



Top Recruiters Will Earn Prizes

MAXWELL AFB, Ala. — Prices ranging from aircraft for the winning wing to monetary prizes for squadrons and trips to the national board meeting will be awarded in Civil Air Patrol's recruiting campaign.

The campaign, running from Jan. 1 until June 30, 1979, will be a contest among CAP units to see who recruits the most new members. Except for two prizes based on the highest percentage of new members, prizes will be based on the total number of new members recruited during that time. Only new members recruited during the campaign will be considered, not the overall membership growth. Recruiting

credit will be given only for individuals recruited as new members and not for renewals or late renewals.

Membership applications must be signed by the new members, approved by the unit commander and postmarked after Dec. 31, 1978, and prior to July 1, 1979. Applications received by National Headquarters after July 15, 1979, will not be considered.

Applications received, but which are returned by National Headquarters because of incorrect or inadequate information, will not be considered until they have been resubmitted and processed. Therefore, recruiters should screen the monthly

membership listings to insure that newly recruited members have been processed.

Members, who have been recruited but found to be ineligible for membership, will not be considered.

Only one member will be credited for recruiting a new member and that member's name, charter number, serial number and whether the recruiter is a cadet or senior must be written on the front of the membership application

form of the new member for the recruiter to receive credit. This can be compared to a sales contract. Several salesmen might show the same prospect the same product, but the salesman who actually closes the sale and has the customer sign the contract gets credit for the sale. In order to receive proper credit, recruiters should be sure their names and other information is correctly given.

Pooling recruiting efforts is not permitted. No member may

take credit for a new member who was actually recruited by someone else. National Headquarters will maintain a record of new members and their recruiters. Winners will be announced as soon as possible after June 30, 1979.

The following prizes will be awarded.

Wing

First Place: A Cessna 172 for the highest number of new members.

(See MANY, Page 2)

Winners Of Brewer Awards Announced

PHOENIX, Ariz. — Civil Air Patrol will honor the four winners for 1978 of the Frank G. Brewer-CAP Memorial Aerospace Award during ceremonies here Sept. 9. The awards will be presented at CAP's annual national board meeting.

The four are: Lt. Col. Alan R. Creighton, Michigan Wing, winner in the Senior Member Category; Cadet Andrew K. Weaver, California Wing, Cadet Category winner; John O'Hara, Individual Category winner; and the Department of Aerospace Studies, Central Washington University, winner in the Organizational Category.

The award, consisting of engraved plaques, commemorates the late Frank G. Brewer, a Birmingham, Ala., trucking firm executive, for his lifelong interest in aviation, youth and education. To win the award, nominees "must have made an unselfish, outstanding

contribution to aerospace (aviation) or must have encouraged others to do so."

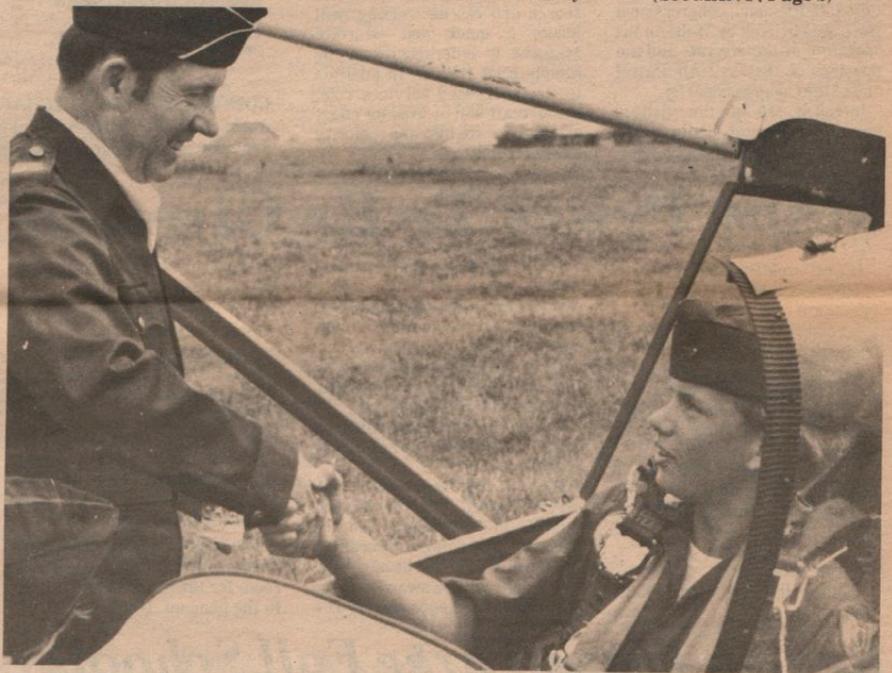
Creighton is commander of Group 16 (Ypsilanti) of the Michigan Wing and in recent years has been instrumental in providing leadership and training to CAP members in the area of aerospace education. He established an elective course in aviation which he teaches.

The Cadet Category winner is the executive support officer in the California Wing. Weaver joined CAP in August 1971 and has been active in all levels of the cadet program. This year, he was chairman of the National Cadet Advisory Council. Last year he served as commandant of the Cadet Officers School and travelled to the Republic of China (Taiwan) after being selected for the 1976 International Air Cadet Exchange. He is a pilot and has compiled more than 125 flying hours.

John O'Hara, the Individual Category winner, has taught aerospace education in New Jersey for eight years. He initiated a project six years ago to build the Kearny Space and Science Center, which is scheduled to be completed next year. The center will include a mission control center, a flight simulation room, labs and classrooms to aid in teaching aerospace education to youth.

The Department of Aerospace Studies, Central Washington University, was cited for support, inspiration and accomplishments in the field of aerospace education during the past year. Headed by Dr. J. Wesley Crum, the department initiated 15 separate aerospace education workshops and seminars within the state during 1977 and has increased this to 31

(See BREWER, Page 2)



GLIDER SOLO — Air Force Brig. Gen. Paul E. Gardner, executive director of the Civil Air Patrol, left, congratulates Cadet Jeffrey C. Seabert on having soloed in a glider during the recent Illinois Wing flight encampment. For story and more photos on the encampment, see p. 8.

Leadership Development Course Held

MAXWELL AFB, Ala. — Forty-nine students from all over the United States and one from Cairo, Egypt, gathered here recently for the Aerospace Education Leadership Development Course.

The course, sponsored jointly by the Civil Air Patrol and Middle Tennessee State University, is an annual three-week event featuring guest speakers on topics like leadership skills, seminar dynamics and public issues in aerospace.

Students were people with an interest in aerospace education who had previously attended aerospace education workshops stressing the scientific principles of flight and space, career information and classroom instruction.

Six hours of graduate or undergraduate credit at Middle

Tennessee State University were given for the course. This credit can be transferred to other institutions where the students are working on degrees or accepted by their school systems for required recertification or to meet salary increase requirements.

Dr. John Furbay, world traveler, lecturer and author, was the keynote speaker. Through a daily radio show Holiday World, he has become known as a speaker on the changing world scene.

Franklin J. McDermott of the Civil Aeronautics Board; Seth H. Preece, staff vice president of Pan American Airlines; and Raymond A. Young III, deputy assistant secretary of the Department of Transportation, led a seminar on the economic regulation of international air carriers.

Another public issue under discussion was airport noise and aircraft noise reduction, which was led by Charles R. Foster of the Federal Aviation Administration and Joseph H. Driscoll Jr., deputy county executive of New York's Nassau County.

Civil air transport research and development were another

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Headquarters To Distribute ECI Information

It is no news to most units that the ECI catalog is now available only on microfiche.

Since most units do not own microfiche viewers, and many units do not receive the bimonthly ECI materials redistributed through the wings. National Headquarters DCS Training is developing a procedure to assure that each unit will receive ECI information in a usable form.

Details of this procedure will be published in the October edition of the Civil Air Patrol News.

Congressmen Get Search Aircraft

WASHINGTON, D.C. — The Congressional Sq. (National Headquarters) recently acquired a modified Cessna 172 — an ex-USAF T-41A — as a replacement for its previous search and rescue aircraft.

The Cessna, which is equipped for instrument flight, high speed and short takeoff and landing operations, was test flown by Congressman Lester L. Wolff of New York, following a short acceptance ceremony at Andrews AFB, Md.

The congressman, who flew CAP coastal patrol during World War II, piloted the aircraft for well over an hour. Wolff is a CAP colonel and the unit's commander.

Several days later, as part of the squadron's aerospace education program, he led a special delegation on an inspection of the aircraft. The delegation, which was comprised of several members of Congress, officials from the People's Republic of China (PRC) and congressional staff, was briefed by Wolff on the operation of the aircraft and the missions of the Civil Air Patrol and of the Congressional Sq.

Included among the visitors were Congressman Benjamin A. Gilman, squadron deputy com-

mander and Liaison Office Chief Han Hsu, ranking PRC official in Washington. The briefing was one in a series of high level, selected briefings and tours regularly provided to members of Congress and staff by the squadron.

The modified Cessna will allow the squadron to greatly increase its commitment to the emergency services program. According to Wolff, "We feel that the additional avionics in this aircraft, together with the increased horsepower, will enable the squadron to safely expand the scope of its emergency services activities. The direct result of this will be greater mission support for the Civil Air Patrol, the Air Force and the general public."

The squadron, an operational unit attached to National Headquarters, will maintain the aircraft on a 24-hour-a-day ramp alert. This, along with increased search and rescue training, will insure a quick and effective response to emergencies in the Middle East Region. In addition to its emergency services role, the aircraft will be used for cadet orientation flights and priority transport missions.



CONGRESSIONAL AIRCRAFT — Col. Lester L. Wolff, Congressman from New York, commander of the Congressional Sq. (National Headquarters) points to the markings on the unit's recently acquired search and rescue Cessna 172. (Photo by 1st Lt. Miriam Luddeke)

Many Prizes To Be Given In Recruiting Contest

(Continued From Page 1)

A Cessna 150 for the highest percentage of new members.

Second Place: A rebuilt engine from the CAP depot.

Third Place: A CAP vehicle.

Cadet Advisory Council

To the cadet advisory council of the wing recruiting the most cadets.

Highest number: \$500 for a special cadet function.

Highest percentage: \$250 for a special cadet function.

Squadron

First Place: \$500.

Second through Fifth Place: \$250.

Sixth through Tenth Place: \$100.

In the event that the same wing has the highest number of new members and the highest percentage of new members recruited, only one prize will be awarded. The second airplane will be awarded to the wing with the next highest percentage recruited.

Also, if the same cadet advisory council has the highest number of new cadets and the highest percentage recruited, one prize or \$750 will be awarded.

A trophy will be awarded to the winning wing in each region. The

winning squadron in each wing will receive a certificate.

Individual Prizes

First Place for a cadet: A trip to the National Board meeting for the winning cadet and an adult escort, a solo flight scholarship for \$500 and a set of CAP regulations.

First Place for a Senior: A trip to the National Board meeting for the senior and a CAP guest and a set of CAP regulations.

The trips to the National Board include priority military airlift, a room for three nights and tickets to the banquet. If military airlift

is not available, commercial fare will be provided.

Second Place for cadets only: A \$500 solo flight scholarship.

Third Place for cadets only: A \$500 solo flight scholarship.

The next 10 high recruiters, cadet or senior, will receive a \$50 bookstore credit.

The next 50 high recruiters, cadet or senior, will receive CAP jumpsuits.

All members, cadets or seniors, who recruit 10 or more members will receive a set of CAP regulations.

All prizes, except the percentage prizes, will be based on the

number of new members recruited. In the event of a tie for a squadron or wing prize, the percentage recruited will be used to determine the winner. In the event of a tie for the percentage prizes, the highest number of members recruited will determine the winner. Ties for individual prizes will be broken by a drawing at national headquarters.

All prizes, except for the winning cadet advisory council, will be based on cadets and seniors recruited. Prizes for the winning cadet advisory council will be based only on cadets recruited.

Region Plans Three Fall Schools

ELMORE, Ala. — The Southeast Region will hold three squadron leadership schools this fall.

They have been scheduled for Sept. 16-17 at Birmingham, Ala.; Oct. 21-22 at Jackson, Miss.; and

Nov. 11-12 at Miami, Fla.

To date the region has held six leadership schools, with an average attendance of 40 persons. Dr. Richard J. Ovington of the National Headquarters staff has assisted in planning and conducting the schools.

Additionally a search and rescue circuit riders school will

be conducted by the Air Force Rescue Coordination Center personnel and instructors from the Southeast Region at Moody AFB, Ga., Oct. 7-8.

Applications for the search and rescue school should be sent to Headquarters Southeast Region; AFRCC SAR School; Route 1, Box 478; Elmore, Ala. 36025.

Leadership

(Continued From Page 1)

issue under discussion. Howard T. Wright of NASA's Langley Research Center and G. Daniel Brewer of Lockheed-California, discussed the high price of research and development of the latest technologies, which often are too expensive to adequately test or incorporate in production aircraft, and whether NASA should take over that role.

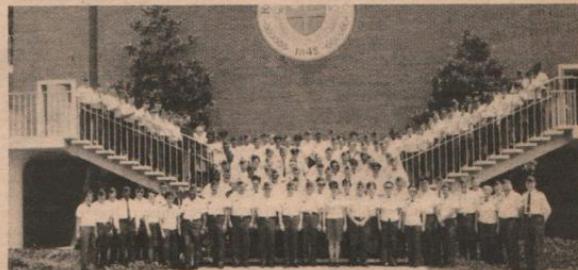
Another aerospace education leadership development course has been tentatively scheduled for July 8-28, 1979. For information on next year's course, write Hq. CAP-USAF/ED, Maxwell AFB, Ala. 36112.

Brewer Awards Scheduled For Phoenix

(Continued From Page 1)

such projects in 1978. The workshops and seminars offer both graduate and undergraduate credit and are effective in inspiring teachers to return to the classroom with practical ideas. Crum is also an active CAP member serving as a lieutenant colonel.

A committee at National Headquarters, Maxwell AFB, Ala., selected the winners from nominations submitted from across the nation.



STAFF COLLEGE — The 104 students at the Civil Air Patrol's Eastern Staff College pose for a group photo in front of the Roanoke College in Salem, Va., which hosted the course.

College Graduates 104

SALEM, Va. — The Eastern Staff College (ESC) convened here July 9 at Roanoke College, with an enrollment of 104 students in thirteen seminars. They represented 22 wings.

For the third consecutive year, Lt. Col. Barbara Morris, deputy chief of staff for training of the Middle East Region (MER) was director and Lt. Col. Walter Straghan, Air Force liaison officer with the MER was curriculum coordinator. Col.

Walter Bifulco of the Northeast Region was commandant of students. Air Force Lt. Col. Philip Alker of National Headquarters conducted a course on listening in the evenings as a supplement to the curriculum.

The CAP National Commander, Brig. Gen. Thomas C. Casaday and Air Force Brig. Gen. Paul E. Gardner, executive director, addressed the dining out and presented diplomas at the graduation exercises.



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 August 6, 1978

Number of Missions	506
Number of Aircraft	1,759
Number of Sorties	6,861
Flying Hours	15,124.1
Personnel	19,508
Saves	36
Finds	283

Cadets Visit Satellite Control Facility At Vandenberg AFB

VANDENBERG AFB, Calif. — During the latter part of July, 15 cadets and senior members from the California Wing's Group 11 visited the 6596th Instrumentation Sq. Satellite Control Facility here.

This included five members from the Vandenberg Cadet Sq. 101 and 10 members from the Allan Hancock Cadet Sq. in Santa Maria. Accompanying the CAP contingent were Capts. Gilbert H. Day and Carla S. Day, commanders of both squadrons respectively.

Transportation from the Vandenberg Cadet Sq. headquarters, located on base, to the Satellite Control Facility was provided via bus by the 4392nd Transportation Sq.

Upon their arrival, Lt. Col. Harold L. Caddell, deputy commander of the 6596th Instrumentation Sq., briefed the CAP members on his unit's mission, which is to track, command and receive data from satellites in orbit. About 300 Air Force personnel use the complex antenna equipment, telemetry receivers and computers to support or-

biting space vehicles in a 24 hours a day, seven days per week operation. Space vehicles supported include weather, communications, navigation, biosatellites and other research and development satellites in orbit.

After their initial briefing, Caddell escorted half of the visitors on a tour of the operational complex, while Maj. Robert J. Menzel, operations officer, escorted the remaining personnel.

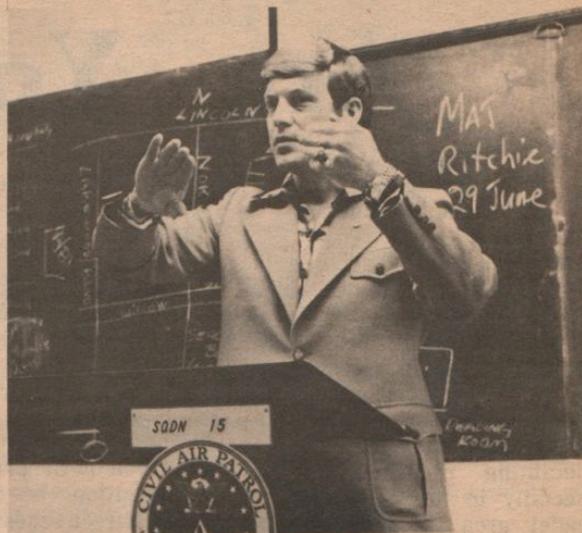
During their tour, CAP members viewed the command center, computer equipment and a large radome which houses a 60-foot diameter tracking antenna. Completed early in 1969, the radome was constructed by joining over 600 fiberglass panels stretched across aluminum frames. Two such huge "balloons" which look like giant golf balls protect the squadron's two tracking antennas from adverse weather and facilitate maintenance on the antennas.

The visit was highlighted by a demonstration of the movement of the large 60-foot antenna and

the overall tour was met with enthusiasm. Numerous questions were asked by the cadets. The general impression felt by all cadets was summarized by Cadet Lance E. Kelly of the Vandenberg Cadet Sq. 101 who said, "The electronics are intriguing and show that it is very complicated to operate the computers and other systems."

The station is one of six that comprise the worldwide network of the Air Force Satellite Control Facility. Some others are located in New Hampshire, Alaska, Hawaii, California and Guam. The squadron is part of the Air Force Systems Command and is known as the "Blue Suit Station" of the Air Force Satellite Control Facility because it is completely operated and maintained by military personnel.

The aerospace education program, according to Capt. Gilbert H. Day, is one of the major missions of the Civil Air Patrol and the cadets' study program is frequently supplemented here at Vandenberg AFB by field trips to aerospace activities and facilities.



AIR RACE — Steve Ritchie, a jet ace in the Vietnam conflict, was guest of honor at a meeting of the South Long Beach Senior Sq. 150 (California Wing). Ritchie, a veteran of 339 combat missions, was the only American pilot to down five MiG-21s. After resigning from the Air Force in 1974, he joined the Adolph Coors Company of Golden, Colo., as a special assistant to Joseph Coors. He is also president of the Combat Pilots Association of America and director of information for the 140th Tactical Fighter Wing of the Colorado Air National Guard. He is a popular speaker on the free enterprise system and national defense.



ROCKETRY COMPETITION — Cadets Mark D. Sassak, left, and Todd J. Snively, Farmington Comp. Sq. (Michigan Wing), prepare to launch one of the rockets entered in the recent squadron model rocketry competition. Cadets and seniors first attended a precompetition class. Then each cadet flight and the senior group constructed its own rocket.

TV News Borrows Photo From Cadet's Collection

BAY CITY, Mich. — When an F-105 Thunderchief crashed on the runway at Phelps-Collins Air National Guard Base, reporters and camera crews converged on the scene.

CAP 1st Lt. Thomas W. Knaub,

an employee at WNEM-TV5, proposed to his fellow news people that they use photos of an F-105 to beef up the story. They agreed that it was a good idea.

So Knaub phoned Cadet Mark Sinicki to see if he had any photos

of the jet. By coincidence Sinicki, information officer for his squadron, was planning to use F-105 photos in his unit's newsletter the same day. Sinicki gathered all the information he had on the Thunderchief and headed for the TV station.

Squadron Coordinates Search

DEL RIO, Tex. — The C.M. Laddie Dolan Comp. Sq. here was mission headquarters during a recent search for a red and white aircraft, piloted by C.C. Hobson, 75, with a friend, Lawton Petty, 56, as passenger.

The aircraft had left Harlingen, Tex., June 27 for Las Vegas, with a planned first stop at Del Rio or Fort Stockton.

Lt. Col. Gerry Colburn of the Del Rio squadron was mission coordinator. Nine senior members and six cadets planned, directed and coordinated the search efforts. The search also involved the Texas Department of Public Safety, the U.S. Coast Guard, the Air Rescue and

Recovery Service and other CAP squadrons from Corpus Christi, La Mesa, Midland, Austin, Pecos County and El Paso. All other search units were in constant communications with the Del Rio squadron headquarters.

The downed plane and a body was sighted by the Coast Guard C-131 from Corpus Christi to search north of Harlingen. Then a Coast Guard H-51 helicopter and medical team was sent to aid possible survivors.

Soon the spotted aircraft was confirmed as the missing plane; however, there were no survivors.

The search mission lasted seven hours from the initial notification to find.

The newscaster selected a large lithograph poster of three F-105s in formation, which was videotaped and returned to Sinicki.

They invited Sinicki to stay for the 11 p.m. news when the picture would be used for the top news story of the day. He sat in the studio to see the news done live. The poster appeared in vivid color behind the newscaster as he reported on the accident, before he switched to videotape of the crash site.

Sinicki said he began collecting aircraft photos about two years before he joined CAP. He started buying photos from an aviation photo exchange, then he wrote to various manufacturers and the Air Force requesting photos.

SMILIN' JACKS

AERO-ASTRO[®] 70

ANSWERS

HERE WE SEE A FEW DETAILS OF A "MOON SUIT"!

THE BASIC COMPONENTS OF AN ASTRONAUT'S SPACE SUIT ARE A BIT MORE COMPLICATED THAN A BIKINI!

FLYIN' FACTS

CLIP FOR REFERENCE

NEXT

FIBER-GLASS HELMET

LIFE SUPPORT BACK PACK

MODIFICATIONS AND IMPROVEMENTS ARE MADE FROM TIME TO TIME!

SUIT IS COMPOSED OF THIN NYLON LAYERS PRESSURIZATION LAYER AND OUTER RESISTANT LAYER.

OUTER THERMAL GARMENT HAS ABOUT 14 LAYERS OF NYLON AND ALUMINUM-COOLED "SKIN"!

ZACK MOSELY '78

INSIDE IS WATER-COOLED LONG UNDERWEAR!

WHAT U.S.A.F. AIRCRAFT WITH A W.C. FIELDS' TYPE OF NOSE IS CALLED "OL' DROOP SNOOT"?

ASKED BY CONRAD J. LUECKE

SATELLITE BEACH, FLA.

National Commander's Comments

Are You Fed Up?

By THOMAS C. CASADAY
Brigadier General, CAP
National Commander

Are you tired of all the talk, year after year, about recruiting and retention? You are? Well, so am I. Maybe that is a part of the problem — too much talk and not enough action.

You probably know that declining membership, especially in the cadet area, is one of the most difficult

problems facing CAP today. What you may not know is that we have gone from 28,574 cadets in December 1975 to a current cadet membership of 24,576. Obviously, this decline must be reversed.

The reason for the continued downturn are many and varied, and there is still the age-old argument of quality versus quantity. I, personally, am of the firm conviction that we can have both. I also believe that quality will inevitably rise to the top, and one sure way of obtaining quality CAP members is to recruit in sufficient quantities.

Cadet retention has traditionally been a problem because of built-in attrition, but statistics over the past years show a direct correlation between recruiting losses and

declines in cadet membership. For example, in 1970, we recruited 20,000 new cadets. In 1977, only 14,000 new cadets joined. Cadet retention has run somewhere between 40 percent and 48 percent for the past several years, so it only stands to reason that a larger base will result in a larger overall membership.

One way to focus proper attention on the problem of our organization is through the Wing Effectiveness Evaluation Program (WEEP). This has been tried several times in the past in an effort to stimulate membership growth. Invariably, however, there have been disagreements over "arbitrary" goals assigned by National Headquarters. Some wings feel they cannot handle large numbers of new members, etc. So, this year, we are trying a completely different approach. I have invited your wing commander to establish his own growth goal for the wing. I have also asked for his personal commitment to see that the established goal — large or small — is achieved. He will need your help.

Plans are also under way to conduct a major recruiting campaign to coincide with the end of the WEEP year. Valuable prizes will be awarded individual members for the most members recruited. "Each one recruit one" is the slogan for 1978. Again, we need your help.

We all recognize that recruiting campaigns and slogans are superficial — floss. One popular school of thought is that we should "fix" our current program before we seek additional members. The cadet program by its very nature, and complicated by logistics and airlift considerations, does present problems. Often they are deep-rooted and complex but our National Headquarters staff is working to identify these problems and to come up with workable solutions — or permanent fixes. In the meantime, however, if we do not keep working to stimulate growth and stop the losses, we won't have to worry about fixing the program.

There is another school of thought pertaining to senior members which concerns me — and lately I've heard it more and more: "Get rid of the dead wood." While we should actively seek to weed out those members who show they cannot function within the framework of the organization, or whose presence causes dissension or turmoil within the unit, CAP is just like any other volunteer organization. There are workers and there are those who wish to contribute but do not have the time.

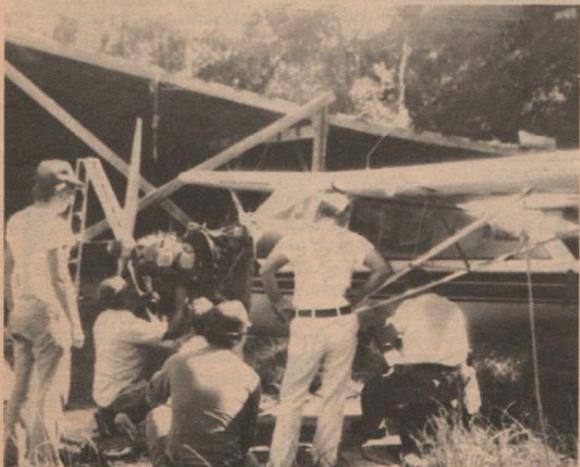
We have room for both. While we certainly encourage active participation by each member, we must also recognize that

there is a place for the member whose time or resources may be limited, but who is willing to support the organization by joining and paying annual membership dues.

And many of those who may be unable or unwilling to hold a regular duty assignment are often willing and able to lend a hand in time of need. Such members should not be made to feel inadequate or unwelcome. After all, their membership dues are paying for programs for the active membership, and all supporting members, active or inactive, represent a valuable asset.

I believe that increased emphasis on recruiting, while continuing to retain those members we already have, will result in overall growth across the board. I would like to see a great surge in membership the first year, but being realistic, we probably will not achieve that.

But I do expect maximum effort at every level to stop the losses — NOW. Wouldn't it be great, just once, to read a column reporting that our recruiting effort has been an outstanding success?! I have complete confidence that, together, we can meet this challenge. Let's all work together for a bigger and better Civil Air Patrol. I'm interested in your ideas, too. If you have a good suggestion, let me know about it.



DONATED AIRCRAFT — Members of the Hillsborough Sr. Sq. (Florida Wing) work on a Cessna 140 that was recently donated by a CAP member. They have started to pull the engine, scrape rust and refinish the interior to put the aircraft in condition so it can be licensed by the FAA. The single-engine aircraft had been converted to tricycle landing gear. When refurbished it will be used by Florida's Group 3 for training and search and rescue work.

Wing Has Two Finds In One Day

LYNCHBURG, Va. — Members of the Lynchburg Comp. Sq. (Virginia Wing) recently made history in the wing by finding two missing planes on the same day.

Squadron member Maj. Rucker Tibbs said it was the first time that two missing aircraft had been found on one day in the state. The same aircraft, an Army surplus Cessna Bird Dog, belonging to CAP was used in both searches. The aircraft contained special equipment bought with money donated by an Illinois family whose lost child had been found by the squadron several years ago.

The first search was for a Cessna that crashed in Prince Edward County near Hampden-Sydney. The plane crashed while the pilot was attempting a landing in a small field. It clipped some trees as it came down but it did not catch on fire.

Late that same night as the

CAP plane, piloted by Bruce Little with observer John Wacter, was passing over Lynchburg, it

picked up an ELT signal. Then they followed the signal to the crash site in Augusta County.



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
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Illinois Flight Encampment Puts Cadets Up In The Air

Story and Photos by
TSGT. KEN KENNEDY, USAF

"Oh, I have slipped the surly bonds of earth." This line from a poem entitled "High Flight" describes the joy that was experienced by 35 Illinois cadets during the recent Illinois Wing flight encampment.

Selected from 63 CAP squadrons of the wing, 29 of the 35 soloed in either powered or glider aircraft. Six cadets also went aloft in a balloon, a rising means of flight. This type of flight very vividly teaches the real basics of flight, wind, thermals, air density, etc. The six cadets enrolled in this program did not fly solo due to the complexities and extreme dependence on weather conditions.

Dubbed balloonies, then shorted to loonies, as if their intelligence was questioned, these dedicated people held the most rigid schedule of all the cadets. Before most of the encampment awoke, the balloonies were already in the field

putting hot air in the balloon. Not being able to solo was completely offset by the challenge of the elements.

Cadets attending ranged in age from 13 to 20 years. Nothing can describe the appearance of those who soloed for the first time. Each cadet paid \$100 to attend, which represents less than one-third of the total expense.

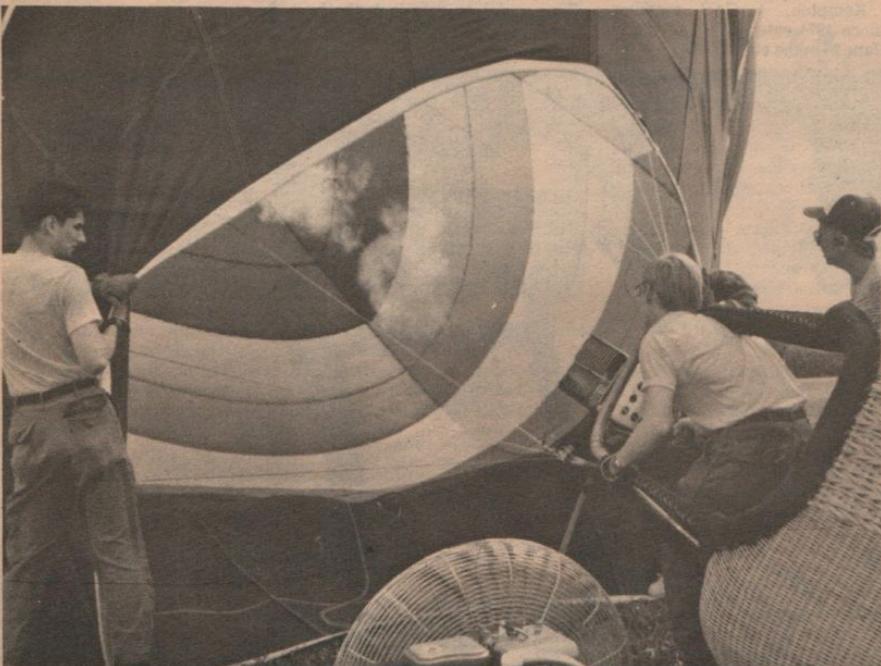
Lt. Col. Mel S. Kristmann, who organized the camp for this year, commented, "There are many unselfish men and women here who have volunteered their time and effort; without them this program could not be possible. The volunteers served as instructors, pilots, records keepers and even tow pilots."

Maj. Daniel L. Sullivan, a CAP glider instructor pilot, summed it up this way, "To see the expressions of joy on young people's faces as they return from that first solo is adequate compensation for all the work. Many, indeed, were the expletives uttered: beautiful, great, yahoo, wow oh wow, but nothing but nothing says it better than that grin."



Above: What goes up must come down, and in the case of a balloon at times it is nothing more than a controlled crash. When it's time to return to mother earth, you pick the smoothest looking spot.

Right: Cadet Mike Patton goes over the check list with instructor pilot Maj. Bill Thomas before making a powered aircraft flight.



Above: The balloon envelope is filled with cold air by a portable fan, then the hot air is blown in by a propane burner.

Right: Cadet Jeffrey C. Seabert logs his solo glider flight in with one of the Air Force people assisting the Illinois Wing flight encampment.





DONATED UNIT — A ground direction finder, donated by a local business, is checked out by Lt. Col. James O. Carr, center, director of communications for the North Carolina Wing, as Maj. Don Johnson, left, commander of the wing's Group 2, and Cadet Brian Nix of the Hickory Comp. Sq. look on.

Local Firm Donates Cash For Equipment

HICKORY, N.C. — An appeal to a local business active in general aviation paid off for members of Group 2 of the North Carolina Wing with a donation of funds to purchase an emergency locator transmitter (ELT) direction finder (DF).

The unit was purchased through the CAP Supply Depot with money donated by Drillers Service, Inc. of Hickory.

Shortly after the unit's arrival in North Carolina, it was instrumental in pin-pointing the location of a crash site in the rugged mountains near Boone, N.C. The aircraft, a Cherokee Six with one person on board, had crashed just off the Blue Ridge Parkway and was found by a DF-

equipped CAP aircraft.

The airplane had to leave the area before ground crews arrived, however, and the new ground DF was used to locate the airplane and its deceased pilot in the heavy woods.

The portable unit will be used by all units in Group 2 as needed until they all can acquire their own.

Michigan Member Enlists In Army

FARMINGTON, Mich. — Cadet Mary Beth Haller, cadet commander of the Farmington Comp. Sq. (Michigan Wing), has enlisted in the U.S. Army.

Haller, a three-year CAP veteran will undergo basic training at Fort McClellan, Ala., for eight weeks. She will take advanced training in military police work.

She has earned her ranger certification and radio communications badge and became a qualified radiological monitor through CAP. She is also proficient in first aid and cardiopulmonary resuscitation techniques.

Haller has attended CAP encampments at Fort Knox, Ky., and at Phelps-Collins ANGB, Mich.

New York Group Starts Land Rescue Team



OBSTACLE COURSE — Cadet Mike Siewartsen of the New York Wing's Nassau County Group's new land rescue team leads his flight through the tire run at the team's training course. The course was built by rescue team members in the woods near the group's operations building at Zahn's Airport in Amityville, N.Y. (Photo by Cadet John Sotolongo)

ROSLYN, N.Y. — For the first time in many years the New York Wing's Nassau County Group has added land rescue to its list of emergency services capabilities.

The group's land rescue team was set up by Cadets John Sotolongo, Michael Siewartsen, Richard Licht, Kenneth Brennen and Douglas Mackey. This unofficial team met at weekends at the airport for training. Then after receiving official recognition from the group staff, the cadets recruited 20 more cadets.

Although most of the cadet staff has been to the Hawk Mountain Ranger School in Pennsylvania, most of the team's training will be performed by Air Force pararescue specialists from the 106th Air Rescue and Recovery Group at the Suffolk County Airport.

The team has use of two four-wheel drive trucks and will receive other equipment items as they become available.

After a six-month training period, the team will be ready for duty on all emergency service missions undertaken by the group.

Kempton Appointed To Academy

RED OAK, Iowa — Cadet Mike E. Kempton, Red Oak Optimist Comp. Sq. (Iowa Wing), has received an appointment to the U.S. Air Force Academy, according to Capt. Jim Black, squadron commander.

Kempton, a CAP member since 1974 entered the Academy June 26 in the class of 1982.

He earned the Billy Mitchell Award in July 1975. Other activities since joining CAP have included the cadet leadership school in the North Central Region and the Air Force Academy Survival Course.

Kempton was the first Iowa Wing cadet to solo in both the powered and glider encampments.

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

Civil Air Patrol
A Way To Serve Your Country

By 1st Lt. BEATRICE SPARKS
Palo Alto Comp. Sq. 10
California Wing

Only you can say what CAP will do for you. But let me tell you what Civil Air Patrol has done for me. My talk is on the intense desire I have had to serve my country, ever since I was knee-high to a grasshopper. For me, serving my country meant wearing, and proudly so, the uniform of the armed forces. Civil Air Patrol has done that for me.

For 27 years, my attempt to become a bona fide member of the active military was not achieved, because of constant barriers that were in evidence. When I was 18 years of age, I was too young. When I was over 21 years, it was because I was married. When I was 30 years old, it was

because of having dependent children. Finally, when the armed forces did away with all those barriers, at age 40, I was too old!

But Civil Air Patrol did not discriminate against my age, marital status, or dependency status. It welcomed me with open arms into its heart and organization! It gave me a purpose, over and above the normal things in life. I now proudly wear a name, rank, and serial number, of the auxiliary of the United States Air Force — Civil Air Patrol. And proudly serve in CAP's Emergency Services, its Cadet Program, and its Information Services.

If you have ever had any desire, like myself, to serve your country, or to continue to serve your country, in uniform, then Civil Air Patrol is THE ONLY WAY TO FLY!



SPAATZ AWARD — Cadet Stephen L. Foster, Milwaukee Comp. Sq. (Wisconsin Wing), right, receives the Gen. Carl A. Spaatz Award from Maj. Gen. Raymond A. Matera, chief of staff for the Wisconsin Air National Guard. Next to Matera is Col. Ben D. Silko and Capt. Helen Silko of the Wisconsin Wing staff. Foster is presently a student at the University of Wisconsin-Milwaukee where he is a member of ROTC. (Wisconsin ANG Photo)

BULLETIN BOARD

Bulletin Cont'd

BASED CAP PUBLICATIONS.

"Insurance," 4 August 1978, Supersedes CAPR 900-5, 9 Sep 77.
"Information Officers' Handbook," Supersedes CAPM 190-1, Jul 76.

VE DIRECTOR

Administration

SAFETY CORNER HINTS:

1. Checklist, preflight, judgement, haste, proficiency, medical problem?
2. Knowledge, checklist, overweight, drag, mud?

DA

ONE: The following is taken from "The Intercom," the newsletter for the California Wing Informa-
cites the good job done by 1st Lt. Brenda Nelson, information officer for Group 12 (California
the article deserves reprinting for everyone to read:

"OUTSTANDING I. O. JOB AT SAR EFFECTIVENESS TEST

ever wondered how you would handle
conference or SAR activity if it were
?

you would be interested in how one
en the annual California Wing Search
ctiveness Test was conducted in her
eno.

the professional approach of 1st Lt.
Group 12 I. O. and Mission I. O. Train-
received excellent press coverage.
the positive response by local press

weeks before the SARCAP, she had
ing radio and television stations and
Fresno, and received the proper con-
al CAP activities.

before the SARCAP, she phoned the
ad advised them that the event would
She then sent each press contact a

omments: "The press indicated to me
ot really interested in my writing the

story or sending them a formal news release. They
only wanted a brief rundown on the facts, so I came up
with the pertinent details."

"THE RESULT? The first day of the SARCAP,
there were three television camera crews on the scene
-- plus one reporter with his mini-cam from the Fresno
BEE newspaper, conducting interviews with SARCAP
mission officers. CAP was featured in the evening news
on Channels 24, 30 and 47 -- and a lengthy photo
feature appeared in the Sunday issue of the Fresno
BEE. THAT'S NOT ALL... There was also interest
expressed by a couple of reporters on a future feature
on other local CAP activities and, interestingly enough,
one TV reporter confessed that she used to be a cadet.

"The second day of the SARCAP, Brenda started
her day at 0730, not as I. O. but in her dual capacity
as Mission Observer Trainee. She comments on her
experience... "I found the exposure as an Observer
Trainee to be extremely valuable to me as an I. O.
because it provided me with an excellent background
and gave me a firsthand opportunity to be more
knowledgeable in my future contacts with the press."

Following is a copy of her "FACT SHEET" which
she provided to the news media,

and Rescue Civil Air Patrol)
a Wing Effectiveness Test

-25 June 1978
Mission base will be opened 24 June at 0730 hours.
Flight operations on 24 June from 0800-1700 hours.
25 June from 0800-1400 hours.
Mission debriefing on 25 June after 1400 hours.

Annual California Wing CAP Search and Rescue Test, evaluated by United
ates Air Force. Air Force will present problem to CAP on Friday
evening. Mission coordinator will assemble search mission team, and
Mission base will be opened Saturday morning. Test will be carried
out as if it were an actual search and rescue mission.

Civil Air Patrol senior (adult) and cadet (teenage) members from as
far north as Redding and as far south as San Diego, who are rated both
Civil Air Patrol and the State of California as Emergency Service
specialists. Approximately 100-150 members are expected; at least 30
aircraft, both corporate and privately-owned, are expected to partici-
pate in the search. CAP ground teams will also be involved to whatever
extent necessary. Fresno and Madera Sheriff's Departments have been
invited to participate.

Local CAP personnel who will be holding mission staff positions:

MISSION COORDINATOR: Capt. Sid Stark
BASE COMMANDER: Capt. John Heimgartner
ADMINISTRATIVE OFFICER: 1st Lt. James Nelson
INFORMATION OFFICER: 1st Lt. Brenda Nelson
COMMUNICATIONS OFFICER: Capt. Sallie Ramirez

in Joaquin Valley Group 12 and Fresno Composite Squadron 60, Civil
Air Patrol Headquarters, 5432 Perimeter Drive, Fresno (NE side of
Fresno Air Terminal).

Annual evaluation by U. S. Air Force of California Wing Civil Air Patrol's
readiness and effectiveness in carrying out authorized air and ground
search and rescue mission.

OTHER INFORMATION CONTACT: (Name and telephone numbers).



SAFETY CORNER

For the next few months, the SAFETY CORNER will offer YOU an
OPPORTUNITY to get involved in aircraft accident investigation from an
investigator's viewpoint. After reading the accident briefs, discuss them
with other members and try your hand at ACCIDENT PREVENTION. If
your thoughts and observations reveal a need for IMPROVEMENT/PRE-
VENTIVE ACTION at YOUR UNIT, be the first to let someone know and
be sure the problem gets CORRECTED!! MAKE SAFETY YOUR BUSI-
NESS!!

Case No. 1: The Cessna 182 owner and three passengers arrived at
the airport at sunrise. Fuel and oil were added to the aircraft. The line-
man on duty did not observe a complete preflight inspection being ac-
complished. The aircraft soon departed, flew a low oval pattern and
crashed on final approach, 200 yards from the runway, while trying to
land. Two persons were killed and two seriously injured.

Findings:

1. Pilot's medical certificate had expired five years before. Renewal had been denied because of the pilot's medical condition.
2. The oil filler cap could not be located. A great amount of oil was on the windshield and inside the engine cowling.
3. A survivor said he heard a horn blowing during the turn to final approach.

Cause and Preventive Action: YOU DECIDE. (See other block
in Bulleting Board for Hints.)

Case No. 2: The pilot and three passengers boarded the Piper
Cherokee aircraft for a cross-country flight. With a full load of fuel, four
adult occupants, and two cases of soft drinks on board, the aircraft gross
weight exceeded that maximum allowable by 100 pounds. The field
elevation was 4,000 feet above sea level, and the runway length 3,000 feet.
The slightly muddy runway sloped uphill on the departure path, the
direction chosen because of the prevailing headwind. A forested area
bordered the airport. The aircraft accelerated slowly and staggered into
the air. Flight continued 300 yards past the airport boundary then the
aircraft banked and settled into the trees. All four occupants were in-
jured.

Findings:

1. The pilot had been unable to compute weight and balance for a flight the previous day. The pilot often boasted at "getting the most out of the aircraft."
2. The aircraft flaps were in the full down position.

Cause and Preventive Action: YOU DECIDE. (See other block
in Bulletin Board for Hints.)



SURVIVAL BRIEFING — TSgt. J.F. Yuenger, right, of the Academy survival training staff, gives CAP cadets a rundown on basic techniques used to live off the land in hostile terrain. The cadets are seated on a parachute canopy. They learned to make such things as tents, fishnets and sling shots from parachutes.

Cadets Com

U.S. AIR FORCE ACADEMY, Colo. — Approximately 285 Civil Air Patrol cadets recently received certificates of completion in one of four areas of training conducted here during the past summer.

"This is the first time that four activities for CAP cadets have been carried out at the Academy in one summer," said Lt. Col. Howard J. Rice, director of the plans and programs office. "This marks the second year that women CAP cadets were part of the program and we were glad to have them."

The training was conducted by Air Force Academy personnel and CAP officers assigned to the various projects.

Two encampments for CAP cadets were on the agenda. The Colorado Wing encampment started the activities during June, and the Nebraska Wing encampment ended the series in July. The cadets were housed in the Preparatory School dormitories and participated in tours, briefings and demonstrations at the Academy, Peterson AFB,

NORAD and Ft. Collins. One woman CAP cadet, Mary Grzasko, was a long survival training participant of her peers. In a water survival technique and at the Academy, she learned how to use hand to survive in hostile terrain. They learn to live some day.

The final activity was the Officers' School in Rocky Mountain Region. Michael R. Foster, was in charge of the James P. Gaffney award.

Each of the four awards banquet was held at various projects.



VIEW FROM THE TOP — While CAP cadets watch from below, an Air Force Academy survival instructor explains the step-by-step procedure for releasing a parachute harness prior to a water landing. Each cadet had to follow the procedure in a simulated parachute water landing as part of the survival training.



SURVIVAL TOOL — A many bladed pocket knife, useful in numerous survival situations, is examined by Air Force Academy Cadet Second Class Mary Daley (left) and Rose Mary Grzasko (right). Daley, a former CAP cadet in the Frederickson Wing) visited the CAP cadets in survival training. Grzasko is from the Cadet Sq. (Arizona Wing) and was the only female CAP cadet attending.



WATER SURVIVAL — A cadet splashes into the Academy's South Gate Lake in a simulated parachute landing. After releasing the harness, the cadets, using flotation gear, swim to a series of rubber rafts and had to crawl into them. Air Force instructors keep a watchful eye on the trainees at all times during the exercises.



SURVIVAL TROPHY — In appreciation for his work as an instructor, CAP Cadet Mary Grzasko, right, presents Air Force Academy Cadet Thomas W. Beard with a "plaque" consisting of wing patches of various CAP units sewn to a piece of parachute canopy.

Complete Academy Survival Course

et participated in the week-
course along with about sixty
moving study of land and
es conducted in Saylor Park
outh Gate lakes, the cadets
pment and food supplies at
r forced down in unfriendly
skills that may save their

the Civil Air Patrol Cadet
ch 70 cadets from the five
a states participated. Capt.
cky Mountain Region CAP,
ning curriculum, and Capt.
the Academy project of-

ivities terminated with an
cadets outstanding in the
ed plaques.



FOREST PENETRATOR — Academy survival instructor SSgt. David L. Pfeill, right, prepares to give the lift signal when a cadet is ready to use the forest penetrator, a type of helicopter rescue device that will go down through dense foliage to a distressed crewman below. The cadet sits on a fold-down seat, clasps the upper part of the device and will be hoisted 30 feet into a training tower.



PERSONNEL LOWERING DEVICE — Cadet Rose Mary Grzasko prepares to use a personnel lowering device on the parachute drop tower. The device is used by the jumper to lower himself to the ground should the canopy be caught high in a tree top after jumping out of an aircraft.

lications as a survival
y, left, and CAP Cadet
g Comp. Sq. (Virginia
y Harbor International
e survival course.



VEE TENT — CAP cadets build a rain shelter by using a parachute canopy, shroud lines and dead timber poles. As part of the Academy survival course for CAP cadets, they learned to build suitable shelters for arctic regions, desert country and rain forests.



CAREER COUNSELING — Capt. J.P. Gaffney, second from left, of the Academy directorate of operations, discussed nomination procedures and admission requirements with CAP cadets at the end of the survival course. At present 278 former CAP cadets are enrolled in the Cadet Wing at the Air Force Academy.

THE BULLETIN



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

NUMBER 7

AUGUST 1978

OPERATIONS

1. **ELTS.** (1) We are continuing to experience problems in the licensing of ELT training units. Each CAP region and wing should have in their possession at least one Pointer ELT, model 6000. These units were jointly purchased by the General Revenue Fund and each CAP wing for the express purpose of training CAP personnel in electronic search techniques. The Pointer 6000 meets FCC criteria for frequency tolerance and harmonic suppression, but must be licensed by the FCC prior to use. FCC Form 406, Feb 1976, should be used to apply for the FCC license. (See Fig 21-1, CAPM 100-1). Forward applications to CAP-USAF/DOK. (2) Some units were shipped to USAF-CAP offices, check with your respective liaison officer. (3) Some Pointer ELTs were shipped from depot equipped with lithium-sulfur batteries. FAA Advisory Circular 20-91, 4/11/75 warns of possible hazards associated with accidental release of sulfur-dioxide (SO₂) gas from these type of batteries. Therefore, care should be taken in the storage and use of these units thus equipped, since the effects of SO₂ could result in incapacitation. (4) For service and repair of the Pointer 6000, send it direct to Pointer, Inc., 1445 West Alameda Drive, Tempe, AZ 85282. The manufacturer will replace lithium-sulfur batteries with nickel-cadium batteries when units are sent in for repair, however, they will not send new batteries to individual regions/wing upon request. **DOK**

2. **CB COMMUNICATIONS.** CAP units and members are reminded that single side-band (SSB) CB transmitters are authorized a maximum power output of 12 watts, and amplitude modulated (AM) CB transmitters a maximum power output of 4 watts. Excessive power output from these units not only interferes with other CB communicators, but can also interfere with the reception of local television and broadcast stations. Some excess DOD equipment is capable of transmitting from 400 to several thousand watts on CB frequencies. Operations of such transmitters on CB channels is in violation of FCC regulations and can subject the corporation and individuals to civil penalties, including fines. **DOK**

3. **AFRCC SMC COURSE.** The AFRCC SMC course for the Pacific Region has been changed to 9-10 Sep 78 in the Portland, OR area. For further information contact your region training officer. **DOSS**

4. Headquarters CAP-USAF/DOSS has volunteered to be the temporary clearing house for search and rescue computer programs. If you or your unit have any computer programs for any aspect of SAR, from personnel and equipment listing, to ELT DF, to determining high probability areas, please send them to DOSS. Because so many different computers and different languages are being used it is asked that all program listings contain: the language being used; what type of machine is being used, the name, address, telephone number of the programmer; many, many remarks stating what the program is doing; a list of formulas used, and complete instructions for using the program. A sample run would also be helpful. In the near future there will be a list of available SAR programs and how to receive them.

5. **DCPA SUPPORT OF RM TRAINING.** It is the intent of the federal administration to merge the Defense Civil Preparedness Agency (DCPA) with several other disaster aid agencies forming the Federal Emergency Management Agency (FEMA). This change should become final prior to April 1979. DCPA has assured DOSC that radiological monitor(RM) training is still available to all interested Civil Air Patrol members and that present RM courses will remain current through next summer. Make a request to your state emergency services officer for any needed RM training. Please refer any training denial to CAP-USAF/DOSC. **DOSC**

6. **NEW AIRLIFT PROCEDURES.** Final notification of airlift support or nonsupport will be provided by HQ CAP-USAF/DOOA to requesting units not later than ten days prior to the requested travel day. This new procedure is an effort to prevent "last minute" notification to awaiting participants. Unless specifically requested by unit project officers, mutually agreed by passengers and concurred with by the wing commander, CAP-USAF/DOOA efforts to obtain military airlift will not be made after the tenth day prior to travel. Check with your wing airlift coordinator/USAF-CAP liaison officer for further details. **DO**

INFORMATION

7. **NEWSLETTERS.** Every information officer is expected to publish some kind of newsletter on a regular basis for distribution to the members of his own unit to keep informed. Each IO is also asked to send a copy, each time it is published, to the Directorate of Information at National Headquarters. If you do this, it will help your wing score more points in the WEEP (Wing Effectiveness Evaluation System.)

But please send them on time! Send them when you publish them. Do not wait until the end of the quarter so you can send them all at once. If you wait a month, two months, three months to send them, the chances are good that they will arrive too late to be counted. It happens all the time!

So, send one copy of your newsletter each time one is published, when it is published, to National Headquarters. The only address you need is: HQ CAP-USAF/OII, Maxwell AFB, AL 36112. **OI**

8. **DOUBLE PAPERS.** From time to time, families which have more than one member in Civil Air Patrol ask us to eliminate the extra copy of Civil Air Patrol News coming to their house and thus save the organization a little money. The fact is, we are unable to do this.

Every member of CAP automatically gets a copy of the paper and the mailing list is printed from the membership list. If your name is taken off the list it means that you will not get a membership renewal notice at the proper time.

In addition, studies have indicated that a system to automatically eliminate all papers going to the same address would cost more to operate than the few dollars it would save.

So, you will keep getting that extra paper. But how about doing something useful with it - use it for a recruiting tool! The paper is excellent for this purpose. Leave your extra copies in such places as airport waiting rooms, bus depots, doctors' and dentists' offices, school libraries, and the like. You never know what prospective member will pick one up and get interested in Civil Air Patrol. **OI**

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

PULL OUT AND POST

CAP B

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- b. CAPM 1

FOR THE EXE

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Assistant Directo

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SAR Publications Available

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

I've been on the road lately with members from all parts of the country. I usually carry a few books from my SAR library, and frequently CAP members are surprised to find that such books are available.

Most members are not aware of the wealth of SAR knowledge available in many fine books and publications. Several persons have asked me to publish a list of SAR-related publications in this column. I will list a few references, but I want to make it clear that these are by no means the only books written, nor are they necessarily the best.

Probably the most complete listing of SAR-related materials

is the recently published "Resource Guide for Search and Rescue Training Materials", available through the National Association for Search and Rescue. This 62-page listing of materials is available free with a renewed membership in NASAR.

Also available are some of the papers from past conventions (I like the two by Stan Bush, 77-1001 and 1011). NASAR, P.O. Box 2123, La Jolla, Calif. 92038.

Following are some of the publications I am familiar with and have found useful:

From Dennis Kelley, P.O. Box 153, Montrose, Calif. 91020.

1. Search and Rescue Magazine, \$7 per year.
2. Mountain Search for the Lost Victim, by Dennis Kelley, \$7.50.
3. Mantracking, by Roland Robbins, \$8.95.



From Arner Publications, P.O. Box 307-R, Westmoreland, N.Y. 13490.

1. Scent and the Scouting Dog, by William G. Syrotuck, \$7.50.
2. A Statistical Analysis of Lost Persons in Wilderness Areas-No. 2, (1973), by William G. Syrotuck, \$2.95.

3. Behavior of Lost Persons in Wilderness Areas, by William G. Syrotuck, \$2.95.

4. Some Grid Search for Locating Lost Individuals in Wilderness Areas, by William G. Syrotuck, \$2.95.

5. An Introduction to Land Search Probabilities and Calculations, by William G. Syrotuck, \$2.95.

6. Outline for Strategy and Tactics, by William G. Syrotuck.

From Western Region ESAR, 16109 N.E. 169 Place, Woodenville, Wash. 98072.

1. Team Member and Team Leader Training Manual, \$2.50.

2. An ESAR Training Program, \$1.50.

3. The Use of String Lines for Search and Rescue, \$1.

4. An Experimental Analysis of Grid Sweep Searching, \$2.

From Survival Education Association, 9035 Golden Given Road, Tacoma, Wash. 98445.

Survival the Unexpected Wilderness Emergency, By Gene Fear.

Note: Gene Fear has a wealth of survival and preventive SAR information, just ask him for a complete list of publications.

From Mazamas, 909 19th Ave., Portland, Ore. 97209.

Hypothermia: Killer in the Unprepared, by Dr. J.G. Lathrop.

From Pathways Press, 525 Jeffrey St., El Cajon, Calif. 92020.

Tracking - A Blueprint for Learning How, by Jack Kearny, \$7.95.

Again I want to impress upon you that this is not the "best" list of SAR books, but merely some publications that I am familiar with.

CADET AWARDS

Earhart Awards — July 1978

Sai Len Brown	50043	David A. Rodgers	25053	Renee C. Mazaheri	37010
James R. Steinmetz	04394	Wayne A. Morgan	26002	Eric D. Crowell	37021
Timothy S. Carroll	08122	Michael D. Roberts	28037	Glenn T. Emig	37049
James R. Brooks Jr.	11137	Robert L. Murphy	28044	Kathryn A. Clifford	37049
Sheryl L. Lindemann	11254	David L. Hazel	31076	Sharon J. Trask	48158
Eugene F. Kelly	21015	Norman S. Carter	34209	Alfonso Illidge	52022
Scott C. Jones	23057				

The following additional Earhart Awards were presented in June 78 and were not previously published.

Tony A. Nitz	09051	Jim Fahlsing	33048	Phillip M. Vito	37025
Stephen K. Tolle	15058	Brian J. Bernal	34096	Jean A. Bromberg	37068
Sherman R. Couch	15058				

Mitchell Awards — July 1978

Scott A. Jauken	01016	Michael J. Mallozzi	19007	Gregory J. Hiehle	34188
Dennise L. Flanigan	02036	Gary F. Martellini	19070	John T. Vistica	36019
Jeffrey L. Spitzer	02050	Steven J. Cox	20216	R.S. Rieckert	37169
Christopher L. Taylor	02085	Robert G. Schert	21021	William A. Brunt	37169
Lorrie A. Logan	04285	James J. Wesslund	21042	Corinna B. Lichtman	37214
Eric A. Strautman	05015	Anna P. Racz	22048	Steven C. Blackburn	39027
Matthew L. Garrison	05041	Michael M. Dunham	27049	John B. Blackburn	39027
Scott E. Margolis	05072	James W. Mosley	30016	Jon M. Peters	42186
Eric V. Chies	05099	James C. Forbes Jr.	31048	Gary E. Holden	42186
Stephen M. Dones	05148	Jeffrey R. Wooden	31111	Edward R. Slater	45025
Leroy G. Thompson	06058	Audrey L. Spurgeon	31258	David A. Mullins	45035
Theodore A. Ballard	08142	Theodore J. Gehring	31320	Berkeley R. Thomas	45060
Kim E. Webb	10083	Terris L. Meidinger	33048	Gerry L. Famiglietti	45117
John A. Brvant	11008	Jay A. Mortenson	33048	Ross M. Wilhelm	46039
Faye L. Alps	12012	Mark A. McClure	34070	Barbara J. Kamikawa	48112
Kevin Lewis	12012	Jessie L. McDonald	34131	Paul G. Niesen	48133
Charles D. Lawhorn	14112	David M. Spellacy	34139		

The following additional Mitchell Awards were given in June 1978. They were accidentally omitted from the list printed last month.

Kim L. Bahner	01100	Craig R. Zimmermann	16014	Jeff Cellars	34051
David W. Woodruff	02070	Nathan J. Ruser	21094	Stephen R. Lege	34070
Michelle E. Boorsma	02070	Gerrald A. Jerry Jr.	31153	Neal D. Miller	37089
Robert M. Stack	06004	Clifford H. Denis	31294	David C. Levitre	38003
Arthur J. Schick	08293				

CAP Obituaries

Civil Air Patrol News publishes each month a list of Civil Air Patrol members who have died recently. Notice 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.

- ANDERSON, Eleanor S., Second Lieutenant, June 5, 1978, Cortez Sr. Sq., Colorado Wing.
- DOWLING, John R., Second Lieutenant, July 23, 1978, Manassas Sr. Sq., Florida Wing.
- GORRELL, Donald V., Captain, March 10, 1978, San-Val Group 22, California Wing.
- HAZARD, George V., Captain, July 4, 1978, Border Comp. Sq., Vermont Wing.
- HUGGINS, Kim D., Cadet, July 17, 1978, Mansfield Comp. Sq. 1603, Ohio Wing.
- JOY, Geraldine G., First Lieutenant, June 30, 1978, Fairmont Comp. Sq., West Virginia Wing.
- LOBLEY, William J., First Lieutenant, July 12, 1978, Marple-Newton Comp. Sq., Pennsylvania Wing.
- PELTIER, Edmund H., Major, July 4, 1978, Michigan Wing.
- SCULLY, William T., Second Lieutenant, Aug. 6, 1978, Cheboygan Comp. Sq. 17-5, Michigan Wing.
- TUNINGGA, William, First Lieutenant, May 31, 1978, Park Forrest Sr. Sq., Illinois Wing.
- WICKHAM, Scott L., Cadet, July 24, 1978, Cache Valley Comp. Sq., Utah Wing.
- WOODS, James A., Cadet, July 3, 1978, Firelands Cadet Sq. 1602, Ohio Wing.



your safety is important in any season



CADET OFFICERS SCHOOL — Cadets from the Rocky Mountain Region pose for a group picture at the Air Force Academy in Colorado Springs, Colo., where they attended a cadet officers school.

CAP Member Wins Honors

PLANTSVILLE, Conn. — First Lt. Pamela Baur, a member of the Bristol Comp. Sq., has earned a number of honors recently, both scholastic and Civil Air Patrol.

A recent graduate at the University of Connecticut, she served in 1977 as secretary of the Geology Club. From October 1977 through May 1978, she worked as an undergraduate research assistant on a carbonate deposition and diagenesis project.

In May, she was inducted into Phi Beta Kappa, national honor society. Later she received her Bachelor of Arts degree in Geology with honors. She participated for the past two years in the Honors Program at the university.

This summer, Lt. Baur is participating in an internship program at the Geophysical Laboratory of Carnegie Institute in Washington, D.C. This fall and for the next two years, she will attend the Colorado School of Mines where she has received a graduate research assistantship. Eventually she will receive her Master of Science degree in Geophysics and would like to specialize in Earthquake Seismology.

A member of Civil Air Patrol since 1973, she has held many cadet and senior positions and most recently was administrative officer for her squadron.

At the recent Connecticut Wing conference, she received the

Outstanding Personnel Officer Award for the wing and has been commended before for her excellence in administrative work.

She was promoted to her present rank in April. She is the daughter of Mr. and Mrs. Bernard Baur of Plantsville.



FLIGHT SIMULATOR — Capt. V.C. Hart of the Texas Air National Guard, left, gives Cadet Robert DuBuisson of the Alief Airborne Comp. Sq. (Texas Wing) a rundown on the F-101B flight simulator. The cadet's squadron recently toured the facilities of the 111th Fighter Interceptor Sq. (Texas ANG) at Ellington AFB. (Photo by 1st Lt. R.B. Beverlin Jr.)

Safety Can Be A Rewarding Job

From the Directorate of Safety National Headquarters

So now you're a safety officer! No, it's not something you have to hide from your in-laws or take shots for. If you're the new safety officer, you may be wondering what lies ahead.

Congratulations! You have one of the toughest and often most thankless jobs in CAP. It can also be one of the most interesting and personally rewarding. The challenge is to take a mass of people who have "heard it all before," and attempt to have them think long enough to keep from bashing their bodies or our equipment.

That's the tough part! Try to think up new ways to say the same old thing. You need to be catchy and yet not hokey, timely but not too late or early, and forceful but not abusive. Selling safety is like selling insurance — deep down everybody wants it but...

You can be sure of a few things in your new job. First, you'll get exposure! You can bet that you'll be in the limelight when there's a mishap or inspection. That comes with the territory.

You'll get the feeling that

everyone thinks you should have magically reached out 300 miles away and prevented that careless young driver from becoming part of a bridge abutment. That's the thankless part. You will probably spend your entire safety career and never be able to say, "Aha, I prevented that mishap right there." Don't let the lack of spectacular feedback discourage you. Keep on truckin'!

Another guaranteed advantage of a safety job is lack of boredom. With levels of activity remaining the same or actually increasing, you will probably stay pretty busy. Word of caution: Remember the prime mover — mishap prevention! Don't get caught up in the tail wagging the dog.

Yes, the reports and briefings need to be accomplished, but you can't be a completely effective mishap preventer huddled behind your desk. Get out! Wander, inspect, visit, assist or whatever you want to call it, but get out in the work areas. The odds of a mishap occurring in your office are small. You'd be surprised at the number of unreported hazards you can pick up in a work area. That kind of info is "gold" — the real crux of your mishap prevention program.

The other item that you really need to cultivate is "support," both up and down. The support from above should be there automatically. It may be passive and need to be stimulated, but you can bet that your commander is interested in safety.

You have been selected (or retained in your job) because the commanders feel that you can help to protect their assets. He, or she, depends on you and the rest of the safety staff (which may also be you) to take the best

possible shot at mishap prevention, which in itself protects and preserves resources. You may have to rekindle that commander's interest, but it's there.

Support from down under is also a necessity. You need folks down in the pits that will call, assist, brief or whatever is necessary to help safety info flow in both directions. Work closely with unit commanders in the selection of additional duty safety folks and your effectiveness will be greatly enhanced. If all you have are the people that

"got stuck with the job," you may have the proverbial albatross hung around your neck.

One last word from the Directorate of Safety! If we can help you, let us. We've got access to a lot of materials, publications, or at least know who to pass the buck to. Write, call or visit and we'll try to help you pump up your program.

(NOTE: This article is a revised extract from the July 1978 "Safety Officer's Study Kit.")

CAP Couple Marry In Air

DUBLIN, Va. — Civil Air Patrol members 2nd Lt. David Jones and SM Sandra Martin were married high in the air over their home town, according to 2nd Lt. Paula Ann Gould of the New River Valley Senior Sq. here.

The two had been considering marriage before Martin joined the squadron in June. Once the wedding date was set, squadron members jokingly suggested aeronautical twists to the ceremony.

They were married Thursday

evening, June 22, at the New River Valley Airport in Dublin. Pastor Don Smith, also a CAP member conducted the services. Smith is currently taking flying lessons from Jones at the airport. Jones is a part time flight instructor for the Appalachian Flying Service, which supplied the twin-engine Cessna for the marriage flight.

CAP members and friends watched as the couple repeated the first part of their vows in the airport terminal. After the minister prayed that they "re-

main in love and peace forever," the pair, hand-in-hand, left the terminal and with the pastor and their parents, joined the pilot, Randy Safewright, for the flight.

The couple were pronounced man and wife while traveling 2,000 feet above the heads of the congregation. Upon landing they preceded the guests into the terminal lounge area for the reception.

The new Mrs. Jones said, "We want to do it our way and we did."

Exercise Held At Niagara Falls

ROCHESTER, N.Y. — The Rochester Group (New York Wing) participated in the recent wing search and rescue exercise with aircraft, a corporate Cessna, a member-owned Beech and a rented helicopter.

The aircraft were sent to the base station at Niagara Falls for dispatch on ELT searches. The corporation aircraft was flown by 2nd Lts. Claude Dibble and Fred Haas. The Beech was flown by owner Robert McAvoy, with SM Marion Jeerings along as observer.

The helicopter, rented by 1st Lt. Diane Anderson, was intended to help on the searches and make positive close-up identification of the targets. However, time and other considerations prevented it from being used as such. It was put on static display for a thorough examination by CAP personnel present.

Jon Boyd, chief pilot for Nor-

cross Helicopters in Rochester, who is Anderson's flight instruc-

tor, gave an impromptu discussion on helicopters.



COCKPIT CHECKOUT — Cadets Mark Kaiser, front, and Roger Van Dongen investigate the cockpit of a helicopter on static display during a recent New York Wing exercise.

Two Holiday Crash Sites Found

BELMONT, Calif. — A recent holiday weekend involved searches for two aircraft in California.

One search began when a plane with four passengers was reported missing on a flight from Tahoe to Redding July 3. Lt. Col. Jim Bigelow, as the wing mission control officer, initiated the search and activated a search base at Lincoln Airport. Together with Maj. Jim Howell of the West Bay Comp. Sq. 110, he evaluated weather satellite photos and radar weather data. They called the sheriffs in the counties involved and the California Highway Patrol. They also notified the Nevada Wing.

An area of high search priority was the Red Bluff-Mt. Lassen region where two severe thunderstorms had been record-

ed. The aircraft was soon found with no survivors in the area where the storms had passed.

A second aircraft was reported missing July 5 and another

search base was set up at Fresno.

The aircraft was found six days later with no survivors in Badger Pass near Yosemite National Park.

Museum Looks For Memorabilia

ATLANTIC CITY, N.J. — The Lighter Than Air Association is looking for memorabilia for a museum they are planning to locate in Lakehurst, N.J., which was the hub of lighter-than-air (LTA) activity in the United States, according to Cadet Charles N. Thompson III of the NAFEC Comp. Sq. (New Jersey Wing).

Any person willing to donate LTA memorabilia to the Lakehurst museum should contact Michael C. Miller, public affairs

officer, of the Naval Air Technical Training Center, Lakehurst, N.J. 08733. The telephone number is (201) 323-2527 or 2556.

People are asked to describe the item, its importance to the LTA era, and their willingness to donate it to the museum. Each donor will be given due credit.

The LTA Association was originally formed by the late Vice Admiral Charles E. Rosendahl to preserve for posterity memorabilia from the LTA era at Lakehurst, said Thompson.



Maj. Paul E. Routhier, Group 1400, Pennsylvania Wing, center, receives the Silver Medal of Valor from Air Force Brig. Gen. Paul E. Gardner, executive director of the Civil Air Patrol, left, and Lt. Col. Andrew Skiba, commander of the Pennsylvania Wing. Routhier saved the life of a boy in September 1975 when the bank on which he was standing collapsed into a flood-swollen stream. Routhier jumped into the water and grabbed the boy before he could be swept away.



Air Force Brig. Gen. Paul E. Gardner, left, presents the Silver Medal of Valor to 2nd Lt. Michael W. Bronson, Latrobe Cadet Sq. (Pennsylvania Wing), center, as Lt. Col. Andrew Skiba, wing commander looks on. Bronson saved the lives of 17 persons, four of whom were under two years of age during the recent Johnstown flood. Bronson jumped into the flood water from a helicopter and guided the people to the helicopter and assisted them in boarding it.

Blue Berets Camp In Minnesota Park

Maj. ANABEL TUCKER
North Central Region

MINNEAPOLIS, Minn. — The North Central Region recently held a very successful Blue Beret Encampment at Fort Snelling Park near here.

Cadets were given two weeks of extensive training in survival, search and rescue, radiological monitoring, first aid, map reading, rappelling and other subjects, designed to train them to work better with their own squadron leaders when they return to their units.

The cadets came from the seven-state North Central Region

and also from Wisconsin and Illinois.

Col. William B. Cass, North Central Region commander, who founded the Blue Beret program was leader of the encampment. Air Force pararescuemen from Selfridge AFB, Mich., who also instructed the classes, were SSgt. Mike Serafin, SSgt. Bob Rohde and SrA. Dan Inch. The encampment commander was 1st Lt. Beth Erickson of the Minnesota Wing.

The Blue Beret program is a part of the National Emergency Assistance Training (NEAT) system. Anyone wishing more information is requested to write 1st Lt. Greg Scofield at the North Central Region Headquarters.



BREAKFAST TIME — Air Force Reservist Maj. Dean Boyd serves breakfast to a long line of encampment participants led by Cadet Pam Curtright.



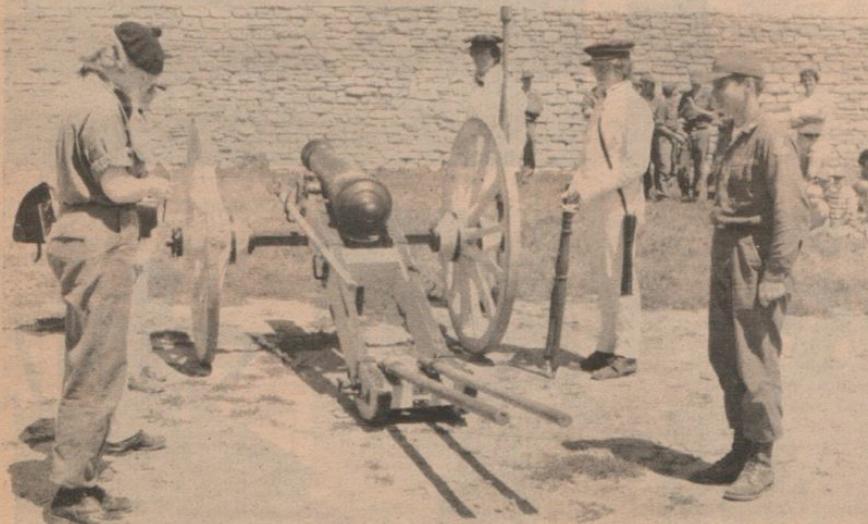
PICK-UP — Cadet Kenneth McCoy practices a newly learned pick-up for a one-man carry.



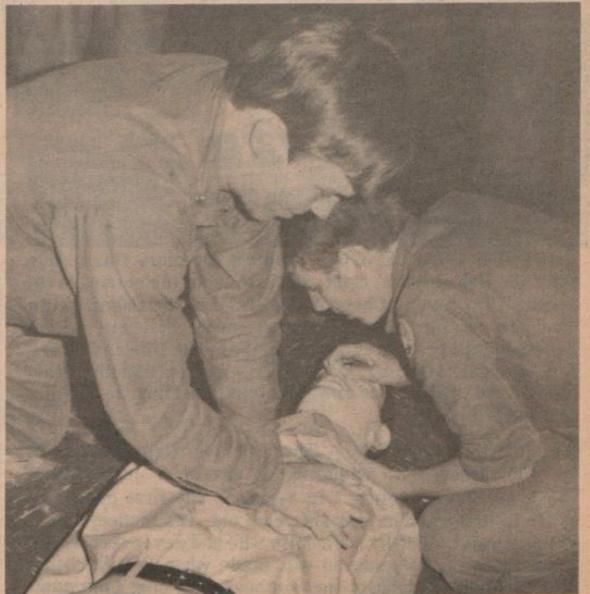
RAPPELLING — It's a long way down for this cadet who makes a rappelling descent.



ONE-MAN CARRY — Air Force PJs SSgt. Mike Serafin, left, SSgt. Bob Rohde and SrA. Dan Inch demonstrate a one-man back carry.



FORT TOUR — Cadet Cindy Huizenga loads the powder as the cadets help the militia fire their cannon during a tour of the fort in the park where the encampment was held.



CPR TRAINING — Cadets practice cardio-pulmonary resuscitation on a dummy during the Blue Beret Encampment.

CAP News In Photos



AVIATION SURVEY — Cadet Steve C. Lipe, left, Springfield Comp. Sq. (Missouri Wing), interviews Ron Reser of Miles Aero Service at the Springfield Municipal Airport during a recent general aviation survey that CAP cadets conducted for the Federal Aviation Administration.



HAWAII ALOHA — Col. William K. Baker, third from right in the top row, Hawaii Wing commander, and representatives from various Hawaii CAP units welcome visiting cadets from the Mainland with traditional leis. The cadets attended a two-week encampment at Dillingham Military Reservation learning to fly both glider and powered aircraft. They also toured military installations while studying aerospace technology. (USAF Photo by SSgt. Bert Mau)

FIRST AID PRACTICE — Cadet John Rouse of the Pompano Cadet Sq. (Florida Wing) plays victim while squadron mates practice their first aid skills during a recent emergency services bivouac.



CHOPPER CHALLENGE — Contest directors Dave Darr, left, and Bob Hayden, right, discuss one of the entries in the recent First Annual Chopper Challenge at the Connellsville, Pa., airport for radio controlled model helicopters. The cadets helped provide security for the event. The cadets are, left to right, standing, Tom Wells, Warren Shaulis, Steve Luper, Amy Miller and Jim Werkman; kneeling, Sam Miller and Joe Miller.

YEARS OF INTEREST — These photos, right, sent us by Lt. Col. George S. Bochnek of the New Jersey Wing prove his 50-year interest in aviation. The first photo was made in 1929 when he was six years old. The model plane in the photo was made by a tinsmith who had never seen an airplane close up. The second was made when Col. Bochnek was in flight training in the Southeast Training Command, Class of 44E. The plane is a PT-17 trainer. The third photo was made this year when the colonel and another vintage PT-17 met up with each other at the "Garden State 300" air race.



PEOPLE... in The News

Northeast Region

First Lts. Charles Thompson and Eric Sithens, 2nd Lt. John Smith and Cadets Carmet DiGiacinto and Charles Thompson of the NAFEC Comp. Sq. (New Jersey Wing) recently assisted the Cumberland Comp. Sq. in standing guard over a crashed plane still in the trees... Maj. V.M. Sargent and 1st Lt. R.A. Nason of the Downeast Patrol Comp. Sq. (Maine Wing) were senior members in charge of a recent modified survival training school for cadets of the Maine Wing... Recently 50 members of the New York Wing's Sector 3, under the command of Maj. Allan Pogorzelski, visited the Canadian Wing of the Royal Canadian Air Cadets in Montreal, Canada. This is the 19th annual exchange visit.

At a recent awards ceremony, Cadet Debra Galdenzi, a member of the East Shore Minuteman Cadet Sq. (Connecticut Wing) was the recipient of the Daughters of the American Revolution Award which is presented annually... Cadets Warren Shaulis, Tom Wells and Jim Werkman, along with Capt. Florence Martz, information officer for the Southmoreland Comp. Sq. (Pennsylvania Wing) presented a program on Civil Air Patrol at their district's summer school... Maj. Raymond C. Blicke has been named commander of Philadelphia's Group 10, Pennsylvania Wing.

Forty-two members from three Pennsylvania Wing groups provided traffic and runway control in the Allentown-Bethlehem-Easton Airport's simulated aircraft disaster exercise recently. The squadrons participating were from Allentown, Whitehall, Stroudsburg, Upper Perkiomen and Philadelphia... Lt. Col. David C. Winslow, aerospace officer for Indiana Senior Sq. (Pennsylvania Wing) has retired from his position of professor at Indiana University of Pennsylvania.

Middle East Region

First Lt. Elizabeth Lent, a certified First Aid instructor and safety officer for the West Richmond Cadet Sq. (Virginia Wing) taught a cardiopulmonary resuscitation course to Ft. Lee residents and cadets of the squadron. Cadets successfully completing the course were: Christopher Grosnick, Paul Wilkinson, Chad Brandt, Michael Girardi and Vincent Serio... Cadet Darrell French has been

promoted to the rank of major and assigned the position of cadet advisor to the Easton Comp. Sq. (Maryland Wing). He was the first cadet to solo the squadron's aircraft and received his pilot's certificate through the squadron's pilot training program.

Reisterstown Comp. Sq. (Maryland Wing) recently held its first meeting at their newly acquired base headquarters. The squadron's new base is a large trailer donated for their use by a local resident, William Fabrick... Maj. John Lowman, Capt. L.J. Bassett and 2nd Lt. Paula Gould, all members of the New River Valley Sr. Sq. (Virginia Wing) have graduated from Eastern Staff College... Senior Member Philip Lee Palmore of South Side Comp. Sq. (Virginia Wing) has entered the U.S. Army... Cadets Michael Zimmerman and Chris Hansen of the Fairfax Comp. Sq. (National Capital Wing) have earned the private pilot ratings.

Southeast Region

Eight senior members under Maj. William Anderson attached to Group 3 and Hillsborough I Senior Sq. (Florida Wing) along with 25 cadets from Tampa Cadet, Brandon, North Tampa, MacDill and Imperial Squadrons assisted in the Special State of Florida Olympics for the handicapped held recently at the University of South Florida. Civil Air Patrol was in charge of the nerve center providing communications and runners for the athletic events... Cadets William Culmer, Kimberly Culmer, Lea Harvey, Gordon Sweezy, William Travi and Senior Member William Travi has successfully completed cardio-pulmonary resuscitation training. They are members of the Imperial Cadet Sq., Florida Wing.

The Cadet Advisory Council of Group 10 (Florida Wing) assisted by the Miami Springs Optimist Cadet Sq. recently held a cadet leadership school at Miami Beach Boys Camp... The Air Force Sergeant's Association, Chapter 451, and its women's auxiliary recently presented the Albany Comp. Sq. (Georgia Wing) a donation of \$100 each. The donation was accepted by squadron commander, Lt. Col. Donald Pye... Howard Showalter Senior Sq. (Florida Wing) has presented Showalter Flying Service, Inc., a plaque for their over 30 years of outstanding service to Civil Air Patrol.

Pompano Beach Cadet Sq. (Florida

Wing) members attending the summer encampment at the Naval Training Center in Orlando were Cadets James Becotka, Todd Cruz, Carl Dix, Brian Gillespie, Michael J. Gintoli, Brian Jeffries, John Rouse, Hollie Scott, Greg Stein and Douglas Swank... Tampa Cadet Sq. (Florida Wing) hosted a rocketry weekend for Group 3 cadets recently. Cadets were given lectures on rocket construction, rocket performance, rocket launching and range safety by senior cadets who conducted the weekend.

Great Lakes Region

Chaplain (Lt. Col.) Stephen E. Schullery (Ohio Wing) has been named the Great Lakes Region Chaplain of the Year. U.S. Congressman Clarence Miller made the presentation... Capt. Maury Kleinman and Cadets Paul Forsyth, Pat Ross and Harry Jackson of the Riverdale Cadet Flight (Illinois Wing) spent the weekend recently touring the Air Force Museum at Wright-Patterson AFB, Ohio... The Dover Bay Cadet Sq. (Ohio Wing) has visited Washington, D.C. Their tour included the Tomb of the Unknown Soldiers, the Capitol Building, Lincoln Memorial and the Smithsonian Institution.

Cadet Jerry Thompson, a member of Wisconsin Wing's Group 10 has attended Northwest Outward Bound School in Seattle, Washington. The school teaches such survival methods as wilderness skills, mountain climbing, leadership and how to live off the land... Purdue Cadet Sq. (Indiana Wing) hosted the Indiana Wing Cadet Competition recently. The squadron won the first place ribbon for the highest team average on the written test which in turn aided their winning of the trophy and first place ribbon for the overall competition.

North Central Region

The Fargo-Moorhead Cadet Sq. (North Dakota Wing) had the opportunity to visit Minot AFB recently. They were given a tour of the 5th Fighter-Interceptor Squadron, the control tower, and the security building... 1st Lts. William Diamond and Louis Laury has been certified as qualified RADEF instructors. They are members of the 837 Senior Sq. (Missouri Wing).

Southwest Region

Second Lt. Paul Mosteller of the Lafayette Comp. Sq. (Louisiana Wing) has been presented the Find Ribbon for his efforts in the successful search for an emergency locator transmitter... Second Lt. Charles Fuhrman, squadron safety officer for the Phoenix-Litchfield Comp. Sq. (Arizona Wing) talked of fire safety in dress during a recent meeting. Fuhrman is also a reserve fire fighter and investigator with the Rural Metro Fire Department.

Members of the Delta Comp. Sq. (Texas Wing) have taken part in a disaster relief program sponsored by the American Red Cross... Cadets Albert Rees, Ronald Beck, and Robert Sheppard of the Lafayette Comp. Sq. (Louisiana Wing) attended the annual cadet summer encampment held recently. They were afforded the opportunity to live on an Air Force base and view the various aircraft there... Cadets Craig Weisman, Lee Jinks and Webby Skinner, members of the Valley Shamrock Comp. Sq. (Texas Wing) were given a ride in the Goodyear blimp, America, recently. The squadron is sponsored by Valley Shamrock Service Stations, one of the largest Goodyear tire distributors in the Rio Grande Valley. Cadets and senior members of North Austin Comp. Sq. (Texas Wing) attended Armed Forces Day activities at nearby Ft. Hood recently. Squadron members toured static displays as well as museums depicting the history of the First Cavalry and Second Armoured Division.

Pacific Region

Two members of Sandpoint Comp. Sq. (Washington Wing) have recently graduated from Central Washington University. They are Carmen Camelon and Teresa Sloan... First Lt. Linda J. Timm has been named commander of R.G. Fowler Cadet Sq., California Wing... Group 16 of the California Wing recently participated in a Civil Defense Medical Exercise. Cadets and seniors from the group staff became victims of a simulated major disaster... Members of the Lane County Comp. Sq. and Mahlon Sweet Comp. Sq. (Oregon Wing) participated in the Creswell Air Fair recently. The members were able to view stunt flying, parachuting, gyrocopters and antique airplanes.

'You've Got A Job To Do, And You Do It'

By 1st Lt. FRANK FOLLMER

Carson Comp. Sq.
Nevada Wing

CARSON CITY, Nev. — While recently visiting relatives in Kentucky, Capt. Leroy Clement of the Carson Comp. Sq. saved his uncle's life.

Using cardiopulmonary resuscitation (CPR) techniques, which he learned in a first aid class, Clement sustained his uncle's breathing until an ambulance arrived to take him to a hospital.

"My uncle had set the table and I heard a thud in the other

room and heard my aunt call for help. My uncle was lying in the doorway between the kitchen and the dining room," he said. "He wasn't breathing and had no pulse."

Clement said, "I proceeded to remove his shirt and started the three breaths on the mouth-to-mouth. I did that a couple of times and there was still no pulse."

Meanwhile his daughter called for the fire department ambulance.

"After a couple of minutes his heart started a very erratic beating and he started breathing. I had to do about two minutes of alternating between mouth-to-mouth breathing and rhythmic pressing on the chest. As I was giving him more breaths, I could see his chest and it looked like his heart was going to jump out of his chest — very erratic beating — but it was beating."

It took about five minutes for the ambulance to get there. They started oxygen and took him to the hospital, which was about

four miles away.

The doctors said the uncle had no brain damage since he had been out only about a minute. Later they said there had been very little heart damage. Although, when he was brought in, he was listed as having had a severe myocardial infarction.

"The heart specialist told my aunt that it was almost certain he couldn't have made it if he hadn't had CPR. He's 83 years old and had had a bad heart most of his life.

"I was afraid I had broken some ribs," said Clement, "Although I went as easy as I could. My uncle mentioned to my aunt that he was awfully sore in his chest and couldn't fathom why he was sore there. I told the doctor that CPR had been used but they didn't find anything broken or cracked.

"I think that once you've been through the training, when you get there you think, 'Oh my gosh, this is the real thing!' But it's just a matter of 'You've got a job to do and you do it.'"

He said, "I don't know that I did it exactly right by any means and I wasn't worrying about the numbers and all the things that go along with it but I started to do something and it seemed to work.

"The only comment I have about this is the same thing they told us when we took first aid, — 'You never know when you'll need to use this technique.'"

He said it is one thing to have the emergency with someone you don't know, but it's another to have it happen with someone in the family. It's a different situation, it's a different kind of feeling. I was more hesitant and I was more afraid that I'd do something wrong. But at the same time I just went right to it."

"You hope you can keep going until someone gets there. What would really be scary if I were alone there myself and had to do the whole shot of phone call and keeping him alive.

"After this I have a little more confidence."

Three Cadets Nominated

MAXWELL AFB, Ala. — Three cadets have been nominated to the Air Force Academy. One is from Indiana and two are from Missouri.

Cadet Steven Suddarth of the Purdue Cadet Sq. (Indiana Wing) has entered the Academy in the Class of 1982. He has been in the Civil Air Patrol two years and has a private pilot rating in small aircraft and his instructor rating in gliders. He has served his unit in various staff positions, such as flight sergeant, flight commander, adjutant and executive officer.

Cadet Douglas Bissell, former cadet commander of the Lafayette Cadet Sq. (Missouri

Wing), and Cadet Donald Gordon, former deputy cadet commander of the same unit, have also received appointments to the Academy.

Bissell received his nomination through his U.S. Senator in Illinois. Gordon was nominated by U.S. Senator Thomas Eagleton of Missouri.

Bissell was active in sports and scholastics in school. Gordon was also active in school sports and academics. Both cadets share an interest in aviation. Gordon was the first cadet in the squadron to solo and Bissell was instrumental in starting a model rocketry program.

New Paint Scheme Approved For Aircraft

MAXWELL AFB, Ala. — A new paint scheme for Civil Air Patrol corporate aircraft has been approved by the National Executive Committee. However, aircraft purchased prior to June 3, 1978, will not have to be repainted.

The change is expected to save the organization a considerable amount of money in the cost of purchasing, affixing and, later — when the aircraft is sold, removing the "CAP" abbreviation and the state name from the wings of the aircraft. The money saved, according to officials here at National Headquarters, could be better used for more important maintenance.

Under the new scheme, the wingtips on the aircraft will be red. Near the end of each wing will appear two blue stripes — one a wide dark blue, the other a narrower light blue, separated by a narrow white stripe — as a standard identification for corporate aircraft.

The wide blue stripe which presently appears on the fuselage would be removed. In its place would be two blue stripes in an aerodynamic design, one a wide dark blue, the other a narrower light blue stripe, separated by a narrow white stripe.

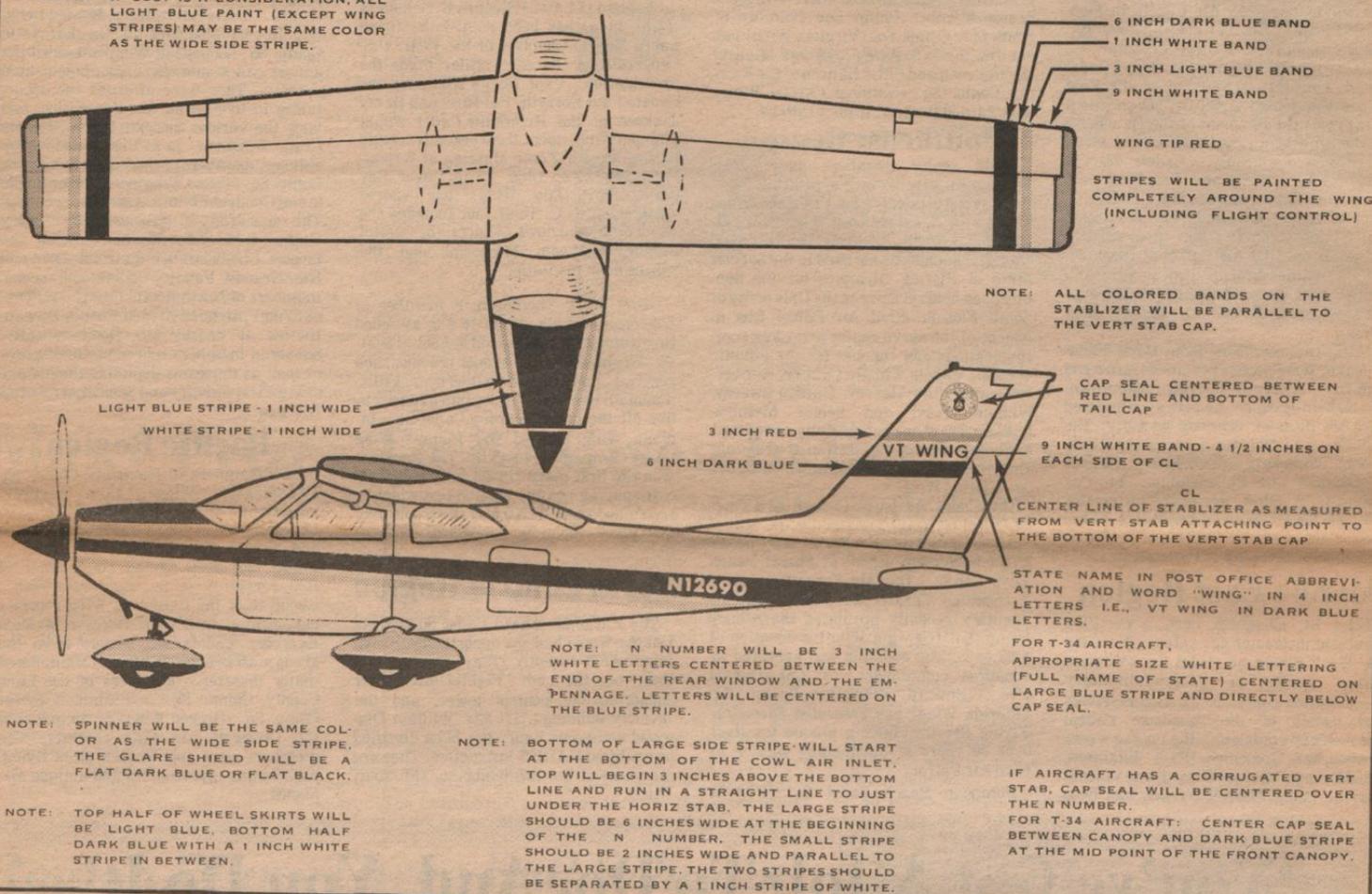
The vertical stabilizer would have horizontal red, white and blue stripes with the name of the state appearing on the white stripe. The CAP seal would continue to appear near the top of the stabilizer.

The glare shield in front of the windshield will be a flat black or a flat dark blue with a narrow light blue stripe on either side. The spinner will be the same dark blue as that on the fuselage. The top half of the wheel skirts will be light blue and the bottom half dark blue.

Civil Air Patrol regulations are being changed to reflect this new paint scheme.

APPROVED CAP AIRCRAFT MARKINGS & PAINT SCHEME

NOTE: IF COST IS A CONSIDERATION, ALL LIGHT BLUE PAINT (EXCEPT WING STRIPES) MAY BE THE SAME COLOR AS THE WIDE SIDE STRIPE.



CAP Made His Dreams Come True

MAXWELL AFB, Ala. — A Civil Air Patrol member, CWO James Giacobbe of the Daytona Beach Comp. Sq. (Florida Wing) has written National Headquarters, expressing his thanks to the organization for helping him achieve two childhood dreams.

The letter follows:

Dear Sirs,
I am writing this letter to tell of two childhood dreams that have come true.

As far back as I can remember I wanted to fly. Through CAP I not only learned how to fly, I'm also well on my way to a private license, which otherwise I wouldn't be able to afford.

My second dream was that I always wanted to join the Air Force. Now I've not only enlisted but thanks to the CAP program and the Mitchell award, which I

earned in May, I'll be starting at a higher level. CAP has really paid off for me.

I have never belonged to an organization with so many dedicated people, whose hearts

Indiana Exercise On TV News

SEYMOUR, Ind. — The recent Indiana Wing search and rescue evaluation test was covered by the Channel 6 television news.

During the program the public saw CAP air operations and communications in action, according to Capt. Virginia Hovell, information officer of the Seymour Cadet Flt.

The NBC affiliate in Indianapolis showed a statewide viewing audience the use in the Great Lakes Region of a two-prong exercise. The two-prongs were a primary and a quick-find target.

are filled with the wealth of charity and sharing. I plan to remain active in CAP and support my next CAP squadron wherever I may be stationed. Thank you, CAP.

The quick-find target gave movement to the activity and gave pilots training in giving directions to the ground team to locate the find target, said Hovell. The television news showed the aerial find of the primary target by Capt. Louis Switzer.

The exercise involved 44 senior and 21 cadet CAP members. Exercise headquarters were set up at Freeman Field in Seymour, home of the Seymour Cadet Flt., under Maj. Joseph Gilkey, mission coordinator.

Wing Pilots Fly Second Aircraft To West Virginia

PARKERSBURG, W.Va. — The West Virginia Wing has received its second new Cessna 172 from National Headquarters at Maxwell AFB, Ala., under CAP's Aircraft Modernization Program.

The first Cessna 172 was delivered last October and the latest in June.

Two CAP pilots from the Parkersburg Comp. Sq., Lt. Col. George Polen and Capt. Edward Glasser, flew a Cessna 150 from West Virginia to Maxwell and left it there as a trade-in. The two pilots then picked up the new aircraft and flew it back here.

This new plane brings to four the total in the West Virginia Wing — two Cessna 150s and two Cessna 172s.

Civil Air Patrol News
National Headquarters — Maxwell AFB, Ala. 36112

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