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GENERALS MEET—From left: Brig Gen. Thomas C. Casaday, national commander of Civil Air Patrol; Brig Gen. Paul E. Gardner (USAF), incoming executive director of CAP and new commander of Hq. CAP-USAF; Lt. Gen. Raymond B. Furlong (USAF), commander of Air University; and Brig. Gen. Carl S. Miller (USAF), outgoing executive director; converse during the Civil Air Patrol National Board Meeting held in October in Atlanta, Ga. See pages 10, 11 and 12 for additional photos of the meeting. (Photo by MSgt. Russ Brown)

National Board Reelects Casaday

ATLANTA, Ga.—CAP Brig. Gen. Thomas C. Casaday was re-elected national commander of Civil Air Patrol during the annual meeting of CAP's National Board in late October here at the Marriott Motor Hotel.

Elected at the same time as national vice commander was Col. Oscar K. Jolley who had been Southeast Region commander since 1973. In his new position, he succeeds Col. William H. Ramsey, former commander of the North Central Region.

The complete text of Gen. Casaday's speech to the National Board is printed beginning on page 9 of this issue.

The National Board opened its annual two-day meeting at 8 a.m. Friday, Oct. 21, with Gen. Casaday, completing his first year as national commander, presiding. Election of the two top-level CAP officials came at an executive session of the board later in the day. Voting on the two was by a secret ballot.

The National Board, which meets once a year, consists of CAP's national officers, the eight region commanders and 52 wing commanders. The only absentees were seven wing commanders who were unable to attend.

Five of the seven were represented by others. These were: New Hampshire, Lt. Col. Herbert F. Gray; Arizona, Lt. Col. Henry M. Rood; Vermont, Col. Roy I. Arroll; Kansas, Capt. G. Richard Tomlinson; and Montana, Col. Bernard Godlove. Kentucky and South Dakota were not represented.

In opening ceremonies, Air Force Brig. Gen. Carl S. Miller, commander of Headquarters, CAP-USAF and executive director of Civil Air Patrol until Nov. 1, reported on national-level ac- (See BOARD, Page 2)

Units Help Toccoa Flood Relief

By 2ND LT. WAYNE MARTIN
 Toccoa Comp. Sq.

TOCCOA, GA.—The Toccoa Comp. Sq. (Georgia Wing) responded to a request from Civil Defense recently to aid during the worst natural disaster in Georgia's history.

On Sunday Morning, Nov. 6, an earthen dam above Toccoa Falls Bible College collapsed sending a 30-foot wall of water down on the college campus and housing facilities. At least 39 people were killed and some 65 injured by the raging flood waters.

When the squadron commander, Capt. Troy Douglas called me at 4 a.m., I knew

something was very wrong. He instructed me to meet him at squadron headquarters as soon as possible. He had mentioned something about a dam bursting.

I phoned my brothers, Mike, the squadron's emergency services officer, and Bobby a cadet member. By 4:30 a.m., we had dressed and driven the 22 miles from our homes to squadron headquarters at Toccoa Airport.

Squadron members, some of them still trying to bring themselves to full wakefulness, were steadily arriving and signing in for duty. Sirens could be heard in the distance as we gathered for the mission briefing.

We were told that we would be working with Civil Defense and would receive our duty assignments when we reached Civil Defense headquarters, which was set up along side the worst stretch of flooded area.

A few minutes later our squadron, composed of both senior and cadet members, arrived at a flooded bridge where Civil Defense workers were at work removing debris from underneath the bridge.

Through the darkness and drizzle we could see very little of the devastating damage that surrounded us, but as dawn

approached, everything became all too clear.

When it was light enough, most of our members, who had been helping to dig through the rubble underneath the bridge, were instructed to help Civil Defense workers to start a search downstream. Most of the flood waters had receded by then, but were still several feet above normal stage.

"As we started our sweep down the banks and marshes, we found cars and trucks warped and crushed against trees. Some of them were still submerged in the creek. Others were strewn

along the banks. Still, others were covered with mud and debris.

The raw, sickening smells of fuel oil, gasoline, and propane gas burned our nostrils. Ruptured tanks, torn and spewing, lay scattered as far as we could see.

We stumbled through the twisted clumps of lumber and limbs, many times sinking to our knees in the mud and quicksand. We searched under pieces of torn metal which were once mobile homes. We turned as much of the rubble as we could,

(See TOCCOA, Page 20)

Recent Saves Push Annual Total To 45

MAXWELL AFB, Ala.—Civil Air Patrol volunteers saved eight lives in late October and early November, bringing to 45 the number of lives saved by CAP in 1977 throughout the United States.

The latest saves were made in Alaska, California and North Carolina.

An Alaskan hunter became the 38th person saved by CAP Oct. 17 when Alaska State Troopers in Bethel requested assistance from the Alaska Rescue Coordination Center to locate a man had been dropped off 30 miles from Bethel on a hunting trip

and failed to return.

Two Bethel CAP aircraft were launched and in less than two hours located the missing hunter. A helicopter from the 2nd Eskimo Battalion was called and airlifted the man to the Bethel Hospital.

The Bethel CAP was credited with a save due to the inaccessibility of the area and below freezing temperatures. CAP aircraft flew two sorties and compiled 5.2 flying hours during the search which covered 275 square miles.

Saves 39 and 40 were made when a California CAP flight

crew located two persons who crashed in a light aircraft which had taken off from Calistoga, Calif., on a VFR flight to El Monte, Calif. The weather at takeoff was foggy with low ceilings.

The California Wing was alerted to the emergency by the Air Force Rescue Coordination Center (AFRCC) and within 30 minutes had two search aircraft in the air. Twenty minutes later, the downed aircraft was located 2.7 miles south of the Calistoga Airport.

Due to the onset of darkness

and the roughness of the terrain, removal of the survivors had to be delayed until morning. A ground team from the Sheriff's Department stayed with the survivors throughout the night and provided medical attention.

The next day, a U.S. Coast Guard helicopter airlifted the two injured persons to the Valley Hospital in Napa.

AFRCC officials praised the California CAP Wing for its quick response and professionalism in the search. The two saves were shared by the California Wing and the Coast Guard.

(See CAP, Page 2)

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Board Hears Progress Report

(Continued From Page 1)
 activities and accomplishments for the past year. He also stressed the need for active recruiting and for an improvement in CAP's safety record.
 Gen. Casaday followed Gen. Miller in the opening ceremonies. In his comments, he reminded the audience of the goals he had set a year ago when he took office, pointing out that these were still his goals and that progress had been made toward achieving them.

He reminded the CAP members that, among his goals, one is what he called "professionalism," emphasizing the need for dedication, education, training and a code of conduct "that would stamp us as professionals." He pointed out that CAP members, as volunteers, are amateurs in the purest sense.

"But I said then, and I believe it just as strongly today," he added, "that we must continually strive for the quality of excellence that can be achieved when professionalism is the keynote. Certainly, as the of-

official auxiliary of the United States Air Force, we can expect no less of ourselves nor can we operate with the Air Force professionals as a team in any manner less than dedicated pros."

Following the opening ceremonies, the National Board heard a report from the Directorate of Training; a report on Membership Growth, Recruiting and Retention; a safety briefing; and a report on the Aerospace Education Leadership Development Course and on the National Aerospace Education Leadership Development Center.

In an executive session that followed these reports, the board heard a report of the nominating committee, voted on the national commander and vice commander, heard a report from the Finance Committee, and considered other new business.

In its session on Saturday morning, Oct. 22, the board heard a report on the Aircraft Modernization Program and the national administrator's report.

A colorful ceremony ensued during which a number of individuals and organizations received awards.

The annual meeting drew nearly 1,200 Civil Air Patrol members who registered for the activities during the two days. In addition, numbers of other CAP members attended but did not register.

The gathering officially ended with a banquet Saturday night in the main ballroom of the hotel.

Col. Jolley, the new national vice commander, has been a member of Civil Air Patrol since 1970 and has also served as Southeast Region deputy for Operations, and as Southeast Region deputy commander, in addition to serving as commander of the region. He is a retired Air Force officer, is a pilot and has some 20,000 hours flying time to his credit. In civilian life, he operates a flying service at Pell City, Ala.

The 1978 meeting of the National Board will be in Salt Lake City, Utah.



RESCUE IN SAHARA—Lockheed-Georgia instructor pilot Barnett Hanley, right, points out to Bill Worley the spot where he and flight engineer Howard Norton located a downed aircraft in the Sahara desert and then directed a rescue mission. Hanley was conducting a C-130 training flight near Cairo with Egyptian Air Force personnel when the rescue occurred. A Lockheed engineering test pilot for several years, Hanley said his former colleagues in the Civil Air Patrol in his home town of Mobile, Ala., would be glad to hear that he had put his CAP training to good use. He was one of 20 Lockheed employees in Egypt training the Egyptians to fly and maintain their six new Lockheed C-130 Hercules. (Photo courtesy of Auburn Alumnus)

Ground Team Aids Car Wreck Victims

RED OAK, Iowa—A Civil Air Patrol ground team aided victims of a two-car head-on crash on U.S. Highway 31 one mile west of this southwestern Iowa city Sunday, Sept. 18, in which three persons were killed and four injured, three of them critically.

The ground team, headed by Lt. Col. Arthur Long, commander of the Des Moines Comp. Sq., was involved with a simulated search and rescue mission, being held at the Red Oak Municipal Airport. The ground team was waiting in the National Guard Armory to be dispatched on the mission when a motorist who came upon the accident arrived at the Armory and requested assistance.

Long and his team wasted no time in going to the crash site, which was a half mile from the Armory, according to Capt. Jim Black, Red Oak Optimist Comp. Sq. information officer. The CAP members, in a well equipped Red Cross van,

assisted the victims by providing first aid until the ambulance and law enforcement officials arrived.

Long's son, 1st Lt. Kevin Long, a nursing student at Iowa Methodist University, was a member of the ground team. Other CAP personnel present were Cap. Jerry Rosenzweig of Ft. Madison and Cadets Rick Duemell and Toni Senn of Des Moines.

In addition to being commander of a CAP squadron, Col. Long is also first aid chairman of the Central Iowa Chapter of the Red Cross and stresses first aid training for his and other CAP units, said Black.



MEETING THE COMMANDER—SSgt. Malcom McDonald, air operations specialist with Hq. CAP-USAF greets Brig. Gen. Paul E. Gardner, new commander of the headquarters, and his wife Erlyn at a reception following the change of command ceremony Nov. 1. Gardner succeeded Brig. Carl S. Miller as headquarters commander and executive director of Civil Air Patrol after Miller's reassignment as commander of the 21st NORAD Region.

CAP Volunteers Add Eight To Total Saves

(Continued From Page 1)

From Oct. 31 to Nov. 6 the North Carolina Wing recorded five lives saved.

The first life-saving effort occurred when the wing was credited with saving the life of a light aircraft pilot who crashed Oct. 31.

CAP searchers were called into action by the AFRCC when the aircraft was reported overdue on a flight from Bowen Point, N.C., to Wilmington, N.C.

The missing aircraft was spotted by a CAP aircrew in the vicinity of Shallotte, N.C. The location was pinpointed and a ground rescue team was dispatched.

When the ground team arrived on the scene, the pilot was in critical condition and the passenger had been killed in the crash. The injured pilot was driven to the local hospital for treatment.

Six North Carolina CAP light aircraft flew 16 hours and searched 225 square miles during the rescue effort.

North Carolina members participated in a flood relief effort Nov. 6 in Buncombe County, N.C., which resulted in four saves.

A CAP aircrew spotted four persons who had been stranded on a car in a flooded area. The aircrew directed a rescue boat to them. The boat recovered the

survivors and delivered them to nearby high ground.

The search and rescue efforts are voluntarily carried out by

CAP volunteers as part of the humanitarian services mission of the Air Force's civilian auxiliary.

Drill Competition Scheduled

MAXWELL AFB, Ala.—Civil Air Patrol's eight regions will send their top cadets here in late December to vie for national honors.

Maxwell will host CAP's National Cadet Competition Dec. 26-30. The annual event involves CAP cadet drill teams that have already won their respective wing and region competitions and are now competing for national recognition.

The National Cadet Competition includes various drill events, a physical fitness competition, and the Cadet Bowl

which measures the cadets' knowledge in aerospace education, leadership laboratory, the history and philosophy of Civil Air Patrol, and aerospace current events. The competition is designed to evaluate the "whole" cadet.

Trophies will be awarded to the teams winning each competitive event as well as to the overall champion. The Southeast Region, represented by a team from the Georgia Wing, won the coveted Sweepstakes Award Trophy last year.



Unit Lights Up Minnesota Woods



BRIGHT IDEA—1st Lt. Melvin A. "Bud" May, deputy commander Crow Wing Comp. Sq. (Minnesota Wing), demonstrates the 9,000,000 candle power search beacon for cadet members. The light is used in search and rescue missions as a reference beacon. In some instances lost persons have walked out of the woods toward the light.

MINNEAPOLIS Minn.— A "bright idea" by the Crow Wing Comp. Sq. (Minnesota Wing), is now available for use in search and rescue efforts to locate missing aircraft and lost persons in north central Minnesota.

Squadron members can deploy a powerful search light in rescue operations. The 9,000,000 candle power light, which can be seen for 30 miles on a clear night, has already been used successfully in five missions and has been credited with helping bring persons to safety on three occasions.

Although the search beacon was put into operation for the first time this year, the actual inspiration to use such a device dates from 10 years ago, according to 1st Lt. Melvin A. "Bud" May, deputy commander of the squadron.

When first obtained, the 60-inch General Electric search light, together with its six-cylinder Hercules engine, was mounted on a four-wheel trailer chassis, said May. However, because the unit could not be towed to search areas at efficient

speeds, squadron members remounted it on a 1½ ton truck.

May stated that, as a result of their efforts, the powerful beacon can now be driven swiftly and easily to search areas and put into operation in a matter of minutes.

In actual mission circumstances, the search light is taken to areas where missing persons were last reported, started up and beamed straight up into the sky. Ground search teams and search aircraft have used the beam for reference. In some instances lost persons have walked out of the woods on their own after seeing the beacon.

Thus far, the light has not been used in search of any downed pilots or missing aircraft. However, CAP officials say the beacon will definitely be available to help members of Minnesota's aviation community.



Former CAP Officer Sentenced In Carolina

(Editor's Note: The following article is reprinted from "The State," Columbia, S.C., Oct. 11, 1977)

COLUMBIA, S.C.— Former Civil Air Patrol (CAP) Lt. Col. Louis Belton Brown was sentenced Monday to six months in prison for falsifying documents to show surplus U.S. Air Force vehicles were sold as scrap when they were actually sold in working order to individuals.

U.S. District Judge Robert F. Chapman sentenced Brown to a total of two years, suspended upon the service of six months and three years probation according to Assistant U.S. At-

torney Eric Ruschky.

Brown pleaded guilty Sept. 2 to one of four charges and the remaining charges, all similar, were dismissed, Ruschky said.

A federal grand jury indicted Brown, 55, in June following reports in The State that disposal of surplus CAP equipment was possibly being mishandled.

Brown was fired from the CAP after newspaper investigations began in 1974.

He was charged by the grand jury with falsifying shipping and receiving documents submitted to the Air Force showing surplus vehicles, including jeeps, trucks

and automobiles, were scrapped for relatively small amounts of money or no money at all.

The vehicles were actually sold to individuals, including civilians, for more money than the documents indicated the government received.

The State reported beginning in July of 1974 unusual occurrences in the South Carolina CAP, including the purchase of a twin-engine plane by then CAP Commander Col. John A. Taylor and former Wing Commander E. Lee Morgan, a Florence attorney and former U.S. Magistrate.

No action has been taken against Taylor and Morgan.



ON DUTY—During recent cadet award ceremonies held by the Binghamton Cadet Sq. and the Valley Comp. Sq. (New York Wing), notification was received of a downed aircraft at a local airport. In less than an hour four of the cadets (from left) Edward Wright, Joseph Kolcun (both of Binghamton), Irene Siedlarczyk (Valley), and Clifford Sweeney (Binghamton) were out of their blues, into fatigues and on guard at the aircraft for their overnight vigil until the arrival of FAA officials.

SMILIN JACKS

AERO-ASTRO ANSWERS

LOOK, MISS SUPERSONIC SUE! THOSE TWO PLANES FLY SO CLOSE THEY GONNA CLOBBER!

1

2 NO, FAT STUFF, THAT IS ONE PLANE! TWO WW II MUSTANGS WERE "WELDED" TOGETHER!

3 IT IS POWERED BY TWO 2200 H.P. ENGINES AND HAS A TOP SPEED OF 475 M.P.H.!

CLIP FOR REFERENCE

4 IT WASN'T "UNITED" FOR MANY PRACTICAL PURPOSES--

5 --BUT TH' FLYIN' "SIAMESE TWINS" WERE A SENSATION AT AIR SHOWS!

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WHAT WEIRD-LOOKIN' PLANE WAS CALLED THE SUPER "PUFFY GUPPY" AND WHAT WAS ITS MISSION?

ASKED BY CAPT. HAP WALTERS, STUART, FLA.

ZACK MOSLEY

Executive Director's Comments

Chaplains Have A Vital Role

By Paul E. Gardner
Brigadier General, USAF
Executive Director

December is a month of openings and closings. We share in the opening of gifts as we approach the closing of the old year. It is also a season to remember our religious heritage.

As Jewish folks commemorate the rededication of the Temple of Jerusalem after its defilement by Antiochus of Syria with Hanukkah, Christians celebrate the birth of Christ.



In the spirit of the season, I want to take this opportunity to express my appreciation for the dedicated service of the nearly 1,100 chaplains in Civil Air Patrol, representing 44 ecclesiastical endorsing agencies for 125 religious denominations. Too often commanders are apt to overlook their chaplains as an indispen-

sable resource in their units. The chaplain is a unique person in CAP. In the first place, chaplains are in short supply. We have nearly 1,100 chaplains; we need twice that many.

Secondly, each CAP chaplain has been carefully screened for professional competence and then endorsed by his or her denomination.

A civilian clergyperson unable to meet the professional qualifications of the CAP Chaplaincy, or who is not ecclesiastically endorsed, is not appointed a CAP chaplain. Few others in our organization undergo such screening for membership.

Thirdly, the chaplain has a specialized and vital role to play in Civil Air Patrol. That role involved providing professional leadership and guidance in the religious life, morale, and morals of all our members.

Our chaplains join CAP because they want to make a contribution to its program and its people. They are there to be used and not just to fill an

organizational slot. Let me suggest several special ways that you, as a commander, can effectively utilize your chaplain.

As a counselor, the chaplain can be of inestimable value to a squadron. Practically everyone needs a "good ear" occasionally. We all have personal problems which we would like to discuss with someone trained to listen as well as to counsel and for whom confidentiality is a commitment. The chaplain is there to provide that "listening ear" and to offer sound counsel.

As an instrument of moral leadership training, the chaplain works very closely with cadets. Getting to know each cadet in a squadron is as important to the chaplain as it is to any other staff member. With the close rapport, the chaplain encourages cadets to take a hard look at their values for living and to seek out those standards of conduct and lifestyle that will best sustain them as good citizens. However, it is very important that the commander support

the chaplain in moral leadership development.

As a member of the staff team, the chaplain can provide valuable input regarding morale within a unit. That input may serve to identify problem areas of which the rest of the staff are not aware. Moreover, in this regard, the commander should be available to the chaplain for counsel.

As a community contact, the chaplain can perform an invaluable service for the squadron. Most clergy are deeply involved in their community's life, and, therefore, can open many "doors" which will be of real benefit to the unit.

I am proud of our chaplains and encourage commanders to use them not solely for invocations and benedictions.

Finally, if your unit has a chaplain, be thankful, and use him to fullest capability. If your unit is without a chaplain, be assured it will be a stronger squadron if your get one.

New York Group Readies Headquarters Site

ISLIP, N.Y.—Members of the Suffolk County Group (New York Wing) have begun a process which will eventually provide them with a permanent

group headquarters. They obtained a lease on land at Long Island MacArthur Airport under very generous terms, 15 years for a few dollars a year.

Then they began looking for a building to put there. They found a temporary building on land behind the New York Air Route Traffic Control

Facility at the airport which the FAA wanted to clear. The airport manager, a CAP member, helped the group obtain the building.

Only one problem then remained. How to move it?

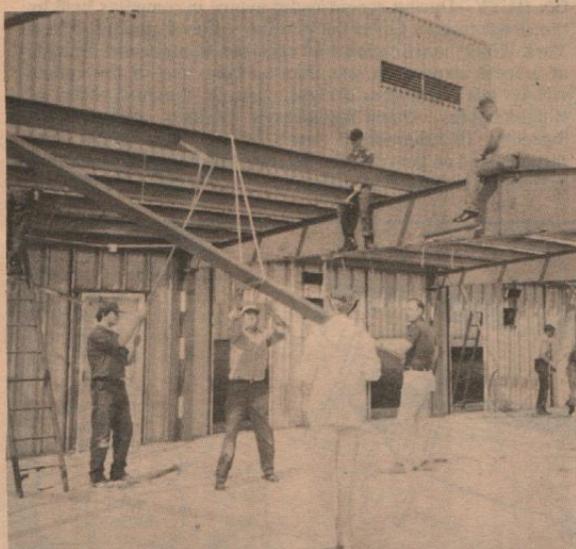
Group members decided that they would move the building themselves, store it until funds are raised to build a basement, then reconstruct it at the new location.

Working weekends and holidays in September and October, they dismantled the

building, labeled the parts and stored them in hangars owned by Col. Paul C. Halstead, New York Wing commander.

Reconstruction will begin in the spring after completion of a fund raising campaign.

The building will be air conditioned, since air conditioning units were dismantled along with the rest of the building. With a basement, there will be sufficient space for group offices, class rooms for meeting and activities and storage space.



BUILDING DISMANTLERS—Cadets and senior members of the Suffolk County Group (New York Wing) recently obtained a building for their headquarters. However, it had first to be taken down and put in temporary storage until the new site could be properly prepared with a basement before it can be reconstructed.

CAP Couple Retrace Old Airmail Route

BELLEVUE, Neb.—Capt. Richard and 2nd Lt. Blanche Novotny, both members of the Nebraska Wing Headquarters staff, flew a portion of the original transcontinental airmail route to mark the 50th anniversary of private airmail service Aug. 31.

The Novotnys flew a 100-mile leg from Des Moines, Iowa, to Omaha Neb. This was a portion of the route that stretched from New York to San Francisco and back.

Over 40 planes and pilots participated in the reenactment, organized by the Silver Wings, an aviation fraternity of pioneer flyers.



CIVIL AIR PATROL NEWS

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

Civil Air Patrol News is an official publication of Civil Air Patrol, a private benevolent corporation which is also an auxiliary of the United States Air Force. It is published monthly at Headquarters, Civil Air Patrol-U.S. Air Force/OI, Building 714, Maxwell AFB, Ala. 36112.
 Opinions expressed herein do not necessarily represent those of the U.S. Air Force or any of its departments, nor of the Civil Air Patrol Corporation.
 Editorial copy should be sent to: HQ, CAP-USA/OTIN, Editor, Civil Air Patrol News, Maxwell AFB, Ala. 36112.
 Civil Air Patrol News does not publish any commercial advertising. However, it does publish official notices from its own Education Materials Center (Bookstore) and CAP Supply Depot.
 Published by mail subscription at \$2 per year. Civil Air Patrol membership includes subscription dues.
 Second class postage paid at Montgomery, Ala. 36104.
 Postmaster: Please send Form 3579 to HQ, CAP-USA/DPD, Maxwell AFB, Ala. 36112.

VOLUME 9, NUMBER 12 **DECEMBER 1977**



VISIT TO CANADA—Cadets from Minnesota join a group of Canadian Sea Cadets in preparation for water sports. Ten cadets and three senior members of the Duluth Comp. Sq. were recently invited by the Canadians for a four-day visit near Keewatin, Ontario. The cadets took part in water skiing, sail boating and canoe racing.

Daughters Thank CAP

Editor's note: The Civil Air Patrol received the following letter from the daughters of Devon Tipple of Lancaster, Ohio, whose airplane was missing on a flight home from West Virginia. The search was reported on page 2 of the November issue of the Civil Air Patrol News.

Our only regret is that two people were killed in their automobile enroute home from their weekend helping us. Our sympathy goes to their families. We're only hoping that our father is found alive and well, too."

"We would like to take this opportunity to thank (if possible) all those involved in any way with the Civil Air Patrol search for our father, Devon Tipple. Nobody could ever know how our hearts felt when we observed the operations at our local Fairfield County Airport during those first few tragic days."

"Since losing our mother in early May, we feel that a tragedy like this just has to turn out to be a miracle. Our trip to West Virginia showed us the great effort made there too. It would be truly impossible to thank everyone personally, so we're hoping this note of gratitude helps. Our father would have been proud of us as he taught us to be thankful."

"We just couldn't imagine that all this was because of our father. We're sure not many of these people knew our father, but they seemed to show much concern for him. We could list all those we met and all those who consoled us in our trying times, but we could go on forever."

"Again, we'd like to thank everybody for all their help and we are beyond words to express our most humble and sincere love to all of you and your families and for the wonderful work the Civil Air Patrol does. Our families are most grateful."

Carolyn Baker, Donna Eaton and Sharon Brown
(Daughters of Devon Tipple)

"Everybody was just great."

Experience And Training Develop Awareness

By Lt. Col. Frederick K. Carter
Hq. CAP-USAF

Have you ever gone outside on a dark night and, without additional lighting, later noticed how clearly many objects appeared?

Did you notice that these objects were difficult or impossi-

ble to see if you looked directly at them?

Once other observers pointed the objects out, did your perception become more complete? Was your "night vision" quickly, yet temporarily destroyed because of light being shined directly into your eyes?

Yet, recalling these observations you more readily adapted to the situation. Maybe you even learned to close one eye when a light flashed, thus one eye was adapted to the darkness and the other, being open, permitted a possible glimpse of the surroundings under illuminated conditions.

So it is with safety awareness. This awareness must be developed in others by training, experience and example. A threat to safety is often hidden from one who seeks a direct approach. The sur-

rounding indicators must be examined. We must learn to identify the indicators and zero in on a common cause or causes.

If an event, project, mission or accident distracts our attention, we must quickly return to the process of continued observation and examination, with due consideration to other inputs received during the event.

Safety awareness must be geared to the objective—accident prevention. We in Civil Air Patrol cannot determine the number of accidents we prevent.

If we compare the work and mission of CAP to a bucket of water and remove a portion of the water to represent a lack of safety effort and/or safety-conscious members, we won't find a hole, but we will surely see that the water level has decreased.

So it is with the awareness level!

Individual and group effort in developing an awareness level pays off. Maybe your observations appear minor, but let someone else know—you may help them see and change the darkness to light.

Indiana City Celebrates End of World War II

SEYMOUR, Ind.— This southeastern Indiana city of 13,000 is believed to be the only city in the United States which annually commemorates the end of World War II.

The city holds a celebration and parade on Aug. 14—V-J Day, date of the cease-fire with the Japanese in the Pacific Theater.

The 31st annual parade this year featured more than 100 units. Members of the Seymour Cadet Sq. (Indiana Wing) provided a color guard of four persons. They carried the United States and Civil Air Patrol wing flags.

This year's parade and celebration honored the veterans of Bataan and Corregidor. Members of the Kentuckiana Chapter of the American Defenders of Bataan and Corregidor and former Indiana Gov. Edgar D. Whitcomb of Seymour rode in the parade. They were given a special honorary salute.

Whitcomb, who escaped from Corregidor, wrote a book entitled "Escape from Corregidor."

Apply Now!

International Air Cadet Exchange

MAXWELL AFB, Ala. — The National Commander invites all eligible cadets and senior members to apply for the International Air Cadet Exchange (IACE).

The 1978 IACE will take place from July 16 to Aug. 9, 1978. Cadets and escorts from 15 nations will participate. The countries are Austria, Belgium, Canada, France, Germany, Great Britain, Israel, the Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, and this year two new countries, Iran

and Turkey.

How do you qualify for IACE? The following is the criteria established for cadet participants:

1. Age is 17-21 — You must be 17 no later than July 16 and may be 21 no earlier than Aug. 21.
2. Earhart Award winner by Dec. 3, 1977 — Contract must be postmarked no later than Dec. 31, 1977.
3. Approved by squadron, wing and region commanders.
4. Never have participated in IACE before.
5. Be available for the 21 days

required.

6. Requirement to spend \$200-\$500 for IACE uniforms and incidentals. IACE uniform is \$96.

Escort applicants must meet the criteria outlined in CAPM 50-16, Chapter 17.

If you qualify and wish to participate in the 1978 IACE, please clip the coupon below and mail it, postmarked no later than Dec. 31, 1977. This is the only means by which you can obtain an application from National Headquarters.



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

These are unofficial figures compiled by the Directorate of Operations at CAP National Headquarters. As of Nov. 6, 1977

Number of Missions	695
Number of Aircraft	4,021
Number of Sorties	7,889
Flying Hours	14,752
Personnel	20,933
Mobile Radios	5,462
Fixed Radios	4,439
Saves	45
Finds	393

Statistics on mobile and fixed radios are no longer kept by AFRCC and will not be published in the future.



SPEED KILLS

Mail to: HQ CAP-USAF/TTHS
Maxwell AFB, Ala. 36112

Please send APPLICATION PACKAGE for 1978 IACE
for () Escort () Cadet to:

Name _____

Address _____

City _____ State _____ ZIP _____

Awards Go To Distinguished Members

Photos by MSgt. Russ Brown

ATLANTA, Ga. — Several Civil Air Patrol members were honored during special ceremonies during the National Board Meeting.

Capt. Gary C. Wilson, Pennsylvania Wing, received the Administrative Incentive Award for innovations permitting an aircrew to plan, brief, fly and debrief a mis-



USAF Brig. Gen. Carl S. Miller, left, presents Capt. Gary C. Wilson with the Administrative Incentive Award.



Lt. Col. Frank G. Brewer Jr., left, congratulates Capt. Jule Zumwalt for having won the Brewer Senior Member Award.



Kenneth A. Rowe, right, accepts the Brewer Association Award on behalf of the Colorado Air Force Association from Col. Brewer.



Gen. Miller, left, presents the award to the Cadet of the Year, Deirdre M. Condit.

sion with less paperwork.

The Frank G. Brewer Civil Air Patrol Memorial Aerospace Awards are presented to an individual and an organization that have contributed most to the advancement of youth in aerospace activities.

The Brewer Award in the Senior Member Category went to Capt. Jule Zumwalt, California Wing. She published a reference guide for aerospace publications and a bibliography of classroom aids in aviation education.

The Brewer Award in the Organization Category went to the Air Force Association of Colorado for its many aerospace-related educational activities. The award was accepted by Kenneth A. Rowe, CAP advisor to the national president of the Air Force Association.

Cadet Deirdre M. Condit, Idaho Cadet Sq. 102, was chosen Cadet of the Year. She also received an award from the Air Force Association.

Lt. Col. Barbara L. Morris, Middle East Region, was selected Senior Member of the Year.

Wing Effectiveness Evaluation Program (WEEP) awards are given annually to the top three wings as a result of their standings in the evaluation program.

North Carolina Wing was in third place. The award was accepted by Col. Eugene E. Harwell, commander. Second place was Nebraska Wing; the award was accepted by Col. John H. Johannes, commander.

The Number One Wing was Georgia Wing. Col. Leroy S. Riley, commander, was also named to receive an award as Wing Commander of the Year.

The award for the Number One Region went to the Southeast Region, commanded by Col. Oscar K. Jolley, who also accepted an award as Region Commander of the Year.

The U.S. Air Force Exceptional Service Award for civilians recognizes public service voluntarily performed. The award was presented to Lt. Col. James D. Bigelow, California Wing, for developing the use of satellite pictures and radar computer data in search and rescue missions. Lt. Gen. Raymond B. Furlong, commander Air University, and Maj. Gen. Ralph S. Saunders, commander Air Rescue and Recovery Service, presented the award to Bigelow.

Gen. Saunders also made a special presentation to Air Force Brig. Gen. Carl S. Miller, former executive director of CAP, in appreciation of his work with the Air Rescue and Recovery Service.

The F. Ward Reilly Leadership Award went to Lt. Col.



Senior Member of the Year, Lt. Col. Barbara L. Morris, right, accepts her award from Gen. Miller.



Brig. Gen. Thomas C. Casaday presents the WEEP Number One Wing Award and Wing Commander of the Year Award to Col. Leroy S. Riley.

Richard B. Fry, commander of the Ewa Beach Comp. Sq. (Hawaii Wing) the Cadet Squadron of Distinction. Col. William K. Baker, commander of the Hawaii Wing accepted on Fry's behalf.

Recipient of the Thomas C. Casaday Unit Chaplain of the Year Award was Ch. (Lt. Col.) Frank C. Watkins, Operations and Training Sr. Sq. (California Wing).



Col. Oscar K. Jolley, left, accepts the awards for the Number One Region and Region Commander of the Year from Gen. Casaday.



Maj. Gen. Ralph S. Saunders, right, presents the Air Force Exceptional Service Award to Lt. Col. James D. Bigelow.



Col. William K. Baker, left, accepts the F. Ward Reilly Leadership Award on behalf of Lt. Col. Richard B. Fry from Brig. Gen. Paul W. Turner, former chairman of the National Board.



Chaplain (Lt. Col.) Frank C. Watkins receives the Thomas C. Casaday Unit Chaplain of the Year Award from Gen. Casaday.

TIN BOARD

ADMINISTRATIVE INCENTIVE AWARD

Pennsylvania Wing, is the winner of the 1977 Administrative Incentive Award program for suggestions improved administrative procedures in search and rescue portions of Capt. Wilson's suggestions will be adopted and included in the search and rescue manual.

Adopted wholly or in part were:

Fire, CAP Holden, CAP Cash, CAP Hammack, CAP	Illinois Wing Utah Wing Wyoming Wing Texas Wing
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The Administrative Incentive Award program was far below what had been expected, and should be passed along through channels to the appropriate quarters.

DA

CHRISTMAS TO ALL OF YOU
FROM ALL OF US

CLINIC REIMBURSEMENT AND REPORTING

Pilots cannot use an extra \$20.00. Although the National Headquarters reimburses CAP pilots for up to \$20.00 of their cost in attending a flight clinic, only a limited amount of money! While there are undoubtedly many reasons for such limited reimbursement, the National Board Meeting reflected a general lack of understanding of the part of the individuals responsible for organizing flight clinics regarded the reimbursement criteria as insurmountable tasks. Perhaps the following discussion will answer some questions to clarify the program for you.

What is the purpose of the flight clinic program? The purpose of the flight clinic program is to increase aviation knowledge, and enhance the CAP safety record.

How much money do I get back from National for completing a flight clinic? National is authorized for 50% of the expenses or \$20.00 per individual, whichever is less. National can be reimbursed for 50% of the costs of printing circulars, postage, and other expenses.

What are the requirements for reimbursement and reporting to National? No, there are three types of flight clinics; only one, an external clinic, is reimbursed and conducted by CAP members. An external clinic may be conducted at a pilot's home, a club, or other facilities, etc. The only requirement for reimbursement and WEEP credit is that the clinic be organized for mass attendance, attendance by a single pilot on his own, or a group or wing-wide activity. The last type of flight clinic, a command clinic, is one of the other types where CAP participates with other organizations in a wing-wide activity. The reporting criteria of CAPR 50-11 must be followed before reimbursement.

What is the reason for low participation? What's required? Only two reports are required for Flight Clinic Approval, "is forwarded not later than 30 days prior to the end of the flight clinic and the expenses so that funds may be set aside for reimbursement." The report required is a "Final Report." This is the report that lists the actual expenses and organizational expenses, and a summary of the events conducted. The final report must be assembled and forwarded within 15 days of the flight clinic. With efficient planning, the final report can be completed as the flight clinic is in progress. It could be in the mail on the same afternoon!

When is reimbursement received? Reimbursement is received by the National Headquarters, the correct reimbursement will be received within approximately 15 days. You should receive your portion of the reimbursement within 15 days.

What if I sponsored a flight clinic this year, or if it has, but you haven't attended one? This is a great opportunity to increase your aviation knowledge and flying proficiency while you are on the ground. Talk with your operations officer and ask what you can do to make your flight safer because of your interest.

DOOF

NOTICE: CAPP 10, "From Chicks to Falcons," is presently being reviewed by this headquarters and is out of stock. Please DO NOT ORDER THIS PAMPHLET unless advised otherwise in this bulletin.

S A F E T Y

? ? ? AN ACTUAL CASE ? ? ?

C Sam Smith, a proud, new CAP pilot, arrived at the aircraft following a short call from his commander. Sam was about to search the hills for a lost bird. The electrically powered fuel gauges showed both tanks to be one-half full; there was no ladder available to use in visually checking the tanks of the high wing aircraft. What remained of the aircraft maintenance status forms showed a four-month-old write-up of a temporary power loss which occurred when the throttle was advanced.

O

R Sam was alone at the airport and had never flown the aircraft involved. His recent checkout in a like make and model had been brief and excluded any mention of forms and write-ups. Sam was anxious to do his share in the search. If you were Sam, what would you do?

N

E

R

(PAUSE FOR THOUGHT)

Regardless of what you would have done, it should have included:

- Ensuring that fuel aboard was adequate for the flight.
- Determining the mechanical condition of the aircraft prior to flight. (Ask about the missing portion of the aircraft status information. Determine if the trouble had been corrected.)
- After advising the commander or a known, concerned unit member of the situation, giving serious consideration to: (1) Volunteering to serve on a project to avoid a repeat predicament and (2) moving your membership to other activities having less uncertainty.

Fortunately, this incident is hopefully an exception; however, once is enough!

WHAT IS THE SITUATION AT YOUR UNIT?

- Do pilot checkouts include instruction on the completion and maintenance of aircraft flight and maintenance status records?
- Are instructions clear and readily available to pilots as to whom should be contacted when troubles or questions arise?, i.e., when was the aircraft last refueled? who arranges aircraft maintenance? who should be contacted if problems are encountered away from the home airport?



MEMBERS

COMMAND EMPHASIS . . . INDIVIDUAL

BRIGADIER GENERAL

In previous remarks on membership status, I commented that recruiting was comparatively easy, while retention was very complex and difficult. The primary reason for the complexity is that the interrelations of people are involved. The seemingly small and insignificant things can do as much to turn people off as the larger and more easily recognized problems.

The following are not my words but were excerpted from the Mississippi Wing Information Newsletter:

"It amuses me to think your organization spends so much time looking for new members when I was there all alone. Do you remember me?"

I'm the fellow you asked to join. I paid my dues and came to every meeting, but nobody paid any attention to me. I tried several times to be friendly, but everyone seemed to have their own friends to talk to and sit with. I sat down among some unfamiliar faces several times, but they didn't pay much attention to me.

I hoped someone would ask me to do something or something to participate or contribute, but no one did.

Finally, for one reason or another, I missed a meeting. At the next meeting, no one asked where I had been. I guess it didn't matter very much whether I was there or not. On the next meeting date, I decided to stay home and watch a good TV show. Again, I was not missed.

You might say that I'm a good guy, love my community and would like to make it a better place.

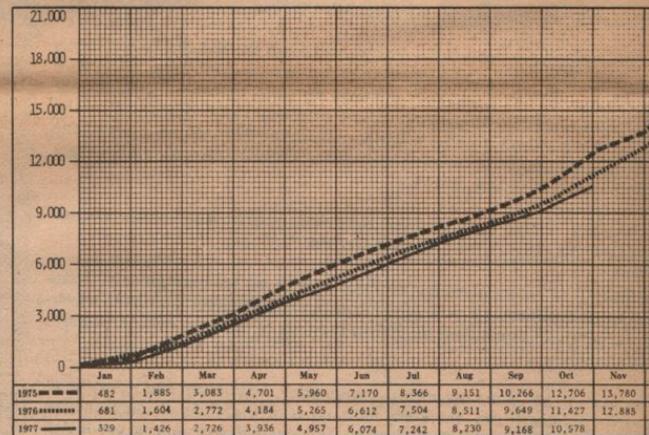
CADET MEMBERSHIP STATUS

OCTOBER 1977

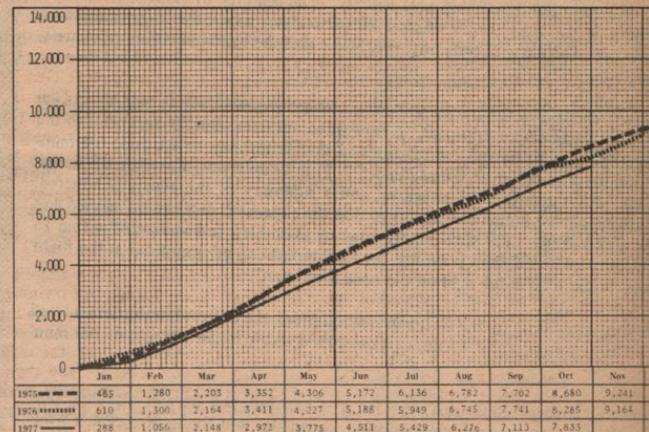
	GROWTH RATE			RECRUITING RATE			RETENTION RATE			
	THIS MONTH	%	GRO	LAST	THIS	%	YTD	(YTD	YTD)	%
	TOT	TOT	= RTE	12 MOS	MO	76 = RTE	NEW	(NEW	+ 76)	RTM
				NEW	TOT			(RNEW	NEW)	
NMB										
OSH	2							2		
OKW	31			30						
TOT	33			30						
NER										
CT	330	370	=11	170	270	46	135	155	133	47
ME	129	102	+26	74	102	75	45	29	55	54
MA	587	621	= 5	316	621	51	196	205	268	41
NH	172	165	+ 8	96	165	58	68	73	45	58
NJ	539	567	= 5	255	567	45	220	217	260	46
NY	1869	1914	= 2	1012	1914	53	619	581	826	44
PA	1410	1371	+ 3	762	1371	56	489	453	591	47
RI	281	238	+18	155	238	65	88	83	90	51
VT	66	118	=44	32	118	27	31	14	76	34
TOT	5383	5466	= 2	2874	5466	53	1891	1810	2344	46
MER										
DE	259	335	=23	113	335	34	98	123	107	43
MD	495	583	=15	286	583	49	190	228	233	41
DC	382	372	+ 3	200	372	54	149	155	134	52
NC	455	394	+15	288	394	73	134	143	170	43
SC	285	304	= 6	160	304	53	93	92	133	41
VA	626	571	+10	324	571	57	220	221	225	49
WV	220	217	+ 1	117	217	54	85	78	95	51
TOT	2722	2776	= 2	1488	2776	54	969	1034	1097	45
QLR										
IL	887	938	= 5	455	938	49	322	357	325	47
IN	335	397	=14	153	397	39	131	137	148	46
KY	137	166	=17	65	166	39	53	58	79	39
MI	1146	1106	+ 4	632	1106	57	358	387	438	43
OH	775	846	= 8	401	846	47	293	297	378	43
WI	539	573	= 6	250	573	44	227	207	251	50
TOT	3819	4026	= 5	1956	4026	49	1384	1443	1619	45
SER										
AL	434	477	= 9	238	477	50	148	127	216	43
FL	1311	1262	+ 4	748	1262	59	444	445	576	43
GA	476	519	= 8	279	519	54	155	148	233	41
MS	250	257	= 3	129	257	50	86	69	104	50
TN	320	318	+ 1	199	318	63	84	104	86	44
PR	3154	2118	+49	2003	2118	95	618	1030	1468	25
TOT	5945	4951	+20	3596	4951	73	1535	1923	2683	33
NCR										
IA	160	219	=27	83	219	38	54	45	138	31
KS	168	191	=12	85	191	45	64	70	63	48
MN	543	514	+ 6	282	514	55	174	174	215	45
MO	349	393	=11	191	393	49	116	109	219	35
NE	196	202	= 3	106	202	52	68	59	98	43
ND	112	187	=40	44	187	24	37	36	56	40
SD	142	160	=11	61	160	38	51	58	71	40
TOT	1670	1866	=11	852	1866	46	568	553	860	40
SWR										
AZ	391	366	+ 7	238	366	65	124	118	186	41
AR	209	241	=13	138	241	57	61	74	118	32
LA	321	417	=23	153	417	37	129	135	178	41
NM	155	108	+44	118	108	109	34	32	40	47
OK	298	303	= 2	174	303	57	88	110	106	41
TX	855	963	=11	480	963	50	265	329	313	41
TOT	2229	2398	= 7	1301	2398	54	701	798	941	40
RMR										
CO	472	497	= 5	242	497	49	186	174	191	51
ID	186	244	=24	94	244	39	69	62	117	39
MT	125	169	=26	56	169	33	47	35	85	39
UT	195	152	+28	145	152	95	48	43	84	38
WY	69	128	=46	31	128	24	23	37	50	24
TOT	1047	1190	=12	568	1190	48	373	351	527	42
PAC										
CA	1597	1615	= 1	904	1615	56	551	550	711	44
NV	99	101	= 2	59	101	58	30	50	25	40
OR	395	457	=14	204	457	45	130	171	166	39
WA	454	479	= 5	237	479	49	163	188	146	49
AK	218	273	=20	121	273	44	81	72	124	41
HI	354	407	=13	162	407	40	99	111	184	34
TOT	3117	3332	= 6	1687	3332	51	1054	1142	1356	42
NAT	25965	24005		14382	24005	55	8477	9054	11427	41

NATIONAL

RECRUITING CADETS



RECRUITING SENIORS



Gen. Casaday Reflects On Past Year

By Thomas C. Casaday
Brigadier General, CAP
National Commander

In preparing any remarks, one must do some cogitating, some reflecting and certainly some soul searching, especially if one is to give to a governing body such as this what might be termed a "State of the Corporation" message or a "How Goes It" wrap-up.

Well, it is quite evident that our very capable and deeply dedicated executive director has done a pretty fair country job of telling you how he, his staff, the National Administrator and myself have worked together in the many areas that he touched on during this past year.

In western roundup language, Gen. Miller and his people have really "rounded 'em up and headed them on out" on all fronts. They turned problems into challenges, kept the herd moving down the trail, rounded up the strays and even branded a few mavericks along the way. To continue the analogy, it has been a productive round-up by all measures. And yet there are things still to be done and lessons to be learned.

Let me first touch briefly on some of the things I said we would concentrate on in the first year of my tenure. Those of you who were not present know where I year will recall that I touched six major areas. I think it might be well to examine them now, a year later. It will let those of you who were not present to know where I intended to place corporate attention and emphasis.

First, I pledged that Civil Air Patrol Incorporated would be run in strict accordance with the Constitution and Bylaws. This I believe we have carried out to the letter of the law.

Secondly, I said that I planned to act in a military manner at all times and expected all corporate officers and all members of this organization to do likewise. I am happy to report, and Gen. Miller in his extensive travels throughout CAP confirms this, that Civil Air Patrol has come a long way in this regard.

Of course, it didn't happen overnight and it did not just occur last year. It has been building and growing through the past few years and my predecessor, Gen. Patterson, deserves great credit in this regard. I believe CAP as a body looks better, feels better and is better in so many ways.

In this same regard I believe CAP's credibility and integrity are at the highest point in the history of this organization. And I'm talking about both corporate integrity and individual integrity.

I believe we have had less dissension at all levels, we have grown up and become a little wiser and more mature in our inter-personal relationships. Acrimony and disharmony have taken a back seat to cooperation, mutual trust and respect and real togetherness.

Oh yes, we still have complaints, gripes, grievances, call them what you will, filtering in from the omnipresent dissidents. But we are solving these problems at the lowest possible level and holding them to what I consider to be a minimum in an organization so widespread and diverse and where there are no built-in judicial or punitive restrictions.

This leads me next to the broad topic of professionalism. You will recall that I emphasized the need for dedication, education, training and a code of conduct that would stamp us as professionals.

Sure I recognized that, as volunteers, we were operating as amateurs in the purest sense. But I said then, and I believe it just as strongly today, that we must continually strive for the quality of excellence that can only be achieved when professionalism is the keynote.

Certainly as the official auxiliary of the

United States Air Force, we can expect no less of ourselves nor can we operate with the Air Force professionals as a team in any manner less than as dedicated pros.

I am happy to say, and again Gen. Miller and I see eye-to-eye on this, that this past year has brought a deeper regard for professionalism at all levels. With better and more in-depth training, we would hope that these standards would be raised even higher in this coming year.

I was concerned then, and I am still concerned now, about Zero Defects. When I use this term I refer to a never-ending, constant application of attention by all supervisors, at all levels, in all functional fields to one fact. We must be our brothers keepers!

This past year Civil Air Patrol suffered many losses. Some were acts of God. Many others, however, were truly preventable. The tragedies that unfolded not only took human lives but left sorrow, misery and suffering in the wake.

I do not want to become morose or maudlin on this subject but I do want to impress on you how real, how cold, how stark and how utterly devastating the loss of one single life can be to those who are touched by the tragedy. We must work harder at not allowing our CAP friends and comrades to destroy themselves.

Don't be ashamed, don't be apologetic about making a tough, hard command decision that may not be popular but which you know deep down is right and is for the protection of the person involved and the corporate property used. Be tough on flight checks, be the authoritarian on matters involving the safety and the well-being of cadets, be the tough guy when you know the winds or the weather are such that the aircraft shouldn't be flown or the car driven. We must constantly weigh our decisions in terms of protecting the troops, getting the mission accomplished, protecting the hard-to-come-by equipment.

Let's not let such things as inattention, procrastination, "We've always-done-it-this-way" syndrome, friendship or coercion deter us. We don't want to be autocratic and we don't want to take either the fun or the "CIVIL" out of Civil Air Patrol but we do, each of us, have the grave responsibility of asking the tough decision, the safe decision when the situation and circumstances demand it.

Sure our missions are important, certainly we want to remain proficient, meet minimum utilization and training goals but never, I repeat never, at the sacrifice of one single life. We will expect every last one of you to leave here and give deep thought to the belief that "you must be your brothers keeper," as commanders, as friend you owe your troops no less.

I will not dwell on, but merely mention, one point that Gen. Miller has already talked about. That is our constant and continuing need to pay attention to recruiting and retention goals.

Repeating a part of what I said last September, recruiting must be everyone's business—yours, mine, Headquarters CAP-USAF and, yes, those individual members who are not here today.

We must continue to work at our programs, our training, our inducements if we are to attract both quantity and quality to CAP. As I've said so often, let's get the young, the older and the old into our program and then determine where the quality and the productivity lies.

Once that quality control standard has been established, then we must work diligently to retain it.

A major item that I stressed last year as I took over—and I feel no less keenly about it today—is this business of tenure or term of office. The words are all there in Section 22 of the Constitution and Bylaws. Our organization, like all others,

will only be as strong as the leadership. And leadership cannot become stagnant, complacent, sedentary. It must be kept dynamic.

There must be systematic command progression up the ladder so that those who have clearly demonstrated leadership traits will be afforded the opportunity to progress and assume positions of influence in our corporate structure.

We cannot stifle good people, we must encourage them, train them, yes, even inspire and motivate them to someday want to take over our jobs, our responsibilities, our problems. That's part of what dynamic leadership is all about.

Show me a man or woman who thinks he or she is irreplaceable, that there is no one in sight who can do the job, and I'll show you a self-centered commander with tunnel vision on a great big ego trip.

It's hard to admit to oneself at times that we are not indispensable but, as mortals, we must constantly remind ourselves of this fact. And once having come to this earth-shattering realization, it becomes a relatively simple job to look around and discover that there are not one or two but possibly several dedicated people who could probably handle the job as well as, if not better than, we have been handling it.

If you are unable to discern such people in your organization, then you have failed as a recruiter, a trainer, a manager, for that is one of your first responsibilities, if not the very first one.

And now I'd like to address briefly a few other points that I believe we should think about and/or act on in this coming year. They are not in any prioritized order and some are of greater significance than others but they all deserve your attention and your action.

I would like to see us work harder at all CAP relationships in the months ahead. What do I mean? Well, I'd like every member of Civil Air Patrol, not just the corporate officers, to work diligently and conscientiously at improving the day-to-day rapport with our Air Force counterparts.

When was the last time you took a moment to tell your L.O. what a great job he was doing and how much you appreciate his actions over the past days, weeks or the past year?

I'm convinced that one of the greatest social sins we are committing in this modern, highly sophisticated, inflationary world of ours is not being aware of people.

You know in your heart that T-34's, 172's, training programs, bylaws, etc., etc., don't make Civil Air Patrol run.

No, sir, it is people.

And that's why you are here today, because you do care about people, cadets, lost flyers, children who wander off, hunters who have coronaries, ad infinitum.

But in this never-ending swirl of doing these altruistic things, take a moment now and then to reach out and touch, recognize, pat on the back the people around you. You will be surprised to find out how good it makes you feel and how the sunshine and the light are reflected back toward you.

I think we need to do this not only with our great supporters wearing the Air Force blue but with our local, state and national leaders. Let's let them know we not only exist, that we can do a job, but that we appreciate them and what they are doing for community, state or country.

This is especially vital at the local, grassroots level.

Of course this all ties in with professionalism, image if you will. You'll never be able to solicit any support at any level if the unit and the individual image is tarnished and lackluster.

Certainly we are expected to set the example, especially while in uniform, when involved in functions at the local level and while on an Air Force or any military reservation. We must constantly remind ourselves that we are Air Force representatives, emissaries in a sense, every time we appear in public in a uniform or jumpsuit.

I believe in somewhat of a spinoff vein that we must make our representatives in Congress more aware of Civil Air Patrol, its missions, its accomplishments and its basic needs.

Certainly we were all taught a rather classic and traumatic lesson some three months ago when the Senate Appropriations Committee threatened our very existence. You could call the exercise we went through ludicrous, wasteful, counterproductive and perhaps even downright stupid and ridiculous, but like the ill wind, some salutary benefits did accrue.

It taught me, and I'm sure others, that you cannot take anything, and especially those things involving federal funds, for granted.

It proved that a small insignificant person operating within the framework of a powerful committee could throw a small rock and cause a tidal wave.

But most important, it proved that when the chips were down, Civil Air Patrol could rally to a cause, could muster grassroots support which, in turn, could be converted to Congressional or constituent clout in the 20 megaton range.

In short, we, and I do mean we in the very broadest sense, faced the challenge, met it head-on and, perhaps, in the end proved not only to ourselves but to many others that this was our finest hour.

I want to thank each and every member regardless of how small a part he or she may have played for the efforts that they expended to insure Civil Air Patrol's future.

You have come too far to stop now, your missions are too important to be thwarted by a simple capricious action and the future will continue to offer the challenges that you have responded to so well in the past. With your support and dedication, Civil Air Patrol will long endure after we are all gone.

That is as it should be, for this is truly a humanitarian organization, dedicated to a concern for people and, as such, there will be others who will perpetuate this concern.

We have made progress this past year and I know we will continue to progress in '78. With your backing, your support, your confidence, I assure you that I will give you and this organization my very best effort at all times if your leadership in the hours ahead ask me to continue as your commander.

Thank you for listening so patiently and for all the many kindnesses and the warm hospitality and friendship you have shown Olive and me during this past year. Now, let's go to work!

Before we get into the formal agenda, I would just ask your indulgence in one regard. And again Gen. Miller and I see eye-to-eye on this.

In my 29 July 1977 letter to National Board members, I urged each of you to submit all items that you felt worthy of consideration of this body to the National Headquarters on or before 30 August.

I explained that the early input was required to permit National Headquarters staff's research and mailing of agenda to each board member 30 days in advance of the meeting. The 30 days advance mailing is in accordance with corporate policy that members be allowed sufficient time for study and research of items to be considered.

(See CASADAY, Page 12)

Photos Of The National Board Meeting—1977

By MSgt. Russ Brown



Gen. Casaday opens the meeting.



John V. Sorenson, deputy education, was master of c



Members register for activities.



A time to renew friendships.



Looking over the meeting agenda.



Former executive director Brig. Gen. Carl S. Miller, Brig. Gen. Paul E. Gardner, incoming executive director, and Lt. Gen. Raymond B. Furlong, commander of Air University, converse.



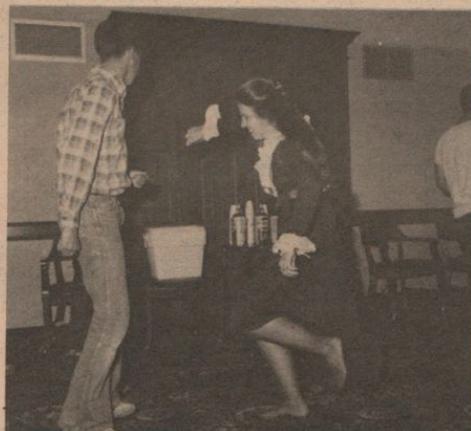
Lt. Gen. Raymond B. Furlong (left), and Lt. Col. Hayden C. Moore, director of emergency services (second from right), speak with members of the Coast Guard Auxiliary.



One of the seminars.



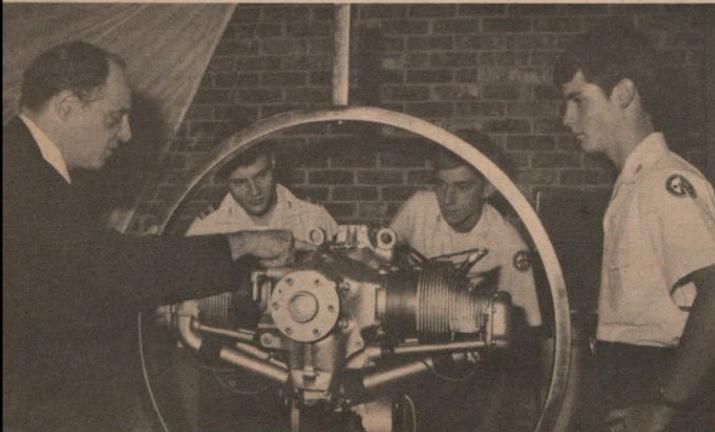
of staff for aerospace
onies at the banquet.



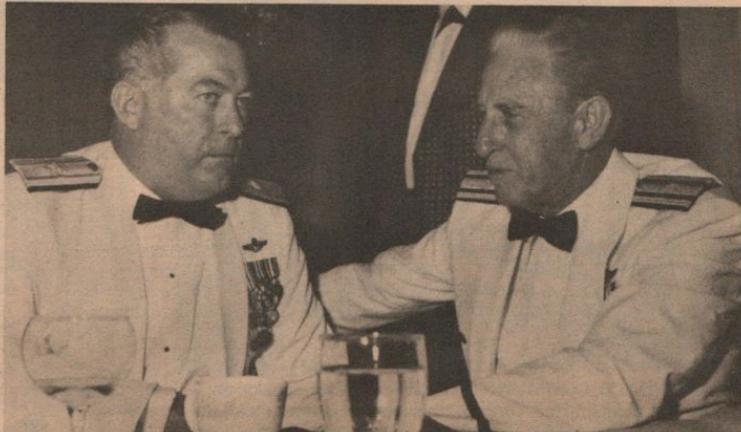
Dancing at the cadet mixer.



Air Force 1st Lt. Mary K. Higgins, who is also a captain in CAP, greets Lt. Gen. Raymond B. Furlong and Brig. Gen. Carl S. Miller. She is one of six women selected for Air Force navigator training.



Cadets view one of the supply depot displays.



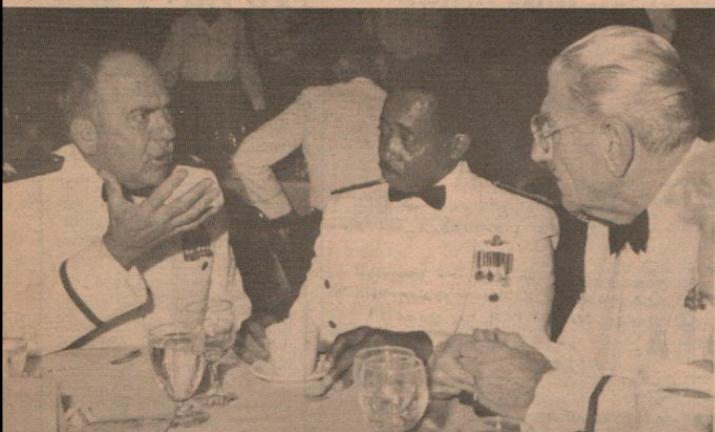
Brig. Gen. Carl S. Miller speaks with Brig. Gen. William C. Whelan, former chairman of the National Board.



A communications demonstration.



The bookstore is open for business.



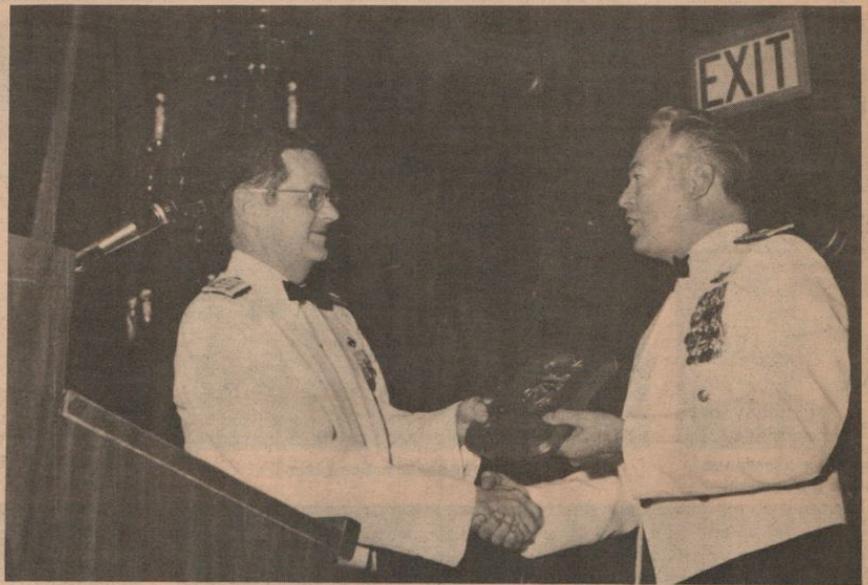
The banquet was a time for talk and fellowship.



Air University Commander Lt. Gen. Raymond B. Furlong talks with Gen. Casaday at the banquet.



SATELLITE COMMUNICATIONS—A cadet speaks on a special transmitter through a satellite communications system that a NASA official demonstrated at the National Board Meeting.



AU PLAQUE—Lt. Gen. Raymond B. Furlong, commander of Air University, presents Brig. Gen. Carl S. Miller, former CAP executive director, with plaque in appreciation of his significant contributions to the Civil Air Patrol and the U.S. Air Force.



WALKIE-TALKIE—CAP members discuss the merits of a portable communications device.



CHAPLAINS CONFER—From left, Chaplain (Col.) Luther M. Smith, CAP, chairman of the National Chaplain Committee; Chaplain (Maj. Gen.) Henry J. Meade, USAF, Chief of Air Force Chaplains; and Chaplain (Col.) Robert H. Beckley, USAF, staff chaplain, Headquarters, CAP-USAF, discuss the Civil Air Patrol Chaplain Program during the Civil Air Patrol National Board Meeting in Atlanta.

Photos by MSgt. Russ Brown

Casaday Speech

(Continued From Page 9)

I hope we can avoid the problems experienced in the past when major policy changes were proposed from the floor and hastily adopted without benefit of the essential research and study.

And one final comment before we get rolling on a full agenda. I could take the next hour or two to expound on the virtues, the contributions, the supportiveness

of the gentleman who just gave you such a comprehensive and informative final run down on corporate affairs. There just aren't enough hours left in this day to do justice to how I feel about Gen. Miller, both officially and personally.

So I will make a few appropriate remarks tomorrow night at the banquet. I hope all of you will be in attendance for Gen. Miller's last official Civil Air Patrol function.

FEDERAL AVIATION AGENCY FLIGHT PLAN				Form Approved Budget Bureau No. 04-R072-3		
1. AIRCRAFT TYPE/SPECIAL EQUIPMENT		4. TRUE AIRSPEED		5. POINT OF DEPARTURE		7. INITIAL CRUISING ALTITUDE
AIR-SLED 8		FULL GALLOP		NORTH POLE AIRPORT		5,500
2. ROUTE OF FLIGHT			3. DEPARTURE TIME			6. DEPARTURE TIME
CLASSIFIED BECAUSE OF DEER HUNTERS			XMAS EVE			XMAS EVE
8. DESTINATION (check if enroute and visit)		10. REMARKS		11. ESTIMATED TIME EN ROUTE		12. FUEL ON BOARD
NORTH POLE MUNI AIRPORT		NUMEROUS ENROUTE STOPS RED NOSE ON LEADING POWER PLANT LIVELY OLD DRIVER ON BOARD		12 00 24 00		ALL
13. PILOT'S ADDRESS AND TELEPHONE NO. OR AIRCRAFT HOME BASE		14. NO. OF PERSONS ON BOARD		15. ALTERNATE AIRPORT(S)		16. PILOT'S NAME
NORTH POLE MUNI APT 1		1		NEAR WINDOWS		S. CLAUD
CLOSE FLIGHT PLAN UPON ARRIVAL				17. COLOR OF AIRCRAFT		18. FLIGHT WATCH STATIONS
				SILVER		NEAR WINDOWS

YOU KNOW WHO FILES A FLIGHT PLAN—DO YOU?

All Girl Unit Saves Stamps To Buy Plane

ASHEVILLE, N.C. — The newly formed Sugarloaf Mountain Cadet Sq. is the only all girl squadron in the North Carolina Wing.

They have started a fund raising project to buy an airplane, with Green Stamps. "We need 11,000 books at two dollars a book," said squadron member Laura Dixon. "We have just started and have already received donations from several organizations.

"We already have \$900. It is going to be a long hard drive, but we are determined and ready to work."

IP STATUS

INITIATIVE AND RESPONSIBILITY

OMAS C. CASADAY, CAP

You know who else I am? I'm the member who didn't come back or renew."

I'm afraid the situation as described above is far too common. All manner of human frailties contribute to this kind of behavior...unit members may have become clannish...insecure individuals may see the newcomer as a threat to their position...or it may be simply a lack of common courtesy.

Whatever the cause, the damage done to our organization is twofold...not only have we lost a potentially valuable member, we have also gained another critic.

Whoever recruited the new member and then failed to follow-up has done more harm than good. We should either do it right or not do it at all.

The positive action of recruiting new members is negated if we fail to make them feel welcome and immediately get them involved in unit activities and training.

Being friendly and helpful to a stranger is not included in anyone's job description; therefore, it sometimes doesn't occur to anyone to do it.

It has been said that people can be divided into three groups; those who make things happen, those who watch things happen, and those who wonder what happened.

A person who makes things happen is always looking for ways to help and would have recognized the need to act...In which group are you?

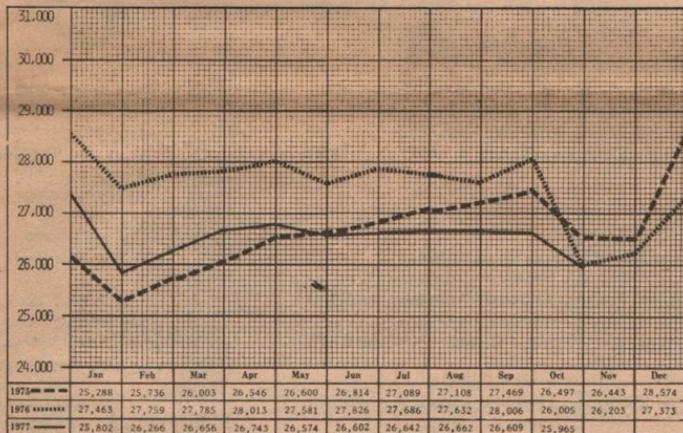
SENIOR MEMBERSHIP STATUS

OCTOBER 1977	GROWTH RATE		RECRUITING RATE			RETENTION RATE				
	THIS MONTH	%	LAST 12 MOS	THIS MO	%	YTD	YTD	YTD	%	
	77	76	77	76	76	77	76	76	76	
TOT	TOT	GRO	NEW	TOT	RTE	RNEW	(RNEW)	(NEW)	RTE	
NATL MB	58	59	+2	2	59	3	23	21	2	83
CONG SB	46	39	+18	13	39	33	25	20	10	56
A/E MBR	474	471	+1	207	471	44	246	246	196	56
OS HOLD	1	3	+33		3		3	2		50
A/C SUP	11			11						
OKN CDT	20			18						
TOT	613	672	+7	251	672	44	300	289	208	60
NER	85	87	+2	7	87	8	42	41	2	98
CT	391	385	+2	94	385	24	190	172	83	75
ME	287	291	+1	77	291	26	120	121	64	65
MA	386	367	+5	116	367	32	187	176	89	71
NH	352	365	+4	89	365	24	172	175	56	74
NJ	608	672	+10	104	672	15	335	322	123	75
NY	1819	2017	+10	388	2017	19	908	911	409	69
PA	2143	2151	+1	488	2151	23	1145	1090	378	78
RI	214	199	+8	62	199	31	92	90	42	70
VT	188	187	+1	65	187	35	93	81	50	71
TOT	6473	6721	+4	1490	6721	22	3284	3179	1294	73
MER	73	65	+12	1	65	2	24	23	2	96
DE	242	249	+3	41	249	16	138	129	33	85
MD	767	776	+1	187	776	24	398	404	131	74
DC	264	238	+11	98	238	41	105	99	54	69
NC	939	937		223	937	24	444	414	194	73
SC	774	653	+19	330	653	51	305	280	169	68
VA	850	904	+2	234	904	24	432	454	181	68
WV	458	404	+13	130	404	32	213	181	71	85
TOT	4407	4226	+4	1244	4226	29	2059	1984	838	73
GLR	72	80	+10	2	80	3	34	28	1	31
IL	396	459	+15	239	459	25	499	456	185	78
IN	434	461	+6	103	461	22	215	210	88	72
KY	378	378		124	378	33	170	161	102	65
MI	1046	972	+8	309	972	32	519	483	219	74
OH	794	859	+8	179	859	21	392	391	178	69
WI	612	681	+10	108	681	15	337	318	132	75
TOT	4332	4390	+1	1061	4390	24	2166	2041	905	74
SER	88	78	+13	10	78	13	39	37	5	93
AL	900	878	+3	278	878	32	462	436	233	69
FL	1631	1669	+2	425	1669	25	821	701	434	72
GA	734	662	+11	250	662	38	325	281	185	70
MS	555	571	+3	185	571	32	274	250	153	68
TN	1132	951	+19	402	951	42	480	425	175	80
PR	497	500	+1	204	500	41	205	156	197	58
TOT	5537	5309	+4	1754	5309	33	2606	2286	1364	71
NCR	52	53	+2	2	53	4	23	21	3	94
IA	374	415	+10	113	415	27	188	165	134	63
KS	348	303	+15	129	303	43	151	159	44	74
MN	669	687	+3	137	687	20	356	324	189	73
MO	420	484	+13	95	484	20	229	206	125	69
NE	394	336	+17	24	336	32	19	157	81	82
ND	362	362		113	362	31	175	176	63	73
SD	248	292	+15	53	292	18	129	138	80	60
TOT	2867	2932	+2	768	2932	24	1445	1348	691	71
SWR	87	84	+4	2	84	2	49	35	4	26
AZ	862	955	+10	224	955	24	414	440	282	63
AR	493	486	+1	175	486	34	209	188	198	59
LA	637	695	+8	131	695	19	380	354	185	75
NM	569	464	+23	245	464	53	230	219	118	68
OK	396	444	+11	147	444	33	184	185	151	65
TX	1497	1348	+11	543	1348	40	681	612	356	70
TOT	4841	4476	+1	1469	4476	33	2151	2003	1204	67
RMR	89	79	+13	10	79	13	43	30	3	30
CO	1013	981	+3	299	981	30	495	504	184	72
TD	332	356	+7	90	356	25	171	181	74	67
MT	244	254	+4	90	254	38	113	117	78	58
UT	407	396	+3	128	396	32	200	198	85	71
WY	183	216	+15	71	216	33	83	74	80	53
TOT	2268	2282	+1	688	2282	30	1105	1104	504	69
PACR	77	85	+9	3	85	4	35	37	7	80
CA	2461	2380	+3	609	2380	24	1216	1101	519	75
NV	481	436	+10	138	436	32	229	224	68	78
OR	473	463	+2	130	463	28	255	227	111	75
WA	848	850		146	850	27	262	268	119	68
AK	974	987	+1	305	987	31	478	428	323	64
HI	352	381	+8	112	381	29	153	178	111	53
TOT	5366	5282	+2	1443	5282	27	2628	2443	1258	71
NAT	3404	36190	+1	10170	36190	28	17744	16694	8285	71

MEMBERSHIP TRENDS

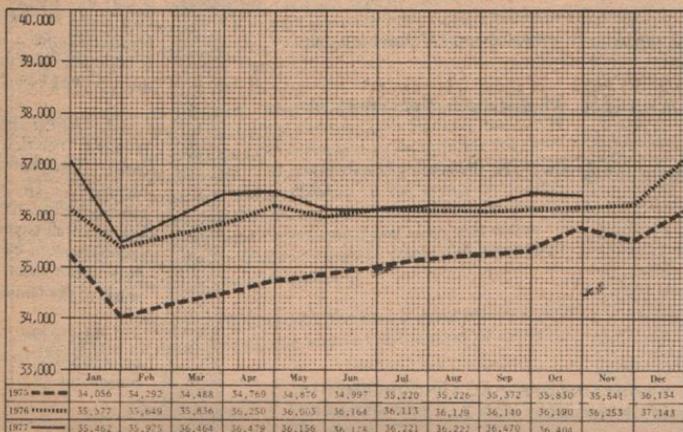
MEMBERSHIP

TOTAL STRENGTH



MEMBERSHIP

TOTAL STRENGTH





CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

NUMBER 12

DECEMBER 1977

INFORMATION

1. **ATTENTION INFORMATION OFFICERS.** Recently we sent you a bibliography of books and articles about Civil Air Patrol. Please add these to your copy:

Neprud, Robert E. Flying Minutemen, The Story of Civil Air Patrol. New York: Duell, Sloan, and Pierce, 1948. (Book)

Burnham, Frank. "Search and Rescue: New State of the Art," Air Progress (Vol 39, No. 12, December 1977). (Article) **OI**

TRAINING

2. **JUST A REMINDER.** Year-end cutoff is fast approaching. We must receive acceptable contracts *postmarked* by 31 December 1977 for cadets to qualify for many special activities. Common errors are:

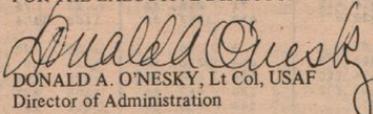
- a. Each contract item must be completed and checked off and contract signed by proper official.
- b. Contracts 7 and 11 must have aerospace education and leadership test scores, respectively, annotated in proper block.
- c. Contracts must have completed order forms and correct payment attached (packets 2 through 7, \$1.50, and packets 8 through 15, \$3.00).
- d. Must have encampment credit on membership list before contract 7 can be sent in.
- e. Unit commanders should double check all contracts for the above listed errors and also insure that information is legible and correct. It would be a shame to deny participation to an otherwise worthy cadet because his or her unit commander failed to detect a correctable goof before affixing his or her signature to the contract. **TTHE**

ADMINISTRATION

3. **NEW AND REVISED CAP PUBLICATIONS:**

- a. C1, CAPM 39-1, "The Civil Air Patrol Uniform Manual," 9 November 1977, has been published.
- b. C1, CAPR 39-3, "Award of CAP Medals, Ribbons, and Certificates," 9 November 1977, has been published.
- c. CAPR 123-1, "The Civil Air Patrol Inspection System," supersedes CAPR 123-1, 3 October 1974, and CAPM 123-1, 6 November 1974.
- d. CAPR 160-1, "Qualifications and Duties of Medical Officers," 9 November 1977, supersedes CAPR 160-1, 6 July 1972.
- e. CAPR 900-7, "Frank G. Brewer—Civil Air Patrol Memorial Aerospace Awards," 9 November 1977, supersedes CAPR 900-7, 5 April 1976.
- f. C1, CAPR 900-8, "Civil Air Patrol Senior Member Accident Insurance," 9 November 1977, has been published.
- g. CAPP 265-2, "Values for Living," 9 November 1977, has been published. *Request copies of this publication from Chaplain's office (HC), not DAP.*
- h. CAPFs 19 and 19a, "Senior Member Training—Level I Comprehensive Review," and the scoring key thereto, November 1977, have been published. **DAP**

FOR THE EXECUTIVE DIRECTOR


DONALD A. O'NESKY, 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.

1977

Captain Gary C. Wilson
tive Incentive Award
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Capt Be
Lt Col R

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PULL OUT AND POST

Wing Takes Part In Civil Defense Exercise

By MAJ. B.D. JOHNSON
North Carolina Wing I.O.

RALEIGH, N.C. — Just how quickly can the Civil Air Patrol respond to a host of requests in a variety of situations and how soon can its people deliver the goods?

That's the problem members of the North Carolina Wing face each year when they participate in their annual Civil Preparedness Exercise (still termed CDEX from the old Civil Defense Exercise title).

"The CDEX differs from our SARCAP evaluation and most other emergency services missions in that we're not in the driver's seat," notes North Carolina's emergency services director, Capt. W.E. "Ned" Vaughan-Lloyd.

"In this evaluation, the state Office of Civil Preparedness calls the shots. While we decide how to accomplish the tasks assigned and we retain command of our forces, our sole function is to respond to the requests of Civil Preparedness officials," he says.

As a result of this service philosophy, CAP members never know what they'll be asked to do.

In 1976, a strong storm moved across the state during the exercise and real missions were interspersed with simulated missions. As the need arose, the evaluators quickly amended their game plan and the real situations were evaluated as though they'd been planned all along.

This year, more traditional chores were passed out to CAP people. Such assignments ranged from providing airlift to people needed elsewhere, to carrying messages and medical supplies, to aerial radiological monitoring, to aerial damage surveillance.

In this year's evaluation, the North Carolina Office of Civil Preparedness requested CAP help following a simulated surprise nuclear attack on the United States by an "unfriendly" nation.

In the problem, a nuclear device exploded over Wilmington, N.C., and two

others impacted, but did not explode, in other parts of the state. CAP people were called upon to provide a wide range of ground and air services during the mission.

"We get to work with a lot of people from other agencies during the CDEX," reports Vaughan-Lloyd. "We believe this opportunity to call on other humanitarian and emergency services organizations helps us mold a base for future joint efforts and activities."

The North Carolina emergency services director says that this year his wing involved 80 people from other agencies in the day's activities. Agencies represented at the mission base in the state capital for the day were the Federal Aviation Administration, North Carolina Highway Patrol, Salvation Army, American Red Cross, Office of Civil Preparedness, Office of Emergency Medical Services, North Carolina Rescue Squads Association, National Guard, U.S. Air Force, and the state Department of Crime

Prevention and Control. In addition, local hospitals, fire departments and others were active at several locations around the state.

"We feel this coordination and cooperation with others is one of the more important aspects of our CDEX," says Vaughan-Lloyd.

"To fulfill successfully the demands placed upon us by the state, our people and resources must be available and they must be trained both in their CAP jobs and in working with others. This is truly an exercise in cooperation," he claims.

The success of this approach can be measured somewhat by the perfect score North Carolina received for its CDEX this year in the Wing Effectiveness Evaluation Program. Probably a better gauge, however, is the ever-greater cooperation and good-will CAP is creating among other agencies.

"Each year, participation by other agencies increases and we are developing a rapport of

which we feel we can all be proud. We have greatly expanded the resources available to people in need should we ever be faced with a real disaster. And, that's something we are proud of," Vaughan-Lloyd says.

(Editor's note: See the November issue of the Civil Air Patrol News, pages 8 and 9, for photo coverage of this North Carolina exercise.)



Veterans of Foreign Wars of the United States

COOPERATION WITH NATIONAL AND STATE ORGANIZATIONS
TO PROMOTE YOUTH, SAFETY AND PATRIOTIC PROGRAMS

WHEREAS, the Veterans of Foreign Wars throughout its 78 year history has developed and maintained an active interest in programs conducted for the betterment of the Community, State and Nation; and

WHEREAS, this interest has prompted our cooperation with other national and state organizations in youth, safety and patriotic programs which are in keeping with our own principles and objectives; and

WHEREAS, the relationship that we have maintained over the years with other national and state organizations has enabled us to develop, strengthen and expand many programs beneficial to the communities we serve and resulted in greater prestige for the Veterans of Foreign Wars; now, therefore

BE IT RESOLVED, by the 78th National Convention of the Veterans of Foreign Wars of the United States, that we recognize this relationship and extend sincere appreciation to each of these organizations for their cooperation in the development and promotion of youth, safety and patriotic programs; and

BE IT FURTHER RESOLVED, that during the year ahead, we urge our Posts, County Councils, Districts and Departments to maintain and to strengthen their ties with the American Academy of Achievement, American Junior Bowling Congress, Athletic Institute, Boy Scouts of America, Boys' Clubs of America, Civil Air Patrol, 4-H Clubs, Freedoms Foundation, National Rifle Association of America, National Education Association, National and State Associations of Secondary School Principals, National and State Associations of Broadcasters, U. S. Army, Navy and Air Force ROTC and Recruiting Commands, and all other groups, associations and organizations of similar character and interests.

Unanimously adopted by the delegates to the 78th National Convention of the Veterans of Foreign Wars of the United States meeting in Minneapolis, Minnesota, August 19-26, 1977.

VETERANS' RESOLUTION—The Veterans of Foreign Wars of the United States passed this resolution at their national convention in August in Minneapolis, Minn., in recognition and appreciation of the cooperation of the Civil Air Patrol and other organizations in the development of youth, safety and patriotic programs. The resolution asks units of the veterans organization to maintain and strengthen their ties with CAP.

1978 Classes

Starting Dates Set For Staff Colleges

MAXWELL AFB, Ala.—Dates were set at the recent National Board Meeting for the annual CAP National Staff College (NSC) and three regional staff colleges (RSC).

Dates for a fourth RSC will be announced in a subsequent issue of the Civil Air Patrol News.

The National Staff College will convene here June 19-29, 1978. As the graduate-level course geared primarily to CAP field-grade officers and above, the NSC makes fullest use of faculty personnel of the Air University schools and colleges.

Support staff and seminar advisors are drawn from the ranks of CAP and the USAF Reserves.

In addition to studies of the communication process, and emphasis upon developing leadership and management skills, the 1978 NSC curriculum will be upgraded to incorporate studies in the international political environment and in national issues which effect Civil Air Patrol.

CAP senior members who wish to attend NSC should submit CAPF 17 in accordance with provisions of CAPM 50-17. Since members are selected to attend on a priority basis, prospective students should begin application procedures immediately. Applications must reach

National Headquarters/TTN no later than April 1, 1978.

Regional staff colleges have been announced in the North Central Region (Creighton University, Omaha, Neb., June 4-11, 1978), the Rocky Mountain Region (University of Utah, Salt Lake City, Utah, June 10-17, 1978) and in the Middle East Region (Roanoke College, Roanoke, Va., July 9-15, 1978).

Dates and location of the Great Lakes and Southeast Region Staff College will be announced in a subsequent issue and through wing and region channels.

The regional staff colleges enlist the assistance of the instructional staffs of the sponsoring colleges and universities, as well as professional educators from CAP and USAF Reserve ranks. The RSC curricula will offer studies in the communicative skills and leadership and management theories and application.

Instruction will also be provided in teaching new personnel how to plan and conduct squadron meetings, and in setting up wing and region conferences.

CAPF 17 is used for application to region staff colleges in accordance with provisions of CAPM 50-17. Each region will set its application deadline.

**Be Wary
Of Holiday Traffic
Drive Safely**





AEROSPACE EDUCATION—George M. Douglas (right), president of the Air Force Association, presented Noel Bullock, Rocky Mountain Region director of aerospace education, with a certificate of appreciation for his efforts in promoting aerospace education. The certificate was presented at the September AFA National Convention in Washington, D.C. (Air Force Association Photo)

Minnesota Member is Nurse Who Studies For Pilot Rating

BRainerd, Minn. — One of Minnesota's newest pilots is also a qualified nurse practitioner.

Helen Letsch, who recently soloed in a CAP Cherokee 80 and is now working on her private license, is head nurse and nurse practitioner at the Brainerd State Hospital in the Chemical Dependency Unit.

She is one of 13 nurse practitioners in the State of Minnesota who is nationally qualified as a nurse practitioner, according to Lt. Col. Loretta O'Connor, Minnesota Wing information officer.

She is qualified to give primary care, things that only a physician normally can do, such as take case histories, give physicals, order drugs, X-rays and laboratory tests.

In addition to her training at the University of Minnesota, from which she was graduated in 1974, she worked with a physician 20 hours a week.

Currently she works closely with a physician and is involved in a unique program at the Brainerd State Hospital, which combines medical, and sociological therapy, said O'Connor.

Letsch is head nurse of the Chemical Dependency Unit. As such she is involved in teaching, supervision, drug management, primary care and counseling. She is also a member of the Crow Wing County Drug Council.

Letsch is a member of Crow Wing Comp. Sq. 201, which she joined in January 1976. She works with cadets in the Land Rescue Team as a medical assistant.



MINNESOTA NURSE—Helen Letsch, CAP member and nurse practitioner, joins Crow Wing Comp. Sq. (Minnesota Wing) cadets on a search and rescue exercise and demonstrates first aid techniques. She is a medical assistant on the squadron's Land Rescue Team.

Do Local Officials Know CAP Capabilities?

By MAJ. ROBERT MATTSO
HQ. CAP-USAF

It was good to see some of you at the National Board in Atlanta. I was cornered by many people with ideas and complaints that can help us in our stated emergency services missions.

CAP has publicly stated that one of the goals of the membership is to provide the nation with a trained, equipped force capable of responding to national and local emergencies.

To varying degrees, we do have a capability to assist our local authorities. Unfortunately, CAP resources are not always called out in a timely manner, or in some cases called out at all.

How many people have suffered or died because proper aid was not provided in a timely manner?

Why doesn't the CAP get called more often?

Why? ... Why? ... Think about it.

Before continuing, STOP and write down three reasons why your unit is not called as early or as often as you would like.

How many of you put the blame on the "other guy"? Do you really think that "he" is at fault? Is the sheriff or state emergency service official at fault for not calling in CAP resources?

In some cases this may be true, but, if your unit is not being called, you are probably responsible for most of the problems.

- You have not properly educated the responsible official on your unit's capabilities.

- You have not demonstrated your unit's capability to the sheriff.

- You do not have the trained personnel you claim to have both in numbers and in quality.

- You do not have the equipment in working order and readily available for instant use.

- You have not used the media to bring the good work you have done to the attention of the local population.

- You have not made the walk to the "other guy's" office to let him see who you are and tell him what you can do for him.

He doesn't know how to get in contact with you. He doesn't know if he has to reimburse you or how. He doesn't know how you're going to get along with the other units he normally uses.

In short, he doesn't know you are there and if he does, he doesn't know, or trust, what you can do.

So how do we correct the situation?

First, we take a long hard look at ourselves.

- Can we really do the job?
- Are our people really trained?

- Is our equipment really useable and available?

After we are satisfied that we really have something to offer the community, we should go out and make sure that the proper people know about us.

You must learn who the responsible agency is for the types of emergency situations in which you can assist.

You must then go to the office

SAR PEOPLE

of the man in charge of calling out the resources and convince him that you have something to offer and tell him what it is. Let him know how to contact you and, if applicable, how you may be reimbursed for various types of activity.

To assist you in this process CAP Pamphlet 355-1 has been developed and widely distributed. You may get additional copies through Hq. CAP-USAF/DAP, and it is free. But you need more than this pamphlet: you need personal contact and a trained, equipped and capable unit behind you.

One idea that I've seen which may help you is a five page handout developed by the Carroll Comp. Sq. of the Maryland Wing. Basically, this handout outlines what the local authorities can expect from the squadron.

Here are a few excerpts from the handout:

"The squadron is a potent force of volunteers available on a local or statewide scale. Personnel of the unit have repeatedly made themselves available over the past years when the call for assistance was received."

The following is a list of local-type missions on which this squadron is available:

1. Evacuation Assistance. Able to supply a four-wheel drive truck and manpower to assist with any type of evacuation caused by snowstorm, floods, hurricane, fire, etc.

2. Materials Delivery. Able to supply a four-wheel drive truck and supporting manpower to deliver medicine, foodstuffs, fuel, bedding materials, etc., required as a result of a local disaster. Airlift of these supplies is available.

3. Vital Equipment Transportation.

4. Manpower.

5. Communications. Able to supply personnel and portable communications equipment with emergency power to remote areas.

6. Missing Person Searches. Have available a four-wheel drive truck, manpower, portable communications equipment, mobile command post, and emergency power generators to aid and support ground searches for missing persons.

7. Aerial Reconnaissance. Aircraft are available to the squadron for aerial reconnaissance following floods, snowstorms, etc. Can be used for missing person searches. Aircraft can only be utilized when CAP ground communications are available in support, and when the weather conditions permit.

The remaining pages give a

listing of squadron and wing resources with a brief description of each.

For example:
Communication: (Squadron)
14 Stations

All stations able to operate on one or more authorized frequencies (eight CAP, two FAA, one local government). CAP radios utilize either AM, FM or single sideband. Utilizing portable antennas, antenna mast sections, guy ropes, lead-in cable, etc., the squadron is able to set up communications virtually ANYWHERE-ANYTIME.

What the Carroll Comp. Sq. has done is to offer their support to the local authorities and has given them a "shopping list" of functions to choose from.

This handout is one step toward getting the CAP and your unit involved. Good luck.





PONTOON BRIDGE—Building a pontoon bridge across a river is one of the tasks assigned to Canadian cadets at the Camp Ipperwash Army Cadet Camp where two New York Wing cadets attended the Cadet Leader Instructor Course.



SWAYING ROPES—Canadian cadets cross a river using a rope bridge as part of the training they go through while attending Canadian Forces training at an Ontario cadet school.

New Yorkers Train In Canada

ASTRA, Ontario, Canada — Two Civil Air Patrol cadets from the New York Wing spent six weeks this past summer here at Camp Ipperwash Army Cadet Camp, a Canadian Forces training facility for cadets.

The two are David C. Ham of Pine City, N.Y., a member of the Horseheads Cadet Sq., Horseheads, N.Y., and Jonathan C. Hughes of Poughkeepsie, N.Y., a member of the Taconic Cadet Sq. of Lagrangeville, N.Y.

The course they took was the Cadet Leader Instructor's Course.

Canadian cadets from Firebird 735th Air Cadet Sq. and Lorne Scotts 2866th Army Cadet Sq. have participated since 1973 in land rescue training exercises and in winter and summer survival training with CAP's New York Wing. The commanders of these two Canadian units arranged for the exchange.

On the American side, CAP Lt.

Col. Leonidas Maximciuc of Rochester, N.Y., arranged the visit as a trial program with the concurrence of CAP's national commander and with the approval of the New York Wing and Northeast Region commanders.

The six-week course, in which the CAP cadets participated, consisted of rugged outdoor activities and involved study of such subjects as Knots and Lashings, Map Using, Range

Safety, Field Craft and Sports. Both cadets passed satisfactorily.

Reports from Lt. Col. J.E. Knox, the Canadian commander in charge of the training, indicated that Cadet Ham is "a good all round cadet." And, Col. Knox added, "Though new to this system, he has rapidly acquired prerequisite knowledge of the Canadian cadet movement."

Cadet Hughes, the colonel indicated, has "excellent

leadership qualities" and is "very self-reliant and self-disciplined." Col. Knox also recommended that Cadet Hughes "be employed in a position at his home element where he can find personal challenge."

Col. Maximciuc, assigned to CAP's New York Wing headquarters, is an employee of Eastman Kodak Co. He expects to spend the next two years in Brazil, helping build a plant there for his firm.

CADET AWARDS

Earhart Awards—October 1977

Frederick M. Clements..... 01016	Mark C. Dial..... 25045	C. R. Lauderdale Jr..... 42350
Sandee A. Thurman..... 01090	Eric G. Hook..... 27040	David C. Chamberlin..... 43003
James L. Wallis..... 04016	Shawn M. Therrien..... 28048	T.E. Hartenstein..... 45056
John T. Nenni..... 04096	David M. Oberle..... 31075	Michael A. Smith..... 46003
Paul C. Starr..... 04180	Stephen F. Gross..... 31111	Janice K. Boucher..... 46025
Mark A. Potler..... 04389	Jaime B. Litton..... 31328	Joe M. Biddle..... 47013
Nikolas D. Rogers..... 05030	Edward L. Parrish..... 32048	Kenneth E. Kessler..... 48002
Mark T. Rader..... 08054	Jay S. Newman..... 32119	Anthony Bessara..... 51048
Patricia E. Delaney..... 11205	Benjamin H. Lee..... 32119	Jose Aymat..... 52002
John M. Hovell..... 12003	Kim D. Johnson..... 32124	Juan Garcia..... 52002
John M. Mansfield..... 12132	Daniel J. Cory..... 34115	Ruben Mendez..... 52006
Victor F. Aguiluz..... 16059	Mark J. Abbott..... 36055	Juan L. Carrasquillo..... 52015
Dwight D. Thibodeaux..... 17077	Jeffrey A. Maragne..... 37048	Juan C. Yaquez..... 52027
Mark A. Potler..... 17077	Bruce P. Slier..... 37133	Hermes Crespo..... 52035
Nathan P. Day..... 17082	Allen B. Pearson..... 38035	Alberto Cappas..... 52066
Thomas L. Miron..... 20038	Bonita R. Blumenauer..... 40052	Angel Feliciano..... 52066
Todd J. Snively..... 20240	Anthony B. Cutler..... 41136	Sepulveda P. W. Tirado..... 52087
Deby K. Dundas..... 21048	Jimmy R. Trammell..... 42131	Erich Haessler..... 52111
Frederick J. Gaston..... 22037	Marsha J. Black..... 42131	

Mitchell Awards—October 1977

Charles R. Williams..... 01016	Eugene J. Fox..... 16019	Ucio R. Ioan..... 31249
Susan E. Dorning..... 01090	Robert L. Morris Jr..... 16019	Janet A. Mellor..... 31308
Deborah E. Dorning..... 01090	Lloyd G. Christensen..... 18003	Arthur E. Chester..... 32019
Tom E. Jutras..... 02064	Michael Fantasia..... 19012	Ronald C. Rau Jr..... 32082
James E. West Jr..... 02085	Frank R. Martell..... 19012	Norman C. Noah II..... 32082
Scott C. Hardiman..... 04204	Alfred P. Scibelli..... 19019	Edward P. Pernotto..... 34096
Cregga. Hakala..... 04220	John H. L. Holmes..... 19028	Debbie L. Polk..... 36023
Kenneth M. Doolittle..... 04384	Russell W. Sommers..... 20036	Walter W. Wheeler..... 36073
Eric R. Rice..... 04334	Steven M. Niles..... 19043	Budd H. Kritch..... 36078
Kurt C. Held..... 04346	Robert J. Mitchell..... 20038	C. N. Schroeder..... 37060
Thomas E. Doyle..... 04375	Darryl J. Wheeler..... 20038	Jim P. Moser..... 37089
Richard T. Benbrook..... 04412	Peter E. Dodge..... 20038	Stephen J. Piccone..... 37102
Benjamin C. Pollard..... 05026	Kenneth M. Lemanski..... 20038	Charles D. Dewolf..... 37160
William J. Morrison..... 05070	Donald T. Mason..... 20096	Cherie A. Harris..... 38025
Christopher A. Davis..... 06022	Russell W. Sommers..... 20036	William W. Karambelas..... 40113
Jeff R. Kregel..... 06022	Paul A. Dougherty..... 20260	Richard B. Goins..... 42085
Thomas W. Litwinczyk..... 06058	Teresa L. Rea..... 20260	Ronald R. Johnson..... 42087
Scott R. Mcphee..... 06071	Patricia Perry..... 21006	John E. Laffoon..... 42334
Randie E. Colchamiro..... 08159	James P. Luce..... 23057	Dwayne A. Becknell..... 45122
David W. Stark..... 08159	Paul I. Casey..... 24048	Donnella K. Stratton..... 46002
G.T. Chambers Jr..... 08176	Timothy P. Notley..... 25018	William B. Olson..... 46044
Randal L. Rose..... 08309	William B. Embrey..... 25018	John E. Jennings..... 46053
John F. Hobbs Jr..... 08412	Albert D. Laughery..... 25022	David E. Brenegan..... 50011
Paul R. Forsyth Jr..... 11154	Lois A. Strong..... 26093	Norman A. Lindsey..... 50017
Russell J. Puzdro..... 11187	James C. Fu..... 29058	Mark W. Valentine..... 50017
David R. Lotarski..... 11211	Sigurd J. Mayer..... 29081	Roni E. Knutson..... 50017
John M. Brannigan..... 11226	John R. Mayer..... 29081	Paul L. Walters..... 50017
James W. Schroeder..... 11254	Blaine K. Taylor..... 29087	Nathan K. Criel..... 51025
Antia McNeill..... 11275	Joseph E. West..... 29097	Diane L. Jackson..... 51048
James D. Neff..... 12014	A. W. Granville Jr..... 31072	Mark Richardson..... 51048
John M. Thackston..... 12123	David E. Berger..... 31078	Karl A. Ide..... 51048
Glenn R. Adwell..... 15039	Cesar A. Mourino..... 31089	John R. Oshiro..... 51048
David M. Jennings..... 15039	Carl C. Norman..... 31135	
James L. Snider..... 15039	Kevin P. Purcell..... 31184	
Randall E. Green..... 16005	Frank P. Petrosky..... 31188	



COL. GEORGE O. COMPTON
South Carolina Wing
Commander

Compton New South Carolina Commander

COLUMBIA S.C. — Col. George O. Compton assumed command of the South Carolina Wing at recent ceremonies. He replaces Col. Douglas T. Abercrombie who moved to Atlanta, Ga.

Compton joined the Civil Air Patrol in 1962 and has held a number of positions within the organization, including standardization and evaluation officer, operations officer, deputy commander and check pilot.

He is a qualified pilot with over 1,600 hours of flight time. During his 15 years membership, he has been credited with many search and rescue missions.

Cadet Praises CAP

Editor's note: This letter was received from a 15-year-old Civil Air Patrol cadet in Citrus Heights, Calif.

Dear Sirs,
I would like to express my utmost appreciation for the CAP program. It is helping me become a better person and also teaching me to become a man.

Civil Air Patrol is an exciting and interesting organization, I would recommend it to anyone. Since I have been in Civil Air Patrol my grades have come up, I am more polite and courteous to other people.

Thank you for a rewarding and interesting program.

I am a staff sergeant now and enjoying every minute of it.

Sincerely,
Joe Jamison

CAP Obituaries

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

BLOTCHER, Saul, Captain, Oct. 18, 1977, Muscle Shoals Comp. Sq., Alabama Wing

JOSEPH, Leander E., Lieutenant Colonel, Nov. 4, 1977, Mississippi Wing

LEE, Vernon, S. Chaplain, Lieutenant Colonel, Oct. 28, 1977, Castle Gate Comp. Sq., Pennsylvania Wing

LYND, James W., Lieutenant Colonel, Oct. 28, 1977, Colorado Wing

MATHY, William C., Major, Oct. 20, 1977, Ulrica Comp. Sq., New York Wing

RYAN, Thomas C., Chaplain, Major, Oct. 17, 1977, Twin Pine Cadet Sq., New Jersey Wing

VANAMP, Katherine, Senior Member, Oct. 1, 1977, San Diego County Cadet Sq., California Wing

WRIGHT, Ralph J., Senior Lieutenant, Oct. 1, 1977, Pennsylvania Comp. Sq., Florida Wing

WWI Flier Retrains For License

Editor's note: Albert E. Savoy is an attorney-at-law who is affiliated with the Lancaster Comp. Sq. 1002 (Ohio Wing). He flew two missions on a recent mission, as pilot and observer.

The following story is reprinted from Tiger Talk, Alexandria, La., Oct. 21, 1977.

By TSGT. DAVE VOGLER
England AFB, La.

Albert E. Savoy is about to prove that sometimes you can go back.

He is now a practicing attorney-at-law in Lancaster, Ohio, but during World War I he was a civilian instructor pilot for the government. Three years ago, at the age of 80 and after 47 years of successful law practice, he decided to get his pilot license. He expects it soon, since he has completed all the necessary schooling.

"Back then," he says, "we weren't 'rated' pilots. We didn't have a license. We didn't know who hired us. We could fly and we taught others to fly."

The colonel in the Confederate Air Force says he has been around and associated with planes all his life. Savoy was here recently on his way from an air show at Rickenbacker AFB, Ohio, back to Harlingen, Tex., home base for the Confederate Air Force. He was accompanying a Messerschmitt Bf-109 German WW II fighter used as a static display at the airshow. The Messerschmitt, non-flyable because of corrosion and other damage, will be put on permanent static display at CAF headquarters in Harlingen.

"I was always too busy to do anything about getting a license before. I just didn't have the time. So, three years ago, I decided to make the time. I had to start all over again," he said. Having been out of flying for so long, Savoy had to start over as a beginner. "The whole course — ground school, instruments, everything," he added.

Born in Logan, Ohio, Feb. 22, 1895, he began flying in a single engine "Jenny". Now, the plane he flies (he owns his own) is still a single engine plane — an Er-coupe. But he admits, it is a little different. "When we flew in World War I, it was really 'by

the seat of our pants.' For instruments all we had was an altimeter and a compass. Now

my airplane is all IFR (instrument flight rules), with dials and gadgets all over.

"I've got about 80 flying hours in now. I really enjoy it, but it has changed just a little."



CONFEDERATE AIR FORCE—Albert E. Savoy stands next to the tail of a Messerschmitt Bf-109 German World War II fighter. The plane was being flown back to Harlingen, Tex., in a C-123 after a Confederate Air Force appearance in an air show. (U.S. Air Force photo by Sgt. Dave Robins)



CAP Celebrates 36th Anniversary This Month

MAXWELL AFB, Ala. — Civil Air Patrol units throughout the United States and Puerto Rico will observe the 36th anniversary of the organization this month during "Civil Air Patrol Week" Dec. 1-7.

Formed on Dec. 1, 1941, by light aviation enthusiasts and private pilots as a means of donating their time and aircraft for the national civil defense effort, CAP won recognition during World War II for its exten-

sive operation, which included submarine patrol and courier service.

Today, the all-volunteer organization flies three out of every four hours flown on search and rescue missions directed by

the Air Force Rescue and Coordination Center. It is also active in many other areas, including relief activities in periods of disaster and conducting a comprehensive program of aerospace education.

CAP members will also observe by attending church on Dec. 4 wearing their uniforms.

The cartoon below was created in honor of CAP by Col. Zack Mosley, who created and drew "Smilin' Jack".

SALUTE TO CAP'S 36-TH ANNIVERSARY

FROM → JACK MOSLEY
DEC-1-1977
COL. CAP-AUXILIARY

MANY CAP CADETS BECOME SPECIALISTS IN AMERICA'S AIR POWER AND SPACE-AGE EXPLORATIONS!

ON DEC-1-1941-- 6 DAYS BEFORE PEARL HARBOR, CIVIL AIR PATROL BECAME AN OFFICIAL ORGANIZATION OF THE U.S. GOV'T!

1 SUPERSOニック SUE READS

2 THESE SMALL PLANES WERE ARMED WITH DEPTH CHARGES AND BOMBS!

3 THESE VOLUNTEER CAP PILOTS FLEW OVER 24 MILLION MILES ON COASTAL ANTI-SUBMARINE PATROL

4 --AND SPOTTED 173 SUBS DURING THE EARLY MONTHS OF WW II!

5 MOST MILITARY AIRPLANES, AVAILABLE AT THAT TIME, WERE VERY BUSY, OVERSEAS!

6 TODAY CAP, AN AUXILIARY OF THE U.S. AIR FORCE, INSTRUCTS CAP CADETS, ASSISTS WITH AIR SEARCH AND RESCUE, ETC.

PEOPLE... in The News

Northeast Region

Senior Members James and Rowena Bray, new members of Thunderbolt Cadet Sq. (Massachusetts Wing) have effected a turn-around in squadron morale since their recent joining. Now a cadet staff is being built, the squadron is going on trips, aerospace education classes are being conducted and important recruiting has begun... A scholarship has been established by the Rhode Island Wing in the name of Maj. Ronald Cote, the liaison officer for the Rhode Island Wing. Maj. Cote was assigned to the wing for three years... Cadets and senior members of the South Hills Comp. Sq. (Pennsylvania Wing) combined their efforts recently to staff a recruiting and information booth and present a slide show at a nearby church.

West Springfield Cadet Sq. (Massachusetts Wing) along with three other local squadrons took part in a booth at the 1977 Eastern States Exposition. The booth was highlighted by a teletype and a flight simulator along with information material and a section on search and rescue... Cadets and senior members of the Valley Comp. Sq. (New York Wing) participated in their local air show by parking small planes, acting as runners for media personnel and feeding the guest pilots and personnel.



When Binghamton, N.Y. cadets weren't busy helping out at an air show there, they spent their free time looking at the aircraft on display.

Due to recent fund raising activities on the part of Westover Cadet Sq. (Massachusetts Wing) the squadron has instituted a solo flight scholarship program and participated in many extra activities... Cadets William Malone and Donald Prince of the Suffolk Cadet Sq. (New York Wing) attended the wing Type A Summer Encampment and served as flight commander and flight sergeant respectively. Cadet Malone received the Honor Flight Commander Award at the conclusion of the encampment... Recently, the Plainville Cadet Sq. (Connecticut Wing) added autopatch capability to the Nutmeg 500 Repeater.

Lt. Col. Kathleen Backus, CAP former Connecticut Wing Information Officer, paid a surprise visit to the Col. Clinton G. Litchfield Senior Sq., at which time she presented Lt. Col. Jean Goldberg with a trophy for outstanding work performed in the information program at squadron level... The Pennsylvania Wing recently conducted a Squadron Leadership Course at Ft. Indiantown Gap. Guest speakers throughout the state insured a successful course... As in past years, the

Southwestern Group 1400 of the Pennsylvania Wing again assisted in the annual Heritage Festival. A display was held by members of Squadron 1408 during which time information materials on Civil Air Patrol were handed out.

Air Force SSgt. Joe Ricker, a staff writer for the 106th Rescue and Recovery Group of the New York Air National Guard, is also information officer for Suffolk Comp. Sq. 9. Sgt. Ricker recently received his diploma for completing the NCO Academy Command Correspondence Course... Cadets and senior members of the East Providence Sq. (Rhode Island Wing) recently returned from a week-end of Ranger training. The cadets held classes in map reading, compass directions, first aid and survival training...

Cadet Gail deBeaumont, a member of the Vermont Wing's Barre Comp. Sq., has become flight leader of the newly formed Angel Flight. Cadet deBeaumont has been in the program only seven months... The Ocean Senior Sq. (New Jersey Wing) were recent hosts to Boy Scout Troop 67. The scouts pitched tents at the airport for a flying campout weekend and were given a basic orientation flight.

Middle East Region

Captain Donald R. Jordan, a member of Carroll Comp. Sq. (Maryland Wing), has been appointed as Civil Defense Coordinator for Maryland Wing. In addition to his new duties, Capt. Jordan is the Operations officer for his squadron... The squadron commander of Cape Fear Comp. Sq. (North Carolina Wing) recently received a U.S. Flag from the state president of the woodmen of the World 2nd Lt. Herbert Pate... Maryland Wing recently held a Civil Defense mission with Linthicum Cadet Sq., Phoenix Comp. Sq., Annapolis Comp. Sq., Salisbury Comp. Sq. and Easton Comp. Sq. participating.

Great Lakes Region

Five members of the Somerset Comp. Sq. (Kentucky Wing) met with the Whitley City Flying Club recently to discuss starting a squadron in that area. Talk centered on all phases of Civil Air Patrol and how it can benefit the community... Special awards were presented to a number of cadets during a recent awards night of the South Macomb Cadet Sq. (Michigan Wing). Cadets Timothy Brady, Gregory Williams, Mark Oldham and Mike Kerving all received awards... Over 90 members throughout the state of Michigan participated in a mini-cadet-run search and rescue hosted by the Otisville Comp. Sq. Ground team techniques, communications and first aid training was emphasized.

First Lt. Gerie Cornette, a member of Lockbourne Comp. Sq. 1000 (Ohio Wing) received her Senior Member Certificate of Proficiency after completing ECI Course 7C. This is the first completion for Squadron 1000... Cadet Mark Sinicki, cadet information officer for the Michigan Wing, has been awarded first place for best editorial cartoon by the Michigan Collegiate Media Association. Cadet Sinicki was a cartoonist for his college newspaper from 1975-77... Members of the Bay City Cadet Sq. (Michigan Wing) participated in a cardiopulmonary resuscitation course offered by the Bangor Township Fire Department.

Great Lakes Region

Swedish Air Cadets were recent guests of the Missouri Wing during which time they were given a tour of the Air Force Rescue Coordination Center and National Transport Museum... Squadron members of Group Three, Kansas Wing, were recent participants in the Jerry Lewis Labor Day Telethon. Capt. Ernest Dixon and 2nd Lt. Nancy Winn presented the Group's contribution on camera.

Civil Air Patrol held a meeting recently at the 1977 Boy Scout National Jambore. Coming from all over the country, both cadet and senior members were able to exchange ideas from their home wings... Lt. Col. Arthur Long was presented the Jane Carson Iowa Division Volunteer of the Year Award during an American National Red Cross Iowa Division Conference. Colonel Long is commander of the Des Moines Comp. Sq.

Southwest Region

Col. Johnnie Boyd, commander of the Southwest Region, has attended a reunion held by members of the Oklahoma Wing Col. William Shockey, a charter member and Oklahoma Wing commander for 15 years was the guest of honor... Personnel from the Arkansas Wing met with members of the newly formed Crittenden County Comp. Sq. to outline the duties and responsibilities of the local unit and explain how it works with other state and federal agencies during emergencies. First Lt. Earl Crowe is commander of the new squadron.

Rocky Mountain Region

North Valley Comp. Sq. (Colorado Wing) has recently begun a Cadet of the Month program. The evaluation and selection are made by the cadet staff. Cadet Brenda Leonhardt was chosen as the outstanding cadet for the month of September... Twenty cadets from Mile Hi Cadet Sq. (Colorado Wing) made a good showing recently when they marched in the annual "Montbello Days Celebration" parade. For many of the cadets, this was their first parade...

Cadet Jennifer Christiano of the Eagle Rock Comp. Sq. (Idaho Wing) has become the first cadet member of her squadron to solo an airplane. Cadet Christiano plans to continue flying and hopes to complete all the requirements for her private pilot's license by next year... Cadets from Timberline Cadet Sq. (Colorado Wing) recently paid a visit to the Air Traffic Radar Control Center at Longmont. While there, they were briefed on the layout of the Radar Control Center, its span of control, the total cost of the physical plant and the number of aircraft that the center can handle.

Pacific Region

First Lt. Richard Sunde, deputy commander of the Baranof Comp. Sq. (Alaska Wing) was promoted recently to the rank of captain. Capt. Sunde holds a commercial pilot rating and works with the cadet program... The Condor Cadet Sq. (California Wing) is not a large unit in terms of numbers, but it has a very active flight program. Five of the 18 cadets have obtained private pilot ratings. One cadet,

Diran Torigian, has obtained his commercial, instrument and multi-engine ratings and is a certified flight instructor.

The Oregon and Washington Wings combined recently for a joint search and rescue operation. One hundred fifty seniors and cadets and 49 aircraft participated. Participating from the Ft. Vancouver Comp. Sq. (Washington Wing) were Capt. Melford Bond, Lt. Col. Jerry Keesee, and Cadets Bob Keesee and Ruth Bond... Col. Joseph Ferrara, Nevada Wing commander, headed a delegation of CAP and Nevada educators going to the Washington State Aerospace Education Workshop at Orcas Island, Wash... Two cadets from John J. Montgomery Memorial Cadet Sq. (California Wing) have returned from the California Wing Summer Encampment with awards for outstanding achievement. Cadet Mancies Sanchez won the Honor Cadet Award and Cadet Joseph Gors was selected to receive the Commandant's Award for Leadership.

During Round-Up Week in Pendleton, Ore., Pendleton Comp. Sq. was asked to participate as color guard and a marching contingent. To cooperate fully with the request, nearby Lane County Comp. Sq. provided their drill team which ended up winning second place honors in the entire parade... Seven cadets and two senior members from the Renton Comp. Sq. (Washington Wing) recently participated in Camp Jones' exercises. There was enthusiastic participating in emergency services activities, such as field exercises, compass reading and rope work.

California Wing recently received a check for \$100 from the Optimist International for use in its cadet program. The check was presented to the region commander, Col. Howard Brookfield, by Tom Elder... Air Force MSgt. Ron Faulkner and SSgt. Ken Elmenhurst of the Mountain



Tom Elder, right, past president of the Wilshire-Downtown Optimist Club, Los Angeles, presents a check for \$100 to Col. Howard L. Brookfield, Pacific Region commander, for use in the CAP cadet program.

View Air Force Recruiting Office were recently recognized for their support for Civil Air Patrol activities by the Peninsula Group 2. Making the presentation was 1st Lt. Hugo Bayona.

IACE visitors from Hong Kong toured San Diego recently as guests of San Diego Cadet Sq. (California Wing). While there they were the guest of CAP families and visited the zoo, the Aerospace Museum and Sea World...

Toccoa Has CAP Help To Dig Out

(Continued From Page 1)

looking for bodies and dreading what we might find."

Then, on my left, someone called, "I've found one!" It was a young girl, face down, half buried by a pile of mud and limbs.

As I looked down on her, I have never felt so helpless in my entire life. The shock of reality gripped me from within. Tears were in our eyes as we loaded her onto the stretcher and then onto the truck.

But before we could finish that, there came a cry from some 100 feet away. Another body had been found. This one, also a female, was trapped under a log.

The feeling of loneliness and loss that one experiences under

such circumstances is one in which only God and time can common to everyday life.

A television network reporter made the comment that the whole area looked as though a war had been raging.

The Civil Defense then turned up more bodies. Then Civil Air Patrol found some more. Some of the victims were adults. Some of them were children and babies. I remember sirens echoing through the valley as the rain continued to fall.

By noon, the body count had risen to 32. We took time out from the search to force down a hamburger. Nobody was hungry.

Rescue vehicles lined both sides of the road leading to the main bridge. Everyone was



TOCCOA CREEK BRIDGE—Members of the Civil Air Patrol work with other rescue agencies to dig debris from underneath the bridge. Six bodies were recovered in the bridge area. (Photo courtesy of the Toccoa Record)

"The feeling of loneliness and loss that one experiences ..."

heal.

As we continued our search through the debris, we found books and Bibles, purses, televisions, furniture, pictures, toys, and almost every article

working together. Agencies from all over Georgia and some from other states had arrived.

In addition to the Civil Air Patrol and Civil Defense, there were the Salvation Army, Red

Cross, Army Corps of Engineers, State Troopers, County Sheriffs, policemen and other volunteers.

Hundreds of reporters were on hand, as well as representatives from all the major TV networks. And right in the middle of it all, there was the Civil Air Patrol. Our people were doing a good job.

That afternoon was long. The rain slacked up, then came again. We searched up and down the creek banks. A few more bodies were found. The local hospital could handle no more bodies so a school building was used as a temporary morgue.

That afternoon Georgia Gov. George Busbee arrived by helicopter to survey the damage. A short while later, the First Lady herself, Rosalynn Carter, arrived. We continued the search until sundown. It was to resume the next morning at dawn."

When the search got underway

That day ended Civil Air Patrol's part in the tragic search. The mission was over. The events of those two days made one thing very clear to me.

No matter how much we train ourselves and practice our duty assignments, we can never train or practice too much for an ordeal such as this.

The Toccoa Comp.Sq. was joined by several other Civil Air Patrol squadrons that also gave assistance. They included the Athens (Ga.) Comp. Sq., the Metro Anderson (S.C.) Comp. Sq., the Anderson (S.C.) Comp. Sq., the North Georgia Comp.



SEARCH FOR VICTIMS—Personnel from the Toccoa Comp. Sq. search the underbrush for bodies of persons missing in the flood. They are (from left), SM David Vaughn, SM Elbert McIntyre, Capt. Troy Douglas, Cadet Paula Spangler, Cadet Bobby Martin and Cadet Al Fincher. The structure in the background is the remains of the college gymnasium.

"... we can never train or practice too much ..."

the next morning, two persons were still missing. All the Civil Air Patrol squadrons were grouped together and given the task of searching both sides of the creek banks from the bridge area to the burst dam area.

We combed through the rubble and dug twisted grass and clothes from underneath fallen trees and stumps. Our mission was to turn everything that could be turned and to mark everything that could not be turned.

The tiring search continued. The cranes continued to dig the masses of debris from log jams and clusters of lumber along side the creek banks.

Finally, late in the afternoon, one of the two missing bodies was recovered from underneath a crushed mobile home. At the time of this writing, one person is still missing.

Sq. (from Dalton, Ga.), the Rome (Ga.) Comp. Sq., the Greensboro (N.C.) Comp. Sq., and the Winston-Salem (N.C.) Comp. Sq.

Maj. Smith Haley, the Georgia Wing Chaplain, and Lt. Col. Joseph Estep from Atlanta offered their services during the tiring search for the missing.

