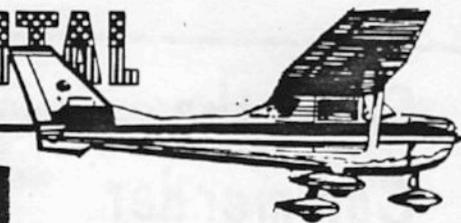




# THE NATIONAL CAPITAL

# WING



4TH QTR 1984

BOLLING AFB, D. C.

25001

## Andrews' Reinstein Named Top MER Cadet

Cadet Lt Col Kevin J. Reinstein of National Capital Wing was named Middle East Region Cadet of the Year recently at the region mini-conference at Towson, MD.

Cadet Reinstein is a very active member of Andrews Composite Squadron where he has been the Cadet Commander since October 1981. He has held various positions in the squadron and at Wing activities including: Flight

Commander, First Sergeant, Squadron Commander at two encampments, Cadet Commander at one encampment, Communications Team for the D.C. March of Dimes Walk-a-thon three times, Chairman of the Wing CAC, Commander of NatCap's Wing Drill Team for two years, Cadet Commander for the National Capital Wing/ Canadian Royal Air Cadet Exchange, and escort for diplomats at the Wright Brothers Memorial Award Banquet.

Cadet Reinstein is also very active at Oxon Hill Science and Technical Center High School. Some of his honors, offices held and organization memberships are as follows: Best Musician Award, Outstanding Spanish Award, PTA Citizenship Award, Member of the National Spanish Honor Society, Member of "Get Away Special Program" (Experiment for a 1985 Space Shuttle Flight), Manager of "It's Academic" Team, Member of the Math Team, Tutor for the National Honor Society Tutoring Program, Outstanding Math Award, and Outstanding Chemistry Award.

The outstanding cadet's awards include: Mitchell Award, Earhart Award, Communications Badge, Recruiter's Ribbon with Clasp, and Commander's Commendation with three clasps.

Captain Rickey Hawkins, commander of Andrews Composite Squadron, sums up Cadet Reinstein this way. He "...has proven himself to be a dedicated individual to the Civil Air Patrol program. Since joining in October 1979, Cadet Reinstein has always shown leadership potential, and the drive necessary to move people toward a common goal, with minimal disagreement. It is this potential that often won Cadet Reinstein positions that would normally have gone to his peers, if based solely on grade. Cadet Reinstein has devoted countless hours to CAP, yet he has maintained a 3.96 grade point average in a highly advanced high school. As C/Lt Col Reinstein's record indicates, he is truly an outstanding young man."

Cadet Reinstein is the son of Mr. and Mrs. Howard Reinstein of Temple Hills, Maryland.

## GIVING A HOLIDAY PARTY?

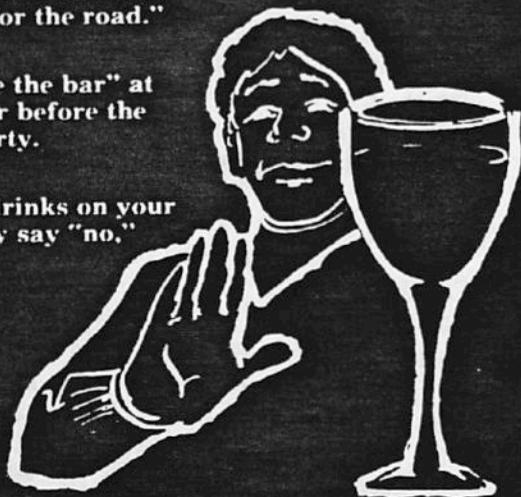
Be a friend first . . . then a host or hostess.

Provide non-alcoholic drinks for your guests who may not want alcohol.

Offer coffee or soft drinks for the "one for the road."

Plan to "close the bar" at least one hour before the end of the party.

Never force drinks on your guests. If they say "no," don't insist.



Never let a guest drive away from your party under the influence. Ask someone to drive him or her home, or call a cab.

TsGt NIKSICH IS NEW LINDO

Technical Sergeant Tracy M. "Nick" NIKSICH recently assumed duty as Liaison NCO for the National Capital Wing of the Civil Air Patrol.

Sgt. NIKSICH a native of Gary, Ind., enlisted in the Air Force in Oct. 1973. After completion of technical training in the Administrative career field at Keiser AFB, Miss., he was assigned to the Office of the Director of Administration, 8th Combat Support Group, Kunsan AB, Korea, as the base forms manager.

In April 1975, he was assigned to the Executive Office of the Deputy Chief of Staff, Manpower and Personnel, the Pentagon, as a correspondence control manager. He remained there until August 1979 when he transferred to the Administrative Supervisor, also in the Pentagon.

Sgt. NIKSICH is married to former Carmen Guzman and they have two children, Richard and Jennifer. The NIKSICH family resides in Alexandria, Va.

COL. GRIES ASSUMES DUTIES AS MELRO

Col. he was transferred to Seymour-Johnson AFB, N.C. as a F-4C/D squadron pilot. Additionally, he served as a Functional Check Flight Pilot and Standardization/Evaluation Examiner for the 4th Tactical Fighter Wing.

In 1969 Col. Gries transitioned to the O-2A and started flying combat missions as a Forward Air Controller in the 1st Corps area of the Republic of Vietnam. The last four months of his tour in Southeast Asia were spent as Air Operations Officer with Seventh Air Force headquarters at Tan Son Nhut AB.

After returning from Vietnam in 1972, he once more served as a T-38 Talon instructor pilot at Laughlin AFB. This was followed by ten months as a student at the Air Command and Staff College, Maxwell AFB, Ala.

Col. Gries' graduation at Maxwell was followed by a three year tour as an Air Operations Staff Officer with the Regional Air Operations Center at Headquarters, Allied Air Forces Southern Europe in Naples, Italy.

Upon completion of his European assignment, the colonel once more reverted to student status at Maxwell AFB while attending the Air War College. Upon graduation he returned to the Orient for a one year tour as Chief, Strategy and Policy Plans Division, Directorate of Plans, Headquarters U.S. Forces Korea, in Seoul, Korea.

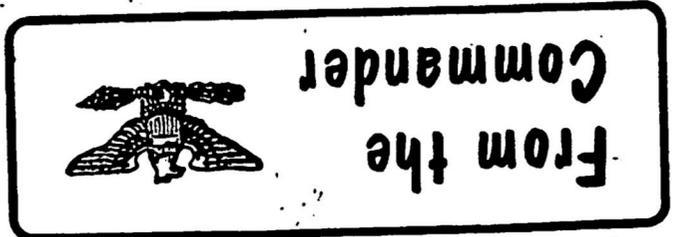
Prior to assuming his duty as Middle East Liaison Region commander, he served 17 months as Special Assistant to the Director of Training, Headquarters, Air Force Office of Special Investigations at Bolling AFB, D.C.

Col. Gries is the recipient of the Bronze Star, the Defense Meritorious Service Medal, the Air Medal and the Joint Services Commendation Medal.

He has two daughters, Debbie, 19, and Laurie, 14, and a son, David, 17.

The following individuals have received promotions in the past few months. Congratulations to all!

- SM Harold E. Refuse, to Lt. Col., Fairfax Squadron
- SM Paul B. Essex, to Major, Gemini II Squadron
- 1Lt. Charles H. Schulze, to Captain, Wheaton-Silver Spring Squadron
- 1Lt. Margaret Z. Thomas, to Captain, Gemini II Squadron
- SM Allen V. Bushong, to 2nd Lt., Mt. Vernon Squadron
- SM William L. Morgan, to 2nd Lt., Mt. Vernon Squadron
- SM Brian T. Ostrowski, to 2nd Lt., Fairfax Squadron



Colonel Charles E. Gries recently reported for duty as commander of the USAF-CAP Middle East Liaison Region. Colonel Gries is a 1961 graduate of Coe College, Cedar Rapids, Iowa, with a BA in history. In 1973 he received a master's degree in counseling and guidance from Troy State University, Montgomery, Ala., and in 1976 a master's in education from Boston University. Upon graduation from college in 1961 he entered undergraduate pilot training at Vance AFB, Okla. After receiving his wings in 1962, he reported to Laughlin AFB, Texas, for duty as a T-37 and T-38 instructor pilot. In 1967, following F-4 Phantom upgrade training at George AFB,

Commander.....Col. Ronald Gunder Internal Info..... Maj. Amanda Anderson The National Capital Wing is an official newspaper published quarterly in the interest of the members of the National Capital Wing of Civil Air Patrol. Opinions expressed by the publishers and writers are their own and are not to be considered official expression by the Civil Air Patrol or the Air Force. Editorial copy should be sent to: National Capital Wing/PAI-N (Editor, The National Capital Wing) Bolling AFB, D. C. 20332

**Your Warehouse - Use It!**

The Wing warehouse is your warehouse, use it - but try to keep it clean. And please - no smoking inside at any time.

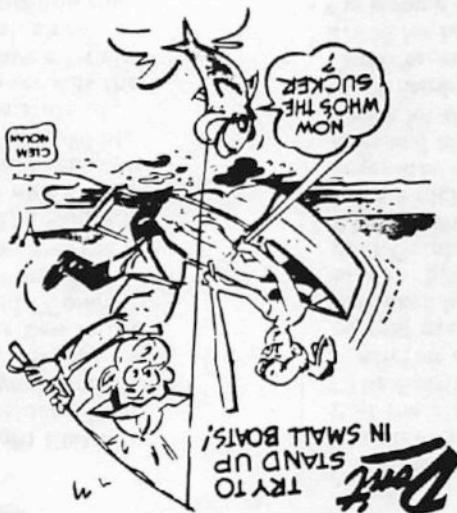
We will need help in cleaning and painting the facility. Any assistance from cadets or senior members will be greatly appreciated.

Squadrons with ground teams should give the warehouse a visit. You'll be surprised at the equipment we have available.

We also have facilities for servicing your own or your CAP vehicle. Be it a tune-up, brake job, exhaust system or general repairs, stop by and use your warehouse - courtesy of your logistics team:

Lt Col Thurston Staples, director of logistics.  
 2nd Lt Nicola Tenaglia, supply officer.  
 2nd Lt Jesse M. Carpenter, transportation officer.  
 Capt Louis H. Gignac, maintenance officer.

Have a good, safe summer!



**NEW CAP WEIGHT STANDARDS**

—Major Doug Askerman

During 1983 National Headquarters, CAP, provided a grace period in regards to the compliance with weight standards. The grace period ended Dec. 31, 1983. The CAP Force Weight Standards are an adaptation of the United States Air Force Weight Standards.

The enforcement of this program is the responsibility of commanders at all levels to see that they are adhered to.

Members that cannot meet these standards cannot wear the Air Force type uniform combinations.

The CAP jumpsuit, CAP blazer, the new CAP flight suit or suitable civilian attire can be worn by those who do not meet the appropriate standards.

**Civil Air Patrol Weight Standards**

WOMEN  
 USAF STANDBY  
 CAP STANDBY  
 HEIGHT  
 USAF STANDBY  
 CAP STANDBY

WOMEN	USA	USA	USA	USA	USA	USA	USA	USA	USA
HEIGHT	WEIGHT	STANDBY							
139	126	4.10	126	139	141	143	146	147	150
141	128	4.11	128	141	143	146	147	150	153
143	130	5	130	143	146	147	150	153	156
146	132	5.1	132	146	147	150	153	156	159
147	134	5.2	134	147	150	153	156	159	162
150	136	5.3	136	150	153	156	159	162	165
153	138	5.4	138	153	156	159	162	165	168
156	144	5.5	144	156	159	162	165	168	171
159	152	5.7	152	159	162	165	168	171	174
162	156	5.8	156	162	165	168	171	174	177
165	161	5.9	161	165	168	171	174	177	180
168	165	6.10	165	168	171	174	177	180	183
171	169	6.11	169	171	174	177	180	183	186
174	174	6	174	177	180	183	186	189	192
177	179	6.1	179	182	185	188	191	194	197
180	180	6.2	180	183	186	189	192	195	198
183	185	6.3	185	188	191	194	197	200	203
186	186	6.4	186	189	192	195	198	201	204
189	188	6.5	188	191	194	197	200	203	206
192	189	6.6	189	192	195	198	201	204	207
195	190	6.7	190	193	196	199	202	205	208
198	191	6.8	191	194	197	200	203	206	209
201	194	6.9	194	197	200	203	206	209	212
204	196	7.0	196	199	202	205	208	211	214
207	198	7.1	198	201	204	207	210	213	216
210	200	7.2	200	203	206	209	212	215	218
213	202	7.3	202	205	208	211	214	217	220
216	204	7.4	204	207	210	213	216	219	222
219	206	7.5	206	209	212	215	218	221	224
222	208	7.6	208	211	214	217	220	223	226
225	210	7.7	210	213	216	219	222	225	228
228	212	7.8	212	215	218	221	224	227	230
231	214	7.9	214	217	220	223	226	229	232
234	216	8.0	216	219	222	225	228	231	234
237	218	8.1	218	221	224	227	230	233	236
240	220	8.2	220	223	226	229	232	235	238
243	222	8.3	222	225	228	231	234	237	240
246	224	8.4	224	227	230	233	236	239	242
249	226	8.5	226	229	232	235	238	241	244
252	228	8.6	228	231	234	237	240	243	246
255	230	8.7	230	233	236	239	242	245	248
258	232	8.8	232	235	238	241	244	247	250
261	234	8.9	234	237	240	243	246	249	252
264	236	9.0	236	239	242	245	248	251	254
267	238	9.1	238	241	244	247	250	253	256
270	240	9.2	240	243	246	249	252	255	258
273	242	9.3	242	245	248	251	254	257	260
276	244	9.4	244	247	250	253	256	259	262
279	246	9.5	246	249	252	255	258	261	264
282	248	9.6	248	251	254	257	260	263	266
285	250	9.7	250	253	256	259	262	265	268
288	252	9.8	252	255	258	261	264	267	270
291	254	9.9	254	257	260	263	266	269	272
294	256	10.0	256	259	262	265	268	271	274
297	258		258	261	264	267	270	273	276
300	260		260	263	266	269	272	275	278
303	262		262	265	268	271	274	277	280
306	264		264	267	270	273	276	279	282
309	266		266	269	272	275	278	281	284
312	268		268	271	274	277	280	283	286
315	270		270	273	276	279	282	285	288
318	272		272	275	278	281	284	287	290
321	274		274	277	280	283	286	289	292
324	276		276	279	282	285	288	291	294
327	278		278	281	284	287	290	293	296
330	280		280	283	286	289	292	295	298
333	282		282	285	288	291	294	297	300
336	284		284	287	290	293	296	299	302
339	286		286	289	292	295	298	301	304
342	288		288	291	294	297	300	303	306
345	290		290	293	296	299	302	305	308
348	292		292	295	298	301	304	307	310
351	294		294	297	300	303	306	309	312
354	296		296	299	302	305	308	311	314
357	298		298	301	304	307	310	313	316
360	300		300	303	306	309	312	315	318
363	302		302	305	308	311	314	317	320
366	304		304	307	310	313	316	319	322
369	306		306	309	312	315	318	321	324
372	308		308	311	314	317	320	323	326
375	310		310	313	316	319	322	325	328
378	312		312	315	318	321	324	327	330
381	314		314	317	320	323	326	329	332
384	316		316	319	322	325	328	331	334
387	318		318	321	324	327	330	333	336
390	320		320	323	326	329	332	335	338
393	322		322	325	328	331	334	337	340
396	324		324	327	330	333	336	339	342
399	326		326	329	332	335	338	341	344
402	328		328	331	334	337	340	343	346
405	330		330	333	336	339	342	345	348
408	332		332	335	338	341	344	347	350
411	334		334	337	340	343	346	349	352
414	336		336	339	342	345	348	351	354
417	338		338	341	344	347	350	353	356
420	340		340	343	346	349	352	355	358
423	342		342	345	348	351	354	357	360
426	344		344	347	350	353	356	359	362
429	346		346	349	352	355	358	361	364
432	348		348	351	354	357	360	363	366
435	350		350	353	356	359	362	365	368
438	352		352	355	358	361	364	367	370
441	354		354	357	360	363	366	369	372
444	356		356	359	362	365	368	371	374
447	358		358	361	364	367	370	373	376
450	360		360	363	366	369	372	375	378
453	362		362	365	368	371	374	377	380
456	364		364	367	370	373	376	379	382
459	366		366	369	372	375	378	381	384
462	368		368	371	374	377	380	383	386
465	370		370	373	376	379	382	385	388
468	372		372	375	378	381	384	387	390
471	374		374	377	380	383	386	389	392
474	376		376	379	382	385	388	391	394
477	378		378	381	384	387	390	393	396
480	380		380	383	386	389	392	395	398
483	382		382	385	388	391	394	397	400
486	384		384	387	390	393	396	399	402
489	386		386	389	392	395	398	401	404
492	388		388	391	394	397	400	403	406
495	390		390	393	396	399	402	405	408
498	392		392	395	398	401	404	407	410
501	394		394	397	400	403	406	409	412
504	396		396	399	402	405	408	411	414
507	398		398	401	404	407	410	413	416
510	400		400	403	406	409	412	415	418
513	402		402	405	408	411	414	417	420
516	404		404	407	410	413	416	419	422
519	406		406	409	412	415	418	421	424
522	408		408	411	414	417	420	423	426
525	410		410	413	416	419	422	425	428
528	412		412	415	418	421	424	427	430
531	414		414	417	420	423	426	429	432
534	416		416	419	422	425	428	431	434
537	418		418	421	424	427	430	433	436
540	420		420	423	426	429	432	435	438
543	422		422	425	428	431	434	437	440

The commander-in-chief's aircraft has been referred to as the flying White House, the oval office in the air, The Spirit of '76, Air Force One, and many other names. But whatever it is called, the U.S. Air Force plane on which the President of the United States of America travels is a most important piece of hardware.

President Carter's official plane is Number 27000—or Air Force One, when he is flying in it. In fact, any Air Force plane flying the President of the United States is referred to as Air Force One. When he flies on a Marine helicopter, it is

called Marine Corps One or when he's aboard an Army or Navy aircraft, it's Army One or Navy One, respectively.

As the aircraft industry has advanced through the years, so has the equipment used by the presidential flying unit located at Andrews Air Force Base, Md. There is a vast difference, for example, between the C-54 "Sacred Cow," the first official presidential aircraft which flew President Franklin D. Roosevelt, and the Boeing 707 jetliner (Air Force VC-137) on which President Carter flies.

Roosevelt's aircraft had a very simple communications system which allowed him to talk from his seat in the aircraft to the aircraft commander in the cockpit. The complex communications system used on the present Air Force One, with its computerized-secure telephone, can link the president with any telephone in the world. It can even scramble the message in transmission and deliver it unscrambled on the other end.

President Harry Truman flew in a specialized DC-6. While the news media dubbed Roosevelt's plane the "Sacred Cow," Truman named his plane himself. He called it "Independence" after his hometown in Missouri.

# THE FLYING WHITE HOUSE

ONLY SINCE ROOSEVELT'S  
DAY . . .



When Gen. Dwight Eisenhower became president, he chose the C-121 type aircraft that he had used in Europe. While president, he flew in the "Columbine II" and "Columbine III"—the first was a C-121 Constellation and the second was a VC-121 Super Constellation. The name "Columbine" was picked because it is the designated flower of his wife Mamie's home state of Colorado. Eisenhower was the first president to have a jet aircraft at his disposal, since during his administration the Air Force purchased the first Boeing 707s.

When John Kennedy became the chief executive, he chose to fly on a VC-118 aircraft unless he took a long trip, when he flew one of the jets. Unlike his predecessor's aircraft, Kennedy's plane had no specific nickname. Later Kennedy flew aboard a Boeing 707—aircraft Number 26000—which is considered the most famous Air Force aircraft. President Kennedy was the first president to use that plane and it was the aircraft that brought his body back to Washington, D.C., following his assassination in Dallas on Nov. 22, 1963.

It was on Number 26000 that Lyndon Johnson took the oath of office to become the nation's 36th president while the aircraft was still on the ground at Love Field in Dallas after the assassination. Later, the same airplane flew President Johnson's body back to Texas on Jan. 24, 1973, following his state funeral in the nation's capital.

Richard Nixon was the last president to use Number 26000 as the official presidential aircraft. He flew extensively during his first term in office, and

it was during Nixon's American bicentennial presidency that the plane was nicknamed "The Spirit of '76."

Aircraft number 27000, the current presidential plane, was first used by President Nixon on Feb. 8, 1973. Later, President Gerald Ford flew Number 27000—which does not yet have a nickname—on his seven-day state visit to the Far East and also to the Soviet Union for the signing of the Vladivostok Accords. President Carter recently flew Number 27000 for his trip to Vienna for the signing of SALT II.

Although official presidential aircraft are relatively recent on the American political scene, they are significantly linked with the making of American history. By whatever name or number it is called, when the commander-in-chief's aircraft takes to the air, it is not carrying just an important individual but the institution of the U.S. Presidency.



4TH QTR 1984

# Pittsburg Hosts 1984 Summer Encampment

On June 23rd, Seniors and Cadets from National Capital Wing attended their summer encampment at Pittsburg Air Reserve Base in Pennsylvania.

## AF Top Lensman Instructs Local PAD

Look at the credit line on most of the photographs in the Air Force lithograph series and the odds are ten to one it will read "USAF Photo by Ken Hackman".

Mr. Hackman, dean of Air Force photographers, is assigned to Headquarters, Aerospace Audiovisual Service, Norton AFB, Cal. He has photographed thousands of Air Force people from the Chief of Staff to Airmen in basic training and virtually every aircraft in the USAF inventory during the past three decades.

To receive personal, one-to-one training by this gifted lensman would be the dream of any amateur photographer. This, however, was exactly the good fortune of National Capital Wing Public Affairs Officer Maj. Amanda B. Anderson recently.

From across the country, the Air Force brought together 13 of its most promising young photographers for an eight-day crash-course in the finer techniques of taking pictures. Maj. Anderson became a member of the select student body when National Capital Wing Liaison Officer, Lt. Col. Stanley Voyziakis discovered that one of the Air Force personnel would not be able to attend. She became the only non-professional photographer in the class.

The course, held at the 1361st Audiovisual Squadron in Arlington, Va., just across the Potomac River from Bolling AFB, covered all the aspects of good photography from perspective and posing to balance and bounce flash.

Final exam consisted of shooting several rolls of film portraying four subjects: Patriotism, Friendship, Love and Professionalism.

While Maj. Anderson may not now qualify as a professional photographer simply by virtue of having taken the course, she certainly does qualify as an amateur with the finest training available from the Air Force.

Although encampment started on June 23rd, the Senior and Cadet staff went a day earlier, using various means of transportation. Upon their arrival, the Cadet staff was faced with the task of setting up the rooms, arranging staff meetings and making plans for the week.

According to plan, the Cadets' days were long and hard. Activities started at 5 a.m. in the morning with PT (Physical Fitness) and lasted until 9:30 in the evening, followed by lights out. Even though the Cadet staff would have loved to have gone to bed by this time, staff meetings were held 15 minutes after Cadets went to bed, and sometimes lasted until 11:30 or 12:00 at night.

Dreadful as it may seem, encampment was not all hard work. Some activities through out the week included: a chance to walk and tour the KC-135; a tour of the Air Traffic Control Tower, a tour of the Air National Guard Facilities and rides on the Simulator - courtesy of the U. S. Air training facilities.

Military activities were also a must: Cadets did their pass and review on the ball field, volleyball competitions were held, as well as the drill competitions - with the males being the winners. The females of Squadron 2 Wolfpack won Honor Squadron over the Stingers and the Maggots - why not, with names like that. With the help of her winning Honor Squadron and for being a good Squadron Commander, Cadet Jan Lattimore brought home a trophy for the best Non-Commissioned Officer.

Most Cadets enjoyed this year's encampment, especially the facilities and the dining hall. It was even stated that the food was better this year than ever before.

## THE AIR NATIONAL GUARD 52 Miniature Air Forces

The United States has an Air Force. So does the District of Columbia, Maryland and Puerto Rico. Each state in the Union has its own Air Force and that is what the Air National Guard is all about.

The Air National Guard has an important military role to play. The majority of the nation's air defense is entrusted to the Air Guard. Should a crisis arise, the Air Guard is ready to go...and it has, in Korea, Vietnam and the Cuban Missile Crisis. But the Air Guard also has an important civilian role too. When not mobilized for active duty, it is under the command of the Governor of the state in which it is located. Guard units have saved people from hurricanes, floods and tornados.

The Air National Guard has been, and is, a part of history. Remember Charles Lindberg and the Spirit of St. Louis? He was a captain in the Missouri National Guard. Another "Weekend Warrior" was Captain Russell Schweckart of the Massachusetts Air National Guard - he flew a lunar vehicle into space.

The Air Guard has a history of which it is proud. It's part of the Air Force family.





## United States Department of the Interior

NATIONAL PARK SERVICE  
NATIONAL CAPITAL REGION  
1100 OHIO DRIVE, S. W.  
WASHINGTON, D.C. 20242

In reply refer to:  
A34(NCR-NACC)

20 JUL 1984

Colonel Ronald A. Quander  
Commander, National Capital Wing,  
Civil Air Patrol  
Bolling Air Force Base  
Washington, D.C. 20332

Dear Colonel Quander:

Along with Park Superintendent William Ruback, I wish to thank you for the assistance provided by members of the Civil Air Patrol in conjunction with this year's Fourth of July celebration.

Record size crowds and hot weather combined to make this Fourth a very busy event. Your volunteers helped out in providing information, assisting with crowd control and rendering first aid throughout the day. This help was most welcome to both our Park Service staff and to the Red Cross.

Please pass along our thanks and praise to all the dedicated young men and women who worked with us that day. Their efforts are much appreciated.

Sincerely,

*Robert Hanton*  
Regional Director, National Capital Region

**UNFORTUNATELY**

THE BEST EXCUSES FOR NOT WEARING SEATBELTS ARE ALWAYS

**GETTING BURIED** ++

# CHECK- FOR HOME- OWNERS



# LIST

## CAULKING

Plugging your house's air leaks can save you money on winter heating costs. Yet, the job should cost you only a few hours and a few dollars.

All you need is a cartridge of caulking compound, a caulking gun and a sharp eye for spots where air could be leaking. This includes seams where old caulk has dried up and cracked. To test for indoor leaks, move a lighted candle (on a windy day) around the frames of doors, windows and other suspect spots. Where the candle flickers or leans into the room, cold air is blowing in.

Here are 40 spots around your house that may need caulking:

- 1. Where window and door drip caps (the tops) meet the siding, over and under the cap.
- 2. Where window and door frames create a joint with siding.
- 3. Where window sills abut the siding.
- 4. Where storm windows meet the window frame (but leave drain holes in the window sill open).
- 5. Where old glazing compound has cracked and peeled from windowpanes.
- 6. Where the upright sides of a window frame abut against the horizontal top and bottom pieces.
- 7. Along the underside of windowsills, where they form a joint with the siding.
- 8. Where house siding forms corners.
- 9. Along foundation sills, where the house's wood upper structure meets the concrete foundation. If the gaps are extra wide, fill them with oakum, glass fiber or insulation strips, finishing off with caulk.
- 10. Around outside water faucets.
- 11. Old, unused keyholes in doors.
- 12. Where water pipes and electrical wires pass through house walls.
- 13. Where pipes or wires penetrate the ceiling below an unheated attic.
- 14. Along the joints where a porch abuts the main part of your house.
- 15. Along the joints where a brick or masonry chimney meets house siding.
- 16. Where the wall of a heated attic meets the eaves at the gable ends.
- 17. Where joists come through the siding to support a cantilevered stoop or deck.
- 18. Cracks in stucco, concrete block or masonry walls.
- 19. Cracks where a fireplace meets a wall.
- 20. Cracks around exhaust fans in the bathrooms and kitchen. Remove the covers on the vents to check for leaks.
- 21. Around the door to an unheated attic or attached garage.
- 22. Over loose nails or nailholes in your siding.
- 23. Around attic vents and fans.
- 24. Around through-the-wall air conditioners or window air conditioners.
- 25. Around built-in appliances or cabinets on outside walls.
- 26. Where house siding meets the underside of the roof overhang.
- 27. Where the roof of a porch or a one-story addition abuts the siding of the house.
- 28. Anyplace on your house where two different materials meet (such as metal and wood or masonry and wood).
- 29. Openings in the forced-air heating system's ductwork—otherwise, some of the heated air will ooze out before it reaches the registers.
- 30. Around skylights.
- 31. Around electrical boxes. Turn off the electricity, remove the outlet's faceplate and caulk between the electrical box and the drywall behind it.
- 32. Around the clothes dryer vent.
- 33. Where a TV antenna passes through the roof or a wall.
- 34. Around outdoor lamp fixtures attached to the wall of your house.
- 35. Along seams where flashing meets siding, masonry or shingles.
- 36. Hatchways from the attic to the roof.
- 37. In a mobile home, the seams of the different sections.
- 38. Around a hatch leading into a crawl space under the house.
- 39. Weather-strip the bottom of an attached garage's doors with caulk.
- 40. Around ceiling lights. Remove the fixture and caulk around edges of the box and wire access holes. 

## Wing Holds Mini Exchange With Canadian Visit

Cadets and senior members from various squadrons of the National Capital Wing (Nat Cap) of the Civil Air Patrol traveled to Canada November 8 through 12, where they visited with the 742nd Squadron (Montgomery Legion) of the Royal Canadian Air Cadets.

The four-day excursion featured numerous educational and informative activities, including visits to several historic sites. The group met many prominent Canadian officials and observed that country's Annual Remembrance Day Parade.

Forty-one cadets, accompanied by six senior members, departed Andrews AFB at 6 pm on Thursday, Nov. 8, by chartered bus. They arrived at Canadian Force Base Ottawa (Uplands) the next morning, where they were met by 2Lt. Paul Bleakney and Lt. J. L. Milot, Squadron Liaison Officer assigned to the 450th Helicopter Squadron. After changing into the service dress uniform, the group began an exciting day of touring. Visits to the Canadian Mint, War Museum and to Parliament Hill were followed by a trip to the Canadian House of Commons, where the cadets observed that body in session. While on Parliament Hill, the cadets met with Hon. David Daubney, M. P., (Ottawa West), who set aside time from a busy schedule to welcome them.

Later that day the cadets traveled to the 450th Squadron where they visited the facilities and toured a CH-47 "Chinook" helicopter based there. They then returned to the 742nd Squadron where they were met by Maj. Gray Burton, Squadron Commander, and WCC Peter Cianfaglione, the Cadet Commander. After an enjoyable exchange, the cadets were matched with host families and retired for the evening.

Early the next day the group traveled to Government House where pictures were taken. They then visited the Museum of Science & Technology, the Museum of Man and toured Ottawa's downtown shopping area before rejoining the host families.

On Sunday the US/Canadian cadets and their escorts witnessed Canada's National Remembrance Day Parade, which included cadets from the 742nd Squadron. The rest of the day was spent with host families.

After exchanging good-byes, the travelers departed Canada early Monday morning, arriving safely at Andrews around 10 pm.



**"THIS IS BASE OPERATIONS . . . . I KNOW YOU GUYS WON'T BELIEVE THIS, BUT WE HAVE AN INFLIGHT EMERGENCY, 30 MILES OUT, ONE SOUL ON BOARD, 35 MILLION POUNDS CARGO, ONE REINDEER OUT, TWO RUNNING ROUGH!"**

HEADQUARTERS  
NATIONAL CAPITAL WING  
CIVIL AIR PATROL

Auxiliary of the United States Air Force  
Bolling Air Force Base, Washington, D. C. 20332

