

CIVIL AIR PATROL



NEWS



10, NUMBER 6

MAXWELL AFB, ALA. 36112

JUNE 1978

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**HIKING IN THE SNOW** — Civil Air Patrol cadets attending the winter survival school conducted by the Pennsylvania Wing's Ranger Section hike through the deepest snow cover in the schools history. See related stories and more photos beginning on page 10.

## Cadets Operate Civil Defense Center In Disaster Exercise

COLUMBUS, Miss. — Cadets from the Mississippi Wing conducted the Civil Air Patrol portion of a nuclear disaster exercise sponsored by the Columbus-Lowndes Civil Defense Council recently.

The exercise came during the first weekend of the first Type B encampment that the wing held this year. The encampment was planned and supported by the Tombigbee Alert Action Comp. Sq. and the Washington County Comp. Sq. of Group 1. Maj. Becky Hill was the encampment commander.

Civil Defense called on Civil Air Patrol cadets from throughout the State of Mississippi to assist with the exercise because they wanted people to staff their new emergency operating center with the 40 persons, as required by the federal staffing requirement, who were already familiar with disaster procedures and would not require a great deal of additional train-

ing or orientation prior to the exercise.

Several local government and service organizations were called to perform specific tasks in conjunction with the CAP staff. These included the Columbus Light and Water Department, Columbus Police Department, Lowndes County Red Cross, Columbus Fire Department and the mayor and city council.

At the beginning of the exercise Ray Gildea, the Civil Defense director, briefed Cadet Bryan Miller, cadet commander,

and his staff on the exercise scenario, which included "enemy" activity featuring a nuclear detonation in New Orleans, La.

Some cadets prepared display maps showing shelters and evacuation routes. Others took upper wind data supplied by radio and determined the arrival time of fallout, its intensity and the expected duration of shelter activities.

The exercise lasted more than 40 hours. During that time more than half the cadets did not leave the operations center. The duty teams streamlined the message handling process, trouble shooting and plotting and logging pertinent information for the duration of the exercise.

The Civil Defense report stated that "in many respects the cadets outperformed their adult counterparts who were regular members of the volunteer office staff. One of the reasons that was

(See CADETS, Page 2)

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## Hyatt Hotel Hosts Board Meeting '78

PHOENIX, Ariz. — The Hyatt Regency Phoenix has been chosen as the headquarters for the 1978 meeting here Sept. 7-10 of Civil Air Patrol's National Board.

The modern, two-year-old facility is located in the heart of downtown Phoenix. The hotel, which has 711 rooms, including 40 suites, will offer special rates to CAP members attending the board meeting and its associated committee meetings and seminars.

To be sure of a valid room reservation at the hotel, your reservation must be received by the hotel not later than Aug. 25, 1978.

Single rooms will be \$22 per day and double rooms will be \$28 per day. A coupon which members can use to reserve rooms at the hotel is printed on the back page of this issue. Guest accommodations in the hotel are spacious and decorated in contemporary themes.

The reinforced concrete and glass structure features a nine-story open atrium. The public areas have more than 1,000 trees, potted and hanging plants. Other features of the hotel are a four-story section with a pool and garden, and a 21-story tower topped with a revolving restaurant called the Compass.

In addition to the Compass, there are five other restaurants and lounges. Hugo's is a special restaurant which serves Continental cuisine. Adjacent is Hugo's Bistro, an intimate lounge with a quiet, relaxing atmosphere.

The Plaza Court serves cocktails on the second level of

the atrium, overlooking the fountains and courtyard of the Phoenix Civic Plaza. The Terrace Cafe is an informal garden cafe that is open from 6:30 a.m. until midnight. The Sundance Show Lounge room

(See PHOENIX, Page 2)

## Nevada Wing Saves Three Fishermen

MAXWELL AFB, Ala. — The Nevada Wing saved the lives of three 18-year-olds, who were on a fishing trip at Will Creek Reservoir, Nev., recently.

The Elko County Sheriff controlled the search and rescue effort. Concerned relatives notified him about 10 a.m. April 9. The Nevada Wing was alerted and launched an aircraft at 12:30 p.m. and found the missing fishermen about an hour later in rugged terrain some 60 miles north of Elko.

The aircraft searched 25 square miles before finding the three youths. Six persons were involved in the search and recovery effort.

These three latest saves bring to 22 the number of persons whose lives have been saved in 1978 through the Civil Air Patrol's emergency service operations.



Hyatt Regency Hotel—Phoenix

# Phoenix Hyatt Site Of National Meeting

(Continued From Page 1) features top entertainment and dancing from 9 p.m. until 1 a.m.

There are 17 conference rooms in the hotel, each room being named in honor of a Western artist and containing graphic art representative of the namesake.

The Regency Ballroom, where the CAP banquet concluding the annual meeting will be held, has more than 10,000 square feet of floor space and can accommodate 1,200 persons.

A pre-registration coupon which members can use to pre-register for the meeting is printed below. Although pre-registration with National Headquarters is not required, it is recommended for those planning to attend.

Master of ceremonies for the banquet will be Dr. John Furbay of Phoenix who produces and narrates the popular radio travel show, "Holiday World of Travel," on more than 500 radio stations in the United States and Canada, as well as on the Voice of America.

George Walter, former dean of Education at Lawrence University, will be guest speaker at the banquet. Walter, an educator and coach, also is a forest ranger at Glacier National Park, and speaks at high school assemblies and professional associations.

Phoenix, the state capital, is known for its low humidity and

balmy weather. The city and its vicinity, known as the Valley of the Sun, offer a wide variety of attractions for person attending CAP's National Board meeting.

More information about the 1978 National Board meeting and other activities associated with it will be published in forthcoming issues of Civil Air Patrol News.

## Cadets Manage CD Exercise

(Continued From Page 1)

true is that the cadets are smaller and in certain respects quicker than many of the adult staff members. They were able to adapt themselves readily to the conduct of activities in the operations center."

The civil defense director said, "I would have any member of the cadet staff as an official staff member if it were possible. Several would be given key operational tasks on a par with the adult staff. Their enthusiasm and energy seemed unbounded."

The director believed that this was the first time that the extensive interrelationships between two largely volunteer staffs had been operationally tested in a federally supported emergency operations center.

# Pre-Registration Urged For Phoenix Meeting

MAXWELL AFB, Ala. — CAP members planning to attend the 1978 National Board meeting Sept. 7-10 in Phoenix, Ariz., are being urged to pre-register for activities there. Printed below is a coupon for this purpose.

Although pre-registration is not required, contrary to a statement in the May issue of Civil Air Patrol News, those attending the annual event can save time by doing so, since a separate desk will be set up at the hotel to allow them to by-pass normal registration.

Personnel should pre-register only if they are sure they will attend. The registration cost is \$19 per person which includes the

cost of the banquet. This pre-registration is only for CAP activities and does not include a reservation at the hotel.

Those who pre-register but are unable to attend may receive refunds for the \$19 fee if they notify National Headquarters not later than Aug. 30. Pre-registrants who fail to notify National Headquarters by this deadline can receive a refund if they do not attend, but a \$5 handling fee will be charged.

The pre-registration forms are due at National Headquarters no later than Aug. 25. Mail this coupon with fee to HQ, CAP-USAF/AC, Maxwell AFB, Ala. 36112. Do NOT mail this form to the hotel in Phoenix.



CADET EXERCISE—Mississippi Wing cadets conduct a nuclear disaster exercise in conjunction with the Columbus-Lownes Civil Defense Council and other disaster relief agencies.

# Leadership School Planned

LOUISVILLE, Ky. — The Kentucky Wing will sponsor a squadron leadership school, open to all members of the Great Lakes Region, at the Rough River Kentucky State Park Aug. 12 and 13.

Enrollment is limited to 60 slots which will be filled on a first come first served basis.

Dr. Richard Ovington of CAP National Headquarters will be the principal seminar leader. Instructors of the various phases will come from the Kentucky Wing.

The school is located at Camp

Greenshores at the Rough River Lakes in west central Kentucky. The camp is owned by the Kentucky Easter Seal Society.

There is an airport near the campsite with a 2,500-foot paved runway. Aviation gas is available. Those who fly in are requested to bring their own tie-downs. Transportation to the camp is available.

Transportation from the Kentucky Wing headquarters in Louisville to Camp Greenshores will be provided for those requesting it in their applications.

Application for the school may

be made through channels on CAP Form 17 to Maj. Morgan W. Wright; Kentucky Wing Headquarters, CAP; P.O. Box 20271; Louisville, Ky. 40220.

The cost of persons attending will be \$20, which covers food and lodging and registration.

Students must bring their own towels and soap and either bed linen or sleeping bags. There is a swimming pool so people should bring their swim suits if they want to swim.

People should report in no later than 7 p.m. EDST for assignment of quarters.

## Correction

A member of the Wyoming Wing has written saying that there was an error in a story appearing in the April issue.

The article relating to the rescue of a 13-year-old boy from an aircraft accident near Caspar was incorrect in that it was not a sheriff's department team that made the evacuation. The actual evacuation of the injured boy was made by members of the 492nd Emergency Services Sq. (Wyoming Wing), according to the reader who was a member of the CAP ground team.



CONGRATULATIONS—Cadet Robert F. Byrd, Clinton-Scott Comp. Sq. (Illinois Wing) receives the Gen. Carl A. Spaatz Award from Gen. William G. Moore Jr., commander of the Military Airlift Command at Scott AFB, Ill. Byrd has been a CAP member since 1973 and is also cadet commander of his AFROTC unit at Southern Illinois University at Carbondale where he is a senior. (USAF Photo)

### CAP National Board Meeting — 1978

#### PRE-REGISTRATION FORM

Enclosed is \$ \_\_\_\_\_ for \_\_\_\_\_ registrations at \$19.00 each\*

Name \_\_\_\_\_ Rank \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_

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

Wing \_\_\_\_\_

Check One:

USAF \_\_\_\_\_

CAP \_\_\_\_\_

Other \_\_\_\_\_

Please make check payable to "National Headquarters CAP" and mail to HQ, CAP-USAF/AC, Maxwell AFB, Ala. 36112. (Do NOT mail this form to the hotel in Phoenix.)

(Checks and pre-registration form must be received by HQ CAP USAF/AC no later than Aug. 25, 1978)

\* If registration is being made for more than one person, please include names and ranks of all individuals.

*An Open Letter To All CAP Members*

# 'Civil Air Patrol Has Given Me A New Career'

BY EDWARD CRANKSHAW  
California Wing

SAN JOSE, Calif. — I want to thank you for the last 25 years. It was in May 1953 that I became a cadet in Fremont Squadron 638-1, Michigan Wing. At the time I'm writing this, it's only four weeks until I celebrate 25 years of association with Civil Air Patrol.

I won't stretch your credibility by saying that every one of those years has been a joy and a blessing. There have been some big disappointments for me; and I'm sure I've disappointed others who were expecting more of me than I was willing, or able, to give. But in the main, my work with CAP has been rewarding, and exciting.

The biggest excitement, and a reward in itself, is the reason behind this letter. I suppose, in a

way, I'm trying to hold forth an example to those new members who might see this; that CAP membership is not just volunteering; not just giving of yourself for no more reason than "someone has to do it." Civil Air Patrol has given me a new career. I'd be willing to bet I'm not the first to say that, either.

Since I came to California in 1967, it's been my good fortune to be involved in the information activity. Many CAP/IOs will know what I mean when I say that I became an IO because, since I was new to the unit, the commander didn't know what else to do with me.

As an information officer, I found a calling. The commander, then Lt. "Pete" Singh, gave me a copy of CAP Manual 190-1 with the advice, "Read this and see what the job's all about." He started me in a field of training

which has resulted, as of January of this year, in a new and thoroughly enjoyable career, technical writing and editing.

After a couple of years as a Squadron IO, I moved "up" to Group level, and not too long after that I was able to fill an opening in the Wing IO shop. Very few CAP members have ever been so favored in having professional training.

CAP information officers on the California Wing staff have been not too different from IOs in other wings. But there have been

notable exceptions; Maj. Frank Burnham, author of "Hero Next Door" and many other aviation-oriented writings. He recently completed a book about the Federal Aviation Administration which he titled "Clear To Land." He is one of those who have had a hand in preparing me for my newfound career. That training, and the interest I have always had in the field of aerospace technology led to my becoming a technical writer in one of NASA's space exploration programs.

The list of my fellow CAP

members who encouraged me, and spent time and effort to add to my abilities as an IO, and kicked me in the pants when I didn't do it right, is far too long to recite here. Let it rest with an expression of my sincere gratitude.

At the risk of seeming overly repetitious — thank you for the last 25 years.

I hope that in May 2003, I'll be able to write and say: "Thank you, for the last 50 years in CAP."

## New Trophy Named For Chief Of Staff

WASHINGTON, D.C. — The Civil Air Patrol, the volunteer civilian auxiliary of the Air Force, has made Gen. David C. Jones, Air Force Chief of Staff, an honorary CAP member.

CAP also unveiled its new cadet sweepstakes trophy which will be presented annually in the name of the Chief of Staff.

Brig. Gen. Thomas C. Casaday, national commander, presented the honorary membership certificate to Jones "in appreciation for his direct personal support" of CAP while serving as Chief of Staff.

The U.S. Air Force Chief of Staff Cadet Sweepstakes Trophy

is the full title of the award which will be presented in December to the team that scores highest in the annual cadet competition.

Casaday presented the membership certificate to Jones and unveiled the sweepstakes trophy at a reception following a CAP advisory panel meeting in the Pentagon.

He also presented Jones with a portrait of the chief of staff done by a CAP staff artist.

Jones became Air Force Chief of Staff in July 1974. He is scheduled to become Chairman of the Joint Chiefs of Staff later this year.



**SPAATZ AWARD** — Cadet Bernard N. Horak Jr., DeWitt Cadet Sq. (New York Wing), center, receives the Gen. Carl A. Spaatz Award from Brig. Gen. Carl S. Miller, commander of the 21st NORAD Region, as Capt. William F. Slack, Horak's squadron commander looks on. Miller, formerly executive director of the Civil Air Patrol, approved the award for Horak. Horak is a student at Onondaga Community College and is a firefighter with the 174th New York Air National Guard at Hancock Field, N.Y. (USAF Photo by Charles G. Striker.)



**FLAG PRESENTATION** — Air Force Brig. Gen. Paul E. Gardner, left, executive director of the Civil Air Patrol, receives a souvenir Maryland state flag from 2nd Lt. Harry D. Leadmon, Maryland Group 1, at a recent dining out the group held. A flag was also presented to Brig. Gen. Thomas C. Casaday, second from left, the national commander of CAP. Col. Louisa Morse, third from left, commander of the Middle East Region, CAP, received a plaque in recognition of the successful performance of her duties. Other awards were given to Maj. Anthony M. Saladina who received the Grover Loening Aerospace Award and the Gill Robb Wilson Award, and to Maj. Phillip E. Cvach and Capt. James E. Diggs who each received the Gill Robb Wilson Award.

### Cadets Visit N.Y. Port Facilities

BROOKLYN, N.Y. — Cadets of the Brooklyn Group (New York Wing) recently had a tour of the Port Authority of New York facilities and Pan American Airlines facilities at John F. Kennedy International Airport.

Ten senior members accompanied 64 cadets on the daylong visit. "This is one of the best cadet turnouts for an activity that I've ever seen," said the commander of one of the participating squadrons.

The tour included a closeup look at the Concorde supersonic aircraft. Cadets viewed the Concorde from its boarding ramp at the airport arrivals building. They also viewed the plane as it made its departure in a steep, banking climb.

The visitors were treated to a birds-eye view of the field from the control tower. They also toured the customs and security sections.

On the Pan American tour, the cadets saw the 747 hangars, overhaul facilities and jet engine shops. They made a walk around inspection of a 747 that was being overhauled and had a look at the flight deck of the jumbo jet. They were given a variety of materials on airport operations and aircraft specifications.

Both portions of the tour were planned and coordinated by the Brooklyn Cadet Sq. 4, with squadrons from Brooklyn and Staten Island attending.

The tours are part of an "Airlift Careers Program" the group is conducting for its cadets.



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

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

As of May 14, 1978

Number of Missions	261
Number of Aircraft	2,685
Number of Sorties	5,052
Flying Hours	11,522.5
Personnel	13,263
Saves	27
Finds	143

*Executive Director's Comments*

# Prevent Aircraft Theft

By PAUL E. GARDNER  
Brigadier General, USAF  
Executive Director, CAP

Two CAP aircraft were recently stolen and used for joy rides. In the first case, two boys, ages 10 and 16, hot-wired the ignition of a CAP Cessna 150 and proceeded to buzz the city of Los Angeles at approximately 100 feet! In the second instance, an intoxicated 26-year-old man stole a Cessna 140 by breaking the chain and padlocked tie-down rings off the aircraft. Although in the first case the two boys landed safely and were apprehended, the 26-year-old was killed when he crashed while buzzing a ranch.



These two thefts again highlight the fact that an aircraft can be stolen — if the thief is skillful and/or wants the aircraft badly enough. Although experience in the past indicated that the typical thief was a person seeking a thrill, a pilot or non-pilot about to perform unauthorized maneuvers or experiment with flight. Trends show a dramatic increase in theft for monetary gain in smuggling or resale of aircraft parts and accessories.

Two articles, titled "Stop Thief" and "Anti-Theft Gadgets" in the March 1, 1978, issue of *The Aviation*

*Consumer*, point out the fact that approximately \$15 million worth of aircraft and avionics are stolen each year. Also, of the aircraft stolen, nearly 80 percent are used to smuggle contraband from Mexico. In any case of unauthorized flight, temporary confiscation or outright theft, the Civil Air Patrol cannot afford to be the victim. We must preserve our resources so that they are readily available to respond to emergency missions in an effort to save a life instead of being subject to use for illegal activities or jeopardize a life or lives.

What can we as CAP members do to prevent or reduce the possibility of aircraft theft or unauthorized use? Preventing theft is virtually impossible, but the threat can be substantially reduced by making theft as difficult as possible. I have previously stressed the necessity for strict control of ignition keys and religiously using tie-downs, control locks and, when possible, locked hangars.

In addition to the above methods of securing your aircraft, there are several other actions that can be taken. Security locks such as wheel locks, throttle mixture locks, etc., are commercially available and must now be seriously considered for use by all units.

The wheel lock consists of a "U" shaped aluminum chock which is secured in place by a steel lock clamped over the brake disc. Although

the cost is relatively high (\$75-\$85), the *Aviation Consumer* article suggests that the device is the only one recommended by the National Aviation Theft Bureau.

Throttle and mixture control locks are also available. These devices slip over either the throttle or mixture control rods and lock them in the closed position. The cost of these locks is approximately \$20.

Many other locking devices are also available or may be locally made. In some instances, the device itself may create a safety hazard and, if so, it should not be installed. Obviously, we should all be cautious of the type of securing device we intend to use and fully analyze all safety considerations before making any installation.

An excellent discussion of anti-theft devices is contained in the issue of *Aviation Consumer* magazine referenced earlier. The magazine should be available at most fixed base operator locations and should be read by every unit commander that has an aircraft assigned.

I find it notable that in each of the above thefts, the thief bypassed normal/routine security devices, but possibly could have been stymied by the additional hindrance of a secondary anti-theft device had one been installed. I strongly encourage every CAP member to become more involved in aircraft security. Take a hard look at the aircraft in your unit

and ask questions like the following:

- Will a local fixed base operator donate or subsidize lockable hangar space?
- Is there a well lighted area available to park the aircraft?
- Are airport employees informed about CAP activities and requested to monitor the security of unit aircraft?
- Finally, what additional security devices or measures are possible considering the local situation and individual safety?

I wish that the National Headquarters could obtain hangar space and sophisticated anti-theft devices for each corporate aircraft, but unfortunately financial requirements and inability to assess individual unit requirements and procedures prevent these measures.

As a result, unit commanders must continue to be responsible for the security and control of aircraft and all other equipment and supplies assigned to their custody. Individual persuasion, ingenuity and unit funds are necessary to insure the security required.

As CAP members, we have a vital, continuing responsibility to set the highest example in the aviation community for professional competence in flight performance and advocating, promoting all aspects of flight safety and aircraft security. Let us all do our part.

## New Members Should Get Active In CAP

(EDITOR'S NOTE: Back in the January 1978 issue, we published an anonymous little letter about "I am the member you let get away," a challenge to those who ignore new members of a squadron. But every argument has its counter-argument. The reply to that original letter was supplied by an information officer in the Rhode Island Wing. "This isn't the first time someone dropped out for lack of attention," she says, "and I thought it (the original letter) needed a reply." Here it is:)

By LT. COL. NANCY K. GWIN  
Newport County Comp. Sq.  
Rhode Island Wing

I am the squadron member that let you get away.

It is true we spent some time and effort to recruit you and several others. You did come to a few meetings, missed a few, and then one more, and we saw you no more. We really had no reason to miss you for you did little to help us.

Do you remember that night we gave you an introduction to the program? It was the same time you got your application and found out how much it cost to join. Do you remember my telling you to look over the Civil Air Patrol program? To look in the

Civil Air Patrol News (I gave you an old copy at that time) and go over the material here at the squadron headquarters (cadet books and teaching aids), read the material National Headquarters sends you and think of things you can do in the program?

I am sure I mentioned a few jobs we need desperately; such as a pilot, with a plane, who will give orientation rides, someone willing to give up a few weekends during the year to take cadets to activities or on bivouacs, and I can always use someone to type and file.

You should have joined our other members who were talking in a group and listened to what they were saying. And you should have tried to contribute to the

conversation and learn about how they participated in the last mission. When you watched the cadet class, you could have offered to teach them a skill or knowledge, instead of just standing around.

You noticed members standing around who should be doing a job. Some take work home with them, some do something during, before or after the meeting. They may teach one class a month, but they show up every week and we can count on them to teach a class if someone is sick or the film I ordered didn't show up, or they help get out some urgent paperwork, or they may have been the only transportation some of the cadets have to get to meetings. They keep posted on

new programs and search procedures and they discuss it at meetings.

If you want to be entertained or want cheap flying time, Civil Air Patrol is not the place for you. We need members that are willing to put out that little extra. The squadron commander doesn't have time to give you a special task every week. He has to do paperwork, teach classes,

give orientation flights, and chaperone activities. He was also a new member a few years ago and found something meaningful to do in the CAP program.

Yes, our unit needs help, but only if you are willing. Don't ask what CAP do for me. DO SOMETHING FOR CAP.

Read this and come to the next meeting and tell us how you plan to pitch in.

### New Squadron Opens At Yokota

YOKOTA AB, Japan — The Yokota Cadet Sq. of the Civil Air Patrol has been chartered and had its first meeting May 2.

The main emphasis of the squadron at Yokota will be the cadet program, according to Capt. Joseph M. de Rico, unit commander. Since the Civil Air Patrol is restricted from flying search and rescue missions in foreign countries, overseas

squadrons will be devoted to presenting aerospace education workshops and conducting the cadet program.

"There is just as great a need for adults in our program as there is for young cadets," said De Rico. "The cadets are the core of our existence here, but is interested and knowledgeable adults who give direction to the program."



## CIVIL AIR PATROL NEWS



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National Commander .....Brig. Gen. Thomas C. Casaday, CAP  
 Executive Director ..... Brig. Gen. Paul E. Gardner, USAF  
 Director of Information .....Lt. Col. Herbert A. Babb, USAF  
 Editor ..... MSgt. Hugh Borg, USAF

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# Museum's Shops Open For Tours



**GLIDER LANDING** — A glider, belonging to the Hawaii Wing, makes a landing at Dillingham Field on Oahu. It is one of the gliders that will be used to train cadets in the flying encampment this summer.

WRIGHT - PATTERSON AFB, Ohio — The Air Force Museum's restoration and storage area here will be open again this year for public tours each Friday by appointment beginning June 2.

The shop tours will give visitors an opportunity to look behind the scenes at the shop and storage areas and observe how the museum prepares displays. Also, it will give visitors the chance to examine part of the museum's study collection.

Due to the nature of the tour, officials recommend that visitors be at least 12 years of age.

Reservations for the Friday tours will be accepted from 10 a.m. on the preceding Saturday until noon on the day of the tour by calling (513) 255-3284.

Tours of the shops, scheduled for June, July and August, are free and will leave from the front of the museum at 1 p.m. and return about 2 p.m.

The museum, located six miles from downtown Dayton, Ohio, is open to visitors from 9 a.m. until 5 p.m. Monday through Friday, and from 10 a.m. until 6 p.m. on Saturday and Sunday. Admission and parking are free.

## Hawaii Wing Plans Cadet Glider Flying Encampment

HONOLULU, Hawaii— The Hawaii Wing will hold its largest flying encampment at Dillingham Field July 21-Aug. 4, 1978.

Approximately 80 cadets from all over the nation can be accommodated. The encampment's objective is cadet training and aerospace education in actual flying operations.

Three 2-place Schewizer 2-33A gliders form the mainstay of the glider flight training portion of the program. A single place Schweizer 1-26 will also be available to cadets who have attained their Glider Private Pilot Certificate. Two-place and four-place training airplanes (Cessna 150-172) will also be used in this year's encampment.

Both ground and flight instruction will be provided by FAA-certificated and CAP-approved instructors. "We're going to do two things," said Navy Commander Davidson Luehring, encampment commander. "First of all, we want to give a good introduction to flying, aimed at cadets who are interested but who perhaps have had little experience. Secondly, we want to provide a good program to build on previous experience for cadets who have already had considerable flying—either pre-solo or post-solo."

The encampment is open to CAP cadets 13 years of age or over on Aug. 3, 1978, who have completed four achievements at Level Two. Cost will be \$65, which includes meals and miscellaneous supplies.

Cadets should apply on CAP Form 31 (Special Activities), forwarded through their squadron commander to: Commander, Hawaii Wing, Civil Air Patrol (FE-CC); P.O. Box 29417; Honolulu, Hawaii 96820. They should attach a statement in their own handwriting giving their qualifications and the reasons they feel they should be selected to attend.

Selections for attendance and for scholarships will be made by the staff of the Hawaii Wing based on quality of application, qualifications and geographic distribution.

Applications must be accompanied by check or money order for \$65, payable to "Hawaii Wing CAP." This amount will be refunded for cadets not selected. Alternatively, applications may be accompanied by check or money order for a \$30 nonrefundable deposit, with the remainder due on notification of selection. Notifications will be made by mail about June 30, 1978.

### Cadets Nominated To Academy

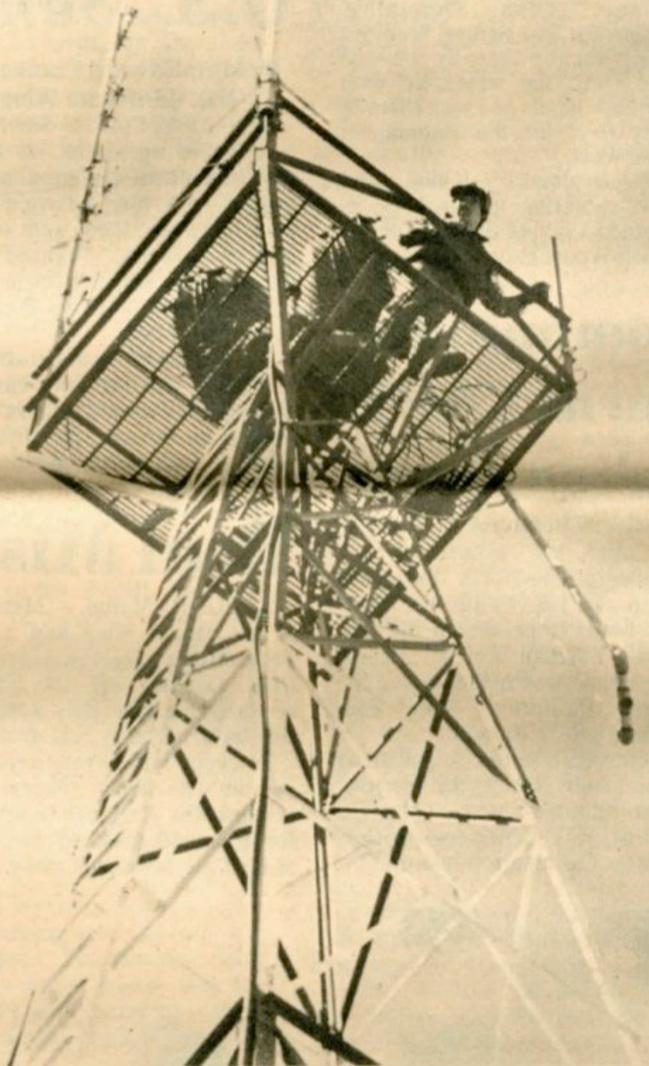
MAXWELL AFB, Ala. — Two Civil Air Patrol cadets have received appointments to the U.S. Air Force Academy.

Cadet Mark E. Duarte of the Richards-Gebaur Comp. Sq. (Missouri Wing) won a Presidential appointment. A CAP member since 1973, Duarte is a past associate of cadet squadrons at Vandenberg AFB, Calif., and Maxwell AFB.

He hopes to enter pilot training upon graduation from the Academy.

Cadet Wendy Girton, 355th Cadet Sq. 105 (Arizona Wing) has also been nominated to the Air Force Academy. She is the former cadet commander of her unit.

A senior at Sabino High School in Tucson, she has been a member of the honor society for three years and has received two Certificates of Achievement in the Arizona Math Contests and three Presidential Physical Fitness Awards.



**ANTENNA TOWER** — Cadet Paul Kipple, Wilde River Comp. Sq. (Wisconsin Wing) inspects the beacon tower at Mt. Telemark where a new antenna for the Wisconsin Group 7 repeater is being installed.

**S M I L I N' J A C K S**

**AERO-ASTRO ANSWERS**

MISS SUPERSONIC SUE, WHY WAS THAT JAPANESE PLANE CALLED ZERO IN WWII?

67

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CLIP FOR REFERENCE

ZACK MOSLEY '77

WHAT DID A JAPANESE KAMIKAZE BAKA BOMB AIRCRAFT LOOK LIKE?

ASKED BY LT. COL. R.L. MOSLEY

SATTELITE BEACH, FLA.

THERE WERE SEVERAL MODELS OF ZEROS BUT THE MITSUBISHI-SEN THAT WAS BUILT IN 1940,

DURING THE NIPPONESE CALENDAR YEAR OF 2600, WAS NAMED OO!

THE ZERO'S LIGHTWEIGHT CONSTRUCTION MADE IT HIGHLY MANEUVERABLE--

--BUT ITS LACK OF PROTECTIVE ARMOR AND "EGG-SHELL" TYPE OF "SKIN" MADE IT VERY VULNERABLE TO INCENDIARY GUNFIRE!

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

# Alabamians Win Medals For Valor

McMINN, Ala.— Three members of the McMinn Comp. Sq. (Alabama Wing) recently received the Civil Air Patrol's Bronze Medal of Valor.

Maj. James F. Fleming, Capt. Charles F. Lyner and Cadet J. D. Humphries III earned the medal for extricating the persons injured in an aircraft accident at the McMinn Airport last August.

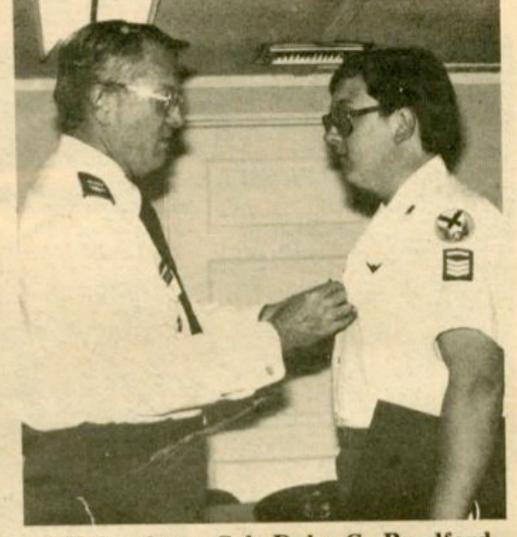
Col. Duke C. Bradford, Alabama Wing commander, made the presentation.

The aircraft, a Cessna Skyhawk, bound from McMinn for Gadsden Ala., crashed on take off, injuring the occupants.

Fleming quickly instructed people nearby to clear the runway and keep the gathering crowd from smoking since fuel was pouring from ruptured tanks, said 1st Lt. William B. Wood, squadron commander.

Lyner cleared the area for the medical personnel and ambulance. Then Flemming, Humphries and Senior Member Mark Nunnally literally tore the doors from the wreckage with their bare hands and took them to safety to await the ambulance, stated Wood.

"Their quick thinking and decisive action probably contributed to saving the lives of the front seat occupants," he said.



VALOR AWARD—Maj. James F. Fleming (left photo), Capt. Charles F. Lyner (center photo) and Cadet J.D. Humphries, McMinn Comp. Sq. (Alabama Wing) received the Civil Air

Patrol Bronze Medal of Valor from Col. Duke C. Bradford, Alabama Wing commander in ceremonies held recently at Ft. McClellan, Ala.

## Commander Earns CAP's Falcon Award

NORTH HOLLYWOOD, Calif. — Capt. Jay Weinsoff, commander of the North Hollywood Comp. Sq. 103 (California Wing) was recently presented the Col. Frank Borman Falcon Award. The award was made during the recent California Wing conference held in Fresno.

Weinsoff became a squadron commander when the former commander, Maj. Marvin Mullins, was named logistics officer for California's Group 1.

### By Maj. Edward Crankshaw HQ. California Wing

SAN JOSE, Calif. — Since man first gazed up at the stars, his curiosity about the heavens has been intense. Man's drive toward knowledge has been one of the moving forces behind his development and civilization.

In 1978 man takes another step toward the stars.

Two Pioneer spacecraft will make the journey from earth to Venus, "the bright planet", second from the sun; the closest to earth in size, mass, and distance from the sun. The information to

be gathered by these spacecraft will add significantly to our factual knowledge about our sister planet.

The first of these two Pioneers, the Orbiter (launch date: May 20) will travel some 300 million miles to catch up to Venus in its orbit. When it arrives, it will be inserted into an elliptical orbit around the planet. There it will spend 243 earth-days (one Venus day) engaged in a variety of scientific experiments and the gathering of data about Venus.

The second craft, the Multiprobe "Bus" is scheduled

for launch on August 7. It will travel a much shorter, more direct route to Venus. As it approaches the planet, it will release first one large, then three smaller probes. Each of these will be aimed at a different area of the globe. The probes will, as they enter Venus' atmosphere, send data directly to NASA's Deep Space Network radio stations strategically located around earth. This data will provide scientists with material for several years' scientific studies.

Each of the five probes (this in-

cludes the "Bus") will gather and send data for about 57 minutes, until they impact on the surface of the planet. They are not expected to survive beyond impact.

Present knowledge of Venus' atmosphere leads us to believe that it will be very "hostile" to the probes. The atmosphere appears to be loaded with acid very much like sulphuric acid. Should one of the probes survive beyond impact, it is not likely to be able to withstand the ravages of the atmosphere for very long.

You might be wondering at this point what the Pioneer Missions have to do with Civil Air Patrol. Directly, nothing; indirectly, quite a lot. Missions like these are the "paving stones" in man's road to the stars. The CAP cadet of today is learning about the aerospace world of tomorrow. The cadet today is the astronaut, mission controller, shuttle pilot, or scientific experimenter of such missions in the future.

The Civil Air Patrol is intimately involved in these programs. But, without senior member support of the cadet program, in all areas, our involvement will grow less each day. Unless the cadet is encouraged and supported in his efforts to learn, how will he remain interested? The CAP cadet squadron that does not have an active aerospace education officer is depriving tomorrow's world of a proportion of its leadership. The CAP senior squadron that does not actively support cadet activities and aerospace education is contributing to this neglect.

The expression might be somewhat time-worn, even hackneyed, but its validity remains certain: "The Civil Air Patrol cadet of today is the aerospace-world leader of tomorrow." Our cadet program is a good and certain resource for aerospace leadership in the future.

Man is making ever-greater strides toward the stars. Each passing day brings more and better understanding of the many mysteries of our Universe. All of us should make a greater effort to enhance this progress at every opportunity.

## Real Missions Interrupt Exercise

BANGOR, Maine — Members of the Maine Wing had a hard time getting a joint exercise with Civil Defense off the ground recently because they kept getting interrupted by real missions.

To begin with, every available person was doing several jobs because the National Guard and Reserve drill weekend took some of the CAP personnel away. Then

just as the evaluators from wing headquarters arrived, a mission was called to search for the source of an ELT signal "somewhere in northern Maine."

The signal proved to be from an aircraft that landed on a rough dirt strip. The pilot had gone off fishing without checking his transmitter. And the exercise resumed.

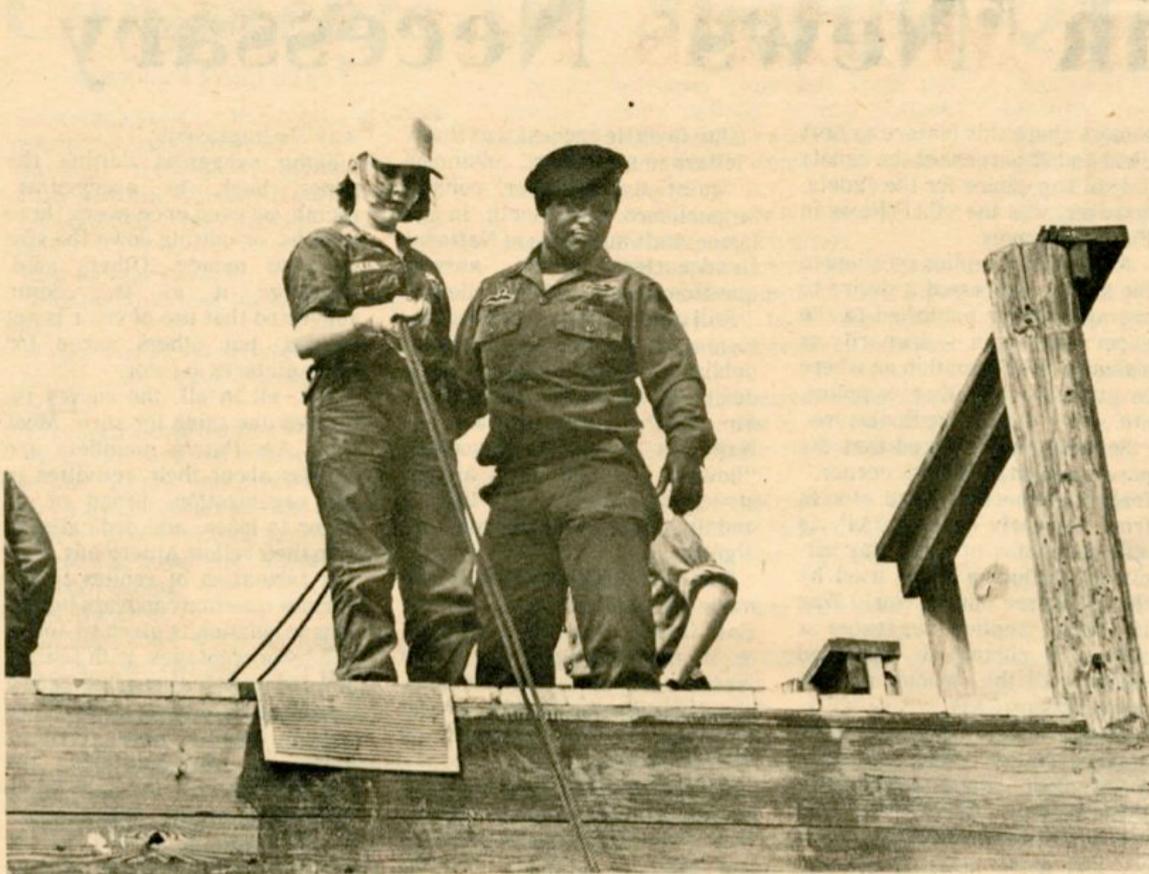
The next day more people arrived for duty, but the exercise was again suspended because a lost student pilot needed rescuing.

When the exercise finally got started again, the pilot couldn't find the target parachute because some children in the area had carried it off.



PREFLIGHT — Pilot Jean McConnell, South Bay Sr. Sq. 129 (California Wing), left, shows cadets from California Group 1 a portion of the preflight inspection during a recent Aerospace Careers Day. The activity was sponsored by members of the

Beach Cities Cadet Sq. 107 and featured representatives from the aviation and aerospace industries in the Los Angeles area. (Photo by Capt. Jerry Avery)



Cadet Carolyn Hollis is ready to try the Australian Rappel.



Cadet Paul Reynolds begins a regular rappel.

# Cadet Tells About Emergency Service Training

By CADET PAUL REYNOLDS  
Huntsville Comp. Sq.  
Alabama Wing

After joining the Civil Air Patrol in the fall of 1977, I began looking forward to my first encampment, which I thought would be the Wing Summer Encampment at Maxwell AFB. However, our squadron learned of a Type B Encampment to be

held at Redstone Arsenal in Huntsville during the school spring holidays.

All Alabama squadrons were invited to send cadets to the Ranger and Emergency Service Training. The activity was sponsored by the Albertville Comp. Sq., commanded by Capt. George Jackson. He was also the mission commander, and coordinator.

Thirty-six cadets, from 12 to 18

years in age reported Sunday afternoon, March 12, 1978. The parents and chaperones visited the barracks and after they left we were divided into two flights; A Flight, called Airborne Angels, and B Flight, called the Jet-tinights. Each cadet was assigned a bunk and locker that had to meet military standards.

All events were graded because an award would be given to the best flight and the best cadet at the end of the week.

Our meals were taken at an Army mess hall on the arsenal. We had free time at night which was spent mostly at the PX and bowling lanes.

The main part of our training and the favorite activity was

learning the basic skills of rappelling. A nearby college, Alabama A and M, let us use their rappelling tower and members of their ROTC Ranger Unit taught the classes. Almost all the cadets went down the 40-foot tower and a few even tried the difficult Australian rappel. We learned a lot and I am sure it will help in the land SAR.

Another major part of our training was four hours instruction in Red Cross multimedia first aid. If we passed a written test, a card certifying our proficiency was given to us.

At the beginning of the week we saw the arrival of the Space Shuttle vehicle aboard its Boeing 747. Later in the week, we visited

the shuttle close up and saw it on the ground along with its huge fuel tank.

On Friday we had a stand-by inspection and drill competition. There was lots of drill during the week to get us ready for the test. This was a good experience for the new cadets and good practice for the more advanced cadets.

Saturday was graduation day. A Flight won the competition by five points, and Todd G. Benson of the Bessemer Comp. Sq. was named best cadet.

I think this week on Redstone Arsenal was of great benefit in that it showed us what military courtesy is all about. It taught us self discipline and some responsibility.

Photos By Tony Triolo, Huntsville (Ala.) Times



Cadet Carolyn Hollis begins the Australian rappel.



One of the trainers checks Cadet Doug Cates before he starts his rappel.

# Members Think 'News' Necessary

MAXWELL AFB, Ala. — A majority of Civil Air Patrol members think that a national publication such as Civil Air Patrol News is "vital necessary" to CAP, but a majority of cadets think that such a publication is only "useful."

At least that's what the results of a reader survey, published in the February 1978 issue of the paper, indicate. The survey was conducted in response to a 1977 inspection report from the Air University Inspector General at Maxwell AFB, Ala.

Replies were received from 333 persons — 97 cadets and 236 seniors. Results of the survey will be studied in efforts to improve this newspaper.

Cadet and seniors also disagreed on how well the paper fulfills its role of keeping members informed. The largest number (41.1 percent) of seniors replying to the survey think the paper is "excellent." However, the largest number of cadets (47.4 percent) rated it no higher

than "good." Two senior members and three cadets said that it is "worthless."

Of the senior members, 48.3 percent said they read the paper "cover to cover." But the largest percentage of cadets, 42.3 percent, said that they only read "most of it."

According to the survey, the most interesting type of news published in Civil Air Patrol News is that related to search and rescue or other emergency activities. Seniors and cadets agreed on this and on an overall total of 61.6 percent said they preferred this type news.

Among seniors, the second highest interest (53 percent) was "information or announcements from National Headquarters." Cadets chose the "cadet program" as runner-up in news interest.

Among all special features published in the paper, the "Bulletin Board," drawing a 54.7 percent overall rating, was the favorite. Sixty-four percent of

seniors chose this feature as best liked and 32 percent of the cadets did so. Top choice for the cadets, however, was the "CAP News in Pictures" pages.

A number of replies received in the survey expressed a desire to see advertising published in the paper once again — primarily as a source of information on where to purchase uniforms, supplies, etc., other than at the Bookstore.

Several replies asked that the paper publish a "history corner," featuring anecdotes and stories from the early days of CAP, as well as photos of early day airplanes, including those used by the Air Force during World War II. Other replies suggested a series of photos be published showing all the various aircraft used today by CAP.

Many replies asked for more local news or more squadron news. Still others urged that there be less "social news" and less news in which names are used, and more news of general national interest.

One favorite request was that a "letters to the editor" column or a "question and answer" column be published each month. In the latter, staff members at National Headquarters would answer questions submitted by readers.

Still other replies asked that information on communications be published, some expressing a desire for technical type columns on CAP communications. Numbers of replies requested "how-to" columns, first aid instructions and survival tips — and tips on programs for meeting nights.

Some members wanted to see more news about units on the East Coast, or in the Southeast, or in the mid-West, or in the Western States — and less news about the Western States, or the mid-West, or the Southeast, or the East Coast.

Only a few replies had anything derogatory to say about Civil Air Patrol News. But many of them had such kind words as: "It's OK as is," or "I can't think of any

way" to improve it.

Some suggested cutting the paper back to every-other-month, or even once every three months, or cutting down the size to save money. Others said, "Enlarge it as is." Some suggested that use of color is not needed, but others asked for more pictures in color.

But, all in all, the survey indicates one thing for sure: Most Civil Air Patrol members are serious about their activities in the organization, proud of it, eager to learn, and dedicated to help their fellow Americans.

A tabulation of replies to the various questions appears below. This tabulation is given by totals and by percentages, with seniors and cadets listed separately, and a combined total being given. Since multiple replies were given to many of the questions, the percentages will not add up to 100. Some of the typical comments given in answer to the various questions appear on page 13.

## Tabulations Of Results

	CADETS		SENIORS		TOTAL	
	Number Of Replies	Per Cent Of Replies	Number Of Replies	Per Cent Of Replies	Number	Per Cent
1. Are you a senior, cadet? . . . . .	97		236		333	
2. What is your primary interest in Civil Air Patrol?						
a. Air search and rescue . . . . .	41	42.3	134	56.8	175	52.6
b. Flying in general . . . . .	40	41.2	82	34.7	122	36.6
c. Ground rescue or other emergency service activity not involving flying . . . . .	36	37.1	54	22.9	90	27.0
d. Radio communication . . . . .	25	25.8	61	25.8	86	25.8
e. CAP's youth (cadet) program . . . . .	34	35.1	84	35.6	118	35.4
f. CAP's Aerospace Education Program . . . . .	19	19.6	48	20.3	67	20.1
g. Other (Please specify) . . . . .	7	7.2	29	12.3	36	10.8
3. In your opinion, a national-level publication such as Civil Air Patrol News is:						
a. Vitally necessary . . . . .	38	39.2	172	72.9	210	63.1
b. Useful . . . . .	57	58.8	63	26.7	120	36.0
c. Not Really Needed . . . . .	2	2.1	1	4	3	.9
4. How would you rate Civil Air Patrol News as a tool for keeping members informed about the organization?						
a. Excellent . . . . .	34	35.1	97	41.1	131	39.3
b. Good . . . . .	46	47.4	90	38.1	136	40.8
c. Average . . . . .	11	11.3	32	13.3	43	12.9
d. Poor . . . . .	2	2.1	15	6.4	17	5.1
e. Worthless . . . . .	3	3.1	2	.8	5	1.5
5. What portion of Civil Air Patrol News do you read?						
a. Cover to cover . . . . .	36	37.1	114	48.3	150	45.0
b. Most of it . . . . .	41	42.3	80	33.9	121	36.3
c. About half . . . . .	12	12.4	13	5.5	25	7.5
d. Maybe one-third . . . . .	5	5.2	16	6.8	21	6.3
e. Very little . . . . .	3	3.1	13	5.5	16	4.8
f. None . . . . .	1	1.0	0	.0	1	.3
6. What type of news in Civil Air Patrol News interests you most?						
a. Search and rescue or other emergency services . . . . .	55	56.7	150	63.6	205	61.6
b. News about aircraft or flying . . . . .	39	40.2	87	36.9	126	37.8
c. Information or announcements from National Headquarters . . . . .	25	25.8	125	53.0	150	45.0
d. Cadet Programs and activities . . . . .	47	48.5	67	28.4	114	34.2
e. Local squadron activities . . . . .	30	30.9	83	35.2	113	33.9
f. News about aerospace education programs and activities . . . . .	18	18.6	61	25.8	79	23.7
g. Other (Please specify) . . . . .	5	5.2	38	16.1	43	12.9
7. What other type news, not now being published in Civil Air Patrol News, would you like to see used? (Please be specific) . . . . .	60	61.9	141	59.7	201	60.4

	CADETS		SENIORS		TOTAL	
	Number Of Replies	Per Cent Of Replies	Number Of Replies	Per Cent Of Replies	Number	Per Cent
8. What special features do you like best?						
a. Aero-Astro Answers (cartoon) . . . . .	18	18.6	37	15.7	55	16.5
b. Bulletin Board . . . . .	31	32.0	151	64.0	182	54.7
c. "SAR" People Column . . . . .	26	26.8	86	36.4	112	33.6
d. National Commander's/Executive Director's Columns . . . . .	13	13.4	77	32.6	90	27.0
e. Search statistics . . . . .	30	30.9	90	38.1	120	36.0
f. "People in the News" Column . . . . .	35	36.1	88	37.3	123	36.9
g. CAP News in Pictures pages . . . . .	53	54.6	109	46.2	162	48.6
h. Other (Please specify) . . . . .	3	3.1	16	6.8	19	5.7
9. What other feature, not now being published, would you like to see used in Civil Air Patrol News. (Please be specific) . . . . .	55	56.7	125	53.0	180	54.1
10. If you could, what one thing would you do to improve Civil Air Patrol News (without spending any more money)? (Please be specific) . . . . .	50	51.5	125	53.0	175	52.6

## Comments On Specific Questions In Survey

The following are some of the comments received in answer to the recently published reader survey.

### Question No. 2

What is your primary interest in Civil Air Patrol? Other:

- Senior Answers:**  
 Administration and command.  
 Personnel.  
 Chaplain program.  
 Safety.  
 Community Service Projects.  
 Staff positions, logistics, supply.  
 Personal development.  
 Transportation.  
 Civil Defense support.  
 Leadership education.  
 Information.  
 ECI, staff college, upgrading CAP personnel.  
 Aircraft maintenance.  
 Ranger.
- Cadet Answers:**  
 Ranger Program.  
 Encampments at Air Force bases.  
 First aid training.  
 Military education.  
 It will help me to get into the Air Force Academy.

- Leadership development.  
 I just want to get my pilot license.  
 Flight operations.  
 Administrative support.

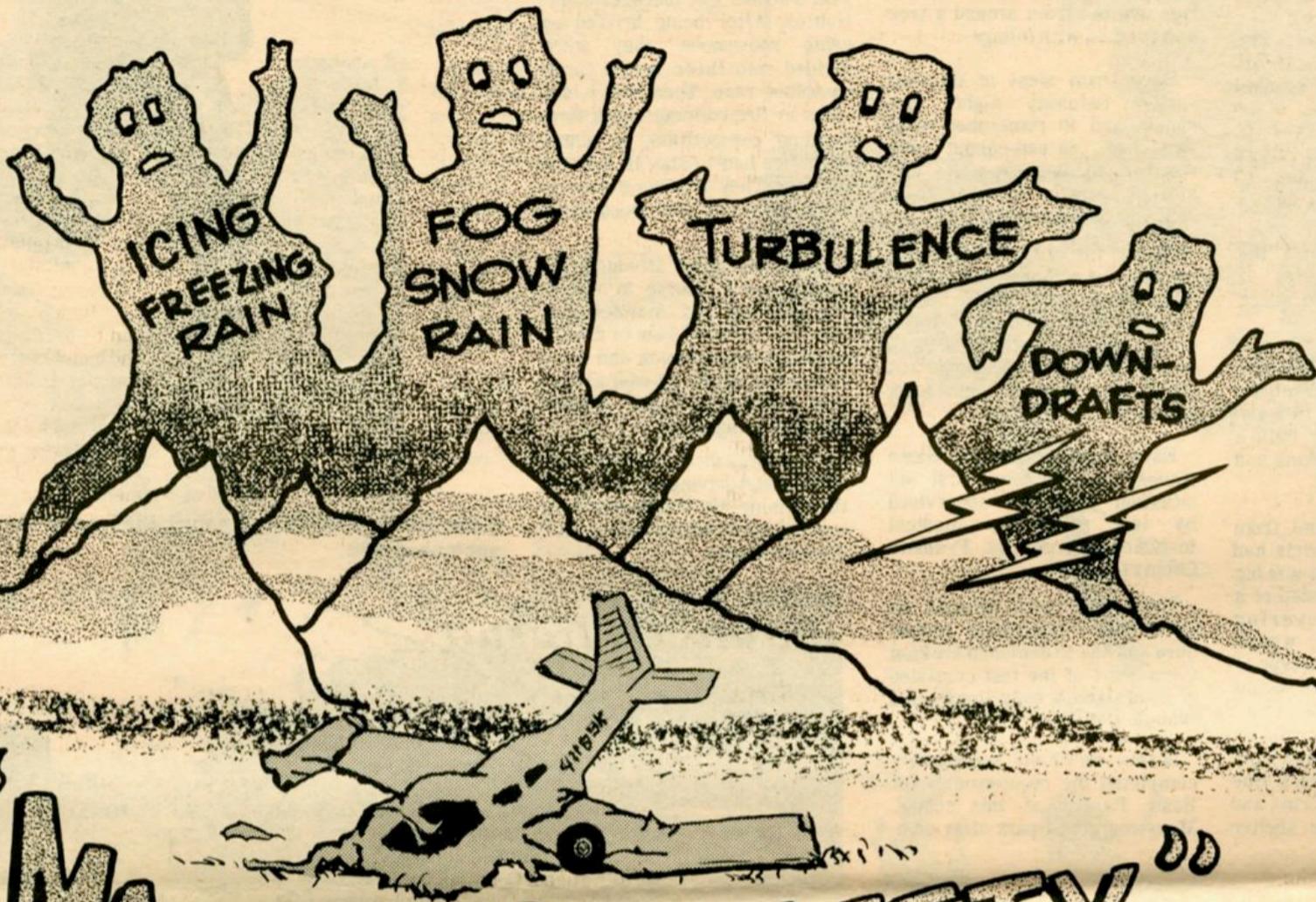
### Question No. 6

What type of news in Civil Air Patrol News interests you the most? Other:

- Senior Answers:**  
 Any success story pertaining to CAP concerning "finds" and acts of courage by members.  
 Regional or national news of specific wing methods and practices.  
 CAP scholarship programs. How they work, applications procedures, etc.  
 Any news that ties in Air Force support on any phase of CAP.  
 News from our own region.  
 Communications.  
 Training awards that individuals receive.  
 What local squadrons do to recruit and keep members.  
 Squadron activities other than Ranger types and SARs; that's all that's ever covered.  
 "How-to" articles from professionals.

(See COMMENTS, Page 13)

# TIN BOARD



## “MARGIN FOR SAFETY”

ED! Rising terrain, fog, rain, and snow sometimes reduce the visibility to almost zero. Only a short time ago, turbulence violently shook the bird. DOWNDRAFTS forced the pilot to pull the aircraft out of the sky and LIGHTNING flashed through the clouds, narrowly missing the wings. WHAT'S THIS! ICING! JUST GREAT! What can I do to deserve this? What can I do to get out of it?

Dramatic? You bet it is! Far fetched? If you think so, ask someone who has been in a similar predicament. Ask the "mountain folk" in CAP units which share the same terrain with mountainous terrain. These people are a peculiar and proud breed. Among the first to admit even good mountain flyers have their problems.

Mountain flying demands a greater MARGIN FOR SAFETY. The pilot who is not prepared can easily get caught without a BACK DOOR to go through! Let's look at the factors to consider when planning and conducting a flight, especially in mountainous terrain.

**TURBULENCE.** Consider the cause, e.g., wind flowing over/around rugged terrain. Low flight below aircraft maneuvering speed may be absolutely necessary.

**PRECIPITATION.** Will it reduce visibility or adhere to aircraft surfaces? Freezing rain

**ICING CONDITIONS.** If forecast or found to exist near the surface (1,000-3,000 ft) will icing occur all the way down to the surface?

**DOWNDRAFTS.** Either visible or embedded in visibility limiting phenomenon (fog, or clouds), these storms can drastically and rapidly change weather conditions in the surrounding vicinity.

**TURBULENCE.** May exceed aircraft capability to remain airborne or preclude safe passage over obstacles.

**DOWNDRAFTS.** May force aircraft upward into areas of increased turbulence, icing, or poor flight conditions.

**GROUND ELEVATION.** High terrain requires higher flight altitudes which in turn reduce available engine power. An unsupercharged engine at 10,000 feet MSL has about 2/3 of its available sea-level rated horsepower! Engine induction icing further reduces horsepower. Sometimes to ZILCH!

**- TERRAIN PROFILE.** Rugged terrain features may aggravate adverse conditions such as turbulence and reduce dispersion of other weather phenomenon, e.g., fog, clouds. Wide valleys may offer shelter from turbulence or clouds which conceal peaks and ridges; however, consider aircraft maneuvering space (vertically and horizontally) and aircraft capabilities. Forested areas do not offer possible forced landing sites normally associated with smooth, barren surfaces.

**- HIGHWAYS AND ROADS.** May offer excellent ground reference points during reduced visibility. May also offer emergency landing sites; however, POWERLINES and vehicle traffic density may deny safe use. In short, use caution for possible obstructions, ESPECIALLY during conditions of LOW VISIBILITY AND AT NIGHT! (Two CAP aircraft hit powerlines this year.)

**- AIRPORTS.** Routes selected should consider distance between airports. Rugged terrain and adverse weather favor short distances between possible landing sites.

**- WEATHER FORECASTS AND REPORTS.** Probably the greatest factor to consider. Forecasts and observations in mountainous terrain can change rapidly and often do. Many remote areas have no reports, observations, or forecasts. Forecasts are general in nature; therefore, the worst conditions mentioned, AIRMETS, and SIGMETS, must be seriously considered. Pilot reports are a welcomed resource in these areas.

**- COMMUNICATIONS RADIOS.** Limited or no radio communication capability is poor insurance in mountain flying regardless of weather conditions.

**- FLIGHT PLANS.** Failure to file and follow a flight plan in challenging terrain can be disastrous. The response time and risk involved in searching terrain of this nature is greatly reduced if problems arise and assistance is required.

**- SURVIVAL GEAR.** Appropriate clothing should be worn, especially if temperatures are low. Don't always rely on clothing packed in a kit. Survivors can't always open the kit, much less don clothing. Food, water, flares, and first-aid equipment are excellent insurance. Although the presence of such equipment may cause anxiety, the lack of these items (if needed) may cause worse.

MARGIN for SAFETY is a necessity, experienced mountain flyers may add more factors to consider. The FAA circular titled "Tips on Mountain Flying" is an excellent source of information.

A MARGIN for SAFETY in any activity should allow for human error and the difference between what is known and unknown. The MOUNTAIN FLYER often has many factors to consider simultaneously. If YOU must fly in mountainous terrain, BE PREPARED! The record is full of cases where OTHERS WEREN'T!

# Winter Survival Training In Massachusetts...

BY  
1ST LT. JEANNE PENDLETON  
Tri-County Comp. Sq.  
Massachusetts Wing

HUDSON, Mass. — The Massachusetts Wing held its winter Ranger School at Turners Falls Airport.

Some cadets there were tested for Basic Ranger Qualification. The test takes the entire weekend to complete. Most of it is practical application of what the cadets learned in classes at previous schools and in squadron training.

These cadets were divided into teams of four to six members. Each team had to pick a campsite, build a snow shelter, build a fire for warmth and cooking and dig a team latrine.

While traveling to and from their campsites, the cadets had to contend with snow that was hip deep in places. It consisted of a one-inch crust covering crystalized power. It wasn't possible to build the igloo type of shelter because the snow could not be packed.

The teams planned and constructed their own shelters. One team cut blocks of the crust and stacked them to make shelter

walls, using their ponchos and space blankets for a covering. Another wove dead branches as a support for a snow wall. Another was dug out from around a tree and covered with foliage.

Each team slept in its own shelter Saturday night. The cadets had to remember what they had learned about cold weather bedding, frostbite and how to keep the water in their canteens from freezing.

Sunday the cadets were tested on map and compass skills. They were given maps and asked to navigate over a course using a compass. They were required to triangulate their positions and show their ability to use back azimuths.

Each cadet testing for Basic Ranger had to solve first aid situation problems supervised by two emergency medical technicians from the Franklin County Cadet Sq.

They were also quizzed on radiological monitoring techniques and had to demonstrate knot tying. Part of the test consisted of hand signals, body signals and whistle signals.

Seventeen cadets successfully completed the requirements for Basic Ranger at this school. Many more will pass after com-

pletion of one or two items at the next Ranger School.

The first-time attendees at this year's school also had special activities. After being briefed on using snowshoes, they were divided into three teams for a snowshoe race. Then they had a class in fire-building and a fire-building competition, in which their fire had to stay lit for two minutes. They also had a class on shelter building and constructed a paratepee.

Senior members attending the school had a course in ranger jeep driving and maintenance. They had to know how to drive a standard transmission and use a four-wheel drive, as well as normal maintenance and troubleshooting techniques.

The course also covered on and off the road driving. At the end of the training, the students drove a test course to qualify for a CAP driver's license.



Cadet Kevin Kervick takes over the lead in the cadet ranger snow shoe race.



Cadet Andrew Warner, left, team leader, comes out of his team's shelter as 1st Lt. Frank Parker stops to inspect it.



Cadet Peter Kiley, left, demonstrates his knot-tying ability to assistant testing officer 1st Lt. Frank Parker. (Photos by 2nd Lt. Albert Cochran)



During the fire building competition, Cadet Linda Cintolo watches intently for her fire to catch.

# ...And In Pennsylvania



A cadet maintains the squadron log.

HAWK MOUNTAIN, Pa. — Deep snow drifts and severe cold last winter gave cadets attending the Pennsylvania Wing winter survival school a supreme test, according to 1st Lt. Raymond Kaminski, Pennsylvania Ranger information officer.

Over 200 cadets participated in the schools at Hawk Mountain and Chaneyville, receiving special training in the techniques of winter survival. "It was the toughest test of survival for cadets in over 15 years."

The snow made cross-country almost impossible, he said. Snowmobiles used in rescue work were halted because of the heavy drifts.

Lt. Col. S. J. Curto and Capt. Hubert Waskovich were commanders of the two Pennsylvania winter survival schools.

Training for these cadets will continue in July at the National Summer Training School at Hawk Mountain, said Kaminski.

Photos by  
1st. Lt. Ray Kaminski



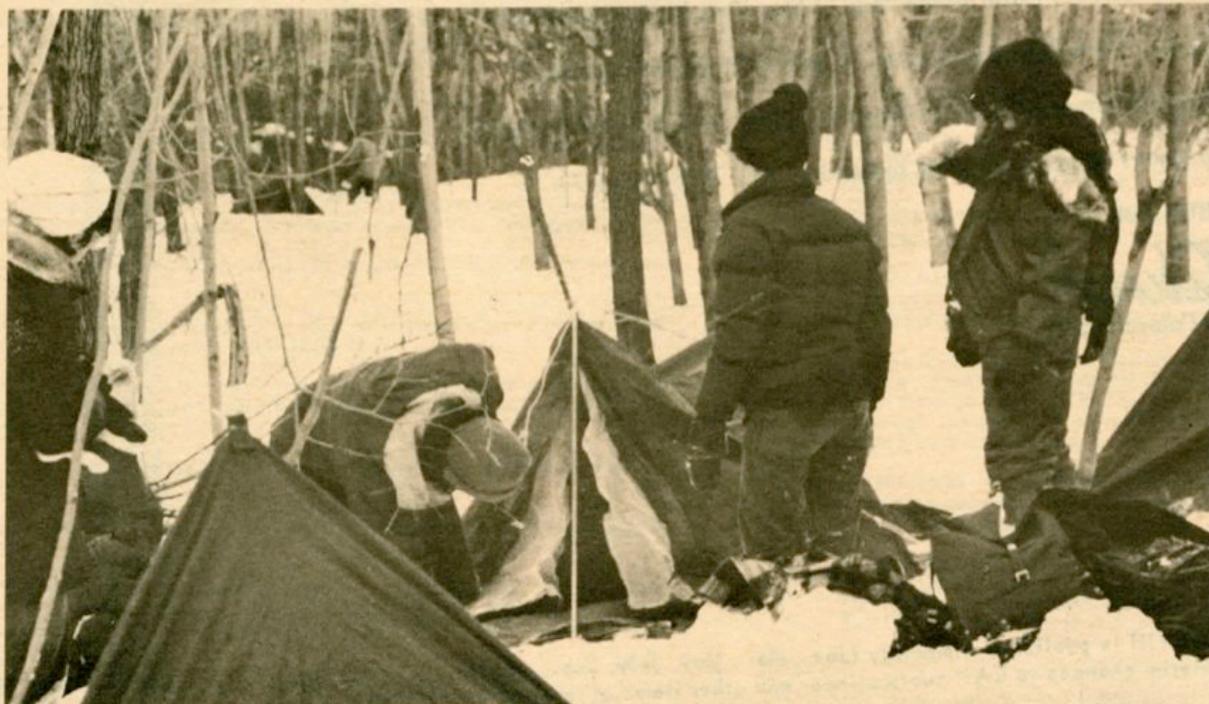
One of the school participants cuts firewood.



Cadets take a rest break during a hike.



A cadet prepares a camp site.



The squadron area with tents and packs was home to personnel attending the winter survival school.



Evening was time for a dinner in the field.



## CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS  
MAXWELL AIR FORCE BASE, ALABAMA

NUMBER 5

JUNE 1978

### OPERATIONS

1. **ELT LICENSES.** In March 1976, the NEC approved a shared-cost purchase plan to provide each CAP Region/Wing with a training ELT. As of this date license applications have been received for less than one half of the purchase units. Operation of the Pointer 6000 model training ELT without a license is a violation of FCC regulations. The deadline for submitting license applications to DOK for forwarding to FCC is 30 August 1978. Pending receipt of a license the Pointer 6000 ELT may be used under a USAF waiver similar to procedures for use of the EBC 102. Currently, only these two units may be legally used under license or waiver. Use of locally modified, individually purchased ELTs of any other type or model is unauthorized and violates FCC regulations. The FCC Form 406 must be used for license application and must be received by DOK not later than 30 August 1978. Exercise of the USAF waiver requires liaison officer action as outlined in CAP-USAFR 100-4. Specification notifications are mandatory before ELT training can be conducted. **WARNING:** To prevent internal unit erosion by leaking batteries, ELT batteries should be removed when the unit is stored or not used for an extended period. Batteries should be periodically checked for condition. Pointer batteries may produce a toxic gas and liquid solution. Upon opening Pointer cases caution should be taken not to breathe the gas or permit the liquid to contact the skin. Pointer units that become inoperative or require maintenance should be returned to the manufacturer for service or repair. Contact DOK if further information is required. **DOK**

2. **AIRLIFT.** Headquarters CAP-USAF annual airlift letter lists all activities for which military airlift may be requested for CAP members. CAPR 76-1, paragraph 3f, outlines procedures for providing requirements to a USAF approving official and paragraph 4b(2) cites USAF responsibility in submitting approved airlift requests. All contacts, coordination with military airlift units must be made by the USAF liaison officer. CAP contacts with Air Force base designated liaison officers should address support other than air transportation. **DOO**

### PERSONNEL

3. **SENIOR MEMBER OF THE YEAR.** All commanders are reminded of the change in the schedule of due dates for this award.

15 June - Wing recommendations to region commanders

15 July - Region recommendations to National Headquarters

Remember this is an excellent opportunity to recognize hard working senior members at the grass-roots level. **DPH**

4. **UNIFORM TIP OF THE MONTH.** Just a reminder that the tan service uniform, shade 1550, will be phased out 30 September 1978. **DPH**

### ADMINISTRATION

#### 5. NEW AND REVISED CAP PUBLICATIONS.

a. CAPR 5-4, "Publications and Blank Forms Management," 1 May 1978, supersedes CAPR 5-4, 1 March 1977.

b. CAPR 20-3, "Charters and Other Organization Actions," 1 May 1978, supersedes CAPR 20-3, 11 July 1975.

c. Change 2, CAPM 39-2, "Civil Air Patrol Membership," 1 May 1978, has been published.

d. Change 1, CAPM 50-17, "Senior Training Program," 1 May 1978, has been published.

e. CAPR 900-10, "Wing Effectiveness Evaluation Program," 1 May 1978, has been published.

f. CAPF 78, "Mishap Report Form," April 1978, supersedes CAPF 78, February 73. **DAP**

FOR THE EXECUTIVE DIRECTOR

*Donald A. O'Nesky*  
DONALD A. O'NESKY, Lt Colonel, USAF  
Director of Administration

The Civil Air Patrol BULLETIN is published bimonthly (Jan., Mar., May, July, Sep., and Nov.). It contains official announcements, interim changes to CAP publications, and other items of interest for all CAP members.

PULL OUT AND POST

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# Comments On Specific Questions In Survey

(Continued From Page 8)

Communications technical articles, camping technique articles.

Survival techniques, paramedic activities, mental attitudes of survivability.

Educational type articles, skills upgrade.

How to wear uniform.

Training tips and ideas for doing job better.

Wing and regional activities.

News from wing chaplains, national chaplain.

Various training seminars.

Very poor detailed information. Seems like the biggest get news in only. Get everybody in. Stories are like boiler plate.

More specific training articles.

I feel you cover just about everything. It's good reading.

## Cadet Answers:

Nothing. This thing is worthless and poorly written and just plain stupid.

You should have a paper for each state. Your paper covers the whole country.

CAP's achievements all over.

National schools for search and rescue, drill teams.

News about other squadrons.

## Question No. 7

What other type news, not now being published in Civil Air Patrol News, would you like to see used? (Please be specific.)

## Senior Answers:

OK as is.

More on what cadet squadrons are doing on actual nights as programs for cadets.

Information on good education programs developed by other units.

News on foreign CAP organizations — if any — and how they compare to U.S. CAP units.

More information on aviation and communications.

I see nothing else that would be better. You now have a very good publication.

More human interest stories on cadets and long-time seniors.

Feature a particular CAP uniform item each month.

Possibly a question and answer section. This could be a tool for new members and new commanders.

Safety news, accidents involving CAP aircraft, vehicles and personnel, and steps to be taken to prevent recurrence.

Opportunities for advancement in CAP structure.

Education, conferences, seminars are too short and shallow, too many and too superficial. CAP could supplement what they omit.

Challenger and Blue Beret programs.

Courses being given in each region. So many are not informed and therefore miss out on many activities.

No deficiencies noted.

Supply sources for uniforms, ELTs and communications equipment.

Most areas are as thoroughly covered as possible, but some "news" is a little stale.

More operational items that deal with search and rescue.

Monthly report on ELTs, missions, finds, suspended — Red Cross and Civil Defense assistance.

Generally speaking, I think it is pretty well rounded.

Squadron money-raising projects, organizations sponsoring CAP units, outstanding people in CAP and awards other than CAP (show CAP members are interested in other activities).

More articles on SAR evaluation score, identifying problems. Local squadrons and groups need to know they share problems and maybe someone's good ideas will help. Articles on how to simplify paperwork and other aspects of SARCAPs, etc., are good.

A list of every Spaatz Award winner each month.

In-depth safety (prevention) relative to aircraft and vehicle operations.

Search procedures — one item each month.

Communications column.

Mental attitudes (survival) from the downed pilot's outlook. Mental outlook controls the physical in most cases.

More technical items on communications.

Private aviation safety equipment; new airplanes, aviation opportunities.

More "how we accomplished that" stories about how individuals in units solved problems that will face other units. Should be sufficiently specific to serve as examples.

Some ways that CAP units enable USAF and other military units to do their job a little better, i.e., closer ties to patriotic activities.

Dedicate a page each month to proper uniforms, where to wear, where to buy.

Publish a report on new regs and forms in advance.

Outstanding members of the month, picture and article.

Letter to the editor column that tells both sides of the issue.

More local news.

More of changes and existing regulations published as the ordinary members have slight access to the regs in most units.

Recruiting articles that would allow showing articles to would-be new recruits.

## Cadet answers:

Less national and much, much more wing news.

More detailed articles on encampments.

Air Force aircraft picture and promotion of the Air Force in general.

Interviews with cadets.

News about other wings.

More squadron activities that other squadrons are doing.

Vital news in general aviation.

List of programs on the armed forces.

Rescue from the point of view of the victim.

An interview section where news people would contact local USAF/IO and have him interview interesting people throughout CAP.

More from cadet officers on their leadership abilities.

Historic information dealing with the Air Force and CAP.

More coverage of wing and region drill competitions.

More about American fighter planes.

News about more hand-to-hand work with USAF recruiters.

News about local squadrons in New York.

A list of all the missions of the previous month.

Civil Air Patrol News covers everything well.

Information requirements on the Air Force Academy.

Things happening in the Air Force Academy.

New Aircraft.

More news on cadet activities.

Radio communications.

More ground search.

About new aircraft equipment or new Ranger equipment.

Special close-up articles on each wing or individual squadrons.

Events to go to.

Ideas for cadets, fund raisers and community projects.

Air Force bases and aerospace-related companies willing to host CAP activities and formal banquets in each region.

More history of old CAP seniors.

What different squadrons do on their meeting nights.

The use of the new metal insignia rather than the cloth which are better.

Current aerospace events in general (space shuttle, cruise missile, etc.).

First aid and survival articles.

Try adding a daily chuckle.

## Question No. 8

What special features do you like best?

## Senior Answers:

Search experiences, more senior member experiences.

Flight safety.

More and longer "People in the News" columns (not so sketchy, a little background, etc.).

Equipment, uniforms, interest development meeting.

Chaplain's column.

News Briefs.

Articles on aircraft operations and safety.

The "how to be a successful squadron" stories.

I liked when the paper had advertising; several times I got good information from it.

More than Maxwell where to buy uniforms.

More SAR news of squadrons in the East.

Not a real strong publication, needs strength.

State aid to wings summary.

Critiques of some of our mistakes. I'm wary of any organization that can't admit it's occasionally wrong.

How to improve search base ground crew procedures.

Cadet Answers:

News Briefs.

I liked your coverage on cadet competition.

## Question No. 9

What other feature, not now being published, would you like to see used in Civil Air Patrol News?

Senior Answers:

Articles written by cadets themselves.

Articles on advancement for each staff position.

Sources of equipment, such as aircraft, radio, clothing, SAR ground gear, anything related to CAP.

A feature used as an incentive to motivate cadet interest.

Each issue, story about each aircraft type used in CAP.

Tips on maintenance of CAP aircraft.

A schedule of coming events, major conferences, region or national schools, etc., each month for two or three months ahead.

A reader comment column.

Short stories of old and new homemade or restored aircraft.

An editorial or question and answer section.

Advertising on reliable equipment.

More flying and aerospace safety.

A section dealing with cadets and seniors who are successful in private life.

Specific projects concerning rebuilding aircraft, vehicles and equipment.

Regulations summaries in understandable language. Feature one reg a month.

Ideas for program.

"How to do it" column for air educators — not just pictures of cadet field trips.

Information on ways and means of getting more and better aircraft equipment for squadron.

More cartoons by Zack Mosley (especially girls).

More stories on people saved.

Breakdown on where dues go.

Throw out social news and make this a professional publication for professionals.

A special gripe column, where disenfranchised persons or members can use the forum as a means to expand and improve themselves.

Locator column — locate friends that are in different squadrons, moved, etc.

Expand your obituary column.

Regular feature on possible or pending legislation that might affect CAP.

Selected items from Bookstore and order blank.

More pictures of cadet activities.

Change of address clipping.

Terse self-survival hints or procedures.

Personal comment column.

A good cartoon (single cartoon or an adventure) just for comic relief.

Proper use and care of all CAP vehicles and aircraft.

Cadet Answers:

Something worth reading.

How many cadets choose the military as

a career.

A trouble shooter column for troubled cadets.

Maybe a region of the month contest.

Public relations tips from units.

Follow-up on people saved.

More "Aero-Astro Answers."

A special section for cadets or seniors.

Tips on outdoor survival.

CAP historical events.

Academy programs.

Squadron meeting places. What other squadrons need.

Series on how best cadet squadrons run themselves.

True happenings dealing with human emotions.

Column dedicated to first-aid techniques.

Take one SAR mission and go into detail about it.

Each month I would like to see a report on a squadron or wing that did something really outstanding.

Question No. 10

If you could, what one thing would you do to improve Civil Air Patrol News (without spending any more money?)

Please be specific.

Senior Answers:

Group information of CAP according to wings instead of regions.

Omit the fat cat photos and publish more news of the wing and squadrons that you consistently delete. Some issues resemble a society of who's who in uniform.

The publication is excellent in its present form.

Less administrative gobbledegook.

Wouldn't there be some kind of savings by not forcing households to take more than one copy.

How to do it survival article each month.

Activities at squadron level.

Delete items that only get someone's name in the paper.

Create a monthly centerfold that can be used as a poster.

One-half as many issues, each one twice as good and reduce national dues an equivalent amount.

You cannot improve this paper without spending some money. Not spending money, you have a rag of a paper.

I enjoy Civil Air Patrol News as it is.

In all honesty, I would save money and terminate publication.

Leave out the cartoons.

Compress verbage.

Cadet Answers:

I wouldn't even bother to send this to anyone.

Try to get more about each wing, or even each squadron.

Have more space for all of the small wings.

More squadron news.

Cut down on some of the news briefs.

Promote the need for good IOs.

More tips for squadron growth.

I believe this paper is excellent.

It's all right like it is.

When writing articles about cadets, give their grade and not just "cadet."

You say CAP is selling old planes when we get the new ones, but no information is included on the way you can buy one for private use.

Put more color print and pictures.

Try to get more pictures of cadets.

You should mention the USAF in greater detail.

Rearrange the paper and put some pictures in color.

Use more of the news sent in by squadrons.

Make it bigger.

Print a comic section.

It is just as good as our hometown paper! Almost!

I would like to see cadet ranks listed.

Have a column about CAP in World War II.

More people in "People in The News."

Promote CAP more.



**COLD SURVIVAL TRAINING** — Dick Arnold and Scott Bowie, members of a rescue team at Aspen, Colo., teach the finer points of cold weather survival in a course the Tennessee Wing sponsored recently at the McGhee-Tyson Air Base. Taking part are, from left, Arnold, Bowie, Cadet John R. McGivney and Maj. John F. McGivney.

# Course Teaches Mountain Rescue

By  
**CAPT. FRANK B. THORNBURG**  
Tennessee Wing

KNOXVILLE, Tenn. — Two members of a mountain rescue team at Aspen, Colo., recently put on a two-day cold weather survival course sponsored by the Tennessee Wing, at McGhee-Tyson Air Base here.

Dick Arnold and Scott Bowie, the two mountain rescue team instructors, gave six hours of classroom instruction at the air base, followed by a practical overnight survival experience in the Great Smoky Mountains.

The course was presented by the Aviation Safety Institute, a non-profit corporation.

Tennessee Wing staff members Maj. John F. McGivney and Maj. Dennis Sparks coordinated the

course, which attracted some 25 persons, including CAP members.

Color and humor were provided during the classroom presentation by veteran mountain flyer Elmer Wood, who has probably flown every square foot of the Great Smokies as a fire spotter for the forest service.

"I never fly over those ridges at a 90-degree angle," said Wood of his hours spent mountain flying. "I parallel those ridges with my aircraft, then I sneak the nose over to see if it's all right. If it isn't, I can get back across real quick," he said.

McGivney said it was anticipated that the course would become an annual event. The Mountain Rescue Team members are all volunteers who specialize in search and rescue in the Rocky Mountains.

# Computers Coming To Search Work

By  
**Lt. Col. ROBERT MATTSON**  
HQ, CAP-USAF

This month I'd like to share two items with you. The first is to let you know that the age of micro computers for search and rescue is rapidly approaching. Currently, five or six programs are "up and running" (to some extent) on various micro computers and programmable calculators.

There is a mission log program which keeps track of who was sent where, and what communications you had with them. There is a briefing and debriefing routine called CEASAR by Bob Gregorie. Then we have a simplified method of keeping track of how well each area has been searched and what areas should be searched next. Another routine will accept DF bearings (airborne and or ground) and will give you the most probable location of the ELT.

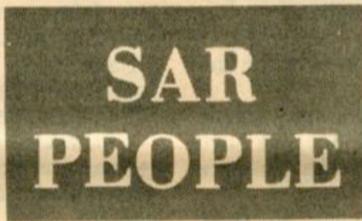
I think you can see that we are

well on the way.

The next item is a quick review of basic ELT/DF procedures presented by Hart Postlethwaite of the Florida Wing. These are written for persons using a phase-sensitive direction finding system, but they will also work for other left-right DF systems to some extent.

1. In flight, turn on the DF unit, tune in a known station and verify that your system is working properly. Center the needle when flying to the station, then fly an "S" turn. The needle should move left as you go right, and then come back to center, and then move to the right as you turn to the left. Many units have been incorrectly installed.

2. Be sure you are high enough to be above the surrounding terrain. At least 2,000 feet above ground level (AGL) for the initial reading; 4,000 feet AGL is a suggested altitude for en route search in normal terrain. For hilly and mountainous areas you



should go much higher to minimize the wasted time following reflected or multipath signals.

3. Start a level (no climb or descent) 360-degree turn away from the direction of the needle indication. This allows you to check for other possible signals before committing yourself to a possible wild goose chase. Each valid bearing (actual or reflected) will have two points during the 360-degree turn where the needle will be centered (zero reading). As you make your 360 degree turn, roll out each time the needle centers and verify that it is a valid zero. To validate the zero perform the "S" turn maneuver. When the needle centers as you turn away from the needle, you are indicating a

FROM bearing. When it centers as you turn toward the needle, it indicates a TO bearing. ALWAYS use this "S" turn procedure to verify you are not at a 90-degree null. True bearings will always go both sides of "zero."

4. If you have only one FROM bearing and one TO bearing, proceed directly to the ELT.

5. If you have several zero indications during your 360 degree turn, log the heading on which the zeros occurred and note if it was TO or FROM the ELT (e.g., 300 degree FROM; 240 degree TO; 120 degree TO; and 60 degree FROM). The logical procedure would be to draw lines on your map in those directions from your position. Choose one direction and begin a climb, on course, toward what you think is the ELT. Climb about 2,000 feet and proceed for a few miles and repeat the 360-degree turn procedure. If you get only one TO bearing and one FROM bearing you can proceed directly to the ELT.

6. If you get more than one indication of each TO-FROM bear-

ing, plot the bearings and see where they cross the previous bearings you drew. Again, CLIMB on the same course you took initially and repeat the 360-degree turn. By this time you should have reduced the number of zeros you are getting, and once you climb high enough to hear the actual originating signal, all bearings taken from many points would converge on the ELT. It is impossible to cover every complex situation; however, the procedures outlined, with practice, experience, plotting, and logical thinking should go far towards helping you to solve even the most unusual problems. And, by your expertise, SAVE A LIFE THAT, DUE TO DELAY, MIGHT HAVE BEEN LOST.

**REMEMBER: ALWAYS FLY HIGH — MAKE 360s — FOLLOW NEEDLE — GO THROUGH ZERO**

For a more complete discussion of these procedures send a self-addressed, stamped, large envelope to: S/M H. Postlethwaite; 1811 Hillman Ave.; Belmont, Calif. 94002.

# CAP Called To Assist Air Force Recruiters

MAXWELL AFB, Ala. — CAP's national commander, Brig. Gen. Thomas C. Casaday, has again asked the help of all Civil Air Patrol members in support of the Air Force's Recruiter Assistance Program (AFRAP).

Under the program, Civil Air Patrol members are again being asked to contact their nearest Air Force Recruiter if they know of any young person, ages 17 to 27, who might be interested in enlisting in the Air Force or in an Air Force career. CAP assisted with the program in 1977.

"This program has been very successful," Gen. Casaday said in a recent letter to all CAP region, wing and squadron com-

manders, "and your assistance was important in the recruitment of high quality members."

In urging support of the program, he added: "To avoid misunderstanding which might lead to allegation of recruiting malpractice, provide your local Air Force Recruiters with the names of each likely prospect and let the professionals do the actual recruiting."

Reproduced at right is a form by which CAP members can provide Air Force Recruiters with basic information about possible candidates for enlistment. Air Force recruitment goal for FY 78 is 74,000 new Air Force members.

(TRA) 060

BASE KEY CODE \_\_\_\_\_

FROM PERSONAL KNOWLEDGE AND/OR CONTACT, I BELIEVE THE FOLLOWING 17-27 YEAR OLD MAY BE INTERESTED IN ADDITIONAL INFORMATION AND MAY BE QUALIFIED FOR AIR FORCE ENLISTMENT: \*Sex: \_\_\_\_\_

\*NAME \_\_\_\_\_  MALE  FEMALE  
(Last, First, Middle Initial) (Please Print)

\*ADDRESS \_\_\_\_\_  
(Number and Street)  
\_\_\_\_\_  
(City) (State) (Zip)

PHONE NUMBER \_\_\_\_\_ \*DATE OF BIRTH \_\_\_\_\_  
(Area Code and Number) (Day, Month, Year)

HIGH SCHOOL NAME \_\_\_\_\_  
DATE OF GRADUATION \_\_\_\_\_

\*PERSON REFERRING PROSPECT \_\_\_\_\_  
(Grade, First Name, Middle Initial, Last Name)  
\_\_\_\_\_  
(Organization, Base) (Date Card Filled Out)

NOTE: When personally contacting the prospect for the above information, it is mandatory by law that you show the potential applicant the following statement, or, if contact is by telephone, that you read it:  
"The Air Force needs this personal information to provide prospective members with information about Air Force employment opportunities. Providing this information is voluntary, but failure to provide it may preclude sending information about Air Force employment opportunities. The information will be used for recruiting purposes. There is no obligation. (Authority: 10 USC 303)"

\* These items must be completed

# ELTs—Modern Day Cries of 'Wolf'

(Reprinted from the Aerospace Rescue and Recovery Service's Rescue Review, March 1978.)

SCOTT AFB, Ill. — We are all familiar with the little shepherd boy of fable fame who called "wolf." The Air Force Rescue Coordination Center (AFRCC) must respond to an electronic call of "wolf" on the average of 18 times a day. The call is a transmission from an emergency locator transmitter (ELT).

The volume of ELT incidents has increased steadily since the federal law requiring ELTs on light aircraft became effective in 1974.

All reported ELTs are treated as actual distress situations by the AFRCC. Once it has been determined to be a nondistress ELT, every effort is made to silence it because a nondistress signal could mask the signal of a nearby actual distress ELT.

Pursuing the sometime elusive signal has produced some interesting and humorous missions.

The Mississippi Wing of the Civil Air Patrol, upon notification by the AFRCC, launched a direction finder (DF) equipped aircraft to search for a reported ELT. The signal source was narrowed down to a small country town. The signal could not be pinpointed since it appeared to be moving, so a CAP ground team, with hand held DF equipment, was sent to aid in the search.

The combined efforts of the aircraft and ground team eventually resulted in locating the ELT transmitter on a fence post in a pasture. The device was traced to its surprised owner who discovered his two young sons had been playing with the unit and accidentally turned it on. Not fully realizing the consequences, the boys passed the ELT among their friends who took turns taking the ELT home with them.

On another occasion, a private pilot had replaced his earlier model ELT with a newer version. The old ELT was then put in the cellar. After some time it

became rusty and corroded, so the pilot took it out to the town dump with a load of junk. It was inadvertently activated when thrown into the dump. CAP members located it buried under a thick layer of rubbish.

As a Kansas CAP member flipped the switch on an ELT to the "off" position another nondistress incident came to a close. This time, the CAP had really been stymied in their efforts to locate the signal source. A review of the mission revealed that an aircraft owner had mailed the ELT with the batteries installed.

During the journey, the ELT package was placed in a mailcar on a train. The handling of the package by postal personnel during mail room sorting had activated the ELT. CAP's attempts to find the signal source had been complicated by the movement of the train.

One of the more unusual cases occurred in California when a CAP member tracked down an

ELT to a private residence using hand held DF equipment. When he copied down the model and serial numbers for the record, he was shocked to find it was the ELT that had been stolen from his own aircraft.

Unfortunately, these inadvertently activated ELTs are often more difficult to silence than a distress situation. Obviously, returning the switch to the "off" position should silence the normal ELT. However, a discussion of additional means may be helpful. In cases where the ELT may have malfunctioned, removal of the batteries will stop the signals. Often the activated ELT may be in a locked aircraft. In these situations, when the aircraft owner cannot be located, two approaches are recommended to silence the nondistress ELT.

First, the ELT antenna can be shielded by wrapping aluminum foil around it. This will significantly reduce the signal strength until the owner is found. Secondly, the ELT may be silenced by grounding the antenna. If the ELT is determined to be in an aircraft locked in a hangar and the owner cannot be reached, AFRCC will notify the Federal Communications Commission (FCC). The FCC has the authority, under the Federal Penal Code, to obtain a warrant to gain access for the purpose of silencing the ELT.

If all else fails, you may want to resort to the method used by a county sheriff in southern Texas. The ELT signal had been located by an aircraft and the position relayed to the sheriff. He found the ELT on a deserted beach and after all attempts to silence it failed, he drew his trusty .44 magnum and shot the offending transmitter. While the method may be extremely effective, it is somewhat costly when you consider the replacement costs.

Not all ELTs are false "cries of wolf." During May 1977 an HC-130 on a search mission in northern Wyoming heard an ELT signal coming from outside the search area. The aircraft, with four persons on board, was not the object of the original search, but was another aircraft that had gone down.

As the HC-130 circled overhead, the pilot of the downed plane radioed that, although his aircraft was badly damaged, the survivors had sustained only minor injuries. A helicopter was sent to pick them up.

Once again the ELT had allowed the search force to find a downed aircraft that was not on a flight plan and possibly would not have been reported overdue for some time.

The AFRCC along with other federal agencies is well aware of the problem of nondistress ELTs. Col. Bruce M. Purvine, director of inland search and rescue through the AFRCC, is chairman of the Interagency Committee on Search and Rescue Ad Hoc Working Group looking into the ELT problem.

This committee has conducted an in depth study of the ELT problem and has submitted recommendations that should help many of the immediate problems associated with the

false ELT alarms.

One of the actions is a recent proposed rule change by the FCC. The rule would require fixed base operators at 2,100 uncontrolled airports to obtain equipment to monitor the emergency frequencies. This monitoring capability would significantly reduce the delay in locating the signals.

Another problem with some ELTs is the battery. The FAA has published a proposed rule change that will require the removal of lithium sulfur dioxide batteries from ELTs. This type of battery has had a tendency to explode and the Canadian government has already taken action to prevent use of the battery.

An ELT is not really a complicated piece of equipment. A thorough understanding of these devices, their proper use and maintenance, and the actions generated by their activation would better serve the aviation community.

Normally, ELT reports are initially heard by aircraft monitoring the emergency frequencies. The information is passed to the appropriate Air Route Traffic Control Center (ARTCC) or the local Flight Service Station (FSS).

The position of the reporting aircraft, its heading, altitude, frequency it hears the signal on, geographic position where ELT was initially picked up, when it was strongest and when it was lost is recorded and relayed to the AFRCC. Next, a coordinated effort between the AFRCC, ARTCC, FSS and aircraft in the area usually produces additional information which enables these agencies to determine the general vicinity of the ELT signal source.

However, some incidents are not easily solved. Additional assistance is then required from resources having DF capabilities. Agencies such as the CAP, highway patrol, county sheriffs, FAA, FCC, state departments of aeronautics and military aircraft are primary sources of DF equipment.

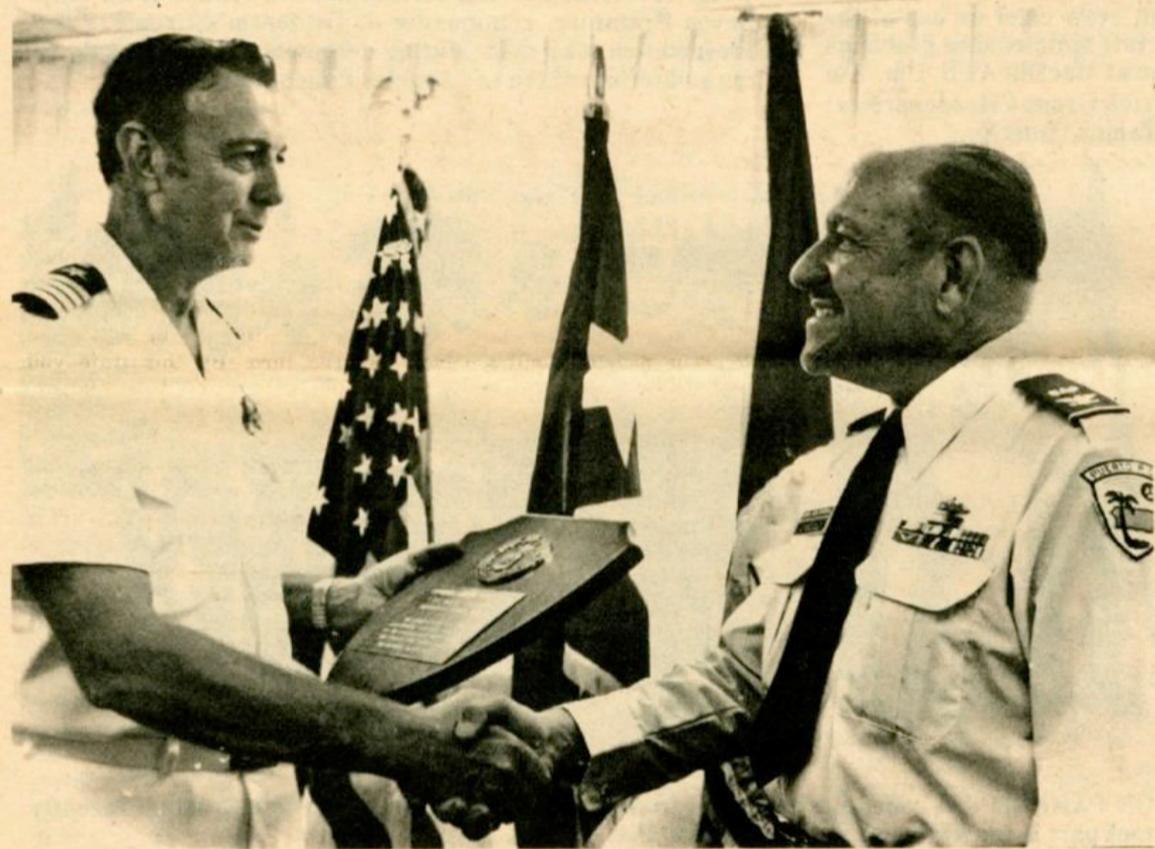
Airborne DF is able to localize the signal; however handheld equipment is then needed to actually pinpoint the source.

The future should produce more refined ELT models that will have audio signals and cockpit warning lights that will show the pilot when his ELT is activated. The second generation ELT will be a significant improvement over the present models.

A series of four weather satellites, carrying sophisticated ELT/DF systems capable of pinpointing ELTs, has been planned for the mid-1980s. The satellites will aid significantly in monitoring and locating ELT signals.

But, one must always remember that nothing will take the place of a concentrated effort on the part of light aircraft pilots to reduce the current high rate of nondistress signals.

The reduction of nondistress incidents would allow all appropriate agencies to devote more time to actual distress situations. Thus providing a more effective and efficient inland search and rescue system.



**FORMER CADET** — U.S. Navy Capt. Tom Stewart, left, commander of the Roosevelt Roads NAS at Ceiba, P.R., receives a plaque from Col. Rudolfo Criscuolo, commander of the Puerto Rico Wing, for his help in the cadet encampment training program. Stewart's interest in CAP dates back to 1945 when he was a CAP cadet in Oklahoma City, Okla. (Photo by Maj. Ernesto Cortes)

## Practice Makes Perfect Bivouac

CINCINNATI, Ohio — After seven months of practicing for a bivouac, the members of the Lunken Cadet Sq. 103 (Ohio Wing) recently held their bivouac, according to Cadet Gary Katz.

Practice was necessary to insure the success of the bivouac, he said. It included sessions on air to ground signals, air search patterns, outdoor navigation and first aid. Survival techniques and tent making were also practiced at some of the squadron meetings.

Once the cadets had learned the skills necessary for the bivouac, they started planning. While the staff was content that by the end of March they had

worked out every last detail, the cadets were not so content, said Katz.

"All they knew was that they should bring no tent, no sleeping bags and no food. That was one of the goals the squadron staff had — that the cadets should not be mentally prepared for what they were to face during the bivouac."

When the cadets arrived on the morning the bivouac was to start, they were divided into two teams. One team was led out into the woods. They carried with them a standard aircraft survival kit rigged for the appropriate number of people. They were told that they had just crashed. Some of the cadets were to simulate injuries. They didn't panic and got busy building shelters and giving

first aid to the "injured" people, Katz said.

At the same time the cadets who had stayed at the base received a mission briefing on the "lost" aircraft. They were assigned search grids for the air search. By 10:30 a.m., the cadet observers had located the "missing" crew. They also corrected interpreted ground to air signals which said the people on the ground required food and water, maps and compasses.

Within a half hour a ground team was off with backpacks filled with food and water. The team navigated through the woods to the "lost" crew, which was located in 45 minutes. Then all headed back to their base.

# CAP News In Photos



**MAINTENANCE MEETING** — Air Force SSgt. Ted Foster, right, crew chief on one of the Thunderbirds Aerial Demonstration Team's aircraft, discusses aircraft maintenance problems with cadets from the Florida Wing's Group 4 at a recent Open House at MacDill AFB, Fla. The cadets are, from left, James W. Card, Tampa Cadet Sq.; Eric G. Hartel, Group 4 Headquarters; William H. Cumler, Imperial Cadet Sq.; and Scott T. Taylor, North Tampa Cadet Sq.



**MERITORIOUS SERVICE** — 1st Lt. Jermoye L. Avery, left, commander of the Beach Cities Cadet Sq. 107 (California Wing), receives the Meritorious Service Award from Maj. Bryon Brammer, commander of California's Group 1. The presentation was made during ceremonies held recently in the auditorium of the Los Angeles Police Academy.

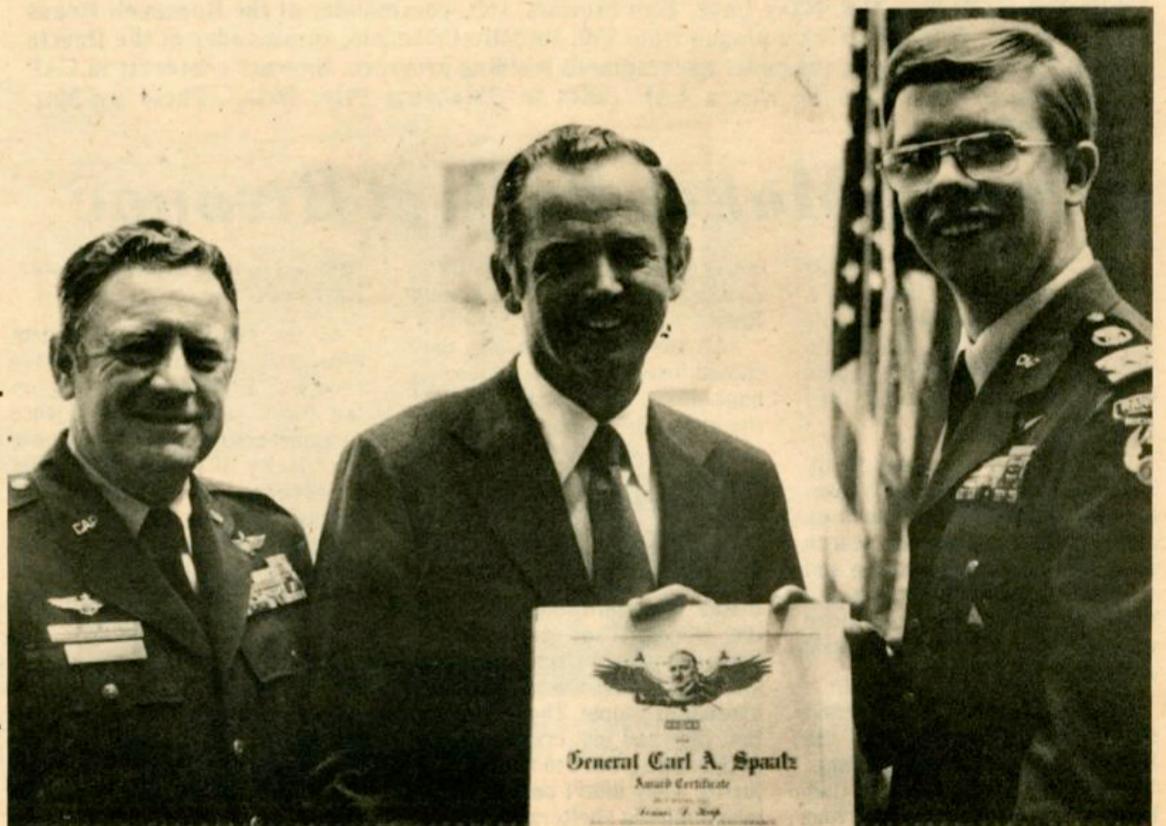


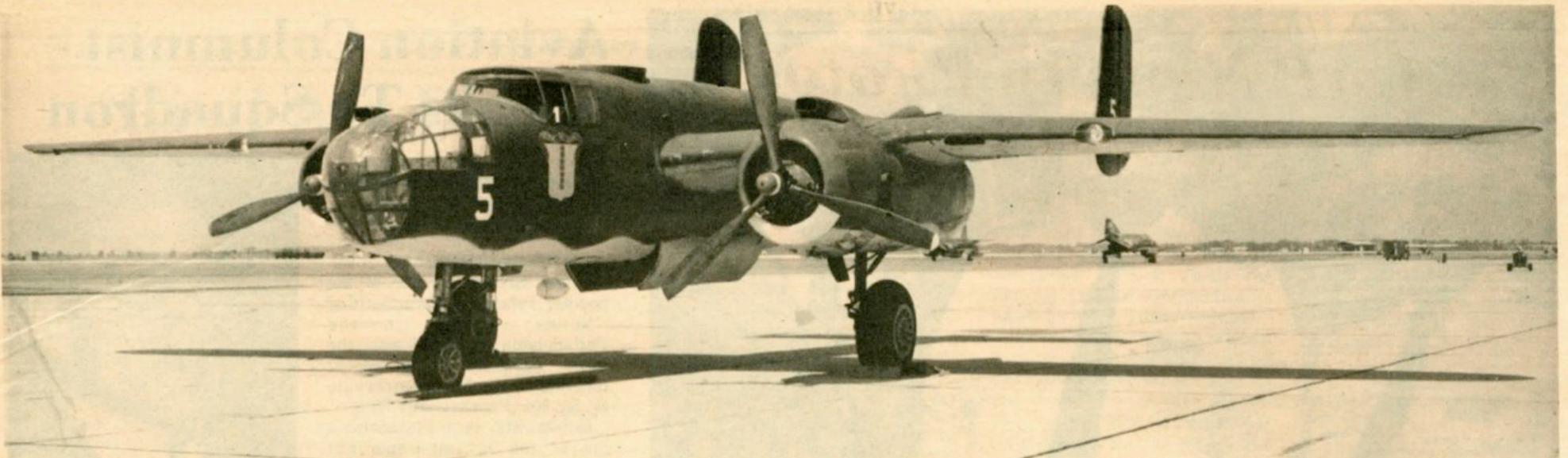
**FLIGHT SIMULATOR** — 1st Lt. Walter K. Walborn, commander, Blue Water Cadet Sq. 3-8 (Michigan Wing), right, briefs Cadet Marcy Glyshaw on the use of a flight simulator. The device is made available to the squadron by St. Clair Aviation, Inc., which shares the building with the squadron headquarters.



**ON PARADE** — A cadet marching unit from the Gainesville Comp. Sq. (Florida Wing) recently took part in the Azalea Parade in Palatka, Fla.

**HIGH AWARD** — Cadet Dennis D. Kaip, Rochester Cadet Sq. (Michigan Wing), right, accepts the Gen. Carl A. Spaatz Award from William G. Milliken, governor of Michigan, center, as Col. Russell A. Sheibels, Michigan Wing commander, looks on. Kaip is the first Michigan cadet to earn this award in 1978.





**RESTORED BOMBER** — Members of the MacDill Cadet Sq. (Florida Wing) have been involved in restoring a B-25 aircraft with the markings of 17th Bomb Group, which used the aircraft in the World War II raid on Japan, under then Col. Jimmy Doolittle. The aircraft was restored for Yesterday's Air Force

for use in the film "Hanover Street" to be filmed in Britain. The work was done by 1st Lts. Donald L. Von Burger and David Uresti, and Cadets David Von Burger and Ronald Chambers Jr., with assistance of Yesterday's Air Force personnel.



**FLIGHT DEBRIEFING** — Capt. Roger Perry, left, Tulsa 76th Rescue and Recovery Comp. Sq. (Oklahoma Wing) studies search reports turned in by Capt. Jerry Stephan and 2nd Lt. Carol Perry during a recent mission to find an aircraft missing on a flight from Hot Springs, Ark.



**AIRCRAFT INSPECTION**—Retired Gen. Jimmy Doolittle, right, who commanded the B-25 raid on Tokyo looks over the aircraft that was recently restored to his unit's colors. At left is Donald D. Von Burger of the MacDill Cadet Sq., who was in charge of the aircraft restoration. (See photo at top.)



**CRASH SITE SECURITY** — Maj. Bruno J. Pellegino, commander, Group 70 (Pennsylvania Wing), left, and 2nd Lt. MacArthur Wade of the New Castle Comp. Sq. look at aircraft wreckage that squadron members were recently called to secure. (Photo by Charles E. Ross)



**HELICOPTER FLIGHT** — Members of the newly formed Florida International Cadet Sq. (Florida Wing) pose with the flight crew of a USAF helicopter at Homestead AFB, Fla. The cadets and their senior escort were given a two-hour orientation flight in the helicopter recently.



**MUSEUM DONATION** — Lt. Col. Myron Rogers, left, commander of the Operations and Training Sr. Sq. (California Wing), and Maj. Arlyn Van Atta, center, commander of California Group 3, present Owen Clarke, executive director of the San Diego Aerospace Museum, with a copy of "Hero Next Door," which tells about CAP in World War II. The ruins of the museum, which was recently destroyed by fire, are in the background.

## Aviation Museum Seeks Donations To Replace Destroyed Displays

SAN DIEGO, Calif. — Members of California's Group 3 are presently assisting in the recovery work at the San Diego Aerospace Museum, which was recently destroyed by arson. Established 15 years ago, many Civil Air Patrol members in San Diego County helped prepare the displays. A new building will be dedicated Dec. 17, the 75th anniversary of the Wright Brothers' first flight at Kitty Hawk, N.C.

In addition to personnel from Group 3 headquarters, CAP members of the Operations and Training Sr. Sq., which is based in San Diego, are helping restore the museum's aerospace library. Old books, printed prior to 1965, are needed, as well as vintage magazines and full sets of magazines, said Lt. Col. Marilyn P. Rogers of Squadron 113.

Books and magazines can be sent to:  
Civil Air Patrol  
6676 Crawford St.  
San Diego, Calif. 92120  
Crawford said persons sending donations should use book rates or parcel post since they are the most economical way to ship books. She also stated that donations will be acknowledged and are tax deductible.

Another need of the museum is to locate old aircraft with a historical background and memorabilia that can be loaned or donated to the museum for display. People knowing of such property are requested to write to the above address, giving a full description of the item, its condition and the name and address of the owner.

## CADET AWARDS

### Earhart Awards—April 1978

Alan G. Yarchak ..... 01087	Francis J. Cain ..... 19026	Donald H. Guyton ..... 34070
Steven A. Jackson ..... 03059	Patricia Perry ..... 21006	Joseph D. Brown ..... 35006
Mike L. Shoback ..... 04096	Rose R. Jacobs ..... 21006	Verle W. Yates ..... 36054
Gregg M. Olson ..... 04364	Jorge W. Soruco ..... 21044	Casey M. Mathewson ..... 36078
Thomas J. Young ..... 06010	David N. Doss ..... 22037	Kristine S. Medic ..... 37160
Donna L. Gearl ..... 06058	Marc K. Hughes ..... 22047	Michael D. Riha ..... 38035
Jay G. M. Paulus ..... 09087	Paul W. Morris ..... 25018	Eden J. Alt ..... 45095
Paul H. Lueckuck ..... 11041	Stephen G. Cole ..... 29016	Mark A. Jonson ..... 46082
Keith L. Lanning ..... 11189	Edward K. Hansen ..... 29016	Freddie Sanchez ..... 52027
John C. McDonnell ..... 11226	Jennifer L. Mahan ..... 29092	Luis Massas ..... 52027
Stephen V. Lehocky ..... 11255	Daniel H. Bourne ..... 30012	Jose A. Adorno ..... 52045
Glen P. Demorest ..... 11255	A. W. Granville Jr. .... 31072	Antonio Oliver ..... 52045
Joseph P. Tracey ..... 11271	David F. McDonald ..... 31188	Jose M. Felix ..... 52062
Christopher J. Spear ..... 12002	Jonathan C. Hughes ..... 31333	Luis B. Oms ..... 52120
Michael J. Caylor ..... 12049	James D. Barnes ..... 32019	
Gerald E. Folster Jr. .... 17035	Thomas A. Snorf ..... 34070	

### Mitchell Awards—April 1978

David P. Lirette ..... 04032	Brent A. Bradley ..... 20145	Cary D. Venden ..... 42279
Barry H. Wilkinson ..... 04113	Steven F. Gardner ..... 20199	Ralph E. Jones, Jr. .... 42305
Raymond A. Prentice ..... 04180	Douglas C. Little ..... 20199	Carlos E. Garcia ..... 42305
Tor Jensen ..... 04282	Richard L. Kidder ..... 20250	Carlee T. Briggs ..... 42357
Brian C. Baldwin ..... 04384	Richard D. Fuentes ..... 20250	Donald T. Derry ..... 44005
Jeff G. Bethune ..... 05068	Arnold A. Albrecht ..... 22048	Kip D. Long ..... 45035
Kevin W. Vizvary ..... 06022	Steve G. Rethemeyer ..... 23036	Jeffrey C. Burdett ..... 45048
Richard D. Burton ..... 06022	James M. McNamara, Jr. 23076	W. W. Edwards, III ..... 45060
John W. Magnus ..... 06073	William J. Harris ..... 25033	Christopher P. Winter ..... 45122
Ted A. Hill ..... 06073	Marc C. Pelletier ..... 25045	Basil D. Addington, Jr. 45122
Thomas A. Desmond, IV ..... 08026	Jeff T. Epperson ..... 26019	Roger S. Johnson ..... 46002
Paul A. Griffith, Jr. .... 08066	Michael W. Barnett ..... 30016	Laurie L. Langdalen ..... 46018
William R. Dundas ..... 08122	Barbara J. Zavodny ..... 31130	Eric R. Myers ..... 46030
Mark C. Bayless ..... 08122	Edward A. Watkins ..... 31147	K. S. Hendrickson ..... 46046
Norman E. Sanford ..... 11036	John F. Bosworth ..... 31296	Sara R. Bond ..... 46080
Matthew E. Tobias ..... 11074	Steven M. Hughes ..... 31333	Jeff J. Capak ..... 48002
Mark E. Sangwin ..... 11191	Brian J. Bernat ..... 34096	Kevin J. Smerling ..... 48004
Douglas J. Fogle ..... 11205	Mark K. Lauer ..... 36065	Daniel A. Karwowski ..... 48061
Thomas J. Heffernan ..... 11219	Oren W. Michels ..... 37011	Clint F. Kreuser ..... 48064
John J. Kiecana ..... 11283	Charles Staso ..... 37018	Jerome J. Jankowski ..... 48121
John H. Grevin ..... 11283	James M. Hawver ..... 37026	June Y. Yamamoto ..... 51020
Dallas S. Boschen ..... 12168	G. J. H. McDougal ..... 37048	Timothy J. Cislo ..... 51028
Tim W. Hendrix ..... 12176	Patrick J. Salvage ..... 37068	Nona M. Hansen ..... 51030
John W. Gardner ..... 12189	Dan K. Orourke ..... 37082	Lourdes Delgado ..... 52027
Gary W. Young ..... 14024	Shaun P. Welsh ..... 37093	Fernando L. Torrent ..... 52111
Elizabeth C. Wright ..... 16063	Lyman Harris ..... 37246	Fernando Gonzalez ..... 52111
Joseph J. Bushie, Jr. .... 19013	Joanna Fisher ..... 39066	Juan C. Ramos ..... 52111
David T. Pearson ..... 19044	Derek S. Taylor ..... 41015	Manuel Duran ..... 52126
Jeffery S. Cowles ..... 19050	Michael J. Castranova ..... 42076	Gilberto Rios ..... 52128
Tamara K. Nelson ..... 20038	Roger K. Anderson ..... 42195	

# Aviation Columnist Speaks To Squadron

By  
1st. LT. RUSSELL L. RICKERT  
Montgomeryville Sr. Sq.  
Pennsylvania Wing



Paul Heintz

MONTGOMERYVILLE, Pa. — Paul Heintz, creator of the popular aviation column entitled "Sunday Pilot" in the Philadelphia Bulletin was the guest speaker at a recent meeting of the Montgomeryville Sr. Sq. 904 (Pennsylvania Wing).

Heintz who is a Philadelphia lawyer and aircraft owner has been for the past nine years writing one of the few weekly aviation columns of any major newspaper in the United States. Acting in this capacity, he has been invited to participate in many aviation related activities such as traveling on the maiden flight of the Concorde SST from Dulles Field to London, as well as riding in the Goodyear blimp.

In addition to his other activities he is also an instrument and ground school instructor and has his glider rating among his credentials. He is also a trustee for the Aircraft Owners and Pilot Association of the United States as well as Chairman of the Pennsylvania Bar Association's Section on Aeronautical and Space Law.

During his talk to the Civil Air Patrol he mentioned that he has been flying for a total of 23 years and attributes his interest in flying to his first flight as a Civil Air Patrol cadet in Washington, D.C., in an L-5 Stinson airplane. Today he is the part owner of a Cessna 205 aircraft which is quite a step removed from the type used in his first flight.

He urged each pilot in attendance to upgrade his flying skills by getting his instrument rating and complying with the biennial review program of the FAA. He also cautioned aviation members not to become complacent about their flying freedoms and that they should support organizations like the AOPA and

other groups that look out for the interests of the general aviation community.

As an attorney he also referred to some of the subtleties of aviation insurance and suggested that many pilots are not aware that seemingly insignificant things like letting a medical run out or not having a biennial review could cause significant problems in making insurance claims.

Another point he made was that pilots should be aware of their aviation insurance liability limits due to the generous awards for damages that are usually based on future earnings of an accident victim.

Another legal point touched on was that getting a title searched before buying a plane can be well worth the cost of the title search and/or title insurance.

Heintz also mentioned that pilots who fly within the airspace system governed by federal regulations should make it a point to know what those regulations say so that they can be used to their advantage.

Maj. Louis Russo, the squadron commander, thanked Heintz for his informative and interesting presentation to the squadron which is soon to relocate to Quakertown, Pa., due to the planned closing of Montgomeryville Airport where their aircraft and facilities are presently located.

## Units Test New Air-To-Ground Visual Signals

OWOSSO, Mich. — Members of the Lapeer Search and Rescue Sr. Sq. 1-4 and the Shattuck Comp. Sq. 1-3 (Michigan Wing) recently tested a new search technique developed by Maj. George Reese, Michigan Wing operations officer, and 1st Lt. Steven Rudowski, commander of the Lapeer squadron.

Headquarters for the test, which uses aircraft movements to direct a ground team to the location of its target, was in the Lapeer County Sheriff's Department Civil Defense Room.

Under the new system, a ground team is dispatched toward an intersection. The plane, flying overhead from behind the ground vehicle will circle over the intersection to indicate the direction the vehicle should go by turning right or left or going straight ahead.

If a wrong turn is made the plane will fly directly toward the vehicle.

When the vehicle is in the target area, the aircraft will indicate that to the ground team by flying a figure eight. The center

of the eight will be over the place where the vehicle should stop. At this point the ground team members leave the vehicle and line up behind it.

The airplane then swings over the vehicle to point the direction they must take. The plane will fly a rectangular pattern. The first leg is directly over the vehicle and the first turn is over the target point.

During the test, five aircraft flew six sorties for more than six

hours air time over Lapeer and Tuscola Counties. Two ground teams in two vehicles also took part.

"We hope that this search technique will be used in future missions in Michigan," said 1st Lt. James M. Bloomfield of the Shattuck squadron. "It will cut down on excess traffic and make the job of the ground team leader much easier if radio communications equipment fails during a mission."

## CAP Obituaries

Civil Air Patrol News publishes each month a list of Civil Air Patrol members who have died recently. Notices of deaths should be sent to the Personnel Section of National Headquarters in accordance with Regulation 35-2, or to the National Chaplain's office — not to Civil Air Patrol News. Listed are names, ranks, dates of death and CAP unit.

- FERGUSON, Robert L., Senior Member, April 12, 1978, Tooele Comp. Sq., Utah Wing.
- INGLISH, Gordon T., Senior Member, May 4, 1978, Headquarters Aircraft Support Flt., National Headquarters.
- METZINGER, Kenneth W., Captain, Oct. 15, 1977, Tulsa 76th Rescue and Recovery Comp. Sq., Oklahoma Wing.
- QWENS, Charles C., Captain, April 13, 1978, Texas Wing.
- PAUL, Charles O., Second Lieutenant, Jan. 3, 1978, Newaygo County Comp. Sq., Michigan Wing.

- PHILLIPPY, Richard L., Captain, April 6, 1978, Hagerstown Comp. Sq., Maryland Wing.
- PUGSLEY, Arthur M., April 22, 1978, Huron Comp. Sq., South Dakota Wing.
- REITZAMMER, Philip L., Senior Member, April 16, 1978, Alexandria Sr. Sq., Louisiana Wing.
- TANNENBAUM, Alan J., Captain, April 11, 1978, Hawaii Wing.
- TAYLOR, John R., Colonel, April 22, 1978, South Carolina Wing.

# PEOPLE... in The News

## Northeast Region

Cadets David Lewis and Gregory Weidenfeld, Pineland Comp. Sq. (new Jersey Wing) recently received their search and rescue ribbons... Members of the Twin Pine Cadet Sq. (New Jersey Wing) have completed their annual journey to the Christian Baptist Conference Center in Lebanon, N.J., for a weekend of concentrated study and testing toward passing their achievements... The Souliere Realty and Sons Company of West Warwick, R.I., have donated a made-to-order squadron flag to the West Warwick Comp. Sq. (Rhode Island Wing) Returning from the recent Aerospace Education Seminar in Dallas, Tex., Capt. Loretta Santagata, aerospace educator for the Rhode Island Wing, and Col. Edgar Bailey, wing commander, and Capt. Raymond Berger, deputy commander, plan to use the information gained in promoting aerospace education in the wing's cadet program... At a recent awards banquet members of the Gen. Carl A. Spaatz Comp. Sq. 1102 honored 2nd Lt. David M. Peifer as Senior of the Year, Cadet Scott Biever as Cadet of the Year for Phases 1 and 2 and Cadet David W. Krauss for Phases 3 and 4. A certificate for "outstanding performance of duty" was given to 2nd Lt. Irene E. Manley. A special communications award was given to 1st Lt. Robert B. Kerr.

Lt. Col. Herbert R. Frye, formerly of the Pennsylvania Wing, has been appointed insurance officer for the Northeast Region by Col. A. A. Milano, region commander... Four Massachusetts squadrons in the West Springfield area participated in this year's Eastern States Exposition with a joint booth in the Youth-a-rama. Since its inception in 1916 the exposition has grown to be a 16-day agricultural fair with over a million visitors. The CAP squadrons from Westfield, Wilbraham, Westover and West Springfield won this year's youth trophy for their booth containing a flight simulator and teletype... The Blair County Sr. Sq. (Pennsylvania Wing) held a practice mission recently to test their response to disaster situations... Capt. Audrea M. Lang, Bristol Comp. Sq. (Connecticut Wing) has been named Outstanding Information Officer of the wing for the second year in a row... Capt. Flavia Joy Frost, former commander of the Ontario County Comp. Sq. (New York Wing) has been promoted to emergency services officer for the Rochester Group. Second Lt. Ronald R. Kaiser has been named to replace her as squadron commander... Cadets Edward A. Holda Jr. and Sean Strohan of the Wilbraham Cadet Sq. (Massachusetts Wing) received awards as outstanding cadets of the year. State Representative Theodore Trudeau presented the awards... Cadet Robert M. Stack, 103rd Comp. Sq. (Connecticut Wing) has been awarded the first Col. Clinton G. Litchfield Award for the outstanding cadet of the wing. Col. Kenneth D. Faust, wing commander made the award which is named for a former commander.

## Middle East Region

All cadets of the Crescent Cities Cadet Sq. (National Capital Wing) have completed the American Red Cross courses in cardiopulmonary resuscitation and first aid. The courses were given over a three month period during squadron meeting nights. The instructor said he was impressed with the motivation of the

squadron. Two Crescent Cities cadets recently helped the local fire department extinguish a grass fire that they came upon while returning from a meeting. They put out a third of the fire by the time the fire department personnel arrived... Cadet Janet Hino, Fairfax Comp. Sq. (Virginia Wing), who is cadet commander of her squadron, will begin medical studies in the fall at the University of Virginia.

Several members of the West Richmond Cadet Sq. (Virginia Wing) recently took the Red Cross first aid and personnel safety course to complete requirements for their emergency services card. The course was taught by 1st Lt. Elizabeth Lent, who has received the Senior Safety Award from the wing director of safety... The Carroll Comp. Sq. (Maryland Wing) has won the first place trophy in squadron standings in the wing for 1977... The Charlotte Air Rescue Comp. Sq. (North Carolina Wing) put up a CAP display at a shopping mall that was seen by some 5,000 shoppers. The display included communications equipment, radiological monitoring equipment, recruiting material and a free blood pressure check.

## Southeast Region

Col. William C. Tallent, commander Tennessee Wing, has presented the wing competition overall trophy to Cadet Thomas B. Wade, commander of the Group 15 drill team. The team will represent the wing in regional competition later this year... The Knoxville Comp. Sq. 1 (Tennessee Wing) recently held a two-day Air Search and Rescue School, which was designed to improve skills, and coordination between units involved in rescue activities... Twenty pilots attended a recent flight clinic at the Central Brevard Comp. Sq. (Florida Wing) sponsored recently... Cadet Jeff Zahniser, West Miami Cadet Sq. (Florida Wing) has won a superior ribbon for a project that he entered in a school science fair. The same project, when entered in a county fair earlier, had won honorable mention. The project demonstrated the transmission of light beams across the atmosphere as used in photo detection devices like burglar alarms... A recent reception honored Col. William C. Tallent, commander, Tennessee Wing, for the contributions he has made to CAP since joining in 1963.

Members of the Shelby County Comp. Sq. 1 (Tennessee Wing) recently held a recruiting drive. Several CAP members appeared on local broadcast programs to talk about the drive. They were 2nd Lt. James Poe and Cadets Mahlon Smith and Kimberly Chisler who appeared on "Good Morning From Memphis" and Cadet Richard King who was on a radio program twice during the drive... Cadet David Sellers, Seminole Cadet Sq. (Florida Wing), has been named Best Cadet For the Quarter for his squadron... Cadets from the Seminole Cadet Sq., the McCoy Cadet Sq. and the Orlando Cadet Sq. (Florida Wing) recently aided in parking cars, directing traffic and assisting attendants with first aid at a rally held in Orlando, Fla... The cadets from Florida's Group 12 were honored at the recent annual Air Force Association Awards banquet at Patrick AFB. They were Cadet Jeffrey P. Boyle, Patrick Cadet Sq.; Cadet Mark C. Bayless, Central Brevard Comp. Sq.; and Cadet Paul Harris, South Brevard Comp. Sq... Cadet Erik T. Feyer has been named cadet commander of the Cutler Cadet Sq. (Florida Wing). Four Cutler cadets are attending the staff training program of the Glades Search and Rescue School. They are Frank Skirlo, Don Robertson, Theresa Taylor and Tom Taylor. The school was held by the Florida Group 10 Ranger Sec-

tion in the Everglades. Cadets from all over south Florida attended the school.

## Great Lakes Region

Two squadrons from the Michigan Wing's Group 11 provided 75 members for a marching unit in the St. Patrick's Day parade in Detroit. The Farmington Cadet Sq. and the Troy Cadet Sq. also formed a color guard for the parade. Canadian Air Cadets from Squadron 364 of Windsor, Ontario, which is affiliated with the Farmington squadron also took part in the parade. The Canadian unit also provided a band... Members of the Shattuck Comp. Sq. 1-3 (Michigan Wing) recently participated in a mini search and rescue exercise. The unit formed two ground teams to search for a target... Daniel T. Murphy, county executive, Oakland County, Michigan, recently expressed his appreciation and thanks to county residents for the role played by the Oakland County Group 12 during a snow emergency in January. The group handled more than 120 emergency transportation missions for hospital using four-wheel drive vehicles and snowmobiles... Members of the Delphos Flight of Lima Comp. 901 (Ohio Wing) recently collected a mound of litter that was nearly six feet high and 37 feet wide during an all day clean-up project. In addition, 234 pounds of aluminum were collected for recycling.

Col. Russell Sheibels, commander, Michigan Wing, recently presented awards to outstanding cadets in an awards banquet held in Kalamazoo for members of Group 5. Cadet Richard Fuentes was named Outstanding Male Cadet and Barbara Artman was named Outstanding Female Cadet. Ron Werner and John Nederhoed were named Honor Cadet and Honor Cadet Runner Up, respectively... At the recent Michigan Wing Cadet Ball, the wing commander made awards to cadets for wing-wide accomplishments. Cadets Esther Rolanda and Martin Okonski were given special "Meli" trophies for being the Outstanding Earhart Cadets of the Year. Cadet Alan P. Dickinson received a certificate from the Air Force Association naming him their Outstanding Cadet of the Year. Also Cadets Otis Brawley and Liz MacGregor were honored with a new award as "Super Cadets." The cadets gave Col. Russell A. Sheibels, retiring wing commander, a plaque "in appreciation for outstanding and dedicated service" during his tenure as commander. Sheibels also received a certificate from the Air Force Association for his interest and support of that organization... Three seniors and 22 cadets from the Panther Air Rescue and Recovery Sq. (Kentucky Wing) recently went on a field trip to Wright-Patterson AFB, Ohio, where they toured the Air Force Museum.

## North Central Region

Members of the Kansas Wing recently held a wing-graded search and rescue exercise at the Coffeyville, Kan., airport., in which 25 cadets and 50 senior members took part. Four simulated missions were simultaneously in progress, two search and rescue, one ELT search and a civil defense exercise. Following the training exercise, the cadets were given orientation flights. The senior members had the opportunity to fly in an experimental aircraft called the Breezy.

Cadet Becky Boyer, North Iowa Comp. Sq., has been chosen the Outstanding Youth Volunteer for the Mason City-Clear Lake area by the Volunteer Bureau. She was nominated by Mercy Hospital in Mason City. Cadet Brenda Recker of the same

squadron has been elected junior delegate and page for the Iowa Republican Party Caucus to be held in Des Moines later this month. Other North Iowa cadets have raised funds by serving coffee and doughnuts for a local auctioneer. They have also earned extra money by assisting the Evening Lions Club with paper pickups.

## Rocky Mountain Region

Col. Harold Hilburn, Utah Wing commander, and Lt. Col. Helen Hilburn, wing finance officer, flew to Fillmore, Utah, to review southern Utah CAP squadrons. The Fillmore City Council has donated a flight office, classroom and storage room at the local airport for CAP's use. The CAP will furnish labor to remodel the facilities and the city will furnish all materials.

Five cadets from the Twin Falls Cadet Sq. (Idaho Wing) have completed a multimedia first aid class, consisting of eight hours of classroom instruction and practice. Those attending the class were Dan Hall, Cris Oliver, James James, Kelly Hartwick and Scott Rairigh... The Mt. Olympus Cadet Sq. (Utah Wing) received several honors at the recently held Utah Wing conference. The unit was named Squadron of the Year, 1977 Drill Team Champions and winner of the model aircraft contest. The squadron trophy was accepted by Maj. Debra Smith, commander. Cadet Mike Lowe accepted the Drill Team trophy. Lowe was also named the Junior Cadet Officer of the Year. Other awards were for Cadet of the Year, which was won by Cadet Scott Johnson, and NCO of the Year, which went to Cadet Michelle Wagner. Cadet Caroline Blessing received a special plaque for her participation in emergency services missions.

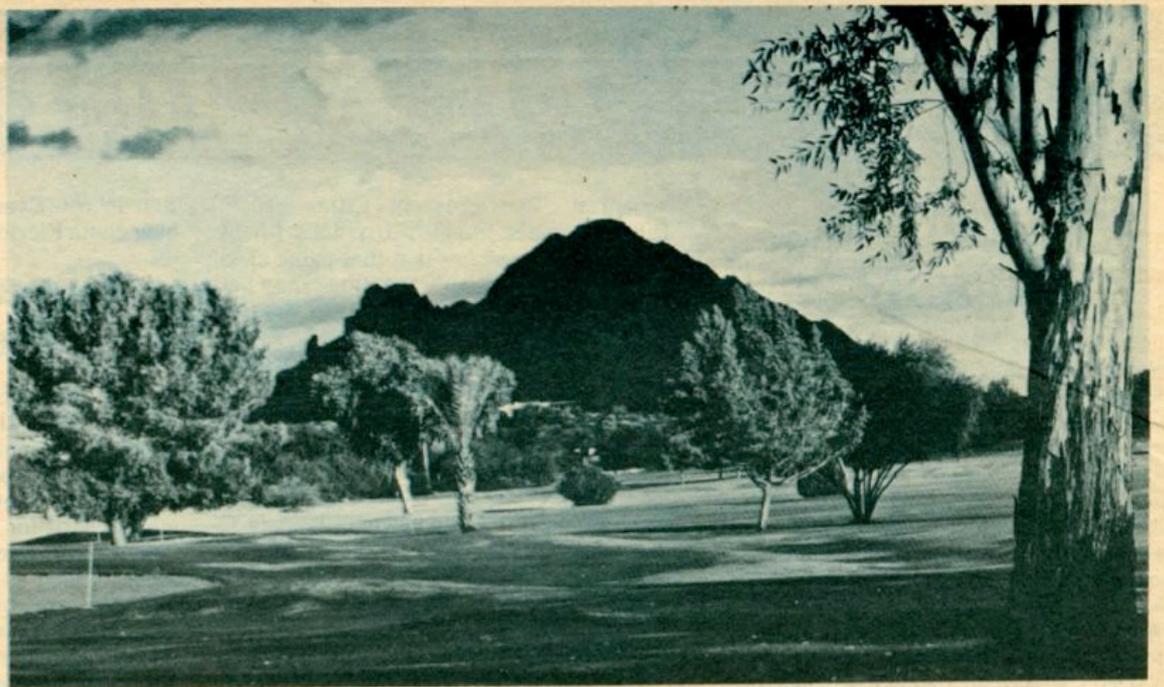
## Southwest Region

Members of the 313th Comp. Sq. (Arizona Wing) were among crews of some 33 CAP aircraft involved in a recent search mission. The search was for a downed single-engine aircraft, which was located in a snow-covered area south of Mormon Lake. The plane's pilot was killed in the crash.

## Pacific Region

Roy Eker, a police officer in the San Fernando Valley of Los Angeles was recently promoted to the rank of lieutenant colonel. He is deputy commander of the California Wing's Group 1, located at the Hollywood-Burbank Airport... Senior Member Robert La Fontaine of the Hayward Comp. Sq. 156 (California Wing) recently had a surprise reunion with 73-year-old Maj. Louise A. Laine during the California Wing conference in Fresno. La Fontaine recently joined the squadron as a new member. He had been a CAP cadet until 1950 in a squadron commanded by Laine. La Fontaine remembers how Laine used to guide the cadets in positive directions and was an inspiration to them.

Members of the Dinuba Cadet Sq. 87 (California Wing) held a recent meeting in a hospital room. Cadet Peter Nicholas had been hospitalized and the squadron personnel got together to hold a short meeting in his room. After the business portion of the meeting several personal items were taken care of, including sneaking in two Big Macs for Nicholas.



ABOVE: PHOENIX'S GOLF COURSE COMBINE VELVETY GREEN FAIRWAYS AND EXOTIC DESERT PLANTS.

LEFT: A VARIETY OF SOUVENIR SHOPS OFFER AUTHENTIC INDIAN HANDICRAFT AND ARTICLES WITH A REAL WESTERN FLAVOR.

**THIS YEAR, PLAN YOUR VACATION TO INCLUDE  
FABULOUS PHOENIX, AZ. and CAP's  
NATIONAL BOARD MEETING — '78  
SEPT. 7-10, 1978 — HYATT REGENCY PHOENIX**

**SEMINARS, COMMITTEE MEETINGS, ACTIVITIES OF THE NATIONAL BOARD, A PRESTIGIOUS FORMAL BANQUET WITH AN OUTSTANDING SPEAKER, MEETINGS WITH OLD FRIENDS IN CAP . . . . ALL THIS AND FUN IN THE SUN IN ARIZONA'S 'VALLEY OF THE SUN!'**

**Civil Air Patrol National Board Meeting — Sept. 7-8-9, 1978**

Please reserve accommodations at the Hyatt Regency Phoenix for:

NAME: \_\_\_\_\_  
Last Middle First

ORGANIZATION: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

ARRIVAL DATE \_\_\_\_\_ HOUR \_\_\_\_\_ m.

DEPARTURE DATE \_\_\_\_\_ HOUR \_\_\_\_\_ m.

(Check-out time 1:00 p.m. Check-in time 3:00 p.m.)

NOTE: Reservations must be received 14 days prior to opening date of conference, after which reservations will be accepted on a space available basis. A deposit of one night's rate is required to guarantee reservations for arrival after 6 p.m. Please telephone for late changes: (602) 257-1110.

If rate requested is not available, next available rate will be assigned.

ROOM TYPE	RATE	NO. OF ROOMS	NO. OF PERSONS
Single Occupancy	\$22		
Double Occupancy	\$28		
PREFERENCE: (circle one) King Bed Twin Beds			
SUITE ACCOMMODATIONS: All Suites subject to confirmation.			
One-bedroom <input type="checkbox"/>	One bedroom suites \$50		
Two-bedroom <input type="checkbox"/>	Two-bedroom suites ranging from \$72-\$78		

Check for advance information on food and beverage suite hospitality service.

All reservations subject to local room sales tax.

**TO RESERVE A ROOM AT THE HOTEL, CLIP AND MAIL TO:  
HYATT REGENCY PHOENIX, RESERVATIONS DEPT.,  
122 NO. SECOND ST., PHOENIX, ARIZ. 85004**

**TO RESERVE YOUR ROOM AT THE HOTEL, MAIL COUPON AT LEFT. TO PRE-REGISTER AT NATIONAL HEADQUARTERS FOR ALL THE NATIONAL BOARD ACTIVITIES, MAIL THE COUPON ON PAGE 2.**