

Middle East Region Cadets Take National Competition Sweepstakes

Support CAP, Gen. Hill Urges AF commanders

WASHINGTON, D.C. — A member of the Pentagon-level staff of the U.S. Air Force has taken official recognition of Civil Air Patrol's increasing need for Air Force assistance and, if left to him, CAP will get it.

In a message dated Jan. 2 to commanders of all Air Force major commands, Gen. James A. Hill, Air Force vice chief of staff, urged that maximum support be given to CAP activities. He noted that this assistance is authorized by Act of Congress but that "the austere environment of today has impacted CAP severely."

The general added that "commanders should review their association with CAP with the idea of finding ways to enhance our base and unit level support of local CAP organizations."

The vice chief pointed out some of the CAP programs that are sponsored and approved by the Air Force. He added that "an ambitious and worthwhile program for FY 79 has been developed and approved" but that "its success is largely dependent upon your

(See SUPPORT, Page 2)

Radio/TV Spots

Are you using CAP radio and television spots in your recruiting campaign?

Read the Bulletin Board for information on how to obtain spots.

Membership Statistics

As of Dec. 31, 1978

Seniors	34,951
Cadets	22,690
TOTAL	57,641

Change
in Past 12 Months

Seniors	-1,644
Cadets	-4,088
TOTAL	-5,732

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CIVIL AIR PATROL NEWS



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FEBRUARY 1979



WE'RE NUMBER ONE — Victorious cadets of the Middle East Region's team pose with the awards they won during the Civil Air Patrol's National Cadet Competition held recently at Maxwell AFB, Ala. The team is from the North Carolina Wing. For more cadet competition photos see page 10.

Aerospace Educators To Meet In Atlanta

ATLANTA, Ga. — The 1979 National Congress on Aerospace Education (Congress 79) will be held April 5-7, 1979, at the Sheraton Atlanta Hotel.

The congress is intended for everyone interested in aerospace education. It will isolate three major groups for program planning and recognition.

Group 1 — The Aerospace Education Workshop Directors of America. This group of leaders over the past 30 years have individually and collectively made a tremendous contribution to aerospace education. They have been on the cutting edge of aerospace education. Each workshop director will be honored in the general assembly.

Group 2 — The Classroom Teacher and Supervisor. No one is more important than the teacher or supervisor. Nothing happens in education without these professionals doing their jobs. Concurrent sessions are

planned to assist and motivate them.

Group 3 — Civil Air Patrol aerospace education officers, commanders and their staffs. The Civil Air Patrol mission of aerospace education is vital. A program segment of the con-

gress will include CAP members who are responsible all or in part for that mission through their staff positions. Special emphasis will be placed on the aerospace education officer at the squadron and wing level.

Dr. Paul Garber will deliver

the keynote speech, "A Summation of Flight." He will also lead the Heritage segment.

Jack Lambie will make a presentation on the Gossamer Condor, the human propelled aircraft that won the \$87,500

(See CONGRESS, Page 2)

CAP Cadets With Mitchell Award May Enlist In Air Force As E-3s

MAXWELL AFB, Ala. — Hq. USAF has just modified its enlistment grade policy to allow enlistment in pay grade E-3 for enlistees who have earned CAP's Mitchell Award or who have successfully completed a three-year junior ROTC program.

Air Training Command implemented the new policy Jan. 1, 1979, and all USAF recruiting offices have been notified. Active duty enlistment date will be used to determine eligibility.

The Air Force expects to attract higher quality enlistees by offering this additional incentive. This change is further indication of the importance and confidence the Air Force places on the Civil Air Patrol program.

It also means that CAP cadets are considered a source of very high quality personnel for entry into the Air Force; and quality people are needed, officers as well as enlisted.

You can help alleviate recruiting shortages by referring age-eligible prospects (17-28 for enlisted, 20½-30 for officers) to the Air Force by means of lead referral cards which are available in your unit or through your Air Force liaison officer. All prospects are welcome, whether CAP members or not. The Air Force Recruiter Assistance Program needs your support.

MAXWELL AFB, Ala. — "We came, we saw, we conquered," were the words Cadet William D. McGalliard of the North Carolina Wing used to smilingly describe the nearly complete sweep made by the winning Middle East Region team he commanded in the Civil Air Patrol's Annual Cadet Competition held here the last week of December.

"It was the fourth year we had been here," added teammate Cadet William C. Scheppegegrell, "so we are happy that we finally won this time."

The competition was tough as the finest of Civil Air Patrol's cadets gathered to take part in the three events of the National Cadet Competition — drill, physical fitness and the cadet bowl.

First runner-up in the sweepstakes was the team from Ohio, representing the Great Lakes Region.

Other teams taking part were: Tennessee for the Southeast Region; Arizona for the Southwest Region; California for the Pacific Region; New York for the Northeast Region; Colorado for the Rocky Mountain Region; and Missouri for the North Central Region.

Cadets in the drill competition were graded in four areas, in-ranks inspection, drill team captains, standard drill and innovative drill.

The physical fitness competition consisted of two events, a measured mile run and volleyball.

There were two segments to the cadet bowl. One was a 100-question written examination administered to all cadets. The other was a panel quiz. Both segments were designed to measure the cadets' knowledge in the fields of aerospace education, leadership, current events and history and philosophy of CAP.

(See CADETS, Page 2)

Cadets

(Continued From Page 1)

Middle East tied with Southwest in the inspection portion of the drill and lost out to Northeast in the innovative drill, but won the other portions of the drill event with sufficient points to place first.

Great Lakes won the cadet bowl, garnering more points than Middle East in the panel quiz. However, the Middle East team did win the written portion and earned second place.

Middle East was clearly out in front in the mile run and volleyball, where they met Southeast in the finals. Southeast's staunchest supporters were found in the Great Lakes team members, who had just put up a good show against Middle East in the semi-finals, but to no avail, Middle East handily won the two-game finals.

This year the judges for the drill competition came from the faculty of the Air Force's Senior Noncommissioned Officer

Academy at Gunter AFS, Ala. Referees at the volleyball competition were faculty members of the Squadron Officers School here.

The plaques and trophies were

given to the team captains at an awards banquet by Air Force Brig. Gen. Paul E. Gardner, executive director of Civil Air Patrol, and Col. Johnnie Boyd, national vice commander, who

attended the two-day cadet competition.

A special sportsmanship award was given to the Southwest Region's team at the banquet.

Support

(Continued From Page 1)

demonstrated interest and support, particularly at base and unit level."

Gen. Hill urged all major commands and separate Air Force operating agencies that have installations in the continental United States, Hawaii and Alaska to "review their involvement and capability to assist CAP..."

He also urged that "special interest... be given to assisting cadet activities... and providing opportunities for cadets to participate in day-to-day Air Force activities consist-

tent with mission requirements."

In the future, the general said, CAP background and recruiting material will be included in future issues of the Air Force Junior ROTC Newsletter. He also reminded Air Force commanders that CAP cadets can now be promoted to the grade of E-3 if they meet specified requirements and enlist in the Air Force, the Air National Guard or the Air Force Reserve.

In urging Air Force commanders to give greater support

to CAP, Gen. Hill pointed out that testimony before Congress last year had highlighted the significant support CAP provides to the Air Force mission. "The USAF and CAP, as two parts of the same team," he said, "are mutually dependent for mission success in the area mentioned.

"Therefore," he added, "your involvement with Civil Air Patrol should reflect strong command interest with timely action to achieve renewed emphasis in support of CAP."

Congress

(Continued From Page 1)

Kremer prize for a one-mile, figure-eight flight.

Air Force Maj. Gen. Ralph S. Saunders, commander of the Aerospace Rescue and Recovery Service, will have a presentation on rescue work in the continental United States.

Astronaut candidate Maj. Frederick Gregory, USAF, will make a special presentation also. Additionally, the Crown Circle Award will be initiated for outstanding aerospace education leadership.

The NASA Aeronautics Mobile, a program similar to the NASA Space Mobile but dealing with aeronautics and at-

mospheric flight, will be included in the congress.

The registration fee is \$35 if received prior to March 1, 1979, and \$40 after that date. This fee includes admission to all official sessions.

Meals, sleeping accommodations and transportation to and from the hotel are not included in the congress registration fee. Transportation for the field trip to the Delta Airlines maintenance facility is \$4 per person.

To register for the congress, send the adjacent coupon to:

National Congress on Aerospace Education, CAP National Headquarters/ED, Maxwell AFB, Ala. 36112.

Hotel reservations can be made in advance by completing the other coupon on this page and mailing it directly to Sheraton Atlanta Hotel. The special rates of \$26 for single occupancy and \$18 each for double occupancy (\$36 total) are only for congress delegates. Rooms will be filled on a first-come, first served basis. All reservations must reach the hotel by March 15. The hotel will confirm reservations by mail upon receipt of the form.



FENCE PAINTING — Cadets Lyndon Henderson, left, and Reginald Simpkins of the Maxwell Cadet Sq. (Alabama Wing) recently helped a local American Legion group with its historical restoration program by doing touch-up painting on the ironwork around the Daniel Pratt Cemetery in Prattville, Ala.

Volunteer Pilots Needed

Volunteer Humanitarian Pilots (VHP) donate their time and privately-owned aircraft to transport hospital and medical university organ retrieval teams and/or viable donor organs between donor hospitals and university transplant centers.

The VHP is compensated only for fuel and landing fees by the requesting organization. There is no membership, no dues, no obligation or commitment. Any pilot who wishes to be listed in the VHP directory should

provide the below listed information to: VHP; P.O. Box 172; Spring Lake, Mich. 49456.

Name, address (City and state).

Name of airport where the privately-owned aircraft is located.

Business telephone number, home telephone number.

Make of aircraft, seating capacity (including pilot).

Aircraft range in kilometers or miles.

Pilot's flight rating. Instrument rating? Yes or no.

Relief Maps Sent To Units

MAXWELL AFB, Ala. — Arrangements have been made with the Defense Mapping Agency to distribute surplus plastic relief maps to many Civil Air Patrol squadrons, according to Harold Bacon, director of curriculum for Aerospace Education at National Headquarters.

These maps are 20 by 30 inches in size and show terrain in relief and full color. There are also many cultural features, such as cities, highways, railroads, dams, etc., shown on the maps.

Units will be sent the maps of their immediate surrounding

area if they are available. If unavailable, other maps will be substituted. The maps can be used as training aids in aerospace education and may also be useful in SAR mission planning.

The Defense Mapping Agency has requested that if a squadron does not want the maps that they be destroyed rather than given away. This is because the maps are also available commercially and there may be a conflict with commercial sources if they are given to individuals rather than to CAP units.

Detach before Returning to National Headquarters CAP/ED

INDIVIDUAL REGISTRATION FORM

Mr. ()
Mrs. ()
Miss ()

First Name Initial Last Name

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For Use on Congress Roster

Representing: School/Organization/Firm Address

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- () Basic Congress Registration Fee if mailed before 3/1/79 \$35.00
- () Basic Congress Registration Fee if mailed after 3/1/79 \$40.00

ENCLOSE CHECK OR MONEY ORDER FOR REGISTRATION FEE ONLY. YOU WILL PAY THE HOTEL FOR YOUR ROOM ACCOMMODATIONS.

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RESERVATIONS MUST BE MADE PRIOR TO 7 Mar 1979

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Arrival Date _____ Hour _____ No. Persons _____ Departure Date _____

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ROOM RATES

Please check if return confirmation desired.

In the event requested rates are not available, next available rate will apply.

RESERVATIONS

Rollaway Beds \$4.00 each (Crib Free)

Reservations will be held until 6:00 pm Atlanta time. A deposit or guarantee by the company at one night's rate is required for arrivals after 6pm. Check out time is 1:00 pm. Credit information will be requested at time of check-in. Credit Cards honored are Diners Club • Bank Americard • Carte Blanche • American Express • Master Charge.

Sheraton-Atlanta Hotel

590 West Peach Street, N.W.
Atlanta, Georgia 30308



BAKE SALE — Cadets Denise E. Wilson, left, and Laura B. Warn of the Hickam Comp. Sq. (Hawaii Wing) help conduct a cadet bake sale at the Hickam AFB exchange. CAP brochures were handed out to interested persons. The sale brought in more than \$60 which will be used to assist squadron members to attend seminars and classes.

Chaplain From Ohio

McClure Works With Canadian Squadron

OTTAWA, Canada — Chaplain John McClure, one of the senior chaplains of the Ohio Wing was sent by his diocesan bishop to study for two years for advanced degrees in Canon Law at St. Paul University here.

During his stay in Ottawa, McClure is helping the commander of the 51st Ottawa Optimist Sq., the largest Royal Canadian Air Cadet squadron in Canada. The squadron consists of 100 Canadian boys and girls, ages 13-19, who have adopted a 10-year-old Haitian boy, Loucius Louis, through the cooperation of the Foster Parents Plan Agency of Haiti.

The cadets sold chocolate bars and mugs, went on bottle drives and solicited donations for two months to raise \$200 to support Loucius for one year. The money provides him with schooling, medical attention and clothing.

"We've received two letters from him and someone from the squadron writes to him each month, said Cadet Elizabeth

Grant, an 18-year-old who has been with the Canadian squadron for two years. The cadets plan to sponsor Loucius until he is 18 years old. "We hope some day to arrange for him to visit us in Ottawa," Grant said.

Loucius, now taking private lessons to overcome his illiteracy, can only communicate

with his new family through agents of the Foster Parents Plan who translate his spoken French. He lives in a small, thatch roofed, mud and stick hut three blocks from the Haiti agency. His mother sells mangoes and his stepfather makes charcoal burners for a living.

Crash Site Discovery Ends Search For Plane

NORTH ADAMS, Mass. — The search for a Cessna 310 that had been missing for more than six weeks (See "Daily Reports On A Mission," Page 13, December 1978 issue of Civil Air Patrol News) has been found 30 miles eastward of its expected route from Bridgeport, Conn., to Albany, N.Y.

The search involved CAP units from New York and Connecticut, U.S. Army, U.S. Coast Guard, New York Army and Air National Guard and the Connecticut State Police. This search, one of the most intense searches

in the northeast, was initiated Sept. 26 the day after the plane disappeared.

The Civil Air Patrol never gave up hope of finding the airplane and conducted its practice search exercises in the area. A CAP member on such an exercise spotted the wreckage in dense woods some eight miles northeast of North Adams. The spotter could not make positive identification, and the next day another aircraft went in to determine the aircraft's registration number.

Those aboard the plane included the pilot, Wayne Wilmotte of

Revised Senior Training Level Report Lessens Paperwork For Units

MAXWELL AFB, Ala. — Since the Senior Member Training Level Report (SMTLR) was revised in March 1978, it has become a much more useful training tool for senior program officers and commanders in the field.

The updated reporting procedures outlined in CAPM 50-17, Chapter 2, have eliminated many of the reporting errors of the past. The goal has been to eliminate as many handwritten entries as possible. This lessens the paperwork load in the field and helps to assure accuracy.

An example of this is the automatic update by National Headquarters when a CAP member attains Levels 3, 4, and 5. Subsequent revisions will automate the report even further.

The current report prints out "N-T" for "Not in Training" in the "Duty Status" column 18 months after joining if the member has not entered into one of the Level II Specialty Tracks. This causes a problem if the member is actually a "member-at-large". Since the computer will do only what it is programmed for, the only way at present to show "M-L" for a member who has completed Level 1 is if there is also a Level 2 entry.

Several other problems have been corrected by the computer people, but this one will require a major program revision. In the meantime reporting officials should annotate their retained copy correctly, and assure that the member's CAPF 45 is correct.

The December NEC redesignated "Members-at-Large" as "Sustaining Members." The SMTLR will not reflect this change until a substantial revision is made.

Very explicit instructions and examples for completing the SMTLR are provided in Chapter 8 of CAPM 50-17 and, if followed closely, will eliminate virtually all errors in the report. For example, new members cannot be put into the computer with an SMTLR entry. A CAPF 12, Application for Senior Membership in CAP, is required. Additionally, only one Level 2 specialty and rating can be reflected. This should be the area of current training (not necessarily the highest rating attained.) Provision to include multiple specialty-rating entries will be made possible in an upcoming revision.

Finally, either the squadron or the wing should submit the reports to National Headquarters/TTN. If both echelons submit reports, the latest to arrive will override any earlier changes.

National Headquarters/TTN personnel are interested in ways to improve the report. Any suggestions should be addressed to that office.

Southeast Region Staff College At Maxwell AFB

MAXWELL AFB, Ala. — The Southeast Regional Staff College (SER/RSC) will be held here from Aug. 26 to Sept. 1, 1979.

The RSC is one of the most important steps in a senior member's professional education program. The course lasts one week.

Past graduates of RSC have reached some of the highest management positions in CAP.

All applications will be considered on a first come first served basis. All wings should try to send their required number as indicated in the WEEP program.

Send CAP Form 17s directly to:

Director SER/RSC
Lt. Col. Richard J. Curran, CAP
Route 1, Box 478
Elmore, Ala. 36025

SMILIN' JACKS 75 CLIP FOR REFERENCE

AERO-ASTRO ANSWERS

MISS S.S. SUE, YOU SAY THAT FAT STUFF THING, LIKE ME, FLY ATLANTIC?

YES, ON JULY 2ND, 1919, BRITAIN'S R-34 AIRSHIP "DIRIGIBLE" LEFT SCOTLAND--

--AND REACHED MINEOLA L.I., N.Y., FOUR AND ONE HALF DAYS LATER DUE TO CONSTANT HEAD WINDS!

IT WAS THE FIRST DIRIGIBLE TO CROSS THE ATLANTIC OCEAN!

IT MADE THE RETURN TRIP TO ENGLAND IN ONLY SEVENTY-FIVE HOURS!

WHAT WEIRD AIR-CRAFT IN THE EARLY FIFTIES HAD NO ENGINE AND NO TAIL? ASKED BY MARTIN CLIFFORD--

ZACK MOSLEY

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

Executive Director's Comments

Training: Key To Mission Accomplishment

By PAUL E. GARDNER
Brigadier General, USAF
Executive Director

One of the wisest and most timely moves by Civil Air Patrol in recent years was the establishment of the office of DCS Training in 1976. At that time Senior Training was moved from the Operations area and the Cadet Program from Aerospace Education. The net effect has also helped the Operations and Aerospace Education directorates, who now direct their full attention toward program enrichment in their areas of expertise. Similarly, the directorates of the Cadet and Senior Programs can spend much more time and energy in developing and implementing a comprehensive training program throughout CAP.



Of course, the actual training occurs in the field, conducted by the hundreds of senior and cadet program officers assigned to the various echelons. Typically, the programs developed at this headquarters evolve either from suggestions

from the field, or from broadening a program initiated in one of the CAP wings or regions.

The current senior training program, for example, is the direct result of extensive coordination among the headquarters' DCS Training staff, CAP commanders, and senior program officers at all echelons and from all regions. This multi-effort by all has helped to more accurately identify and define training needs. Consequently, I foresee that development and widespread acceptance of similar programs which fulfill essential training needs will be the main ingredient in the revitalization of Civil Air Patrol. We must find ways to assure not only that our new members are properly motivated and attuned to the important missions of CAP, but also that a progressive and dynamic training structure be available to our total membership on a continuing basis.

We normally trace any deficiencies in the accomplishment of the mission to a lack of trained personnel in one or more areas. For example, there are established paths to

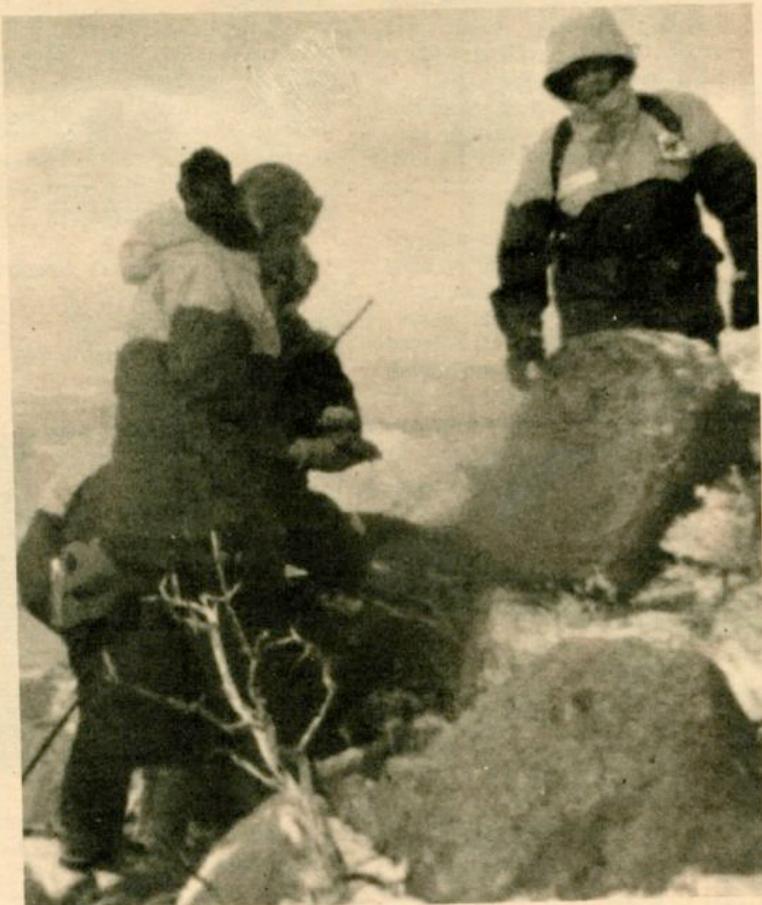
guide CAP cadet development, but there are insufficient numbers of well-trained, motivated senior members to provide direction. Moreover, proper emergency services and search and rescue techniques have been developed to a science, but there are shortcomings in the total expertise and knowledge required to quickly locate and assist distressed victims. Thanks to our new training directorate, I believe we now have the mechanism with which we may begin to reverse these conditions.

My optimism is prompted by several recent developments: A new, interesting, and motivating Level I Orientation Course will be in the field by early spring. This course is expected to be useful as a recruiting tool, as well as a CAP introduction for new members. The new and effective Squadron Leadership Schools are now an integral part of our program and are affording practical, "how-to" training to new members in their jobs at the unit level. This is the first time classroom instruction in these skills has been available nationwide throughout CAP.

A new arrangement with ECI will make available excellent correspondence courses to replace the current Level II Specialty Tracks, providing not only some consistency in the level and quality of instruction, but also an objective means to evaluate learning achievements. Training in leadership, management, and communications skills is being made more accessible through Region Staff Colleges, which are now authorized in each CAP region. And the new Region Cadet Leadership Schools afford accessible management and leadership training to cadets in lower grades than those who attend the annual Cadet Officer School at Maxwell AFB, enhancing the quality of cadet leadership at the grassroots level.

CAP has a proven track record in its ability to recruit and qualify new members to do the mission. We are in the midst of a tremendous drive to build our cadet and senior member ranks once again to acquire more capability nationwide, and these training initiatives will play a key role by helping retain and fully utilize all CAP volunteers.

Nevada Squadron Takes Part In Search



RENO, Nev. — The Nevada Wing received a call on Nov. 10 that a Cessna 182 was missing near Hallelujah Junction, about 27 miles north of Reno. It was en route from Roseburg, Ore., to Reno and was reportedly low on fuel.

The Washoe Jeep Sr. Sq. (Nevada Wing) was notified that night to form a search party to locate the plane. A monitoring station had picked up an ELT signal, which was received by the vehicles four miles from their destination and they stopped to take a bearing with direction finding equipment. Vehicles went out in various directions to take additional readings, while the main body of the convoy continued to Hallelujah Junction.

Nevada Wing radio gave coordinates at a location some seven miles away. The convoy regrouped and searched in an easterly direction. A foot search began when the vehicles reached a point where the signal came in strong. Some vehicles went around the mountain to pick up the search parties when the search was temporarily suspended at nightfall.

When the search resumed the next morning, an Air Force C-130 pinpointed the location of the ELT signal. It gave coordinates on a mountain.

In the meantime, the Washoe County Sheriff's Department set up a communications van and also sent out search parties further to the east. Two helicopters, one from the Army Depot at Herlong, Calif., and the other from Mather AFB.

The search party on the mountain was unable to locate the crash site and returned to the command point. The Army

helicopter picked up three persons with direction finding equipment to follow the signal.

They found the crash site and were able to get within 200 feet of it but had to turn back because it couldn't climb to the site, which was at 7,600 feet.

The Air Force helicopter then came in and confirmed the crash site and that the pilot was deceased.



CIVIL AIR PATROL NEWS

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Executive Director Brig. Gen. Paul E. Gardner, USAF
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MOUNTAIN SEARCH — Members of a Nevada Civil Air Patrol ground team conduct a search on foot in deep snow for an aircraft that disappeared 50 miles north of Reno, Nev. The aircraft was found above 7,000 feet using ELT locators. The pilot had been killed in the crash.

CAP Saves 91 Lives In 1978

MAXWELL AFB, Ala. — Civil Air Patrol was credited with saving the lives of 91 persons in 1978. These figures are believed to be a record for the number saved during any one year; however, accurate records are not available for the early years of the organization.

North Carolina was credited with four saves in January 1978 when a ground team located a downed light aircraft with four persons on board. The CAP teams used handheld direction finders to locate the plane's ELT signal. The plane had been en route from Myrtle Beach, S.C., to Beech Mountain, N.C. Sheriff's personnel removed the four people from the crash site.

Also in January, Michigan saved one person from a crash near Rogers City, Mich., which was also located by homing in on the ELT signal. One person died in that crash.

In February, Utah Wing saved three snowmobilers who were missing in a heavy snow storm near Mt. Terral, Utah. North Carolina saved two persons from an aircraft that had crashed near the Raleigh-Durham Airport. Four persons were killed in that crash.

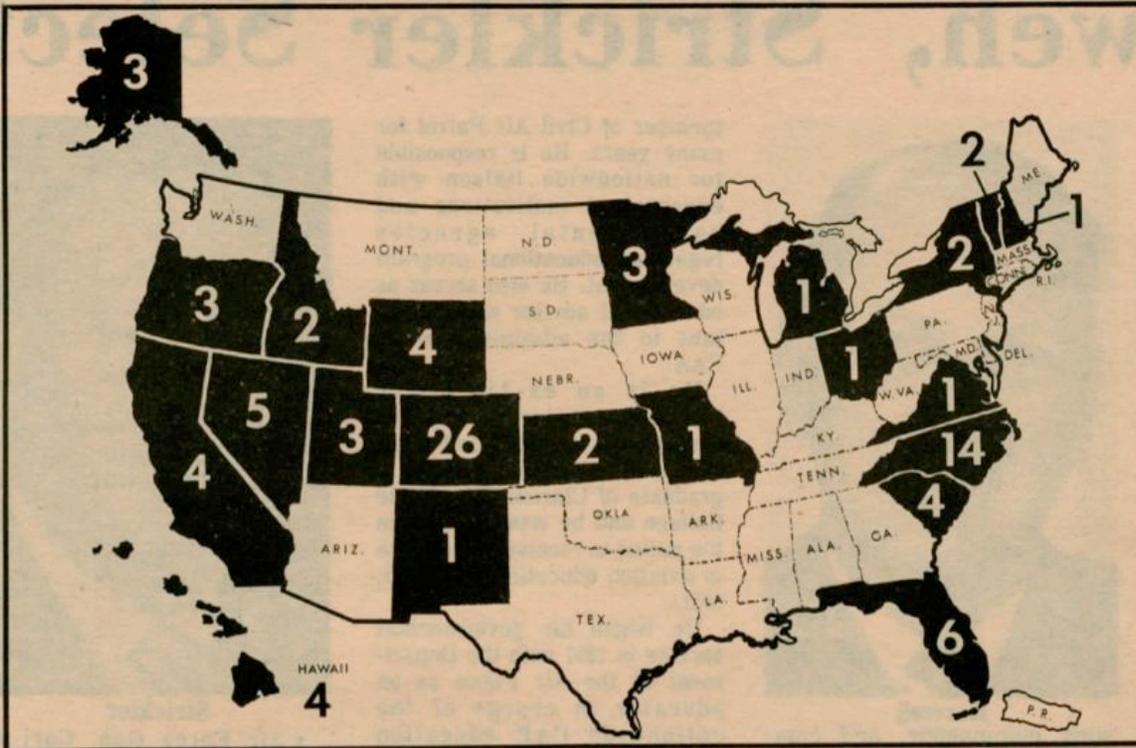
California Wing recorded a save by rescuing one person when they located a crash site near San Bernardino using handheld direction finders. Three people were killed in the crash.

Wyoming Wing members recorded a save in February when they located a downed aircraft near Casper, Wyo. While searching for this aircraft, a CAP crew ran into a heavy snow storm and crashed near Elk Mountain, Wyo. Twenty minutes after this plane went down, another CAP crew pinpointed the ELT signal and directed a helicopter to the site. The three uninjured crewmen were removed.

In late spring the Nevada Wing saved three 18-year-old fishermen who were missing on a fishing trip at Will Creek Reservoir. They were found about an hour after the mission had begun by a CAP aircraft about 60 miles north of Elko, Nev., in rugged terrain.

After a five-day search, California Wing saved the life of one person from a crash, in which two others were killed.

Wyoming Wing saved three persons aboard a civilian helicopter that crashed while on



WINGS WITH SAVES — Black areas indicate the states whose wings were credited with saves in 1978. The number represents the total lives saved by that wing for the year.

a flight from Bondurant to Afon, Wyo. The site was located using ELT direction finding equipment.

California Wing located an injured horseback rider who was carrying an ELT in case of emergency. She had been injured when her horse lost its footing in the San Jacinto Mountains. An aircraft searching for the source of the ELT saw two people near a tent signaling with red flags and mirrors. The hikers had found the girl suffering from a spinal fracture and multiple cuts and bruises. She was picked up by a civilian helicopter.

California was also credited with a save when they located an overdue aircraft near Kearsarge Pass. A civilian helicopter picked up the survivor. Another person had been killed.

Two prospectors, missing in the Jarbridge wilderness area, were located by Nevada Wing members. A ground team picked them up in an exhausted condition and took them back to their vehicle.

Idaho CAP members were called away from a parade in Osburn to rescue a man pinned under a crashed vehicle in a remote area. The CAP ground team using four-wheel drive vehicles and a winch were able to free the victim.

When a CAP plane in a search mission in North Carolina crash-

ed while it was relaying guidance and communications to a ground team, other North Carolina Wing members on a ground team arrived at the site within 10 minutes and delivered the two victims to a hospital.

A save was credited to Colorado Wing when a CAP aircraft took a blood sample from a boy who had swallowed an unidentified poison to the Rocky Mountain Poison Control Center from the hospital where the boy had been taken. Doctors were then able to identify the poison and save the boy.

Minnesota Wing members assisted the Cass County sheriff in locating an overdue fishing boat on Leech Lake. Police using a boat rescued the survivor. Three other persons were killed.

A female patient, suffering from a drug and alcohol overdose, was saved when CAP transported from Clear, Alaska, to Fairbanks. An ambulance delivered her to a hospital.

An Ohio Wing member delivered serum from Cincinnati, Ohio, to Madison, Wis., for a hospital patient, with serious complications from an infection of eastern equine encephalitis.

Search dogs located a missing 61-year-old female mental patient near Ronoake, Va. More than 60 CAP people assisted in the search. A CAP ground team returned her to the hospital.

Hawaii Wing rescued four Hilo

fishermen whose boat overturned. The search had earlier been decided a false alarm and called off by the fire department due to sketchy information. CAP was alerted after a second call came in later in the day. A CAP aircraft guided a rescue boat to the fishermen.

A two-day search effort in Idaho ended when CAP located a missing 27-year-old man. A dog team found the man and he was taken to a local hospital.

North and South Carolina CAP members shared two saves in September when they jointly located two persons whose boat sank offshore of Cape Fear, N.C. They were rescued from a raft by the Coast Guard. CAP located the raft using ELT direction finding equipment to locate the signal that had been activated when the boat sank.

Colorado Wing was credited with a save when it airlifted blood from Denver to Alamosa for a patient suffering from abdominal bleeding.

A lost hunter was spotted near Bend, Ore., by a CAP aircrew and rescued by a ground team after he was reported missing from a hunting trip.

Challenger

Encampment Teaches Search And Rescue

MCCHORD AFB, Wash. — The Pacific Region and the Washington Wing will offer a Challenge Encampment June 23 through July 3, 1979.

The purpose of the school is to instill in each participant a sense of responsibility, coupled with the skills necessary to perform a real service to the community — a member of a search and rescue team.

The cost for the eight-day course is \$40 per student for cadets and seniors. Uniform and equipment requirements are as outlined in the "Land Search and

New York helped save two lives in September when they rescued victims after an aircraft crashed near the Westchester County Airport. The aircraft was en route from Providence Town, Maine, to White Plains, N.Y. A Coast Guard helicopter located the crash, and a CAP ground team using handheld ELT direction finders removed the two injured persons. A third person was uninjured.

In November Minnesota saved two lost hunters in two separate missions. Also in November an Alaska search team homed in on an ELT signal from a downed aircraft 75 miles northeast of Anchorage and brought the injured pilot to a hospital.

Also in November Alaska was credited with another save when it transported a patient suffering from internal bleeding from Clear to a hospital in Fairbanks.

Kansas was credited with two saves when it delivered blood for patients in two separate missions. The first was from Wichita to Great Bend and the other from Augusta to Manhattan, Kan.

South Carolina saved the lives of two persons involved in an aircraft crash near Myrtle Beach.

New Mexico Wing members saved the life of a missing 48-year-old man who was lost in the Pecos Wilderness while hunting.

In December, Colorado Wing members saved the lives of 21 persons involved in the crash of a Rocky Mountain Airways DHC-6 Otter on a scheduled flight enroute from Steamboat Springs to Denver.

Due to the darkness and snow storms, aircraft could not be used to locate the crash site. CAP ground team members using handheld direction finders located the source of the ELT signal and led the search team to the site.

Rescue" manual and on the application for the National Special Schools.

Applicants should be checked by their squadron commanders, parents and doctors to insure that there are no physical handicaps prior to signing the application.

Interested persons should contact Lt. Col. Charles "Red" Young, CAP; Washington Wing; P.O. Box 4010; McChord AFB, Wash. 98438, for further information on cost, uniform and equipment requirements and application procedures.

Civil Air Patrol Search And Rescue Statistics—1978

WING	MISSIONS	SORTIES	HOURS	SAVES	FINDS	WING	MISSIONS	SORTIES	HOURS	SAVES	FINDS
Alabama	14	43	208	0	11	National Capital	2	4	12	0	0
Alaska	85	1,026	2,370	3	39	Nebraska	10	29	67	0	7
Arizona	20	592	1,385	0	6	Nevada	31	298	706	5	8
Arkansas	22	292	529	0	8	New Hampshire	3	78	126	1	1
California	100	1,375	2,894	4	52	New Jersey	12	54	92	0	6
Colorado	50	523	1,084	26	20	New Mexico	27	554	998	1	6
Connecticut	4	92	274	0	0	New York	26	388	700	2	7
Delaware	5	44	71	0	1	North Carolina	39	307	714	14*	23
Florida	34	770	1,364	6	17	North Dakota	11	56	126	0	7
Georgia	20	367	769	0	7	Ohio	16	157	538	1	11
Hawaii	12	99	216	4	1	Oklahoma	15	225	408	0	10
Idaho	10	26	51	2	2	Oregon	40	426	1,141	3	19
Illinois	13	19	31	0	12	Pennsylvania	33	171	301	0	13
Indiana	11	18	35	0	6	Puerto Rico	3	5	19	0	1
Iowa	6	32	39	0	6	Rhode Island	2	4	10	0	0
Kansas	13	40	68	2	6	South Carolina	16	156	308	4*	6
Kentucky	7	74	186	0	0	South Dakota	4	12	44	0	2
Louisiana	25	86	214	0	13	Tennessee	14	212	723	0	9
Maine	10	101	203	0	4	Texas	56	545	1,322	0	22
Maryland	16	152	290	0	7	Utah	25	90	167	3	11
Massachusetts	6	80	182	0	1	Vermont	4	21	60	2	1
Michigan	28	85	215	1	18	Virginia	28	295	560	1	11
Minnesota	22	161	482	3	14	Washington	43	938	1,634	0	14
Mississippi	11	30	74	0	7	West Virginia	10	71	175	0	2
Missouri	16	82	142	1	8	Wisconsin	12	117	350	0	2
Montana	5	15	38	0	0	Wyoming	11	44	87	4	4
TOTAL							1,058	11,481	24,800	91*	469

*Two saves, shared by two wings, are listed for both of them.

Hall Of Honor

Herweh, Strickler Selected

MAXWELL AFB, Ala. — As announced in last month's issue of Civil Air Patrol News, the National Executive Committee at its December meeting here selected two more persons for Civil Air Patrol's Hall of Honor.

The two are CAP Col. Robert H. Herweh, now deceased,



Herweh

wing commander, and commander of the Ohio Wing.

He also served as region chief of staff for the Great Lakes Region and region deputy commander before being named commander. He served two different terms as region commander — from 1964 to 1970 and from 1974 to 1976.

During his service with CAP, he was commander of numerous cadet encampments, attended the National Search and Rescue School and served as an escort officer for the International Air Cadet Exchange. He was a rated pilot and aircraft owner with many thousands of hours flying time.

Dr. Strickler is chief of the Aviation Education Programs Division of the Federal Aviation Administration and has been a

member of Civil Air Patrol for many years. He is responsible for nationwide liaison with educational institutions and governmental agencies regarding educational program development. He also serves as educational advisor and consultant to the administrator of FAA.

He is an ex-Air Force bombardier-navigator and his career has embraced both aviation and education. He is a graduate of Clarion (Pa.) State College and he was the first in the nation to receive a doctorate in aviation education (Stanford, 1951).

He began his governmental service in 1951 with the Department of the Air Force as an educator in charge of the nationwide CAP education program. From 1954 to 1960 he served at CAP National Headquarters in Ellington AFB, Tex., as director of Aviation Education, predecessor to the present Deputy Chief of Staff for Aerospace Education at CAP National Headquarters here.

He is a leading proponent of aerospace education and has served many times on Civil Air Patrol's National Aerospace Education Advisory Committee and is a past chairman of that group. He still works constantly with CAP, although his job is with FAA.

Persons previously inducted into the CAP Hall of Honor are:

- Gill Robb Wilson, one of the principal founders of Civil Air Patrol and known as the "Father of CAP;"



Strickler

- Air Force Gen. Carl A. "Tooy" Spaatz, CAP's first chairman of the National Board and the man for whom the Spaatz Award, highest cadet achievement, is named;

- Brig. Gen. D. Harold Byrd, one of the founders of CAP and a past chairman of the National Board;

- Brig. Gen. William C. Whelen, a charter member of CAP, a past chairman of the National Board and the present National Finance Officer;

- Brig. Gen. Paul W. Turner, an early CAP member, past chairman of the National Board and for many years National Finance Officer;

- Brig. Gen. Lyle W. Castle, a past chairman of the National Board; also served for many years as National Legal Officer;

- Brig. Gen. F. Ward Reilly, an early-day member and past

chairman of the National Board;

- Col. Clara E. Livingston, a member of CAP from its very early days, longtime commander of the Puerto Rico Wing and instrumental in its development;

- Col. Joseph S. Bergin, a charter member of CAP and commander of the Utah Wing for many years;

- Col. Allan C. Perkinson, a charter member and commander of the Virginia Wing from its beginning until 1968;

- Air Force Maj. Gen. Lucas V. Beau, CAP national commander from 1947 to 1955;

- Col. Edwin Lyons, a charter member who, over the years, served CAP in a number of ways, including commander of the Northeast Region;

- Col. James E. Carter, commander of the Alaska Wing from 1959 to 1973 and instrumental in developing the present capabilities of that wing;

- Brig. Gen. Earle L. Johnson, USAAF, national commander of CAP during the World War II years;

- Brig. Gen. S.H. "Hal" DuPont, a past chairman of the National Board and the first man to rise from the cadet ranks to that position;

- Col. Zack T. Mosley, a charter member of CAP who flew coastal patrol missions during World War II and a supporter of the organization ever since;

- Brig. Gen. William M. Patterson, a past chairman of the National Board and the first non-USAF member to serve as CAP National Commander.

Board meeting in Salt Lake City.

The Hall of Honor pays tribute to those who were instrumental in establishing Civil Air Patrol or in its development over the years. Physically, the Hall consists of an exhibit in the Air Force Museum at Wright-Patterson AFB, Ohio. Bas-relief sculptures of the honorees are displayed there.

The Hall of Honor was inaugurated in 1972 when 10 persons associated with Civil Air Patrol in its earlier years were inducted in formal ceremonies at the National Board meeting in Dallas, Tex. Seven others have been added since that time.

Col. Herweh was a native of

and lived in Cincinnati.

He joined Civil Air Patrol in 1949 and served in a number of positions — as a squadron commander, group commander, as wing finance officer, deputy



CERTIFICATE OF APPRECIATION—Milton J. Shapp, governor of Pennsylvania, center, receives a certificate of appreciation from Maj. Betty Crawford, right, assistant information officer of the Pennsylvania Wing, and Cadet Richard Graves of the Allentown Optimist Comp. Sq. The certificate recognized the assistance given by Shapp to CAP during his tenure in office. A similar certificate was presented to Patricia Banzoff of the governor's staff for her work in coordinating CAP events.

Employer Promotes Member After Staff College Attendance

LEXINGTON, Va. — Capt. D. Wayne Burks, commander of the Blue Ridge Comp. Sq. (Virginia Wing), has been promoted by his employer, the Lee Carpet Division of Burlington Industries, largely because of the management training he received at the Eastern Staff College.

When he returned from the 1976 course, Burks had his personnel officer file a copy of the staff college curriculum with his company records. At that time, the personnel officer told him that the curriculum was almost identical to the program of a management seminar that the company paid to send their employees to.

Recently, when Burks was considered for a position as a job team leader in the research and development department, his employer felt that the staff college training provided him an advantage over other applicants. In his new position, Burks assumes responsibility for the supervision of a number of people in the research team.

Burks feels that staff college is an important part of the CAP senior training program. "I highly recommend that any CAP member in a leadership position attend the college," he said.

"The personal development and interpersonal communications portion of the curriculum are invaluable."

Since attending the Eastern Staff College as a student, Burks has been a member of the administrative staff.



For the benefit of all members of Civil Air Patrol, the statistics for 1979 for search and rescue activities throughout the organization are shown below.

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

As of Jan. 14, 1979

Number of Missions . . .	27
Number of Sorties . . .	240
Flying Hours	442.4
Saves	0
Finds	10

ECI Offers Free Training By Correspondence To CAP

MAXWELL AFB, Ala. — As more and more CAP members are discovering, the USAF's Extension Course Institute (ECI) offers a wide range of very effective training by correspondence. Perhaps the most attractive thing about these courses is that the only cost involved is the investment of the member's time.

Members who are familiar with CAPM 50-17 know that several of these courses, such as

the ECI-CAP Officer Course, are now integral parts of the Senior Member Training Program.

The October unit distribution contained an ECI course listing, the ECI catalog on microfiche, several ECI enrollment forms (ECI 23), and a revised Chapter 8 of CAPM 50-17, which provided detail concerning the ECI/CAP program and enrollment procedures. The availability of this information has apparently focused attention on these train-

ing opportunities, and enrollments are increasing.

With the increase in enrollments, however, has come an increase in errors on the ECI Form 23, to the extent that ECI cannot complete the enrollment because of a lack of information, or erroneous information. In

enrolling in one of these courses, the CAP member should refer to CAPM 50-17, Chapter 8 (revised Oct. 78), which offers step-by-step directions for completing the ECI Form 23, as well as other information such as enrollment pre-requisites and testing office ZIP codes and "shreds."

The ECI registrar staff has been very helpful in attempting to complete enrollments with the most cryptic information on the Form 23, but they encourage us to be as accurate as possible — and the way to do that is to follow the example in CAPM 50-17, Chapter 8.

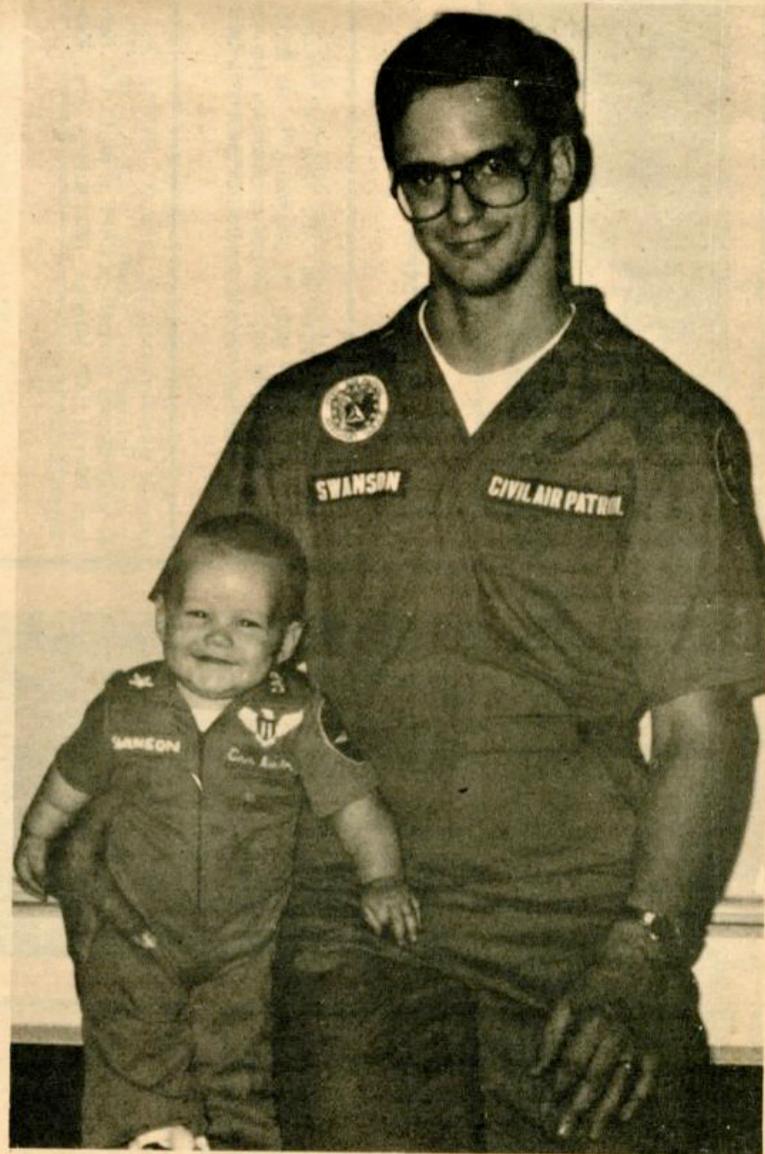
County Awards Grant To Unit In Kentucky

LOUISVILLE, Ky. — Jefferson County Fiscal Court has awarded a \$1,340 radio-communication grant to Panther Comp. Air Rescue and Recovery Sq. (Kentucky Wing).

"This grant has enabled Panther Squadron to assist the community in the event of any emergency," said 1st Lt. Jim Bennett, squadron commander. The radio equipment purchased includes a single sideband radio with a ham band, two FM walkie-talkies, one mobile FM radio and antennas for the radios. "The new equipment has made the squadron's communications the best in the state," Bennett stated.

The squadron has 39 cadets and 17 adult members. In addition to the radio equipment, the squadron has two trucks, a jeep and a station wagon that can be used as an ambulance.

"The adults and teenagers receive the necessary training to operate as a viable rescue resource," Bennett said. "We intend to show our appreciation for the confidence the county has shown in us by assisting Jefferson County to the best of our ability."



FUTURE MEMBER — Six-month-old Matthew Swanson poses with his father, 1st Lt. Kevin Swanson of the Goodhue County Comp. Sq. (Minnesota Wing). Cadet Debbie Dundas of the Mankato Comp. Sq. made the mini-jumpsuit before Matthew was born. His mother is WO Jody Swanson of the Goodhue County Comp. Sq.

Texas Unit Finds Wreck With Body Of Pilot

HOUSTON, Tex. — Ground team members of Delta Comp. Sq. (Texas Wing) assisted by a U.S. Coast Guard helicopter found the wreckage of a missing aircraft along with the body of the pilot in the early morning hours of Dec. 13.

The pilot had just 12 hours of flying time and was out on his first solo flight. The aircraft, a Cessna 150, had four hours of fuel on board when it departed the airport. The emergency locator transmitter was destroyed in the crash.

CAP was notified after the air-

craft failed to check in with the owners and had exceeded its fuel limits.

The cause of the crash is being investigated by the National Transportation Board, according to Cadet Thor Chester, squadron information officer.

New "CAP Story" Slide Script And Slides. See Bulletin Board For Details.



DONATION — Flay Heaton, left, presents check for \$100, donated by the Wabco (Westinghouse Air Brake Company) Plant in Toccoa, Ga., which he manages, to Capt. Troy Douglas, commander of the Toccoa Comp. Sq. The money will be used to purchase high-band communications equipment. (Photo by Cadet James Rooney)

SURVIVAL TIPS

U.S. AIR FORCE ACADEMY, Colo. — Survival instructors here have prepared the following winter survival tips. The situations appear in the form of multiple choice items with the correct action explained.

Situation One

You have been alpine skiing all day. The weather has been good with the temperature in the low 20s and a hazy overcast. Your eyes begin to hurt and feel as though grains of sand are under the eyelids.

WOULD YOU:

A. Recognize these symptoms as those of snow blindness and put on dark glasses or improvised goggles to reduce the light effecting the eyes?

B. Immediately head for the lodge to seek assistance?

C. Stop and make a camp so you can treat your eyes for the snow blindness?

D. Not worry because the symptoms described do not present a real emergency?

TO SURVIVE:

Alternative (A) would be the best action to take according to survival experts at the Air Force Academy. Hazy conditions can be the most deceptive and can cause distress to the unwary. By putting on dark glasses or some improvised goggles to reduce the glare from the snow, you will be able to make your way back to your camp. Prevention is the key to avoiding snow blindness symptoms, and this can be accomplished by wearing dark glasses on all outings of this type.

Alternative (B) would be suitable once your eyes have received some protection as in (A) and you still can see. To depart for the lodge without first taking definite protective measures could easily result in a worsening of the symptoms.

Alternative (C) would be warranted if weather conditions are inclement and your condition makes it impossible for you to see your way back to the lodge or the distance back to the lodge is too far to travel in a short period of time.

Alternative (D) is not an acceptable response, stresses survival experts here. Snow blindness is an emergency and has to be treated. Recognizing the symptoms in the early stages will aid in preventing difficulties later.

Situation Two

You have just departed from your suburban home in your late model sedan. The weather is severe with 40 mile per hour winds, heavy snowfall and temperatures in the twenties. Thirty minutes from your home your vehicle becomes stuck in the drifting snow. There are no buildings in the immediate area.

WOULD YOU:

A. Insure the windows are rolled up and remain in the vehicle with the engine running to provide heat?

B. Bundle up in your available clothing and head back for home?

C. Remain with your vehicle and insure adequate ventilation is maintained until help arrives or the weather clears?

D. Remain with your vehicle with the engine running until the fuel is expended and then depart for the closest dwelling?

TO SURVIVE:

Alternative (C) would be the best action to take in the face of prevailing weather conditions, say survival experts at the Air Force Academy. The vehicle offers immediate shelter and an available source of heat. The greatest danger that exists is carbon monoxide poisoning created by the exhaust from the engine. Always take precautions to provide adequate ventilation while your vehicle is running.

Alternative (D) would be acceptable if you had insured adequate ventilation as in (C), and the weather had markedly improved when the fuel was expended. Any time you venture out in bad weather, always take precautions to protect yourself in the event an accident occurs that renders you exposed to the elements. In the above case, (C) is still the best action to take since it is more definitive. Once (C) is accomplished, (D) might be a suitable follow-on action.

Neither (A) nor (B) provides proper or definitive action to adequately protect you, say Academy survival experts. To roll up the windows without considering ventilation as in (A) is courting disaster.

Alternative (B) would be an equally improper choice with the prevailing weather conditions, say experts. Unless there was a dwelling in sight, which is questionable, you are best advised to remain in your vehicle.

1979 Senior Member Activity Schedule

Activities	Who	When/Where	How
1. CAP NATIONAL STAFF COLLEGE: This objective of this graduate-level course is to develop CAP commanders and staff officers to serve at wing and region levels. The curriculum is organized around lectures by faculty members of the USAF Air University Professional Military Education Program, seminars led by experienced CAP officers, and presentations by nationally recognized guest speakers. The curriculum covers such topics as leadership and management theory and practice, and communication skills. Lectures on such topics as the international political climate and U.S. foreign policy formulation are included.	1. CAP officers only. Priority given to present and emerging wing and region commanders. Region Staff College is prerequisite for all members except unit commanders or majors and above.	1. June 30 — July 7, 1979. Maxwell AFB, Ala. BOQ reserved.	1. Apply through channels on CAPF 17 to CAP National Headquarters/TTN, Bldg. 714, Maxwell AFB, Ala. 36112. (Reference CAPM 50-17) Region commanders approve selections for their regions. Application deadline is April 27.
2. MIDDLE EAST REGION STAFF COLLEGE: The objective is to develop more effective CAP commanders and staff members by offering a program based upon experience in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers, covering such topics as communicative skills, leadership and management, CAP problem solving, and planning considerations.	2. CAP officers and warrant officers in command or staff positions. Qualified senior members will be considered for attendance.	2. July 8-14, 1979. Roanoke College, Roanoke, Va.	2. Apply through channels on CAPF 17 to: Lt. Col. Barbara Morris, CAP, Director, 10316 Armory Ave., Kensington, Md. 20795.
3. SOUTHWEST REGION STAFF COLLEGE: The objective is to develop more effective CAP commanders and staff members by offering a program based upon experience in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers, covering such topics as communicative skills, leadership and management, CAP problem solving, and planning considerations.	3. CAP officers and warrant officers in command or staff positions. Qualified senior members will be considered for attendance.	3. June 24-30, 1979. Barksdale AFB, La.	3. Apply through channels on CAPF 17 to: Lt. Col. David Floyd, CAP, 8510 Carvel, Houston, Tex. 77036. (Check for \$25 made to Southwest Region Staff College should accompany application.) Application deadline is May 15.
4. PACIFIC REGION STAFF COLLEGE: The objective is to develop more effective CAP commanders and staff members by offering a program based upon experience in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers, covering such topics as communicative skills, leadership and management, CAP problem solving, and planning considerations.	4. CAP officers and warrant officers in command or staff positions. Qualified senior members will be considered for attendance.	4. June 10-17, 1979. Portland, Ore.	4. Apply through channels on CAPF 17 to: Col. O.A. Donaldson, CAP, 3501 N.E. Marine Dr., Portland, Ore. 97211.
5. GREAT LAKES REGION STAFF COLLEGE: The objective is to develop more effective CAP commanders and staff members by offering a program based upon experience in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers, covering such topics as communicative skills, leadership and management, CAP problem solving, and planning considerations.	5. CAP officers and warrant officers in command or staff positions. Qualified senior members will be considered for attendance.	5. July 21-28, 1979. University of Michigan, Ann Arbor, Mich.	5. Apply through channels on CAPF 17 to: Col. Russell Sheibels, CAP 3827 Pardee, Dearborn, Mich. 48124. (Check for \$20 made to Great Lakes Region Staff College should accompany application.)
6. NORTHEAST REGION STAFF COLLEGE: The objective is to develop more effective CAP commanders and staff members by offering a program based upon experience in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers, covering such topics as communicative skills, leadership and management, CAP problem solving, and planning considerations.	6. CAP officers and warrant officers in command or staff positions. Qualified senior members will be considered for attendance.	6. July 22-29, 1979. Bloomsburg State College, Bloomsburg, Pa.	6. Apply through channels on CAPF 17 to: Northeast Region Staff College, Attn: Col. Richard L. Bifulco, CAP, Director, P.O. Box 62, Massapequa Park, N.Y. 11762. (Check for \$25 made to Northeast Region Staff College should accompany application.)
7. SOUTHEAST REGION STAFF COLLEGE: The objective is to develop more effective CAP commanders and staff members by offering a program based upon experience in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers, covering such topics as communicative skills, leadership and management, CAP problem solving, and planning considerations.	7. CAP officers and warrant officers in command or staff positions. Qualified senior members will be considered for attendance.	7. Aug. 26 — Sept. 1, 1979. Maxwell AFB, Ala.	7. Apply through channels on CAPF 17 to: Lt. Col. Richard J. Curran, CAP, Rt. 1, Box 478, Elmore, Ala. 36025. \$25 registration on arrival.
8. PUERTO RICO STAFF COLLEGE (SER SPECIAL SCHOOL): The objective is to develop more effective CAP commanders and staff members by offering a program based upon experience in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers, covering such topics as communicative skills, leadership and management, CAP problem solving, and planning considerations.	8. CAP officers and warrant officers in command or staff positions. Qualified senior members will be considered for attendance.	8. May 27 — June 2, 1979. San Juan, Puerto Rico.	8. Apply through channels on CAPF 17 to: Wing Headquarters, San Juan, Puerto Rico.
9. SQUADRON LEADERSHIP SCHOOL: The objective is to prepare senior members for command or staff positions at the squadron level. The curriculum consists of: leadership problem discussion, counseling roleplaying, and a brief treatment of all functions of squadron staff officers followed by in-depth study of related combinations of technical specialty tracks. A special seminar is conducted for squadron commanders.	9. Senior members who have completed Level I and who have not achieved technical rating in a Level II Technical Specialty Track.	9. Dates and locations to be announced by wing and region headquarters. (See article in Bulletin Board for dates/locations of upcoming schools.)	9. Apply through channels on CAPF 17 to wing or region headquarters, unless other local arrangements are made.
10. NATIONAL SEARCH AND RESCUE (NSR) SCHOOL: The objective is to develop more effective CAP commanders and staff members by offering a program based upon experience in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers, covering such topics as communicative skills, leadership and management, CAP problem solving, and planning considerations.	10. Selected CAP mission coordinators	10. April 16-20, 1979. HECG, Ft. Rucker, Ala.	10. Apply through CAP channels on CAPF 17 to: CAP

TIN BOARD

tin Cont'd

RATIONS. All pilots are reminded that when operating into or out of a tower-controlled air-
sh and maintain radio contact with the control tower. This requirement is especially true from
the airport is military. A no-radio (NORDO) light airplane simply does not mix with military
gency situation dictates otherwise, you should never enter tower-controlled airspace without
prior arrangements have been made with the controlling facility and exact procedures to be
erstood. An operable VHF radio does not insure that you can communicate with the tower.
s, especially military towers, use frequencies requiring radios that are tunable to hundredths
, 119.25, 123.85), e.g., a 720 channel radio. Insure that your radios are capable of tuning to
rior to filing your flight plan. If they are not, change your plans or make special arrangements
ntrolling agency.

DOO

FORMATION OFFICER MONTHLY REPORTS. The Directorate of Information receives, on
adron information officer monthly reports which we can only assume have been missent.
these reports to National Headquarters. They should, instead, be forwarded to your wing
these reports are intended for National Headquarters, please indicate this as we return all
rned.

OII

"STORY" SLIDE SCRIPT. A new updated "CAP Story" slide script will be available shortly
to have purchased a "CAP Story" slide presentation in the past. Also available, at no charge,
. Send your request for the updated script and seven slides to HQ CAP-USAF/OIW, Maxwell
OI

ACEMENT ON CAP RADIO SPOTS AND CAP TELEVISION FILM SPOTS. A tape of new
ble NOW. The spots are 20 and 30 seconds in length. They will tie-in very nicely with local
CAP television film spots are also available NOW. Both film spots are 30 seconds in length.
dio and television stations and ask for their cooperation in scheduling CAP spots occasional-
Service Programming. Let the stations know that there is a CAP unit in their listening and
station manager, program director or public service director on Civil Air Patrol and in par-
nit's programs and activities. Personal contact with the station personnel does work.
radio and/or television spots include the call letters of the radio or television stations you are
ames of the towns or cities in which they are located. Supplies are limited. Send requests
Maxwell AFB AL 36112.

OIW

MEMBERS-AT-LARGE. The National Executive Committee recently changed the term
sustaining member." The privileges and restrictions associated with this membership status
he name is changed. A change to CAPR 35-1 is forthcoming. Additionally, the term
changed to "sustaining member" in all other publications as they are revised.

DPH

a reminder that as of 1 January 1979 ECI course 7-C, CAP Officer Course, will be re-
he grade of major and above.

DPH

CESSING. As of 1 January 1979 squadron checks are no longer required to accompany
al Headquarters will accept a personal check or money order from the individual applicant,
form is approved by the unit commander or his representative. Each new senior member
r \$20.00 (\$15.00 national dues, \$1.00 region dues, \$4.00 senior member handbook) and
mit \$15.00 (\$8.00 national dues and \$7.00 to cover the costs of training materials for
procedure eliminates the necessity for use of CAP Form 1.

DPH

REVIEW. Wing commanders will be asked to conduct an annual charter review during
Minimum membership for squadron is fifteen, and a minimum of eight members is re-
s are encouraged to make an all-out effort to meet these minimum membership criteria
rter is renewed for the coming year.

DPH

IGN. National Headquarters has experienced an inordinate workload in crediting mem-
nited. Every effort has been made to insure that each member is properly credited,
orkload has slowed down processing considerably, and as of 1 March 1979 any recruiter
e information in order to properly identify himself/herself, (full name, CAP serial num-
ether he is a cadet or senior) will not be given credit. In addition, if the membership
te who recruited the new member, credit will not be given at a later date. Every effort
pper credit for new members recruited, but we know you can appreciate the tremendous
ching our files to assign serial numbers and charter numbers which have not been in-
r members who forget to include themselves on the application and request recruiting
of 1 March 1979 recruiters not indicated on the application form will not receive credit.
o not give the complete information requested to identify themselves without additional
dit.

DPH

AP PUBLICATIONS.

"Air Patrol Chaplains," 19 January 1979. Supersedes CAPR 265-1, 27 August 1976.

"Under's Guide," January 1979. Supersedes CAPP 50-1, January 1978.

DAP

CTOR

...WHO'S ON FIRST?



A recent aircraft accident occurred which raised several questions regarding legal vs practical aircraft operations. A student pilot occupied the left front seat and the pilot-in-command (a non-CFI commercial pilot) occupied the right. The student pilot made the approach and landed roughly, short of the runway. Both pilots grasped the controls during the ensuing bounce and subsequent short flight to the aircraft's final resting place.

Questions asked included:

- Which seat must the pilot-in-command occupy?
- Is it legal and practical for anyone (pilot or not) to operate critical aircraft systems, e.g., flight controls, landing gear, flaps, engine, at any time?

Consider the following information and factors before making your decision as a pilot-in-command.

- Either seat may be occupied by the pilot-in-command unless the aircraft flight manual or owner's handbook specifies otherwise.

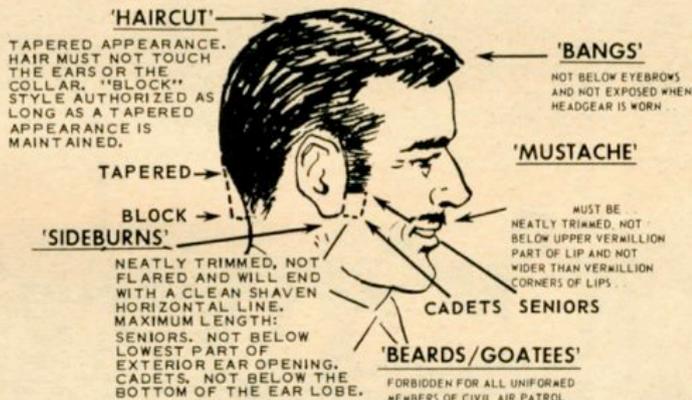
HOWEVER

- Outside/inside visibility, access to critical controls, and "feel for the aircraft" are not identical from each seat! Have you ever tried to stop without brakes? Change fuel tanks without being able to see or reach the selector? Or been unable to see an airspeed indicator or reach an engine starter without performing cockpit gymnastics?

The pilot-in-command must know the differences between operations from various seat positions and respect those differences and resultant demands. Consider operation of controls during each phase of flight, e.g., takeoff, cruise, and landing. Also use caution while operating controls while on the surface. Determine the experience and qualification of each person occupying a set of controls.

Above all, allow no one to operate a control at a time or in a place when you, the pilot-in-command, cannot reasonably prevent nor recover from an unpleasant surprise.

GROOMING STANDARDS FOR UNIFORMED MALE MEMBERS HAIRCUT, MUSTACHE AND SIDEBURN STANDARDS



MALE CADET GROOMING STANDARDS

Male cadet grooming standards have been slightly modified. The new standards are consistent with those for AFJROTC cadets. Although the hair may be worn in a "block" style it still must not touch the ears or collar. Cadets may wear slightly longer sideburns, and are now authorized mustaches. The illustration above should be clipped and posted in the squadron. This change will be included in CAPM 39-1 upon revision.



After the volleyball finals, the winning Middle East team poses for a victory photo.



Southwest Region cadets are inspected. They tied for first place in the inspection portion of the competition.

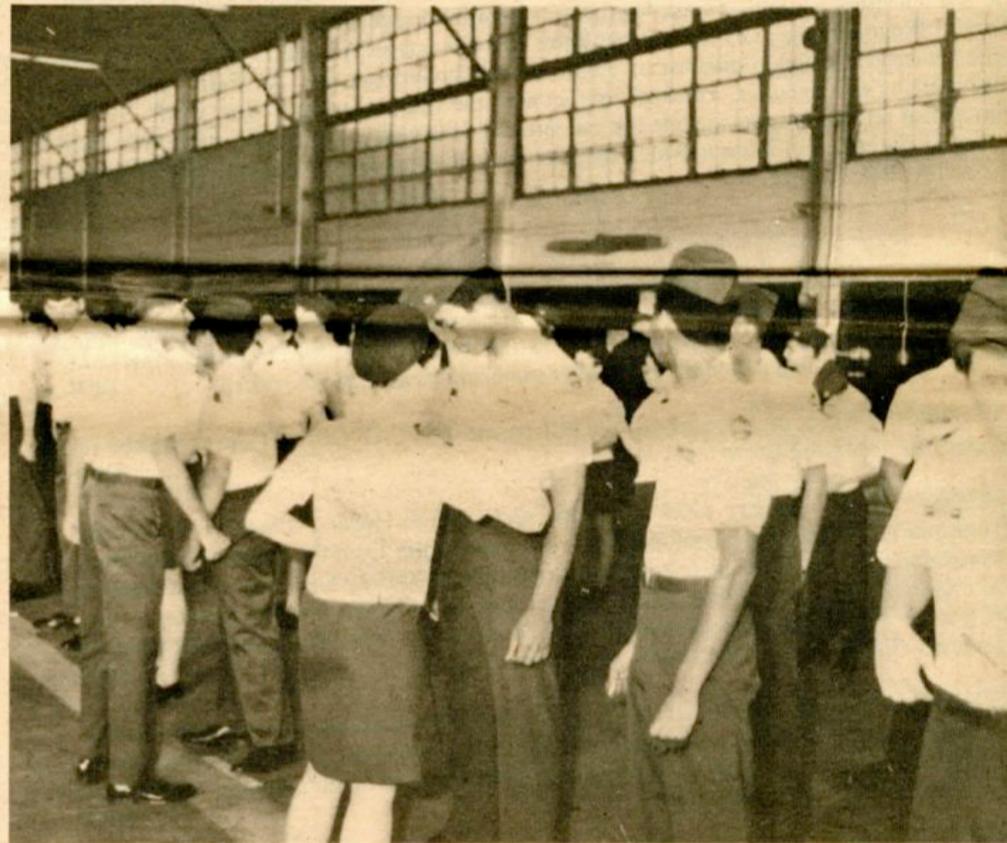
**1978
Cadet
Competition
Photos**



Over the net.



Running the measured mile.



The Northeast team prepares for inspection.



Rocky Mountain cadets perform in the standard drill event.



The Great Lakes team members discuss a question at the cadet bowl. They won this event.



SWEEPSTAKES WINNER — Cadet William D. McGalliard, captain of the Middle East Region team, accepts the Cadet Competition Sweepstakes Trophy from Col. Johnnie Boyd, left, national vice commander of Civil Air Patrol, and Air Force Brig. Gen. Paul E. Gardner, center, executive director of CAP.



RUNNER-UP—Cadet Mark Scott, right, team captain of the Great Lakes Region team, accepts the Sweepstakes Runner-Up Trophy from Col. Boyd and Gen. Gardner.



INNOVATIVE DRILL — The team captain of the Northeast Region's team accepts the plaque for first place in innovative drill from Gen. Gardner.



PHYSICAL FITNESS — Col. Boyd presents the trophy for the runner up in physical fitness to the team captain from the Southeast Region. First place in physical fitness went to the Middle East team.



INSPECTION — The team captain for the Southwest Region's team accepts a plaque for first place in the inspection portion of the competition from Col. Boyd. Southwest tied with Middle East for first place in this event.



North Central cadets open ranks for inspection.



Middle East conference.



Pacific Region team members talk over a question.



At the awards banquet.

THE BULLETIN

CAP Bulletin



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

FEBRUARY 1979

NUMBER 2

TRAINING

1. SAR MANAGEMENT SEMINARS ANNOUNCED.

The following regions have announced dates and places for SAR Management Courses.

- Great Lakes Region
 - 24 - 25 March 1979, Wright-Patterson AFB, Ohio (Scott Team)
 - 21 - 22 April 1979, Michigan Wing, Washtenaw Community College, Ypsilanti, Michigan
 - 19 - 20 May 1979, Scott AFB, Illinois, Scott Team

- Rocky Mountain Region
 - 23 - 24 June 1979, Hill AFB, Utah

TTN

2. **SEARCH MISSION COORDINATORS COURSE.** Southwest Region Search Mission Coordinators scheduled meeting is for 3 - 4 March 1979, in Phoenix, Arizona. Course will be conducted by personnel from the AFRCC. Mission coordinators from California Wing and from western sections of the Southwest Region are encouraged to attend. Apply to the USAF-CAP project officer for the activity, Lt. Col James D. Jeffcoat/AZLO, Box 15033, Tucson, Arizona. AV 361-4124 or AC 602-748-4124.

TTN

3. **SQUADRON LEADERSHIP SCHOOLS.** The Squadron Leadership Schools, the two-day weekend course which has become a standard Level II step in the career progression of CAP senior members, has become a regular training program in most CAP wings. The school is designed to assist recent graduates of Level I training to attain the technician level of their assigned technical specialty. Its curriculum consists of in-depth study of the CAP specialty tracks, leadership and counseling seminars, and discussions of planning squadron meetings and activities. As their schedules permit, Headquarters TTN educators have been serving as faculty members in these wing schools whenever possible. The SLS concept of "grass roots" training continues to expand. Students stress the fact that the program is brief, affordable, productive, and is an excellent chance for new members to get acquainted within their wings. Squadron Leadership Schools scheduled in the near future are listed:

Date	Wing	Place	Apply to
3-4 Feb	Miss	Wing Headquarters Jackson Ms	Dir of Sr Programs Miss Wg Headquarters
3-4 Mar	Tenn	McGhee-Tyson AB Knoxville TN	Maj Edgar Bowers Rt 6 Box 464 Harriman TN 37448
31 Mar - 1 Apr	Ala	Maxwell AFB	Dir of Sr. Programs Ala Wg Headquarters
21-22 Apr	Ind	Ft Benjamin Harrison Indianapolis IN	Lt Col Fred Latchaw P. O. Box 6142 Ft Wayne IN 46806
28-29 Apr	Mich	Detroit area	Maj Robert Paulson 236 N. LaFayette Dearborn MI 48128
5-6 May	Tenn	McGhee-Tyson AB Knoxville TN	Maj Edgar Bowers Rt 6 Box 464 Harriman TN 37748
16-17 Jun	Ore	Portland	Col Bob Shannon Bldg 221, Portland AB Portland OR 97218
23-24 Jun (Tentative)	Utah	Hill AFB Orden UT	Utah Dir of Sr Programs Utah Wing Headquarters

TTN

4. **MICROFICHE VIEWERS.** Since the Extension Course Institute (ECI) Catalog is now on microfiche CAP units have need of a microfiche viewer. USAF liaison officers will screen DOD surplus for those units which need them.

GSA stock numbers for viewers compatible with the ECI microfiche are: No. 6730-00-116-1618 and No. 6730-00-496-9521. If other viewers are known to be compatible, please notify National Headquarters/TTN so that those model numbers may be publicized.

TTN

OPERATIONS

5. **AIRCRAFT OPERATIONS.** In order to report they must establish a safety standpoint in jets. Unless an emergency radio contact unless followed are well understood. Many control facilities of megacycles (118.1) required frequencies with the destination code.

INFORMATION

6. **SQUADRON INFORMATION.** On a continuing basis, squadrons are requested to provide information officer. Reports to the wing commander.

7. **UPDATED "CAP" SLIDES.** Updated slides to all CAP members will be available. AFB AL 36112.

8. SECOND ANNUAL CAP RADIO SPOTS

is available for recruiting efforts. Two spots are available in the station's Public Viewing area. Brief the particular your local CAP unit. In your request for going to service and the to HQ CAP-USAF/OIW.

PERSONNEL

9. **NAME CHANGE FOR "MEMBER-AT-LARGE"** to "Squadron Member-At-Large" remain the same, only "member-at-large" will be changed.

10. **PROMOTIONS.** Justified for promotions to T-1.

11. NEW MEMBER PROGRAM

new applications. National Headquarters should forward a check for each new cadet should be Phases I and II). This new

12. ANNUAL CHARTER

the month of February. Required for flights. All units to insure that the unit's charter

13. RECRUITING CAMPAIGN

members for new members recruited however, this additional who does not give complete application does not indicate workload involved in research included. This is also true for credit later. REPEAT: As In addition, members who do research will not be given credit

ADMINISTRATION

14. NEW AND REVISED CAP

- a. CAPR 265-1, "Civil Air Patrol"
- b. CAPP 50-1, "Command and Control"

FOR THE EXECUTIVE DIRECTOR

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

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

PULL OUT AND POST

professionalism of CAP mission coordinators. The curriculum includes all aspects of organization, planning, communications, and operations involving inland search and rescue.

11. NATIONAL SEARCH AND RESCUE (SAR) SCHOOL EAST: A one-week course designed to enhance the professionalism of CAP mission coordinators. The curriculum includes all aspects of organization planning, communications, and operations involving inland search and rescue.

12. ARRS CAP MISSION COORDINATOR COURSE: A two-day ARRS-conducted course designed for CAP mission coordinators and other CAP SAR personnel. Covers all facets of inland search and rescue.

13. FLIGHT CLINICS: CAP regions and/or wings have considerable latitude in development of flight clinics. They may be conducted by CAP or by external sources (e.g., FAA, AOPA). Partial reimbursement is possible IAW CAPR 50-11. Clinics include both a ground and flight phase of instruction designed to increase pilot proficiency and safety consciousness.

14. EXTENSION COURSE INSTITUTE (ECI): ECI is the correspondence school of the USAF. Its services are available without cost to CAP members. Two broad areas of study are available: General Military Education, and Specialized Courses. Military courses are provided to improve the knowledge of command and leadership. ECI specialized courses are designed to provide training for CAP members in the performance of specialized duty (e.g., communications, aircraft maintenance, etc.). Course 7C, CAP Officer Course is required for advancement to grade of major.

15. AIR WAR COLLEGE CORRESPONDENCE PROGRAM: The objective is to conduct an educational program which contributes to the professional development of senior officers. The course areas are factors affecting national security, command and management, military capabilities and strategy, and national security issues.

16. AIR WAR COLLEGE SEMINAR PROGRAM: The objective is to conduct an educational program which contributes to the professional development of senior officers. The course areas are factors affecting national security, command and management, military capabilities and strategy, and national security issues.

17. AIR COMMAND AND STAFF — CORRESPONDENCE: The course is designed to prepare selected officers for command and staff duties and to effectively perform at the intermediate command and staff level.

18. ACADEMIC INSTRUCTOR SCHOOL: The course prepares selected personnel designed to accomplish its mission by achieving six objectives: develop professional learning to specific learning situations, plan meaningful instruction, use soundly, and evaluate the achievement of learning objectives.

19. INTERNATIONAL AIR CADET EXCHANGE ESCORT: Annually, CAP sponsors international understanding, goodwill, and fellowship. CAP exchanges cadets with 22 foreign nations. Selected senior members act as escort officers for the cadets.

20. DEFENSE CIVIL PREPAREDNESS AGENCY STAFF COLLEGE: Three courses pertain to civil defense-disaster preparedness. (1) CIVIL DEFENSE, U.S.A. COORDINATOR; (2) INTRODUCTION TO RADIOLOGICAL MONITORING.

21. NORTHEAST REGION COMMUNICATIONS SCHOOL: The purpose of this school is to become competent communicators, efficient in emergency mission procedures, and communications officers familiar with the rules, laws, and philosophy of communication.

and potential mission coordinators actively involved in unit SAR activities.

11. Selected CAP mission coordinators and potential mission coordinators actively involved in unit SAR activities.

12. Each CAP Region Headquarters determines eligibility.

13. Anyone may attend; however, partial reimbursement and/or WEEP credit is limited to CAP senior members.

14. Eligible CAP senior members. (See CAPM 50-17 or ECI Catalog).

15. CAP lieutenant colonels and above, or CAP majors who have completed Air Command and Staff College (or equivalent level program.)

16. CAP lieutenant colonel and above, or CAP majors who have completed Air Command and Staff College (or equivalent level program.)

17. CAP majors and above, or captains with eight or more years service as senior member. SOS must have been completed successfully.

18. CAP officers and warrant officers.

19. Criteria may be found in CAPM 50-16.

20. All CAP members who have a current civil defense assignment or duty in their wing at any level.

21. Cadet or senior members.

ing Center, Government Island, Alameda, Calif.

11. July 30 — Aug. 3, 1979. National SAR School, Governors Island, N.Y.

12. Dates and places to be announced by each region headquarters.

13. Various locations within the eight regions. Dates and/or wing locations will be announced by the applicable wing headquarters.

14. Each ECI course consists of one or more volumes. Applicants must enroll for a complete course.

15. Continuous enrollments accepted.

16. U.S. military bases. Semesters begin in August and January.

17. Enroll through ECI. Continuous enrollments are accepted.

18. Maxwell AFB, Ala. Seven five-week courses per year. 79A, Jan. 10-Feb. 15; 79B, March 7-April 2; 79C, April 18-May 24; 79D, June 18-July 20; 79E, July 23-Aug. 24; 79F, Sept. 12-Oct. 18; 79G, Nov. 5-Dec. 7 (Approx.). Openings are very scarce because of billeting shortage on base. Students may be required to billet off-base. Applicants must be prepared to attend on short notice.

19. Locations and dates to be announced by Hq. CAP-USAF.

20. Home study, enrollment at any time.

21. Eleventh annual school to be held at Kutztown State College, Pa. Dates will be announced.

National Headquarters/TTN, Bldg. 714, Maxwell AFB, Ala. 36112. (Reference CAPM 50-17). Application deadline is extended to Feb. 15.

11. Apply through CAP channels on CAPF 17 to: CAP National Headquarters/TTN, Bldg. 714, Maxwell AFB, Ala. 36112. (Reference CAPM 50-17). Applications must reach this headquarters NLT May 1, 1979.

12. Apply through channels on CAPF 17 to: CAP Region Headquarters. (Reference CAPM 50-17).

13. Apply through channels on CAPF 17 to: CAP Region or Wing Headquarters or apply directly to FAA or AOPA for their clinics. (Reference CAPM 50-17). DO NOT USE CAPF 17 when applying directly to other organizations.

14. As prescribed in CAPM 50-17 for ECI courses, using ECI Form 23. Submit application directly to ECI.

15. Enroll on AWC Form 0-6, obtained by writing AWC/EDN, Maxwell AFB, Ala. 36112 or contacting your nearest Military Education Center.

16. Enroll at the military base with an established seminar. Contact the Base Education Center for information. AWC Form 0-6 is submitted for application.

17. As prescribed in CAPM 50-17 for ECI courses, on ECI Form 23.

18. Apply through CAP channels on CAPF 17 to: CAP National Headquarters/TTN, Bldg. 714, Maxwell AFB, Ala. 36112 at least two months in advance of the course date.

19. Application procedures in accordance with CAPM 50-16.

20. Contact your state Civil Defense Director for current application procedures.

21. Application procedures to be publicized by Hq. Northeast Region CAP.

Exercise Teaches People How To Survive Crash

BY MAJ. BEVERLY NORMAN
Thunderbird Comp. Sq.
Texas Wing

HOUSTON, Tex. — It's a clear fall morning, 7:25 a.m., when the engine goes out. The pilot gets off a single "Mayday" before the aircraft goes into the pines. The wings, neatly scythed away by two large trees, take most of the impact and the fuselage finally comes to rest in a small creek bed where it begins to fill with water.

The four of us have suffered only minor cuts and bruises. We scramble out, grab for the survival kits as the water seeps in and head for higher ground to recover.

Our cuts and bruises are only simulated, like the devastated airplane. This is a squadron survival test, to find out exactly what is needed to survive an airplane crash in rough country in the Southwest.

Early in the morning two survival-equipped teams of four each are inserted into a remote part of the Sam Houston National Forest, dense pine forest, bushy at the top and burned around the trunks. The weather is clear from sunrise to 9:30 a.m., then turns overcast and damp. The temperature is in the low 80s during the day, dropping to the 50s at night.

Team A includes Maj. Beverly

Norman, Capt. Judy Vaughan, 2nd Lt. Lloyd Barnett and W.O. Clayton Fox. Team B includes 1st Lt. David S. Harrison, 1st Lt. Eddie Gill and Cadet Linda Harrison.

For both teams the simulation is the same. The pilot broadcasts a single "Mayday," unacknowledged. The location is known and the nearest road is 30 miles away. No flight plan was filed.

For the exercise each team assembled a survival kit with:

Large strong knife, first aid kit, one gallon of water, C-rations (two complete dinners per person), space blankets/tarps (four total), ring saw, camp hatchet, 50 feet of nylon rope (400 pounds test), cord.

A small amount of wire for a snare trap, compass, mirror, matches and metal match, insect repellent, plastic sheeting, yellow cloth (signal markers), canteen and canteen cup, small fishing kit with line.

Total weight: 25 pounds (if carried for two exclude four pounds of food and hatchet and ring saw).

The teams allowed one hour to simulate recovery from the shock of the crash. Then they began to explore the woods. The bark of the larger trees was badly charred. Little life-supporting foliage remained in the area, which seemed devoid of life.

The forest floor was carpeted with pine needles.

Team A detailed one member to dig a fire pit while the other three gathered enough firewood (which was plentiful) to last the night. The soil was moist, sandy soil was easy to dig in and the pit was about two feet by two and a half feet, with one end 10 inches deep and sloping up to ground level at the opposite end. Three sides were banked with sturdy green logs, with sand packed tightly around them. The pit was shaped to allow for even burning and minimum smoke because of the natural draw created. Within 30 minutes a pleasant fire was burning and Team A had enough wood for the night.

More important perhaps, there had been positive action and something accomplished. This was a big psychological boost.

Then one team member began filling a plastic bag (which had held the packed tarps) with creek water, using the canteen and cup to boil and store more water — a back up for the gallon brought along.

Another team member put up a two-tarp shelter for immediate cover, stretching the tarp on a rope between two trees about five feet apart. Meanwhile, a third member cut wood for a more permanent shelter. A fourth gathered foliage to use over a lean-to big enough to sleep four and sturdy enough to last several weeks. It was built in a tetrahedron shape without nails or rope ties.

At noon all work stopped. Most tasks had been completed. No one was hungry. But everyone on the team was thirsty. By this time more than a half gallon of water had been drunk. But since the creek offered an ample supply there seemed no need to conserve.

Taking stock at this point, team members decided the heavy work had been done too quickly for the warm, humid conditions, concluding heavy work should be done at a steady pace with frequent breaks to conserve bodily fluids. So a two-hour noon rest was established.

Afterward, two members explored the creek bed for about a mile, finding no sign of game, not even birds. At the same time the other two team members began covering the shelter. At 3 p.m. they stopped work, resting until 5 p.m.

Foliage was sparse and it took until six o'clock to finish the lean-to. Then they made supper of coffee and C-rations. Two portions made an ample meal for two, they found. From that they learned a normal two-day C-ration would last for four days.

Now seed ticks and chiggers were beginning to be a problem. Though they had used insect repellent the bites were tormenting by the day's end, perhaps because of cutting and tree-handling. One member suffered not a bite, another was a month getting over more than 200 bites.

By nightfall the chance of rescue by search planes seemed slight. The team kept a fire burning easily because of an abundance of slow-burning pine knots. It was obvious to the team that an airplane would have to fly extremely low and directly overhead to spot them at all.

They could not use the mirror for signaling without the sun — the weather had turned overcast — and the trees were too tall to get their yellow signal cloth high enough to be seen.

In strange, bug-infested surroundings sleep turned out to be difficult. The light space blankets crackled like cellophane. Team members later agreed that it's better to sacrifice a little weight for a

light-weight tarp and warm blanket. One member kept the fire going throughout the night. It helped keep away mosquitoes and dry the air. It is also a psychological support in the darkness.

Before dawn, team members had a cup of weak coffee and at first light took turns taking sponge baths at the creek, a vain attempt to get rid of some bugs.

The work done and the sky still overcast, they set about evaluating the exercise. One point they agreed on first: if a member of the team had been badly hurt the strongest member of the group would have started through the forest for the road, the others remaining with the aircraft. They evaluated items brought along in order of their usefulness. This is their list in order of priority:

First aid kit, water, large strong knife, matches, insect repellent, metal container to boil and store water, rope and tarps/blankets (if cold and raining this moves to the top of the list), plastic sheeting (to get condensation if the sun is shining).

The least needed item was food.

The most convenient and time-saving item was the camp hatchet. Without it the shelter would have taken at least two days to build.

Conclusion: the survival kit made surviving easy. Without it the two days would have been miserable.

Team B had much the same experience except that it lacked a natural source of water. If the test had lasted longer than two days there would have been real difficulty.

Injuries, cold and rain would have cut the odds in half, both teams decided. The survival kits make a pilot's chances in a southern winter enormously better.

Wing 10 Wins Award

CHICAGO, Ill.—Lt. Col. William Recktenwald, director of information for the Illinois Wing, has received the Chicago Tribune Edward Scott Beck 1978 Award for domestic reporting for his reports of working as a prison guard in Pontiac prison where three guards had been killed three months earlier.

The award was presented at the annual Beck dinner, attended by more than 600 editorial department employees of the Tribune. The award is accompanied by a \$2,500 gift.

Recktenwald, 37, has been a reporter for the Tribune since March 1978.

Senior Awards Grover Loening Awards

Robert H. Black	04026	Harding R. Kennedy	15058	William S. Mack	46002
Sarah Tryon	04207	Joseph C. Benedetti	18011	Roy A. Claeys	46051
Willie N. McClintock	08001	William G. Lee	18021	William H. Cooper	48001
Ruth C. Hubert	08182	Raymond G. Gerger	38001	Darrel H. Cox	51001
James E. Graves III	08326	David L. Northcutt	42001	Bartolo Ortiz	52001
Ronaldo Browne	09029	James F. King	42138	Nancy Melendez	52122
Peter E. Vaccarezza	11001	Sarah D. Allen	42151	Jefferson P. Lamb	92000
James R. Wirshing	14099	Rose A. Mack	46002	Lillian B. Lamb	92000

Paul E. Garber Awards

Gilbert H. Day	04158	Patricia A. Lane	14035	Larry D. Sidle	43001
Terry N. Taylor	05019	Alice P. Tucker	15035	James A. Wellman	43027
Willie N. McClintock	08001	Charles C. Yost	18001	Debra A. Smith	43051
John H. Stootman	08032	Frank Matyas	34064	Clayton J. Baughman	47001
Michael J. Handrahan	08117	Raymond G. Berger	38001	Betty E. Samuels	47040
Darryl B. Newhouse	04220	Kevin M. Retz	14078	Sidney Evans	92000
Elsie F. Hasty	08237	Nancy K. Gwinn	38035	Leslie F. Keller Jr.	92000
James E. Graves III	08326	Ralph T. Gwinn	38035	Louisa S. Morse	92000
James L. Black	13003	John C. Samuel	42001		

Gill Robb Wilson Awards

Raymond N. Lantz	04001	Donald A. Driscoll	18001
James E. Graves III	08326	Lester W. Snyder	40001

Mitchell Awards — December 1978

James V. Brasher	01056	Brian C. Ray	12168	Kenneth E. Beale	34015
Barry K. Orletsky	02064	Jacen R. Maleck	12177	James C. Howe	34051
Tammy A. Cetto	02086	Kenny B. McCoy	13075	Curtis J. Justus	34167
Raymond D. Jones	04138	Joseph G. Norris	13075	Richard P. Shaffer Jr.	34219
Darryl B. Newhouse	04220	Kevin M. Retz	14078	Patricia A. Mort	37018
Richard H. Augst	04364	Kyle A. Combs	15039	Frank T. Smith	37049
Jesse W. Davis	04397	James T. Bergeron	18023	Mark D. Jones	37060
Grace E. Muller	04414	Paul W. Nusbaum Jr.	18039	Robert G. Nelson	37102
George K. Ishikata	04414	Harold E. Lilly Jr.	18069	Michael J. Thomson	37146
David P. Gamache	05030	Matthew J. Bonovich	18069	Robert A. Howard	37265
Susan K. Schaefer	05143	Donald J. Morse	19019	Paul G. Broadmeadow	38012
John L. Whitson	05145	Scott E. Belliveau	19044	Michael P. Rogers	38016
Michael F. Flood	06022	Michael A. Westveer	20009	Rodney N. Hames	39009
Jeffrey R. Linskens	07008	Theodore S. Ryder	20009	Christian L. Goza	41094
Tom E. Hanner	08078	Ronald V. Broughton	20252	Judith D. Jambor	41140
Robert E. Powers Jr.	08089	Barbara E. Artman	20259	Anthony P. Hodgson	42142
Ronald V. Branch Jr.	08103	David K. Johnson	21017	Harold E. Sherrod Jr.	42142
John J. Parsons	08116	John E. Johnson	25045	Janet I. McGuire	42196
Brian J. Patton	08122	Kevin H. Brady	25055	Robert E. Mohr	42360
Thomas A. Scamfer	08143	James G. Cusson	28025	Glynn S. Brewer	42360
Alex L. Lasater	08159	John L. Dowling	29082	Kerry M. Griffin	45122
Jay J. Bartlett	08160	John M. Rodermund	29082	Alison M. Brooks	50017
John S. Rouse	08227	Keith A. Schwartz	29087	Wendy Sanders	50028
Dwight C. Albers	08227	David J. Whelan	29092	Marilyn Rodriguez	51069
Paul M. Borowsky	08303	Gigi L. Lipinski	29093	Jan-Sue Heverly	51069
Vaughn L. Leatherwood	08423	James C. Fulks	30060	Juan Rodriguez	52006
Susan E. Kennedy	08432	George S. Carradini	31153	Marie A. Lotti	52013
John D. Kennedy	08432	Sharon Krohn	31167	Norma Medina	52013
Karl G. Wolfe	09002	George L. Rodriguez	31224	Jorge F. Medina	52013
John R. Haver	09023	Rogelio Barranco	31224	Benito Lugo	52097
Rickey L. Oeth	11020	Richard C. Scott	31296	Julieth M. Bailey	52097
Donald J. Moore	11074	C.A. Lasnick	31355	Haydee E. Rivera	52097
Robert G. Leddy	11184	Elena L. Bertussi	31362	Marilyn Rodriguez	52097
David J. Anderson	11226	Corinna M. Mann	31362	Rivera M.A. Pinero	52097
Emil R. Ujcik	11254	Brooks M. Bullock II	32139	Juan M. Negron	52111
Jonathan P. Grussing	11254	Steve P. Long	33045	Rodhney King	52111
		Michael J. Kovacs	34003	Rafael C. Roman	52111
		Roy G. Taylor	34003	Herbert H. Coakley	52900

In Memoriam

Recent contributions to the Civil Air Patrol Memorial Fund include the following:

In memory of James E. Heap III by Mr. and Mrs. Anthony M. Kissling, Mr. and Mrs. Robert Papes, Earl R. Daily, Mrs. Thomas Gartsu, Mr. and Mrs. Craig T. Kenney, General Electric de Mexico.

In memory of James E. Heap III and Leonard Schatz by Mr. and Mrs. Gerald G. Hepburn, Charles V. Sheehan, Mr. and Mrs. Albert A. Miller.

In memory of Leonard Schatz by Donald R. Plumley.

In memory of Wayne Wilmotte by Mr. and Mrs. Keith Ruddick.

CAP Obituaries

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

ARVIZU, Joe E., Second Lieutenant, Jan. 1, 1979, Norcal Group 5, California Wing.

CUMBERLAND, John G., Major, Nov. 18, 1978, North Shore Comp. Sq., Illinois Wing.

DAMRON, Pauline M., First Lieutenant, Dec. 25, 1978, Manasota Sr. Sq., Florida Wing.

DAVIS, Homer F., Second Lieutenant, Dec. 21, 1978, Jamestown Sr. Sq., New York Wing.

DEWEY, Andrew M., Major, Dec. 16, 1978, Mt. Burdell Cadet Sq., California Wing.

GARTLEY, Edgar, First Lieutenant, Nov. 3, 1978, Search-A-Gators Sr. Sq., Florida Wing.

HUNNERGARD, Ortwin R., First Lieutenant, Jan. 8, 1979, Vilas County Sr. Sq., Wisconsin Wing.

HUGHES, Dwight, First Lieutenant, May 22, 1978, Alta Comp. Sq., California Wing.

SHELTON, Troy W., Captain, Dec. 1, 1978, Union County Sr. Sq., South Carolina Wing.

Know Where To Go For Help

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

I've been getting a few phone calls concerning the Emergency Services items in the WEEP. I'll explain some of the logic behind the WEEP items so we can continue to improve our Emergency Services capability and efficiency.

An inventory of CAP's operational emergency services personnel and equipment is needed for many reasons. If you're involved in a mission, you need to know where to go for additional resources. The list of qualified personnel and mission ready vehicles and equipment certainly help get the proper people and equipment fast. Another reason for the inventory is to give the wing commander an accurate picture of the wing's

resources capability, and inform state and local emergency service officials of CAP capabilities. Also, the wing commander can take corrective action where deficiencies are noted. The inventory can be used by National Headquarters to inform other national organizations of CAP's capabilities. The inventory will help identify areas requiring national attention and will give us a basis for allocating resources and conducting training.

The need for knowledge of, and contact with, other federal, state and local emergency service agencies cannot be overstated. CAP is one of many agencies involved with helping others in need, but CAP does not have the authority nor the resources to prosecute any mission alone. As



a minimum, the CAP must coordinate its activities with the local authority legally responsible for the mission. There are numerous organizations in each county that have an interest in emergency service missions. Some of these are: the sheriff, other law enforcement agencies, fire department rescue squad, county civil defense emergency services coordinator, Red Cross,

Salvation Army, FAA facilities, volunteer rescue units of various descriptions, hams, hospitals, EMT groups, and many, many more.

Once you start finding the others interested in emergency services, you'll probably never run out of persons to meet and greet.

It is generally acknowledged that when you know someone personally, and appreciate their capabilities, you are more likely to ask for their assistance when you need help. SAR works the same way. Why do you think that some people get called out time after time? Mainly because the caller knows them personally.

CAP must get this personal contact with the others in the ES business. Then CAP can comfortably call on them for assistance, and they will call on

CAP when they need help.

By making an inventory of resources and meeting with other ES interested agencies, we will become better prepared to arrange for the proper assistance for the services. As one of my students at the SAR School said, "If you call an agency for immediate assistance, and the person answering says, 'CAP who?' you've blown the mission!"

Every senior squadron, composite squadron, group and wing commander should make at least one personal visit to one of the agencies mentioned. This visit will get your WEEP points, but don't stop there; get your units ready to perform an ES mission. Know what your capabilities are and who else is available. I'm sure you'll find the effort personally rewarding.

NEC Changes Criteria for Cadet of Year Award

MAXWELL AFB, Ala. — The December 1978 NEC gave unanimous approval to change eligibility requirements and the process for selecting the National Cadet of the Year.

The new procedures allow all deserving cadets who have received the Amelia Earhart

Award, demonstrated outstanding leadership in CAP, attained academic excellence in school, and at least a junior in high school, to be nominated for this prestigious annual award.

Each composite or cadet unit commander is authorized to submit one nomination from his or

her unit for wing selection. The selectees from the 52 wings will then vie for the national title at a national selection board.

A new CAP Form 58, "Nomination for Cadet of the Year," has been developed and will be sent to each cadet and composite unit in the near future. This is the only accepted form to be used in the nomination process. It requires four mandatory attachments. The individual's picture, transcript of high school or college (if applicable) credits and scholastic achievement (SAT/ACT) scores.

The selection is no longer based on a cadet's performance during the past year, nor is it tied to selection for cadet special ac-

tivities for that year. Rather, a cadet's entire cadet record will be evaluated during the selection process.

Because of this conceptual change, the timetable for selecting the cadet of the year has also changed. Each unit commander should start preparing his or her nomination form approximately April 1 of each year. Attachments will take some time collecting. Therefore, completed forms with attachments should reach wing commanders no later than April 30. Wing selection board should complete their selection process no later than May 31. Wing selections must reach National by June 30.

Each wing commander must

also submit a duplicate form of his or her nominee, with all attachments, to his or her region commander. Region commander inputs to National, if they choose to submit them, must also arrive at National no later than June 30.

The National Selection Board meets, makes recommendations to the National Executive Director, who in turn makes the final selection by July 31.

Notification to the individual, his wing and region commander, wing liaison office and liaison region and other concerned individuals will be made as in the past. The selected cadet, if available, will be appropriately honored at the annual National Board.

Cadets Produce TV Program

MUSCLE SHOALS, Ala. — Cadets of the Muscle Shoals Comp. Sq. (Alabama Wing) hit upon a new kind of fund raising project recently when they broadcast a moviethon with cadet prepared Civil Air Patrol commercials over a local cable television station.

The project was the brainchild of Capt. Chris Kimble, a former cadet at the squadron, who had worked as a production assistant at Teleprompter Channel 3 in nearby Florence, Ala. He was able to secure exclusive use of the studio for the cadets on the afternoon of Nov. 4, 1978.

The cadets selected four movies, all past Oscar winners, gave advertisements in the movies to local merchants in return for tax deductible donations. They then produced the commercials and broadcast them during the movies.

During the eight-hour moviethon, the cadets operated cameras, coordinated commercial presentations, prepared graphics and pitched CAP live on the air during the breaks.

"The moviethon went off without a hitch due to the cadets' hard work, which is no small accomplishment considering that over 130 live commercial presentations were made that day," said Kimble.

Senior members of the squadron also dropped by to lend a hand in the project. The commander, Col. C.B. Bradford, and deputy commander, Maj. Carlos McKinney, were coaxed into reading commercials.

Station manager, Don Rohling, said, "I was frankly surprised with the responsible manner in which the cadets handled

themselves. For youngsters who have never been on television or worked around it, their professionalism and poise was quite remarkable."

The moviethon brought in more than \$800 for squadron cadet programs.

Florida Groups Respond To Morning Alert

SHARPES, Fla. — Members of Florida Wing's Groups 6, 7 and 12 responded to an early morning alert recently when the Air Force Rescue and Recovery Coordination Center activated a mission to search for an aircraft that disappeared off Patrick AFB radar while on approach to Merritt Island Airport.

The aircraft has reported gyro

trouble earlier while flying in a heavy rain storm. Base personnel said they had the plane at 500 feet, approximately three miles southwest of Titusville, Fla.

Capt. Glenn Pena, mission coordinator set up a base at the hangar belonging to the Central Brevard Comp. Sq. at the

Merritt Island Airport and dispatched ground teams to the aircraft's last known location. Planes were sent out at dawn the next day on an air search.

Units of the Orange and Brevard counties' sheriff's office and the Brevard Civil Defense assisted in the search.

Shortly before noon fishermen spotted plane wreckage floating

in the St. Johns River, northwest of the aircraft's reported position. Using air boats, the sheriff agencies went to the scene to make positive identification of the aircraft and bodies.

Forty-four members of the wing, using three planes and six vehicles participated in the mission.

ATTENTION!

IN CASE YOU DIDN'T RECEIVE A RENEWAL REMINDER!

In case you didn't receive a reminder from National Headquarters to renew your membership, or if you have misplaced your card, you may use this form to remit your membership dues. Mail, along with your remittance, to: National Headquarters (DPH), Maxwell AFB, Ala. 36112.

PLEASE PRINT

Cadet Senior

LAST NAME, FIRST, MI

MAILING ADDRESS — STREET

CITY, STATE, ZIP

CAP SERIAL NUMBER CHARTER NUMBER

EXPIRATION DATE

\$ AMOUNT OF DUES ENCLOSED

\$ VOLUNTARY CONTRIBUTION

(Ask Your Squadron Commander If You Don't Know)



AWARD GIVEN — Air Force Brig. Gen. Paul E. Gardner, executive director of Civil Air Patrol, left, presents the Paul E. Garber Award to Col. Lester W. Snyder, operations officer of the Rushmore Comp. Sq. (South Dakota Wing). Snyder, an associate professor of Mechanical Engineering at the South Dakota School of Mines and Technology, also received the Grover Loening Aerospace Award.



PRESENTATION — Lt. Col. Alden L. House, right, commander, Rushmore Comp. Sq. (South Dakota Wing), receives the Grover Loening Aerospace Award from Air Force Brig. Gen. Paul E. Gardner. House, who is an engine and airframe technical inspector with the South Dakota National Guard, also received the Paul E. Garber Award.

CADET

APPLICATION FOR CADET MEMBERSHIP IN CIVIL AIR PATROL <i>(Type or print)</i>		CHARTER NUMBER	SOCIAL SECURITY NUMBER	
TO BE COMPLETED BY APPLICANT				
LAST NAME - FIRST NAME - MIDDLE INITIAL			DATE OF BIRTH DAY MONTH YEAR	SEX <input type="checkbox"/> MALE <input type="checkbox"/> FEMALE
ADDRESS <i>(Number, street, city, state, and ZIP code)</i>			HOME PHONE	
HEIGHT	WEIGHT	COLOR EYES	COLOR HAIR	NAME OF SCHOOL PRESENTLY ATTENDING
				HIGHEST GRADE COMPLETED
NEXT OF KIN <i>(Name and address)</i>			PHONE	
PRIOR CAP SERVICE <i>(Former Cadets)</i>	FORMER UNIT NO.	PERIOD OF SERVICE <i>(Dates)</i> From: To:		
<p>I hereby make application for cadet membership in Civil Air Patrol as indicated above. I agree to do my best to participate in all scheduled activities. I further agree to wear my uniform in the prescribed manner and to advance my training as rapidly as possible. I am a United States citizen or an alien "lawfully admitted for permanent residence" to the United States of America and possess a current Department of Justice Form I-151, "Alien Registration Receipt Card."</p>				
SIGNATURE OF APPLICANT				DATE
TO BE COMPLETED BY PARENTS OR GUARDIAN				
Check One <input type="checkbox"/> Cadet <input type="checkbox"/> Senior				
RECRUITED BY: _____ (Name) (CAP Serial No.) (Charter No.)				
<p>This application has my approval. In consideration of the benefits to be derived from this membership, I waive any claim against Civil Air Patrol and Civil Air Patrol authorities for any and all causes which may arise in connection with the activities of the organization. I (DO) (DO NOT) consent to applicant's accepting opportunities to fly in aircraft operated under supervision of the Civil Air Patrol and/or the United States Air Force.</p>				
SIGNATURE OF MOTHER		SIGNATURE OF FATHER OR GUARDIAN		
APPROVAL				
<i>I certify that applicant is eligible and is accepted as a member of Civil Air Patrol and membership commences on the date indicated below.</i>				
UNIT NAME AND ADDRESS				
NAME AND GRADE OF COMMANDER OR DESIGNATED REPRESENTATIVE		SIGNATURE		DATE

NEC Deletes An Award

MAXWELL AFB, Ala. — The December 1978 National Executive Committee (NEC) decided to delete the Frank Borman Falcon Award, effective July 1, 1979.

For some time the award has not exactly fit either the cadet program or the senior member program. The award, given only to Spaatz Award winners, was considered the highest cadet award. It was not exclusively tied to active achievement in Civil Air Patrol.

The NEC pointed out that as a result of their decision the Spaatz Award would continue to wear the ribbon during their service in Civil Air Patrol.

Cadet School Scheduled For Missouri

KANSAS CITY, Mo. — The North Central Region will hold its Cadet Leadership School at Kemper Military School and College in Boonville, Mo., June 9-16, 1979.

An expected 170 cadets will attend the week's training. They will be housed in "K" Barracks, which is the newest dormitory on campus and has undergone a major updating. The school has recently renovated its buildings and facilities, including a new and improved food service.

Cost for the school will be \$55 per student.

Region Plans Three More SLSs In Florida

MAXWELL AFB, Ala. — The Southeast Region has scheduled three additional Squadron Leadership Schools as follows:

- Feb. 24-25, 1979 Tyndall AFB, Panama City, Fla.
- May 19-20, 1979 Holiday Inn, Plant City, Fla.
- Aug. 25-26, 1979 Naval Reserve Center, Gainesville, Fla.

If there are any questions about these, please contact:

Capt. Glenn Pena, CAP
Director of Senior Training
Hq. Florida Wing
7825 S.W. 98th Street
Miami, Fla. 33156



APPRECIATED SERVICE — Cadet Terry Stotler, cadet commander of the Martinsburg Comp. Sq. (West Virginia Wing), left, and Capt. Dennis Barron, squadron commander, present a Certificate of Appreciation to Rick Wachtel, station manager of radio station WRNR in Martinsburg, W. Va., center right, and Rick Mattioni, station news director. The certificate was presented in appreciation of the station's coverage of CAP news. (Photo by Lt. Col. Mel Hollar)



ENCAMPMENT KP — Cadet Slavisa Spajic, left, and Cadet Steve Weiss from North Hollywood Comp. Sq. 3 (California Wing) mix punch for cadets attending the recent encampment at Chino, Calif.

CAP News In Photos



RADIOLOGICAL MONITORS — Members of the Lunken Cadet Sq. 103 (Ohio Wing) demonstrate their newly acquired skills after graduation from a course in aerial radiological monitoring given by the Ohio Disaster Services Agency. The squadron now has the capability to assist the state agency in case of a peacetime disaster or wartime situation. The 15-hour course was attended by 17 squadron cadets. (Photo by William Barnett)



SQUADRON FLAG — Capt. Frank E. Salafia, deputy commander of the Merrimack Valley Comp. Sq. (Massachusetts Wing), right, receives a new squadron flag from Dr. Jack Markey, president of the Merrimack Valley Chiropractic Society. Salafia is also a chiropractic physician and an officer of the society.



INSPECTION — Capt. Mike Morelan, deputy commander of cadets, Miami Comp. Sq. (Oklahoma Wing), conducts morning inspection of cadets in their quarters during the recently conducted phase 1 of a three-phase Type B encampment.

PEOPLE...In The News

Northeast Region

Members of Rostraver Senior Sq. (Pennsylvania Wing) have assisted the Rostraver Pilot's Association in presenting "Airshow 78." . . . Cadet Diane Cascello, a member of the Staten Island Cadet Sq. (New York Wing), has been selected as Miss New Dorp Teen-ager during a recent beauty pageant. . . . Members of the North Castle Comp. Sq. (New York Wing) were recently visited by two cadets from the Air Force Academy. The pair, Cadets George Fox, and former member of CAP, and Mary Lademan, spoke to the members on admission procedures, cadet life and opportunities at the Academy.

Cadet Kenneth Cantor, a member of the Downeast Patrol Comp. Sq. (Maine Wing), recently put his first aid training to work by assisting three injured persons at an accident scene. . . Fifteen cadets from the Rhode Island Wing have graduated from the first Leadership Academy School. Those receiving diplomas were: Jane Bergin, Todd Child, Steven Gervais, James Lappin, Michael Rogers, Paul Broadmeadow, Keith Edwards, Andrew Gilbert, John O'Neill, Darlene Rojas, Leo Brenton, Ronald Gitybert, Richard Gomes, Marc Penno and G. Silveria.

Four cadets and one senior from North Penn Comp. Sq. (Pennsylvania Wing) have completed the test for radio operator's permit. The newly qualified personnel are: Cadets Greg Reiff, Robert Lutz, Michael Austin, Glenn Brown and 2nd Lt. Dorothy Wingeron.

Maj. Earl Witt, commander of Sq. 311 (Pennsylvania Wing), has been elected president of the world's largest sport aviation organization — the Academy of Model Aeronautics. The Maple Newton Comp. Sq. (Pennsylvania Wing) held an open house in celebration of Civil Air Patrol's 37th anniversary. Cadet Thomas Grim headed an exhibit on emergency services, Cadet Tim Smith

had an exhibit on communications and 1st Lt. Ruth West was in charge of the aerospace education exhibit. . . . Capt. Carmen Riggi, deputy commander of the Linden Comp. Sq. (New Jersey Wing), received his squadron's first annual Capt. William K. Herbert Memorial Award for outstanding service to his squadron.

Maj. Joseph Horaz, commander of Orange County Group (New York Wing) was honored recently at a retirement dinner. Maj. Horaz was presented a plaque to commemorate his 27 years of service to Civil Air Patrol. . . . The Connecticut Wing completed its annual effectiveness exercise in radiological monitoring recently. Capt. Urban Lang was the mission coordinator with Capt. John Dowd acting as the operations officer.

Middle East Region

Cadet John Pharr of the 111th Air Rescue and Recovery Sq. (North Carolina Wing) has soloed in the squadron's plane. He has been a member of the squadron for a year. . . . The Monticello Comp. Sq. (Virginia Wing) recently treated Mayor Laurence Brunton to an aerial tour of his city following signing of a proclamation designating Civil Air Patrol Week. . . . Four members of the Winston-Salem Comp. Sq. (North Carolina Wing) were presented life-saving awards during the squadron's anniversary banquet. The members are: Maj. Fred Landreth, Capt. Bob Peters, 1st Lt. Bill Marshall and Cadet Brian Peters.

Using the slide show, The Civil Air Patrol Story, Cadets Keith Barry and Douglas Ferrell made a recruiting presentation to several Junior ROTC classes at their local high school. Both young men are members of the Martinsburg Comp. Sq. (West Virginia Wing). The Monticello Comp. Sq. (Virginia Wing), recently soloed in the squadron's Cessna 172. Capt. Ward is the fourth member of his squadron to earn solo wings. The Mount Vernon Cadet Sq.

(National Capital Wing) recently held a three-day course in cardiopulmonary resuscitation. The instructor was Cadet Robert B. Smith. . . Lynchburg Comp. Sq. (Virginia Wing) celebrated Civil Air Patrol's 37th anniversary with an awards ceremony featuring the mayor as guest speaker. Maj. Rucker Tibbs was presented a find ribbon at that time.

Southeast Region

CWO Brian Posey of the West Miami Cadet Sq. (Florida Wing) recently ran in the "Run for the Americas" sponsored by the American Cancer Society. Brian placed in the third of over 900 runners. . . . Members of Group 3 (Tennessee Wing) held a practice SAR with the objective being located at day's end. . . . Cadet Richard McAleese, a member of Orlando Cadet Sq. (Florida Wing) has been awarded a full ROTC scholarship. Richard joined the squadron in 1975.

Great Lakes Region

Cadet Pennie Bowman of the Independence Cadet Sq. (Michigan Wing) has joined the Air Force. At the time of enlistment, Pennie was serving as squadron commander. . . . Members of the Bowling Green-Warren County Comp. Sq. (Kentucky Wing) were guests of the 105th Tactical Airlift Sq. of the Tennessee Air National Guard for a two-hour orientation flight in a C-130. . . . At the seventh annual Group III banquet of the Warren Comp. Sq. (Ohio Wing), Cadet David Donaldson received the Maj. Francis C. Lo Award for outstanding cadet officer while the Col. Billy Henderson Award for the most improved cadet was shared by three cadets: James Howe, Jeff Richards and

North Central Region

Capt. Helen Leikvoll, a radio operator

for the communications section of the North Central Region staff, has been honored as one of the top volunteer finalists in Minnesota for services to her community. . . . The 837 Senior Sq. (Missouri Wing) has adopted their city's meals-on-wheels program as a squadron project. The unit has been supplying relief drivers for weekend delivery of meals to shut-ins.

Southwest Region

Members of the Delta Comp. Sq. (Texas Wing) recently received an at-sea tour of the aircraft carrier USS Lexington. . . . Sixteen members of the Arizona Wing have completed a two-day squadron leadership school. Capt. Mark Griffin and Chaplain (Maj.) Robert Cornelius served as principal instructors for the course. . . . Cadets Bruce Roy, Charles Bornstein and Tammy Lee, all members of the East Bank Cadet Sq. (Louisiana Wing) were given a tour of the Concorde SST during its recent cross-country tour. . . . Members of the Delta Comp. Sq. (Texas Wing) recently spent the weekend training under the supervision of the 2077th Army Reserve Medical Evacuation unit. During the two-day course, ground team members were instructed in the safety and medical evacuation techniques that involve the use of a helicopter.

Pacific Region

The Lyman Field Comp. Sq. (Hawaii Wing) celebrated CAP's 37th anniversary with a pot-luck dinner in their new hangar/headquarters. Honored guest was Lt. Col. Robert Hites, former operations officer for the squadron. . . . Eighteen cadets from John Montgomery Memorial made a trip to Beale Air Force Base for a spection and launch of the SR-71. . . . Capt. Steve Budd-Jack of the Alta Comp. Sq. (California Wing) has attended the National Search and Rescue Conference.

Two ELTs Found On One Mission

LAFAYETTE, La. — Three members of the Lafayette Comp. Sq. found two emergency locator transmitters on one flight recently.

Capt. R. Nels Beck, pilot, and Capt. Tony Credeur, observer, made the find with 1st Lt. Herman Venable, who was being checked out on the use of ELT

direction finders.

After getting a steady indication that an ELT was going off southwest of the Lafayette Airport, the trio began to get a garbled tone instead of the normal ELT signal. After crossing the Gulf Coast south of Lake Charles, La., a positive location was plotted a few hundred yards offshore.

They were convinced that they were getting two ELT signals that were being transmitted in close proximity to each other. This was proved when a clear signal remained after the helicopter landed and silenced the first ELT. This was pinpointed about seven miles down the coast and was silenced by the Coast Guard also.

Medals Listed

Silver Medal Of Valor

SILVER MEDAL OF VALOR
(For conspicuous and heroic action above and beyond the call of duty on the dates indicated.)

Capt. Lawrence C. Miller (Florida) June 19, 1969
Cadet Paul T. Myles (New York) March 12, 1978

Bronze Medal Of Valor

BRONZE MEDAL OF VALOR
(For conspicuous and heroic action above and beyond the call of duty on the dates indicated.)

Lt. Col. Gerald F. Genaw (Florida) Nov. 19, 1978
Maj. James A. Mowbray (Florida) Nov. 19, 1978
Capt. Marjorie A. Bogucki (Florida) Nov. 19, 1978
Capt. Linda J. Eddy (Florida) Nov. 19, 1978
1st Lt. Richard A. Brinkman (Florida) Nov. 19, 1978

Distinguished Service Award

DISTINGUISHED SERVICE AWARD

Lt. Col. Ray Maynard (Tennessee) (Posthumous)
Col. Howard L. Brookfield (Second Bronze Clasp) (Pacific Region)
Col. Joseph Ferrara (Nevada Wing)
Col. Paul C. Halstead (New York Wing)

Exceptional Service Award

EXCEPTIONAL SERVICE AWARD

Col. Maurice E. Cook (North Dakota Wing)
Col. Nicholas J. Knutz (Missouri Wing)
Lt. Col. Robert E. Brooking (Pacific Region)
Lt. Col. Ernest A. Brookfield (Second Bronze Clasp) (Pacific Region)
Lt. Col. Henry J. Beggins Jr. (Pacific Region)
Lt. Col. Dorothy E. Besemer (Pacific Region)
Lt. Col. Donald D. Dixon (Pacific Region)
Lt. Col. Margaret Dixon (Pacific Region)
Lt. Col. Roy B. Genger (First Bronze Clasp) (Pacific Region)
Lt. Col. Helen J. Lamb (Pacific Region)
Lt. Col. Nancy A. Morrison (Pacific Region)
Lt. Col. Paul J. Lockwood (Pacific Region)
Lt. Col. James J. Powell (Pacific Region)
Lt. Col. Jeffrey M. Steingold (First Bronze Clasp) (Middle East Region)

Certificate Of Recognition

CERTIFICATE OF RECOGNITION
(For life-saving action on dates indicated)

Cadet Keith W. Belt (Missouri) Dec. 8, 1977
Cadet Tracy A. Goold (Illinois) April 28, 1978
Cadet Mark C. Lestic (Oregon) June 1—Aug. 31, 1978
Cadet Sandra L. Mallett (Michigan) July 15, 1978
Cadet Anita McNeill (Illinois) June 18, 1978
Cadet Quentin J. Tanner (Illinois) June 18, 1978
Capt. Everett D. Janssen (Wisconsin Wing) Aug. 31, 1978

Unit Citation Award

Pacific Region



BRIDGE PRACTICE — Cadet David Smith, Orlando Cadet Sq. (Florida Wing) tries out a practice bridge built for a training exercise during a weekend bivouac. The bivouac, used as a recruiting activity, shows prospective cadets what CAP can do. The exercise stresses basic survival and search and rescue techniques used in the Florida area, including how to build bridges and towers, how to set up tents, how to use air signals, how to track animals and build traps and how to set up field antennas.

Successful Recruiting Means One-On-One

LOUISVILLE, Ky. — The most important aspect of successful recruiting, according to Col. Herman H. Bishop Jr., Kentucky Wing commander, is the "one-on-one" approach, the person-to-person contact.

Kentucky is deeply committed to an active recruiting drive and, according to Col. Bishop, a number of factors are responsible for the wing's success to date. But it is the "one-on-one" approach that stands out the most, he indicated.

What counts, he said, is this personal recruiting effort, "the desire and enthusiasm of our members to go out and sell the program to friends, family, schoolmates, neighbors, business associates, and state and city officials."

Many other CAP members have discovered that this is the best type recruiting effort of all. But other things are involved in Kentucky's recruiting drive, as Col. Bishop indicated. Among those contributing to the wing's success are:

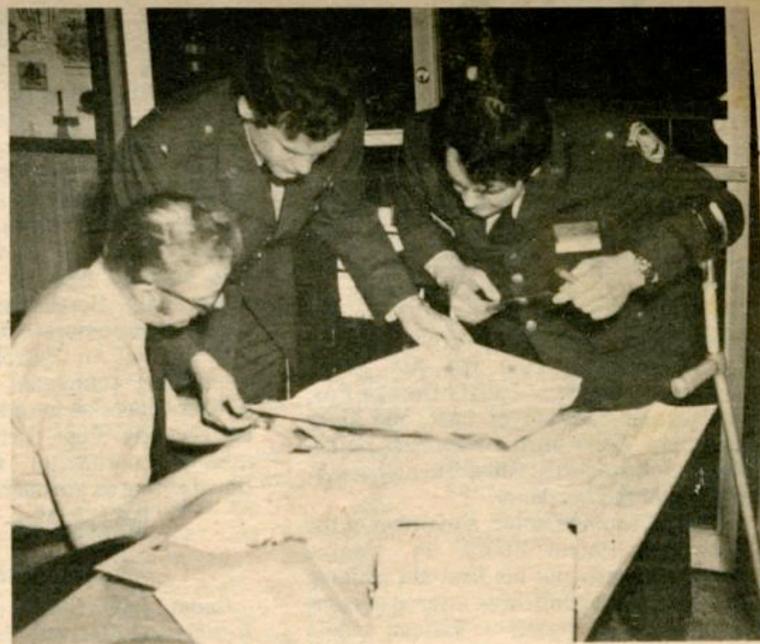
- A decentralization of the wing, with more emphasis on group commands, getting down to "grass roots;"
- Acquisition of excess Department of Defense vehicles and equipment (Newly painted trucks, he said, are mobile billboards on the street);
- An increase in actual missions in the state;
- Giving more exposure (publicity) to the CAP program;
- An on-going training program;
- Flight clinics;
- Mission coordinator's schools.

Perhaps one of the most important reasons for the wing's success in recruiting, he said, "is the terrific job the local squadrons are doing in the state in the areas of public relations. The IOs are getting the stories to the local papers and TV stations and the stories are going over the air."

Squadron activities in parades, county fairs, air shows, etc., at the local level have stirred interest in Civil Air Patrol



MALL DISPLAY — Cadets Keith Jones, Joe Black and Larry Lesniak, Bay City Cadet Sq. 7-1 (Michigan Wing) operate a CAP information booth at a local shopping mall in connection with the Civil Air Patrol's membership drive. The cadets built dioramas depicting rescue scenes, showed a CAP slide presentation, and held drawings for model rocket kits.



FLIGHT PLANNING — Kentucky Wing personnel plan a flight. From left, they are: 1st Lt. Tom Schmidt, emergency services officer; 1st Lt. Gene Brown, safety director; and Capt. Barry Barmore, personnel director. Flight clinics and on-going training have contributed to greater interest in CAP in Kentucky, according to Col. Herman H. Bishop Jr., wing commander.

throughout the state, Col. Bishop indicated, and mentioned some in the Louisville area as examples.

Wing headquarters and local Louisville squadrons, he said, participated in "Derby Week," great balloon race as ground crews, and during the 60th anniversary last fall of Bowman Field in Louisville.

CAP had a static display at the affair, he said, and assisted in parking vehicles. Wing personnel also assisted the Kentucky State Police in operation of Car City, a driver training display for children during the one-day anniversary celebration.

Other wings and squadrons should take note of the Kentucky Wing's activities. Publicizing CAP activities and participating in local community events can do much in your area to promote interest in Civil Air Patrol. But, as Col. Bishop indicated, the "one-on-one" approach to recruiting is the one thing that can work best of all.



CHOW TIME — Kentucky Wing cadets help prepare food during a mission in that state. An increase in live missions has created more interest in CAP, the wing commander said.



RADIOLOGICAL DEMONSTRATION — Cadet Owen Stith of the Mount Vernon Cadet Sq. (National Capital Wing) explains radiological decontamination procedures and equipment to interested students at one of the four schools squadron cadets recently visited to explain about CAP membership.



RECRUITING DISPLAY — Displays of this type have been very effective in the Kentucky Wing, according to Col. Herman H. Bishop Jr., the wing commander.

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