Capt. Gerald L. Ward	OK
Capt. Dave M. Gillahan	MI	Maj. Darrell G. Wells	MA
Maj. C. Roger Grantham	WI	Maj. Jeffrey W. Wolff	MO



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

Col. Robert J. Bender, Sr.	17001	Capt. Bernard J. Harriman	91001	1st Lt. Craig D. Fredrickson	46050	2nd Lt. Wayne W. Thomas	44007
Lt. Col. Walter L. Anderson	17035	Capt. Gary E. Hoisington	44033	1st Lt. Donna G. Harriman	44033	Robert W. Dejon	02107
Lt. Col. Pearn A. Bender	17001	Capt. Glen C. Jensen	40001	1st Lt. Jo Anne Hoisington	44001	Louise M. Depew	17035
Lt. Col. Mary P. Tax	46050	Capt. John S. Key	46050	1st Lt. James R. Jordan	17035	Warren I. Johnson	25060
Major Janet E. Curtis	46050	Capt. Henry H. Kaldenbaugh	02107	1st Lt. Patricia M. Tuller	46050	Gail M. Key	46050
Major Ellen Hardwick	25001	Capt. LeRoy W. Leland	26068	1st Lt. Michael Ullman	34117	Brian A. Kuchynski	35008
Major Roy R. Lee	35110	Capt. Paul J. Magnuson	06027	1st Lt. Scott T. Varrick	06027	Roderick L. O'Flaherty, Jr.	45089
Major Val Y. Richards	40063	Capt. William E. McManis	44001	2nd Lt. James A. Moore	46050	Deborah A. Ramming	35103
Major Elizabeth Sydow	34117	Capt. Russell N. Shellhammer	29065	2nd Lt. Saeed Nikkhhah-Tehrani	17035	David F. Speck	25053
Major Rollan E. Tuller	46050	1st Lt. Peter K. Bowden	25053	2nd Lt. Wilfred K. Taylor	99100	David L. Stewart	17033
Capt. David L. Curtis	46050					Patricia T. Stewart	17033



Gen. Billy Mitchell Awards

Lauren Emerson	01032	Michael D. Portman Jr.	15123	Joseph K. A. Diloy	25063	Richard D. Horn	35151	Jennifer A. McRae	45095
Adam M. Lyon	04240	Daniel S. Durgin	15123	Neil A. Gerlowski	28057	Angie L. Smith	37010	Joseph P. Craven	45117
Daniel S. Robinson	04436	Mountain S. Robicheau	17075	Robert A. Hull II	31116	Michael D. Bohn	37060	Nicolas K. Martin	45117
Daniel R. Kirkbride	04446	Jason L. Kilpatrick	18028	John T. Soron	31173	Jennifer Valencia	37060	Alan D. Tag	46019
Thea E. Allen	05022	Daisy L. Burns	19013	Andrew W. Henderson	31283	Jason A. Brosk	37061	James B. Morrow	46039
Matthew D. Frost	06058	Jesse A. Verock	19013	Marc P. Lamorgese	31328	Michael J. Matteo	37066	Terrisa M. Ames	46044
Jeffrey R. Wurst	08116	Allen D. Mackey	19070	Brooke A. Miller	31328	Frederick C. Gould	37133	Jason L. Sander	46051
Hugh O. Stewart	08319	Stephen M. Mackey	19070	Mason A. Curling	32048	David A. Dibelius	37160	Page T. Coleman	46086
Michael T. Conte	08335	Daniel C. Taylor	19070	Chad A. Harris	34051	Adam B. Digaudio	37313	Vance M. Rothmeyer	46086
Adam E. Goodpasture	08335	Zachary T. Malmquist	21010	Ramey J. Israel	34070	George F. Breed III	39096	Jami L. Blankenship	46086
Russell M. Langheid	10083	Sarah B. Williamson	21047	Krista A. Naudasher	34117	Pete J. Neil	41008	Jamie A. Rogers	47099
Christopher G. Treff	11205	Matthew W. Finley	21114	Julie M. Cupp	34197	Bradley D. Petty	41008	Eric R. Lieven	48046
Brenda J. Rollins	11240	Scott C. Brantley	23098	Annette M. Carroll	34261	David M. Newman	41080	Ronald F. Burgos	52017
David V. Ridge	12209	Christopher D. Wilson	23098	Timothy D. Wilson	34270	John A. Houston	41156	Ramon Deleon	52092
Alfonso A. Haro	12214	Jesse A. Bell	23119	Richard R. Harley	34279	Joshua M. McGregor	42098	Alexis Ocasio	52092
Missy S. Carter	14029	Roger C. Bowles	25058	Urian T. Riley	35024	William E. Ruwe	42360	Victor M. Soto	52092
David C. Atwood	14061	Marco Campbell	25058	Sung H. Kim	35115	John L. Austin	44004	Rene Rios	52094
John R. Miller II	14111							Elizabeth S. Registe	52900

Congratulations to all!

Ohio Wing works Jamie Farr Toledo Classic



More than 45 Ohio Wing Civil Air Patrol members teamed up this summer with Jamie Farr, of *M*A*S*H* fame, to help make the Jamie Farr Toledo Classic a major golf tournament success. The wing's involvement was spearheaded by Lts. Doug Crigger, John Staton, Robert King and Roger Druckmiller. Druckmiller is pictured above with the tournament's planning team: from left, Kris Mauk, Terry Stockwell,

Druckmiller, Laura Margelefsky and John Kraus. CAP members were responsible for a variety of tasks including responsibility for the event's parking detail. In all, the group parked more than 1,200 cars and put in more than 300 hours. In addition to having a lot of fun, wing units also received more than \$1,200 of free advertising. Units involved included squadrons 601, 604, 605 and Group IV.

Oregon Wing members assist with rescue of downed pilot

MEDFORD, Ore. — 2nd Lt. Mike Siedlecki and Lt. Col. Art Lumley played a major role in the rescue of a downed pilot near Medford, Ore., Sept. 23.

Medford's Experimental Aircraft Association's Chapter 319 was having a barbecue at a member's private airfield. The tables were set up, the food was ready and three aircraft had arrived, including Siedlecki in his ultralight aircraft.

Two EAA members in an RV-6 made a missed approach and ended up in the tree tops on a nearby mountain. "Since I had observed the go-around and heard the crash, I was able to indicate the direction to search," Lumley said. Siedlecki immediately launched with an observer and

quickly located the crash site.

The aircraft crashed in a heavily wooded area where it is doubtful it would have been seen by a faster aircraft.

Lumley set out with a ground search party that traversed rugged terrain for about three-fourths of a mile. The search party located the aircraft about 47 minutes after it had gone down.

The aircraft was in an upside down position on the slope of the mountain side. Since the two occupants were pinned in, the six ground team members had to lift and prop up the tail to remove the pilot and passenger. Only the pilot survived the crash.

According to Lumley, there is no doubt the pilot would not have survived if it wasn't for the quick actions of Siedlecki.

Committee awards 6 cadets with Daedalian scholarships

Six Civil Air Patrol cadets are 1995 recipients of Daedalian Foundation Flight scholarships in honor of Maj. Gen. Lucus V. Beau.

Cadets Dan M. Au, Ammon I. Hoover, Larissa T. Salazar, Benjamin L. Carroll, Clint P. Cheramie and Nathan T. Keethler each received a \$2,100 scholarship.

In an unusual move, the Daedalian Foundation added a scholarship in addition to its customary five. In a letter to Cadet Programs Director Doug Isaacson, Retired Air Force Maj. Gen. Wayne E.

Whitlatch wrote, "The committee was so impressed with the qualifications and career goals of alternate Cadet Nathan T. Keethler ... they voted unanimously to award an additional \$2,100 flight scholarship." Whitlatch is chairman of the foundation's board of trustees.

The foundation presents five \$2,100 scholarships annually to cadets who have demonstrated a desire for a career in military aviation. The scholarships are named in recognition of Beau's preeminent role in the growth and development of the CAP.

Pennsylvania Wing helps Native Americans

WILLOW GROVE, Pa. — Led by Capt. Dan Pompei, deputy commander of cadets for Pennsylvania Wing's Squadron 904, five seniors and 23 cadets answered a distress call for help from the sisters of the Adorers of the Blood of Christ in New Mexico.

The sisters asked the squadron to put a roof on a home for unwed mothers in Casa San Jose — in the northwest part of the state. The trip was funded by America for Native

Americans.

After a six-hour trip from Willow Grove in a C-130, the "roofers" quickly learned the undertaking was going to be major challenge — three underlying roofs needed to be removed, temperatures were hovering in the 130-degree Fahrenheit range and blinding sandstorms were frequent.

Arising at 5 a.m. each morning, the team was on the job by 6. The original plan was to complete the job in four days,

but it required six. Not satisfied with just replacing the roof, the spirited team also repaired a fence and cleaned up the property.

"The cadets learned many lessons about hard work and dealing with humans and nature. They gained a feeling of accomplishment and experienced a culture which was completely different from their own," said Maj. Peggy Marks, assistant public affairs officer for the wing.

Opal ... from Page 1

well Air Force Base late in the evening. The storm continued to push northward, eventually traversing northwestern Georgia on its way to the Carolinas.

As Opal beared down on Georgia, wing headquarters committed eight communication stations, 26 members and four corporate aircraft to the relief effort. Volunteers there flew two state officials across the northwestern part of the state to view destruction caused by the storm and performed four damage assessment flights for the Red Cross. Alabama members took the mayor of Dauphin Island up to check out damage around his island.

"Hurricane Opal caused a great deal of destruction and hardship," said CAP National Commander Brig. Gen. Richard L. Anderson. "But fortunately, local CAP units were there. They acted superbly in their efforts to help save lives and property and bring comfort and care to the communities affected by this devastating storm."

Of all the areas affected by Hurricane Opal, the Florida Panhandle by

far suffered the most destruction. Nine members of Florida Wing's Special Response Team A joined FEMA's Urban Search and Rescue Task Force in surveying the Destin and Holiday Isles areas. On the barrier islands there, members found 80 percent of the single-story homes destroyed and only the second floors of multistory homes intact.

In Navarre Beach, members said sand left by the receding 10-foot storm surge measured five-feet deep inside houses and hotel lobbies.

As the powerful storm blasted across Alabama and Georgia, a plague of sightseers and journalists began to swarm above Destin and Holiday Isles. To curb air traffic above Destin, the Federal Aviation Administration closed the airspace below 3,000 feet from Pensacola Beach to Panama City Beach.

Lt. Col. Rich Gasparian, Headquarters Group 1, Apalachicola, stepped in to field requests for access to the restricted airspace. Gasparian and his team devised a system of assigning

priority to requests to enter the restricted zone. Within couple of hours, the airspace over Destin was safe for relief aircraft.

The Panhandle community of DeFuniak Springs also suffered extensive damage. Citrus County Composite Squadron Commander Capt. Kenneth Stanley led his unit to the town, combining his forces with the Walton County Cadet Squadron. The two units worked side-by-side unloading 6,000 pounds of ice from a tractor trailer. Members then began filling water containers and setting up generators for portable lights.

The next day, truckloads of food rolled into town while helicopters delivered thousands of gallons of water. Senior member Ken Rowley, a former Army ground chief, instinctively began marshaling in helicopters. As more helicopters arrived, Rowley took cadets Adam Rowley and Kenneth Garner under his wing and coached them in the marshaling arts. By day's end, 97 helicopters had safely landed with their precious cargo.

While Stanley and his troops tended to the basic needs of residents, Maj. Sue Gray and 1st Lt. Donald Prachnik summoned 23 cadets and five seniors

to search out and deactivate errant emergency locator transmitters and their marine-based counterparts, EPIRBs. The wary group roamed the region guided by the relentless bleeps.

"After the storm, all our teams were busy securing all the ELTs that were activated. ... About 6,000 boats were in the path of Opal, and she didn't miss many of them," reports Group 11 Deputy Commander Lt. Col. James Giles.

On Oct. 13, FEMA officials released a message terminating the National Emergency Coordination Net activated on Oct. 4 in response to Hurricane Opal. That same message extended the gratitude of emergency management officials to Civil Air Patrol and other emergency service agencies.

Gray reflected on the efforts of her CAP charges in the aftermath of Opal: "Working together as a team for people who have just lost everything is what means the most to me, but I wish we could have done more," she said.

Anderson offered a final note to those who helped the victims of Hurricane Opal: "As always, CAP members served as shining examples of the true human spirit and true meaning of volunteerism."

Airborne photography, videotaping part of CAP's future

AMARILLO, Texas — "I see this as another role in Civil Air Patrol's future," said Southwest Region Commander Col. Tom Herndon during a nighttime mission briefing.

The colonel was referring to airborne photography and videotaping, and his comment was directed to CAP members attending a two-day training exercise encompassing damage assessment, counter-narcotics and drug enforcement.

CAP aircrews arrived from the North Central, Rocky Mountain and Southwest region, and Missouri, Colorado, Idaho, New Mexico, Arizona, Arkansas, Louisiana and Texas. The Tigershark Composite Squadron in Amarillo, Texas, hosted the event, which provided flightline, communications, briefing/debriefing, transportation and meals for the 17 aircrews.

"Much of what we are doing in the way of video, is a direct result of what happened during the 'Flood of '93' up in Missouri," said Herndon. "We have Emmitt Williams (wing commander), Walt Reed (vice-commander) and 'Grandma's' cooking to thank for what we learned. Williams was prepar-

ing for an earthquake and got a flood to practice on. Now we're using the same techniques that helped find propane and fuel storage tanks, as well as coffins to assess damage and give real-time information to the authorities."

Members of CAP's Operations Directorate at National Headquarters were also present and took advantage of the opportunity to see firsthand the training and its results during the exercises. It was evident they appeared impressed and more aware of the potential uses.

Col. Bill Winkert, Missouri Wing director of emergency services, attended as part of the combined North Central Region/Missouri Wing aircrew and remarked, "This is exactly the same stuff we are going to be showing to the Federal Emergency Management Agency during *Operation Thunderbolt* in Topeka, Kan. We'll take back what we learned here and show how CAP can be of greater benefit in all aspects of disaster assessment — all the way from the federal level through the state and county and right down to the cities."

Herndon agreed with



Col. Bill Winkert, Missouri director of emergency services, and Col. Joseph McMillan, North Central Region vice commander, debrief with Lt. Col. Verbotten, Arkansas Wing, during a recent two-day airborne photography and videotaping exercise in Amarillo, Texas.

Winkert that the training of scanners and observers in airborne photography and video will soon be a necessity.

Col. Joseph McMillan, North Central Region vice-commander, believes that more practice will be necessary to achieve higher quality results.

McMillan served as plat-

form pilot for the combined North Central Region/Missouri aircrew, Winkert handled videotaping, and Capt. Gary Gregory, commander of the Richards-Gebaur Squadron, participated as a still photographer.

This exercise was proof that CAP is changing — from coastal patrols and target tow-

ing to using real-time video and establishing satellite-communications links. Further evidence that CAP will be there — experimenting, learning and teaching — to better serve America.

Editor's note: Article submitted by Capt. Gary W. Gregory, commander of the Richards-Gebaur Squadron.

Fox television network features Eagle Rock Squadron members

EAGLE ROCK, Idaho — Have you ever wondered where television networks get program ideas? Eagle Rock Squadron's Capt. Lynn Porter recently found out.

In June, the local newspaper published an article about Porter and her German Shepherd, K-9 1st Lt. Heidi. The article highlighted the pair's work as a search and rescue team.

A week later, a representative from the FOX cable television network called Porter and asked for an interview. Within two weeks, a producer from FX Breakfast Time was sitting at the Porter's dining room table planning a segment for their show featuring Porter and Heidi in action — to be broadcast live in July.

Porter recommended Blackfoot, Idaho, for the broadcast location. The proximity of the airstrip to the lake made it possible to stage a mock water search with air transport.

The Bingham County Sheriff's Department provided their boat, a driver and divers for a realistic drowning scenario. Eagle Rock Squadron

Commander Capt. Jeff Staffon provided air transport in the squadron aircraft.

A practice run the day before the broadcast provided an opportunity to work out camera angles.

Just before dawn the broadcast opened with the national debut of the search and rescue team's newest member. Aeronca Von Messerschmitt (Hannah) was asleep for the cameras, but any other six-week-old puppy would have done the same.

Besides the water search scenes, the show included a demonstration of the Hug A Tree wilderness survival techniques by Eagle Rock Squadron's honorary morale officer, Sarah Porter.

Sarah is the 8-year-old daughter of Lynn and Maj. Steve Porter.

Porter said she didn't have to time to get nervous. There were so many other things to think about that a couple of million viewers didn't even enter her mind. "Besides," she said, "It was a great opportunity to let the rest of the country learn about Civil Air Patrol and some of the services it provides."

"It was a great opportunity to let the rest of the country learn about Civil Air Patrol and some of the services it provides."

Capt. Lynn Porter

Broomfield Squadron locates downed Mooney in Colorado

COLORADO — A Mooney with two flight instructors aboard crashed in late August after leaving Leadville, Colo., en route to the Front Range Airport in Denver.

The two instructors were originally from Florida and new to the Colorado area.

Colorado Civil Air Patrol units were notified to start a search when the aircraft failed to return on time.

Search headquarters was set up in Eagle, Colo., and moved to Buena Vista later that day due to deteriorating weather in the Eagle-Vale-Leadville area.

Lt. Col. Jim Alsum, Colorado Wing emergency services officer, served as the mission coordinator with back up from four other mission coordinators and an additional 31 members. Units involved included Longmont, Foothills, Jeffco, Kremling, Colorado Springs, Black Sheep, 76 Senior Squadron, Montrose, Cortez, Boulder, and Broomfield Squadrons, and Colorado Wing headquarters.

A total of 12 aircraft and 6 vehicles, including two ground teams, took part in the search. Lt. Col. Larry Eitel was pilot in charge of the 76 Senior Squadron aircraft.

Mission headquarters opened at 5 a.m. on the first morning. Aircraft began arriving 30 minutes later.

The first sortie in the search area was conducted at 5:45 a.m.

The downed aircraft was finally spotted at 11:30 a.m. by Capt. Bob Warner, Black Sheep Squadron, who was flying the Rocky Mountain Region aircraft. It was located at the 11,000-foot level along Pearl Creek in the drainage area, one mile short of Pearl Peak, and just below the tree line in an open meadow.

An Air National Guard helicopter that had landed in Leadville flew Warner and the sheriff of Eagle County into the crash site to verify that it was the correct aircraft.

There were no survivors. The following Broomfield Squadron members in the search for the missing Mooney:

Lt. Col. Nancy Hollis, office and observer, 1st Lts. Brett Dolnick and Mike Schulte, 2nd Lt. Hugh Bosley, and Chief Master Sgt. Ryan McNulty, ground team members.

(Submitted by Lt. Col. Nancy J. Hollis, Broomfield Squadron public affairs officer.)

Oregon Wing introduces Rescue 821

Communications platform inside '84 Chevy Blazer; provides 'airliftable' state of the art communications

Maj. Thomas Traver
Public Affairs Officer
Oregon Wing

Emergency communications has always been one of Civil Air Patrol's primary roles in emergency services operations. And now the Oregon Wing recently elevated their capability in ES communications with the introduction of a communications vehicle known as Rescue 821.

Built inside a full-sized, diesel-equipped 1984 Chevrolet Blazer 4x4, Rescue 821 is equipped with an array of state-of-the-art communications gear capable of operating on nearly any civil, civilian, military or aircraft radio band or frequency. Rescue 821 also incorporates such vital capabilities as NASA voice satellite, GPS, cellular, packet and cellular fax communications systems.

The creator of Rescue 821, Lt. Col. William Kratch, just recently retired from active duty with the Air Force Reserve's 939th Air Rescue Wing, where he designed, built and operated a similar communications vehicle, Rescue 621.

While serving with the 939th, Kratch and Rescue 621 traveled worldwide providing critical communica-

tions links both during military operations and such stateside natural disasters as Hurricane Andrew and the San Francisco "World Series" earthquake. Kratch also was credited with the assists or saves of more than 222 lives.

"The primary purpose of Rescue 821 is to help save lives and increase the safety of SAR and disaster relief operations," said Kratch. "Through its advanced features, it unites agencies unable to communicate through their normal channels of communications. If necessary, Rescue 821 is capable of worldwide communications."

According to Oregon Wing Commander Col. Jim Schmidt, Rescue 821 puts the wing head and shoulders above other organizations. "Rescue 821 gives the Oregon Civil Air Patrol an unmatched communications capability that will be of significant value in emergency services operations," he said. "Rescue 821 will be able to assist in any emergency situation anywhere the need may exist be it state, region or national."

Rescue 821 is equipped with internal power conversion equipment as well a specially configured 15 kilowatt diesel power/antennae trailer. Rescue 821 is designed to be "airliftable" and totally self-contained and capable of



Lt. Col. William Kratch makes radio contact using Rescue 821 during a recent Oregon Wing search and rescue exercise. Kratch designed and built the communications vehicle using a 1984 Chevrolet Blazer and state of the art communications systems.

operating under adverse conditions on any terrain or at any locality.

"We have been very proactive in becoming a highly visible participant in local emergency planning activities. Rescue 821 is going to be a key element in our planning efforts," stated Maj. Barbara Harrend, director of emergency services for the Oregon Wing. "The greater Portland Metro Region

Emergency Planning Council is made up of more than 70 different agencies including CAP and the various utilities. Communications between field units, the emergency operations center and incident commanders is going to be vital in any emergency with unknown working channels of communications available. Rescue 821 may well prove to be that vital link."



U.S. Congressman Porter Goss, from Florida's 14th District, shakes hands with Marco Island Senior Squadron member Capt. S. Buddy Harris after presenting Harris and the squadron a congratulatory proclamation in Washington, D.C., in October.

Florida congressman visits Marco Island

U.S. Congressman Porter Goss honored Florida's Marco Island Senior Squadron by reading a congratulatory proclamation in Washington, D.C., and visiting the squadron in October.

Goss, a representative from Florida's 14th District, presented the proclamation to squadron member Capt. S. Buddy Harris in Washington, D.C., to honor the squadron for its recent selection as Florida Wing's Outstanding Squadron of the Year.

Goss also visited the squadron at the Marco Executive Airport in October to personally congratulate Lt. Col. Fritz Schaller, squadron commander, and squadron members for their victory.

The congressman was given a tour of the squadron's headquarters complex and aircraft hangar.

According to Schaller, the congressman was very impressed with the unit's communications equipment and computer software programs

written by squadron members. Goss also logged in some time on the unit's flight simulator.

"I commend you for the hours you spend in search and rescue, disaster relief and other emergency service missions. Your volunteer efforts have made a significant contribution to the operations of local, state and federal governments. I am pleased that I was able to meet you," said the congressman.

Virginia units render aid, disaster relief during record summer floods

VIRGINIA — Fourteen Virginia Civil Air Patrol units responded to the call for disaster relief this summer after the state was hit with the deadliest flooding in a decade.

The flooding was caused by torrential rains that fell on the state's western and northern corridors. The aftermath left roads destroyed, power out, a collapsed earthen dam and huge 40- to 130-foot chasms scattered throughout the affected areas.

In addition, hundreds of homes were lost or damaged and many people were in danger — some clinging to trees or debris and others stranded on rooftops.

After being alerted by the Virginia Emergency Operation Center in Richmond, CAP established a primary mis-

sion base at Orange County Airport with Lt. Col. Gilbert Gray as mission coordinator. An air operations base was set up at the Charlottesville airport under the direction of Capt. Richard Ritchie. Lt. Cols. H. Click Smith Sr., Pete Wharton, Don Burke and Morehead Foard worked out of the Virginia EOC.

During the early stages, Virginia Wing Commander Col. Charles Glass attended meetings at the Virginia EOC. Initially CAP was requested to fly early reconnaissance for stranded persons, but adverse weather prohibited the flights — torrential downpours restricted visibility.

"The air was so thick you could hardly see your hand stretched out in front of you," said Maj. Linda Utting,

mission information officer.

When the weather didn't improve, officials decided to move the mission base to the Madison County Rescue Squad building. Ground operations were then staged out of the Madison County High School.

"The trip to Madison County was scary," said Utting. "Some roads were covered with mud. Even the edges of some were sloughed off. At times we were on single lanes, with people trying to pass us."

Although flight efforts continued to be hampered by weather conditions, rescue actions went on throughout the relief effort.

(Submitted by Maj. Karen L. Copenhaver, Virginia Wing Public Affairs director.)

Reporting the accomplishments of CAP members worldwide

Northeast

Connecticut
— Civil Air Patrol

National Commander **Brig. Gen. Richard L. Anderson** presented the Spaatz Award at the Northeast Region Conference in September to Melissa Fishman.

Fishman, daughter of Diane and Allen Fishman, joined the 399th Composite Squadron, Danbury, in April 1990. She received her Mitchell in 1993 and her Earhart in 1994. She served as cadet commander from 1993-'94 and received a commander's commendation in 1994 for her work in public affairs and recruiting.

She is the only qualified cadet mission public affairs officer in the Connecticut Wing. Fishman has served as deputy commander of the Connecticut Cadet Leadership Academy and visited Israel through the International Air Cadet Exchange program this year.

She graduated from the New Haven Hebrew Academy and attended Embry Riddle in 1994. Currently she is a student at the University of Connecticut and has recently been elected as a senator to the student government. In July of this year she earned her solo wings. — *Irvin Mitchell*

Connecticut — The Cessna Citation Special Olympics Airlift this summer was the aviation business's finest hour. More than 400 pilots transported 1,500 athletes to the World Games in New Haven. **Capt. Edward P. Casella**, Lone Eagle Squadron, Morristown, N.J., was among those who flew the young athletes to the competition. The event was the largest peacetime Citation jet airlift. The athletes landed at Bradley International

near Hartford, the airport nearest to Yale University in New Haven. The planning and logistics were set to handle the arrival and departure of more than 200 Citation jets in a single day.

The volunteer pilots flew athletes from across the country. The airplanes in the airlift were based in 40 different states and 215 Citation jets were involved. Takeoffs and landings were scheduled every 90 seconds. Cassella piloted the Cessna Citation jet to ferry some of the young athletes. He is a lead pilot for a New Jersey-based jet aviation business.

Cassella lives in Sparta, N.J., with his wife, Marjorie, who is a flight attendant for a private airline. A 1980 graduate from Notre Dame High School, he received an aeronautical science degree from Hawthorne College in New Hampshire. Cassella has been fascinated with airplanes most of his life. His father, a professional engineer, was a nose gunner in a B-24 during World War II. His brother Douglas is an Air Force pilot.

Cassella is the aerospace education officer at the Lone Eagle Squadron. He is an active participant and has given aerospace presentations to seniors and cadets.

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At the end of each summer, the Lone Eagle Squadron honors its dedicated members. Statistics for meeting participation and weekend activities are combined to determine total attendance of the seniors and cadets. Those who cluster at the top are selected and recognized.

Capt. Miller Mowder earned the 1995 Senior of the Year award. **1st Lts. William Waldron** and **Herman Seeger** also were recognized on the honor roll.

Cadet **John Morris** earned the 1995 Cadet of the Year award, with cadets **Joseph**

Avid free faller



Avid sport parachutist **Pennsylvania Wing Cadet Lt. Col. Brandon Woll**, of Harrisburg, is just 10 jumps short of logging in his 100th free fall. Woll is cadet commander of the Capital City Composite Squadron.

Neikirk, Todd Osborne, and Brian Labarre also receiving honors. **Mowder** also received the Yeager Award in April. — *Raphael H. Ospina*

Delaware — On Oct. 10, Chief of New Castle Police **Col. Thomas P. Gordon** and patrolman **Fred Oehler Jr.** came to the Brandywine Cadet Squadron to talk about drug education and the New Castle County police department.

Gordon spoke first about the department, the duties of officers, and the requirements for selection to the department. Gordon also stressed the need for education and told cadets how they could help improve their communities and make their friends and family more aware of the problems associated with drug use. It was an excellent lesson in "How to take our neighborhoods back."

The cadets asked questions specific to their communities and about what the county was doing to improve the safety of those

neighborhoods.

Oehler spoke to the cadets for about two hours on drugs and their effects on physical health and emotional well-being, as well as their effect on society. He touched base on the most popular drugs in our county and gave tips on how to avoid getting caught up in the drug world.

The patrolman discussed social issues concerning drugs and alcohol, including rape, robbery and murder.

After the officer was done with his discussion, he took the cadets outside to his police car, showed them the equipment and let them operate the various safety devices. All in all this night with the New Castle County Police went very well and the cadets and seniors learned a lot. — *Brian M. Campbell*

New York — On Aug. 24, Long Island Group Civil Air Patrol men and women were activated to assist the Red Cross in providing shelter operations and mass care for the evacuees from West Hampton, where firefighters from Long Island and other nearby states were trying to contain and extinguish one of the island's largest forest fires.

Long Island and New York Group units assisted Red Cross personnel around the clock in the setup and operation of evacuation centers. The next day, CAP's role was expanded by Federal Emergency Management Agency to include transportation of refreshments and materials to the firefighters. Additional CAP personnel, pilots and crews, were called in when the Air Force also activated CAP early in the morning. During daylight hours, CAP pilots and observers flew continuous missions to locate hot spots and, via radio, pass on their locations to the fire command post. Many members were on duty for up to 20 hours.

In the shelters, cadets registered and assigned spaces, cots and blankets to evacuees, answered telephones and handled inquiries from friends

and relatives of people living in the evacuated area. Cadets also arranged medical services for the evacuees and provided security patrol during the night to ensure that problems were resolved and the evacuees were not disturbed. CAP personnel arranged for *Long Island Newsday* to donate newspapers for the evacuation centers and Cablevision to supply cable, converters and TVs for the displaced families.

Even after the fire was declared contained four days later, CAP aircraft and crews continued flying spot missions and CAP drivers provided transportation of materials as needed. CAP's efforts on behalf of Suffolk County were praised and commended by the New York governor and Suffolk County leaders.

Under the provisions of a memorandum of understanding between the Red Cross and CAP, Long Island Red Cross instructors have been providing CAP cadets and seniors from the nine Nassau and Suffolk squadrons with training in first aid, shelter operations, mass care and damage assessment for the past year. About 20 percent of the personnel of Long Island group has been trained to date and classes are scheduled to continue until all qualified members receive instruction. Many members credited this training for bringing order out of chaos during this emergency services operation. — *A.E. McLaughlin, Jr.*

New York — **Maj. Steven Hopper**, Rockland County Composite Squadron commander, was promoted to lieutenant colonel Sept. 5. Catskill Mountain Group Commander **Lt. Col. Austyn Granville Jr.** presented Hopper with the new rank. **2nd Lt. Roy Cook** was promoted to first lieutenant Aug. 10. Cook received his technician rating as education officer and is also the squadron's alternate testing officer. — *April Heidrick*



New Castle, Del., Patrolman Fred Oehler Jr., third from left, and Police Chief Col. Thomas P. Gordon pose with members of the Brandywine Cadet Squadron. The officers lectured cadets about social issues at a regular meeting in October.

Coast to Coast

CAP math: 3x3=40



From left: Cadet Lt. Cols. William Westcott, Florida; Katie Schroth, Massachusetts; and Chris Curtis, Indiana, participated in three national special activities in a row: Cadet Officers School at Maxwell Air Force Base, Ala.; Blue Beret in Oshkosh, Wis.; and National Flight Encampment, also at Oshkosh, where Curtis and Westcott soloed in a Cessna 172. The three lieutenant colonels spent more than 40 days together at national special activities.

Pennsylvania — Maj. James B. Brown, commander of Clearfield Composite Squadron, is pleased to announce the acceptance of senior member **Betty Demko** and cadets **Matt Bloom**, **Bridgett Grumblatt**, and **Toni and Nikki Frankenfield**. Also transferring from Group 1200 to Composite Squadron 1202 are the following senior members: **Lt. Col. Francis Romeo** and **Majs. John Worsing**, **Brian Witherow**, **Robert Boop**, **Howard Veihdeffer**, **Capt. Keith Rogers**, **1st Lt. Calvin Allison**, **1st Lt. Elizalee Boop**, and senior member **Edward Landes**.

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Cadets **Neil Smith** and **John Knepp** attended Encampment West at the 911 Greater Pittsburg Airport. Smith attends Harmony High School; Knepp attends Clearfield High School. Knepp also was Cadet of the Month for July for Squadron 1202. — *Sue Phelan*

Pennsylvania — Thirty-eight cadets and seniors from the Pennsylvania Wing went on a C-130 flight to the Air Force Museum at Wright Patterson Air Force Base, Ohio. Members were flown from Harrisburg, Pa., courtesy of the Air Force Reserve, 193 Special Operations Squadron.

Maj. Walter Gaither, acting executive officer, and his assistant **1st Lt. Caron Williams** coordinated the trip with the help of Air Force **Lt. Col. Charles Barry** of Reserve Squadron 193.

The museum has two large hangars with hundreds of displays, including 150 aircraft inside and many more on the

museum grounds.

The time frame was really down to the wire. Organizers kept an ear open for weather reports to determine how Hurricane Felix would affect Pennsylvania. The Pennsylvania Wing was placed on standby alert.

Gaither and **Williams** drove to Fort Indiantown Gap the night prior to the flight. **Lt. Randall Manaka**, Squadron 105, flew public affairs officer **Lt. Charlene Weed**, in his personal aircraft to Harrisburg to take the flight. — *1st Lt. Charlene Weed*

Pennsylvania — Six cadets from Clarion Composite Squadron received orientation flights Oct. 8. **Capt. Dana Burns**, DuBois Squadron 1204, gave rides in a Cessna 172 to cadets **Josh Rhoads**, **Ryan Detrie**, **Mike Lander**, **Carrie Hoover**, **Tim VanNorman**, and **Waylon Boyer**.

Each cadet flew two 30-minute flights at the Clarion County Airport in Shippensburg, Pa. — *Lt. Kerry A. Kline*

Pennsylvania — 1st Lt. Russel E. Nagel, **2nd Lt. Kathy S. Seaman** and **1st Lt. Craig W. Huey** were recognized for their volunteer efforts in the Civil Air Patrol's nationwide communications network during the 1995 Pennsylvania Wing Communications Conference at Altoona.

Volunteers manned a network of more than 17,000 fixed, mobile and airborne stations. This network can reconstitute a national command authority network in the event of a national emergency.

Subjects discussed during the conference included packet operations, Internet, new Group 3 VHF-FM nets, emergency locator transmitter searches and the new Tobyhanna CAP tone-access repeater.

Mrs. Russel Nagel accompanied her husband and other members of the Gen. Carl A. Spaatz Aviation Explorer Post 2807 and Boy Scouts of America to the weekend event.

The Boyertown unit is sponsored by the United Way and donations from concerned citizens. — *Lt. Col. Elizabeth Magners*

Pennsylvania — Three cadets from Clarion Composite Squadron 504 were among 30 cadets from western Pennsylvania who attended encampment Aug. 5-12 at the 911th Tactical Air Reserve Base, Pittsburgh, Pa. Encampment West was held under the direction of **Lt. Col. J. Murphy Jr.**

Those attending from Clarion Composite Squadron 504 were cadets **Sgt. Matthew Carroll**, **Airman First Class Brock McCloskey** and **Airman First Class Garrett McCloskey**.

Cadets were split into Alpha and Bravo flights, with Alpha winning honor flight for the encampment.

As a part of aerospace training, the cadets toured the main control area of USAir as well as the building where the airline overhauls its aircraft at the Pittsburgh International Airport. During the tour, cadets went inside a MD80. Both flights took a 1½-hour ride on an Air Force C-130. The plane flew at an altitude of 19,000 feet over New York State.

Cadet Airman First Class Garrett McCloskey, Alpha Flight, wrote several articles for the encampment newsletter.

The cadets practiced the fundamentals they learned, and the encampment offered an

opportunity for cadets to develop the leadership skills necessary to succeed in the Civil Air Patrol. — *Lt. Kerry A. Kline*

Pennsylvania — The emergency management agency in Clearfield County recently asked Moshannon Cadet Flight 1201, West Decatur, Pa., to assist in a local disaster relief mission. Flash flood waters damaged resident Verna Hess's property, washing out a stone wall, undercutting an outbuilding and destroying a bridge.

Insurance would not cover the damage and the disaster only affected several houses, so Hess was not eligible for aid.

Members rebuilt her wall, replaced rock under the outbuilding and cleaned up the mud that had washed into her basement. The unit also made a temporary bridge to replace the one that was destroyed.

Capt. James R. Behrens, Pennsylvania Wing chaplain, guided the cadets in the mission. **Maj. Jamie Behrens**, **Danielle Freeland**, **Sgt. Michael Psomoga**, **Airman Matthew Posmoga**, **Airman Brian Bush**, **Airman Mark Harry**, **Airman Bryan Million**, and unit commander **1st Lt. Katherine A. Behrens** maintained a command post at the unit's headquarters.

Several scouts from Troop 43, also in West Decatur, also helped clean up the site.

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Ten Mashannon cadets made unit history when they embarked on an orientation flight Sept. 10. **Maj. Dick Prout**, commander of Elk County Squadron 1203, arranged the flight, which was the squadron's first orientation flights since it was chartered in October 1993. After the flight was over, the cadets were all ready to do it again. — *Maj. James R. Behrens*

Southeast

Alabama —

John Lawrence recently taught a Federal Aviation Administration safety class at St. Clair County Airport. The topic of his class was emergency landings.

Hans and Susan Gray of the Anniston Composite Squadron 118 recently have been promoted to captain in conjunction with their appointments as unit aerospace education officers.

Cadet Richard Lipham recently completed the requirements for his Mitchell Award and was promoted to cadet second lieutenant. Lipham also was squadron Cadet of the Month for June. He is the son of Diane Miller and Richard Lipham of Oxford and is a ninth-grader at Trinity Christian Academy in Oxford.

Cadet David Keith was named squadron Cadet of the Month for July. During the summer of '95, Keith attended encampment at Columbus, Miss. Keith, an eighth-grader at Munford High School, is the son of Renee Honeycutt and Marty Keith. — *Larry Adams*

Alabama — Calhoun County School System will host Aerospace Week, Lift-Off '96 at Anniston City Meeting Center March 10-11. Sponsors include the Civil Air Patrol, Alabama Education Association, NASA, Delta Airlines, and Boeing Aerospace. The Calhoun County Education Association has voted to contribute \$500 toward expenses; still more sponsors are needed. NASA astronaut Henry Hartsfield is a featured guest speaker.

Anniston Composite Squadron 118 of the Civil Air Patrol will provide the cadet ushers and color guard for the event.

Tickets to this event are free,

Congressional congrats



Alabama Congressman Glen Browder congratulates cadet Aaron Cause, of Anniston Squadron 183, after he soloed in the squadron's Cessna 172. **Maj. Noel Harvey**, right, provided flight instruction for Causey, who made his solo flight after just 12 hours of instruction.

but seating is limited. So order your tickets as soon as possible. Deadline for ordering tickets will be Jan. 26. Order your tickets at: Lift Off '96, P.O. Box 2328, Anniston, AL 36202.

Any CAP cadet interested in applying for a state grant for Space Camp, contact **Tyna Davis** at AEA headquarters for details. Call the toll-free number 1-800-392-5839. — *Susan Gray*

Tennessee — Members of the Hardin County Composite Squadron served as color guard for a meeting of the National Interagency Counterdrug Institute in Memphis on Sept. 25.

NICI, a federally funded Department of Defense field operation organization, focuses on training military and civilian leaders on the principles of military support to civil authorities in response to disasters. They also train students to develop and sustain community drug prevention and demand reduction programs, said Hardin County commander **Lt. Col. Montille Warren**.

Although **Vice President Albert Gore** was unable to attend as planned, **Michael M. Walker**, assistant secretary of the Army, addressed the students at the training sessions.

Dr. Herman Wrice, founder of Mantua Against Drugs, and **Dr. William Jeffords**, special assistant to the chief, National Guard Bureau also spoke. Jeffords is involved in counterdrug training and youth programs.

Warren said that in its first three weeks of operation, Mantua Against Drugs sealed up 14 crack houses and circulated wanted posters with photos of the dealer of the week.

In some cities, Wrice's efforts, combined with modified policing procedures, have resulted in drops of more than 80 percent in

drug-related crime, according to the organization. — *Lt. Col. Montille Warren*

Tennessee — The Gibson County Squadron had the recent honor of participating in a Habitat For Humanity Fund Raiser at Bailey Park in Humbolt, Tenn. Squadron members served and assisted by serving meals to more than 300 patrons who came to support Habitat for Humanity at Charity Fair in Jackson, Tenn.

The squadron set up a recruiting booth alongside other agencies in the exhibition hall. The unit color guard marched the length of the Jackson Farmer's Market, down the aisle of the 37 exhibitors and presented the colors at the CAP booth. — *Alfred L. Nilsson*



Arkansas — Senior and cadets members of the Delta Composite Squadron in West Memphis participated in the annual cleanup of Village Creek Sate Park. Afterward, park officials treated members and other volunteers to a cookout.

→→→

The Delta Composite Squadron held its quarterly awards night to recognize cadets for their achievements in aerospace and leadership. **Cadet Staff Sgt. David Sandusky's** participation in squadron activities, test scores and attendance earned him Cadet of the Quarter honors. He also was awarded a certificate for having the highest aerospace test score for the quarter. Sandusky is a flight sergeant and

a member of the unit color guard. He attends Marion Junior High School.

Cadet Bruce Scott received a certificate for the top leadership test score for the quarter and was promoted to cadet airman first class. Scott is a flight member and also participates in the squadron color guard. He attends West Junior High School in West Memphis.

Cadet Chris Childress was promoted to cadet airman first class. He too is a member of the color guard team that competed in a statewide competition this year. Childress attends Marion Junior High School. — *Lt. Col. Larry Webster*

New Mexico — Sept. 29-Oct. 1, the High Plains Composite Squadron conducted a survival camp for 45 cadets and seniors from across New Mexico. The training included man tracking, accident scene first aid, shelter construction, emergency food preparation, map and compass reading, and other tracking and survival techniques.

The High Plains Composite Squadron hosted a search and rescue exercise Oct. 21-22 at the Clovis Airport. Members from New Mexico and Texas practiced air and ground search techniques with as many as 10 aircraft and three ground teams. A dog search team and a computer network rounded out the exercise in eastern New Mexico. — *Maj. Bradley D. Worch*

New Mexico — "Our students came to learn, to improve themselves in the Civil Air Patrol, and to enjoy the Southwest Region Staff College experience," says this year's director, **Maj. "Trip" Jacks**, Texas Wing.

Senior members from Florida to California met at Kirtland Air Force Base, Albuquerque, N.M., early this summer to attend the Southwest Region Staff College.

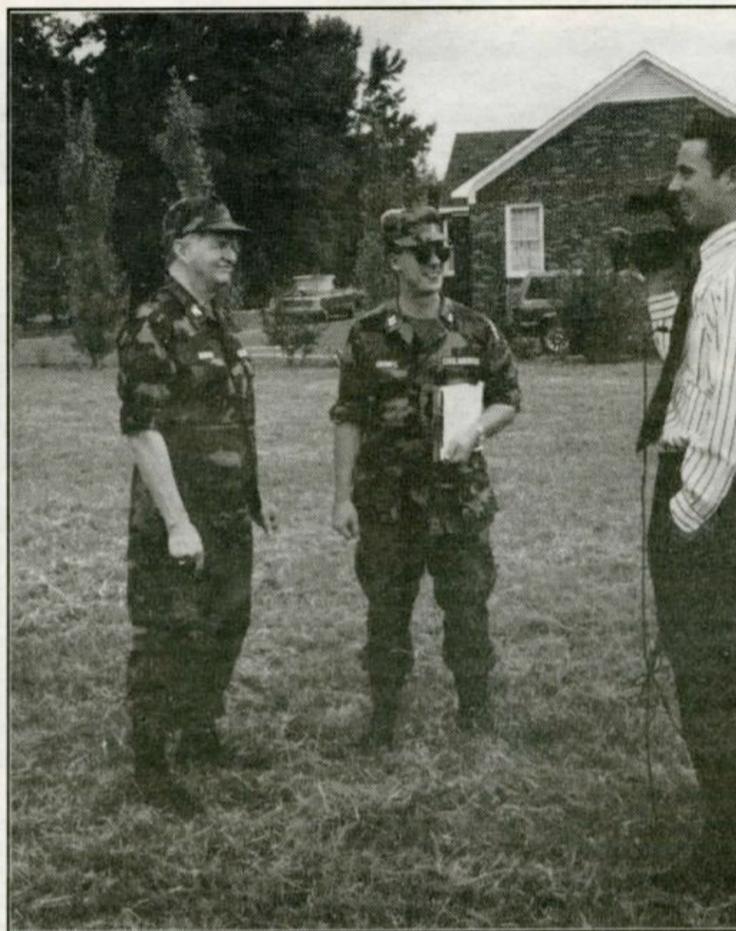
"For the fourth year in a row, this jewel of the Southwest Region's senior member training program was held at the Non-commissioned Officers Academy at Kirtland," Jack points out. "The faculty of the NCO Academy rolled out the red carpet as never before. Not only did they provide the heart of the training conducted during the week, the faculty chose to participate with the students in many of the social events of the college.

"The faculty's bonding with the students and staff of the college made this a very personal and successful learning experience."

While Jacks and Deputy Director **Lt. Col. Dewey Burchett**, Louisiana Wing, oversaw the operation of the Southwest Region Staff College, the students and their seminar advisers did the real work. **Maj. Beverly Pepe**, New Mexico, with the aid of **Maj. Steve White**, coordinated the curriculum.

Studies included new topics such as the development of national military policy, diversity awareness, and how the seminar process should work. Guest speakers during the week

Camera ready



A television news reporter interviews South Carolina Wing Commander **Col. T. Richard Herold** and **Capt. Andrew Criswell** during South Carolina Aviation Day '95. Wing pilots stayed airborne most of the day providing orientation flights for nearly 100 cadets.

included Air Force **Maj. Gen. George Harrison**, commander of the Air Force Operation, Testing, and Evaluation Center and a CAP member; **Air Force Brig. Gen. Charles Perez**, base commander; **Air Force Lt. Col. Ed Brown**, Logistics Officer of Texas Wing; **Air Force Senior Master Sgt. Ernie Ryder**, retired; **Col. Ed Lewis**, Pacific Region; and **Lt. Col. David Floyd**, Southwest Region.

This middle management school gives the students knowledge backed up with practical experiences. During the seminars, students work their way through subjects like time and stress management, oral, video, and written communications, total quality management, problem solving, and human dynamics. Each seminar spent many hours working together to complete the projects assigned

by Pepe.

"One of the first lessons learned by the seminars was that cooperation resulted in many creative solutions," Pepe points out. "Also, sharing the responsibilities of leadership and followership lead to early completion of many of the projects. With the extra time, the seminars were able to relax and have more fun than previous colleges.

"The scope of the Southwest Region Staff College provides a wealth of information the students can take home and use in their career, at home, and, of course, within CAP."

According to the director, this year's class scored the highest ratings ever received from a student body. Jacks attributes this to the quality of the students and the responsiveness of the staff to meet their needs.

State senator sortie



South Carolina State Sen. **Phil LeVentis**, left, prepares for takeoff with **Maj. Steve Leech** during STARCEX '95. LeVentis, a lieutenant colonel who flies F-16s for the South Carolina Air National Guard, said, "I never realized that CAP was such a tremendous resource and asset in time of natural disaster or emergency."



Members who attended the Southwest Region Staff College gathered for a group shot in front of a New Mexico Air National Guard F-16 at Kirtland Air Force Base, N.M.

Tucson Spaatz recipient



Air Force Maj. Gen. George Harrison presents the Spaatz award to Tucson Composite Squadron cadet Jason Bousquet at the 1995 Arizona Wing Conference.

"While the staff spends a whole year preparing for this one special week," Jacks says, "it means little to our customers, the students, if we fail to consider their personalities, learning styles, and needs."

To this end, the daily feedback sheets from the students and staff as well as the observations of this year's evaluation officer, **Maj. Dale Frizzell**, Southwest Region, were made known to the staff and students each day. This continuous review allowed the staff to anticipate the challenges of this student body and avoid problems.

Southwest Region Commander **Col. Thommie Herndon** named **Lt. Col. Dewey Burchett** to be the 1996 director of the Southwest region staff college. Kirtland Air Force Base will again be the host base for this gathering of senior members from around the country. Burchett encourages senior members to take part in the staff college. "If you need to attend a region staff college for promotion," he says, "if you want to acquire more skills to offer your employer, if you want to come out west where the skies are blue, the weather warm, and the people friendly, make your plans to attend the 1996 Southwest Region Staff College in Albuquerque."

For further information, contact **Lt. Col. Dewey Burchett**, P.O. Box 92, Benton, LA 71006-0092 or call (318) 965-2575. — *Maj. Trip Jacks*

New Mexico — Cadet 2nd Lt. Michael Lawson, Falcon Composite Squadron, has recently returned from Cadet Officer School in Montgomery, Ala. He toured the national headquarters and participated in competitions, athletics, seminars and listened to presentations from a Medal of Valor recipient and a prisoner of war.

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The Falcon Composite Squadron recently promoted the following cadets to their present ranks: **David Luna**, **Casey Dark**, **Daniel Gish**, **Clayton Detar**, all to airman; and **Gabriel Lopez** to technical sergeant. The new

stripes were presented by Air Force liaison officer **Maj. Kelly Rudy**. — *Robert B. Pomeranz*

Oklahoma — Oct. 7-8 members of Flying Castle Composite Squadron assisted the Experimental Aircraft Association with a fly-in at Pauls Valley Airport. EAA chapter chairman **Bob Kruse** requested support from **Col. Walter S. Schamel**, Oklahoma Wing commander. Since there is no CAP unit currently in Pauls Valley, members from the Flying Castle Composite Squadron, which meets at Tinker Air Force Base, volunteered to assist. They had the training and equipment necessary to perform flightline operations, parking and crowd control. CAP volunteers working the air show included **Cpts. Bob Cossairt** and **Wade Dunlap**, **1st Lt. Bob Satchell**, and cadets **Lt. Col. Brandi Holland**, **Capt. Kevin Cossairt**, **1st Lts. Aaron Glasgow** and **J.R. Head**, and **Sgts. Jason Briant** and **Chris Zumwalt**.

The show was a fun way for members to see a variety of general aviation aircraft. It was also an opportunity to answer questions from the public on the work of the CAP's part-time professionals in Oklahoma. — *Nancy Shafran*

Oklahoma — Ten Civil Air Patrol members, two representatives of the Federal Emergency Management Agency and six students from Texas and Okla-

homa attended the inaugural CAP Bi-Regional Public Affairs Conference Sept. 9 at the University of Oklahoma in Norman.

The conference, modeled after the U.S. Air Force short course for public affairs, was the brainchild of Air Force **Maj. Todd Fruehling**, former CAP-U.S. Air Force public affairs officer at CAP National Headquarters. **Col. Bud Payton**, former national CAP director of marketing and public relations, gave the final stamp of approval for the project.

Following Payton's death and Fruehling's temporary assignment to Saudi Arabia, in August, the project was turned over to the Southwest Region public affairs office.

The University of Oklahoma sponsored the conference as a public service to CAP. **Master Sgt. Dan Schmidt**, Air Force contracting representative, designed and implemented the conference and coordinated the classes with Oklahoma University faculty.

CAP members from Arizona, Texas, Oklahoma, Kansas and Missouri, were billeted at Tinker Air Force Base.

Course contents included professional training in publicity techniques, the production of publishable press releases and hands-on instruction in desktop publishing and accessing the Internet. During the catered in-class lunch hour, CAP students discussed and exchanged ideas with short course public affairs students. In addition, **Lt. Col. Ben Frizzell**, former chair of the national CAP public affairs committee, explained the new CAP-USAF Public Affairs Program recently implemented by Payton. In keeping with the Air Force Total Force Concept, the goals of the new program are to (1) brief U.S. Air Force commanders on CAP capabilities, (2) encourage them to make use of CAP auxiliary forces and (3) to train and prepare the national corps of CAP public affairs officers as augmentees to Air Force public affairs personnel. — *Maj. Nena Wiley*

Texas — **Mike Carpenter** and **Larry Broyles**, members of the Crusader Composite Squadron in Grand Prairie, Texas, for 12 years, and Civil Air Patrol members for more than 13 years, made a trip to Oshkosh this year and came home winners. They won "most outstanding in type" in

3rd Silver Eagle Award



Lt. Col. Robert D. McMillan, 77, Texas Wing assistant safety officer, accepts the Silver Eagle Award for the third consecutive time.

the contemporary classic class, Piper, PA24. Five years ago Carpenter bought N5259P, a 1958 Comanche PA24-250. As Mike was flying his new airplane, he began dreaming of restoring it. He took on a partner and good friend Broyles to share his joy. They have done a lot toward restoring their PA24.

Oshkosh was so rewarding for the twosome that they decided to enter another EAA contest at the fly-in at Alliance Airport, Fort Worth, Texas, where they won reserve grand champion in the contemporary classic class.

Carpenter and Broyles fly a lot of missions over Texas. They recently searched in New Mexico for four people lost for months. The group had departed from Addison Airport in Dallas.

Whether it's training exercises or the real thing, Carpenter and Broyles are always ready to do their part. Both are qualified Customs and Drug Enforcement Agency pilots and have flown the Rio Grande River many times. They fly the squadron's Cessna 182, other corporate aircraft, or their own plane as needed.

Texas — Texas Wing Civil Air Patrol had its 1995 Wing Conference in Austin Sept. 29-Oct. 1. **Capt. Kristine Hanson**, **Maj. John Ware** and cadet **John Ware Jr.**, Randolph Composite Squadron, were among more than 400 members from Texas and surrounding states who represented their units at the annual event.

Members exchanged ideas and studied emergency ser-

vices, aerospace education and the cadet program.

The group from Randolph Composite Squadron returned to San Antonio but did not expect to use their training anytime soon. Just hours after arriving home, Hanson received a phone call from **Capt. Bob Howard**, Lackland Composite Squadron for a mission. Hanson led a ground team of trainees that included cadet Ware and his father and **Capt. Bernard Rubal** and **Lt. Tim McKee**, Bexar County Senior Flight. At about 7:15 p.m., the ground team from Randolph joined a ground team from Lackland Composite Squadron, led by **Maj. George Evans** and ground team member **Capt. Aida Rivera**. Both groups headed south from San Antonio and searched the grids assigned them in separate vehicles.

At 2 a.m. the next morning, the team from Lackland returned to San Antonio while the group from Randolph requested an aircraft launch. The weather had up to this point prevented a search flight.

The Rough Rider Senior Squadron from Uvalde launched an aircraft and found a signal early that morning, vectoring in on the Randolph ground team. The aircraft from Uvalde returned to base and the Randolph ground team rushed to find the source of the signal. The signal indicated that the plane was inside a ranch near Crystal City.

At the ground team's request, the mission commander sent a sheriff's deputy from the Zavala County Sheriffs department. The owner of the property could not be reached.

With the deputy leading, the ground team entered the ranch and found a Beechcraft A-36 Bonanza that had crashed on the end of a private unmarked runway.

Hanson and Ware approached the crashed plane and found it empty.

A search of the immediate area produced no victims from the crash but yielded footprints leading to fresh tire tracks from a truck.

The emergency locator transmitter was finally turned off early Monday morning and the



This Piper PA24 won "most outstanding in type" in the contemporary classic class at the Oshkosh Fly-in. The Piper belongs to Mike Carpenter, Crusader Composite Squadron, Grand Prairie, Texas.

crash site was held secure until 1st Lt. Jimmy Calliham and 1st Lt. Ralph Crockard, Rough Rider Squadron, Uvalde, arrived to relieve the ground team from Randolph. — Kristine Hanson



Pacific

Hawaii — "A Flight all present and accounted for sir," "B Flight all present and accounted for sir," and so it went morning, noon, and night, Aug. 5-10 at Hickam Air Base.

Fourteen cadets from Oahu, Kauai, Maui, and Hawaii joined together for leadership training and to fulfill their requirements for their Mitchell awards at the Class A encampment.

The cadets spent a week at Hickam Air Force Base undergoing intensive training in leadership, aerospace academics, and communications.

They also visited the 199th Tactical Fighter Squadron and 201st Mobile Communication Squadron.

The cadets also toured the Honolulu Control Tower at the Honolulu International Airport, the Federal Aviation Administration Facility at Diamond Head Crater and the Hawaii State Emergency Operations Center, (Burkeheimer Tunnel) within the same vicinity.

To satisfy the military requirements, the cadets faced stiff uniform inspections and drill evaluations from the regular members of the Air Force First Sergeants of Hawaii.

The following cadets received awards: Leadership Award, **Cadet Flight Officer Nicolas Marzen**, Kailua Cadet Squadron; Academic Achievement Award, **Cadet Airman First Class Mathieu Miyamoto**, Lyman Field Composite Squadron; and Commandant's Award, **Cadet Capt. Heide Wilson**, Moanalua Cadet Squadron.

The cadet staff for the 1995 encampment comprised of **Cadet Flight Officer Matthieu Mercado**, Moanalua Cadet Squadron, cadet commander; **Cadet Master Sgt. Rolland Holland-Buggs**, Moanalua Cadet Squadron, first sergeant; **Cadet Flight Officer Nicloas Marzen**, Kailua Cadet Squadron, as A Flight commander; and **Cadet Capt. Berggren**, Moanalua Cadet Squadron, B Flight commander; and **Cadet Heide Wilson**, Moanalua Cadet Squadron, special assistant to the commandant of the encampment.

Capt. Darryl Choy, Moanalua Cadet Squadron, served as deputy commander to **Lt. Col. Stanley Fernandez**, Moanalua Cadet Squadron. **Lt. Col. Stanley Fernandez** not only planned, organized, coordinated and implemented the encampment but also served as the encampment commandant.

Much thanks to the many personnel of Hickam Air Force Base for helping make this encampment a successful one. — *Herbert T. Kaneshige*

Rocky Mountain

Colorado — The Mustang Cadet

Squadron Drill Team won the Colorado Wing Cadet Competition in June. The team went on to take part in the Rocky Mountain Region Cadet Competition in July, competing against teams from Colorado, Idaho, and Wyoming. The three teams competed in seven different categories, the purpose of which was to test their knowledge, physical ability, drill technique, and teamwork.

The Colorado Wing Competition Team received first place trophies in standard drill, written exam, mile run, and volleyball. In addition, the team was also awarded the Special Team Award, which was voted on by all competitors. The award recog-

Space talk



Cadets from Idaho Wing's Coeur d'Alene Composite Squadron flank Apollo 13 astronaut James Lovell at a lecture at Gonzaga University, Spokane, Wash., on Sept. 28.

nized the team displaying the "true spirit of the competition."

Cadet 2nd Lt. Aleks Udris received an award for attaining the highest score on the written exam. Cadets **Tech. Sgt. Kendra Whiteley** and **Staff Sgt. David Kriegbaum** received the Fleet Foot Awards for running the fastest female and male miles, respectively. Another member of the team, **Cadet Capt. Michael Cain** was **Brig. Gen. Richard L. Anderson's** aide at the region conference.

Cadet Tech. Sgt. Katherine Baker explained, "Our whole team really practiced hard and we had to overcome many obstacles. We still have a lot of work ahead of us, but we can't wait to get to nationals."

Mountain flying followed the classroom teaching. Pilots who needed mountain checkouts were paired with check pilots. On Sunday, everyone participated in one flying session and then, because of the weather concerns, returned to their separate towns and cities. A special thank you is due to **Capt. Lori Watkins**, **2nd Lt. Joyce Waters**, **Maj. Glenn Simpson** and **2nd Lt. Steve Dibsie**. Each person attending received a certificate of completion. — *Kendra Whiteley*

The awards and recognition were highlights at the fourth anniversary celebration of Colorado Wing's Parker Cadet Squadron. Parents, friends, and relatives joined the festivities where Parker cadets were recognized for their accomplishments during the past year.

The festivities began with a special thank you and commendation from Parker **Mayor Greg Lopez**, who congratulated the squadron for its growth and participation in the Parker community. He thanked the parents and relatives for their support of the cadets and the Civil Air Patrol program.

Colorado Wing Commander **Col. Gary Tobey** made the official presentation of recognition and achievement awards. **Cadet John Bennett** was named Parker Squadron Cadet of the Year, and **Cadet Adam Bock** received the squadron leadership award.

Other ceremonies included a very special recognition award to **Lt. Col. Forrest Farris**. As squadron chaplain, Farris provided moral leadership to the cadets. His experience and involvement with CAP extend back to the early days of the organization.

The Parker Cadet Squadron is indebted to him for his participation and inspiration. Farris plans to retire this year.

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Eight chaplains attended the Rocky Mountain Region Chaplain's Staff College at F.E. Warren Air Force Base in May. National CAP **Chap. David Van Horn** and CAP-USAF Staff **Chap. Wayne Perry** instructed the participants during the three-day event, which included more than 20 hours of quality presentations.

The chaplains discussed topics such as ministry of presence, focus on the family, customs and courtesies, ethics, time management, aerospace education, and CAP regulations.

Rocky Mountain Region Commander **Col. Robert Kirkwood** also addressed the group. **Col. James C. Bobick**, national chief of staff, was the banquet speaker.

Chap. Maj. Ralph Yuhasz was selected as the Thomas C. Casady Unit Chaplain of the Year. Yuhasz was honored at the recent CAP National Board meeting in Washington, D.C.

Chaplains are a vital and important part of the CAP family. They are educated and trained in counseling and therapy and are willing to spend personal resources for the mission of CAP. During the first six months of 1995, 13 Colorado Wing chaplains drove 19,722 miles, flew 4,999 miles, served 5,386 hours, and incurred personal costs of \$6,886.20 directly for CAP. — *Jim Moore*

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The Colorado legislature welcomed Civil Air Patrol members to the state capitol. Eight cadets and five senior members represented the Colorado Wing to the House of Representatives at the yearly event.

Rep. Lewis Entz is com-

mander of the honorary State Legislative Squadron. In his remarks before the House, Entz, who holds the honorary rank of lieutenant colonel, highlighted the three-fold mission of CAP.

He also recognized Colorado Springs Cadet Squadron's **Maj. Brian Foltz**, 1993 Cadet of the Year for 1994, and Mustang Cadet Squadron's **Capt. Brian Cox**, 1994 Junior Cadet.

Other cadets who visited the legislature included **Michael Cain** and **Aleks Udris**, Mustang Cadet Squadron; **Zac Miller**, **Kendra Whiteley**, **Jesse Wisner** and **Kevin Shaw**, Mile High Cadet Squadron; and senior members **Bob Beard**, **Gary Tobey**, **Al Morris**, **Bill Hines** and **Bob Ratliff**.

Chap. Lt. Col. Bob Beard delivered the Senate's morning invocation.

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North Valley Composite Squadron Commander **Robert Sandoval** was driving his package delivery truck on Interstate 70 when he saw a vehicle in front of him flipping over.

"The roads were bad and the visibility was poor when I saw the lights of the vehicle in front of me roll over," Sandoval recalled. "So I quickly swerved to avoid hitting it and came to a stop."

Sandoval ran to the victims: he saw a young couple that had been thrown from the vehicle. The man was lying in the middle of the road and the woman was near the median. Sandoval checked the young man for a pulse and didn't find one. After trying four times and finding no pulse, he ran over to the young lady and felt for her pulse. When he could sense a weak pulse, he grabbed a blanket and covered her up.

While he was comforting the young girl he looked up, saw a police car heading toward them, and flagged it down. The officer then called an ambulance and relieved Sandoval of his heroic duties.

Two weeks later the young man passed away, but due to Robert's efforts, the woman lived.

"I was only doing what I thought was right," said



A FINAL SALUTE

CAP News publishes the name, hometown and unit for present or former CAP members. Notices should be sent in accordance with CAP Regulation 35-2 and mailed to: CAP/DP, 105 S. Hansell St., Building 714, Maxwell AFB, AL 36112-6332.

Lt. Col. Charles A. Andrews
Capt. Robert J. Challice
1st Lt. George F. Colling
1st Lt. Robert V. Cook
2nd Lt. James D. Cox
Col. Donald Cunningham, Jr.
Maj. Norbet R. Cutter
John J. Derosa
Kelton M. Doty
Maj. Chester D. Haney
Capt. Bernard L. Hutain
Lt. Col. Shirley N. Kern
Maj. David H. Long
Maj. Susan E. Mayer
Lt. Col. George McGaffick
1st Lt. Eric A. Peterson
1st Lt. Alfred J. Vanausdeln
Maj. Roy E. Vaughn
Capt. Dolores S. Yellen

Group III, Pa.
Charlotte City Composite Sq., Fla.
Group IV, Ohio
John McBride Composite Sq., W.V.
Danville Composite Sq., Va.
Wing Headquarters, Fla.
AGC Senior Sq., Pa.
Nassau County Senior Sq., N.Y.
Lubbock Composite Sq., Texas
76 Senior Sq., Colo.
Reno Comp. Sq., Nev.
Naples Senior Sq., Fla.
Group I, Pa.
Wing Headquarters, Calif.
Patron, Mt.
Dayton Senior Sq., Ohio
Long Beach Senior Sq., Calif.
San Fernando Senior Sq., Calif.
Nampa Senior Sq., Idaho

Sandoval, "and through my training in the Civil Air Patrol, I wasn't afraid to lend a helping hand."

In another incident Sandoval was driving northbound on I-25 near Walsenburg, Colo., when, to the left of him, a fire truck drove past. The fire truck overturned at an exit, and Sandoval stopped his truck and ran to the scene. He quickly found a firefighter's ax and began working on the door of the badly smashed cab of the fire truck. He freed the driver and help load him into an ambulance. — Robert W. Ratliff

Montana — The Malmstrom Cadet Squadron, Malmstrom Air Force Base, hosted a two-weekend encampment Sept. 29-Oct. 1 and Oct. 6-8, for more than 40 members of the Montana Wing.

The weekend incorporated a three-day leadership training program and a three-day winter survival school and emergency services training session.

Eight senior members, assisted by active duty personnel from Malmstrom, conducted classes for more than 30 cadets, 12-20 years of age. Cadets and senior members from Great Falls, Butte, Kalispelt, Missoula, Helena and Billings attended one or both encampment weekends.

The first session emphasized leadership training, drill and ceremonies, physical training, and functions of the Civil Air Patrol. Additional classes were presented on the U.S. Air Force mission and structure, aerospace doctrine, and Air Force civil, military and space programs.

During the second weekend, Air Force personnel conducted hands-on training in aircrew and ground team survival techniques and equipment. The senior members and cadets also learned other emergency services methods to prepare them to respond to local, regional or national emergencies such as floods, earthquakes, hurricanes and other disasters.

Encampment commander **Capt. Michael Hower** pointed out that the training will prepare volunteers to take part in future missions in Montana and elsewhere. "CAP personnel were

on duty in rescue efforts during the 1990 San Francisco earthquake, Hurricane Andrew in 1992, the Midwest floods of 1993 and the Oklahoma City bombing earlier this year."

Hower, who also is an Air Force captain, emphasized that CAP personnel were involved in 89 percent of the inland search and rescue missions in this country in 1994.

"CAP has been credited in saving a number of lives in searches for downed aircraft, lost hunters and hikers, and a number of other emergency situations. We are proud of the fact we play a vital role in America's response to emergency situations."

The encampment ended Sunday afternoon with a graduation ceremony where cadets received awards and achievement certificates. The special speaker at the graduation ceremony was Air Force **Lt. Col. Kenneth A. Lamkin**, who is the newly appointed CAP-U.S. Air Force liaison officer for the Montana Wing.

Lamkin's name may be familiar since he served in that same position several years ago.

Honor officer for the encampment was **Cadet Capt. Robert Hoffman**; **Cadet Sgt. T Lyndsay Alt** was honor cadet. Other honor awards were as follows: B Flight, honor flight; **Cadet David Burden**, honor graduate; and **Cadet Sgt. Jason Herndon** and **Cadet Airman First Class Andrew Mickelson**, honor noncommissioned officers.

Cadet Capt. Matthew Wemyss served as cadet commander, with **Cadet 1st Lt. Kirk Dehn** as his deputy. First sergeant was **Cadet Sgt. Osia Timschell** and **Cadet Master Sgt. Michael Hursh** and **Cadet Master Sgt. Rachelle Fisher** served as A and B flight sergeants, respectively. Senior commandant of cadets was **Lt. Col. William Bowden** and encampment commander was **Capt. Michael Hower**, also an Air Force captain.

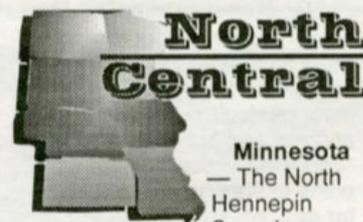
1st Lt. Steve Rodriguez, **2nd Lt. Dan McCullough** and **Staff Sgt. John Haker** (who are also active duty personnel) served as instructors for the encampment. Additional lectures were pre-

Air Life Line mission



Ohio Wing's Maj. Bill Thomas, left, gets a hug from 5-year-old Joshua Malachi, who suffered life-threatening injuries in a house fire. Thomas and senior member Ann Bonaduce, right, flew Josh from Pittsburg, Pa., to the Cincinnati Burn Unit of Shriners Hospitals for follow-up treatments as part of an Air Life Line mission.

sented by personnel from the 341st Missile Wing at Malmstrom Air Force Base. — John Degal



Minnesota — The North Hennepin Squadron held its annual picnic at **1st Lt. Terry Veech's** home in Ramsey, Minn., in September. While some members took advantage of nearby tennis courts and volleyball facilities, others swam in Veech's backyard pool.

The annual cadet/senior challenge featured a volleyball game, where cadets rallied vengefully from last year's loss at softball to win two of the three sets of volleyball. The executive staff at North Hennepin presided over the 1995 cadet change of command. **Cadet Capt. Duane Meske**, of St. Louis Park, Minn., relinquished command of the squadron's cadet corps to **Cadet 1st Lt. Julie Williams**, of New Hope, Minn.

Not yet 16, Williams has been a member of Civil Air Patrol since August 1993. She quickly made a name for herself at the squadron with her expertise in communications.

Her other accomplishments include serving on the cadet staff as Tango flight commander, operations officer, Echo flight commander during the 1995 Minnesota Wing encampment and as a state representative at the National Cadet Competition in December 1994.

By February 1995, Williams had earned her Billy Mitchell

Award. She attends Armstrong High School, where her name consistently appears on the honor roll. Her studies focus on enriched sciences. Williams' extracurricular activities include track and field.

As one of this squadron's more profound cadet commanders, **Cadet Capt. Duane Meske** has seen some fantastic advancements at North Hennepin. The acquisition of a new van and the completion of the squadron supply room being two of these.

Since joining the squadron in November 1991, Meske has represented the state at the National Cadet Competition in both 1993 and 1994, participated in three of the past seven squadron field leadership courses in Cass County, and earned the emergency services technician badge.

Meske attends St. Louis Park High School, where he plays in the marching, pep and concert bands.

The squadron bid a fond thanks to him and a grand welcome to Williams during the reception after the change of command ceremony. — Maj. Mark H. Hannah

Minnesota — Sixteen cadets attended Minnesota's 25th annual Solo Encampment in August. Cadets and instructors were billeted at the Mankato State University and flight activities were conducted at the Mankato Airport. Members dined on catered meals throughout the training.

To qualify for the encampment, cadets submitted their applications in January and were interviewed by the wing's five-member selection board. Those

not selected for one of the 16 slots were named alternates.

Cadets each paid \$300 to attend the weeklong encampment, with the remainder of the costs subsidized by Minnesota Wing and corporate funds and private donations.

Capt. Mike Hartell, Minnesota Wing director of operations, said nine instructors provided flight and ground instruction. One instructor came all the way from Iowa to support the encampment.

Matt Swanson, Mankato Squadron, was the first of four to solo after completing ground instruction with **Capt. Richard Vosika**, Minnesota Wing Headquarters. All 16 had soloed by the end of the encampment. Each new, "hot" solo pilot was cooled off with the traditional dousing of cold water. Cadets attended a formal graduation party and "tail-cutting" ceremony on the final day of the encampment.

Minnesota Wing's newest pilots include **Jason Inskeep**; **Mitch Hesley**; **Jessica Gebhart**; and **Forrest Pryde**, St. Paul Squadron; **Chris Baetz**, **Matt Finley**, **Doug Jameson** and **Jason Hudson**, Valley Squadron; **Luke Wegner**, Red Wing Squadron; **Nick Bollum** and **Derek Kavanaugh**, Grand Rapids Squadron; **Nathan Griffin**, St. Croix Squadron; **Ben Giessinger** and **Gregg Izdepski**, North Star Squadron; **Matt Swanson**, Mankato Squadron; and **Rich Wayman**, Anoka Squadron.

When asked of his thoughts of his recent flight experience, **Cadet Master Sgt. Mitch Hesley**, St. Paul Squadron, replied, "We crossed a threshold and achieved our ambitions as

Idaho drill team



The Idaho Wing Drill Team practices in front of a C-5B at Idaho Falls Airport. The team won the innovative drill and panel quiz competitions in August at the Rocky Mountain Region Cadet Competition in Denver, Colo.

we entered the exhilarating, challenging and at times perilous realm of the aviator." —Tom Theis

Minnesota — Worthington Composite Squadron members parked automobiles and aircraft at the Annual Pancake Fly-in Feed at the Worthington Regional Airport in August. The weather didn't cooperate and the attendance was somewhat down.

Displays were on hand from the Southwest Hi-Flyers Model Airplane club, Streetrodders Car Club, Worthington Regional Hospital, two ambulance services, Air Ambulance Fixed Wing Twin Engine, and security by the Worthington Police Department.

Members of the Worthington Hockey Association served pancakes, eggs, sausage, french toast, juice and coffee.

Bill Witt, stunt pilot, provided an hourlong air show with his Pitt aircraft, complete with a smoke trail. The Sheldon Flying Service gave rides to the public.

One vintage 1946 ERCOUPE Model 415C SN 4105 made an appearance with the first fly-in by Elmer M. "Hotdog" Hartog of Sheldon, Iowa.

A picnic was held at the farm of Lt. Col. Warren Rohwer. Members munched on fresh sweet corn at tables set up in Rohwer's three-stall garage.

Deputy Sheriff Tim Nibelink, police dispatcher Nelson Bonilla and police officer Bob Fritz attended the Aug. 28 meeting. Fritz has submitted his application for membership.

1st Lt. Pete Anderson, Air Force Reserve, Twin Cities, showed a video on the Air Force. Anderson, an American Airlines pilot, was accompanied by his wife and two children.

Other members kept busy during August. **Lt. Howard Krebs** went to Mankato for the Group IV search and rescue exercise, and **Lt. Carl O. Hallum** spent a week at the Solo Encampment.—Maj. C.L. Hartman

Missouri — Members of the Richards-Gebaur Squadron acquainted Marines with Civil Air Patrol programs and missions at the second annual Marine Corps Family Fun Day.

Cadets **Jeremy Collins** and **Chris Atkinson** along with squadron commander **Capt. Gary W. Gregory** fielded questions from other visitors.

"There isn't a single thing I don't like about CAP since I joined," Collins responded to a 16-year-old asking for program information.

When pressed for an answer to the same question, Atkinson replied, "You really should come to a squadron meeting to see for yourself. But there isn't anything else like what CAP can do for you."—Gary W. Gregory
→→→

In an almost exact repeat performance of the 1994 search and rescue evaluation, the heat and humidity were only slightly



Minnesota Wing Capt. Mike Hartell cools off "hot new" pilot Cadet Master Sgt. Jessica Gebhart after her solo flight at Minnesota's 25th Annual Solo Encampment.

higher than the enthusiasm as Group I and Group V gathered for a joint search and rescue training exercise. The Kansas City Aviation Department at Richards-Gebaur Airport in southern Kansas City, Mo., provided facilities for the training.

Capt. Gary W. Gregory served as the mission-coordinator for the two-day exercise emphasizing safety, training opportunities, expectations of the participants and above all, heat awareness as the heat index in west-central Missouri climbed to 105 degrees.

Following a concise briefing on mission objectives, members quickly dispersed to duty assignments or classes.

Members attended lectures in blood-borne pathogens, introductory emergency services and communications. All attending classes were allowed to display practical expertise or test, with a high rate of successful completion. Meanwhile, **Col. Joseph McMillan**, North Central Region vice commander, coordinated and participated in mission pilot check rides and pilot evaluations.

Aircrews and ground teams were dispatched on a variety of simulated aircraft emergency locator transmitter scenarios and assorted training objectives. The aircrews and search teams practiced coordination on the ground locating bright-colored panels and performing damage assessments. Graduates of the Missouri Wing, Pathfinder's Technical School taught emergency locator transmitter direction finding and location, line-search techniques and land navigation.

At the end of the two days, about 55 cadet and senior members had participated, using two corporate aircraft and five corporate vehicles, plus three private aircraft and eight private vehicles. The training resulted in eight pilot evaluations and two requalified mission pilots, five qualified scanners, two qualified

observers and six qualified ground team leaders. Thirteen new ground team members and 19 CAP personnel received four hours of flightline instruction. Members performed nine ground team sorties, some in conjunction with the 16 air missions. A total of 8,100 square nautical miles were flown in Missouri and Kansas.

Maj. Ken Kassem, U.S. Air Force Reservist from Kansas Wing served as the liaison evaluator. "This was one of the most productive training search and rescues observed," he says. "This wing is obviously one that plans to stay current and ready for any real search and rescue or disaster relief."—Capt. Gary W. Gregory

Great Lakes

Illinois — Aug. 26 started out with clear skies and less than broiling temperatures. The Civil Air Patrol had two display areas. **Capt. John Allen**, from Springfield, attended the corporate Skyhawk while other members manned a table in the hangar.

Cadet Airmen Mike Blankenship, Harold McAllister, and Neil Hatcher, Maj. Paula Kesler, and Cadet Basic Joshua Houston took turns running a video from national headquarters, handing out pamphlets and manning equipment displays.

The Lear Model 31 stole the show, however. Easy to operate with a quickness to take to the air, the jet permitted visitors to experience aircraft operation and control. The Mach 0.78 cruising speed was very handy for a fast trip to Chicago, although there was one way to get there faster — by mouse. The Microsoft's Flightsimulator 5.0 had menus for everything from the airport of operation to the type of aircraft

flown.

BAO loaned a Pentium multimedia computer and optional graphics for the day. Optional aircraft included a Cessna RG, a sail plane, and a World War I biplane. The cadets were the flight instructors for our guest pilots, who were mostly young people.

Allen took a turn at the stick and promptly taxied into the lake. He put in the rudder deflection needed for a Skyhawk while taxiing, but he overcontrolled the aircraft and discovered there were no toe brakes and could not stop in time.

The cadets got a laugh out of that until they remembered that they flew in with Allen and it would be a long walk back to Springfield, Ill.

The CAP Cessna on display also attracted many visitors.

Chairman David Block requested a fire watch for Friday evening. It turns out that a few exhibitors had asked that additional security be provided for their aircraft. This is the sort of extra that CAP members can providewhen the request for such services comes in early enough.

Guard duty involved a bivouac on the field, (rental movies and pizza delivery), a pair of CAP

night watchmen making rounds for about an hour or so, then handing off to the next pair.

Everybody gets a turn, everybody gets to sleep, and everybody gets to help the next day. What a sweet deal. —Maj. Paula Kesler

Illinois — In September, 29 seniors and two cadets of Illinois Group I, four seniors from Illinois Wing Headquarters and three seniors from Illinois Group 14 participated in a practice search mission under the direction of **Lt. Col. Joseph Pate**, mission coordinator.

Lt. Col. Michael Gaeta directed ground operations and **Lt. Col. G.M. Rosenzweig**, air operations. **Lt. Col. John Domke** was air search coordinator; **Lt. Col. Ken Dixon**, ground search coordinator; and **Lt. Col. John Rimicci**, communications director; and **Lt. Col. Charles Boyle**, base commander. Dixon also was the ground team leader.

Those members presently holding mission specialties gained credit toward revalidation. Other members received student specialty training under the guidance of an experienced specialist.

Dixon, commander of Illinois



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

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

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

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Group I, congratulated those attending the exercise on their professionalism, dedication and zeal for learning the various specialties.— Lt. Col. Michael Bonnett

Michigan — Members of the Bay City Cadet Squadron helped out with the local River of Time Festivities in their hometown. The cadets worked with the local Vietnam Veterans Association in providing security and traffic control. The CAP unit also provided a color guard for ceremonies honoring our nation's MIAs.

The River of Time features historic reenactments of living conditions and battles from colonial through Civil War periods. — Mark Sinicki

Wisconsin — Eagle River Composite Squadron cadets Master Sgt. Sheryl Woods, Sgt. Chris Mills, Sgt. Scott Horant, and Tech. Sgt. Andy Moore, have formed a color guard. The group plans to march in parades all over the Northwoods and perform at patriotic activities and school activities throughout the area. —Craig Moore
 → → →

In August, members of the Rock County Composite Squadron participated in the Wisconsin-Illinois Chapter of the Yankee Air Force Air Show at the Rock County Airport.

The air show consisted of numerous static displays, the Lima Lima T-34 Aerobatics Team, a Citabria aerobatics aircraft, and a mock dogfight between a simulated Japanese Zero (a T-6 Texan with new canopy and small wheels) and a P-51 Mustang. Aircraft on static display included a B-17 Flying Fortress, a B-25 Mitchell, a F-4F Wildcat (fished out of Lake Michigan in 1992 and restored), the P-51 Mustang, the Zero, five T-34 Mentors, a PT26, and a Beech Staggerwing.

Members performed crowd control and wing-walking duties and helped enforce a "no smoking advisory."

This exercise provided cadets with a truly unique learning experience.

First, they had to learn all about the aircraft on display to answer the many questions directed to them. Next, they had to practice tact and diplomacy when dealing with the smoking public.

A recruiting booth was also staffed during the activity. Several leads were received and followed up on or referred to other units. —Larry Ochowski

the U.S. Military Academy West Point.

West Point Cadet Michele Van Buskirk of Monterey, Calif., spoke to squadron members at their weekly meeting. Van Buskirk is temporarily attached to B Company, 5th Battalion, 87th Infantry in Panama as part of the West Point Cadet Leadership Training Program.

Van Buskirk spoke to cadets on the admission requirements and academics, leadership, and sports programs at West Point. "A successful applicant should be a well-rounded individual," Van Buskirk told cadets. "It is important to work hard in academics, sports and community service."

According to Van Buskirk the West Point admission committee looks at SAT and ACT scores, academic records, participation in sports activities, and an individual's outside interests. "Many applicants with outstanding academic records are rejected if they have no sports or community background," said Van Buskirk.

Along with admissions, the West Point cadet spoke at length about life at West Point. "Cadets begin their four-year tour at West Point as plebes. The first year at West Point a cadet is taught, along with academics, military courtesy, drill and ceremonies, the rank structure and other basic military knowledge.

"The remaining three years are used to develop a cadet's leadership skills, eventually leading to a commission as a second lieutenant in the Army."

Van Buskirk, whose father was a member of the U.S. Military Academy Class of '71, is a third-year student at West Point, where he is majoring in aerodynamic engineering and hopes to be commissioned in either the Army's aviation or infantry branches.

The CAP cadets asked many questions about enrollment procedures and preparation for the service academies.

According to Elaine Barrows, mother of cadet Steven Barrows, "This gave Steve a chance to see what areas he should focus on during his next three years of high school." — J.A. Altieri

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"Always vigilant"

Coastal Patrol Base 2 members gather at Rehoboth

Roger Thiel

Coastal Patrol Base 2 Historian

World War II veterans of the Civil Air Patrol's Coastal Patrol Base 2 met at Rehoboth, Del., Sept. 23 for their 53rd commemorative reunion.

In a banquet room overlooking the Atlantic waters they once braved in defense of their country, the veterans welcomed family, historians, and friends, giving firsthand accounts of the battle they waged while receiving the adulation of guests, including CAP National Commander Brig. Gen. Richard L. Anderson.

Eddie Edwards, famous for his part in a heroic sea rescue that earned him an Air Medal presented by President Franklin D. Roosevelt, reminisced over flying the first overwater patrol of any CAP member, on Feb. 26, 1942. Later that spring, he also spotted a sub and intentionally "scared it down," to prevent it from seeing a merchant ship prior to CAP being authorized to use bombs.

Tom O'Day recalled being eyewitness to the sub's slaughter. Flying only six miles off Rehoboth, he saw an ocean tug destroyed by a German-laid mine. O'Day and his copilot were the only witnesses.

Jim Tegg and George Townson recalled the irony of fighting in a resort area as summer came. Horror was nearby along with torpedoed oil-stained bathing beaches, but CAP personnel couldn't discuss their war service with vacationers.

Maury Betchan recalled the maintenance program he used to "keep 'em flying," involving early, precautionary inspections and vigorous mechanical work.

Reunion organizers Tom Worth and Ed Phipps posted a list of cards and notes from other known surviving veterans who could not



Former Civil Air Patrol Coastal Patrol Base 2 member Eddie Edwards shakes the hand of former President Franklin D. Roosevelt at the end of World War II.

attend, and a list of those "on last patrol."

Earlier in the day, some veterans had paused at the monument they erected in 1967 to their four fellow pilots who never came back.

Their airport is also gone — a victim of skyrocketing real estate values.

The veterans also took some satisfaction in the dramatic decrease in sub sightings just months after their patrol began. The U-boats would crash-dive upon seeing a plane of any size, and moved away from American waters, thanks, in large part, to the CAP efforts.

At the evening's banquet, Anderson warmly thanked the veterans — all true CAP founders — for their service on behalf of the entire membership of the CAP. He then showed vintage items from his own collection of memorabilia, as National Historian Lt. Col. Gregory Weidenfeld and his wife, Leslie, looked on.

A Delaware Wing cadet honor guard presented the colors at the reunion.

Drew Steketee, Aircraft Owners and Pilots Association senior vice president for communi-



Former members of CAP's Coastal Patrol Base 2 pose for a group photo with CAP National Commander Brig. Gen. Richard L. Anderson. The group recently gathered in Rehoboth, Del., to celebrate their 53rd reunion. From left, front row: Anderson, Eddie Edwards, Glenn Cook, Tom Worth, Maury Betchan, Tom O'Day, Ed Phipps and Jim Tegg.

cations, invited the veterans to a special ceremony at his group's convention in Atlantic City Oct. 20.

At the evening's conclusion, Anderson presented each of the veterans with a special plaque. The tribute read: "Presented in memory and gratitude to the brave Civil Air Patrol souls who courageously flew and fought on the side of American freedom at CAP Coastal Patrol Base Number 2 at Rehoboth, Del., February 1942-July 1945. Presented in the name of Brig. Gen. Earle L. Johnson, AUS, wartime national commander, Civil Air Patrol."

The veterans expressed appreciation over all the interest shown to them and elected to meet again next year. Tom Worth said for the group: "We took satisfaction in a job well done back then ... Your interest now is all an extra and we appreciate it."



**It's
a fly
before
drive
deal**



Charlotte Crowe
Assistant Editor

While other teenagers drive cars, Don Johnson has to settle for pedaling on his bike or catching a ride with his dad or a friend. That is, unless he's flying a plane.

Those are the terms of the deal the 15-year-old struck with his fa-

ther, Jim Johnson. And for each year Don postpones getting his driver's license, Jim helps in his son's quest to get a pilot's license instead and plunks \$1,000 into a mutual fund for his son — money Jim otherwise would have spent on car insurance.

Don has agreed not to consider driving until he passes his private pilot's examination, which requires 40 hours of flying. The arrangement suits his dad, who flies for the Civil Air Patrol and comes from a family of pilots.

As a baby, Don sat with his parents in the front seat of a plane, teething on the steering mechanism. Now he rides his bike five miles to school and gets lifts from friends or family to other events, such as "social engagements with a certain Michelle," he said. He says he could go without driving for a long time.

"It's not going to hurt me," said Don, an Eagle Scout and black belt in Tae Kwon Do. "I can see it through my dad's eyes, and his way is better."



Jim and Don Johnson

His father figures they'll both come out ahead. Three years ago, when Jim asked his insurance agent what it would cost to add a teenager to the family's auto policy, the news wasn't good. "I gulped," Jim recalled. "It would be running \$1,600 a year."

The deal got the Johnsons' picture on the cover of the April edition of the *USAA Magazine*, published by

the United Services Automobile Association, a Texas insurance company.

Jim, a USAA customer, wrote a letter about the deal in response to a magazine call for teenage driving safety tips. His idea "was very unique" among the hundreds submitted, said Rhonda Crawford, an editor with the magazine.

It might seem odd for an insurance company to endorse a plan that calls for not buying insurance, but when Don does need coverage, Crawford said, "Hopefully, he'll be a safer driver and have less claims as a result."

That's what Jim is hoping, too. Flying requires more care and preparation than driving. And safely riding a bike along heavily trafficked streets has given Don an education in the foibles of local drivers. "I'm more aware now. I have to be aware or I'll get hit," he said. "I expect 'em to do something out of the ordinary and most of the time they do it."

Photo courtesy of USAA

Photo courtesy of Underwood & Underwood

Photo by Lt. Col. Larry Webb, CAP