



New leader takes CAP-USAF helm

MAXWELL AFB, Ala. — The reins of command for Civil Air Patrol-United States Air Force changed hands in a ceremony here March 8. Air Force Col. Ronald T. Sampson relinquished command to Col. Garland W. Padgett Jr. Air University Commander Lt. Gen. Jay W. Kelley presided over the leadership changeover.

Colonel Padgett assumes CAP-USAF's top military post after a short stint as chief, plans and policy for Air University.

CAP-USAF is the Air Force liaison to the Civil Air Patrol. In addition, personnel assigned to the headquarters perform staff functions for National Headquarters CAP. The CAP-USAF commander is dual-hatted as the senior Air Force advisor to CAP.

As commander, Colonel Padgett will be in charge of directing Air Force support of Civil Air Patrol and will command all Air Force personnel assigned to the headquarters, the eight liaison regions, and the 52 wing region offices.

Speaking to the group attending the ceremony, Colonel Padgett said, he and his wife, Ruth, were honored to command CAP-USAF and be associated with the U.S. Air Force auxiliary, the Civil Air Patrol -- both organizations with a long and rich history.

"... Over the past few weeks I've had the opportunity to read a lot about CAP-USAF and CAP. I've read its history and am impressed with its accomplishments. But I am even more impressed by its people -- active duty, corporate, and volunteer. They are dedicated, smart, and professional.

"The CAP-USAF/Civil Air Patrol relationship is currently a rapidly changing one. Over the

next several months, all of us together will be working very hard to fully define that relationship. General Kelley, men and women of CAP-USAF and the Civil Air Patrol, let me assure you that the overarching theme of that endeavor will be service to the nation. Which is, after all the purpose of both organizations," he commented.

The new CAP-USAF commander earned a bachelor of science degree in biology (pre-medical) from the Virginia Military Institute in 1968 and a master's degree in psychology from the University of Northern Colorado in 1978.

His professional military education includes Squadron Officer School in residence; the Air Command and Staff College in both seminar and residence; and the Air War College through the Air University Associate Studies Program.

Colonel Padgett earned a Regular Air Force Commission as a second lieutenant in 1968, completing the Reserve Officer Training Program as a Distinguished Graduate.

He is a command pilot with more than 3,000 hours in the T-37, C-123K, F-4D/E, OA-10, and A-10 aircraft and is a senior operations missileman. He has served in key positions at Phan Rang Air Base, Republic of Vietnam; Williams AFB, and Davis-Monthan AFB, Ariz.; Nellis AFB, Nev.; Osan Air Base, Republic of Korea; Hickam AFB, Hawaii; Suwon AB, Republic of Korea; MacDill AFB, Fla.; and Shaw AFB, S.C.

In Vietnam he was assigned to the 310th Special Operations Squadron (Air Commando), Phan Rang Air Base. There he participated in three air cam-



Col. Garland W. Padgett Jr. receives the CAP-USAF flag from Air University Commander Lt. Gen. Jay W. Kelley, symbolizing assumption of command. (CAP Photo by Gene Sinner)

paigns, completing 845 combat missions.

At MacDill AFB, Colonel Padgett was assigned as the chief, policy branch, policy division, plans and policy directorate (CCJ5), United States Central Command. Colonel Padgett served in both Operation DESERT SHIELD and DESERT STORM in the Central Command headquarters, Riyadh, Saudi Arabia.

During his second tour at Hickam AFB, the colonel first served as director, operations plans, Headquarters, Pacific Air Forces. In December 1992 he was selected to become the executive to the commander, Pacific Air Forces. He served in that capacity for two commanders before being reassigned to Maxwell AFB in January 1995.

His awards and decorations

include the Defense Superior Service Medal, the Distinguished Flying Cross, the Bronze Star Medal, the Meritorious Service Medal with four oak leaf clusters, the Air Force Commendation Medal with one oak leaf cluster and the Republic of Vietnam Gallantry Cross.

Colonel Padgett is married to the former Ruth Elizabeth Monteith of Hartford, Conn. They have four children: Catherine, Matthew, Eric and Michael.

Colonel Sampson has been reassigned to the 375th Airlift Wing, Scott AFB, Ill.

During the change of command ceremony, Colonel Sampson was honored with presentation of the Legion of Merit and the Air University Medalion.

Important safety message

MAXWELL AFB, Ala. -- Priority Letter Airworthiness Directive 95-07-01 issued March 17, 1995, becomes effective upon receipt, National Headquarters logistics officials here said.

An excerpt from the directive reads as follows.

"For engines assembled on or after Feb. 15, 1994, prior to further flight, determine if any connecting rod bolts were replaced during assembly. This AD applies only to engines that had connecting rod bolts replaced on or after Feb. 15, 1994.

For engines that contain replacement connecting rod bolts installed on or after Feb. 15, 1994, that were not purchased directly from Textron Lycoming or Aircraft Technologies, Inc., prior to further flight, visually inspect to determine if the connecting rod bolts are clearly identified by raised letters SPS, S, C, or FC, identifying them as PMA parts manufactured by Superior Air Parts, Inc., or AL75060 forged into the head, identifying them as PMA parts manufactured by Aircraft Technologies, Inc. If the connecting rod bolts can be positively identified as provided in this paragraph, no further action is required."

Note this is only an abbreviated portion of the AD. A copy of the directive is being forwarded to each wing and region for reference. Share this information with all CAP members involved in aviation-related activities.

National commander leads membership campaign

MAXWELL AFB, Ala. -- "With the support of the National Board, the 1995 national membership campaign, Membership Drive '95 is underway. This all-out recruiting effort, along with the restructured National Headquarters with its marketing/public relations directorate and personnel's new membership development, addresses critical membership issues and signals CAP's intent to reverse the alarming membership decline of the past six years," said National Commander Brig. Gen. Richard L. Anderson announcing a three-month, March 1-May 31, 1995, membership drive.

Anderson added, "This campaign is much more than an exercise in increasing our membership and handing out awards for it. It's about growth. It's about bringing in new ideas and enthusiasm. It's about peopling our ranks with members who are devoted to Civil Air Patrol, the Air Force and to performing vital public services for thousands of Americans and their communities. Most impor-

tant however, it's about attracting quality people to work with us, staff our units, operate our radios, teach our cadets and fly our missions. It's about sharing the good times and rewards of CAP membership with as many people as possible. It's also about creating a new generation of members to lead our organization into the 21st century. In short, it's about the future of OUR organization!

"I am personally dedicated to true growth in CAP membership and expansion of our programs. That is why I accepted the responsibility to serve as the National Chairman for Membership Drive '95. I need your personal and energetic involvement as members and leaders to make this campaign a success. The National Headquarters and I are absolutely committed to serving your needs and ensuring maximum growth for Civil Air Patrol -- the finest volunteer public service organization in America!" (See Page 12 for more details)

CAP Live Organ Transport Program saves lives, See Page 6

Gen. Anderson: Regain safety, ops discipline focus



OFFICE OF THE NATIONAL COMMANDER
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
Maxwell Air Force Base, Alabama 36112-6332

28 February 1995

MEMORANDUM FOR ALL CIVIL AIR PATROL MEMBERS

SUBJECT: Flying Safety

1. In the aftermath of several recent Civil Air Patrol aircraft mishaps, I'm writing to affirm my expectations of all commanders, operations staff officers, aircrew members, and managers of CAP aircraft resources--both Corporate and member-owned/furnished.

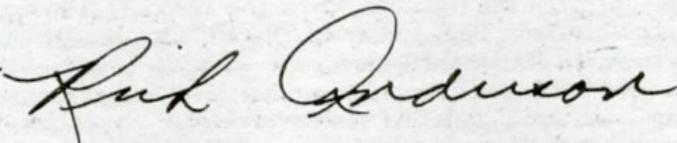
2. You are all safety officers. You and I must eat, sleep, and breathe the highest standards of safety in all CAP air and ground activities--most notably in flying safety because of the unforgiving nature of aviation mishaps. We operate the largest fleet of single-engine aircraft in the world. We are leaders in the general aviation community. And we accept a special trust because of our commitments as the civilian Auxiliary of the United States Air Force. In short, I expect your unshakable devotion to aviation safety and sound judgment; aircrew discipline and attention to detail; and compliance with FARs, CAPR 60-1, and other directives.

3. Here's the reason behind my comments: In January 1995, three heroic CAP aircrewmembers died in a Corporate aircraft on an Air Force SAR mission. Also, in January 1995, a Corporate aircraft slid off the runway while landing after an AFOTC orientation flight--thankfully without injury to the occupants. And in February 1995, an aircrew intentionally landed a Corporate aircraft on an unlighted airfield--after dark--totaling the aircraft but without injury to the aircrew. In each of these mishaps (save the Air Force SAR mission), aircrew and/or supervisor actions and violations of published guidance are suspected as causes, not equipment failure. These last two mishaps follow a period of exceptional flying safety for CAP. These mishaps grip our attention. They remind us of the critical nature of our flying duties. They warn us that our focus on safety has blurred. We will recapture that focus...today.

4. I believe that more and new regulations are not the answer. In fact, I am committed to deregulating your CAP lives. Instead, I and you will focus on the few ill-disciplined offenders among us who intentionally bend and break the rules, damage and destroy our aircraft, injure and kill themselves and our members, and tarnish CAP's good name. I have zero respect or tolerance for such offenders among us--no matter how few their numbers or how small their offenses. In the future, I expect CAP commanders at all levels to take prompt, responsible action to protect CAP people and assets by (a) removing willful safety offenders from CAP; (b) taking aggressive legal action to recover from willful offenders the repair or replacement cost of your Corporate assets they damage or destroy; and (c) referring offenders to FAA for suspension/revocation of airman certificates.

5. I value each of you individually and highly respect your work as professionals, officers, and leaders in the Air Force Auxiliary. That hard-earned respect, though, must be re-earned every day by safely operating in full compliance with our regulations. I enlist all of you in regaining our focus on safety and operations discipline. We'll succeed because of your leadership!

*I believe strongly
in these words.
They are generated
by me on my home
word processor!*



RICHARD L. ANDERSON
Brigadier General, CAP
National Commander

cc:
All National Board Members All CAP-USAF LRs/CC
HQ CAP/NA/CLC/JA/SE/XO All CAP-USAF LOs

Alaska legislature lauds flight safety efforts of CAP member

MAXWELL AFB, Ala. — An Alaska Wing member was honored by the 18th Alaska Legislature for being the first pilot in the state to reach Phase X of the FAA's prestigious Pilot Proficiency Award program.

The Legislature recognized Lt. Col. John Riley Morton with a citation detailing his ceaseless efforts toward improved flight safety.

The FAA program combines a flight safety seminar with three hours of flight training with a certified instructor. A pilot completes one portion a year beginning with Phase I and completes the program when Phase X is completed. Riley Morton's commitment to this 10-year program is an indication of his commitment to flight safety.

The citation reads:

"... Riley Morton's commitment to aviation safety has benefited both the passengers he transports and the community of Kodiak. Morton serves as the flight safety officer for the Kodiak Island Composite Squadron for the Civil Air Patrol; in this capacity he shares his knowledge with other members of the squadron. He also serves as the FAA accident prevention counselor for Kodiak Island.

Riley Morton is also a deco-

rated Vietnam veteran. Morton served three tours of duty in Vietnam flying everything from Beavers and Otters to Caribous and Hueys. Altogether he spent five years in Vietnam including service with the Special Forces and Rangers.

An organization like the Civil Air Patrol is invaluable in an area like Kodiak. Flight safety is an important consideration when pilots are flying long hours on search and rescue missions. Riley Morton's achievements in the field of flight safety, flight instruction, and float plane technology add immeasurably to the quality of the Kodiak Civil Air Patrol squadron.

The 18th Alaska legislature offers its congratulations to Riley Morton for attaining the highest level of achievement in the Pilot Proficiency Award program and we extend our thanks to him for sharing his flight safety knowledge with Kodiak's Civil Air Patrol. The Kodiak CAP squadron has taken what they have learned from Riley Morton and translated that knowledge into more successful search and rescue operations for the victims of aviation accidents.

The 18th Alaska Legislature extends its best wishes to John Riley Morton and we salute him for his efforts toward improved air safety in Alaska."



New wing commanders

From left (front row), Cols. Thomas DiMilla Jr., Massachusetts; and Ronald R. Kelso, Wyoming; Lt. Col. Larry W. Landick, Indiana; Cols. Jacquelyn L. Hartigan, Ohio; and Angelo A. Porco, California; Lt. Col. Jean-Pierre J. Habets, Pennsylvania; and Col. Douglas N. Huff, Kentucky; (from left back row) Cols. Albert J. Sambold, New Hampshire; Walter S. Schamel, Oklahoma; Wilbur D. Donaldson, Minnesota; Sidney W. Wilson, Arkansas; and Benjamin D. Grove, Georgia; Lt. Cols. Douglas L. Jones, Washington; and John T. Rooney, Nebraska; Col. George O. Pringle, Florida; and Lt. Col. William S. Charles, Michigan (CAP Photo by Gene Sinner)

Commanders attend 1995 course

MAXWELL AFB, Ala.—Civil Air Patrol commanders from around the country recently attended the National Commander's Course here in February.

The course is conducted annually for CAP officers recently appointed to region or wing commander positions. The four-day course consists of

National Headquarters Civil Air Patrol and National Headquarters CAP-USAF staff members providing presentations on important issues, policies, and procedures which affect region and wing operations.

In addition to formal instruction, officers get the chance to exchange ideas and information with each other and to

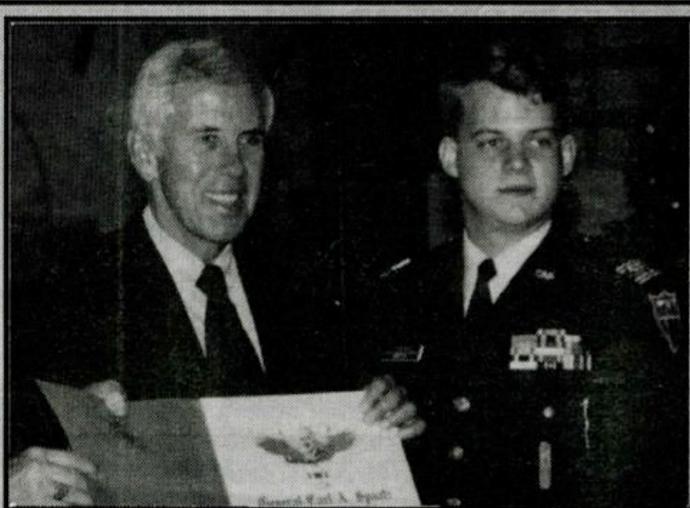
interact directly with the National staff. Course Director, Jerry Hellinga, chief of senior training programs, recommends all new commanders attend this course as early as possible during their command tenure to help establish crosstalks and gain valuable knowledge of supervisory responsibilities.

DEA praises Hawaii Wing efforts, issue recognition plaque

HONOLULU, Hawaii -- At the recent Hawaii Wing Annual Awards Banquet the Honolulu Office of the Drug Enforcement Administration (DEA) recognized the Hawaii Wing for its help and dedication to duty in support of the Hawaii Cannabis Eradication/Suppression Program during the period of July 92 to June 94.

Joseph Parra, resident agent-in-charge of the DEA Honolulu Office presented the plaque of recognition to Wing Commander Col. Roger Cairns who accepted on behalf of the Hawaii Wing.

National Vice Commander Col. Paul Bergman was on hand representing National Headquarters Civil Air Patrol.



Civil Air Patrol News, with a circulation of more than 50,000 copies, is published monthly especially for people like Indiana Wing's Cadet Richard Griffith being presented with the Gen. Carl A. Spaatz Award by Sen. Richard Lugar (R-Ind.) at a ceremony in Indianapolis. Griffith is currently cadet commander of the Weir Cook Cadet Squadron in Indianapolis, and has previously served as the cadet commander of the Feltwell Cadet Squadron, Overseas, and as Indiana Wing's Cadet Advisory Council Chair. His decorations include three Commander's Commendation Awards, a Unit Citation Award, and the Cadet Recruiting Ribbon with four bronze clasps. Griffith is a 1992 graduate of Cadet Officer School. He attends Indiana University's School of Public and Environmental Affairs, studying Hospital Administration and Public Health. He intends to join the USAF Medical Service Corps, after college, to work in hospital administration and management.

Civil Air Patrol NEWS

Serving the CAP membership since November 1968

National Commander Brig. Gen. Richard L. Anderson
 Senior Air Force Adviser Col. Garland W. Padgett Jr., USAF
 Public Affairs Officer Maj. Todd A. Fruehling, USAF
 Chief, Internal Information Don Thweatt
 Editor MSgt. Jeffery Melvin, USAF

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Departing commander shares thoughts with members



By Air Force Col. Ronald T. Sampson
CAP-USAF Commander

As I look back on my three and one-half year association with Civil Air Patrol, a myriad of people, events, and milestones come to mind.

Let me simply say my tenure as CAP-USAF vice commander, and commander and CAP executive director has been as varied as the spectrum of colors of the rainbow. We shared triumphs, and, most recently, tragedy.

It would be an almost insurmountable task to recount all of these. I will, however, try to recount some of the most memorable.

Reorganization

The hallmark of my particular tenure has to be reorganization. We had the unenviable task of reorganizing the CAP-USAF structure -- twice.

First, we went through the Air Force restructuring/streamlining and transitioned from a numbered Air Force equivalent to a wing equivalent organization. Then, the objective wing structure came out so we changed all the names, numbers, etc.

Then we went into the much deeper reorganization of drawing down and using less active duty Air Force personnel, turning over to you — the CAP membership — more of the day-to-day operation.

We are half way through the headquarters reorganization. There are 50-plus CAP corporate employees in the headquarters building and a few less than 50 Air Force and DoD civilians. My successor, Air Force Col. Garland W. "Wes" Padgett Jr., will have to go back in with Civil Air Patrol and Air Force leaders and re-negotiate a new Memorandum of Understanding that fits the new structure.

In the long run I think this reorganization will meet the goals of Civil Air Patrol and the Air Force. We still have a lot of work ahead but we've made substantial progress. Let's look at a few notable examples of that progress.

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Air Force. We still have a lot of work ahead but we've made substantial progress."

Mission expansion

Over time our search and rescue mission has diminished somewhat but it will probably never disappear. Moreover, since the aviation community doesn't want to spend additional money for more sophisticated locator beacons, we will continue to look for airplanes and false beacons into the foreseeable future.

One area of possible expansion is that hikers, skiers, and other outdoor enthusiasts might get personal locator beacons hooked to themselves and set those off when lost or disoriented. This might make it easier to find them, but you will probably be getting more beacons to search for.

Counterdrugs, of course, is an expanding mission. For now it appears as if the Administration is focusing less on interdiction in transitional zones and producing countries, and more on stamping out and eradicating drugs within our country's borders. That will keep you busy in the flying game.

As drug demand reduction programs grow, I think you can sell your Cadet Program as a source of help. That should also help keep some money headed toward CAP.

A higher profile

I worked diligently to get CAP in the forefront of Air Force leadership to get you the support that you need to continue to grow as a viable organization.

General Anderson has also undertaken that with some great vigor, establishing a good relationship with Mr. Bryan Sharratt, deputy assistant secretary of the Air Force for Reserve Affairs.

Air Force Lt. Gen. Jay W. Kelley, Air University commander, is one of the most supportive general officers that you will ever have. Air Education and Training Command Commander Gen. Henry Viccellio, after hearing the briefing about you recently, I am sure was quite impressed.

When one of your cadets gave a flight suit briefing to the Air Force Council, it raised the visibility of your disaster services. It also showcased how effective CAP cadet training is. These actions are necessary; you must continue.

You have a near-term opportunity that I'm sure Colonel Padgett will be deeply involved in as we build a briefing to go forward through Mr. Sharratt up the chain to Air Force Secretary Sheila Widnall and the Air Force Chief of Staff, Gen. Ronald Fogleman. This is your shot, to tell the Secretary and the Chief what the Civil Air Patrol needs, specifically in the Cadet Program, to keep it alive, viable, and well.

I've urged General Anderson to press that you need strong support from Air Force installations. The Air Force should be supporting its auxiliary. Every Air Force base ought to have a

building that looks good, looks professional, and says "Civil Air Patrol" on it.

Quality program

Colonel Padgett may be a bit surprised to hear you using 'quality' terms such as goals, objectives metrics. I'm sure he'll find that CAP has a mission statement, a vision statement, and all those other good things that we on the Air Force side have been doing for some time.

I know many of you in the business world are far ahead of the Air Force's quality journey. You bring a lot to the table. I encourage you to continue. The Air Force is certainly trying to manage the budget, and establish goals and objectives. We need targets; we need to know what we are supposed to do; how we are doing it; and *how we know* we are doing it.

"You have to think SAFETY everyday and in every way. Costs skyrocket rapidly when safety fails and people are hurt or injured or limited assets are damaged or destroyed. A good dose of operations discipline is absolutely necessary."

Safety

Civil Air Patrol has a great record. Unfortunately in the last two months, we've had a few setbacks. If you split it into fiscal years, and you look over the long term, we still have good safety record. It is staying right around the level where the Air Force stays as an entire organization. On the surface that looks good.

However, the major command that you now fall under, Air Education and Training Command, is somewhat conservative in its approach to safety. They are in the basic training mode.

On the one hand, they would say that, yes, they operate in the most dangerous environment because they have people who are learning how to fly. On the other hand, it is a very structured flying program; much of it under the eagle eye of an instructor and with some pretty good weather controls. AETC's safety record is at the .3 level.

It is going to be tough for a unit like CAP to post those numbers because you don't necessarily fly under so tightly-controlled an environment. That means you have a challenge to meet the expectations of the AETC commander. You must exercise some operations discipline — a large measure of operations discipline. When I talk about operations, I am not only talking about flying, I am talking about driving down the highway, the cadets going through calisthenics or whatever it might be.

You have to think SAFETY every day and in every way. Costs skyrocket rapidly when safety fails and people are hurt or injured or limited assets are damaged or destroyed. A good dose of operations discipline is absolutely necessary.

Air Force Core Values

I want to close with six words.

* **Tenacity.** No doubt you have it. For 52-plus years now -- a little bit older than the Air Force -- you've shown the stick-to-it-ness to hang in there as a vibrant organization of importance to the country.

* **Confidence.** Your best example is the Midwest flood. For 47 days CAP conducted a sustained, high-intensity operation — a precedent setting operation — with no injuries, no scratched aircraft or vehicles. Everything was positive about that entire exercise. It indicated a high degree of confidence, but confidence is fleeting. It requires a great training program; your membership turns over and it is continuous. There is no relaxation.

* **Service.** We are all "in the service." None of us in the blue suit -- Air Force or CAP -- are not here to get rich. We are here because we love this country. We believe in it and are willing to make sacrifices for it. You are digging into your pockets to belong to this organization. That's another indication of your dedication to service. Keep concentrating on the service end. Keep your eye on the customer. Don't be too concerned about personal gain, promotion or recognition. If you do a good job providing service to others, you are going to get promoted and you are going to get recognition.

* **Patriotism.** Not one minute during my entire tour did I ever doubt your patriotism. All of you are 100 percent behind your Air Force, your country, and the United States government.

* **Courage.** You only have to think about the folks that get up in the middle of the night and fly in bad weather, or get up at all hours to go chase the errant beacon, or those that get an airplane airborne and fly into challenging situations. You have the physical kind of courage, but there are other kinds of courage. You've got the courage of your convictions and that kind is needed as well.

* **Integrity.** It is an absolute essential. I can't do you any good if you don't believe me and I won't do you any good if I don't believe you, and it flows both ways. We must be straight up with each other. I have experienced a high degree of integrity from you all, and I hope that you have seen that from me. Integrity, courage, patriotism, tenacity, confidence, and service, those are the Air Force core values. That is what we live by. Think about them, and use them yourselves.

It has been my pleasure to serve you, and serve with you in the good works you do for America. Thank you and God Bless.

"Integrity, courage, patriotism, tenacity, confidence, and service, those are the Air Force core values. That is what we live by. Think about them, and use them yourselves."

Leadership perspective: *Fiscal responsibility a top priority*

Effective leadership and planning can enhance ways of conducting fiscal affairs of the Civil Air Patrol, Inc. As the chief financial officer, I would like to share with the membership, and especially finance officers and commanders at all levels of responsibility, some of my observations and perceived solutions to financial administration and management problems.



Col. John P. Ratcliff
National Finance Officer

Many documented desirable attributes of leadership are constantly applied to various situations in everyday life. In the financial community all attributes are useful; however, knowledge, integrity and dependability are the most needed. To be a good finance officer and to be ultimately successful as such, you must first have the knowledge acquired through education and training; you must be honest and faithful in the performance of your duties; and your reputation for honesty and dependability should be well known by the membership. If all finance officers fit this mold, then commanders would have less to worry about and could devote more time to other worthwhile pursuits.

Commanders who choose unqualified people for finance officers or finance officers who live in other communities, and in some cases in other states, cannot reasonably expect to have a smooth and effective financial operation. An excuse given recently for not completing a wing audit on time was that the "pony express" had again lost the checks in the mail.

The commander and the finance officer must work together closely to conduct the financial affairs of the organization effectively. A short work session is required at least once each fortnight. Finance officers and commanders should study all governing directives pertaining to finance and follow the instructions. In other words, "Learn your job and do it."

In any organization many tasks are routine parts of

job descriptions. Routine or not, these tasks are important, particularly those imposing suspense dates to higher headquarters. Most suspenses are not established lightly and serve definite purposes. A case in point is our required annual audit report mandated by public law. From the annual audits submitted by each wing and region, we prepare the required "Annual Report to Congress." Each year we also prepare group filings of tax returns to the Internal Revenue Service.

This group filing relieves each CAP unit from having to file individual unit returns to the IRS — a valuable benefit for all of us.

Regretfully, during 1994 we could have done a better job of taking care of our fiscal responsibilities by getting our audits done and reported on time. Thirty-one wings missed the Sept. 30, 1994, suspense date to the CAP independent auditing firm. We conducted a recheck Oct. 3 and 25 wings still had not reported. As of this writing, we still have one wing "working on it," and another that never consolidated unit reports. As a result, CAP has been forced to request an extension from Congress for the "Report to Congress" since some of us did not do our job in a timely manner.

All who are responsible for reporting must reacquaint themselves with current requirements by reading, understanding and complying with appropriate directives. Some of you may wonder why this is mentioned here. Well, I believe that you should have your report card — feed back on the tasking — so you may take corrective action to prevent this from happening in the future. In 1992, three wings were late with their year-end reports. As a result, two wing commanders were relieved from command. When the reorganization of CAP is finished, I am sure things will run more smoothly. We all need to display positive leadership and make this organization better. I am betting on you to come through in '95!

The November 1994 NEC changed the fiscal year close-out from June 30 to Sept. 30. This means that the annual audit reports from wings and regions will have to be in the hands of the CAP's designated auditor on or before Dec. 31, 1995. This requires that the consolidated wing report for units and the independent auditor's report be finished and mailed early

enough to arrive at their destinations before year's end. This auditing period runs for 15 months from July 1, 1994, through Sept. 30, 1995.

I have just finished a review of the observation and findings of wing finances delineated in the CY-94 Wing Inspection Reports. If your unit received any of these, be sure that all findings requiring responses get answered in the allotted time; that steps are taken to correct all observations and findings; and that future reports do not contain the same discrepancies.

Financial record keeping is very exacting. There is little leeway allowed in working with figures and none when it comes to accounting for someone else's money. In effect, we are the money managers taking care of the member's money on the corporate side, and taking care of taxpayers' money when administering state funds. Enough said.

I can think of no better way to bring trouble upon one's self than to do a poor job of financial record keeping or to mishandle corporate or public funds. This is a sure way of being remembered and no one needs this kind of recognition. Some of you may wonder why your National Finance Officer would take the time to detail some financial concerns "that need improvement?" Well, I refer you to the 173 series (manuals) and our new "Constitution and Bylaws of the Civil Air Patrol" approved by the National Board on Aug. 12, 1994. Please read.

In conclusion, the commander and the finance officer must work together in periodic work sessions to effectively run a first class fiscal operation. They must have an active finance committee; document the required items for the record; and pride themselves in doing a good job for the membership. It is a good idea to place a copy of the wing's financial statement on the bulletin board for perusal by the members.

We must remember that we are appointed to serve the membership and this entails accounting for all funds. All of us must know our jobs and do them — this is good leadership! I am leaving with you the following comment by Benjamin Franklin: "In free governments, the rulers are the servants, and the people their superiors and sovereigns..." Good luck!

By Chaplain (Col.) David Van Horn
Chief of Chaplains

This is a commercial announcement! I want to take this time to announce to all chaplains, and other interested CAP members details about the upcoming Region Chaplain Staff Colleges for the spring of 1995.

Every CAP region, in coordination with me, the region chaplain, the national director of chaplain services and National Headquarters CAP Senior Training personnel, put together a curriculum for these annual events. For chaplains, attending two years of Chaplain Staff Colleges in a five-year span, entitles that chaplain to Region Staff College credit on the Senior Member Training chart. Other senior and cadet members can attend these events and receive a certificate of attendance, but cannot receive Region Staff College credit.

The Chaplain Region Staff College (CRSC) is a unique training event in as much as the curriculum deals with chaplain related coursework along with typical Region Staff College courses. Stress, death, communication skills, religious faith group study, devotions, moral leadership, ethics for command, chaplain/commander relations, time management, counseling, chaplain's role in emergency service operations, airship, aerospace education and programming, squadron operational studies, and more are all set on a three-year cycle of presentation for the RCSCs.

Many senior member and cadet RCSC attendees come away from this forum with renewed understanding and appreciation for the chaplain's role in the Civil Air Patrol program. Commanders from flight through region would profit immensely by attending one of these

Crossroads to contrails

events. There is a case for better communication between chaplains and commanders when the commander fully understands the role and task of the CAP chaplain.

My own experience tells me that through attendance at Squadron Leadership School and the Corporate Learning Course and the National Staff College, my growth through the years in the CAP training program for seniors has made me a more informed person and better able to deal with problems and circumstances in the local through national arenas of the organization.

I encourage all of our chaplains, along with others, to come to the RCSCs.

For your information, I will now list those scheduled for this coming spring. The RSCS for Pacific Region, usually held in the fall, will be announced later as that information becomes available. RCSCs in order of occurrence are:

North Central RCSC, 24-27 April 95, Columbian Father's Retreat House, one mile from Offutt AFB, Bellevue, Neb.; Southeast RSCS, 1-3 May 95, at Maxwell AFB, Ala.; Rocky Mountain RSCS, 9-11 May 95, F. E. Warren AFB, Cheyenne, Wyo.; Great Lakes RSCS, 15-19 May 95, Youngstown AFRESS, Ohio.; Northeast RSCS, 21-23 May 95, U.S. Navy Training Facility, near Providence, R. I.; Middle East RSCS, 23-26 May 95, Dover AFB, Dover, Del.; Southwest RSCS, 13-14 June, Dallas Naval Air Station, Dallas, Texas.

Interested in attending? Please direct all your questions and requests for further information to your region

chaplain at the region headquarters. I am a firm believer in getting as much training, insight, and skill as possible. A chaplain's job **IS NOT ONLY** the one hour per month required for Cadet Moral Leadership and the Senior Ethics for Command!

A chaplain is a full partner to the commander, advising and assisting the commander on issues and programs concerning the spiritual needs, morals, and morale of the unit. When all chaplains, commanders, cadets and seniors understand the role of the chaplain, the better equipped CAP will be.

There is talent far beyond the clerical garb of the chaplain — education not withstanding — that can be of vital help in making cadet and senior programs, along with all other programs, successful. Beyond the 'normal' duties of the chaplain in counseling, worship, morals and ethics, crisis intervention, etc., the chaplain is eager to provide each unit and its personnel with quality assistance.

The Chaplain Service, all 700 chaplains included, stands ready to work side by side with all CAP members, in providing service to our communities, our states, our nation, and our fellow citizens.

Chaplains have been an essential part of the military for centuries, from the inception of our nation. They have served heroically, without selfish motivation, and have been a unique thread that has made our organization stand in high regard in the eyes of our peers.

God bless us all as we strive to be the best possible people we can be in 1995!

CAPLOT Program -- so others might live

**Senior Member
Cynthia S. Ryan
Nevada Wing Public
Affairs Officer**

SPARKS, Nev. — The calls come in at the most unlikely times. The day after a major holiday seems to be fate's favorite. It figures: everyone is out of town or just not home. It's a Civil Air Patrol Live Organ Transport (CAPLOT) mission. A donor organ is available so that someone else might live.

Col. Sydney Wolfe, California Wing, chief of CAPLOT Programs, is on the phone and wants to know if we can have a crew airborne within 30 minutes. The messenger from the hospital, carrying the critical blood or tissue samples, will meet our crew on the ramp near the aircraft. Time is critical.

Phone calls to potential crew members are hurriedly made over the next five minutes or so. If they don't answer, then on down the list. There is no time for call-backs. Get in your flight suit. Call Colonel Wolfe for a final mission confirmation, CAPLOT number, Office of Emergency Services number, and give him your estimated departure and arrival times. You are out the door. Time. The clock is running.

At the airport, the pilot in command checks the weather. It's not ideal, but what else is new. However, clearing to the west over Donner Summit, and on to Sacramento is fairly cer-

tain. A hurried but thorough pre-flight is done and the messenger shows up with the little insignificant looking cardboard carton. The delivery is signed for and engines are started. Check the time off the ground. Could it have been sooner?



Capt. Ronald V. Ryan considers CAPLOT flights among his most rewarding and personally satisfying efforts.

This scenario is becoming fairly routine to Reno Composite Squadron CAP members. And the lives that have been saved or helped by these efforts are making the CAPLOT mission one of the more satisfying aspects of CAP membership.

The CAPLOT mission idea began in the Pennsylvania Wing and was picked up by the California Wing in 1982. Members of the wing's Squadron 80 discovered that 30 to 40 percent of the donor organs being transported in northern California were lost to time critical elements as they were being transported by buslines to and from outlying areas. The concept of speeding up the process seemed like a natural extension of the Civil Air Patrol's mission.

The first CAPLOT flight was made in 1983 by Col. A. Lee White, commander, San Francisco Bay Group 2, and later California Wing commander. Since that time, 388 missions have been successfully completed.

Augmenting this effort since the early 1980s, has been the

startup of several organ transplant banks and networks in the northern California area such as Western Transplantation Services, Stanford University Medical Center and Golden State Transplant Services. In addition, the United States government became involved in the late 1980s with the creation of UNOS (United Network for Organ Sharing). UNOS was divided into eight geographical regions not dissimilar to that of the Civil Air Patrol. The intention of UNOS was to develop and handle the even distribution of organ donations and transfers.

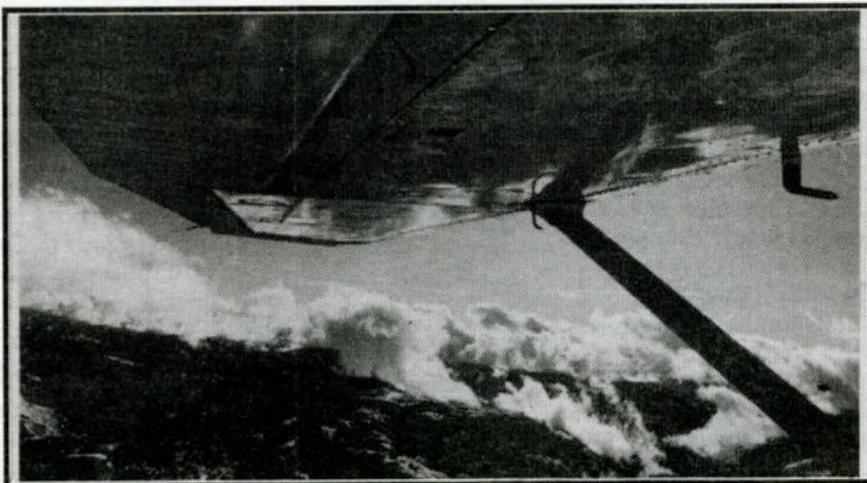
The California State Donor Network came on line in the late '80s as a sort of "donor organ central" and today handles everything from Bakersfield northward. They handle the notification and networking that gets the process of harvesting and transferring organs moving. They work with Golden State Transplant Services in serving the Sacramento and Nevada regions.

CAP's role in the CAPLOT program is a vital one. According to Colonel Wolfe, CAP is the link that makes the entire process "do-able." This is due to the around-the-clock availability of CAP aircraft and crews.

Typically, upon the death of a local donor, up to 21 vials of blood are drawn and prepared for shipment to Golden State Transplant Services. There, the blood undergoes a preliminary cross-matching, exhaustive testing and even DNA matching. The information is immediately sent out on the network, seeking hospitals and patients with optimal match characteristics. Once located, a harvesting team from the recipient's hospital are rushed by chartered jet to the local donor hospital to retrieve the organ. They are then rushed back to the recipient patient who is already on the operating table, awaiting implantation.

Critical time factors can not be emphasized enough. The windows for the following organs are: heart, kidney, liver or pancreas: 4 hours; eyes: 6 hours; and tissues such as bone up to 24 hours.

Often the margins of success or failure are down to just minutes. This is one reason that at the front end of the process, there is no time for the reserving and chartering of aircraft from privately owned and op-



Weather and rugged terrain play important roles in the successful completion of CAPLOT missions especially when the route takes aircrews over the Sierras from Reno to Sacramento. Icing conditions are always a factor and must be avoided at all costs.

erated aviation services or providers called FBOs (fixed base operation). That comes a little later, in time for the harvesting teams. It should be emphasized that the initial efforts of the CAP actually feed business to FBOs.

On the most recent CAPLOT mission flown by Reno Composite Squadron aircrews, three lives were saved with successful initial sample transfers and later implantation of kidneys, lungs and liver. Due, in part, to squadron aircrew efforts earlier this year, 23 people were helped with eye and tissue implants. Capt. Ronald V. Ryan, deputy commander of the Reno Composite Squadron, has flown two of the CAPLOT missions and considers them among his "most rewarding and personally satisfying efforts made in behalf of the Civil Air Patrol." Other members who have participated certainly agree.

Due to CAP efforts, the use of chartered FBO aircraft, organ banks and networks, the geographical range of organ transplants have grown dramatically. Before these efforts became available, organ donor and transplant recipient had to be co-located, or essentially in adjoining operating rooms. Now they can be separated by hundreds of miles and yet the lifesaving efforts can be just as successful.

The enormity of this effort takes on an even greater significance when one is made aware of the numbers of recipient patients in need versus the numbers of donors available. In 1982 there were 21,000 patients on organ waiting lists and that number has grown to 36,000 in 1994. However, there are, on average, only 4,000 organ donations made annually.

This leads to what Colonel Wolfe refers to as the 5 percent solution. On average, only 5 percent of the persons who die annually in the United States carry an organ donor card. According to Wolfe, if only another 5 percent had an organ donor card (and those persons wishes were carried out by family members), those donations would be enough to cover the entire 36,000 people currently on waiting lists.

It should also be noted that the Civil Air Patrol does not fly CAPLOT missions for institutions other than those set up as 'not for profit.' CAP charges only for fuel and basic aircraft maintenance. And it is mandatory that those charges must not be passed along to patient/recipients.

Any squadrons interested in finding out more about the highly rewarding CAPLOT program may get in touch with Colonel Sydney Wolfe at (408) 243-1720.

And remember: the clock is running.



William Fulfer from Golden State Transplant Services meets the CAPLOT flight from Reno at Sacramento Executive Terminal and inspects the critical blood vials.



Maintenance officer, Capt. Steven Petersen, is satisfied upon completion of another successful CAPLOT mission. (CAP photos courtesy Senior Member Cynthia S. Ryan)

Cadets fly day almost frozen out

Gareth Hendrixson
Massachusetts Wing

WORCESTER, Mass.—Group III, under the command of Maj. Don Benoit, sponsored a cadet Fly Day Jan. 28 at the Worcester Municipal Airport. Eleven cadets were able to participate in this event.

The event was not without some flaws, however. With three aircraft lined up, and cadets arriving at Worcester Municipal Airport every ninety minutes, New England weather took its toll. The phone messages started coming in, "It won't start!"

First Lt. Jerry Vinokur, started the flight line safety class, while Major Benoit frantically, if a CAP major can be frantic, attacked the phones, calling all the pilots on the flight orientation list. Pilots and planes were committed, some were already in the air.

Finally, Capt. Louis Takacs, was available, had access to a plane, was on his way and came to the rescue like the cavalry from the sky. A joyous group of cadets, exhausted by one of the longest flight line safety classes in CAP history, awaited his landing.

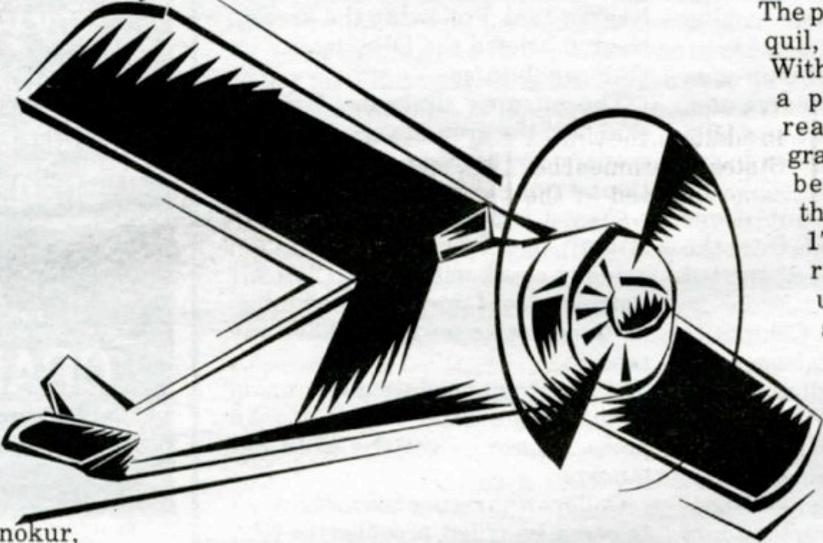
Another plane was available, but what about a pilot? First Lt. Carol Canzanelli, watching the near frantic Major Benoit at Goddard Composite Squadron Headquarters at the Worcester Municipal Airport, was going to fly one of the frozen planes that couldn't start. The only problem was the plane was over an hours drive away. That didn't deter Canzanelli, off she went by car (a humbling experience for a pilot).

Lt. Col. Carole Wells, commander, Worcester Cadet Squadron, provided logistical support. The cadets learned the practical aspects of logistics and now appreciate this misunderstood discipline!

Red cheeked, cold and excited the cadets finally got to not only see an airplane for the first time, they got to fly. The room was filled with electricity, as the cadets walked toward the aircraft. The cold became a forgotten inconvenience.

They were revitalized, as the door opened and they got their first look at a Cessna 172.

Its sleek streamlined body, glistening in the sun. "Six Six Mike Alpha," artistically scrawled on its



side, big enough to make a New York City graffiti artist cringe with jealousy. Its curves softer than shaving cream. It's bright metallic skin smooth as ice, after the Zamboni between periods at a Bruins game, and it can go faster than a Corvette! Wow, look at that, the handles are concealed in the door. Watch your head, too late. So, that's what an aileron is. The wings stretching out to first base.

The pre-flight check, will it ever be over? In the seat, belt on, and then, "CLEAR!" Chug...chug and a roar as the engine comes to life, the taxi, the runway and we are airborne, finally! With anticipation the cadet reaches forward, his hands are almost on the yoke, "Not yet, I'll tell you when!" the pilot says in a dull I've been here before tone. The cadet reluctantly pulls his hands back. "Freedom 640, Freedom 61 Air is of the ground." After all we've been off the ground for at least five minutes, it should be my turn.

The cadet stealthily leans forward to take the yoke, "Not yet," the pilot says, smiling on the inside. She remembers her first flight and the anticipation that went with it. The instruction starts, flaps, rudder, yoke...is it my turn, YET, he silently queries. The undaunted cadet slowly reaches out again, his first attempt at stealth not remembered. Hoping not to be seen, slowly he reaches forward, millimeter by millimeter, barely able to contain himself, almost there, I can feel it.

"Not, yet." I've heard these words too many times. Is this what "say again" means? She's starting to sound like Mom. The look of disappointment sinks across his face.

"O.K. you can take the controls."

The pilot says in a tranquil, monotone voice. With the quickness of a puma, the cadet reaches forward, grabs the yoke and is beaming brighter than the sun, as the 172 banks to the right. The unshaken pilot, says to herself with satisfaction, "This is what it is all about!" She, too, is beaming.

She sees the unbridled promise of the future sitting next to her.

The hour drive, the planes not starting, the phone calls, the tense moments, all for that look, that beaming cadet. A moment he will never forget, and a moment she will never forget, either, frozen in time. This moment and thousands like it, radiate across the country every year in 52 wings, are brought to you by the Civil Air Patrol. A team of volunteers working together to provide opportunities to others.

Cadets Derrick Martell, Tin Nguyen, Rapheal Howard III, Brad Senckowski, Maurice Miller, Le Nguyen, Sean Mantolesky, and Mikhail Dvoskin from the Worcester Cadet Squadron and Cadets Robert Dazuta, Kendra Bruce and Gareth Hendrixson II from the Goddard Composite Squadron had those exhilarating moments thanks to the dedication of Civil Air Patrol pilots: Capts. Kevin Sullivan and Louis Takacs, and 1st Lt. Carol Canzanelli and the support staff of Maj. Don Benoit, Lt. Col. Carole Wells, and 1st Lt. Jerry Vinokur.

Will these cadets sit on top of Discovery, or be the captain of a ship, or a captain of finance, or discover the cure for cancer? Who knows? But, it just might be those cadets will solve our mysteries and conquer their own, all because on a cold January day in Worcester, Mass., someone took the time to go flying.

Thanks, you guys, thanks.

College credit available for NCASE attendees

MAXWELL AFB, Ala. — While attending the National Congress on Aviation and Space Education in San Diego in April, why not earn college credit — either undergraduate or graduate — for the experience and knowledge you will gain from the conference!

It's simple at the Aviation Institute, University of Nebraska at Omaha (UNO). One-stop, on-the-

spot registration!!! One or three credit hours are available, based upon satisfactory completion of course requirements. College credit is transferable to most colleges and universities.

Look for UNO's Aviation Institute table when you register for the Congress. Sign up and qualify for low resident rates of \$ 75.75 per undergraduate credit hour, \$90 per

graduate credit hour. There is a \$26 admission and processing fee; cash or checks are accepted and payment is due at registration.

For further information, please call Dr. Jacqueline Luedtke at 1-800/3-FLYUNO or (402) 554-3190. Or, reach her on the Internet at jluedtke@unomaha.edu.

See you in San Diego — and look for the UNO table!

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CPR-ABCs

How to apply CPR: 1 Determine unresponsiveness — gently shake and shout "Are you OK?" 2 Call 911. 3 Position on back, supporting head and neck during roll over. 4 ABCs (see illustrations A, B & C). **OPEN AIRWAY** — tilt head back and lift chin. Position your ear over mouth to check for breathing or breath on your cheek, or for chest movement. 5 **RESTORE BREATHING** Begin rescue breaths — pinch nostrils closed and seal mouth to mouth and give 2 full rescue breaths 1 to 1½ seconds each. Observe chest rise. Allow lung deflation between breaths.

A. OPEN AIRWAY

B. RESTORE BREATHING

If no pulse, **RESTORE BLOOD CIRCULATION**

6 Begin chest compressions — locate tip of breastbone (sternum tip) — about 6-8" above the navel. 7 Place heel of the hand closest to the head 1" above sternum tip and place second hand on top of first hand. 8 Depress lower half of sternum straight down 1½ to 2" — 15 compressions in 10 seconds, then 2 rescue breaths. 9 Continue until help arrives.

C. RESTORE BLOOD CIRCULATION (CPR)

10 If rescue breath is not reaching lungs, finger sweep mouth for obstruction, reposition head and repeat rescue breaths. 11 Check for pulse next to windpipe. If pulse is detected, continue rescue breaths (one breath each five seconds for an adult).

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THE ULTIMATE FUND RAISER!

Texas Wing helps locate downed plane; fosters closer ties with safety agency

By Capt. Morgan Montalvo
Texas Wing Group 19 public affairs officer

GEORGETOWN, Texas — Authorities credit Civil Air Patrol and its mini-media blitz with helping to locate the wreckage of a plane crash that killed a south Texas pilot Jan. 5.

Sheriff's deputies and a two-man CAP ground team found the Piper Twin Comanche in a field midway between the central Texas towns of Round Rock and Georgetown about 8:30 a.m., the next day, more than 18 hours after the aircraft disappeared from radar.

Norvelle Nietzke, 50, of Laredo, Texas, was the plane's sole occupant.

FAA investigators said Nietzke left Fort Smith, Ark., on an instrument flight plan for Laredo and encountered heavy fog enroute. Air Traffic controllers said they received a distress call from the pilot at 7:53 p.m. seconds before the plane dropped from their screens. Controller reported no subsequent contact.

Following an unsuccessful seven-hour ground search, The Texas Department of Public Safety requested CAP assistance. Within a half hour, Austin-area units from Texas Wing's Group 8 began preparations for their own search at daybreak, said Capt. Joe Negron, who flew one of the four aircraft involved in the mission.

Law officers, Negron said, "Had limited information as far as altitudes and anything aeronautical."

"All they knew is that somewhere in the Georgetown-Round Rock-area there was an overdue aircraft, so they were looking up and down county roads."

CAP's overnight use of the Austin-area news media helped define the search area by prompting public involvement, said DPS Sgt. Danny Knauth, a Georgetown-based state trooper.

"People heard the plane, but never thought to call law enforcement. Once the word got out on the news, they started calling in," Knauth said.

Lt. Pat Phagan, Phantom Composite squadron public affairs officer, issued the missing aircraft bulletins to radio and television stations soon after CAP was summoned to look for Nietzke.

"Between the calls we received out there, and the air traffic control center — Houston Center — that had been tracking him on radar, we got some pretty detailed reports as to (Nietzke's last known) position," Negron said.

Several callers, said Group 8 Commander Lt. Col. Jim Davenport, "heard an aircraft in the area about the same time; one person said they heard an engine, the engine quit and there was a boom."

Davenport, accompanied by Group 8 Deputy Commander Capt. Neale Sudduth, and Williamson County deputies converged on the crash site about an hour after sunrise.

Nietzke's plane apparently plunged into the ground at a high angle, Davenport said. The aircraft did not explode on impact, nor did the crash activate the Piper's emergency locator transmitter.

About 35 CAP members from four Group 8 units took part in the search, Negron said. Following the search, Negron briefed the DPS deputy on CAP capabilities.

The ensuing dialogue, Knauth said, laid the groundwork for closer cooperation between CAP and the Department of Public Safety.

"Now I know if we're missing an aircraft, one of the agencies that I'm going to check with is the Civil Air Patrol to see if they have any information on it, to see if they have any reports."

"I got a very good tip about using media," Knauth also said. "Get out a press release — get the word out quickly."

Callers who responded to the news releases, he added, provided the FAA and National Transportation Safety Board with potential insight concerning the aircraft's final moments aloft.

Overnight media inquiries revealed initial confusion between Austin- and San Antonio-area air traffic controllers, who placed the downed aircraft alternately at a point 20 miles northeast of Austin and 20 miles southwest of the Texas capital.

Bexar County Sheriff's deputies in San Antonio, about 75 miles south of Austin, spent much of the night searching for the Twin Comanche at a number of private airfields on the city's north side.

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People ... in the news

Southeast Region

Capt Greg Hoffnung arranged for cadets from Florida Wing's New Smyrna Beach Composite Squadron to tour the Good Year blimp "Stars & Stripes" Feb. 18. It was based at the New Smyrna Beach Airport for the Daytona 500 NASCAR race. The tour was just one of many functions the cadets participate in as part of their Aerospace Education Program.

Florida Wing's Lt. Col. Fritz Schaller of the Marco Island Squadron conducted a media orientation flight Jan. 21 for a local outdoors and fishing TV program and its host, Red Stier. The CAP unit demonstrated Sundown Patrol rescue techniques for stranded boaters, using a simulated "stranded" boat and aerial search conducted with the TV crew on board the "search" aircraft.

Rescue techniques stressed the importance of boaters knowing how to use proper hand, flag, mirror, flare and ELT signals. Stier was reportedly overwhelmed by the CAP emergency capabilities and services available for boaters in distress. In addition to local broadcasts Feb. 13 and 17, producers were so impressed, they are creating 30 second and 60 second public service announcements for repeated future broadcasts.

Congratulations are in order for PAO, Capt. Buddy Farris, Maj. Charles Krout and 2nd Lt. Robert Thomas for successfully promoting their unit's emergency services capabilities, and generating continuous public awareness.

Northeast Region

Four members of Pennsylvania Wing's Group 1200 and Composite Squadron 1202 were recently honored as the best in their units for 1994. Cadet of the Year Awards went to Cadet Hannah Phelan, Group 1200, and to Cadet Justin Ogden, Composite Squadron 1202. Group 1200 Commander James B. Brown was his unit's Senior Member of the Year. He also received a special appreciation award, as did 2nd Lt Sue Phelan, PAO for Squadron 1202.

Great Lakes Region

Members of Ohio Wing's Lakefield Composite Squadron 710 joined an Ohio ANG KC-135 crew for an orientation flight on an air refueling mission Jan. 31. The flight left Rickenbacker ANG Base in Columbus, Ohio, heading south over Kentucky and Tennessee.

The KC-135 off-loaded 1,000 pounds of aviation fuel into a B-52 bomber from Louisiana, and returned to Rickenbacker. The three-hour flight provided a memorable experience for the many cadets who participated.

Cadet Patrick J. Newbrough, from St Charles, Ill., and a member of the Fox Valley Composite Squadron, Group 14, Illinois Wing, has received an appointment to the U.S. Naval Academy at Annapolis, Md. As a member of the midshipman's Class of 1999, he will major in naval architect-



Cadet John D. Page and Illinois State Representative Donald Moffit

ture. Newbrough has been a member of CAP since June, 1994.

Cadet John D. Page of the Galesburg Composite Squadron, Illinois Wing, has received the Spaatz Award, becoming the squadron's first recipient of the honor. Illinois State Representative Donald Moffit presented the award to Cadet Page. A member since 1988, Cadet Page has attended several encampments and participated in the 1992 IACE program, traveling to England. Cadet Page is a senior at Southern Illinois University, majoring in physics. Carrying a 3.2 GPA, he is also in the Army R.O.T.C. program and will be commissioned a second lieutenant in May. After graduation, he'll attend basic officer training in field artillery.

Michigan Wing's Lt. Col. Cornelius (Casey) Sikemma of Group 8, completed 50 years of continuous service in CAP in February, 1995. Rejected by every service in during World War II because of his asthma, he chose CAP as a welcome outlet for his desire to serve his country. Since he joined in 1945, he has earned more than 30 awards, including the Paul E. Garber Award. He's been active in all three of CAP's primary missions and has held numerous command positions. Still eager to continue serving, he has no intentions of "retiring".

North Central Region

Senior Member Floyd O. Baucom, of Kansas City, Mo., emergency services officer for Missouri Wing's Frontier Composite Squadron, earned the Professional Development Series Certificate from the Federal Emergency Management Agency. This is FEMA's highest training award, given after completing seven management and leadership courses, ranging from emergency planning to public speaking.

Baucom's emergency service experience is not limited to only CAP. He's also worked with the American Red Cross for more than ten years, including the mid-west floods during the summer of 1993 and the California earthquake in February 1994. He is a community disaster education specialist and a FEMA instructor for emergency management workshops. He has been a CAP member since December 1988.

First Lieutenant Earl William Burress Jr., previously assigned to the Minnesota Wing's St. Cloud Senior Squadron and North Star Cadet Squadron, was commissioned as a second lieutenant in the U. S. Air Force Jan. 27, 1995.



AF Brig. Gen. Steve Richie and 1st Lt. (AF 2nd Lt.) Earl W. Burress Jr.

Lieutenant Burress graduated from St. Cloud State University's aviation program, with commercial, instrument, and advanced ground instructor certificates. He is also a CAP mission pilot, observer, and orientation pilot.

Following graduation, Burress attended USAF Officer Training School at Maxwell AFB, Ala. The 14-week program emphasized leadership, management, communications, national defense, and physical fitness. Burress will serve with the 76th Rescue Flight before beginning eight months of space and missile training at Vandenberg AFB, Calif., becoming an intercontinental ballistic missile launch officer. He eventually hopes to enter Air Force navigator or pilot training.

Southwest Region

Lt. Col. James E. Thomey, vice commander of the Arkansas Wing, was promoted to Brigadier General in the Arkansas Air National Guard, in the position of Assistant Adjutant General. In conjunction with the commander, Thomey exercises command and control, directs ANG operations, and establishes policy to ensure mission readiness of assigned units. Colonel Thomey brings years of education and experience to the Arkansas Wing.

The Safford, Ariz. Senior Squadron No. 103 made its first find Jan. 23. Looking for a missing pilot and his Pitts Special Aerobatic aircraft, Mission Pilot, Maj. Jess Taylor, and his observers, 2nd Lt. Erik Erickson, and Aina Wright of Tucson Squadron No. 104, located the downed plane in about 30 minutes of searching. The crash site was about six miles north of a local airport, in an isolated desert brush area. Unfortunately, the pilot did not survive.

Texas Wing's Odessa Composite Squadron donated some much needed equipment to the Marfa, Texas, Emergency Medical Service Feb. 7. Maj. Norma Williams, squadron commander, and FO Steven Rivas presented Ellen Kimble of the Marfa EMS with several pieces of new equipment for their ambulance. Among the items donated were a backboard with a head immobilizer, a splint kit, and an extraction device for removing victims from auto accidents. A recent fire in Marfa's city hall destroyed all of the emergency rescue supplies not

kept on the ambulance, and were sorely needed.

Texas Wing's Black Sheep Composite Squadron hosted Mr. David Fulton, Director of the Aviation Division for the Texas Department of Transportation as their speaker Feb. 28. Fulton spoke of the future of general aviation in Texas, its importance on local economies throughout the state, and of the dire need for community support of local airports to strengthen economic growth. He commented how Florida had more visitors arrive by aircraft than any other form of transportation last year. "That's why Florida puts so much emphasis on their airport infrastructure".

He added that Florida, Tennessee, and Alaska are some of the many states in the U.S. that heavily support aviation through the distribution of aviation tax revenues from state and federal sources. He noted how Tennessee had an expenditure level of \$90 million per year for airport improvements, yet Texas has spent only a total of \$27 million statewide in the past 47 years.

To encourage growth, he explained how some communities use airport improvements to attract new businesses, often designing airport terminals to double as community centers or other facilities. Often, each dollar spent by an air traveler generates between three and five dollars of business spent in that community for subsequent goods and services.

Rocky Mountain Region

Idaho Wing's Coeur d'Alene Composite Squadron dispatched two ground teams Feb. 20, to assist in a flood relief mission at the town of Caltado, Idaho. CAP members helped other volunteers with sand bagging and radio communications. Unseasonably high temperatures and large amounts of rainfall melted mountain snowpacks. This created flash floods along the Coeur d'Alene River in northern Idaho, sweeping away several houses and cars.

Assisting in the relief support were Maj. Gary Boyd, Capt. Jeff

Lustick, and Cadets Marty Beckett, Russell and Robert Langheid, Nathan Gallahan, Sarah Bowerman, and Simon Frasier.

Pacific Region

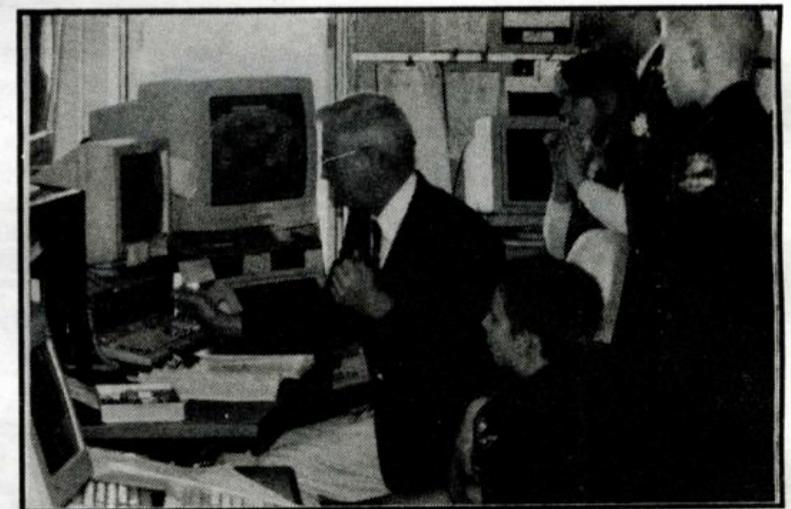
More than a dozen California Wing cadets and senior members from the Marin Composite Squadron volunteered to become live weather spotters for the National Weather Service. They were "recruited" as CAP members by the NWS's Mark Strobin, after his briefing at a Feb. 7 squadron meeting.

Large mountains in the region often prevent automated weather observation systems from working effectively. This requires the assistance of trained weather spotters on the ground to produce reliable weather forecasts for all areas.

"When the weather is most active is when we need trained spotters. They can save us precious time in issuing flash flood alerts and other hazardous weather warnings", Strobin commented. The successful recruiting effort in the Marin Squadron led to similar briefings and recruiting drives for CAP support in several other California Wing squadrons.

CAP communicators from the California Wing helped operate NASA's radio station KHA-908 at the Ames Research Laboratory at Moffett Federal Airfield, near Mountain View, California, during a 24 hour test by the Federal Emergency Management Agency. The check of FEMA's National Emergency Coordination Net was conducted Feb. 28 and March 1.

Eight CAP members from the San Francisco Bay Group Two received hands-on training at the NASA Emergency Operations Center, for duties they may be called upon to perform during a major disaster. NASA reported more than 50 successful radio check-ins ranging from California, Texas, and Virginia, during the 24-hour period. This was a sanctioned emergency services training mission, with Lt. John Crane as the project officer.



Capt. M. Doug Mathews, Aviation Weather Chief for the National Air Weather Advisory Unit of the National Weather Service, demonstrates weather forecasting computers to cadets of the Missouri Wing's Richards-Gebaur Composite Squadron. Mathews is the squadron's aerospace education officer and past commander, and has been a meteorologist for 30 years. (CAP Photo by Capt. Gary Gregory, Missouri Wing)

Cadet Programs News

Meet cadet programs staff

MAXWELL AFB, Ala. — National Headquarters began its reorganization to a corporate structure Jan. 1. Cadet Programs was the first directorate to 'go' corporate. We just thought it would be a good idea to let you know who we are.

Our director is Air Force Lt. Col. Doug Isaacson, presently also chief of safety for Headquarters CAP-USAF. He brings to Cadet Programs strong backgrounds in safety, business, and light aircraft operation. He was the former operations officer for the U.S. Air Force flight screening program bringing unique insight into what the USAF will expect from our cadets who choose to prepare for military careers.

Lt. Col. Gerry Levesque is the curriculum developer. A 23-plus-years CAP member, he has completed the cadet program and is the recipient of the Gill Robb Wilson award. A four-time squadron commander, Colonel Levesque also brings drug demand reduction experience with him as he is also the DDR coordinator for the 75th Division, U.S. Army Reserve.

Our program manager is Maj. Christopher Shaw. Major Shaw is a 14-year CAP member, a recipient of the Gen. Carl A. Spaatz Award and the Grover Loening Leadership Award. He holds a bachelor's degree in aviation management, a com-

mand pilot and flight instructor ratings, and was formerly director of cadet programs for Illinois Wing.

The registrar is Maj. Bobbie-Jean Tourville. She is a nine-year CAP member and also holds the Gen. Carl A. Spaatz Award. A recipient of the Paul E. Garber Award, Major Tourville is formerly a group cadet programs officer, and the Massachusetts Wing director of senior programs. She is an emergency services ground team leader and a rated mission observer.

Our administrative technician is 2Lt Linda Brown. Lieutenant Brown brings extensive administrative analyst experience from her career with IBM. Formerly from Alaska Wing, she was working for the director of administration on Alaska Wing staff. She is also a rated mission observer.

Rounding out our staff as chief of national cadet special activities is Ramona Reeves. Ms. Reeves has served in National Headquarters Cadet Programs for over five years and recently retired after many years of dedicated civil service. She brings to Cadet Programs special understanding of the processes that make Cadet Programs work as well as corporate memory.

National flight encampment set for summer

MAXWELL AFB, Ala. — The 1995 National Cadet Flight Encampment will be held at Oshkosh, Wis., — the mecca of general aviation — in a series of two week encampments from June through August 1995. The encampment was developed by National Headquarters with cooperation and support from the EAA and Fox Valley Technical College.

The tentative price for this two-week immersion into the general aviation experience is \$495. This includes food, lodging, materials, 10 hours of hands on flight time and 10 hours of backseat observer time. Cadets who complete the training will also receive credit for the CAP Encampment.

Cadets who are at least 15 years of age and have completed Phase I are encouraged to apply. Cadets who are 16, have a class 3 medical certificate, their parents' permission, and are identified as ready by their instructor at the Encampment will get the opportunity to solo. Cadets who may not meet these qualifications will still receive the training, but will not solo. However, this should not lessen the flight experience of the cadets.

Letters to cadets and parents explaining application procedures have been distributed. The deadline to apply is April 30, 1995.

'Blue beret' specialist school returns

MAXWELL AFB, Ala. — Civil Air Patrol will reinstitute its "Blue Beret" activity in volunteering its services to the 1995 EAA Annual Convention at Oshkosh, Wis., July 22 through August 4, 1995.

For 20 years the Civil Air Patrol has volunteered its services to EAA. The CAP mission at Oshkosh is to marshal all aircraft for parking, search for emergency radio beacons (ELT's) and overdue aircraft, and to provide emergency services and security assistance.

"Blue Beret" is the specialist's school for these emergency services. Originally formed in the early 1960s, it was designed to be the premiere CAP search and rescue school. The school actively participated at EAA Oshkosh for many years, earning acclaim for its challenging and realistic training methods. As the years passed, the project evolved into the now familiar CAP-EAA Oshkosh Activity.

Additional information and application procedures will become available in the next few weeks through your unit commanders.

Special activity date change

Dates for the Pararescue Orientation Course at Kirtland AFB, N.M., have changed. The new dates are **June 24 (arrive) - July 1 (depart)**.



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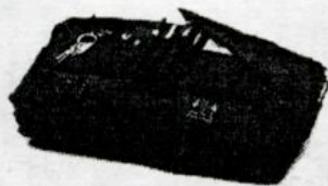
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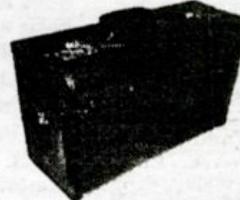


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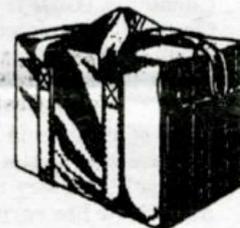
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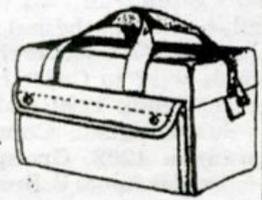
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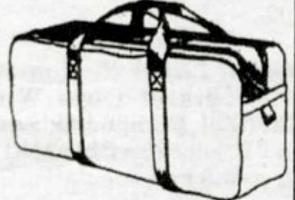
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Cadet Awards

Earhart Awards

Katherine R. Lai	01090
David A. Perez Jr.	02073
Paul F. Winterscheidt ..	04261
Juan M. Maranesi	04305
Michele L. Bradrick	04384
Joshua A. Cadice	05148
DeWayne A. Randolph	07004
Michael S. Fisher	08437
Michael J. Burgess	10049
Donald D. Walker	11286

Mitchell Awards

Ryan M. Delane	04285
Sharon A. Fitzgerald	04285
David B. Woodley	04285
Anthony P. Ramirez	04384
Nathan T. Keethler	05030
Cindy A. Nowak	05031
Rebecca E. Welch	05068
Matthew A. Goodrich	05147
Cory J. Coho	07004
Amy L. Randall	08078
Richard L. Fuller	09090
Marsey K. Justice	11298
Jennifer L. Morgan	11298
Matthew L. Pinkerton	12186
Paul M. Brajcki	12218
Edward F. Wrubluski	16068
Keith P. Vega	16079
Aaron Zeller	16091
Aaron M. Horton	18003
Jon Storozuk	19013
Brian A. Wallace	19044
Eric DeLeon	19070
Matthew J. Mitroka	20241
Catherine M. Vande Voorde	20260
Michael J. Fischer	21017
Robert K. Mehta	21042
Nicholas C. Decker	23009
A. Nathan Dickson	23117
Cody D. Lewis	23126
Chris B. Branch	26002
Nathan P. Fredrickson	26058
Chad C. Phillips	29088
Thomas E. Waldron	31219

Jason E. Cox	16022
Donovan S. Burns	18038
Melissa Fournier	20243
Jimmy A. Martin	32142
Ronald D. Thompson	34282
Jeremy D. Hopkins	35115
Tomas A. Trembecki	37060
David W. Weiner	39014
John D. Domansky	42416
Jason M. Weniger	48061

James M. Gallina	31238
Kevin S. Long	32111
Angie s. Zugay	34288
Robert V. Candido	34139
Joshua M. Harris	34228
William B. Neal	34229
Ronald D. Dickerhoof	34283
Aaron R. Glasgow	35008
Lee G. Corns	35104
Buddy B. Benson	35121
Sarah O. Fritts	36073
Robbie N. Solenday	37025
Stephen K. Pitts	37035
Catherine J. Ryan	37035
David J. Gaulin	38003
Michael A. Kowalewski	38033
Tony A. Jackson	39014
Adam B. Weiner	39014
Jon R. Friedman	40050
Weston R. Kissel	41036
Michael J. Florea	41154
Ardis J. Stubbs	41173
Christopher M. Coleman	42085
Ariel Merrell	42091
Isaiah J. Lewallen	42367
Allison S. McGran	46086
Brian A. Ellenberger	47049
Jeremy Konetz	48061
Elizabeth A. Lueck	48061
Dedro L. Martinez	52059
Norberto Santos	52059
Josue Castro	52068
Luis A. Velez	52068

Senior Awards

Gill Robb Wilson Awards

Robert D. Breakiron, Maj.,	SWR
Ralph E. Landry, Lt. Col.,	SWR

Paul Garber Awards

Michael Doyle Jr., Maj.,	MER
Jan F. Ganzel, Capt.,	MER
Celia M. Levesque, Capt.,	SWR

Grover Loening Awards

John L. Bogner, Capt.,	SER
Peter K. Bowden, 1st Lt.,	MER
Dana J. Brenner, Capt.,	PACR
Thomas B. Cuny, Lt. Col.,	SWR
James R. Eiben, Capt.,	MER
Andrew B. Felix, Capt.,	MER
Gregory R. Frazier, Capt.,	PACR
Joseph M. Hackett, Capt.,	GLR
Larry L. Heyrman, Capt.,	GLR
James T. Jasper, Capt.,	PACR
Glen C. Jensen, Capt.,	NCR
Jacqueline S. Lemon, Capt.,	SWR
Johnnetta C. Mayhew, Capt.,	MER

William H. Myers, Lt. Col.,	MER
Querida M. Rivera, Maj.,	PACR

Raymond E. Lyon, Maj.,	MER
Clarence A. Peters, Maj.,	GLR
Rodney E. Randall, Maj.,	SER

Bernard C. Mayoux, Capt.,	SWR
Walid R. Nasr, 1st Lt.,	SWR
William R. Pereira, Capt.,	NER
Thomas P. Perkins, Capt.,	NER
Sewall B. Rent Jr., Capt.,	NER
Don F. Schaefer, 1st Lt.,	GLR
Wynston M. Selwyn, Capt.,	PACR
Karen R. Tazelaar, Capt.,	MER
Wesley E. Waddle, Capt.,	GLR
James R. Weaver, Capt.,	RMR
Lansford K. Welsh, Capt.,	PACR
John D. Wordsworth, Capt.,	PACR
Edward O. Yarid, Capt.,	SWR

Brig. Gen. Charles E. "Chuck" Yeager Aerospace Education Achievement Awards

Lt. Col. James O. Boyer	27001
Lt. Col. N. S. Campbell	51001
Lt. Col. Robert L. Dunbar	21001
Lt. Col. John D. Edmunds	21001
Lt. Col. James S. Fletcher	40061
Lt. Col. Janet C. Green	02001
Lt. Col. Carl H. Hagen	02001
Lt. Col. Larry C. Hazelwood	35002
Lt. Col. Frank V. Lawson	27001
Lt. Col. Raymondo Rellin	51001
Lt. Col. James D. Thompson	27027
Lt. Col. Gerhard J. W. Vreman	44006
Maj. Roger E. Bezayiff	27060
Maj. Emanuel J. Block	21001
Maj. Robert S. Fujimoto	51001
Maj. Sandra A. Fujimoto	51074

Maj. Mark A. Gallant	19019
Maj. Joseph L. Harrison	35103
Maj. Mary M. Helgevoid	40061
Maj. Randal A. Leval	51057
Maj. Arthur H. Little	08001
Maj. David L. Miner	27001
Maj. David J. Ruppel	35002
Maj. Barton W. Welsh	27060
Capt. Deborah K. Atkin	44007
Capt. George E. Bobbin	08051
Capt. Robert J. Boone	27050
Capt. Christa R. Boyer	27031
Capt. Charles J. Bridgman	51009
Capt. Benjamin B. Childs	27031
Capt. David J. Cognata	08029
Capt. James A. Daigle	44006

Obituaries

MAXWELL AFB, Ala. — *Civil Air Patrol News* publishes names, wings, and dates of death concerning Civil Air Patrol members who've died. Death notices should be sent in accordance with Civil Air Patrol Regulation 35-2 to: National Headquarters Civil Air Patrol/MPSD, Bldg. 714, 105 So. Hansell St., Maxwell AFB AL 36112-6332.

VINEYARD, Odessa E. Maj., Arizona Wing, April 27, 1994

WEST, George F., Lt. Col., Texas Wing, Dec. 24, 1994

MUNROE, Donald D., Lt. Col., Missouri Wing, Jan. 5, 1995

BUSH, Eugene H., Capt., Florida Wing, Jan. 16, 1995

PALMER, Howard E., Col., Connecticut Wing, Jan. 19, 1995

DETROI, Andrew, Capt., Minnesota Wing, Jan. 25, 1995

Air Force Awards

1994 CAP-USAF Reserve Annual Awards

Capt. Richard G. Augur, North Carolina Wing Liaison Office, Outstanding Reserve Assistance Officer of the Year

TSgt. Donald W. DeNitto, South Carolina Wing Liaison Office, Outstanding Reserve Assistance NCO of the Year

Maj. Dean Habrun, South Carolina Wing Liaison Office, Outstanding CAP-USAF Individual Mobilization Augmentee of the Year

Capt. Pamela J. Landreth-Strug, North Carolina Wing Liaison Office, Outstanding CAP-USAF Junior Officer of the Year

Decorations

Distinguished Service Medal

Lt. Col. Henry L. Jackson, Texas Wing, Dec. 8, 1994

Lt. Col. James P. Zoeller, Texas Wing, Dec. 8, 1994

Lt. Col. O. G. Minden, Southwest Region, Dec. 8 1994

Exceptional Service Award

Col. M. Allen Applebaum, Pennsylvania Wing, Dec. 8, 1994

Unit Citation Award

Lebanon Composite Squadron, New Hampshire Wing, Feb. 7, 1995

Coral Springs Cadet Squadron, Florida Wing, Feb. 7, 1995

Honolulu Composite Squadron, Hawaii Wing, Feb. 7, 1995

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Capt. Stephen S. Donohoe	19070
Capt. Larry A. Dunn	19019
Capt. Robert S. Edmunds	19015
Capt. Juan C. Gonzalez	08090
Capt. James P. Hanks	19071
Capt. Jayson M. Jenkins	08116
Capt. John H. MacLean	19015
Capt. William D. Maniaci	27060
Capt. James H. Pierson	35113
Capt. John H. Pundsack	35008
Capt. Alfeo J. Ruffini	19071

Capt. Orry A. Selby	44006
Capt. Lee Shear	08310
Capt. Martha H. Stuart	44007
Capt. Gerald L. Ward	35113
Capt. Olivia W. Welsh	27060
Capt. William A. Wilson	35113
1st Lt. Andrew B. Atkin	44007
1st Lt. Daniel D. Bowen	51065
1st Lt. William G. Burnett	27060
1st Lt. Yvette M. Calzadilla	08090
1st Lt. Thomas H. Clapper	35074

Delaware Wing joins search for lost whale

By Maj. Justin Carisio
Delaware Wing Public
Affairs Officer

WILMINGTON, Del. — The press dubbed him Waldo, The Wrong Way Right Whale. And for nine days in December, the U.S. Coast Guard, the National Marine Fisheries Service, marine biologists and eventually Civil Air Patrol played a leviathan game of "Where's Waldo?"

That is the easiest way to describe the saga of a rare right whale spotted early in December in the upper reaches of the Delaware Bay, moving toward the hazards of Delaware River instead out into open sea. Only 336 of these endangered mammals are known to exist.

The Coast Guard and marine scientists worked doggedly to get the young animal turned around. To track its movements, a radio transmitter was attached to it. The signals could be detected only when the whale surfaced for air — 30 seconds every four to six minutes.

By Saturday, Dec. 10, contact was lost and the whale appeared to have finally moved back into larger area of the lower bay. The

surest way to confirm that was to monitor from the air. The U.S. Environmental Protection Agency requested assistance from Delaware Wing. A CAP corporate aircraft piloted by 1st Lt. Guy Palandrini flew a search over the bay with Scott Kraus of the New England Aquarium and Dave Wiley of the International Wildlife Coalition on board. There was neither visual nor radio contact.

Two days later, another flight, piloted by Maj. Robert Vawter, yielded the same negative result. Unlike a typical aerial search and rescue sortie, not finding the target was cause for celebration. According to Philip Harnilton, the New England Aquarium scientist on board this flight, the lack of a signal indicated that the whale probably had found its way back into the ocean.

Delaware Wing's commander, Col. Jim Tazelaar, saw the opportunity for CAP to support this effort as a direct result of the wing's solid partnership with state and federal agencies. "We work closely with EPA, routinely providing aircraft for their weekly aerial surveys of the coast," he said. "It was natural for them to think of us, and we were glad to help."

California member earns Medal of Valor

PLAYA DEL RAY, Calif. -- A California Wing member has been awarded the CAP Bronze Medal of Valor for saving 40 lives by his brave actions in entering a burning apartment here.

While driving, Capt. John M. Ferdon, Los Angeles Group 1, Clover Field Composite Squadron 51, saw smoke coming from the roof of the four-story structure. He entered the building and called 911 to notify the fire department. Discovering the building had no central fire alarm, he ran through the structure to alert and evacuate all the occupants.

By the time the fire department had arrived he had all 40 residents outside. He then assisted the firemen and police until his services were no longer needed. The local Fire Department praised his alert life-saving efforts.

Ferdon's heroic actions occurred Nov. 10, 1993.

Headquarters CAP positions available

Wanted: Instructional System Specialist for Senior Training Programs. A bachelor's degree in secondary education is required. A master's degree in secondary education or management is desirable. Knowledge and experience in Civil Air Patrol and Air Force Education and Training Programs are highly desirable. Experience in Air Force pre-commissioning programs and academic instructor experience are also highly desirable. Incumbent will be required to develop education and training materials to include textbooks, study guides, newspaper articles, short courses, video scripts, instructor's guides, etc. Will design and develop systems for evaluating student learning, conduct statistical analysis, and needs assessments. Will assist in conducting CAP national level resident training courses.

Wanted: Two Instructional System Specialists for CAP's Aerospace Education Division. A bachelor's degree in secondary education is required. A master's degree in secondary education is desirable. Knowledge and experience in Civil Air Patrol and Air Force Aerospace Education Programs are highly desired. Incumbent will be required to develop aerospace education and training materials for Civil Air Patrol cadets, senior members and grades K-16 to include textbooks, study guides, newspaper articles, short courses, video scripts, instructor's guides, etc. Will design and develop systems for evaluating student learning, conduct statistical analysis, and needs assessments. Will assist in conducting CAP national level aerospace education programs.

Wanted: Division Chief for CAP's Aerospace Education Division. Will direct Civil Air Patrol's Aerospace Education Program, both internal

(CAP cadets and senior members) and external (for the general public). Must be able to interface with aerospace, education, business and industry leaders and organizations. A bachelor's degree in education, aerospace or management is required. An earned doctorate is preferred. Appropriate experience may be acceptable as an equivalent part of the advanced degree. A minimum of three consecutive years leadership experience in education, aerospace or management is required. Knowledge and experience in CAP's aerospace education program, civilian aerospace programs, and/or military education programs are desirable.

Wanted: Two Administrative Assistants to support CAP's aerospace education and training programs. Incumbents must have knowledge and experience in computer applications in the development of education and training products. Strong oral and written communicative skills are highly desired. Strong editorial skills are essential. A bachelor's degree in education, English or management is required. Appropriate experience may be acceptable as an equivalent to the bachelor's degree. Knowledge and experience in CAP's aerospace education and training programs, civilian aerospace education and training programs, and/or military education and training programs are desirable.

Please submit resumes and salary requirements to: Director, Human Resources, National Headquarters Civil Air Patrol, 105 S. Hansell St., Maxwell AFB AL 36112-6332

No phone calls, please

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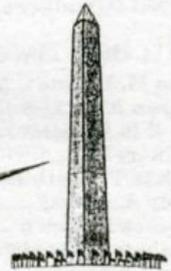
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- 2nd: VIP trip to NEC at National CAP Headquarters
- 3rd: Uniform of choice or \$200 cash



CADETS

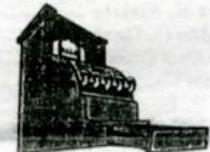
- 1st: Aircraft Owners and Pilots Association CAP Cadet Flight Scholarship (\$1000)
- 2nd: Trip to national special activity (must meet requirements - no IACE)
- 3rd: Scholarship to National Youth Leadership Forum in Washington DC (\$795)



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- 4th: Two year memberships
- 5th: One year memberships
- 6th: "Membership Drive '95" t-shirts

PLUS. . . All members recruiting three or more members are eligible for the \$100 shopping spree (bookstore/depot) drawing at National Board (must be present to win).

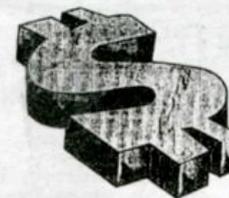


SQUADRONS

The winning Squadron in each size category receives \$250

CATEGORIES

- Under 20 members
- 20 - 30 members
- 31 - 50 members
- 51 - 75 members
- over 75 members



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25001
SCHELL AUGUST 14 JR
403 GRAYSLAKE WAY
ABERDEEN, MD 21001

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