

Specialists Hold SAR Seminar

FRANK A. BURNHAM
California Wing

to that provided by Civil Air Patrol in the United States.

SAR program, was to "develop a better understanding of the 'tools' which are being employed in air search today and to establish a firmer, more effective working relationship with other agencies possessing a SAR capability.

"The days of CAP going it alone in the SAR effort are over," Col. Decker declared.

"Today we must work hand-in-glove with the individual sheriffs, other local law enforcement agencies, state and federal agencies that have a mandate to conduct search and rescue in their respective areas. We can provide certain resources and expertise they do not possess while they, in turn, can provide resources and expertise we do not have. It has to be a team effort all the way!"

COVINA, Calif. — with representatives of an dozen local, state and rescue, some three California Wing SAR units, all with standard agency service ratings as coordinators, air operations, etc., have come to Covina for the wing's first Advanced SAR Seminar.

Purpose of the seminar, according to Lt. Col. Betty Decker, California Wing deputy director of Operations and head of the

agencies possessing a SAR capability.

During the first half of the two-day seminar held in West Covina, representatives of the Air Force Rescue Coordination Center (AFRCC), HQ CAP-USAF, the California Wing, the Mountain Rescue Association, National Park Service, Bureau of Land Management, U.S. Forest Service, California Office of Emergency Services, and



VOLUME 10, NUMBER 8

MAXWELL AFB, ALA. 36112

AUGUST 1978

(See CALIFORNIA, Page 3)

Awards to Highlight Meeting

PHOENIX, Ariz. — Presentation of a number of awards will be one of the highlights here next month of the meeting of Civil Air Patrol's National Board.

The annual meeting will be at the Hyatt Regency Hotel in the heart of downtown Phoenix and is scheduled for Friday and Saturday, Sept. 8 and 9. Brig. Gen. Thomas C. Casaday, CAP's national commander, is expected to preside at all meetings of the board.

The National Board, CAP's governing body, consists of the national commander; the national vice commander (Col. Oscar K. Jolley); the executive director (Air Force Brig. Gen. Paul E. Gardner); the national legal officer (Brig. Gen. Lyle W. Castle); the national finance officer (Brig. Gen. William C. Whelen); and the commanders of CAP's eight regions and 52 wings. It meets once a year.

The National Board is expected to hold two meetings on Friday, Sept. 8, one open to all members and another closed, and one meeting on Saturday.

During the two-day meeting, the board will elect a national commander and a national vice commander, will hear a number

of reports concerning activities of the past year and the present status of various programs, and

will make decisions affecting future operations.

Among national level awards

which have been presented in the past at National Board meetings are the Brewer Awards, awards for Outstanding Senior and Cadet, for the Outstanding Wing and Region commanders, and for the Cadet Unit of Distinction. No announcement had been made at press time, however, of just which awards will be presented this year or who the recipients might be.

On-site registration at the hotel for National Board activities will begin Wednesday, Sept. 6. Three committees are scheduled to meet the evening of Sept. 7 but most activities will take place on Friday and Saturday, Sept. 8 and 9.

A schedule of official activities planned for the annual meeting is printed on page 3. It should be remembered, however, that this schedule is tentative and is subject to last minute changes. However, if you expect to attend the meeting in Phoenix, the program you receive there will be complete and correct.

Among other meetings, seminars and displays scheduled are: National Aerospace Education Advisory Committee meeting; Information Officers meeting; Operations/Safety



GEN. CASADAY
To Preside

meeting; Administrative Seminar; Personnel Seminar; Senior Training Seminar (see separate story, page 2); Bookstore display; Cadet Program Seminar; Logistics Seminar; Supply Depot display; Inspector General Seminar; and Safety Seminar (see separate story, page 2).

Military airlift for those attending the National Board meeting (See AWARDS, Page 2)



AIR RACE PILOTS — CAP members, 1st Lts. Nancy Hagans, left, and Donna Hruska, look over details of route they flew in recent Hughes Air Race Classic. En route home, they paused at Dannelly Field, Montgomery, Ala., for this photo. See story, page 3.

Tennessee Two Win Silver Medals of Valor

KNOXVILLE, Tenn. — Two Tennessee Wing members, Maj. James F. McGivney and James E. Oliver, have been awarded Civil Air Patrol's Silver Medal of Valor for "... conspicuous, heroic action above and beyond the call of duty."

The two were instrumental in saving the lives of two children who were aboard an airplane, a Cessna 182, which crashed in the Great Smoky Mountains National Park. The park straddles the Tennessee-North Carolina border.

The search began when the plane was reported missing on a flight from Blairsville, Ga., to Dearborn, Mich. The Tennessee Wing was contacted by the Rescue and Recovery Center and assigned the task of locating the

downed aircraft.

With other CAP aircraft grounded at the Knoxville Downtown Airport because of weather, Maj. McGivney, a special agent for the Federal Bureau of Investigation in private life, was cleared for takeoff at the McGhee-Tyson Airport some

dozen miles away. He quickly alerted another CAP pilot, Maj. Oliver, and requested that he join the search as observer.

They flew south toward Blairsville, Ga., the last known position of the missing Cessna which carried a father and three young children. It had been missing for 24 hours.

Arriving at Blairsville, they dropped to lower altitude and headed toward Knoxville, following the reported route of the ill-fated plane, and began to simulate a climb-out. Allowing the rescue craft to drift intentionally, the two CAP fliers began scanning both sides of the flight path. Some 15 minutes later, they spotted the crash and notified other CAP aircraft which, by now, had been allowed

to take off from Knoxville.

The crash was located at approximately 5,000 feet altitude in one of the most inaccessible parts of the park. Two of the four persons on board the crashed plane, Jeff Shrewsbury, 10, and his sister Jennie, 8, were saved because of their prompt action.

Flying such mountainous terrain, especially at the low

altitudes required for search missions, is considered extremely dangerous. The medals were awarded for their courage in risking their own lives to carry out the search.

Maj. McGivney is a member of the Knoxville Sr. Sq. Maj. Oliver is assigned to Tennessee Wing headquarters.

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AU Hosts Two Activities

MAXWELL AFB, Ala. — Air University, now a division of the Air Force's Air Training Command, was host in late June to two Civil Air Patrol courses — the National Staff College for senior CAP officers and the Cadet Officers School for selected cadet officers.

The two activities were held simultaneously in order to take maximum advantage of available airlift. The two groups shared one lecture but all other events of the two courses were separate.

For more complete stories and photos of these two activities, see pages 8 and 9.

Military Airlift to Be Asked

PHOENIX, Ariz. — Military airlift for CAP members attending the National Board meeting here in September will be requested from the Military Airlift Command (MAC). Airlift will be from centralized pickup points.

Due to the limited airlift aircraft and the amount of airlift required to support the National Board passengers, inbound travel will be requested for Sept. 6 and 7 and return travel for Sept. 10 and 11. Military airlift will depend on available airlift and established priorities.

All personnel should be aware of the uncertainty of military airlift and should make alternate travel arrangements in the event that requested airlift is either not provided or is provided but later

preempted by higher priorities.

Airlift support information will be provided as it becomes available. All military aircraft providing airlift will be scheduled to arrive and depart Phoenix-Sky Harbor International Airport. Priorities for seats on military airlift will be as follows:

1. National Board members;
2. Region and wing deputy commanders;
3. Members of committees and conferences;
4. CAP unit commanders (group, sector and squadron);
5. CAP staff members at region and wing level; and,
6. Other active members of CAP.

NOTE: The senior member for each group deplaning must provide a legible, firm departure

manifest to the CAP-USAF representative meeting the aircraft. The passengers will be scheduled to return to their point of origin as lateral travel is not authorized.

Transportation to Hotel

Commercial bus service will be provided between the Phoenix-Sky Harbor Airport and the Hyatt Regency Hotel during peak arrival and departure times at a round-trip fee of \$5. Buses will go directly from the airport to the hotel with no stops en route. In-flight lunches at a fee of \$3, each will be available on departure if desired.

Private Aircraft

Individuals travelling by private or corporate aircraft may use the airport of their choice. However, special arrangements for reduced fees and personalized service have been coordinated with Deer Valley Municipal Airport. Additionally a CAP information booth will be maintained in the terminal area. The parking and service information follows:

Parking-Ramp-Tiedown Fees — \$3. Service Information:

1. After Landing: Advise Ground Control that you are attending the CAP National Board meeting and request CAP parking.
2. Fuel: Eighty and 100 octane fuel are available. Low-lead fuel is not available. All credit cards are honored except ARCO, SUNOCO, and American Express. No checks.

Ground Transportation: Limited CAP transportation will be available from Deer Valley Airport. Rental cars are also available which can be turned in at the hotel at no additional cost.

Seminar on Tap

PHOENIX, Ariz. — The National Headquarters Senior Training section will host a Senior Training Seminar again this year when the National Board meets here next month.

At last year's seminar, the staff briefed those present on the new senior training program which was then being developed. More than 125 members attended this presentation.

This year, the staff, led by Lt. Col. Philip Alker, will provide an update on the program adopted at the NEC meeting in December 1977, accenting specifically Level I training and the squadron leadership school concept.

Lt. Col. Barbara Morris, director of Training for the Middle East Region, will talk about the region staff college program. Col. Morris has been directly involved with operating three highly successful staff colleges for the Middle East and Northeast Regions. Her talk will

center upon the importance of the staff colleges in the development of CAP managers.

The Senior Training staff has reserved a larger capacity room for this year's seminar. All senior program officers and all CAP members interested in the Senior Training Program are encouraged to attend.

The Senior Training staff will also host a staff college critique meeting. The project officers and directors of the 1978 staff colleges and those appointed to operate the 1979 staff colleges in the Southeast, Northeast, Southwest and Pacific Regions should attend this meeting. In addition to a critique of the 1978 schools, dates and sites for the 1979 schools will be announced.

Times and room numbers for these meetings will be listed in the National Board program which is part of the registration packet which each person registering will receive.

Seminar on Safety Slated at Phoenix

PHOENIX, Ariz. — The Safety Seminar, to be held here during the 1978 National Board meeting next month, will be conducted by Huard Norton, chief of the Accident Prevention Staff of the Federal Aviation Administration.

He will present a summary of current aviation accident prevention efforts and especially address the subject of "Friendly Persuasion for Aviation Managers."

Norton has an extensive background in aviation and safety as well as a supply of popular yarns and war stories.



GIFT TO THE SECRETARY — Cadets Grace Muller, left, and George Ishikata, right, of the Presidio of San Francisco Comp. Sq. (California Wing) present John C. Stetson, secretary of the Air Force, with a copy of the book, "Hero Next Door," which tells the story of Civil Air Patrol. The presentation was made at a recent luncheon in San Francisco.

Awards to Highlight National Board Meet

(Continued From Page 1)

will again be requested and will be from centralized pickup points. Space on whatever airlift is available, however, will be on a priority basis. Those flying in private planes to Phoenix should land at Deer Valley Airport. (See separate story on airlift and Deer Valley Airport, page 2.)

The formal activities of the National Board will end Saturday evening with a gala formal banquet at the Hyatt Regency Hotel ballroom. A number of high-ranking civilian and military dignitaries are expected to attend.

Master of ceremonies at the banquet will be Dr. John Furbay, producer and narrator of a daily travel program on radio. Banquet speaker will be George B. Walter, a college professor who spends his summers as a ranger in the back country at Glacier National Park in Montana and a lot of his spare time as an after-dinner speaker.

The Hyatt Regency Hotel, a modern facility in the heart of the city, offers a variety of restaurants and entertainment

for those who will be attending the National Board meeting and complete facilities for the traveller. The hotel is offering special rates to CAP members attending the National Board meeting.

Those who are planning to attend the National Board meeting should reserve rooms at the hotel at least two weeks before the meetings is scheduled. The coupon published in this issue of the paper can be used for that purpose.

The CAP registration fee, which pays for all activities connected with the National Board meeting, including the banquet on Saturday night, is \$19. This is payable at the National Board Registration Desk to CAP National Headquarters, not to the hotel.

Phoenix, the capital of Arizona, is located in the "Valley of the Sun." The city and surrounding area are a tourist's mecca, offering dining and entertainment with the flavor of the Old West, touches of Spanish and Indian culture and magnificent desert and mountain scenery.

Two-Hour Panel Discussion On Emergency Services Set

PHOENIX, Ariz. — The Emergency Services section at National Headquarters is planning a two-hour panel discussion during the National Board meeting here Sept. 8-9.

The discussion will concern ELT/DF (emergency locator transmitter direction-finding) theory, procedures and techniques. The effective use of airborne and ground DF equipment will be stressed and some common problem areas identified.

Some homemade equipment will be available for your inspection and some computer programs for solving the triangulation problem will be demonstrated. The latest ideas

will be discussed and experienced personnel will be available to answer your questions.

Maj. Frank Burnham of the California Wing will give a short presentation concerning the establishment and use of data collection teams for SAR missions. He has been involved in a pioneer program in California for more than a year and will relate his experiences with the mission data team (MDT) concept.

Robert Marlott, FAA Flight Standards, will cover State and Regional Disaster Airlift (SARDA) procedures, including the basis of SARDA, plus new material.



FLIGHT LINE CLINIC — Cadet members of the West Bay Comp. Sq. (California Wing) receive orientation on the T-34 preflight checklist from 2nd Lt. Dennis Quade, right, during a recent clinic, which included safety, operations, ground handling and inspections.

California Hosts SAR Seminar

(Continued From Page 1)

several sheriff's departments outlined their resources and methods for search and rescue while California Wing specialists outlined CAP's methods and responsibilities and described new SAR tools now in use — satellite photography, computer analysis of recorded radar data and mission intelligence.

In addition to Col. Decker's remarks, CAP presentations were made by Lt. Col. James Bigelow — Satellite Weather and the Track Analysis Program (TAP); Maj. Frank Burnham — the Mission Data Program; Maj. Mary Knorr — Mission Information; Lt. Col. Tom Mayer — the Base Commander; and Maj. Theodore Chavez — the Legal Aspects of Search.

Of special interest was a presentation by Capt. (Dr.) Bailey McCune on the psychology of dealing with a victim's family and friends. Capt. McCune is a practicing psychologist, specializing in stress relationships.

Sgt. Bruce Johnson of the Placer County Sheriff's Department discussed Inter-Agency Organization and Procedures. Discussing the SAR responsibilities and operations of their respective agencies were: Bob Smith, ranger with the National Park Service; Mike Rogers, fire control officer of the U.S. Forest Service; Steve Smith, state staff ranger for the Bureau of Land Management; Arnold Gaffrey, representing the Mountain Rescue Association; and Bob Hill of the California State Office of Emergency Services.

Of particular importance were presentations by Air Force Lt. Col. Robert Mattson, HQ, CAP-USAF, who discussed establishing search priorities and making use of "all" tools

available through creating inter-organizational coordination; and that of Air Force Lt. Col. George Stutts of the AFRCC who reiterated the Air Force's determination that federal forces under AFRCC direction — including Civil Air Patrol resources — work in harmony to accomplish the SAR mission successfully.

"The key is to be victim-oriented," Col. Stutts told group, "not agency-oriented. We all are out there to save lives. The victim really doesn't care who saves him, just so he is saved. It makes no difference what agency has the overall mission coordination responsibility — the Air Force, CAP or a local agency — just so the coordinator uses every tool and resource available to him in the most expeditious and effective manner. We aren't in this business for the credit or glory. We are in it to save lives and

limit human suffering."

In closing, Col. Stutts said that the California Wing is one of only a handful across the nation that has fully realized the importance of inter-agency coordination in SAR and is actively doing something about it.

During the second day of the seminar, California Wing personnel, assisted by Lt. Col. Art Reitnour, Pacific Region, took the group step-by-step through a scenario (based on an actual mission), presenting hour-by-hour problems that emerged, allowing each individual to note what he or she would have done under the circumstances and, finally, outlining the actual decisions made and actions taken.

The session was concluded by breaking the attendees into small discussion groups and answering questions stimulated by enactment of the mini-doucdrama.

Ladies' Air Race Draws CAP Duo

MAXWELL AFB, Ala. — Civil Air Patrol was represented recently in the Hughes Airwest Air Race Classic by at least one team, composed of 1st Lts. Nancy Hagans and Donna Hruska, pilot and co-pilot respectively in the cross-country race.

The race was billed as the successor to the famed "Powder Puff Derby," sponsored in years past by "The 99s," an organization of women pilots. The last Powder Puff Derby was flown last year.

The Hughes Airwest race started at McCarran Field, Las Vegas, Nev., and zig-zagged across the country, ending at Destin-Ft. Walton Beach, Fla.

The race, involving women pilots only, offered prize money of \$20,000. Some 40 aircraft and 80 women pilots participated.

Lt. Hagans is an insurance broker who is associated with another insurance broker — Lt. Hruska. Both are members of the Indiana Dunes Chapter of the 99s and both are active in Civil Air Patrol.

Lt. Hagans, who holds commercial, instrument and glider licenses, has flown in the Indiana Fair Ladies Air Race, the Angel Derby and the Illi-Nines Race. She owns an Arrow — which the two women pilots used in the race — and a Citabria, or at least half of it. She tows gliders with an L-19.

Lt. Hruska is a private pilot with instrument rating. Her husband, Charles, is a pilot, also. Two sons are student pilots in powered aircraft and two daughters are student glider pilots.

The two women pilots are probably not the only Civil Air Patrol members who participated in the race, but they were unique in one respect — they flew the race in CAP uniform. The Hagans-Hruska team represented the Park Forest Senior Sq., a part of Group II of the Illinois Wing.

National Board Program

Time Activity

THURSDAY, SEPT. 7, 1978

General Activities*

1100-2000 Registration
1700-1830 Nominating Committee
1930-2200 Chaplain Committee
2030- Finance Committee

FRIDAY, SEPT. 8, 1978

General Activities

0630-0745 Chaplains Breakfast
0830-1330 Registration
0800-0930 National Board (Open)
1000-1230 National Board (Closed)
1900-2100 Cadet Mixer

Seminars, Committee Meetings**

0800-1700 Communications Committee
0830-1630 Chaplain
1000-1700 AE Advisory Committee
1000-1200 NEAT Commanders
1300-1400 Region DCS/Training Information
1300-1530 Emergency Services
1300-1500 Personnel
1300-1500 Finance
1300-1400 Cadet Program Sem. Assembly
1330-1530 Legal
1415-1545 NSC Planning Meeting
1415-1645 Cadet Program (3)
1415-1645 Cadet Program (1)
1500-1700 Inspection
1515-1715 Administration

SATURDAY, SEPT. 9, 1978

General Activities

0800-1200 Registration
0800-1130 National Board Meeting
1830-1930 Cocktails (No Host)
1930- Banquet

Seminars, Committee Meetings**

0800-1000 Cadet Program (3)
0800-1000 Cadet Program (1)
0800-1200 Communications Committee
0800-1200 Chaplain
0830-1030 Staff College Critique
0900-1500 AE Advisory Committee
1000-1200 Logistics
1015-1115 Cadet Prog. Sem. Wrap-up
1030-1200 Ops/Safety Committee
1300-1700 Emergency Services
1300-1600 Cadet Advisory Council
1300-1630 Senior Training

Religious Services

Saturday, Sept. 9

1700-1800 Catholic Mass

Sunday, Sept. 10

0800-0830 Protestant Worship

*All activities at Hyatt Regency Phoenix Hotel.

**Special activities. Most are open to anyone interested.

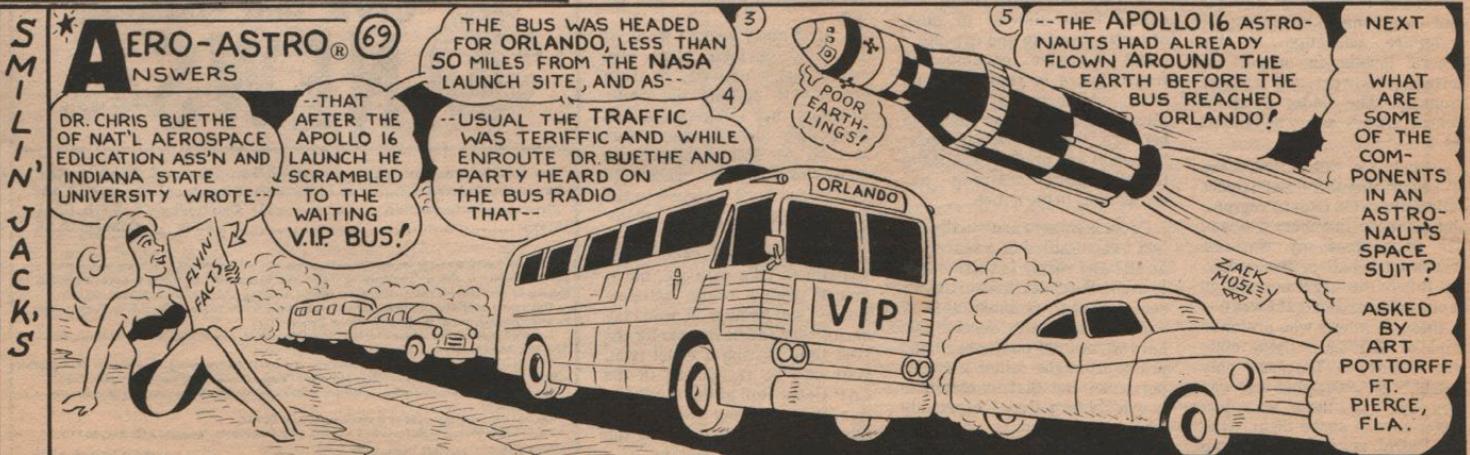
Clarification Is Made

MAXWELL AFB, Ala. — The regular price of Civil Air Patrol's new plastic nameplate is \$1.50, NOT \$1.00. The \$1.00 price applies only to nameplates ordered in bulk and without engraving.

Due to an error by the typesetter, the sentence giving the price of individually ordered nameplates with engraving was omitted from the news story in the July issue of Civil Air Patrol News. The paragraph listing prices should have read as follows:

"Individuals or organizations wishing to order in bulk and have their own engraving done should order Cat. No. 599L at \$1.00 each. ALL OTHERS SHOULD BE ORDERED AS CAT. NO. 599M at \$1.50 EACH. Orders for more than one but less than 10 shall be considered individual orders."

The missing sentence is printed in all-capital letters in the paragraph above.



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

Executive Director's Comments

CAP's Management System

By PAUL E. GARDNER
Brigadier General, USAF
Executive Director

Is a management system necessary?

We have one in CAP, designed by its members, for its members. It's your program... the Wing Effectiveness Evaluation Program (WEEP) (CAPR 900-10).

The 1978 moratorium has expired and the criteria for the cycle beginning July 1 through June 30, 1979, is now in effect. These past few months we have seen much evidence that conscientious commanders and program managers have worked hard to maintain continuity of all CAP activities during the interim.

We all know that Civil Air Patrol is a large and complex organization, administered and managed below the national level by unpaid volunteers. And, at the unit level, its three major missions are carried out



on a nationwide scale under diverse geographic and economic conditions.

Our visits show that individual unit involvement in the program ranges from total acceptance and implementation of all three missions to acceptance of only those programs that can be easily adapted to local conditions. It was necessary, therefore, to devise a system that would encourage the organization as a whole to accept and support the total program... hence, the WEEP. In addition to encouraging total program acceptance, the WEEP places added emphasis in areas where improvement is considered essential to the growth and well-being of Civil Air Patrol.

The most common complaint against all management systems is that they cause additional reporting and paperwork. While reports and paperwork are often part of administration and management, it is our determination to hold reports required by this headquarters to the absolute

minimum required for effective supervision and assistance.

Unfortunately, an inherent feature of all structured organizations is that requirements levied at the top are subject to a "layering effect," caused by add-on and follow-up requirements at each intermediate level. Work requirements do seem to roll downhill, and the people at the unit level, who are performing the basic CAP missions, feel the full effect of it. The volunteer, parttime nature of CAP is, in itself, a limiting factor in coping with the administrative workload.

The problem is further compounded by normal human error that often results in work being done incorrectly, late, or not at all. While we must understand and make allowances for limitations and shortcomings and work together to overcome them, we should not discontinue worthwhile programs just because of them.

Therefore, my personal feelings about the original question: "Is a management system necessary," should now

be obvious. Although I know that the Wing Effectiveness Evaluation Program is considered by some to be inequitable in certain areas, or causes additional paperwork (and I agree that it has certain faults, as do all evaluation systems), I believe that its positive contributions far outweigh the negative aspects. I also believe that we can minimize the negative qualities if everyone conscientiously supports the current guidelines while providing advice on refining and improving the system.

Although I am against the proliferation of unnecessary paperwork, I am encouraging all wings to reinforce and support the national WEEP management system with a unit effectiveness evaluation program. During the moratorium, some wings have continued with their own program. The fact that these systems were self-imposed and have been continued is further evidence that the results of our new WEEP program will prove to be worthwhile.

Letter to The Editor

Seniors Don't Care About Cadet Program?

Dear Editor:

I am writing this letter because I have grown tired of seeing the Cadet Program suffer from a terminal lack of interest — not from the cadets but from the senior members of Civil Air Patrol. I am much too tired of seeing cadets go home disappointed and discouraged after hearing that their bivouac or their tour or their orientation flights or even their squadron has been cancelled due to a lack of senior support.

Civil Air Patrol has a threefold mission, including emergency services and humanitarian assistance in times of disaster and national emergency; aerospace education of the general public in support of aerospace power; and a cadet program. The Cadet Program almost always seem to land at No. 3.

A much too small percentage of senior members participate actively with the Cadet Program, and to these members I would like to express my warmest thanks on behalf of the cadets. But it is to the larger percentage of our membership that I write — to those members who prefer to think of CAP as a flying club, who think, "They're only cadets," or, "Of what use can they be?" or those who just prefer to rise above them. Civil Air Patrol is made up of two kinds of members — the senior

(EDITOR'S NOTE: We usually do not publish letters or other communications which are unsigned. We are making an exception in this case, however, since the letter makes a point which may merit discussion. The opinions expressed are strictly those of the writer, however, and do not necessarily reflect those of Civil Air Patrol News, the staff at National Headquarters, or of Civil Air Patrol.)

members AND the cadet members.

The Cadet Program is, whether the cadets like it or not, completely dependent upon senior support. Countless activities have been planned for or by the cadets only to be cancelled due to a lack of senior support.

In only one wing have the cadets been allowed to plan, organize, head up and execute a cadet summer encampment from finance to transportation, from administration to communications and everything in between (for over 300 cadet participants) and produce one of the finest cadet training encampments in the nation.

Cadet members are usually the last to be notified of a search (if at all) and rarely is there effort to assist the cadet in reaching the search base. Granted that a cadet will usually receive his hard-earned pat on the head and praise from the senior member personnel, but that thankfulness is quickly forgotten — especially when the cadets need a chaperone for an activity or support for their program.

Some seniors fly cadets on orientation flights, some may take some time out and teach a class on flight or maybe communications, others spend time on the administrative side for the cadets, while others are just there to lend a helping hand or sage piece of advice when needed. But these members are too few.

A good many seniors were, at one time in their lives, also cadets and a majority of them continue to support the Cadet Program, but I regret that too many have forgotten their start in Civil Air Patrol, erased the memories of the "good old days," and have resigned to the exclusive world of the senior member.

Working with the cadets may sometimes take patience, but it almost always brings satisfaction — satisfaction in watching one of your cadets fly solo for the first time, having a cadet from your unit be recognized in the CAP Honor Roll at the Air Force Academy, or being awarded the Silver Star for Valor, having the drill team you've worked with win the big drill competition, or

just receiving a Christmas card from a cadet you thought disliked you. I've worked with the Cadet Program for more than 15 years and I have never regretted the time I've spent with these young men and women who make up the cadet corps.

I wish that more seniors would take some time and see what place they can find in the Cadet Program — for there is certainly room. I wish you would all treat them as intelligent human beings and remember that even senior members make mistakes. I im-

plore you to treat them as valuable members of the CAP work force and communicate with them and learn how they can be of use to the accomplishment of our entire mission. I wish you "adults" would let some of the "teenager" in you out, and join in with the cadets. I wish that more seniors would share in the fun.

(NAME WITHHELD)

P.S. I regret that I cannot permit you to use my name due to repercussions that could result from some individuals.



CIVIL AIR PATROL NEWS

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

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-USAF/OIIN, 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.

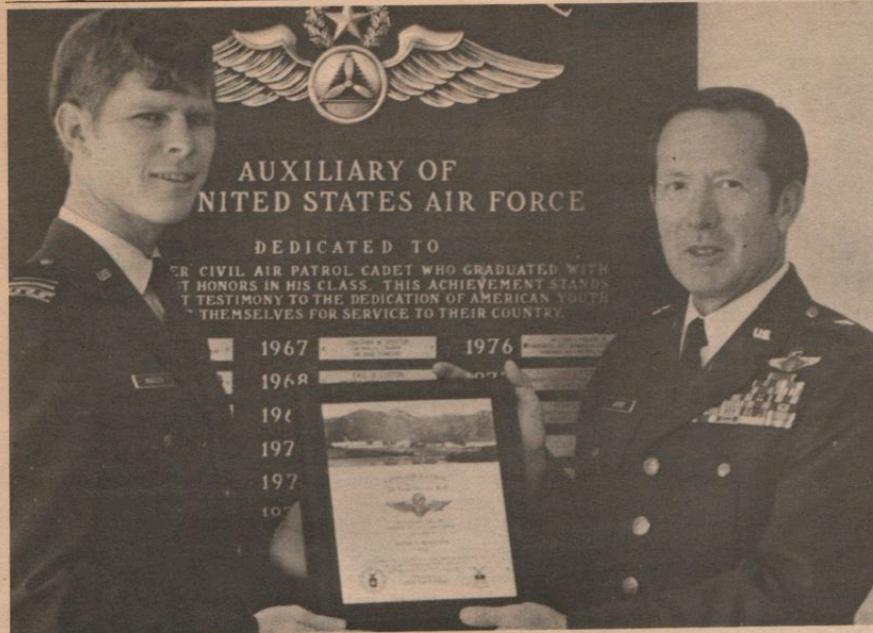
Published by mail subscription at \$2 per year. Civil Air Patrol membership includes subscription dues.

Second class postage paid at Montgomery, Ala. 36104.

Postmaster: Please send Form 3579 to HQ, CAP-USAF/DPD, Maxwell AFB, Ala. 36112.

VOLUME 10, NUMBER 8

AUGUST 1978



HONOR ROLL — U.S. Air Force Academy Cadet Keith G. Monteith, left, now an Air Force second lieutenant, holds plaque presented to him by Air Force Brig. Gen. Paul E. Gardner, right. Monteith was winner of the CAP 25 Year Honor Roll Award for academic excellence in the 1978 graduating class at the Academy. His name will also be engraved on the Honor Roll in the background. (USAF Photo)

Former CAP Cadet Wins Three Awards at Academy

U.S. AIR FORCE ACADEMY, Colo. — Second Lt. John F. Betz, a former Civil Air Patrol cadet and son of Mr. and Mrs. Frederick A. Betz of Cincinnati, has won three awards in the Air Force Academy graduating class

of 1978.

He won the Outstanding Cadet in Military Training Award, which is presented by CAP, the Civil Engineering and the Engineering Mechanics Award. The awards were presented in a

special ceremony at the academy prior to graduation day in May.

Betz and 975 other young men were graduated May 31 with bachelor of science degrees and commissions as second lieutenant in the U.S. Air Force.

A 1974 graduate of Anderson Senior High School in Cincinnati, Betz was a member of the National Honor Society as well as Civil Air Patrol and participated in wrestling in high school.

The military training award is presented each year by Civil Air Patrol to the former CAP cadet who ranks highest in military training. It is presented in honor of Brig. Gen. William "Billy" Mitchell, a pioneer advocate of air power.

Air Force Brig. Gen. Paul E. Gardner, commander of HQ, CAP-USAF and CAP executive director, made the presentation.

The civil engineering award is presented in memory of 1st Lt. George W. Kamenicky, a 1969 graduate of the Academy.

The engineering mechanics award is presented in memory of Brig. Gen. Archie Higdon, one of the original professors at the Academy.

Good Conduct Medals plus many more during his 20 years of service.

After retirement, he earned a B.S. degree at the University of Alabama and taught school at Pensacola and at Fernandina Beach High School. He worked, in addition, for the Florida Division of Family Services.

His widow and daughter were presented a plaque at the ceremony activating the squadron as a memento of the event.

Lt. Monteith Wins Honor

U.S. AIR FORCE ACADEMY, Colo. — Second Lt. Keith G. Monteith, one of 975 members of the Class of 1978 that graduated May 31 from the Air Force Academy, was named winner of the Civil Air Patrol 25 Year Honor Roll Award.

Monteith, the son of Mr. and Mrs. George H. Monteith of Fayetteville, N.C., is a 1974 graduate of Byrd Senior High School.

A member of the Fayetteville Comp. Sq. (North Carolina Wing) from January 1971 to June 1974, Monteith attained the rank of cadet first lieutenant and served his last year as cadet commander of the squadron.

As a CAP cadet, Monteith participated in three summer encampments — at Camp Pickett, Va., Tyndall AFB, Fla., and at Fort Bragg, N.C.

A member of his squadron search and rescue team, he participated in several actual search missions with the North Carolina Wing, looking for downed aircraft. He also participated in several civil defense exercises and held various staff positions in his CAP squadron.

At commencement exercises May 31, Monteith's parents were present to see him receive a commission as second lieutenant in the U.S. Air Force and a bachelor of science degree in electrical engineering. Monteith was on the Dean's List for excellence in academic achievement.

His first Air Force assignment following graduation is a four-month tour of duty at Arnold Engineering Development Center at Tullahoma, Tenn. He will put to good use his engineering background, performing research work in the electrical field.

He is then to report to Williams AFB, Ariz., to begin a year of jet pilot training upon completion of which he will earn his silver wings. Thereafter, he will be assigned to an Air Force operational unit as pilot.

"I can recommend Civil Air Patrol cadet training as a good way to prepare for a nomination to the Air Force Academy," the new lieutenant said. "It gives a person — man or woman — a definite advantage the first year at the Academy. CAP cadets are already indoctrinated into the Air Force way of doing things, and they are not overwhelmed by the military environment.

"The Air Force Academy, however, is not for everyone. Any CAP cadet thinking of applying for a nomination must be reasonably certain he wants a flying career as a professional officer in the service of the country."

Monteith won the CAP 25 Year Honor Roll Award as the former Civil Air Patrol cadet to graduate highest in order of merit in the Academy Class of 1978. In addition to having his name engraved on the Honor Roll in Arnold Hall, the cadet social center, Monteith received a personal plaque from Brig. Gen. Paul E. Gardner, CAP executive director and commander of HQ,

CAP-USAF at Maxwell AFB, Ala.

Former Academy graduates whose names are engraved on the CAP 25 Year Honor Roll include the following:

1977 — David J. Stephan, Mather AFB Sq., California Wing.

1976 — William C. Hobart Jr., Vandenberg Sq., California Wing.

1975 — Mike H. McClendon, Bayou City Comp. Sq., Texas Wing.

1974 — Rodney S. Crist, Plattsburg Cadet Sq., New York Wing.

1973 — Brian W. Jones, Bayou City Comp. Sq., Texas Wing.

1972 — William H. Walker IV, Beaverton Comp. Sq., Oregon Wing.

1971 — Jerrold T. Lundquist, Arlington Sq., National Capital Wing.

1970 — Charles R. Bisbee III, Jacksonville Comp. Sq., Florida Wing.

1969 — Robert G. Bell, Fairfax Sq., National Capital Wing.

1968 — Paul H. Sutton, Park Forest Sq., Illinois Wing.

1967 — Johathan M. Spector, Oak Ridge Sq., Tennessee Wing.

1966 — Stanley E. Boyd, Lake Charles Cadet Sq., Louisiana Wing.

1965 — Richard Barton Jr., Canonsburg 608 Sq., Pennsylvania Wing.

1964 — Jerold E. Budinoff, Stamford Sq., Connecticut Wing.

1963 — Kenneth D. Kopke, Cook County Sheriff Cadet Sq., Illinois Wing.

1962 — John Cottam Swanson Jr., Olympus Sq., Utah Wing.

1961 — John D. Sullivan Jr., Worcester Sq., Massachusetts Wing.

1960 — Frank David Mayberr, Prat Sq. 1, Kansas Wing.

1959 — David Keith Richart, Richmond Sq. 11, Virginia Wing.

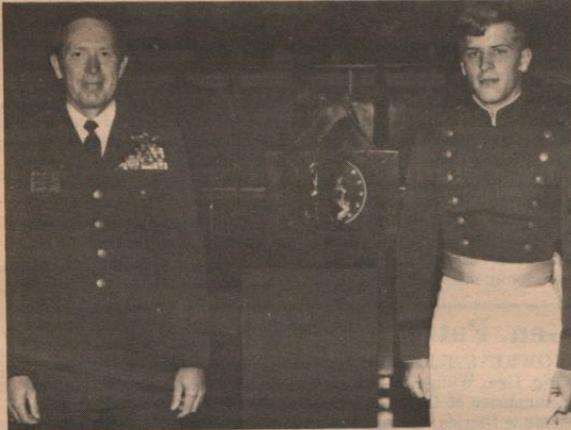
Wing Holds Conference

HARRISBURG, Penn. — The Pennsylvania Wing held its annual conference and banquet here recently at a local motel.

A general assembly was held Saturday morning with seminars in various phases of the CAP program occupying the rest of the day. In the evening, a testimonial dinner honored the former wing commander, Col. A. A. Milano, now commander of the Northeast Region.

Among the special guests were Air Force Brig. Gen. Paul E. Gardner, CAP executive director; Col. Julius Goldman, former NER commander, and Mrs. Goldman; and Sen. Edwin Holl who was the guest speaker at the banquet.

Awards were presented by Col. Andrew Skiba, wing commander, and his staff at the general assembly and the evening event. Maj. Paul E. Routhier and 1st Lt. Mike Bronson received Medals of Valor for life-saving acts. Cadet of the year was Cadet Lawrence Trick, Group 50, and the outstanding group was Group 30 of York, Penn.



OUTSTANDING CADET — U.S. Air Force Academy Cadet John F. Betz, right, now an Air Force second lieutenant, poses with Military Training Award presented by CAP and Air Force Brig. Gen. Paul E. Gardner, left, who presented the award. (USAF Photo)

Squadron Bears Name

Florida Honors Memory of Pilot

FERNANDIA BEACH, Fla. — The Florida Wing has honored the memory of an old combat pilot by naming a senior squadron in his honor. It will be the Joe Moss Senior Sq. located here.

Many combat pilots, so the saying goes, "learned to fly by the seat of their pants." But Joseph Albert Ross' knowledge of combat flying went far beyond that. During two wars, he earned enough medals, including three Distinguished Flying Crosses, to

fill a trophy case.

Joe Ross died in 1975, but his name is legendary in Fernandina Beach where he served as operations officer for the Amelia Island Comp. Sq. Serving as a first lieutenant in a Marine air squadron in World War II and again as a master sergeant in the Air Force during the Korean Conflict, Ross earned, in addition to the three Distinguished Flying Crosses, 12 Air Medals, a Presidential Citation, three Korean Service Medals and three

CAP Lake Search Proves Successful

WALKER, Minn. — The sole survivor of a four-man motorboat which overturned June 1 in Leech Lake in northern Minnesota was almost too weak to wave an arm and "gave up hope" of ever being rescued, a Cass County official said.

"He told me he had one more wave left in his arm," Sheriff Louis Calich, who is also a member of CAP's Cass County Sq. 206, said of Lee Visser, 40, of Traer, Iowa. Traer survived more than 17 hours in the chilly waters of the lake before being rescued. "He was one tough guy," the sheriff said.

Three of his fishing companions, also from Iowa, were not as fortunate, however, either drowning or dying of exposure, Calich said. The group was on the lake in an 18-foot boat with a 35-horsepower outboard motor when water, buffeted by high winds, splashed over the sides of the craft and apparently overturned it. All the men were wearing life jackets.

When the men failed to return to the resort at nightfall, the sheriff's office and the Minnesota Wing of Civil Air Patrol began a search for him. They were later forced to quit since high winds made it too dangerous to fly. The temperature dropped to 38 degrees overnight and the water in the lake was reported to be about 48 degrees.

The search was resumed at 5 a.m. and at about 7:20 a.m. Calich spotted the overturned boat, but none of its occupants.

Visser apparently had held onto the craft until daylight when it drifted away from him.

"He told me he saw me fly over, but I didn't see him because the visibility was so poor," Calich said. Several minutes later, the sheriff again flew over Visser who was about a mile east of the boat and this time spotted him.

"He was just waving at me and hoping I'd see him," Calich said. "I'm awfully glad — and lucky — that I did!"

Calich was flying a Civil Air Patrol plane, thus giving the Minnesota Wing credit for another save this year.



WINNERS — Air Force Brig. Gen. Paul E. Gardner, left, presents plaque to winning Idaho Wing air crew, SM Carol Peterson, observer, and 1st Lt. Kermit Peterson, pilot. The husband and wife team located all targets in a recent civil defense exercise in Twin Falls, Idaho. Gen. Gardner was on a visit to the wing at the time of the presentation.

Patrol Spots Disabled Boat

WEST PALM BEACH, Fla. — An 18-foot pleasure boat was towed to safety here on a recent Sunday night after Civil Air Patrol's weekend "Sundown Patrol" spotted the disabled vessel and alerted the Coast Guard.

Capt. Edgar Bergman said the boat, foundering about five miles north of the Lake Worth inlet, was spotted from the air by Lt. Col. Ernest Wilcox, an Air Force Reservist attached to the Palm Beach Sr. Sq. as training officer, and 1st Lt. Frances Newman.

Capt. Bergman said the vessel apparently had had engine trouble.

Col. Bergman's last assignment in active duty was as the

pilot of an Albatross rescue amphibian in the Florida-Caribbean area for the protection of President Nixon who had a home in Key Biscayne.

Lt. Newman is a nurse, grandmother and pilot with several hundred hours air time. She learned to fly in a Cessna 150 and

for some time has been flying her own Ercoupe.

About a year ago while flying on "Sundown Patrol," she was credited with reporting another boat in distress. Her observer at that time was her husband, 1st Lt. Henry Newman, executive officer for the Palm Beach unit.

Cadet Gets Flight Scholarship

MATHER AFB, Calif. — A \$250 flight scholarship was awarded here recently to CAP Cadet Norman Follett, 16.

The scholarship, sponsored by Sierra Flight No. 27, Order of Daedalians, will provide Cadet Follett with 24 hours of instruction in a Cessna 150. CAP Capt. Oris Feuling has volunteered training time to provide the instruction.

The scholarship was awarded on behalf of the Daedalians by Air Force Col. Donald Sprague, vice commander of the 320th

Bomb Wing. CAP Maj. Hoyt Simmons, commander of the Sacramento Valley Group 4, witnessed the presentation.

Cadet Follett was selected from a group of 68 cadets. The choice was based on uniform appearance, military bearing, knowledge and training in the Cadet Program, personal goals, and the desire and motivation to fly.

A resident of Fair Oaks, Calif., he attends San Juan High School and is a member of the McClellan Cadet Sq.

1978 Saves Reach 36

MAXWELL AFB, Ala. — A 61-year-old female mental patient has become the 36th person whose life has been saved in 1978 through Civil Air Patrol's emergency services activities.

This latest life-saving effort occurred June 13 when a Roanoke, Va., patient was reported missing from the Catawba Mental Hospital. Approximately 65 Virginia Wing volunteers joined members of the Department of Emergency Services and the American Rescue Dog Association in the search.

Search dogs located the patient near Roanoke and a CAP ground team delivered her to a local hospital.

'Save' Registered on Exercise

SCRANTON, Penn. — A normal training mission turned into the real thing recently — in a way, that is.

The Ranger team of Scranton Comp. Sq. 201, under the command of Maj. William Mathias, were in the midst of a search problem when they came upon a cow, wallowing in a mudhole. The animal was unable to free herself.

With the help of a few ropes and a lot of sweat and hard work, the cadets finally got her out of the mud and returned her to her owner, a local farmer, who was frantic about her disappearance.

He was particularly pleased by the work of the cadets because, as he informed them, she was pregnant and due to calve some time in August.

Without the help of the cadets, the cow would have suffered a slow death due to lack of food and water and because of heat.

Four Fishermen Rescued in Hawaii

HILO, Hawaii — Four Hilo fishermen were rescued recently from their overturned boat off the coast here.

It could have turned into a loss of four lives until the local Civil Air Patrol entered a search for them.

The men were reported earlier in the day to be missing but the information was so sketchy that the Fire Department rescue personnel decided it was a false alarm and so wrote it off.

Later, a second report came in and the search was resumed. This time the local Civil Air Patrol was alerted. Within minutes, a plane from the Lyman Field Comp. Sq. was in the air and, shortly after sunset, spotted the overturned boat some 10 miles from Hilo and further at sea than expected.

The CAP plane guided the rescue boat "Marissa" to them and they were hauled to safety.

Seattle Pilots Flying Sunset Patrol

SEATTLE, Wash. — Pilots and observers of the Seattle Comp. Sq. began flying the annual Sunset Patrol from Boeing Field, Seattle, during the Memorial Day weekend.

This activity, funded by member contributions, is Civil Air Patrol's way of offering a helping hand to boaters in distress.

Each Sunday afternoon, CAP aircraft depart Seattle on a route around Puget Sound. If the aircraft spots a boater needing assistance, a radio message is relayed to the Coast Guard.

The Sunset Patrol has been operating here for three years.

Georgia Crew Patrols Lake

AUGUSTA, Ga. — Visitors to Clark Hill Reservoir this summer will see what should become a familiar sight — a Civil Air Patrol plane patrolling the lake and shoreline in Columbia County.

The patrol is being flown under the direction of the Columbia County sheriff's department and is being funded by the Columbia County Commission. The CSRA Cadet Sq.'s Cessna 150, based at Daniel Field here is being used.

The aircraft will be in direct contact with the sheriff's office, enabling calls for assistance to be relayed to the appropriate agency. According to Capt. Rick Croker, operations officer for the squadron, the aircraft will be assisting the sheriff's department on a regular basis, helping with crowd and traffic control, as well as assisting boaters who experience problems on the lake.

Capt. Croker noted that the local CAP squadron offered its help to the Columbia County Commission after hearing of a number of serious incidents, including murder and drownings, at the reservoir during the past two summers.

Gen. Patterson's Father Dies

COCKEYSVILLE, Md. — William M. Patterson Sr., father of Brig. Gen. William M. "Pat" Patterson, immediate past national commander of Civil Air Patrol, died unexpectedly 17 July at his home in Florida. Interment was in the Baltimore, Md., area where he had resided for many years.

A native of Scotland, the elder Patterson came to this country as a young man. He is survived by his widow, two sons, two daughters, eight grandchildren, and five great-grandchildren.

Expressions of sympathy may be addressed to:
Brig. Gen. William M. Patterson, CAP
522 Ivy Hill Road
Cockeysville, Md. 21030.

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.

ANDRECCI, Joseph A., Captain, June 9, 1978, Group 225, New Jersey Wing.
ARCOVITCH, Joseph H., First Lieutenant, June 28, 1978, Vermont Wing.
COSTELLO, Joseph L., Senior Member, May 9, 1978, Spokane Comp. Sq., Washington Wing.
FULLER, Kenneth G., Senior Member, June 17, 1978, York Comp. Sq., Nebraska Wing.
LANDES, Frank O., Colonel, June 9, 1978, Nevada Wing.
MARSHALL, Harvey N., Captain, June 20, 1978, Group 1, Mississippi Wing.
MOORE, William L., Captain, June 14, 1978, Charlotte A. R. Comp. Sq., North Carolina Wing.
RISSER, Richard A., Lieutenant Colonel, June 25, 1978, Illinois Wing.
STANTON, Robert F., Cadet, February 4, 1978, Phoenix Cadet Flight, New York Wing.
TAYLOR, John W., Lieutenant Colonel, June 28, 1978, Group 8, Texas Wing.
WILLIAMS, William G., Major, January 8, 1978, Philadelphia Group 10, Pennsylvania Wing.

200 New Jersey Wing Cadets Spend Week at McGuire

McGUIRE AFB, N.J. — Some 200 Civil Air Patrol cadets from all parts of the state of New Jersey recently completed a week of spit and polish during their summer encampment, learning what life at a military in-

stallation is like.

Up at 5:30 a.m. each morning and to bed at 10 p.m. each night, the cadets spent a full day in activities during each of the eight days the encampment lasted.

Activities included aerospace

education classes, flight simulator instruction, close order drill, rescue instruction, and military courtesy and discipline. They learned to clean their sleeping area, to make hospital corners on their beds — and had eight days of fun.

The encampment culminated in a final dress parade, with a Certificate of Achievement being awarded each cadet who attended. Those attending the final parade and graduation included Col. Ri Nakamura, New Jersey Wing commander, and Col. Fred Bell, former wing commander.



CONFERENCE — Col. Fred Bell, left, former New Jersey Wing commander, confers with Col. Ri Nakamura, present commander, during wing encampment at McGuire AFB, N.J.

Photos By
Lt. Col. Sid Birns



SMALL BUT MIGHTY — Cadet Howard Kwon, right, a member of the Col. N.M. Spears Comp. Sq., receives Certificate of Achievement from Col. Ri Nakamura. Though less than four feet tall, Cadet Kwon managed to keep up with his taller fellows.



ATTENTION TO ORDERS — Cadet squadron commanders get orders from cadet commander of the encampment.



'IT'S OVER!' — Cadet Cherie Garrette of Browns Mills, N.J., waves goodbye to fellow CAP cadets after completing one week learning the military way of life at New Jersey Wing summer encampment.



APPLAUSE — Cadets, friends and parents applaud as cadets are called up to receive Certificates of Achievement at graduation ceremony.

Smart Pilot Files Plan, But . . .

By 1st Lt. PHIL WEBER
Pennsylvania Wing

READING, Penn. — Joe Pilot (not you, of course) takes off from his home base and heads to the Reading Air show. He was smart in filing a flight plan, and arrives as planned, taxis to the parking area, and begins to enjoy the displays, demonstrations, and seminars that make the Reading Show unique in the world of General Aviation.

The only thing is: He forgot to call the Harrisburg FSS and close his flight plan. The result: A missing aircraft Alert Notification (ALNOT) is issued by the Federal Aviation Administration one hour after his expected time of arrival (ETA). During the week of the Reading Show, Civil Air Patrol is notified immediately by the FAA, and senior members in jeeps and cadets on foot begin looking for Joe's aircraft.

"Most of the time, the 'missing' aircraft is found within 30 minutes of our receipt of the ALNOT," Lt. Col. Charles Obold,

CAP group commander said. "However, this is one time where we don't mind a bit, as it serves to help our organization get its members more involved with aviation aspects of our program.

"Aerospace education is one of CAP's goals, and the Reading Show provides an invaluable opportunity for us to participate. Also, we would always want a pilot to file a flight plan and then forget to close, rather than not having him file at all."

According to Capt. Gary Wilson, a CAP instructor for search and rescue management, the difference in response time by CAP between an overdue aircraft with a flight plan and one without one is literally a matter of life and death. "When a flight plan has been filed and an aircraft is overdue at its destination, an ALNOT is normally issued in only one hour after the ETA," he said, "and a search is launched in another hour or when the fuel on board is estimated to

be expended, whichever comes first.

"Without a flight plan, the initial ALNOT may not be issued until someone else accidentally notices that the aircraft is overdue, and that often takes several hours, or even days. In the case of light plane crashes, the chance of finding survivors drops by 90 percent after the first 24 hours, so a flight plan is a very cheap insurance policy."

During the course of the show, about 50 planes are reported to CAP as overdue. Included in this total are not only aircraft listing their destination as Reading, but also any flights that might have diverted to Reading to see the show. Most are located by ramp checks so the launch of Civil Air Patrol search planes is usually not necessary.

Ramp searches for the "missing" aircraft are not carried out in a random manner. Usually, the parking area that was being filled at the aircraft's ETA is scoured first, then ex-

panded outwards. Normally, most aircraft are spotted within 15 minutes. Also, since ALNOTS are received sequentially according to ETA, there is a good chance that the next missing plane is not too far from the previous one. Rarely do searches last more than one-half hour.

Also, inadvertently activated emergency locator transmitters (ELTs) present an opportunity for CAP personnel to practice locating techniques, using handheld electronic direction finding equipment. "Actually, this week is one heck of a good training mission for our people," Col. Obold said. "It's effective and costs next to nothing. This is an official mission authorized by the Air Force Rescue Coordination Center, and our gasoline expenses are reimbursed to us."

By the way, if as you read this article you realize that your flight plan is not closed, you're in good company. During the 1977 Reading Show, even a NASA aircraft was among the planes located by the Civil Air Patrol.

Air Force Academy Cadet Gets CAP's Spaatz Award

U.S. AIR FORCE ACADEMY, Colo. — John A. Szulta III, an Air Force Academy cadet first class (senior), received Civil Air Patrol's Gen. Carl A. Spaatz Award recently from Lt. Gen. K.L. Tallman, Academy superintendent.

The prestigious Spaatz Award, highest attainable in CAP's comprehensive Cadet Program, means that Szulta has completed all requirements of the program. CAP cadets, who range in age from 13 to 21, study a series of courses in aviation and aerospace-related subjects as part of the program.

Szulta, who joined CAP in July 1970, has maintained his active

membership in the organization even during his three years at the Air Force Academy.

Szulta is the son of Mr. and Mrs. John A. Szulta Jr. of Central Islip, N.Y. He was a member of the Suffolk County Comp. Sq. No. 4 and his father was commander of the unit for two years.

Prior to entering the Academy in the summer of 1975, Szulta represented the New York Wing at the Federal Aviation Administration Cadet Orientation Program in Oklahoma City and also attended the Air Force Logistics Command Orientation Program at Tinker AFB, Okla.

In 1974, he participated in the

International Air Cadet Exchange when he spent three weeks in England with a select group of his peers.

"Civil Air Patrol cadet training gave me a close look at the military life style, and it is a good preparation for entry into a service academy," Szulta said. "I applied for an Academy nomination because I wanted to fly after graduation and I was interested in an engineering major."

"Sometime in the future — after I have had several years experience in the cockpit as a fighter pilot — I hope to get into the space program," Szulta said.



ACADEMY PRESENTATION — U.S. Air Force Academy Cadet John A. Szulta III, left, receives Spaatz Award from Lt. Gen. K.L. Tallman, Academy superintendent. (USAF Photo)

Alcohol in Moderation Affects Vision, Driving

From USAF SAFETY
OFFICER'S STUDY GUIDE

Recent investigations have shown that even moderate doses of alcohol may adversely affect vision and impair driving ability.

The research of optometrist Anthony J. Adams and his colleagues at the University of California and at the Pacific Medical Center in San Francisco indicates that drinking, even in moderation, causes temporary but important changes in recovery from glare, the ability to track moving objects and distinguish between some color hues.

As little as one cocktail on an empty stomach significantly prolonged glare recovery times in test subjects following light exposure, the researcher reported.

Dr. Adams found that glare

recovery from a 10-second exposure to a uniform bright field was significantly retarded after alcohol ingestion. Recovery times were delayed 20 to 50 percent depending on the quantity of alcohol taken. Pre-drink glare recovery values were not resumed until six hours after drinking.

For further information, contact: Dr. Anthony J. Adams, School of Optometry, University of California, Berkeley, Calif. 94720.

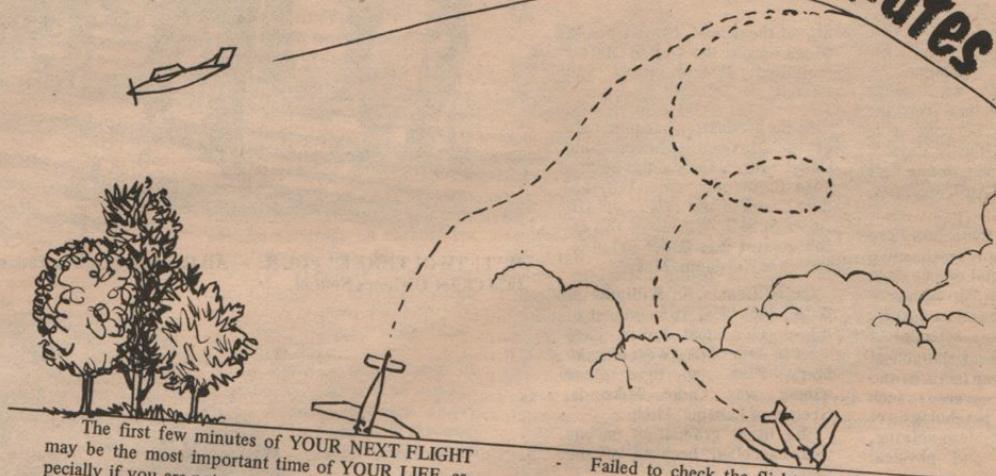
SHARE IT!

Getting an Extra
Civil Air Patrol News
at Your House?
Pass It Along
To A Non-Member
To Read!



LOENING AWARD — Air Force Brig. Gen. Paul E. Gardner, left, CAP executive director, presents Civil Air Patrol's Grover Loening Aerospace Award to Lt. Col. Laura Black, member of the North Central Region staff. The ceremony took place recently at the NCR conference in Cedar Rapids, Iowa. Escorting Col. Black is Air Force Maj. Douglas A. Brosveen, third from left, of the North Central Liaison Region staff. Brig. Gen. Thomas C. Casaday, right, participated in the ceremony. Col. Black has been a member of CAP almost since its beginning. The Loening Award is presented upon completion of Level III in senior training. (Photo by Capt. Gene Kellogg)

The First Three Minutes



The first few minutes of YOUR NEXT FLIGHT may be the most important time of YOUR LIFE, especially if you are not prepared! The period beginning shortly before takeoff and lasting until reaching a point several hundred feet above the surface is often rushed and involves a scramble to keep up with the aircraft. Hasty efforts to complete checklist items prior to takeoff may be followed by fixation on the runway departure path during ground roll and failure to prepare for an immediate aborted takeoff or forced landing. Sometimes there is conscious or unconscious resistance or refusal to monitor instruments which may indicate problems of a critical nature. In short, wishful thinking and a lack of preparedness sometimes cause our problems or greatly reduce our ability to cope with them.

- Failed to check the flight and engine instruments (even just at a glance)?
- Reviewed the best glide speed or minimum control speed (multi-engine aircraft)?

DO YOU EVER (DURING TAKEOFF)

- Monitor engine instruments, e.g., fuel flow /pressure, oil pressure?
- Compare planned takeoff roll with actual progress?
- Again monitor approach and departure paths and intersecting taxiways and runways for conflicting traffic?

DO YOU ALWAYS (DURING CLIMBOUT)

- Select possible landing paths/sites for emergency use? Do you have an idea where to go if engine failure should occur?

- Monitor engine and selected flight instruments, especially at night and before entering inclement weather conditions? (Partial panel isn't a fun thing! A return for landing might be best.)
- Maintain airspeed above minimum control speed (VMC) in multi-engine aircraft.

Engine sputtering or silence raises the adrenalin level in anyone. Should engine failure occur, time is of essence. Emergency procedures often vary with aircraft, weather, terrain, and even between pilots. Just when you need ideas the most, your mind may go blank. Several years ago, an "old timer" offered this three-step procedure for engine failure in single (and some multi-engine aircraft).

- a. Obtain the best glide speed (avoid stalls and loss of directional control).
- b. Pick a landing path/site and turn toward it.
- c. Time permitting, attempt engine restart /continued flight or prepare for landing as practical.

Granted, this procedure is general; however, it is flexible and allows for expansion to cover many aircraft. Regardless of which procedures you select, ask others their opinion. The next time YOU fly, BE PREPARED!



1

2

NEW SLIDES

35 mm color slides are available now free request. Two of the three color slides here. Slide 1 is a picture of the CAP emblem shows the CAP emblem plus the message "ROUND THE CLOCK." Both these slides in the CAP STORY slide presentation revision in conjunction with other CAP and 35 mm color slide is an action picture panel filling sandbags during an emergency in Oregon. The picture slide would fit slide 8 in the CAP STORY; using the text of Slide 8 script with the new slide. Slide could be used after slide 12 with the revised copy: "CAP personnel take an active role in local emergency situations." The CAP "READY 'ROUND THE CLOCK" that Civil Air Patrol members are trained to help in local or national emergencies. Two copies to go with this slide might read: "CAP volunteer members are ready to serve in time of emergency." Or, "The members of Civil Air Patrol can and do come, skills and efforts 'round the clock in emergency." There are many versions available. Write a one or two sentence script that might apply more directly to your unit's local community emergencies.

HAVE YOU EVER (BEFORE TAKEOFF)

- Improperly latched or forgotten to latch the aircraft cabin door?
- Set flaps improperly, e.g., full down, instead of at a recommended setting for takeoff?
- Failed to check flight controls for freedom of movement and proper response?
- Selected the wrong fuel tank?
- Left the pitot heat off in icing conditions?
- Left the carburetor heat/induction air on?
- Failed to set the proper frequencies and courses in nav equipment to reduce workload after takeoff?
- Left the prop lever(s) in cruise position?
- Failed to consider aircraft gross weight, field length and elevation, obstructions and weather before departure, especially during marginal weather or at night?
- Looked for other aircraft possibly using the runway and/or taxiways?
- Used the wrong trim setting?

1978 School Graduates 143 Cadets

MAXWELL AFB, Ala. — One hundred forty-three Civil Air Patrol cadets, including 31 female cadets, who were graduated in late June from the Cadet Officers School, have returned home after 10 days of intensive study and training here at the facilities of Air University.

The purpose of the school is to train cadets to be more effective officers with special emphasis in the fields of leadership and communicative skills. The teenagers, who were specially selected to

Instruction time at the school was divided between lectures and seminars and covered such things as the psychology of leadership, problem-solving, public speaking and physical fitness.

attend the school, came from 43 wings across the United States, including Puerto Rico and Hawaii.

At the graduation banquet, held at the Maxwell Officers Club, Cadet Steven C. Stanton of San Jose, Calif., was named Outstanding Cadet of the 1978 Cadet Officers School. Winner of the essay contest was Cadet Brian R. Kelley of Needham, Mass.

Cadet Dennis E. Williams of Wilmington, Del., was winner of the speech contest. Second place went to Cadet Mike West of Lake Mary, Fla., and third place winner was Cadet Mike B. Greiger of Lansing, Mich.

The usual graduation parade was cancelled because of the weather.

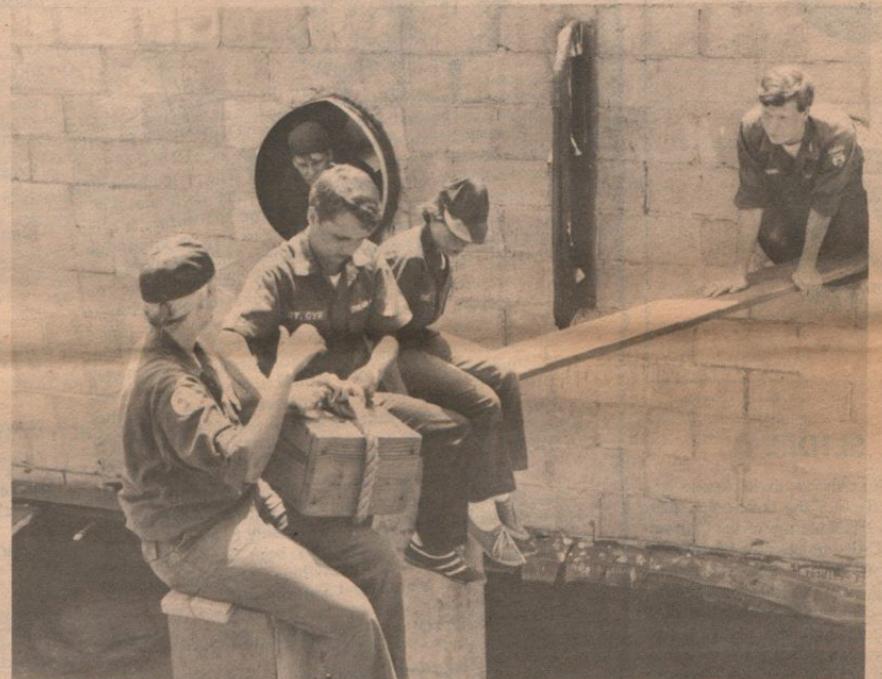


HUT! TWO! THREE! FOUR! — All the cadets, girls, too, marched to and from activities at the 1978 Cadet Officers School.

Photos By LEONARD WOOD, Lt. Col., USAFR



SIGNING IN — Registration process involved forms to fill out, details to be taken care of.



PROBLEM-SOLVING — "Let's see now. If we take this board and . . ." How to get from here to there was problem posed by Project X.



CADET PICNIC — Opening festivities provided time to get acquainted, make new friends from other wings.



SEMINAR STUDY — Group of cadets discusses class problem during academic portion of Cadet Officers School at Maxwell AFB, Ala.

NSC Attendees Hear Gen. Furlong

Story and Photos By
MAJ. NOEL E. TOMAS, USAFR

MAXWELL AFB, Ala.—Air Force Lt. Gen. Raymond B. Furlong, Air University commander, urged the 85 Civil Air Patrol officers attending CAP's 11th annual National Staff College to examine the shortcomings within their organization and to concentrate on improving them.

The CAP officers and guests attending a dining-out heard the general describe the shortcomings Air University teams found on 129 Air Force bases they examined. Communications, leadership, management and recognition stood out, he said, as areas needing the most attention.

Singling out leadership, Gen. Furlong said he found that most management training courses and business schools failed to address this significant function.

"Basics are important to leadership," the general noted. "You must care about your people and you must know your job."

The best definition of leadership, Gen. Furlong said, is "the art of influencing people in a way to earn their obedience, confidence and respect in any pursuit endeavored."

Brig. Gen. Thomas C. Casaday, CAP national commander, at the graduation ceremonies June 28, expressed CAP's appreciation for Gen. Furlong's strong support. He said that without it over the past three years, the National Staff College would have been difficult to hold. He also commended Air Force Brig. Gen. Paul E. Gardner, CAP executive director, and other Maxwell units for their backing of the program.

Gen. Casaday echoed Gen. Furlong's points by noting that the courses were designed to help the students to become better

communicators, leaders and managers who will operate more effectively when they return to their units.

During the opening days of the staff college, Gen. Gardner said he expected the students to make the most of their experiences and the knowledge gained from the college upon their return to their units.

Both undergraduate and graduate credits were offered the students by Troy (Ala.) State University for the wide variety of topics covered during the 10 days of classes and seminar activities which included Project X, and Air Force leadership training facility. Other topics included communications skills, management, operation of CAP, development of corporate policy and several briefings on current international affairs.

Four Grover Loening Aerospace Awards were presented to those students who qualified for them while attending the college.

The eight seminar groups of students were led by CAP and Air Force Reserve officers. Other CAP and Air Reservists made up the administrative and support staff.

The students came from 25 states, the District of Columbia, Puerto Rico and the Virgin Islands. Six husbands and wives attended together as students.

Puerto Rico sent the most students with Florida coming in second, making the Southeast Region the most heavily represented.



IT'S HOT! — Taking a break from the heat of the day at Project X, 2nd Lt. Darrell Ota, on ground, of the Hawaii Wing and 1st Lt. Angel Vega of the Sabana Grande Cadet Sq. of the Puerto Rico Wing wait for the next task.



SEMINAR ADVISORS — Seven of the eight staff advisors sit opposite their seminar groups during auditorium lectures.



EXAMINING STORIES — Interpretations of stories written by each person are examined by the rest of the members of this group during a class. From left are Maj. William B. Talbott (Maryland Wing), Lt. Col. Ronald A. Quander (National Capital Wing), Capt. James P. Furlong (Pennsylvania Wing), Lt. Col. Ralph C. McBride (Georgia Wing), and Capt. Raymond H. Vaughan Jr. (Virginia Wing).



UNLOADING — Carrying their luggage from the C-130 Mississippi Air National Guard plane, these CAP officers disembark for the bus to begin National Staff College.



DINING OUT — Air Force Lt. Gen. Raymond B. Furlong, standing center, commander of Air University, is introduced by CAP Capt. James P. Furlong (no relation), right, who served as "Mr. President" at the social function.



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

JULY 1978

NUMBER 6

OPERATIONS

1. **UNAUTHORIZED USE OF CAP AIRCRAFT.** A recent incident occurred in which a CAP unit was requested to use its CAP aircraft to assist a law enforcement agency in a search for a vehicle and persons that had been involved in a theft. Although the effort was not successful, the action was in violation of CAPR 900-3, 5 August 1977. Review CAPR 900-3 for full details, understand your authority, and if there are any questions call or write for clarification before you act. **DO**

INFORMATION

2. **NEW COMMANDER FOR ALASKAN AIR COMMAND.** Major General Winfield W. Scott, Jr., has been named commander of the Alaskan Air Command with additional duty as Commander, Alaskan North American Air Defense Region. He has also been nominated by the president for promotion to the grade of lieutenant general. He assumed command on 1 July. **OI**

3. **RETURNING YOUR PHOTOS.** From time to time, the editor of Civil Air Patrol News (never "CAP News") is asked to return photographs which have been sent in for possible publication. The editor is glad to return them to you, but please tell him this when you send in the photos. Do not wait until a month later, two months later, or three or four months later, and then write asking for the return of your photos. We may not know which ones you are talking about and we may not be able to find them. But if you tell us you want them back when you submit them, the editor will keep up with them and will return them. Incidentally, CAP information officers have at least three sources of information about what kind of photographs to submit to Civil Air Patrol News or to any newspaper. These are: "Civil Air Patrol News Guidelines for CAP Information Officers," "Guidelines" for Photographing an Awards Ceremony for Publication, and the "Information Officer's Handy, Dandy Quick Guide to Newspapers." You should consult these sources and study the photos appearing in this paper when you are trying to decide whether or not to submit yours to this paper. **OI**

4. **INCREASE IN VEHICLE ASSESSMENT RATE.** The vehicle assessment rate for insurance under CAPR 900-5 was increased by the June NEC to \$20 per vehicle, per quarter, effective 1 October 1978, in order to meet higher premium costs. **JA**

ADMINISTRATION

5. **NEW AND REVISED CAP PUBLICATIONS.**

a. CAPR 50-11, "CAP Flying Clinics," 5 July 1978, Supersedes CAPR 50-11, 5 April 1976. **DAP**

EDUCATION

6. **AEROSPACE EDUCATIONAL MATERIAL.** Civil Air Patrol for Aerospace Education Development offers for sale several types of Aerospace Educational material. These materials are profusely illustrated and are designed to make learning fun by involving the student in many types of activities. The materials available from the CENTER and the purchase prices, postage paid, are:

APS-1	Amelia Earhart	APS-6	Wright Brothers
APS-2	General William "Billy" Mitchell	APS-7	Charles Lindbergh
APS-3	Edward Rickenbacker	SES-1	Space Shuttle
APS-4	General Daniel "Chappie" James	GAS-2	The History of General Aviation
APS-5	Jimmie Doolittle		

II. **AEROSPACE COLORING BOOKS.** In addition to pictures to color, these books have reading exercises and word and math skill activities. Each book contains ten pages of pictures to color and ten pages of activities. The reading and activities are written at the fourth and fifth grade level. Prices for the Aerospace Coloring Books are:

COLORING BOOKS	PRICE OF EACH		
1 - 2	\$1.50		
3 - 9	\$1.25		
10 - 30	\$1.00		
30 - 100	.75		
MORE THAN 100	.75 LESS 10% DISCOUNT		
ACB-1	Wright Brothers	ACB-3	Jimmie Doolittle
ACB-2	Charles Lindbergh	ACB-4	Edward Rickenbacker

III. **FOUR IN ONE AEROSPACE COLORING BOOKLETS.** These 15 page booklets are done in a comic strip format and include pictures to color, reading exercises and activities. The reading and activities are written for second and third grade level. The price is the same as for the Aerospace Coloring Books.

CRL-1	Volume One - Color, Read, and Learn
CRL-2	Volume Two - Color, Read, and Learn

TO ORDER ANY OF THESE MATERIALS, MAKE CHECK PAYABLE AND MAIL TO:

CENTER FOR AEROSPACE EDUCATION DEVELOPMENT
CAP, National Headquarters (ED)
Maxwell Air Force Base, AL 36112

FOR THE EXECUTIVE DIRECTOR

Robert R. Rollins
ROBERT R. ROLLINS
Assistant Director of Administration

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

PULL OUT AND POST

Three of charge are illustrated. "READY" can be used or slides. CAP flood sit in nicely second s Or, the following active ro emblem theme su and read suggested "Civil Ai their co volunteer tribute t in time which m version v involvem

ED

Exercise Features Atomic Ills

ARDSLEY, N.Y. — Members of CAP's Westchester Group here participated recently in the first rocket re-entry exercise ever conducted by the Putnam County Office of Civil Defense.

At the request of Michael Scalpi, director of CD for the county, CAP members of the Westchester Group provided aerial radiological monitoring to locate "debris" which supposedly had fallen from a nuclear-powered satellite.

During the mock disaster, two aircrew members conducted the search from above and maintained radio contact with five staff personnel who acted as communicators. Information received by them was funneled into a radio relay system connecting Westchester County Airport with Mohansic Park, Lake Mahopac and Carmel. Some minor reception problems occurred but were quickly cleared and normal operations resumed.

Maj. Allen Porgorzelski, Westchester Group commander, was pleased with the effort. "It afforded us an excellent opportunity," he said, "not only to test our radio capabilities but also to develop a close integration of effort with such emergency units as the Red Cross, Civil Defense and Amateur Radio Services."

'Victims' Get Aid

Hospital, Group 1400 Stage Mock Disaster

CONNELLSVILLE, Penn. — Pennsylvania Wing Group 1400 and the Connelville State General Hospital staged a joint surprise mock disaster on a recent weekend.

The mock disaster was a bus "wreck" east of Dunbar, Penn. The bus carried 10 cub scouts and three den mothers from Maryland to Laurel Mall.

The Group 1400 ground team found the "wreck" and secured the area. They reported their findings to base headquarters at Connelville Airport. Headquarters, in turn, called Connelville Hospital which called ambulances and a fire truck.



SURVEY PREPARATION — Capt. William Murtough, left, and Lt. Col. S. Uydess check oil in preparation for aerial survey during New York exercise.

Thunderstorm Adds Realism to Training

WEST MIFFLIN, Penn. — About 6:30 p.m., during a thunderstorm in early June, Civil Air Patrol's radio network picked up the ominous message: A large cargo plane, loaded with radioactive material, has apparently gone down somewhere in Pennsylvania.

The CAP Wing Operations

Center at Allegheny County Airport, West Mifflin, Penn., responds immediately.

By 7 a.m. Saturday, ground teams, consisting mainly of cadets well trained in search and survival techniques, are checking out the area of the plane's last known position. The continuing storm has prevented an air search but as the clouds begin to lift about 11 a.m., that also can start.

The tremendous amount of rain during the storm has also caused another problem. Many streams in the state have risen to alarming levels and there is a problem of potential flooding or damage to dams. This also must be checked and, if there is a dangerous situation developing, the alert can be given in time to prevent a tragedy.

The disappearance of the aircraft was a planned, simulated problem organized by the Pennsylvania Wing of Civil Air Patrol. Capt. John Holcomb announced that this exercise would take place and the weather unexpectedly cooperated, pouring heavy rain on the state so that concern for flooding was real.

Each of the 16 groups in the Pennsylvania Wing planned their own response in cooperation with other civil defense agencies in their own areas.

About 1,000 CAP personnel were involved in the exercise. Some 150 pilots flew air search, using the 27 aircraft owned by CAP as well as other privately owned planes.

Col. Andrew Skiba, wing commander, and Lt. Col. Sylvester Curto, mission chief inspector, flew to many of the local group mission headquarters to offer advice and assistance in accomplishing their part of the lifesaving mission.

Capt. Albert Shirer, with assistance from a well-trained group of communicators, was responsible for maintaining contact with all local centers and mission headquarters. Lt. Col. Glenn Schreiber was the mission flight operations officer.

The entire exercise was observed and evaluated by the Air Force.

Training Mission Called Successful

GROSSE ILE, Mich. — "The mission was successful overall. We accomplished the assigned tasks and got the necessary information back to the civil defense personnel," summarized Lt. Col. Herbert Kauffman.

"We also were able to recognize our weak spots and earmark them for more practice in the future."

Kauffman was speaking about the recent Michigan Wing civil defense exercise in which more than 250 seniors and cadets took part. The exercise received a satisfactory rating from the Air Force evaluation team.

In addition to the personnel involved, more than 20 aircraft and 30 ground vehicles were employed. The exercise also stayed within budget on the fuel allowances, Kauffman added.

Col. Kauffman was mission coordinator for the statewide exercise with the emergency operations center located at Selfridge ANGB in Mt. Clemens. Operational bases were located at airports near Lansing, Bay City and Port Huron.

The fictional problem CAP dealt with was nuclear detonations occurring in Grand

Air 'Crash' All Planned In Indiana

VALPARAISO, Ind. — Early Saturday morning, a Beechcraft Sundowner with three passengers aboard takes off from Renseller Airport. A few hours later, it is announced that the aircraft is missing.

At this moment, Civil Air Patrol is called out to search for and aid possible survivors. Right?

Quite to the contrary, this aircraft was expected to "crash" at a predetermined site, at which time different squadrons in the area would look for it.

On Saturday and Sunday, Civil Air Patrol was informed that it would have an air search and rescue test. The test involved five land teams and six aircraft, all headed by Capt. Bob Odle of Valparaiso and Col. Jack R. Hornbeck, Indiana Wing commander.

Mission headquarters was at Valparaiso Airport where the hustle and bustle of this serious business of search and rescue was thoroughly planned and executed. More than 80 seniors and cadets were involved in the exercise.

After the find was reported, the land teams moved in and set up camp. Later, after the mission was officially ended, U.S. Air Force officials reported that the mission was "successful and executed in a very professional manner."

Rapids, Wurtsmith AFB, and other Great Lakes region cities. Civil defense authorities designed the problems and then CAP was assigned various tasks to perform in their capacity as trained emergency services personnel.

CAP pilots and observers flew sorties to determine damage and radioactivity and to transport necessary personnel and supplies. Ground teams performed similar reconnaissance. Radio operators kept lines of communication open between the units through use of several radio frequencies and telephones when necessary.

O'seas Unit Holds Own 'Exchange'

ALCONBURY RAF STATION, England — Cadet exchange programs take on a new meaning when you are a member of an overseas Civil Air Patrol squadron.

Members of the Alconbury Cadet Sq., based at RAF Alconbury north of Cambridge, England, have developed their own international cadet exchange program to broaden their unit's activities.

Maj. Walter Green, the squadron commander, and Cadet Dennis Abraham initiated the exchange program with a visit to the Huntingdon Detachment, Royal Anglian Regiment, Army Cadet Force. Capt. Eric Pallash, commander of the Huntingdon Detachment, and several of his cadets have returned the visit.

Members of the two units are participating in each other's meetings with some significant training benefits to both. It is worth noting that neither side has managed to understand the other's drill.

Similar exchange arrangements are currently being established with No. 73 (Huntingdon) Squadron of the Air Training Corps and with Region Seven of the Girls Venture Corps. Among the concepts being discussed are a drill competition and a joint NEAT-Ranger program.

North Iowa Unit Hosts Exercise

MASON CITY, Iowa — The North Iowa Comp. Sq. hosted the recent statewide search and rescue training mission.

More than 100 cadets and seniors from 12 Iowa squadrons were trained or up-graded in all phases of emergency service during the exercise.

Capt. Charles Enfield, Cedar Rapids, Sr. Sq., was mission coordinator.

Although the exercise was rained out on one day, three of the four air and ground problems were solved on the previous day.

A crew from KIMT-TV in Mason City was on hand to cover the exercise, which was televised in the evening.



For the benefit of all members of Civil Air Patrol, the statistics for 1978 for search and rescue activities throughout the organization are shown below.

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

As of 9 July, 1978	
Number of Missions	418
Number of Sorties	6,451
Flying Hours	14,305.6
Saves	36
Finds	240

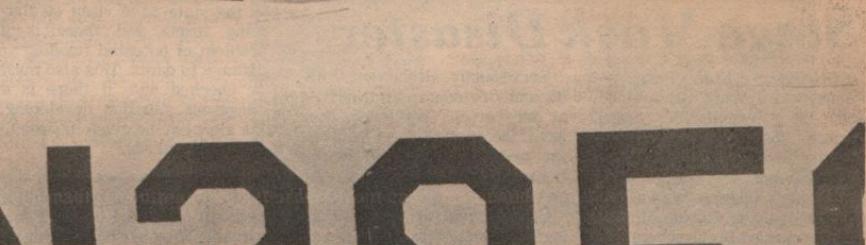
Too Many Papers?

Extra Copies at Your House?
They Make Good Recruiting
Tools!



SUPER SCOOP — CAP Cadets Grace Muller, Jeffrey Wong, Henry Nanjo and Mark Corson are dwarfed by the air intake of an engine for a C-5 Galaxy, the Air Force's huge transport plane. The cadets, members of California's Presidio of S.F. Comp. Sq. 86, were part of a group which toured Travis AFB, Calif., recently. (USAF Photo)

PUBLIC RELATIONS AWARD — Cadet Mark R. Sinicki, Bay City Cadet Sq. 7-1 (Michigan Wing), left, receives a public relations award from Lt. Col. William E. Day, director of information for the Michigan Wing. Sinicki received two awards, one for "Outstanding Unit Editor" and one for "Outstanding Cadet Information Officer," and was appointed vice president of the CAP Press Association of Michigan, of which he is a charter member. (Photo Courtesy of the Bay City (Mich.) Times)



PROSPECTIVE MEMBERS — Maj. Beverly Norman, right, commander of the Thunderbird Comp. Sq. (Group 13, Texas Wing), explains Civil Air Patrol functions to prospective members during a recent Blue Angels air show at Ellington AFB, Tex. Maj. Norman flew in a CAP plane for a static recruiting display. The light aircraft competed evenly for public attention with high performance military airplanes, Maj. Norman says.



AIRCRAFT DEDICATION — Chaplain (Lt. Col.) Grant A. Campbell blesses and dedicates a newly acquired corporate aircraft as members of the CSRA Cadet Sq. (Georgia Wing) look on. The aircraft was recently reassigned to the Augusta squadron from Atlanta and will be used to promote aerospace education and the cadet program, as well as for emergency services. The squadron is looking for additional pilots to fly the aircraft.

CAP News In Photos



FLORIDA AWARD — Florida Congressman Bill Chappell Jr., left, pins "Find" ribbon on 2nd Lt. John Norman, a pilot in the Ocala Comp. Sq. during recent ceremony in Ocala, Fla. Lt. Norman was credited with locating the site of a crash in central Florida which killed a man and his son. Chappell represents Florida's Fourth District in the present Congress.

Cadets Honor 'Unknowns' At Arlington

ARLINGTON, Va. — Hundreds of visitors to the Tomb of the Unknown Soldiers here at Arlington National Cemetery saw history made Sunday, June 11.

On that day, cadet members of the Daniel J. Flood Comp. Sq. 209 (Pennsylvania Wing) became the first CAP unit in history to participate in ceremonies at the shrine.

A delegation of six cadets participated, led by Cadet Karl Oldershaw. The wreath-bearers were Cadets John Boback and Michael Smith. Cadet Edward Czek led the honor squad which included Cadets David Thornton and Judy Smith.

The day was warm and sunny and the 500 to 600 visitors had just witnessed the changing of the guard. Many were standing on the steps leading from the monument platform to the Amphitheater Museum.

Soon the crowd was asked to clear the center area of the stairs. Then the procession began to descend the stairway, escorted by their host, a sergeant of the Arlington Honor Guard.

They were then met by another member of the Honor Guard who bore the wreath. Cadets Boback

and Smith then assisted in actually placing the tribute before the tomb-monument.

Upon their return to ranks, the command was given to present arms and "Taps" was sounded. Following this, Cadet Oldershaw read a Dedication Proclamation. He then returned to ranks and the cadets were escorted back up the long stairs to the Amphitheater.

After the ceremony, the unit was informed that this was the first time that a Civil Air Patrol unit had ever participated in any ceremony at the Tomb of the Unknown Soldiers.

The ceremony was so well executed that the assistant superintendent of the cemetery invited the CAP unit to return next year, indicating that the event might become an annual affair. The squadron accepted the invitation and will return in June 1979.

The only similar event ever held at Arlington National Cemetery involving Civil Air Patrol was conducted at the gravesite of Lt. Col. Virgil I. "Gus" Grissom, Apollo I astronaut who was killed with two others when fire swept the space vehicle.



CAP CADETS CARRY WREATH TOWARD TOMB OF UNKNOWN SOLDIERS

Space Colony Envisioned

By MAJ. EDWARD CRANKSHAW
California Wing

Among the more ambitious projects proposed for future development in space is the space colony. A colony in space would provide more room for Earth's expanding population, and directly benefit the further exploration of our universe.

In form, the colony would resemble a giant wheel, a mile or more in diameter. You may remember a similar design used in the movie "2001: A Space Odyssey." A location for the first colony is proposed on the Moon's orbit, an equal distance from both earth and the Moon (about 240,000 miles from each).

The large, tubular outer ring of the wheel would contain an Earth-like environment, with near-Earth-normal gravity provided by spinning the colony at one revolution per minute. A deep layer of soil would provide a surface for farming, and park-like areas for recreation and housing. This environment, lit and heated by solar radiation, would comfortably support about 10,000 people. With special agricultural techniques aided by 24-hour-a-day sunlight, 111 acres of farmland would feed the entire population. A colonist would lead a fairly comfortable, if active, life.

Light industrial production, like the manufacture, placement and maintenance of satellites or other colonial facilities, would make this space community self-supporting. Raw materials, readily accessible to surface mining on the Moon, would provide a cheap source of material and solar energy a free source of power for industry.

The present growth rate and direction of our aerospace technology puts realization of such projects within the grasp of the next generation. Today's aerospace science student might

be tomorrow's designer or engineer involved in just such a project. His children may well be reared in such a space colony environment.

The Aerospace Education Programs for Civil Air Patrol cadets is one way today's budding young scientist can reach his goal — that of becoming involved in such momentous achievements. CAP offers young Americans a basic grounding in aviation and aerospace

technology. Cadets who excel in all areas are further encouraged with scholarship and grant opportunities. Top cadets may be awarded Air Force Academy appointments.

The junior high school student who has decided what course to follow in life, and has determined that that course will be one of the aerospace sciences, can find many opportunities to reach his goals through the Civil Air Patrol Cadet Program.

156 Participate

Kemper Is Scene Of NCR School

By CAPT. DORYS L. HOLLANDSWORTH
Of The Missouri Wing

BOONVILLE, Mo. — All seven states in the North Central Region were represented at the 1978 NCR Cadet Leadership School, held in June here at Kemper Military School and College.

Of the 156 cadets participating, 80 were first-year encampment cadets. Twenty-two seniors served on the staff.

The cadets arrived on the Kemper campus June 10 for eight days of classes to prepare them for leadership roles in their home units and their communities. Military drill was also included in the program.

Along with training in leadership skills, character, citizenship and physical fitness, special activities were provided for the young people from Iowa, Kansas, Minnesota, Missouri, Nebraska, and North and South Dakota. Free time was spent in swimming, volleyball and other outdoor activities.

The curriculum for the school was expanded this year to include classes in verbal and written communications, problem-solving, discipline and morale, honor code and cadet leadership positions.

Instructors included Air Force officers, Civil Air Patrol officers and advanced cadets. Air Force instructors included Maj. Paul W. Lentz Jr., of Offutt AFB, Neb., Capt. Connie Fitch, also of Offutt, and Capt. Judy Miller, nurse recruiter from Kansas City, Mo.

Present for the closing day's Pass in Review were Air Force Col. Walter Riley, vice commander of HQ. CAP-USAF, and Air Force Lt. Col. Raymond Zambiasi, cadet program director at National Headquarters — both from Maxwell AFB, Ala. Other guests for the day included Col. William B. Cass, NCR commander, Col. Don Sumner, region vice commander, and Col. Russell Kruse, Minnesota Wing commander.

Receiving awards at the parade were Cadet Scott Jones, member of the Richards-Gebaur Comp. Sq. (Missouri Wing), named Outstanding Cadet; Cadet Michael Meier of the Sioux Falls (S.D.) Comp. Sq., named Best First-Year Cadet; and Cadet Douglas Coulter of the Eldon (Mo.) Comp. Sq., named Top Soldier.

The leadership school was initiated four years ago by Col. N.J. Knutz, Missouri Wing commander.

CADET AWARDS

Earhart Awards — June 1978

John H. Mayfield	01024	Leo K. Larkin	21042	Daniel W. Stees	37021
John D. Blalock	01089	Nanette J. Burfield	22042	Daniel R. DiIorenzo	37049
Shannon T. Ronish	02046	Michael J. Runzl	23072	Jennifer L. Quinn	37049
Willard E. Kretsch Jr.	04138	Johnnie L. Nichols	25053	Andrew T. Murphy	37105
James M. Nathlar	07004	Brett W. Johnson	25053	Richard B. Goins	41013
Rex T. Nelson	08033	Richard B. Ellis	25055	James B. McGraw	41094
Robert A. Daugherty	08033	Cindy M. Scharf	25055	David Amaya	42187
Joe L. King	08160	John T. Cheney	26002	Lucinda K. Baker	42350
Paul R. Forsyth Jr.	11154	Margaret A. Churchill	26058	Mark A. Woodard	45091
Michael J. Tobias	11263	Dirk H. Stone	29037	Louis R. Volchansky	45091
Tom J. Aekerman	13075	John R. Mayer	29081	Paula A. Womson	49019
Robert S. Binford	16005	Larry J. Andrews	31320	Garv A. Diaz	52105
Suz R. Block	20107	Eric D. Grubb	36013	Alicia Ortiz	52120
Mike C. Arciero	20145	Frank S. Cassidy	37003		

Mitchell Awards — June 1978

Leigh A. Bialas	01089	Diane L. Nelson	25055	David A. Gerson	37133
Jamie E. Stuck	02085	William P. Jones	25055	Lynn M. Beamon	37214
Ray E. Smith Jr.	02085	Timothy A. Budd	25056	David W. Humphrey	38023
Richard K. Upton	03080	Ricardo Mitchell	25056	Laurie A. Parks	39075
Gregory J. Price	04096	Kevin A. Budd	25056	Todd A. Raymond	40060
Aaron P. Yanagihara	04214	Lentia J. Hollinger	27049	David W. Irons	42076
Anita L. Oip	04206	Dean L. Hollinger	27049	K. E. Garlington Jr.	42186
Lawrence D. Jones	04412	Paul W. Lamannusa	34038	Brian P. Shouers	46004
Leonard F. Ortiz	05070	Steven J. Roscio	29035	Michael A. Smith	45091
Emery F. McKune	05070	Theodore J. Schneider	29035	Kathleen J. Stephens	45125
William M. Dunn	05141	Robert C. Black	29058	Teresa K. Addington	46010
Wayne Tompkins	05145	Clark D. Frederick	29058	Karla S. Walton	46022
Franklin D. Mills	06059	Paprocki Gabrielle	29080	Bryan K. Barry	47020
Cathy A. Carter	08117	Mark V. Kineg	29093	Dominick J. Urso II	47094
Frank E. Skirlo	08117	Paul W. Lamannusa	31130	Robert G. Showers	48004
C.S. Blancett	08176	Sam J. Geraci	31130	John S. Gerard	48160
James R. Day	08227	Christopher R. Agati	31135	Paul E. Smith	49054
Amiles A. Miles	08253	Eugene E. Guzek	31173	Juan Lopez	52012
Peter Ochabauer	11030	William A. Walkowiak	31173	Miguel A. Velez	52012
Mark S. Blachowicz	11226	Jolene E. Allen	31294	Ricardo Delgado	52012
R. B. Shankland Jr.	11280	Christophere D. Slaney	32126	Bonifacio Vidro	52012
Mark L. Perrinn	12132	John H. Burch	34038	Patria Ramirez	52066
Tom S. Senn	13002	Tom L. Skelton	34070	Agnes L. Luciano	52110
Kenneth F. Cantor	17038	C.S. Connelly	34070	Evelyn Ramirez	52066
Alan D. Blumenthal	18038	Marilyn E. Mitman	34070	Raymond Camacho	52066
William G. Lindsley	18089	Nicholas Anikienko	34131	Robert Camacho	52066
C.M. Chambers	19019	Gregory S. Trimble	34198	Olga Zapata	52066
David S. Fisher	19067	Robert A. Gates	35067	Carlos A. Ferrer	52066
Darby P. Lewandowski	20096	John P. Bednarick	37028	Adalberto Luciano	52066
Kris W. Kreiner	20164	Michael A. Wisland	37028	Tommy Forti	52110
Gale L. Dingwell	20257	James E. Lovell	37065	Garcia R. Manuel	52110
Lacey A. Coleman	22065	Michael J. Straka	37065	Edwin Gutierrez	52125
Jose L. Rodriguez	25033				

PEOPLE . . . in The News

Northeast Region

Twelve cadets from Scranton Comp. Sq., (Pennsylvania Wing) travelled recently to Scott AFB, Ill. While there, the cadets toured the base and its facilities, including the Aerospace Rescue and Recovery Center. Cadets participating were: Darren Barscheski, Jean Bromberg, Joan Bromberg, Guy Galacci, Bonnie Irving, James Kingston, William Lengner, Charles Locasio, Michael Rhodes, Cindy Serine, David Stine and Donna Stine . . . The 103rd Comp. Sq. (Connecticut Wing) participated in the Rotary Club of Rockville's Third Annual Airshow recently. Their job consisted of crowd control, protecting static displays and control of transient aircraft parking. At the completion of the show, the squadron was congratulated by the local Rotary Club president for a job well done.

Several cadets and senior members of Pittsburgh Cadet Sq. (Pennsylvania Wing) have toured the Air National Guard base at Greater Pittsburgh International Airport. While the tour was in progress, several fighter planes arrived, enabling the squadron members to watch the various landings. . . Cadet Victoria Laidler of the Woonsocket Comp. Sq. (Massachusetts Wing) has been named a finalist in the Presidential Scholars program . . . Members of the Cumberland Comp. Sq. (New Jersey Wing) participated in a squadron open house, complete with sightseeing flights and a static aircraft show.

First Lt. Ellis Marples and Lt. Col. George S. Bochenek, members of the 223rd Group (New Jersey Wing), participated in a local talk show recently. The topic was Civil Air Patrol and its role in the community with particular emphasis on the cadet program . . . Philadelphia Cadet Sq. (Pennsylvania Wing) recently won the Pennsylvania Wing Drill Team Competition . . . Cadet William J. Smith of the Pineland Comp. Sq. (New Jersey Wing) is the new 1978 New Jersey AAU Junior Olympic Senior Division Decathlon Champion . . . Southmoreland Comp. Sq. (Pennsylvania Wing) provided traffic control and communications during a recent Bike-A-Thon . . . North Penn Comp. Sq. (Pennsylvania Wing) 2nd Lts. Clara E. Dever and Dorothy J. Wingeron, plus Senior Member Nickolaus Wingeron, have attended the Northeast Region Instructor Training Seminar.

Members of the Brockton Comp. Sq. (Massachusetts Wing) were recently awarded first place in the Massachusetts Wing Color Guard Competition. Those competing included Cadets MacAlpine, Brown, Griffin and Kostka. Squadron commander is Lt. Col. Alfred Slaney . . . Cadets of the Bangor-Brewer Comp. Sq. (Maine Wing) were given a safety briefing and orientation rides by members of the 112th Medical Evacuation Company, Maine Army National Guard. The day included a tour of the facilities and a demonstration of the unit's capabilities.

Middle East Region

Cadet Garland C. Priddy, a member of the Byrd Field Cadet Sq. (Virginia Wing), has been selected Virginia Wing Cadet of the Year for 1978 . . . Eight members of the Fayetteville Comp. Sq. (North Carolina Wing) participated in the recent wing Search and Rescue Evaluation. Fayetteville's cadet commander, Dave Henry, served as an assistant to the exercise base commander . . . Cadet Ted Grochowski of the Lynchburg Comp. Sq. (Virginia Wing) is the only CPR instructor in his squadron. He holds instructor ratings in both EMT and CPR and plans to hold a class in CPR for squadron members in the fall.

Southeast Region

Group Six of the Florida Wing has participated in a cooperative exercise with Civil Defense. All squadrons of Group Six were represented. Critique of the exercise indicated a good performance by all . . . Orlando Cadet Sq. (Florida Wing) has participated in a series of rocketry classes instructed by Cadet Steve Brown . . . Hillsborough I Senior Sq. (Florida Wing) participated in a static display booth for eight days recently during Aviation Week. Tampa Cadet Sq., furnished an honor guard during the week and continuous slides showing all phases of Civil Air Patrol. . . Members of Group 3 (Florida Wing) have assisted in the Special State of Florida Olympics for the handicapped held at the University of South Florida recently. Civil Air Patrol provided communications and runners for the athletic events . . . Cadet Jay Paulus of the CSRA

Cadet Sq. (Georgia Wing) has been awarded one of two powered aircraft solo scholarships given to cadets in the wing. Cadet Paulus is cadet commander of his squadron.

Great Lakes Region

The President Gerald R. Ford Sq. (Michigan Wing) has volunteered its services to assist the Michigan Air National Guard Historical Association in preparing its building which will hold the museum at Selfridge ANG Base . . . Members of Palos Comp. Sq. (Illinois Wing) travelled recently to Chanute AFB to tour the base and meet with Air Force personnel . . . Lt. Col. Rafael V. Munguia, commander of the Pres. Gerald R. Ford Sq. (Michigan Wing) has been elected president of the Retired Officers Association. . . Members of the Valparaiso Comp. Sq. (Indiana Wing) received promotions to captain recently. They are: Kurt Crawford, James Follin and Barbara Whitman . . . Members of the Shelbyville Comp. Sq. Aerospace Radio Club (Indiana Wing) participated in a test of its emergency radio capabilities at a remote site outside of Shelbyville recently. In this test, 13 members made contact with approximately 309 stations in 50 states and six foreign countries.

North Central Region

Col. William B. Cass, commander of the North Central Region was presented a model Stutz Bearcat by members of his staff during the recent North Central Region Conference . . . Cadets Penny and Brenda Recker have soloed in a glider at a recent wing encampment. They are members of the North Iowa Comp. Sq. (Iowa Wing). Ten cadet members of the St. Louis Comp. Sq. 1 (Missouri Wing) were treated to their first orientation flight recently. Those participating included Joe Dickinson, David Earhart, Davina Earhart, Diane Earhart, Janis Leroy, Omar Melo, Barb Meyer, Adrian Roberts, Shelly Roberts and Terry Young.

Southwest Region

Capt. Harry P. Hicks, Jr., a member of the Jersey Village H.S. Comp. Sq. (Texas Wing) has successfully completed a one-week career development training course sponsored by the Defense Civil Preparedness Agency . . . Cadets of Sky Harbor Cadet Sq. (Arizona Wing) recently visited Kitt Peak National Observatory. Kitt Peak is the site of the largest collection of astronomical instruments in the world . . . Maj. Howard Sprague, a member of Arizona Wing's Phoenix-Litchfield Comp. Sq., has been named outstanding senior member of the year.

Rocky Mountain Region

Three scholarships for flight instruction were awarded recently to cadets of the Eagle Rock Comp. Sq. (Idaho Wing). Those receiving the scholarships were Brad Griebenow, Jennefer Christiano and Louard Crumbaugh III . . . Seven North Valley Comp. Sq. cadets (Colorado Wing) have attended the recent wing Type A encampment. Those attending were: Deborah King, Joel Flores, Fred LaVigne, Brian Veatch and Charles Johnson. In addition, two squadron cadets, Kevin Yackle and Allen Hammann, served on the encampment staff.

Pacific Region

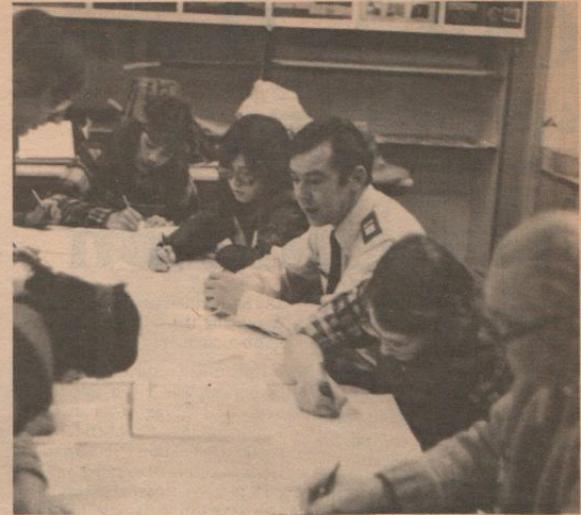
Over 80 California Wing cadet and senior members acted as crowd control and security details at the 15th Annual Watsonville Fly-In. Cadets Daniel J. Martinez and John Pacciorinni directed the cadet operations . . . Dr. John Henry Felix has been appointed the National CAP Overseas Representative for cadet units in the Pacific.

Mrs. Ferrara Succumbs

RENO, Nev. — Mrs. Hattie Ferrara, wife of Col. Joseph Ferrara, Nevada Wing commander since October 1971, died 17 July after a long illness. Funeral services were held 20 July in Reno.

TOO MANY PAPERS?

If you are getting more than one copy of Civil Air Patrol News at your house, leave extra copies in airport lounges, doctors' waiting rooms, school libraries, etc., for the public to read. They are good recruiting tools!



FAR NORTH CLASS — CAP cadets at Fort Yukon, Alaska, north of the Arctic Circle, undergo aerospace education training, assisted by adults in the Fort Yukon Comp. Sq.

Alaska Has Cadet Unit North of Arctic Circle

FORT YUKON, Alaska — The Fort Yukon Comp. Sq. is Civil Air Patrol's first cadet unit north of the Arctic Circle.

The squadron, formed in November 1977, now has 18 cadets.

Fort Yukon, a city of 600 inhabitants, is located on the banks of the Yukon River, eight miles north of the Arctic Circle.

The area offers a wide variety of activities — fishing, hunting, camping and boating in the summer, hunting, trapping, skiing, snowmobiling, dog mushing and snow shoeing in the winter.

The squadron meets on Tuesday nights in the Fort Yukon High School.

Varied Projects

Space Developments Pose Bright Future

By MAJ. EDWARD CRANKSHAW
California Wing

In the coming decade, NASA expects to have a fleet of shuttlecraft in operation between the Earth's surface and satellites. The Spacelab seems to have proven itself. Manned and unmanned exploration of our solar system proceeds smoothly. And several, even more ambitious projects have been suggested for the first half of the 21st Century.

Colonies in space, and settlements on Mars are no longer subjects for science fiction stories, but for serious consideration. The rapid advances being made in aerospace technology bring the universe ever closer to our daily experience.

What part will Civil Air Patrol play in all this? Much of the answer lies with today's senior members and how they view and play their roles.

The aerospace education and training programs for CAP cadets fill basic needs. Should a cadet decide on a career in aviation or an aerospace science, having been a cadet is a head start in that direction. The cadet who decided on the armed forces, for a one-time hitch or as a career, goes into it with a basic advantage in knowledge and training.

The CAP cadet of today is the aerospace world leader of tomorrow. That phase bears repeating, over and over.

One cadet, somewhere in our ranks today, will be a famous and respected leader 20 years from now. The odds are that this will be true even if he or she never heard of Civil Air Patrol. But the odds are much greater that CAP will be the reason for that cadet's eventual success.

The senior member plays an important role in this aspect of the cadet's future. When a senior member rejects an opportunity to participate in or support a cadet activity — aerospace education or training, he rejects the future. Whatever the program, responsible and effective leadership is mandatory for its success. Without such leadership and determined support, the future of the Cadet Program, and the individual cadet, is in doubt.

The senior member who rejects today's opportunities may be denying tomorrow's world the services of a potentially great scientist, engineer, aviator, or leader. One cadet lost, or denied the chance for training and knowledge, could make the difference.

Today, Civil Air Patrol fills a great and continuing need through search and rescue, and emergency services. No one could fail to recognize, appreciate and praise those who participate voluntarily and perform so well. All of us have reason to be proud of our service to the community, state and nation.

But that's not enough.

We all owe a debt to the future.

The pay-off is our total commitment to our future — the Cadet Program.

CAP Joins Coast Guard Celebration



CAP HELP — CAP cadet checks visitor in to the open house at Brooklyn, N.Y., Air Station. CAP aircraft in the background is on final approach to join others on display for the celebration of the local Coast Guard's units 40th anniversary.

BROOKLYN, N.Y.—Only the uniform is different; the mission is the same.

With a long and distinguished background in search and rescue, more than 100 members of CAP's Brooklyn Group (New York Wing) recently joined another search and rescue organization—the local unit of the U.S. Coast Guard—in celebrating its 40th anniversary at Brooklyn Air Station.

It was open house at the air station and owners of antique aircraft flew them into the station for display. The Brooklyn Group brought its own CAP plane and may have had the distinction of being the last to fly a fixed wing aircraft onto the station.

Civil Air Patrol members helped in crowd control and conducted tours of the installation.

The local Coast Guard unit has performed many rescue and mercy missions since it was established in April 1938 at the New York Municipal Airport, Floyd Bennett Field.

In 1941, the Navy expanded the field for wartime air operations. This period saw the Coast Guard performing many hours of coastal security patrols and search and rescue missions in support of the war effort—something CAP was also engaged in.

In 1941, the first helicopter life-saving mission was flown from the Brooklyn Air Station to deliver blood plasma to the injured survivors of an explosion aboard the USS Turner off Sandy Hook, N.J.

Today, the air station is an all-helicopter unit composed of six single-turbine machines. In recent years, the Brooklyn Air Station has aided in approximately 400 search and rescue missions per year.



EXPLANATION — Capt. Jim Anderson, right, explains the CAP decal to USCG Commander Dick DeCorps, center, executive officer of the air station. Looking on is Capt. William Mancusi.



AVIATION HISTORY — CAP Cadets Fernando Clark, left, and Eric Myerwold get a look at a bit of aviation history as they check out a 1923 aircraft on static display at the U.S. Coast Guard celebration recently at Brooklyn, N.Y., Air Station.

In MacDill Altitude Chamber

The Last Moments of . . . Consciousness'

By CAPT. JAMES L. KERLIN
Showalter Sr. Sq.

MacDILL AFB, Fla. — Blurred vision. Dizziness. Euphoria. And the last moments of functional consciousness.

In the distance you hear a voice saying, "Put the mask on! Put the mask to your face!" You take your left hand and reach up, and you feel the mask. Something inside says to cover your face, but somebody outside is doing it for you. An airman, acting as monitor, lifts the mask to your face and snaps it in place.

At the same time, he's pushing the three levers on the control panel forward: "Oxygen On, 100% Oxygen," and "Emergency Oxygen." You start shaking a little, but the airman is holding you

steady in your seat.

Finally, those blurred objects across from you start taking the shape of others sitting across from you. Your head begins to clear and you see the problems on your work sheet and wonder why it was that you couldn't figure out how many syllables there are in "Christopher Columbus."

This is an experience one might have when suffering from the effects of hypoxia at an altitude of 25,000 feet. The approximate time without oxygen for this to happen is 3½ minutes.

In April, a dozen officers of the Howard Showalter Sr. Sq., Orlando, Fla., began classroom training at the Aerospace Physiological Training Center here at MacDill AFB.

The morning was spent attending lectures and demonstrations on physical and mental responses to certain conditions of flight and the associated illnesses. Some of the subjects studied were hyperventilation, hypoxia, self-induced stresses, decompression sickness and spatial disorientation.

The afternoon sessions were designed to give students the opportunity to practice their newfound knowledge. But more importantly, it was a chance for each individual to experience various in-flight incapacitating afflictions. A flight in the decompression or altitude chamber, as it is better known, was encouraged for all, but it wasn't mandatory. (Only a third class FAA medical is required, but anyone with heart or other

ailments should take precautions.)

Anticipation was on the faces of all who entered the thick-walled rectangular chamber. Eight CAP members and two Air Force Reserve Officer Training Corps cadets took seats on either side of the inner chamber and began the ritual of connecting their oxygen masks and learning the switches on the control panel.

For the next 30 minutes, as they climbed to 35,000 feet, everybody listened to the flight controller instructions and practiced the Valsalva procedure to force air into the Eustachian tubes which may be clogged due to a difference in air pressure between the middle ear and the outside.

After the flight reached 35,000 feet, it descended to 25,000 and

everyone was instructed on the method of mask removal and the idea behind doing the problems on the worksheets given to all.

The earlier description of what happens when you remove your mask at 25,000 feet is fairly accurate, because it happened to an AFROTC cadet in the chamber. Air Force personnel on the inside act as monitors and other monitors and medical personnel stand by on the outside. The safety precautions are excellent and the most that could happen would be an experience that won't be forgotten.

For this day of training, all those attending received a card saying that they had met the requirements of the Air Force Physiological Training Program as described in Air Force Reg. 50-27.

Panel Discussion Planned At National Board Meet

By ROBERT MATTSO
Lt. Col., USAF
National Headquarters

I will be at the National Board meeting in Phoenix next month and would like to see many of you there. Of special interest will be a panel discussion concerning the theory of direction-finding (DF) and what are the best procedures and techniques for locating an ELT (emergency locator transmitter).

Additionally, I have asked Maj. Frank Burnham of the California Wing to give us a few examples of how the Mission Data Team (MDT) concept is working in his wing. As I mentioned before in this column, your most productive activity early in the mission is to gather as much data as possible on the occupants of the missing vehicle. Maj. Burnham will show us how well the MDT concept works.

Now, I'd like to share some excellent words of wisdom that I found in an Explorer, Search and Rescue (ESAR) manual. ESAR is basically a youth-oriented SAR group similar to our cadet ground teams. The advice given is applicable to both our cadets and to our overall emergency service force. Whenever you see ESAR, just think CAP.

Relationships to Other Search and Rescue Groups

"Search and rescue is a very broad field. It includes the military, civilian professionals and civilian volunteers. It takes many forms. Trackers, brush beaters, jeeps, alpine specialists, SCUBA divers, dog handlers, radio specialists and pilots are only some of the people you would meet on search operations. An awareness of their function and a general acceptance by these other people is essential to any ESAR effort.

"Experience has suggested two things:

"1. Any unit that involves itself in search and rescue will quickly establish a reputation. If the first impression is poor, the unit may never recover. It may not even get a second chance. A good first impression leads to additional opportunities. Each well-run search leads to invitations to more operations. Even then, however, a poor experience (misconduct or an accident) can cause damage to a reputation that will be remembered for a long time. This relates to the second point:

"2. Among search and rescue volunteers, jealousies and rivalries are easily created, destructive and, once started, hard to control. Each SAR group has pride in itself. Unfortunately, the presence of another group can be seen as a challenge. Especially, when the new group consists largely of younger people (ESAR), there is a tendency for adults to think the members unqualified until shown otherwise. This is a prejudice which a new group will likely encounter.

"Suggestions regarding the formation of a reputation:

"1. Start with a small group of

SAR PEOPLE

well-disciplined young people. As the ability to maintain discipline increases, the size of the group can increase.

"2. Make training a prerequisite to going on real operations. Train well enough that the teams will be up to most any task they may be assigned.

"3. Emphasize to the members that they must never make any kind of negative remark about another SAR group. The only exception may be to an ESAR leader and only in private.

"4. Emphasize a supportive relationship to other SAR units. (You are available to help them, not vice-versa.)

"5. Quickly critique each of your operations. Learn as fast as you can and smooth out rough spots in your operations.

"6. If you hear something negative from a member of another unit, privately try to get him to spell it out to you. If his concern is valid, do something about it and let him know you did.

"7. Utilize members from other SAR units in your training. In doing so, you accomplish three things:

"a. You are recognizing them as knowledgeable people whose instruction you value. This does provide for good instruction and it also has good relations-building value.

"b. Those instructors become identified with your effort; they will want you to succeed because it will be, in part, a reflection on their instruction.

"c. These instructors will become quite familiar with your members, their abilities and interests. As such, they will be able to describe your unit more accurately to other SAR people.

"8. Avoid assuming a search and rescue role which is already taken by another SAR unit within the area. Two units doing the same job has the highest potential for rivalry.

"In most cases this will not be a severe problem for ESAR. Most adult SAR group specialize in just about everything except brush-beating. A Jeep owner would usually much rather patrol some back roads (or even transport an ESAR team) than go out on foot himself. In fact, ESAR's success has been that it has been one of the few sizeable groups willing to do systematic sweep searching on foot. For this reason, once members of Jeep patrols, horse groups, etc., realize that ESAR is willing to do

Cadet Tapped For USAF Academy

EDWARDSVILLE, Ill. — Cadet Michael J. Stille, 18, of the Lewis and Clark Cadet Sq. (Illinois Wing) has received a Congressional appointment to the Air Force Academy. He was scheduled to report there in June.

Stille has participated in Civil Air Patrol for some two and a half years and was cadet commander of his squadron at the time of the appointment. He is the first from this squadron to receive an appointment to the Academy.

Cadet Stille hopes to become a career officer in the Air Force.

the brush beating, they become much less threatened and ESAR is warmly welcomed.

"9. Participate in multi-unit conferences and training exercises. Each conference is an opportunity to (1) learn about what other units do; (2) become known yourself, and (3) talk about ESAR to those who have incomplete knowledge.

"10. If you want to take on mountaineering as a specialized function, be sure that the training meets generally accepted standards. If possible utilize Mountain Rescue members in conducting training (See No. 7 again).

"Experience thus far has shown that older ESAR members can gain proficiency in mountaineering skills and are helpful in support roles on mountain rescue operations. However, rescue capability on high angle rock or on ice requires training and experience generally beyond that of most ESAR members. A person is 23-25 before he is good enough for that work. For this reason, mountaineering capability, beyond that of support roles, is not seen as practical for ESAR. Older members whose interest carry them in that direction might be better advised to join Mountain Rescue. There is, of course, no reason why they can't also remain active in leadership roles in ESAR.

"11. Conduct: It is important for all ESAR members to realize the effect their conduct may have on their ESAR unit. Youth who engage in horseplay in base camp may be seen as unprofessional by adult searchers, unfeeling by the lost person's relatives, etc.

"Remember you are offering something others want.

"1. As a volunteer unit, you are offering a free community service. From the sheriff's (or responsible agency's) viewpoint, it couldn't be a better deal. He gets a valuable service, on short notice, at no cost, and it requires little (if any) of his time to administer.

"2. You are dealing with youth. Many sheriffs of adult members of other SAR groups like the idea of helping young people.

"3. As mentioned, the traditional ESAR role of brush-beating is not in conflict with the role assumed by most adult SAR groups.

"a. Most adults would rather not do it themselves.

"b. Young people are willing.

"c. Generally speaking, the biggest demand on searches is for qualified brush beaters."

I think they have the right idea. OFFER a NEEDED service; then DELIVER that service in a professional manner.

See you in Phoenix.

CAP News Briefs

Wing Commander Gets Award

CEDAR RAPIDS, Iowa—Col. John H. Johannes, Nebraska Wing commander, was awarded the Gill Robb Wilson Award here during an awards ceremony at the recent North Central Region conference.

Air Force Brig. Gen. Paul E. Gardner, CAP executive director and commander of HQ. CAP-USAF, made the presentation. Assisting in the presentation was Brig. Gen. Thomas C. Casaday, CAP national commander.

Col. Johannes is a retired Air Force officer and has been a member of Civil Air Patrol and of the Nebraska Wing for 12 years. He has served the past three years as wing commander.

Group Flies Survey Mission

ROSLYN, N.Y.—Nassau County Group (New York Wing) personnel flew a photo survey mission recently over the Navy housing area at the deactivated Mitchell AFB in Garden City, Long Island.

Using a corporate Cessna 172 piloted by Maj. Lewis Mahoney, Maj. Milton Haas, group civil defense officer, made a series of 35mm photographs of the base buildings, which are now used by the Navy to house military personnel assigned to the New York metropolitan area.

The survey was made at the request of the Naval base commander. This mission was the first in a series to be flown by the group in a program of increased participation in community service, according to 2nd Lt. Richard A. Calma, group information officer.

Arizona Pilots at Flight Clinic

PRESCOTT, Ariz.—More than 50 CAP pilots from the Arizona Wing attended a flight clinic here on a recent weekend at Prescott Municipal Airport.

The two-day clinic was designated to update member pilots on special procedures in general emergencies, FAA regulations, flight planning and aviation weather.

The mornings were dedicated to lectures and discussions with practical missions and check flights in the afternoons.

Maj. Nyal Garmon, Arizona Wing standardization and evaluation officer, conducted the conference and spoke on emergency procedures.

The FAA was represented by Capt. Bob McKie of Prescott FSS and Maj. Ed Dorar, Arizona Wing safety officer.

Washington Cadets Visit Canada

SEATTLE, Wash.—Members of Civil Air Patrol recently visited Victoria, B.C., during the first phase this year of "Hands Across the Border," an annual exchange of visits between members of the Air Cadet League of Canada and CAP cadets in this area.

The group, led by 1st Lt. James F. Seymour, commander of the Seattle Comp. Sq., travelled on the Canadian vessel, "Princess Marguerite," for the two-day event. Members of the Air Cadet League were their hosts.

Phase II, scheduled in September, will feature a visit by the Canadians to CAP units and homes here.

Col. Platter Halts Break-In

BRAINTREE, Mass.—In the early morning hours of a day last fall, Col. Carl J. Platter, at that time Massachusetts Wing commander, observed two men breaking into the family car, parked beside the house.

Col. Platter awakened his wife to call the police, armed himself and proceeded downstairs to investigate.

As he surprised the thieves at his car, one of them attempted to attack him. Col. Platter broke away from his attacker and fired a warning shot into the air. He then chased the men back to their waiting car and watched as they sped away into the police road block.

Col. Platter's testimony was later instrumental in leading to the conviction of the two men.

Link Trainer Again Operating

SEAFORD, N.Y. — Nassau Comp. Sq. III has its Link Trainer back in operation, thanks to the time and efforts of Cadet Charles Jackson, a member of Nassau Comp. Sq. II of Valley Stream, N.Y.

Along with the many hours of repair he put into the Link Trainer, Cadet Jackson has taken the time and effort to instruct cadets of Nassau Comp. Sq. III in the operation and safety techniques of the trainer. The trainer has proved fascinating to seniors as well as cadet members.

Cadet Jackson will enter the University of Southern California in September to begin his studies there.

Credit Cards to Be Accepted

The Bookstore is pleased to announce that, beginning Sept. 1, Bank America (VISA) and Master Charge Credit Cards will be accepted, ON A TRIAL BASIS, in payment of orders.

The following policy will be in effect:

a. Minimum order must be \$10.

b. The name of the card used, customer's Account Number and Expiration Date of card must appear on the Order Form AND MUST BE LEGIBLE.

c. Master Charge Cards must include the four digits above card holder's name.

This system is being initiated on a trial basis in response to the many requests from the membership for this service.



BLIMP TOUR — Cadet Tom Booth, left, 2nd Lt. Cheryl Kent, Cadet Larry Kent and 2nd Lt. Marilyn Lappe take a close-up look at the Goodyear blimp, "Mayflower," during recent tour of Allegheny County Airport, Pittsburgh, Penn. They were among a group of cadets, escorted by the two senior members, who enjoyed a look at the airship with the tour being arranged by David Flannery, senior pilot for Alcoa. Although they were not permitted to board the craft, the visitors agreed that the tour was "informative and fascinating."



CAP DISPLAY — Cadets of the Gainesville Comp. Sq. (Florida Wing) operate a display stand at the Gainesville Mall. Ten cadets and six seniors took part during a recent membership drive.



SEMINAR — Members of the Idaho Wing attended an emergency services seminar recently in Boise. Among those attending were the wing emergency services officer, Bud Lloyd, left, and Col. Keith Lysinger, wing commander, second from left. They are pictured during one session of the seminar. Representatives of other disaster relief organizations also attended the seminar.

Cadet Group Hears Careers Discussion

BROOKLYN, N.Y. — Members of CAP's Brooklyn Group (New York Wing) got a chance recently to ask questions about future airline and general aviation career opportunities at a presentation called "Careers in Aviation."

The presentation was held at headquarters of Brooklyn Cadet Sq. IV and was conducted by James R. Ean, a public relations officer in New York for Lufthansa Airlines.

Ean has been an active pilot for more than 30 years. He was a member of the original "Blue Angels," Navy precision flight team, and was a Navy bomber and fighter pilot in World War II. He has also worked as a test pilot and spent over 18 years with the Federal Aviation Administration as an air traffic control specialist. Still active in aviation, he is currently involved in a campaign to save the aircraft carrier, "Intrepid," for conversion to a floating air and space

museum in New York harbor. He is a former CAP member.

Fifty cadets and 10 senior members, plus several guests, heard Ean's presentation. The program covered career opportunities in a variety of airline positions, in the FAA, and in general aviation. The speaker gave helpful hints to cadets on how to break into the aviation industry, citing various educational, practical and physical requirements for various flight related positions. In addition, he gave some of his own views of what it's like to fly and to work as a pilot.

The talk was coordinated by the Brooklyn Cadet Sq. IV as part of an on-going program. Speaker for the previous month was C.B. Howse of American Airlines. Cadets and seniors also toured the New York port facilities at John F. Kennedy International Airport and visited Pan American Airlines hangar facilities.

Connecticut Unit Helps With Special Olympics

NEWTOWN, Conn.—The high school athletic field here was an eye-boggling mix of colors. More than 2,000 persons moved about, laughing, excited. Balloons added to the splashes of color.

Varied colors of T-shirts dotted the field, each color denoting a specific task. If any colors dominated, they were Army tan and Air Force blue.

The Connecticut State Special Olympics had come to Newtown High School and the military, along with CAP, was there to help.

Members of the 411th Civil Affairs Co., Co. A, 826th Military Intelligence Battalion and Civil Air Patrol's 99th Comp. Sq. fanned through the crowd. They provided traffic control, com-

munications, medical assistance and the like.

Unit members who did not have specific assignments brought the military presence down to the more personal level. They were the huggers who congratulated each contestant at the end of an event. They were the presenters since receiving a medal from someone in uniform adds something to the ceremony. They were the coaches, the instructors, the one-to-one volunteers who helped make the annual sports event work for the handicapped and retarded.

Planning for this year's Olympics began approximately 20 months ago. CWO David P. Welsh of the Army's 399th Civil Affairs Gp. was designated as

USAF Academy Host To 240 CAP Cadets

U.S. AIR FORCE ACADEMY, Colo. — The Air Force Academy, located just north of Colorado Springs, was host this summer to approximately 240 Civil Air Patrol cadets, here to participate in summer training activities, according to Lt. Col. Howard J. Rice, Academy project officer.

Included were two summer encampments — one for the Colorado Wing and one for the Nebraska Wing. In addition, approximately 70 cadets from CAP's Rocky Mountain Region attended a cadet officers school here.

The final activity was the 10th annual cadet survival training course for approximately 65 cadets selected from the western area of the country.

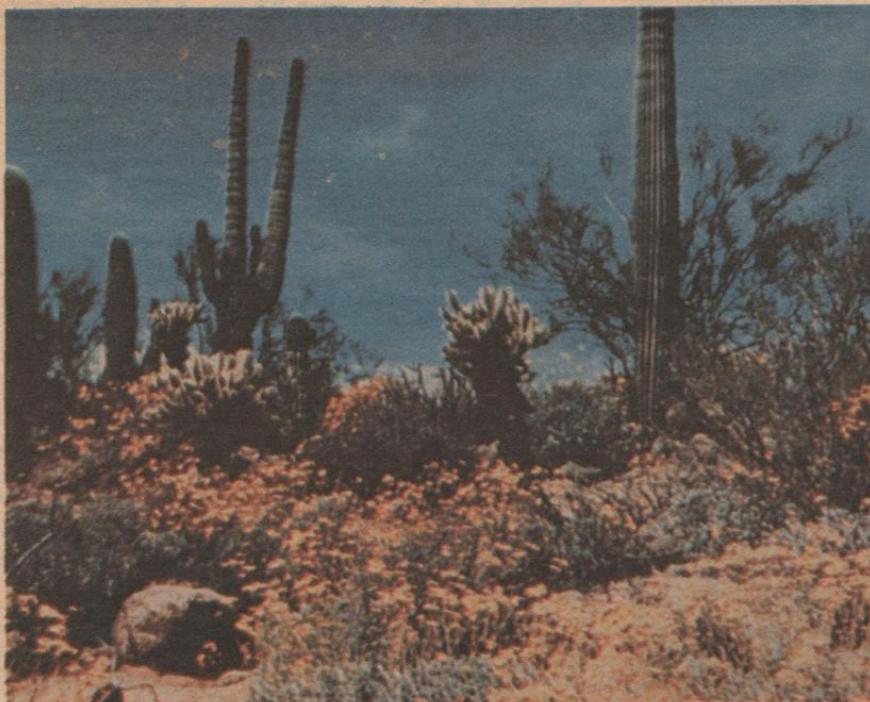
Survival training was conducted from June 18 to June 24 with the Academy providing field and water survival training. The cadets spent four days in Saylor Park, learning to live off the land, and one day in the Academy

Kettle Lakes water survival training complex.

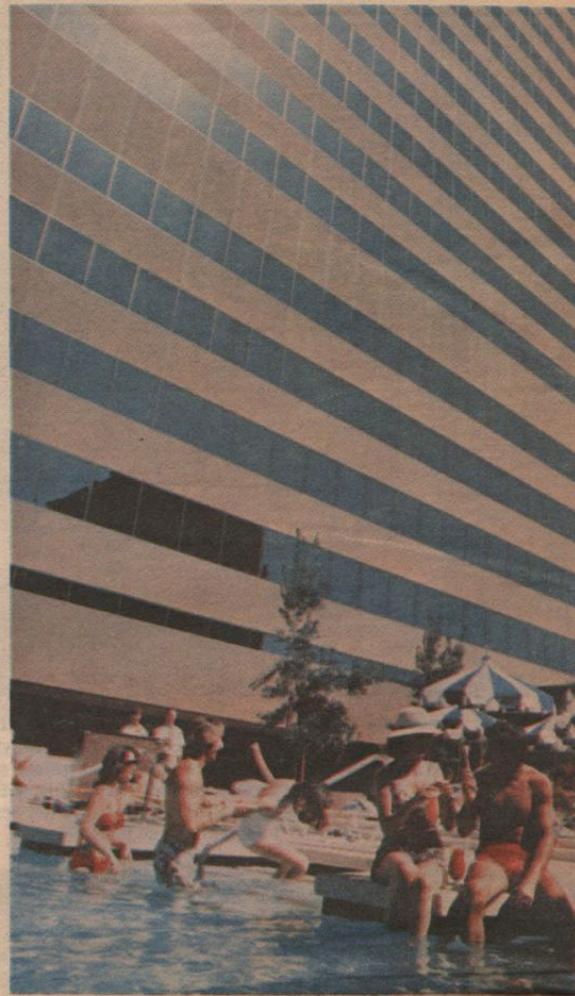
The cadet officers school ran from June 25 to July 2. The cadets received instruction in numerous leadership related subjects from CAP and Academy personnel.

The Colorado Wing encampment began June 11 and concluded June 17. The Nebraska Wing encampment, also for approximately 75 cadets, was run from July 2 to July 8. Cadets in both activities participated in tours, briefings, flight demonstrations and other training programs at the Academy, Peterson AFB, NORAD, and Fort Carson.

military liaison to the Olympics committee and, working on his own time, helped arrange participation by the military and CAP. When the 399th was deactivated in April, just six weeks before the Olympics, the 411th stepped in to provide most of the services.



ARIZONA DESERT IN BLOOM



SWIMMING IN HOTEL POOL

National Board Meeting '78

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Phoenix, Ariz.

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- Cadet Program Seminar
- Logistics Seminar
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CAP NATIONAL BOARD 8 - 9 SEPTEMBER 1978

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Single Occupancy	\$22		
Double Occupancy	\$28		
PREFERENCE: (circle one) King Bed Twin Beds			
SUITE ACCOMMODATIONS: All Suites subject to confirmation.			
One-bedroom <input type="checkbox"/>	One-bedroom suites		\$50.
Two-bedroom <input type="checkbox"/>	Two-bedroom suites		\$72-\$78

Mail This Coupon To:
Hyatt Regency Phoenix
Reservations Department
122 No. Second Street
Phoenix, Ariz. 85004

To Reserve Your Room At Hotel, Fill Out And Mail This Coupon At Left To Hotel At Address Listed

To Pre-Register At National Headquarters For All Activities, Fill Out And Mail Coupon in July issue.