



# NEWS



MAXWELL AFB, ALA. 36112

FEBRUARY 1980

## Cadets Do It Again



MAXWELL AFB, Ala. — For the second time in two years a team from North Carolina Wing, representing the Middle East Region, won the overall sweepstakes award in Civil Air Patrol's National Cadet Competition, which was held here the last week of December.

Some 150 cadets representing the eight regions took part in the annual event, which featured a series of drill competition, physical fitness tests and oral and written examinations in aerospace subjects.

Each region was represented by a team from one of its wings that had been previously chosen by local competitions. The teams were from New York, North Carolina, Florida, Minnesota, Michigan, Louisiana, Utah and Oregon.

The Michigan team representing the Great Lakes Region was named overall runner-up.

Cadet Mike Lowe of Utah was chosen for the Outstanding Cadet Award on the basis of leadership qualities, appearance, attitude and demonstrated performance. This award is not based on a score.

A special team award was given to the Rocky Mountain Region team whose overall bearing, appearance and attitude was best throughout the competition. This also is not based on a score.

The winning Middle East team placed first in the volleyball tournament, written exam and panel quiz segments and second

(See MIDDLE EAST, Page 2)

**SWEEPSTAKES WINNER** — Gen. Bennie L. Davis, commander of Air Training Command, center, presents the USAF Chief of Staff Trophy to Cadet Hugh W. Carter of North Carolina, who accepts the award on behalf of the Middle East Region which won the 1979 CAP National Cadet

Competition. Brig. Gen. Paul E. Gardner, CAP's executive director, left; Brig. Gen. Johnnie Boyd, national commander of CAP, second from left; and Lt. Gen. Stanley M. Umstead Jr., commander of Air University, right, look on. Additional competition photos are on pages 10 and 11.

## CAP Announces New Recruiting Campaign

MAXWELL AFB, Ala. — Civil Air Patrol has announced a new recruiting campaign for 1980, which will run through June 30, 1980.

In order to give each wing an equal opportunity in the competition, they have been categorized by size: Category I is for wings with 1,200 or more members; Category II is for wings with between 600 and 1,199 members; Category III is for wings with 599 or fewer

members. Membership strength for each category will be based on the combined cadet and senior membership as of Dec. 31, 1979.

Each category will have two winners — the wing with the highest overall growth and the wing with the highest percentage growth. The winning wings will be recognized at the 1980 National Board meeting in Louisville, Ky., with a plaque or trophy.

Any member who recruits three new members during the campaign period will be given a year's free membership under the "Three For One" aspect of this year's recruiting drive. This will recognize and reward cadets and senior members by waiving wing, region and national dues for one year for those members who are personally responsible for bringing in three new members. There is no restriction on the type of member

recruited. Both cadets and seniors may recruit either cadets or seniors or a combination of cadets and seniors.

There is also a retention campaign for members who recruited new members in last year's campaign, which ran from Nov. 1, 1978 to June 30, 1979.

Eligibility for awards in this part of the campaign will be

determined by the following categories: Category I for over 50 members will compete for a three-year free membership and a CAP blazer. Category II for 25-50 members will compete for a two-year free membership and a CAP blazer. Category III for 10-19 members will vie for a one-year free membership and a CAP poplin jacket.

Complete rules for the campaign have been distributed to each unit.

## Wings Asked To Assist At Winter Olympics

ALBANY, N.Y. — The New York State Department of Military Affairs has requested the assistance of Civil Air Patrol's New York Wing in possible search and rescue activities during the Winter Olympics, scheduled in February at Lake Placid, N.Y.

CAP operations during the period would include possible ELT (emergency locator

transmitter) search, ramp checks for overdue aircraft, etc.

The New York State Department of Military Affairs is one of the agencies responsible for SAR activities during the Olympics. The U. S. Army is in charge of coordinating all military activity.

The request for CAP assistance is being coordinated through the Air Force Rescue

Coordination Center and Air Force Headquarters agencies. The Army will be supplied with information about possible CAP assistance.

If plans are worked out, the New York Wing and the Vermont Wing would be granted a precautionary mission for the period of the Olympics. This is standard procedure in such cases.

In addition, the New York Wing is requesting facilities at Plattsburgh AFB, N.Y., to support the effort.

CAP Capt. John Jacobs of the New York Wing is project officer for these activities. Final details of CAP assistance and final authorization for this aid were not available at the Civil Air Patrol News deadline time.

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**HANDSHAKE** — Capt. Bill Dereemer, right, of the Wyoming Wing, an airline pilot and rancher, watches as Zbigniew Brezinski shakes hands with his sons Todd and Jode, while Gen. David Jones, chairman of the Joint Chiefs of Staff, looks on. The photo was taken while the Dereemers were awaiting helicopter transportation to Camp David where they were to be Thanksgiving Day weekend guests of Vice President Mondale, whose daughter, Eleanor, had been a guest at the Dereemer ranch while completing a high school project working with horses as suggested by a mutual friend of the two families.

## Pilot Aids Student In Distress

TETERBORO, N.J. — While eastbound IFR over Harrisburg, Pa., 1st Lt. Edwin Weintraub of the North Jersey Sr. Sq. (New Jersey Wing) intercepted an emergency call from a disoriented student pilot who was at 3,500 feet and didn't know if he was over land or water.

Weintraub told him to stay calm and climb higher for better radio reception. Weintraub's controller sanctioned a holding pattern over the VOR at 9,000 and diverted other IFR flights around the area.

Coordinating with the New York Center, Weintraub requested the student to squawk 7700 on his transponder so he could be recognized on radar. He was found to be over Chesapeake Bay, 12 miles southwest of Wilmington, Del.

The student was vectored to an area where he was handed off to

Wilmington Approach Control and landed safely there.

Weintraub continued on to Teterboro, ending his business flight from Cincinnati, which

began uneventfully earlier that day.

This was the second time in three years that he has been able to help another pilot in distress.

## News Team Taken For A Ride

WEST PALM BEACH, Fla. — Members of Florida Wing's Group 5 invited news personnel from Channel 5, WPTV, to participate in a practice Sundown Patrol Dec. 5.

Reporter Diane Walker and cameraman Steve Wilcox ac-

companied pilot 1st Lt. M. W. Maglio on the flight in a new Cessna 152 as part of the 38th anniversary celebration of CAP.

The new people met the CAP pilot at Palm Beach International Airport at 1 p.m. for the flight. The station presented the report on its 5 and 11 p.m. news program with a commentary by Bob Howick.

Maglio has more than 2,000 hours experience in small aircraft, and according to Harry E. Siegrist III, the unit public affairs officer, "gave the news team an enjoyable experience to remember."

The Cessna 152 was newly purchased from National Headquarters, said Siegrist.

## Middle East

(Continued From Page 1)

in the in-ranks inspection portion. The runner-up Great Lakes team placed second in the volleyball tournament.

The Pacific Region's team from Oregon placed first in the in-ranks inspection and standard drill portions of the competition.

The Rocky Mountain Region's team from Utah placed first in the measured mile run. The New York Wing's team, representing the Northeast Region, placed first in the innovative drill portion and second in the mile run and written exam.

The Southeast Region team from Florida placed second in the panel quiz. Minnesota, representing the North Central Region placed second in the standard drill portion. The team from Louisiana brought second place in the innovative drill segment to the Southwest Region.

The awards were presented at a banquet following completion of the competition. Guests included Gen. Bennie L. Davis, commander of Air Training Command; Lt. Gen. Stanley M. Umstead Jr., commander of Air University; Brig. Gen. Paul E. Gardner, CAP's executive director; and Brig. Gen. Johnnie Boyd, national commander of CAP.



**CHRISTMAS PARADE** — Cadet Todd Mitchell of the Gainesville Comp. Sq. (Florida Wing) rode in a CAP float in the holiday parade in Gainesville.

## Scott Hosts Leadership School

SCOTT AFB, Ill.—People desiring to attend a squadron leadership school here March 1-2, 1980, should submit CAP Form 17 with a \$3 registration fee to 2nd Lt. James Mitchell, Box 1814, Scott AFB, Ill. 62225, and indicate three specialty tracks in the order of preference for

training.

Requests for on-base billeting, if desired, and the number of nights needed should also be made on the form. Official travel orders will be needed for billeting.

Walk-ins will be accepted but billeting may not be available.



For the benefit of all members of Civil Air Patrol, the statistics for 1980 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 Jan. 13, 1980  
 Number of Missions ..... 22  
 Flying Hours ..... 947  
 Mandays ..... 1,120  
 Finds ..... 9  
 Saves ..... 13

REGIONS	IN-RANKS INSPECTION RANK ORDER*	STANDARD DRILL RANK ORDER*	INNOVATIVE DRILL RANK ORDER*	VOLLEYBALL RANK ORDER*	MEASURED MILE RUN RANK ORDER*	WRITTEN EXAM RANK ORDER*	PANEL QUIZ RANK ORDER*	GRAND TOTAL SCORE*
1. Northeast	4	4.5**	1	8	2	2	7	28.5
2. Middle East	2	4.5**	3	1	6	1	1	18.5
3. Great Lakes	6	6	4	2	3	3	3	27
4. Southeast	8	7	5	4	8	6	2	40
5. North Central	7	2	8	7	5	8	8	45
6. Southwest	5	3	2	6	7	7	5	35
7. Rocky Mtn.	3	8	7	3	1	4	4	30
8. Pacific	1	1	6	5	4	5	6	28

\* These figures are standings and are the scores assigned. The lowest figure represents the winner.

\*\* Tie

RANK ORDER of the teams taking part in the 1979 National Cadet Competition is shown in this chart. The winner in each portion of the competition was the team receiving the lowest score.

# First Search Of 1980 Is For CAP Member

GROSSE ILE, Mich. — "It was depressingly ironic that Michigan Wing's first mission of the new year should be for a Civil Air Patrol member," said Capt. Deborah A. Stevens, Michigan Wing public affairs officer.

Michigan Wing reluctantly suspended operations after an unsuccessful five-day search in early January for a Cessna 150, piloted by CAP member 1st Lt. Herman Schmidt of the Twin City Sr. Sq. (Michigan Wing). No other passengers were aboard.

The aircraft had been missing since Dec. 31 on a flight from Chambers Island to Menominee in Michigan's upper peninsula. Menominee is located off Green Bay near the Wisconsin border.

The mission was suspended when the effects of a Great Lakes winter storm moved in and no new leads were reported.

Maj. Robert E. McLeod, commander of the Upper Peninsula Group 30, was mission coordinator, noted that 237 members signed in during the search.

Sixteen aircraft from Michigan (including the Great Lakes Region headquarters) and five from Wisconsin flew a total of 73 sorties for over 260 hours of flying time. Six ground teams

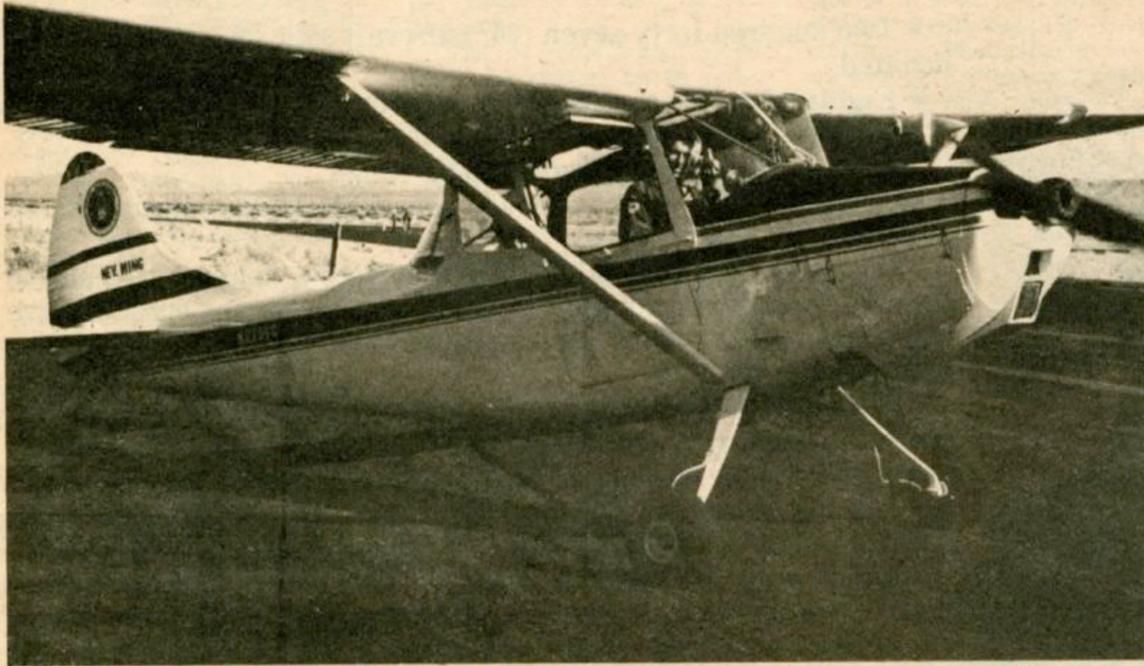
also took part in the operation. The Coast Guard also flew some search patterns and provided computer drift data for floating and submerged objects in the water areas being searched.

McDonald's Restaurant in Menominee provided food to searchers, and the YMCA there provided lodging. Republic Airlines provided weather service information and support. The Twin Cities Airport was base for the search operation. The Red Cross and Salvation Army in Menominee also provided assistance.

## Oregon Wing Rescues 13 From Flood

PORTLAND, Ore. — County emergency services people here credit the Oregon Wing with saving 13 persons from a storm recently.

Rising flood waters trapped campers and forced residents from their homes. More than 80 CAP personnel and 46 vehicles were involved in evacuating affected persons to temporary shelters in Portland.



NEWLY PAINTED — Recently refurbished the L-19 belonging to the Clark County Comp. Sq. (Nevada Wing) is back on duty again after spending some time at Nellis AFB being restored in the corrosion control shop there by special arrangement with the Air Force.

## Air Force Helps Restore Aircraft

LAS VEGAS, Nev. — CAP pilot Robert Hardy of the Clark County Comp. Sq. (Nevada Wing) is also a lieutenant colonel on active duty with the Air Force at Nellis AFB here, flying fighter aircraft.

Recently, when the CAP unit's L-19 was due its annual inspection, he suggested to the commander of the 57th Tactical Fighter Wing that the Air Force have a hand in restoring the air-

craft to top condition by having the work done in the base corrosion control shop.

The commander approved and Hardy flew the CAP plane to the base. There with four CAP members assisting, the L-19 was stripped, sanded, zinc chromated and painted in fresh CAP colors, with one exception, the same checkerboard pattern sported by fighters of the 57th. While at the base, the aircraft's

engine and propeller were also refinished.

## CAP Pilot Locates Two ELTs

CHARLOTTESVILLE, Va. — Capt. Charles M. Ward, commander of the Monticello Comp. Sq. (Virginia Wing), was recently credited with two ELT finds in two weeks.

The first mission began when Ward was practicing touch-and-goes in the local area. He was asked by the Charlottesville tower if he was "the CAP plane" and could he listen for an ELT signal. There was a signal and using DF equipment on board N20431, Ward followed the signal to nearby Waynesboro Airport. Augusta squadron personnel met him there where they found the aircraft — safely tied down — which was transmitting the

signal.

A second ELT mission was called when a signal was heard in the Gordonsville and Tappanock areas of Virginia. Ward, as pilot, and Maj. Joe Curtis, observer, flew this night mission. Flying out of Charlottesville, they soon pinpointed the ELT signal as coming from Shannon Airport, Fredericksburg, Va. Upon landing, they realized the signal was coming from a row of metal hangars. Ground teams from the Richmond area met them there to help determine which hangar was transmitting the signal.

The aircraft and crew returned home at 1 AM.



GUARD ASSISTANCE — Sgt. Don Larson of the 147th Signal Battalion of the Minnesota National Guard, left, oversees a group of CAP cadets from St. Paul area units during a map reading class. This was part of a joint exercise with CAP and Guard personnel to familiarize them with each other's procedures during possible joint rescue missions in the future.

**SMILIN' JACKS**

**AERO-ASTRO ANSWERS** (87)

MISS S.S. SUE, THAT WAS A LI'L TWIN ENGINE "CUB" PLANE?

IT ORIGINALLY WAS A SINGLE-ENGINE PIPER "CUB" TRI-PACER!

IT WAS CONVERTED INTO A TWIN-ENGINE 4-PLACE "WAGNER"!

IT HAD TWO 125 H.P. LYCOMING ENGINES MOUNTED ON A PIPER TRI-PACER FRAME--

THE TWO OVERLAPPING PROPS CLEARED EACH OTHER BY 2 1/2 INCHES!

IT HAD A TOP SPEED OF 160 M.P.H.

ZACK MOSLEY

NEXT

WHAT WAS ONE OF THE FIRST FRENCH JET-POWERED LIGHT PLANES?

ASKED BY "SKY KING" KIRBY AND CAROLINE GRANT, OVIEDO, FLA.

(Courtesy of Zack Mosley and Chicago Tribune—N.Y. News Syndicate)

***Executive Director's Comments***

# Fleet Modernization Program

By PAUL E. GARDNER  
Brigadier General, USAF  
Executive Director

Several articles have been written about the Aircraft Modernization Program (AMP) these past three years. But I want to say something about this subject, which is so vital to Civil Air Patrol's welfare "one more time," but from just a little different point of view.

In dealing with CAP units across the board, we see that most wings and regions are naturally more concerned with their own needs and capabilities than the Corporation overall. But I know you expect me, as your Executive Director, to take the overall view for the good of the total force, so let's approach the AMP in this article with an overall view — the view few people see in our units around the country.

The AMP is the largest single program ever undertaken by CAP. Let me give you some facts to back up that statement:

- Over \$3.1 million spent for aircraft since the start in 1976.
- Receipts of \$3.3 million from the sale of obsolete, excess DOD aircraft.
- Inventory of \$250,000 worth of aircraft now for sale.
- AMP obligation to allocate over \$450,000 for new aircraft buys and rehab of excess DOD aircraft.

The dollar amounts are significant, but even more impressive to me are the numbers of aircraft that have been involved in the program:

- Eighty-six (86) new or late-model aircraft purchased and seven procured through trade.



- Two hundred forty-seven (247) aircraft sold, 20 traded, and two donated.
- Eighty-nine (89) aircraft received from DOD excess.
- Twenty-two (22) have been rehabilitated.
- Thirty (30) more are projected for rehab.
- Twenty (20) more aircraft awaiting transportation from overseas.

Every wing and region has been involved in the program at one time or another. In addition to the above, numerous engines have been procured, various avionics provided, and wing obligations paid through the AMP.

Our goal is to modernize the corporate aircraft fleet to the point where no corporate aircraft is more than 10 years old. We have a long way to go to attain that goal. Presently, only 25 percent of the fleet is less than 10 years old. We have 168 aircraft that were manufactured before 1960, with 11 being manufactured before 1950. If we ever hope to reach our goal, we must take a realistic look at these older aircraft in terms of utilization. Generally, the utilization is low and upkeep, when accomplished, is expensive. Yet, there is strong resistance to eliminating these aircraft. But an unused aircraft can be more of a liability than an asset.

The AMP is working because of the cooperation that every wing gives us. It was easy when there were aircraft available to be sold that would bring enough to pay for a new aircraft and maybe some left over. But today there are few of those aircraft left. In fact, two or three aircraft must now be sold to buy a new one. Consequently, the overall fleet size has decreased from about 700 when the program started to the present 600. The fleet will have to be decreased even more if we hope to continue to modernize.

I challenge each and every one of you to look hard at your own wing program. What can you do to modernize its fleet? What's your capability? Are all your aircraft ready to perform the CAP mission? If not, why not? What is the wing's modernization plan?

The AMP can only operate with the continued cooperation of each wing. Let's work this problem to the best benefit of all, and . . . "Keep 'em flying!"



**HIGH AWARD** — Cadet Kay L. Lincoln, Lansing Cadet Sq. (Michigan Wing), right, receives the Gen. Carl A. Spaatz Award from Maj. Gen. John A. Johnston, adjutant general for the State of Michigan. She is a student at Kalamazoo College, majoring in biology and hopes to study medicine. She is currently working as an emergency medical technician in the emergency room of a local hospital.

**Too Many Newspapers  
At Your House?  
Leave This One  
In A Public Place  
As A Recruiting Aid**



**Maintenance officer Loyd Keith, left, explains the cockpit of an aircraft to other officers (Scott H. Endsley, Dennis Fraze and James C. LaFollette of the Tennessee Wing) during a recent unit activity.**

# TIN BOARD

etin Cont'd

**SKYHAWK OPERATORS.** The 1977, 1978, and 1979 Cessna 172 Skyhawk O-320-H engines even after the "fix" performed in Cessna's recall, known as "Operation Blue Streak." Wide valve lifters and camshaft gear and oil pump problems caused some in-flight failures. Subsequent "Blue Streak Fix," problems still exist. Since "Blue Streak" there are no known crankshaft gear or oil pump problems, it appears that the valve lifter problems may not have been solved, especially in cold weather. To guard against the inadvertent use of summer-weight oil during cold weather, new Skyhawks should be equipped with multi-viscosity oil. Lycoming has issued service instruction number 1392 for cold-weather engine oil: (1) be sure to use winter-weight oil, (2) avoid rapid engine acceleration during the first cold start, and (3) use pre-heat whenever possible. **LG**

**LEVEL I REPORTS.** Attention Level I instructors. National Headquarters Senior Training Level I reports require any sort of official report for your Level I orientation classes. Such notification would be sent to your unit to assure that it is posted on the Senior Member Training Level Report (SMTLR) and on your member's personnel record. Save your time and postage and don't send National Headquarters reports. **TTN**

**TO LIEUTENANT COLONEL.** You are reminded that as of 1 January 1980, promotions to lieutenant colonel require completion of Level III training, which includes region staff college attendance. Promotion criteria will be returned without action. **DPH**

**CREDIT.** If anyone recruits a new member, he or she should be sure to annotate the application with recruiting credit (indicate name, charter number, serial number, and whether the recruiter is a member). **DPH**

**APPLICATION PROCESSING.** Units are reminded that as of 1 January 1979, unit checks were no longer required for membership dues to National Headquarters. Personal checks or money orders from the individual are now accepted. When more than one application is submitted with the same check, it requires careful screening of applications and/or individual checks for each member will speed up processing. **DPH**

**UNIFORM OF THE MONTH.** Apparently some confusion exists concerning the wear of the officer's uniform. The female service coats. The braid is worn on the pantsuit blazer (Combination C); the sleeves of the jacket (Combination A) are wrist length and not designed to be worn with sleeve braid.



NO BRAID

COMBINATION A



BRAID

COMBINATION C

DPH

**UNPUBLISHED CAP PUBLICATIONS.**

0-2, "Numerical Index of CAP Regulations, Manuals, and Pamphlets," 31 December 1979, superseded 0-1, 30 September 1978.

0-9, "Numerical Index of CAP Forms," 31 December 1979, supersedes CAPR 0-9, 30 September 1978.

3/CAPM 50-17, "CAP Senior Member Training Program," 31 December 1979, has been published.

78-1, "Civil Air Patrol-Management Analysis Program (CAP-MAP)," 1 January 1980, has been published. **DAP**

EXECUTIVE DIRECTOR

*L. Brown*  
Lt Colonel, USAF  
Administration

**U. S. AIR FORCE -- THE AEROSPACE TEAM**

## SAFETY CORNER

### LOW-ALTITUDE AIRSPACE MANAGEMENT

The "wide blue skies" have been shrinking ever since those daring young men in their flying machines launched the era of powered flight more than 75 years ago.

In the early years, aviators with little or no training—much less controlled flight plans—soared above the earth. The skies had enough space for all and no one worried about midair collisions.

Today it is a different story. Airspace over the United States is limited and rapidly reaching the saturation point. By the year 2000 commercial aviation is expected to increase by 48 percent and general aviation by 138 percent. Military aviation activities will remain about the same as now.

About 195,000 general aviation aircraft—pleasure and small business planes—should be flying by 1981. Most operate at altitudes within 10,000 feet above mean sea level where the speed limit is 250 knots. But the airspace below 10,000 feet also is needed by our military air forces for training operations involving speeds of more than 250 knots. These activities include aircraft intercepts, air-to-air combat, close-air support for ground forces and photo reconnaissance. These operations must be rehearsed by airborne military forces to remain combat ready.

The mixture of fast military planes and slower civilian aircraft creates some obvious problems. The training maneuvers and high speeds of military planes in low-level airspace reduce the military pilot's ability to see and avoid other aircraft. And camouflage paint, used on many military aircraft to avoid enemy detection, makes it hard for civilian pilots to see the planes.

Fortunately, midair collisions between military and general aviation have been few. But there have been near misses.

Safe, efficient use of low-altitude airspace is necessary. Congress has tasked the Federal Aviation Administration with managing it. The FAA prescribes rules for aircraft flights and safe, efficient use of airspace. Full consideration is given to both national defense needs and civilian aviation.

The FAA and Defense Department have worked out rules for low-altitude, high-speed training. This was done to ensure the greatest safety for both military and general aviation. The military will conduct low-altitude training activities in only limited, charted airspace. Exceptions will be made only when absolutely required and will be announced in advance. There are four principal charted military training areas in low-altitude airspace. They are:

- **Alert Areas.** These have a high volume of military pilot training and similar activities. All flights are under FAA regulations.

- **Military Operating Areas.** These are relatively new airspace designations. The areas are regularly used by the military services for training. This includes air combat maneuvers, air intercepts, aerobatics and formation practice. The airspace must be as free as possible from nonparticipating aircraft. Military operations areas are kept to a minimum.

- **Restricted Areas.** These are extremely hazardous to intruding aircraft. Dive bombing, strafing, and missile firing are among the operations conducted in this airspace. These involve speeds of 300 to 500 knots. Dive bombing requires steep climbs and sharp descents at angles as steep as 60 degrees. Military pilots are kept so busy performing their missions that watching out for other aircraft is very difficult. In some restricted areas live artillery is fired.

- **Warning Areas.** These are like the restricted areas but are located beyond the three-mile coastline limit. Military activities may include shelling or missile firings from surface ships, submarines, and shore installations as well as aircraft bombing, gunnery or missile shootings.

In addition to these military training areas, Military Training Routes are used for point-to-point missions such as reconnaissance and strategic navigation. These routes will vary in width and altitude according to the mission, reducing the probability of a civilian and military aircraft collision.

Precautions must be taken by both military and general aviation against midair collisions in low-altitude airspace. Air Force personnel are being trained to share this airspace with civilian pilots. Military pilots are trained to keep their heads and eyes moving, using the see-and-avoid policy. The military training areas and routes are publicized. Speakers, information pamphlets, advisories, and other information may be obtained from military air bases.

General aviation pilots need to use all sources of information available to know about military training in the airspace their flight plan will take them. They should know whether they can enter, where they may fly, and whether their flight will be under visual or instrument flight rules.

FLIP charts—short for flight information publication charts—show military training routes and areas. The Defense Department charts are available at Flight Service Stations. These stations also have sectional charts, the Airman's Information Manual and other material. FAA charts showing low-level military training routes are being published. Civilian pilots also may request an update briefing while at the Flight Service Station on pertinent low-altitude military activity. The key Flight Service Station relays information to all other stations within 100 miles of the "hot" route segments. The stations will also report military activity in answer to specific in-flight radio queries.

Informed civilian pilots can keep clear of military air traffic if they plan their flights and know the rules governing entry into any military area. They shouldn't bet their lives on uncontrolled, unplanned flights.

The sky can be used and enjoyed safely by both military and general aviation pilots. Sharing low-altitude airspace intelligently is a matter of self-preservation. Nothing can be more important to a pilot.

FROM SECRETARY OF THE AIR FORCE  
OFFICE OF PUBLIC AFFAIRS  
WASHINGTON D.C.

# Community Oriented Work Gives Unit Strength



**TEST BRIEFING**—Senior cadets brief other cadets prior to taking examinations at the Southern Baptist Conference Center in Lebanon, N.J.

By Maj. MARY WAGNER  
Twin Pine Cadet Sq.  
New Jersey Wing

PENNINGTON, N.J. — The strength of our squadron which was chosen as a Squadron of Merit, lies in the many varied activities in which it participates. Many of these activities are community oriented.

Participation in civil defense drills and the offering of assistance to a local church involves the squadron locally. The squadron participated in the March of Dimes Marathon in Hunterdon County, with the cadets acting as monitors along the established route. The cadets marched in the local parades in Ewing and Pennington and were awarded a ribbon in appreciation for their marching.

Many of our activities are fun-related where the cadets enjoy swimming, boating, attending air shows, camping in our own campgrounds and in various state forests, roller skating and ice skating.

One of our most innovative activities is the "Flying Program", which consists of cadets and senior members and offers them the opportunity to learn flying and eventually lead to earning their pilot licenses.

The most serious activity in the squadron, in which cadets and seniors participate is a weekend encampment at the

Lebanon Southern Baptist Conference Center. The weekend is devoted toward the upgrading of cadets through the completion of achievements.

The encampment schedule is planned and carried out by the senior cadet staff. Classes, seminars, briefings and counseling is completed by the senior cadets, under the supervision of senior members. As the cadets complete their contracts, they are given free time for recreation.

All testing is done under the supervision of senior members. When all contracts are completed, the model rocketry program is put into play, and the cadets compete among themselves with their rockets.

Recreation and sports become a favorite pastime for the cadets, football is played by female cadets as well as the males. A total of 56 tests were passed of which 34 contracts were completed.

Our weekly program is planned and run by the cadets with senior supervision. The squadron's two flights are essentially two drill teams, which compete with each other. Through this training for the past two years, the squadron has won the Don Kaiser Trophy. The trophy is awarded annually to the winner of the Aerospace Bowl and Drill competition held at McGuire AFB.

The policies of the squadron consist of good grooming and regulation haircuts. The cadets are required to attend their weekly meetings and all activities planned by the squadron. A minimum of three achievements per year are required of each cadet. CAP personnel are not allowed to smoke or drink intoxicating liquor in any CAP functions. All prospective members are required to attend four meetings and on the fourth they must bring in their parents to be briefed by a senior member of what is expected of them and their youngsters. Before a prospective member can become a cadet, he or she must be approved by the cadet review board.

Safety is stressed on all activities and is encouraged by the senior cadets in all the squadron's functions. Senior members supervise all activities.

The squadron plays an important part in the social and family life of the cadets by presenting an open house twice a year for the parents of the cadets in which the activities of the year are discussed.

We feel that this unity between the squadron and the parents of our cadets has done much toward making our squadron worthy of merit.



**ROCKETRY INSTRUCTION** — Cadet Joyce Cook conducts instruction in rocketry, which is just one of the many activities in which the cadets participate and hold competitions among themselves.



**CLASS TIME** — Cadet Marc DiCocco holds a class in aerospace subjects for other cadets in the squadron.



**PREFLIGHT** — Former Cadet Dennis De Angelo, now an Air Force instructor in Oklahoma, preflights an L-16.



**AWARDS** — Cadets display awards earned during a recent encampment at the Southern Baptist Conference Center in Lebanon, N.J.

# What It Takes To Be Number One

By Maj. ANGELA ARTEMIK  
Palm Beach Cadet Sq.  
Florida Wing

WEST PALM BEACH, Fla. — It is with great honor that I again get to write the background story for Palm Beach Cadet Sq. for the Squadron of Distinction Award." The first time I wrote was when it was also rated such in 1976.

Since then, we have grown larger, with 84 cadets now compared to 65 then. We also have grown from six to eight senior members and one Air Force reservists. This is a low number of seniors for a large unit, but the dedication, devotion and interest displayed by these senior members is probably one very good reason why we have again been selected as a squadron of merit.

The secret of maintaining such

a large unit with a minimum of senior staff is parent participation. The experience and years of service of these seniors is very high. The squadron commander, Capt. Barry D. Bosworth, has been in Civil Air Patrol 14 years; the squadron advisor, Maj. Angela Artemik, 17 years; Lt. Col. Leon Bonam, the executive officer, with 23 years service in the Air Force; Chaplain (Lt. Col.) Samuel Browne, 15 years; the administration officer, Lt. Col. Frank Deutsch, the reservist, 2 years; the aerospace education and testing officer Capt. George King, 15 years; the supply officer, 2nd Lt. Glenn Summer, 16 years; and his son CWO Ray Summer, the squadron activities officer and ground team training officer, eight years; and 1st Lt. Mary Shanahan, a past cadet commander, the training of-

ficer, 7 years. All have a total of 96 years service for a nine-member senior staff.

We also get support from our local senior squadron and much help from our group commander. The senior unit and group commander are mainly responsible for most of the 150 flight orientations flown.

The squadron ended the fiscal year with 14 Mitchell Awards, four Earhart Awards and 145 contracts completed. They participated in three encampments with 42 cadets attending.

One cadet and one senior made the trip to Hawk Mountain, Pa., for ground team training. The unit has participated in that training since 1975. The cadets have also received training in first aid, radio operation and emergency services.

The drill team has remained one of the unit's first loves for the entire year. During the last three years, the team has placed first once and second twice in wing competitions.

The summer activities kept the unit continuously on the move. Nine cadets took part in the "On-The-Job" encampment at Homestead AFB, Fla., where, instead of classroom instruction and drill, they were given job assignments working with on-base duty sections. These included overhauling engines in the motor pool, riding patrol with the base security police, and working in the weather station and base public affairs office.

Three cadets attended the three-day water survival course at Homestead AFB, which is the same training given to the space

shuttle pilots.

The Cadet Officers School at Maxwell AFB, Ala., had two cadets from our squadron, five cadets went on the IACE this time, four to Britain and one to Austria. One cadet attended the Air Training Command Familiarization Course in Texas and three attended the one in Mississippi. Two male cadets were selected for the Air Force Academy Survival School and one female cadet was chosen for the Eastern Air Lines Stewardess School one-week summer course.

It has been a great experience to be able to work with this fine squadron. One of our main goals for this year and the main goal of last year is improvement over what we have already accomplished.



Cadet Michael Jones works during recent summer on-the-job training encampment at an Air Force base where he worked in the base weather station.



The squadron drill team participates in a parade.



BRONZE MEDAL — Capt. Joseph E. Furman, Minnesota Wing Group 2, center, receives the Bronze Medal of Valor from Col. Russell E. Kruse, commander of the Minnesota Wing, left, as Lt. Col. Dennis Rock, deputy wing commander looks on. Furman earned the award for saving the life of a man in a burning apartment over a drug store where Furman was when the fire broke out.

## Comment

# Preparation For Responsibility

By SUSAN H. MANNING  
Lieutenant Colonel, CAP  
Great Lakes Region Staff

"PME: Why me?"

This is a common response from CAP members faced with the Air Force Professional Military Education and Civil Air Patrol schools required for progression through the senior training program. Many seniors would bypass this training if possible, but with the new program requiring this training for promotion, they no longer have a choice.

"Why me?" Examine some reasons.

With each upward change of duty assignment, comes added responsibility. Unfortunately, the ability to handle this new responsibility does not come automatically.

Can newly promoted officers just assume they will be able to deal with new and different leadership problems which may arise? Does promoting a member enhance his ability to stand up in front of a large group and communicate effectively? Does promotion insure

the ability to handle questions from subordinates on the program and/or proper wearing of the uniform?

The answer to these questions, of course, is NO!

Leadership ability does not mysteriously amplify with the increase in authority. It takes preparation. What is the mission of this training?

The purpose of Civil Air Patrol staff colleges makes it very clear: To prepare you as a Civil Air Patrol officer to execute better the delegated and implied duties and responsibilities associated with CAP command and staff positions; to provide leadership and management training; and to present concepts, methods, and ideas which will enable you to accomplish better the threefold mission of Civil Air Patrol. This applies to the Civil Air Patrol schools (SLS, RSC, NSC) and to the USAF/PME taken mostly in correspondence courses through ECI.

How is this preparation handled? More than anything else, by practical experience and added knowledge. In SLS, the student learns about CAP duty

positions and how they intermesh with each other, with added tips on how to accomplish the job effectively.

The two staff colleges (RSC and NSC) give the member practical experience in public speaking, written communications, group problem-solving, and decision-making, as well as knowledge of management and leadership methods and ideas.

The Air Force courses (ECI-7C, Squadron Officer School, Air Command and Staff, and Air War College) give the CAP officer a better insight into the knowledge necessary to function as an officer in relation to other officers (both CAP and military) and in relation to the world.

Once the member starts one of the schools, the "Why me" is quickly answered and, having completed the school, most leave asking, "Why not sooner?"

I personally have worn the CAP uniform for more than 20 years. As a CAP officer, I am proud to say I can match PME with almost any Air Force officer of the same grade, and many of higher grade.

I encourage you to participate.

# Year-End Rescues Total 55

MAXWELL AFB, Ala. — Civil Air Patrol finished up the year with a total of 55 lives saved in 1979.

Four of the final saves for the year were in the Colorado Wing. An account of the rescue effort, written by Maj. Steven Blucher, Colorado Wing public affairs officer, follows:

Four members of a Boulder, Colo., family were rescued Christmas Day after spending two subfreezing nights in the wreckage of their Piper Apache.

Barry L. Krieger, 41, the pilot, his three daughters, Clare, 10, Connie, 15, and Kathy, 17, and his mother, Virginia, departed Longmont, Colo., two days before Christmas for a flight to the west coast. Within minutes after takeoff, the plane encountered weather that caused the pilot to reverse his course and ultimately necessitated a precautionary forced landing in a snow bowl about the 12,000-foot level in Rocky Mountain National Park.

The emergency locator transmitter in the nose of the Apache aircraft apparently was activated but for some reason reports did not start coming into the Denver radar center until Christmas Eve morning. At the time Colorado Civil Air Patrol began searching for the ELT, nobody was aware that the Krieger family was missing. No flight plan had been filed.

CAP ground units started the mission, working north of the Denver area, but could not hear the ELT signals. Only high-flying airliners were getting them. Two Colorado CAP planes were launched and finally picked up the "yelp" of the ELT northwest of Denver.

Another aircraft, donated by a Denver flight operation and capable of high altitude, proceeded to the area and attempted to locate the origin of the ELT signals. Unfortunately, like the two CAP planes, this aircraft was hampered in its efforts by strong winds, severe turbulence, and up and down drafts

around the mountain peaks.

The Civil Air Patrol members with their direction finding radios were able to learn that the signals most likely were not coming from an area where there were houses where an ELT might have been accidentally turned on. This only served to push the CAP ground teams harder.

As the afternoon moved into evening, reports of a missing aircraft with five Coloradoans on board came to Earl Berger, wing emergency services officer and mission coordinator. It was not known if the missing plane and the ELT were connected as the Apache's destination was thought to be Las Vegas, Nevada and Fullerton, Calif., a southwest direction, while the ELT signals were definitely northwest of Longmont.

Despite the fact that it was Christmas Eve, the Civil Air Patrol ground personnel kept going. Dan Alsum, acting as coordinator in the field, set up headquarters in his truck at the base of Trail Ridge Road which runs from the west to the east side of Rocky Mountain National Park.

From 10 p.m. until after 3 a.m. Christmas morning, Colorado Civil Air Patrol members Rick Hopp, Don Niekirk, and Steve Eckhoff and a National Park Service ranger rode back and forth in a NPS SnoCat trying to DF the ELT signal near the top of 10,750 Milner Pass. Because of the darkness and numerous false ELT signals, the ground team returned to Dan Alsum's location to try and get some rest and await daylight.

At first light Christmas morning the ground team started back up the mountain. At the same time Maj. Sonny Elgin and Harvey Siegal left Denver in a CAP Cessna 182. Elgin had been in the borrowed twin the day before and not only had an idea of the ELT location but was aware of the severe turbulence in the area.

The ELT antenna had an article of clothing tied to it to attract

attention. However the wind caught it and bent it toward high ground. This coupled with the fact that the plane had landed in a snow bowl which acted like the parabolic dish of a radar unit, sending the ELT signals in many different directions, made homing very difficult.

On the second pass over the area, Elgin and Siegal spotted the downed aircraft with someone standing outside waving. The time was 8:20 a.m. Christmas day. "We knew we'd found the plane," Harvey said, "and that was a real Christmas present."

Once the news reached mission headquarters at Judson's Flying Service on the Longmont, Colo. airport, it did not take long for emergency equipment to be on the move. A news helicopter from KBTB Channel 9 television in Denver was at mission headquarters and immediately started toward the crash scene carrying Steve Osborne, a CAP member and rated emergency medical technician. As Osborne approached the downed plane

the pilot, talking through one of the broken windows, said, "This may sound a little strange, but Merry Christmas."

While Osborne did what he could for the injured parties, the Channel 9 helicopter airlifted one of the girls back to the hospital at Longmont. In the meantime, helicopters from St. Anthony's Hospital Flight for Life program and the U.S. Army were dispatched to pick up the rest of the survivors. The pilot and his three daughters were all taken to Longmont hospital where their condition was good considering the ordeal. The girls grandmother did not survive.

A great many people gave up their Christmas eve and Christmas day because there was a more important job to be done. Christmas, anyway, isn't a day or time, it is a feeling. It is helping and caring, and that is what the Colorado Civil Air Patrol is about.

The rescue of the four survivors while not easy was made far less complicated because of the assistance of the Rocky

Mountain Rescue and Alpine Rescue. These two search and rescue ground teams helped evacuate the crash victims from their downed plane to the helicopters which had landed some distance away.

Also on Christmas day, the California Wing was credited with the saving of two persons whose light aircraft crashed into a wooded ridge near Cloverdale two days earlier during a storm when they experienced engine problems.

Bob Watts, 31, who suffered minor back injury and pilot Bill Robinson, 36, who was uninjured, spent Sunday and Monday in a shed before being spotted by Civil Air Patrol members.

Maj. David Chapman, SM Dale Asman, SM Russell Wise and Cadet Nicolas Uyeg of the Alta Comp. Sq. at Sultana airport participated in the mission.

The Colorado Wing was also credited with two saves for locating a missing C-172 in Montrose County. The survivors were recovered by the sheriff's department.

## Emergency Services Statistics For 1979

WING	MISSIONS	FINDS	SAVES	FLYING HOURS	MANDAYS	SORTIES
Alabama	16	9	1	157	328	73
Alaska	90	36	2	1,384	997	616
Arizona	30	11	0	717	649	274
Arkansas	19	7	0	151	283	84
California	108	71	4	3,335	3,005	1,779
Colorado	56	31	10	838	1,367	462
Connecticut	8	4	0	50	361	30
Delaware	2	1	0	3	16	2
Florida	38	19	0	1,265	2,703	605
Georgia	23	8	1	899	1,189	416
Hawaii	12	2	0	162	100	81
Idaho	10	5	0	200	246	67
Illinois	24	15	0	393	528	163
Indiana	13	6	0	168	360	37
Iowa	5	1	0	220	199	98
Kansas	20	4	10	49	62	30
Kentucky	9	2	0	57	135	32
Louisiana	32	20	0	112	445	80
Maine	8	5	0	188	295	109
Maryland	18	8	0	221	439	99
Massachusetts	8	5	0	32	186	17
Michigan	19	14	0	321	861	142
Minnesota	20	6	3	308	640	136
Mississippi	9	4	0	48	125	25
Missouri	12	5	0	56	125	29
Montana	5	1	0	179	173	82
National Capital	1	0	0	0	35	0
Nebraska	7	3	0	17	89	8
Nevada	26	11	0	256	534	120
New Hampshire	3	1	0	199	234	68
New Jersey	10	6	0	167	239	112
New Mexico	30	11	2	941	826	429
New York	24	16	1	127	408	93
North Carolina	23	7	0	480	1,274	278
North Dakota	7	5	1	13	58	10
Ohio	12	6	0	106	279	75
Oklahoma	19	6	2	76	195	45
Oregon	33	11	2	1,084	849	381
Pennsylvania	38	20	2	302	2,163	154
Puerto Rico	2	1	0	5	4	3
Rhode Island	0	0	0	0	0	0
South Carolina	19	5	0	283	558	125
South Dakota	3	1	0	27	34	15
Tennessee	20	9	2	144	419	76
Texas	62	35	4	524	2,234	257
Utah	34	14	6	412	659	235
Vermont	4	3	0	9	76	3
Virginia	20	5	0	466	995	270
Washington	51	26	2	606	1,156	382
West Virginia	9	6	0	147	476	84
Wisconsin	12	5	0	149	358	54
Wyoming	9	1	0	287	304	130
<b>Total</b>	<b>1,000*</b>	<b>499*</b>	<b>55</b>	<b>18,340</b>	<b>30,273</b>	<b>8,975</b>

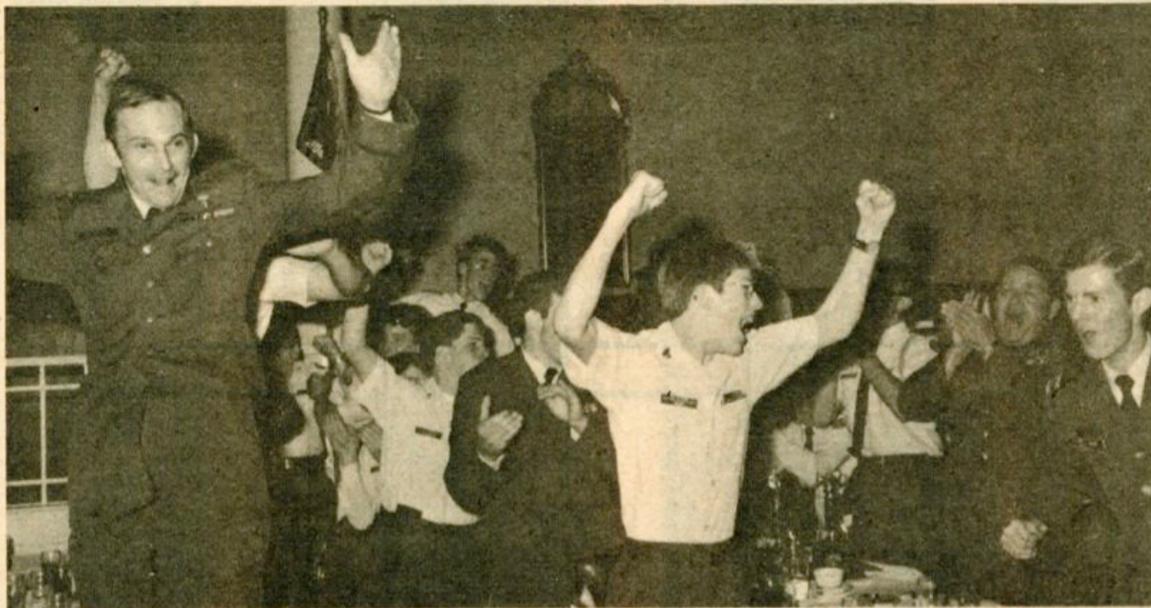
\*Columns may not add correctly because several wings were credited with a single mission.



SEARCH TOLD — Maj. Sonny Elgin, left, pilot of a Colorado Wing search mission that saved the lives of four persons on Christmas Day, tells the wing commander, Col. Roger MacDonald, about flight maneuvers that had to be made during the search for emergency locator transmitter signals in the mountainous terrain.

<p>12. ARRS CAP MISSION COORDINATOR COURSE: A two-day ARRS-conducted course designed for CAP mission coordinators and other CAP SAR personnel. Covers all facets of inland search and rescue.</p>	<p>12. Each CAP Region Headquarters determines eligibility.</p>	<p>12. Dates and places to be announced by each region headquarters.</p>	<p>12. Apply through channels on CAPF 17 to: CAP Region Headquarters. (Reference CAPM 50-17.)</p>
<p>13. FLIGHT CLINICS: CAP regions and/or wings have considerable latitude in development of flight clinics. They may be conducted by CAP or external sources (e.g., FAA, AOPA). Partial reimbursement is possible IAW CAPR 50-11. Clinics include both a ground and flight phase of instruction designed to increase pilot proficiency and safety consciousness.</p>	<p>13. Anyone may attend; however, partial reimbursement is limited to CAP senior members.</p>	<p>13. Various locations within the eight regions. Dates and/or wing locations will be announced by the applicable wing headquarters.</p>	<p>13. Apply through channels on CAPF 17 to: CAP Region or Wing Headquarters or apply directly to FAA or AOPA for their clinics. (Reference CAPM 50-17.) DO NOT USE CAPF 17 when applying directly to other organizations.</p>
<p>14. EXTENSION COURSE INSTITUTE (ECI): ECI is the correspondence school of the USAF. Its services are available without cost to CAP members. Two broad areas of study are available: General Military Education, and Specialized Courses. Military courses are provided to improve the knowledge of command and leadership. ECI specialized courses are designed to provide training for CAP members in the performance of specialized duty (e.g., communications, aircraft maintenance, etc.) Course 7C, CAP Officer Course is required for advancement to grade of major.</p>	<p>14. Eligible CAP senior members. (See course list sent to each unit and ECI microfiche catalog sent to each unit semiannually.) See CAPM 50-17.</p>	<p>14. Each ECI course consists of one or more volumes. Applicants must enroll for a complete course.</p>	<p>14. As prescribed in CAPM 50-17 for ECI courses, using ECI Form 23. Submit application directly to ECI.</p>
<p>15. AIR WAR COLLEGE CORRESPONDENCE PROGRAM: The objective is to conduct an educational program which contributes to the professional development of senior officers. The course areas are factors affecting national security, command and management, military capabilities and strategy, and national security issues.</p>	<p>15. CAP lieutenant colonels and above, or CAP majors who have completed Air Command and Staff College (or equivalent level program.)</p>	<p>15. Continuous enrollments accepted.</p>	<p>15. Enroll on AWC Form 0-6, obtained by writing AWC/EDN, Maxwell AFB, Ala. 36112 or contacting your nearest Military Education Center.</p>
<p>16. AIR WAR COLLEGE SEMINAR PROGRAM: The objective is to conduct an educational program which contributes to the professional development of senior officers. The course areas are factors affecting national security, command and management, military capabilities and strategy, and national security issues.</p>	<p>16. CAP lieutenant colonel and above, or CAP majors who have completed Air Command and Staff College (or equivalent level program.)</p>	<p>16. U.S. military bases. Semesters begin in August and January.</p>	<p>16. Enroll at the military base with an established seminar. Contact the Base Education Center for information. AWC Form 0-6 is submitted for application.</p>
<p>17. AIR COMMAND AND STAFF — CORRESPONDENCE: The course is designed to prepare selected officers for command and staff duties and to effectively perform at the intermediate command and staff level.</p>	<p>17. CAP majors and above, or captains with eight or more years service as senior member. SOS must have been completed successfully.</p>	<p>17. Enroll through ECI. Continuous enrollments are accepted.</p>	<p>17. As prescribed in CAPM 50-17 for ECI courses, on ECI Form 23.</p>
<p>18. ACADEMIC INSTRUCTOR SCHOOL: The course prepares selected personnel for instructor assignments. The course is designed to accomplish its mission by achieving six objectives: develop professional attitudes, apply basic principles of learning to specific learning situations, plan meaningful instruction, use sound teaching methods, communicate effectively, and evaluate the achievement of learning objectives.</p>	<p>18. CAP officers and warrant officers.</p>	<p>18. Maxwell AFB, Ala. Seven five-week courses per year. 80A, Jan. 9-Feb. 14; 80B, March 5-April 10; 80C, April 16-May 22; 80D, June 9-July 11; 80E, July 14-Aug. 15; 80F, Sept. 10-Oct. 16; 80G, dates unknown. CAP quotas are small but available. Students may be required to billet off base. Applicants must be prepared to attend on short notice.</p>	<p>18. Apply through CAP channels on CAPF 17 to: CAP National Headquarters/TTN, Bldg. 714, Maxwell AFB, Ala. 36112 at least two months in advance of the course date.</p>
<p>19. INTERNATIONAL AIR CADET EXCHANGE ESCORT: Annually CAP sponsors a three-week program to foster international understanding, goodwill, and fellowship. CAP exchanges cadets with similar organizations representing some 22 foreign nations. Selected senior members act as escort officers for the cadets during the exchange program.</p>	<p>19. Criteria may be found in CAPM 50-16.</p>	<p>19. Locations and dates to be announced by HQ. CAP-USAF.</p>	<p>19. Application procedures in accordance with CAPM 50-16.</p>
<p>20. FEDERAL EMERGENCY MANAGEMENT AGENCY, PLANS AND PREPAREDNESS STAFF COLLEGE: Three home study courses are available which pertain to civil defense-disaster preparedness. (1) CIVIL DEFENSE, U.S.A.; (2) THE CIVIL DEFENSE DIRECTOR-COORDINATOR; (3) INTRODUCTION TO RADIOLOGICAL MONITORING.</p>	<p>20. All CAP members who have a current civil defense assignment or duty within their wing at any level.</p>	<p>20. Home study, enrollment at any time.</p>	<p>20. Contact your state Civil Defense Director for current application procedures.</p>
<p>21. NORTHEAST REGION COMMUNICATIONS SCHOOL: The purpose of the school program is to train CAP personnel to become competent communicators, efficient in emergency mission procedures and to become confident and able communications officers familiar with the rules, laws, and philosophy of communications administration.</p>	<p>21. Cadet or senior members.</p>	<p>21. Twelfth annual school to be held at Kutztown State College, Pa. Tentative date is Aug. 10-16, 1980.</p>	<p>21. Application procedures to be publicized by HQ, Northeast Region CAP.</p>
<p>22. AEROSPACE EDUCATION LEADERSHIP DEVELOPMENT COURSE: The purpose of this annual course is to revitalize aerospace education nationwide by preparing selected individuals to perform in a leadership role at the local, state, regional and national level. The duration of the course is normally three weeks and is limited to 100 students. College academic credit at the undergraduate and graduate level is an integral part of this course.</p>	<p>22. Aerospace educators, CAP officers, and senior members interested in aerospace education.</p>	<p>22. July 27-Aug. 16, 1980. Maxwell AFB, Ala.</p>	<p>22. Apply to National Headquarters/ED, Maxwell AFB, Ala. 36112. (Enclose a check for \$50, non-refundable after July 1, 1980). Call 205-293-5371 or 5387.</p>

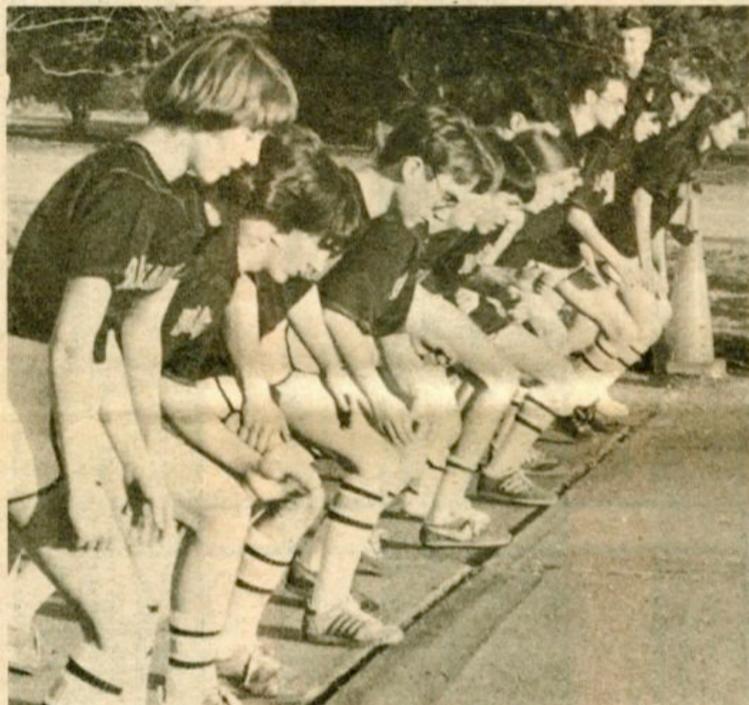
# National Cadet Competition — D



**JUBILANT WINNERS** — Members of the North Carolina team, representing the Middle East Region cheer when they hear the announcement made at the banquet that they had won the 1980 CAP National Cadet Competition.



**FLORIDA DRILL TEAM** — Florida cadets, representing the Southern Region, go through their paces during drill competition.



**MILE RUN** — Michigan Cadets from the Great Lakes Region get ready to commence the mile run.



**VOLLEYBALL TOURNAMENT** — A member of the Northeast Region's team from New York meets a lob from the opposing side during a game at the Maxwell AFB gym.



**CADET BOWL** — Cadet Hu Place Award for the Cadet Boyd, CAP national commander, first place award for the volleyball his Middle East Region team.



**RACE RUNNER**—Cadet Regina G. Hughes of Louisiana hurt her leg during the mile run, but kept on to finish so she wouldn't let her Southwest Region teammates down.



**OREGON SALUTE** — Pacific Region's Oregon team presents itself for the inspection and drill competition.



**UTAH TEAMMATES**, representing the Pacific Region, ponder a question during the cadet bowl.

# December 1979

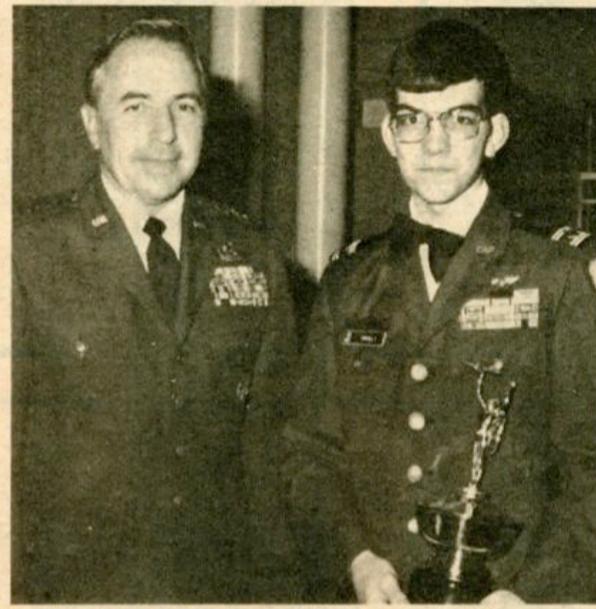
Photos by TSgt. Ken Kennedy, USAF



**MINNESOTA CADETS** — The North Central Region's team from Minnesota Wing perform innovative drill.



**OUTSTANDING CADET** — Cadet Mike Lowe of the Utah Wing, a member of the Rocky Mountain Region's team, receives the award for the competition's outstanding cadet from Brig. Gen. Johnnie Boyd, CAP national commander.



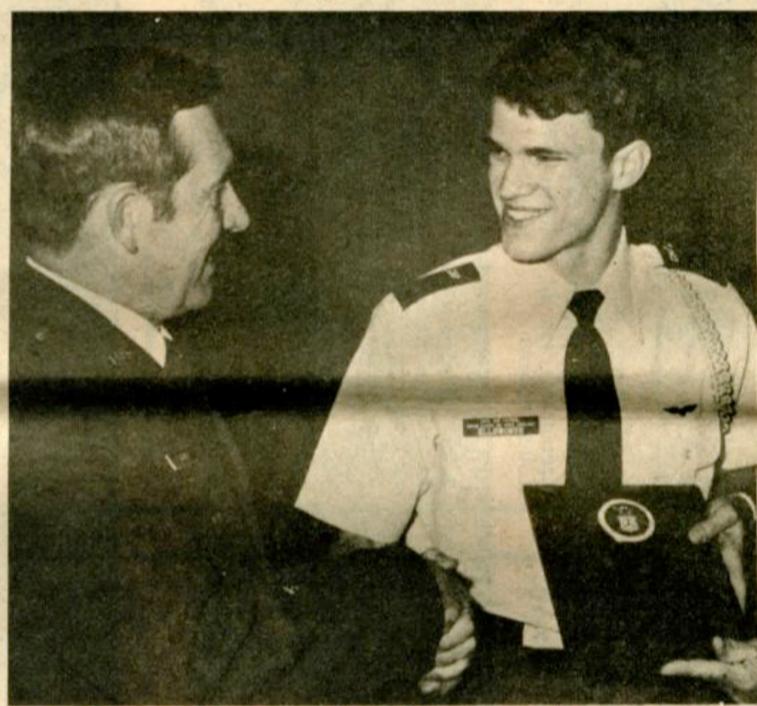
**OVERALL RUNNER-UP** — Cadet Todd Snively accepts the competition runner-up award from Lt. Gen. Stanley M. Umstead Jr., commander of Air University. Snively's team from the North Central Region was also runner up for the Cadet bowl and physical fitness awards.



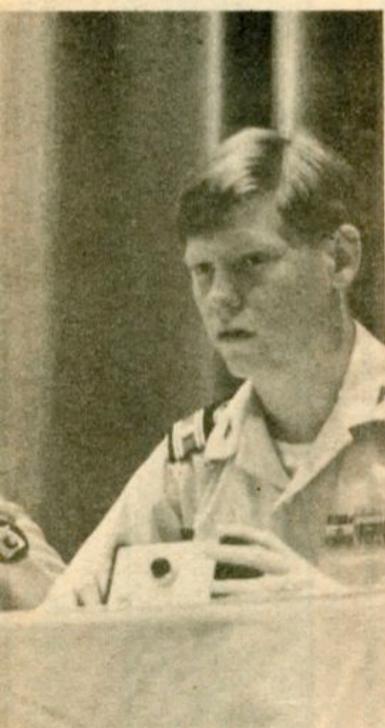
...h W. Carter accepts the First Bowl from Brig. Gen. Johnnie ...der. Carter also accepted the ...eyball tournament on behalf of



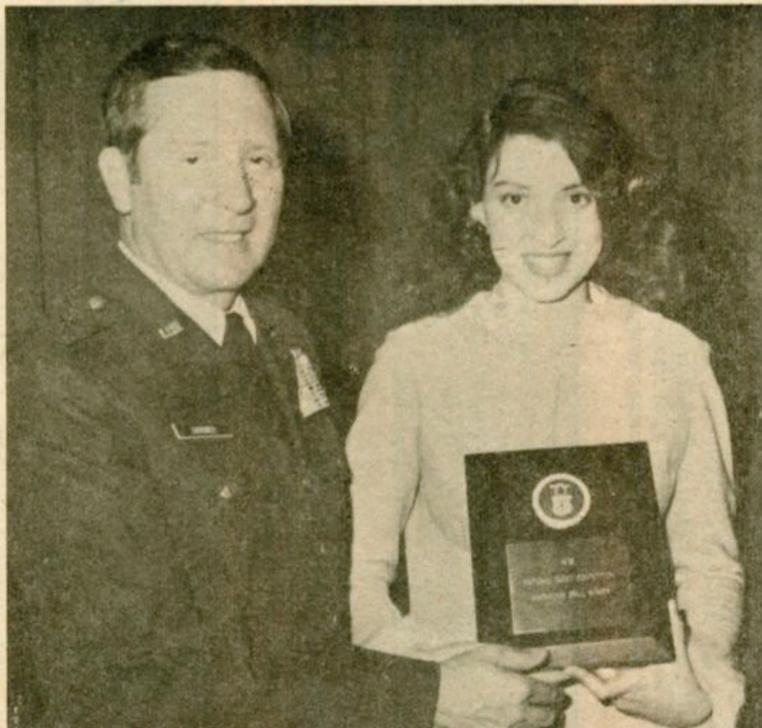
**FIRST PLACE** in the drill competition went to the Pacific Region. Cadet Patrick A. Beaman of Oregon accepts the award from Brig. Gen. Johnnie Boyd. He also accepted the awards for first place in standard drill and inspection.



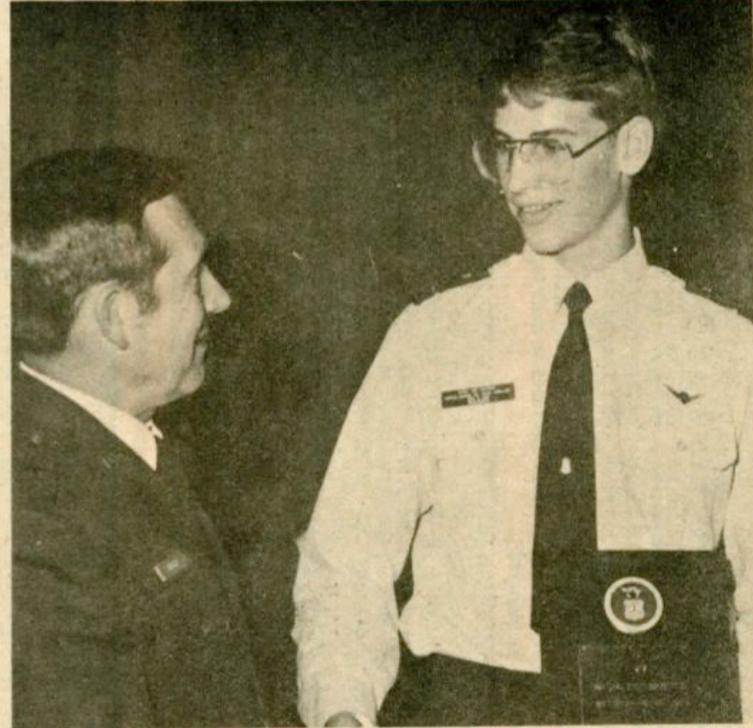
**PANEL QUIZ** — Cadet Carl Ellsworth of North Carolina receives congratulations from Brig. Gen. Paul E. Gardner, executive director of Civil Air Patrol, as he accepts the first place award in the quiz for his team.



...representing the Rocky Mountain ...during the panel quiz portion of



**INNOVATIVE DRILL** — New York Wing's Cadet Heather Yannello accepts the first place award in innovative drill from Brig. Gen. Paul E. Gardner for her Northeast Region team.



**WRITTEN EXAM** — Cadet Robert D. Ellis accepts the first place award for the written examination from Brig. Gen. Paul E. Gardner on behalf of the Middle East Region's team.

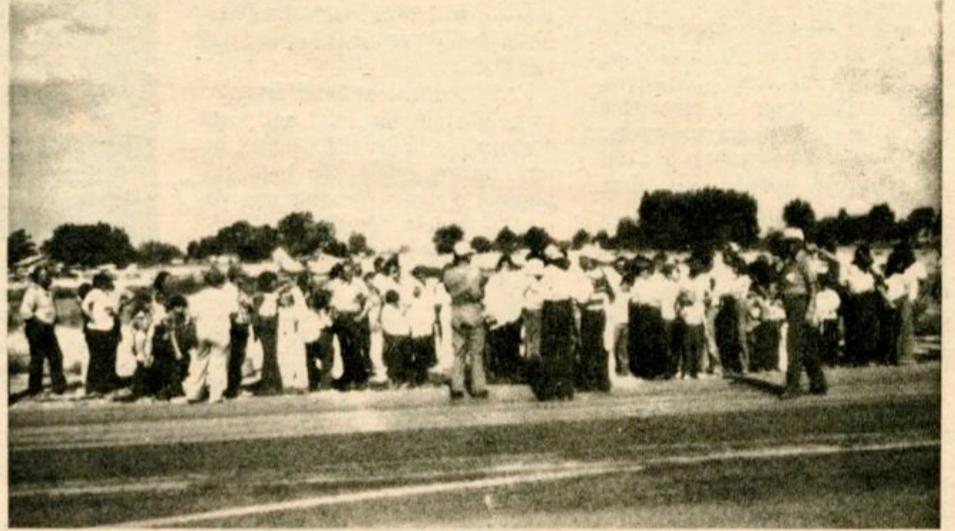
Senior Activities Scheduled For 1980	Who	When/ Where	How To Apply
1. CAP NATIONAL STAFF COLLEGE: The objective of this graduate-level course is to develop CAP commanders and staff officers to serve at wing and region levels. The curriculum is organized around lectures by faculty members of the USAF Air University Professional Military Education Program, seminars led by experienced CAP officers, and presentations by nationally recognized guest speakers. The curriculum covers such topics as leadership and management theory and practice, and communication skills. Lectures on such topics as the international political climate and U.S. foreign policy formulation are included.	1. CAP officers only. Priority given to present and emerging wing and region commanders. Region Staff College is prerequisite for all National Staff College students.	1. June 18-June 27, 1980. Maxwell AFB and Gunter AFS, Montgomery, Ala. BOQ reserved.	1. Apply through channels on CAPF 17 to CAP National Headquarters/TTN, Bldg. 714, Maxwell AFB, Ala. 36112. (Reference CAPM 50-17) Region commanders approve selections for their regions. Application deadline is April 15.
2. MIDDLE EAST REGION STAFF COLLEGE. The objective is to develop more effective CAP commanders and staff members by offering a program based upon experience in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers, covering such topics as communicative skills, leadership and management, CAP problem solving, and planning considerations.	2. CAP officers and warrant officers in command or staff positions. Students must have completed Level I, achieved at least a technician level in some Level II specialty, and must have attended squadron leadership school.	2. July 6-12, 1980, Roanoke College, Salem, Va.	2. Apply through channels on CAPF 17 to: Maj. Barton W. Pairo, CAP, Director, 3540 Pierson Drive, Chesterfield, Va. 23832. (A check made payable to Middle East Region Staff College, Civil Air Patrol for \$25 should accompany the application.) This will be a deposit for the week that should cost a total of \$85. Application deadline is May 15, 1980.
3. SOUTHWEST REGION STAFF COLLEGE: The objective is to develop more effective CAP commanders and staff members by offering a program based upon experience in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers, covering such topics as communicative skills, leadership and management, CAP problem solving, and planning considerations.	3. CAP officers and warrant officers in command or staff positions. Students must have completed Level I, achieved at least a technician level in some Level II specialty, and must have attended squadron leadership school.	3. June 21-29, 1980. Barksdale AFB, La.	3. Apply through channels on CAPF 17 to: Lt. Col. George Way, CAP, Box 56, Stowell, Tex. 77661. (Check for \$25 made to Southwest Region Staff College should accompany application). Application deadline is May 15, 1980.
4. PACIFIC REGION STAFF COLLEGE: The objective is to develop more effective CAP commanders and staff members by offering a program based upon experience in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers, covering such topics as communicative skills, leadership and management, CAP problem solving, and planning considerations.	4. CAP officers and warrant officers in command and staff positions. Students must have completed Level I training, should have at least a technician level in some Level II specialty, and should have attended squadron leadership school.	4. June 1-6, 1980. University of Nevada at Las Vegas.	4. Apply through channels on CAPF 17 to: Director, Pacific Region Staff College, P. O. Box 5335, Portland, Ore. 97228. College credit is available for the course. The fee for the school is \$85 (based on double occupancy). Application deadline is April 15, 1980. Applicants can have further information by contacting Col. O. A. Donaldson at 1503 N. Hayden Island Dr, Sp 131, Portland, Ore. 97217 or phone AC 503-283-1799.
5. GREAT LAKES REGION STAFF COLLEGE: The objective is to develop more effective CAP commanders and staff members by offering a program based upon experience in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers, covering such topics as communicative skills, leadership and management, CAP problem solving, and planning considerations.	5. CAP officers and warrant officers in command and staff positions. Students must have completed Level I training, should have at least a technician level in some Level II specialty, and should have attended squadron leadership school.	5. July 20-26, 1980. Carroll College, Waukesha, Wis. (18 miles west of Milwaukee on I-94).	5. Apply through channels on CAPF 17 to: Lt. Col. S. Manning, CAP, 7 Logenwood Dr, Centerville, Ohio 45459. (Check for \$25 payable to Great Lakes Region Staff College should accompany application.) Cost for staff college: room \$5 single or \$7.50 double. Meal package \$10 per day (approximately). Application deadline is June 15, 1980.
6. NORTHEAST REGION STAFF COLLEGE: The objective is to develop more effective CAP commanders and staff members by offering a program based upon experience in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers, covering such topics as communicative skills, leadership and management, CAP problem solving, and planning considerations.	6. CAP officers and warrant officers in command and staff positions. Students must have completed Level I training, should have at least a technician level in some Level II specialty, and should have attended squadron leadership school.	6. Aug. 10-15, 1980. Rensselaer Polytechnic Institute, Troy, N.Y.	6. Apply through channels on CAPF 17 to: Lt. Col. Peter Chiacchieri, USAFR, 82 Hope St., Burlington, Vt. 05401. (Check for \$25 payable to Northeast Region Staff College should accompany application.) The fee for the school is approximately \$86. Application deadline is May 1, 1980.
7. SOUTHEAST REGION STAFF COLLEGE: The objective is to develop more effective CAP commanders and staff members by offering a program based upon experience in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers, covering such topics as communicative skills, leadership and management, CAP problem solving, and planning considerations.	7. CAP officers and warrant officers in command and staff positions. Students must have completed Level I training, should have at least a technician level in some Level II specialty, and should have attended squadron leadership school.	7. Aug. 16-23, 1980. Maxwell AFB, Montgomery, Ala.	7. Apply through channels on CAPF 17 to: Lt. Col. Richard J. Curran, CAP, Rt. 1, Box 478, Elmore, Ala. 36025. (\$25 check made payable to Southeast Region Staff College should accompany the application.) Application deadline is Aug. 1, 1980.
8. ROCKY MOUNTAIN REGION STAFF COLLEGE: The objective is to develop more effective CAP commanders and staff members by offering a program based upon experience in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers covering such topics as communicative skills, leadership and management, CAP problem solving, and planning considerations.	8. CAP officers and warrant officers in command and staff positions. Students must have completed Level I training, should have at least a technician level in some Level II specialty, and should have attended squadron leadership school.	8. June 8-15, 1980. U.S. Air Force Academy, Colorado Springs, Colo.	8. Apply through channels on CAPF 17 to: RMR Staff College Project Officer, Colorado Wing CAP, P. O. Drawer C, Lowry AFB, Colo. 80230. (Check for \$25 payable to Rocky Mountain Region Staff College must accompany each application.) Application deadline is May 1, 1980.
9. SQUADRON LEADERSHIP SCHOOL: The objective is to prepare senior members for command or staff positions at the squadron level. The curriculum consists of: leadership problem discussion, counseling roleplaying, and a brief treatment of all functions of squadron staff officers followed by in-depth study of related combinations of technical specialty tracks. A special seminar is conducted for squadron commanders.	9. Senior members who have completed Level I CAP Orientation Course. Members may repeat the course and take another technical track seminar.	9. Dates and locations to be announced by wing and region headquarters.	9. Apply through channels on CAPF 17 to wing or region headquarters, unless other local arrangements are made.
10. NATIONAL SEARCH AND RESCUE (SAR) SCHOOL WEST: A one-week course designed to enhance the professionalism of CAP mission coordinators. The curriculum includes all aspects of organization, planning, communications, and operations involving inland search and rescue.	10. Selected CAP mission coordinators and potential mission coordinators actively involved in unit SAR activities.	10. Oct. 13-17, 1980. USCG Training Center, Seattle, Wash.	10. Apply through CAP channels on CAPF 17 to: CAP National Headquarters/TTN, Bldg. 714, Maxwell AFB, Ala. 36112. (Reference CAPM 50-17.) Application deadline is Sept. 2, 1980.
11. NATIONAL SEARCH AND RESCUE (SAR) SCHOOL EAST: A one-week course designed to enhance the professionalism of CAP mission coordinators. The curriculum includes all aspects of organization planning, communications, and operations involving inland search and rescue.	11. Selected CAP mission coordinators and potential mission coordinators actively involved in unit SAR activities.	11. April 14-18, 1980. USCG Training Center, Governors Island, N.Y.	11. Apply through CAP channels on CAPF 17 to: CAP National Headquarters/TTN, Bldg. 714, Maxwell AFB, Ala. 36112. (Reference CAPM 50-17.) Application deadline is March 7, 1980.

# Idaho Squadron Has Varied Activities

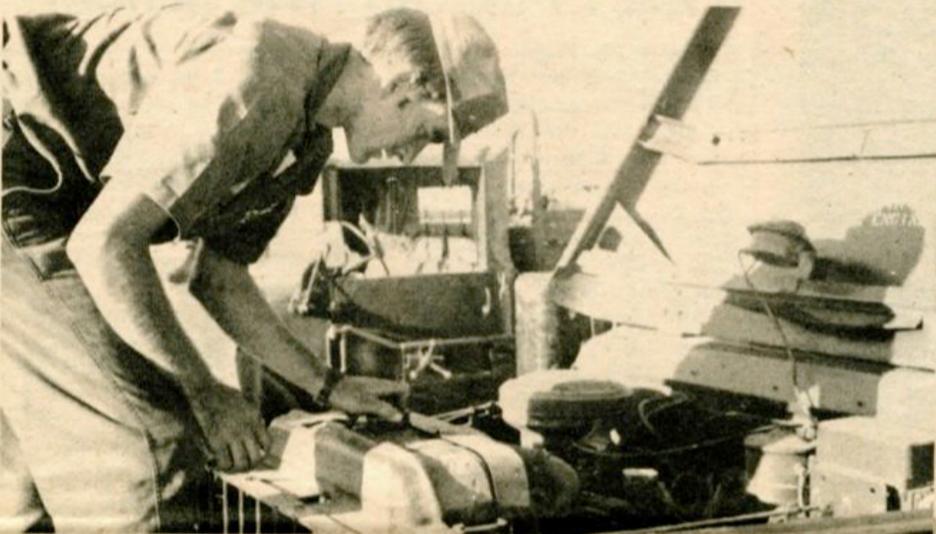
Members of Idaho Wing's Canyon County Comp. Sq. sent in these photos of some recent unit activities.



**DISPLAY GUARD** — A squadron member guards a home-built aircraft on display at the airport open house.



**CROWD CONTROL** — Unit personnel provided crowd control at Airport Appreciation Day activities in Nampa, Idaho.



**ENGINE CHECK** — A cadet checks his vehicle during a wing-wide training exercise based in Nampa.



**CHOW TIME** — The squadron hosted other wing units during the exercise and provided hot meals for CAP members taking part.



**EXERCISE DEBRIEFING** — Cadets and seniors hold a critique after the two-day exercise.



**MISSION SIGN-IN** — Unit members join other CAP personnel from units in the region for a search and rescue exercise in Pinedale, Wyo.



**101 CARD CHECK** — A Wyoming mission coordinator checks a unit member's 101 card for current qualifications.



**MISSION FLIERS** — A flight crew returns from a search.

# Emergency Services Is A CAP Role

By Maj. FRED AYOUB, USAF  
HQ. CAP-USAF/DOSS

Let's widen the scope of the SAR people column to include all emergency services personnel (ESP). The topic to open this new title is CAP's wartime role. AFR 46-5, "Employment of Civil Air Patrol" states that upon declaration of a national emergency involving Civil Defense, CAP may be asked to perform both military and civilian missions. Examples of these missions are:

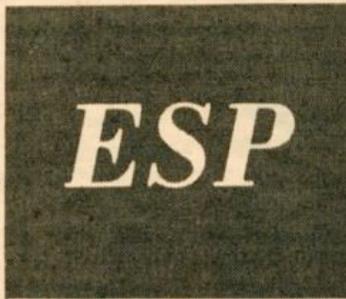
1. Air Radiological monitoring
2. Air Surveillance & Reconnaissance
3. Light air Transport
4. Courier services
5. Radio communications

These are very broad

categories and allow for a wide variety of missions. Specific tasking will be through the state emergency operating center (EOC).

CAP members have always responded in the past and will certainly support the country in any future crisis. To help tie plans together for the use of CAP's assets, National Headquarters has been briefing USAF major air commands and responsible federal agencies concerning CAP capabilities. These agencies have responded that they are very interested in what CAP has to offer, and several have begun actions to incorporate CAP into their war plans.

As we identify specific missions, associated training



program will be developed. Wings desiring to participate in these tasks will be trained, and the tasks will be included on disaster relief evaluations. This entire process of identifying tasks, training, etc., will go on continually as the needs of the country and the capabilities of CAP change.

One item which frequently comes up in our conversations

with the various agencies is that of total CAP resources. What is available and how is it distributed throughout the country? CAP National headquarters has only a rough idea of the emergency services capabilities.

Last year an attempt was made to gather information on your ES resources. While some wings provided useful data, most information was incomplete and of little value. This year we will again ask the wing for a list of mission-ready emergency services personnel and equipment. Your wing will be asking your support in compiling this data. Please assist them in these efforts. This information may help your wing secure/retain state support, and will help National headquarters advise federal

agencies of CAP's value to the Nation.

Of course the information concerning your wing's capabilities should be of immediate local use for any ES mission. And there are many state and local agencies which would be very interested in what you have to offer.

In this regard, again, I urge you to establish rapport with the state and local agencies responsible for emergency services and share his information with them. The wings that have developed cooperative relationships have participated in more missions and receive more support than the wings which haven't. It is clear that full cooperation with state and local agencies can provide significant benefits to the CAP.



**AFA SCHOLARSHIP** — Cadet Gary W. Willets, Dutchess County Comp. Sq. (New York Wing), second from right, receives a \$300 flight scholarship from the Air Force Association's national president, Gerald D. Hasler, second from left, and George M. Douglas, right, AFA chairman of the board, as Air Force Lt. Col. George Partridge, New York Wing liaison officer, looks on. Willet's selection was based on his performance in the cadet program, academic standing and extracurricular activities.

## Wing Plans Survival School

KNOXVILLE, Tenn. — The Tennessee Wing will sponsor a Safety-Survival School April 12-13, 1980, for the Southeast Region, according to Maj. Jack McGivney of wing headquarters.

The two-day program will be conducted at the Camp Montvale YMCA in Blount County for the second year, though this is the first time the school has been offered regionwide. The program has been held twice before in the Tennessee Wing.

The schedule for the weekend includes lectures and practical application of the techniques discussed. The topics will be aviation, safety, forced landing procedures, administration of first aid, shelter construction, fire building and the use of

signaling devices.

The cost of the program has tentatively been set at \$10, but may be upped to \$12 if attendance is less than 100 persons. This includes three hot meals, Saturday lunch and supper and Sunday breakfast. Quarters for those attending will be at the YMCA bunk house.

Reservations or further information may be obtained by contacting Tennessee Wing Headquarters at (615) 573-8186. Reservations will be limited to 140 persons on a first-come first-served basis. Southeast Region members can obtain applications from their wing headquarters. Diplomas will be awarded. The \$10 fee should be submitted with the application.

## Region Establishes Cadet Award

NEW YORK, N.Y. — During the recent Northeast Region Conference, Col. George J. Liebner, chairman of the Legislative Liaison Committee, presented CAP with a check for \$1,000, instituting an annual award named in honor of Air Force Col. Steven R. Neiley Jr. who recently retired from the Air Force after serving as liaison officer to the Northeast

Region.

The award will be given each year to a cadet in the region who typifies the spirit of patriotism and devotion to duty as exemplified by Neiley in his years of service, said Liebner. He stated that he believes that the award will further the cadet program of the region and preserve the memory of Neiley.

## Medals Listed

### Exceptional Service Award

Col. William C. Tallent (Third Bronze Clasp) .....	Tennessee Wing
Lt. Col. Lucille E. Branscomb .....	Southeast Region
Lt. Col. Donald M. Bailey .....	Iowa Wing
Lt. Col. William T. Shaver .....	Iowa Wing
Lt. Col. Larry D. Tasker .....	Delaware Wing
Lt. Col. Adelaide C. Tinker .....	Delaware Wing
Lt. Col. Charles T. Walker .....	Maryland Wing
Lt. Col. Herbert M. Wood (First Bronze Clasp) .....	Delaware Wing
Maj. David B. Edwards .....	Missouri Wing
Maj. John C. Kalinowski .....	Delaware Wing
Maj. Josie E. Kinsley .....	Missouri Wing
Maj. Paul N. Liedlich .....	Delaware Wing
Capt. Burgess W. Rennels Jr. ....	Kansas Wing
1st Lt. Dale R. Wuster .....	Nebraska Wing
2nd Lt. Richard C. DuPont Jr. ....	Delaware Wing
2nd Lt. Karl A. Schopfer .....	Delaware Wing

### Unit Citation Award

Alief Airborne Comp. Sq. ....	Texas Wing
Grayson Comp. Sq. ....	Texas Wing
Jersey Village High School Comp. Sq. ....	Texas Wing
Sandpoint Cadet Sq. ....	Washington Wing

### Certificate of Recognition

SM Gary M. Cox .....	Florida Wing
SM Gary R. Sweetser .....	Florida Wing
SM Ronald D. Whitlinger .....	Florida Wing
Cadet Paul A. Griffith Jr. ....	Florida Wing

**ATTENTION!**

**IN CASE YOU DIDN'T RECEIVE A RENEWAL REMINDER!**

In case you didn't receive a reminder from National Headquarters to renew your membership, or if you have misplaced your card, you may use this form to remit your membership dues. Mail, along with your remittance, to: National Headquarters (DPH), Maxwell AFB, Ala. 36112.

PLEASE PRINT

Cadet    Senior

LAST NAME, FIRST, MI \_\_\_\_\_

MAILING ADDRESS — STREET \_\_\_\_\_

CITY, STATE, ZIP \_\_\_\_\_

CAP SERIAL NUMBER CHARTER NUMBER \_\_\_\_\_ EXPIRATION DATE \_\_\_\_\_

\$ \_\_\_\_\_ \$ \_\_\_\_\_

AMOUNT OF DUES ENCLOSED VOLUNTARY CONTRIBUTION  
(Ask Your Squadron Commander If You Don't Know)

# Way Back When

The Civil Air Patrol News hopes to continue the popular historic photo feature "Way Back When" this year.

Do you have old CAP photos that you would like to share with other CAP members that show obsolete uniforms, notable persons, activities of a historic interest, or unusual aircraft that were associated with Civil Air Patrol?

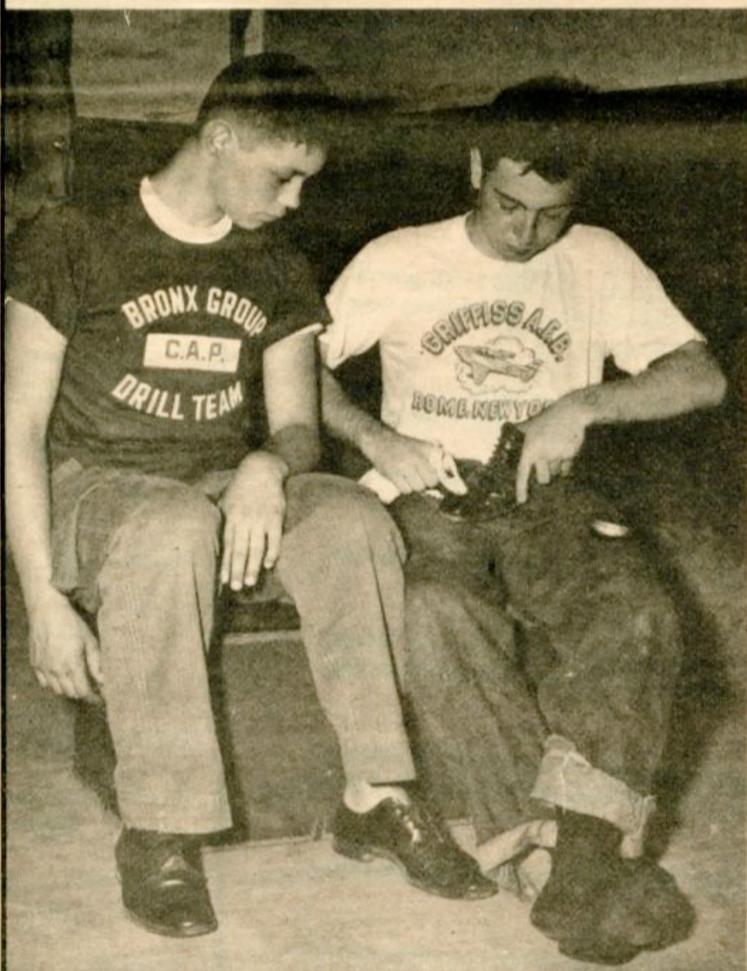
If you would like them published here, send the photos with a stamped, self-addressed envelope to: HQ, CAP-USAF/PAIN, (Editor, Civil Air Patrol News), Attn: Way Back When, Maxwell AFB, Ala. 36112.

Whenever possible, please identify persons in the photo and describe the occasion and give the date and any other pertinent information known about the photo.

We can only use original photos and cannot reprint old newspaper photos. The photos should be at least 20 years old.



**AWARDS** — Cadets of the Sikeston Comp. Sq. (Missouri Wing) receive awards from their unit's senior officers in 1957. Photo submitted by SM Bill Stockman of the unit.



**SHOE SHINE** — A cadet from the Bronx Group (New York Wing) teaches another how to spit shine his shoes during an encampment in the 1950s. Photo submitted by Lt. Col. Michael J. Gallo of the Northeast Region Staff.



**ORIENTATION FLIGHT** — Senior members of the Frederick Comp. Sq. (Maryland Wing) pose in front of a PT-17 in the late 1940s. Photo submitted by cadets of the Frederick unit.



## CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS  
MAXWELL AIR FORCE BASE, ALABAMA

JANUARY 1980

NUMBER 1

### PUBLIC AFFAIRS

1. **REGION AND WING PUBLIC AFFAIRS OFFICER (PAO).** With the elimination of the old reporting system, we in the Office of Public Affairs at National Headquarters have had no sure way of keeping up with who is or is not the PAO in your region/wing. Sometimes a new PAO is appointed, but no one tells us about it. And we need to know! So, if you are a region or wing PAO, won't you please drop us a note and verify that fact, giving your rank, full name, home address, and home and business telephone numbers. We need this information not later than 15 February 1980. Address your letter to: CAP-USAF/PAI, Maxwell AFB, AL 36112. PAI

### LOGISTICS

2. **AVCO LYCOMING 79-10-03.** Amendment 39-3462 as amended by Amendment 39-3628. Applies to 0-360-E1A6D Series engines, Serial Number L-101-77 thru L-347-77, L-352-77, and LO-360-E1A6D Series engines, Serial Number L-101-72 thru L-319-72, L-321-72 thru L-324-72, L-326-72 thru L-339-72, L-341-72 thru L-348-72, L-350-72 installed in the Piper Model PA-44 aircraft, and 0-320-H2AD Series engines, Serial Number L-101-76 thru L-5708-76 or any engine remanufactured on or after January 4, 1979, installed in the Cessna Model 172N.

Compliance required before further flight, unless already accomplished, except that the aircraft may be flown in accordance with FAR 21.197 to a base where the inspection can be performed.

To prevent loss of integrity of the engine to aircraft mounting due to loosening of the engine mounting bracket attaching bolts, inspect the eight part number LW38-2.75 mounting bolts for correct torque. Mounting bolts found to be 200 inch-pounds or less of torque when measured in the tightening direction must be replaced and torqued to 360 inch-pounds. Those mounting bolts found to be less than 360 inch-pounds but greater than 200 inch-pounds must be retorqued to 360 inch-pounds.

Lycoming Service Instruction No. 1380, dated 6-22-79, applies to this subject. Amendment 39-3462 was effective May 9, 1979. This amendment 39-3628 is effective December 7, 1979.

FOR FURTHER INFORMATION CONTACT: I. Mankuta, Propulsion Section, AEA-214, Engineering and Manufacturing Branch, Federal Building, J.F.K. International Airport, Jamaica, New York 11430; Telephone: AC 212-995-3894. LG

3. **AIRCRAFT METAL PRODUCTS CORPORATION 79-26-05.** Amendment 39-3645. Applies to all general aviation airplanes with Aircraft Metal Products oil and fuel system hoses P/N 762506 installed. The subject hose is known to be installed on, but not limited to, certain Piper Model PA-28 and PA-32 aircraft.

To prevent possible fire or explosion in the engine compartment or engine failure due to loss of engine oil, accomplish the following within 10 hours time in service from the effective date of this Airworthiness Directive (AD):

a. Inspect hoses for fluid leakage, excessive abrasion or excessive length. Replace hose if fluid leakage, excessive abrasion or excessive length exists.

b. Loosen each coupling fitting and notice if hose moves in direction of fitting, indicating a pre-existing hose twist. Replace the hose if there is evidence of a pre-existing hose twist.

c. Retighten each coupling fitting, gripping the collar just behind the fitting with pliers with just enough force to keep the hose from turning with the retightened fitting. If the hose turns with the retightened fitting, loosen the coupling fitting and repeat the retightening procedure.

d. Inspect the hose installation for adequate separation between metal hose and other parts of the airplane. If there is contact between metal parts, then complete insulation must be provided using AN742 cushion clamps and/or KOROSEAL lacing or equivalent.

e. Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a base for the accomplishment of inspections required by this AD.

f. Alternative inspections, modifications or other actions which provide an equivalent level of safety may be used when approved by the Chief, Aircraft Engineering Division, FAA Western Region.

This amendment became effective January 3, 1980. FOR FURTHER INFORMATION CONTACT: Kyle Olsen, Executive Secretary, Airworthiness Directive Review Board, Federal Aviation Administration, Western Region, P.O. Box 92007, World Way Postal Center, Los Angeles, California 90009; Telephone: AC 213 536-6351. LG

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.

### CAP Bulletin

4. ALL 1977-79 are still having failure spread failures of the quent to the "Blue oil pump failures; weather operations are being delivered operations which s few minutes after a

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b. CAPR 1978.

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d. CAPR published.

FOR THE EXECUTIVE

*Tommy L. Broome*  
TOMMY L. BROOME  
Asst. Director of

JOIN THE

PULL OUT AND POST

# New Locations For Encounter Conferences

MAXWELL AFB, Ala. — Two Air Force-sponsored Christian Encounter Conferences will be held this year, according to Chaplain (Col.) Robert H. Beckley, CAP National Chaplain.

The 1980 conferences will be conducted at two locations — California Lutheran College, Thousand Oaks, Calif., June 16-20, and St. Andrews Presbyterian College, Laurinburg, N.C., Aug. 11-15.

"The conferences may pose transportation problems for most wings," Beckley said, "so advance planning is necessary."

Because of rising costs and limited space there will be room for just 40 cadets at this activity.

Therefore, attendance will be determined by a first-paid, first-come basis. Those wanting to participate should apply as soon as possible.

"The Air Force has sponsored these conferences for 28 years and has again invited Civil Air Patrol cadets and senior members to participate this summer," Chaplain Beckley said.

The conferences are designed to appeal to the youth who must learn to cope with the demands of today's society. Increased attendance and participation have attested to the increasing popularity of these conferences.

The weeklong programs include presentations on relevant

issues and are followed by "encounter" sessions in small groups. Opportunities are also offered to participate in choral groups, drama and folk music rehearsals, interaction groups, as well as swimming, tennis, hiking and other sporting activities.

Commanders and directors of CAP cadet programs should keep in mind that the Christian Encounter Conferences are a unique opportunity because each is a week of religious renewal. Cadets who have no desire to attend a religiously oriented type program should not be selected. A cadet who voluntarily selects a Christian Encounter Conference as an alternate activity may

attend, but in no case should someone be directed to attend just to fulfill a requirement.

Cadets and escorts may attend either of the conferences, depending on convenience, location and transportation. There are no prerequisites such as award achievement or physical examination. Please contact your wing liaison officer immediately for assistance or information on transportation.

Cadets must apply by submitting CAP Form 31 with a registration fee of \$30 no later than 30 days prior to the beginning of the desired conference.

Added costs of inflation have

increased the amount to \$30 this year. (This is a change to what was originally published in the Civil Air Patrol News "Cadet Special Activities" section, December 1979). The application form should be mailed directly to: National Chaplain, HQ, CAP-USAF/HC, Maxwell AFB, Ala. 36112.

Senior members who wish to apply for escort duty must submit their applications on CAP Form 70, together with a registration fee of \$30.

All applications will be approved on a first-paid, first-come basis at National Headquarters.

## Virginia Cadet Wins Award

BLACKSBURG, Va. — Cadet Theodore E. Hartenstein of the Montgomery Comp. Sq. (Virginia Wing) has received the Gen. Carl A. Spaatz Award.

The presentation was made by Air Force Col. Ben M. Pollard, commander of the Air Force Academy Preparatory School, where Hartenstein is a student.

Hartenstein was born in 1961 in Freeport, N.Y., and joined CAP in 1975. He attended the Hawk Mountain Ranger School in 1976 and 1977. He has served as cadet commander, communications and emergency services officer, squadron safety officer and

cadet supply officer, as well as finance officer for the Virginia Wing Cadet Advisory Council.

He was certified as a field medic by the Pennsylvania Wing in 1977 and has completed the Virginia Wing Leadership School and the Middle East Region Cadet Officer School.

In 1978 he attended the Virginia Wing Winter Ground Search and Rescue College and earned the SAR Find Ribbon. That year he also won a cadet solo scholarship and earned his private pilot license and awarded the CAP pilot rating.



SPAATZ AWARD — Cadet Theodore E. Hartenstein, Montgomery Comp. Sq. (Virginia Wing), left, receives the Gen. Carl A. Spaatz Award from Air Force Col. Ben M. Pollard, commander of the Air Force Academy Preparatory School, where he is a cadet candidate.

## Florida Unit Hosts Bivouac

By Capt. PRESTON W. FOOTE  
Brookfield Cadet Sq.

BROOKSVILLE, Fla. — The Brooksville Cadet Sq. commanded by Lt. Gloria Goehegan hosted a three-day bivouac on a recent weekend for the Citrus County Comp. Sq. commanded by Lt. Col. Fred W. Hess, who also acted as bivouac commander. The training operation is required for all CAP personnel and was held at the CAP area of the Hernando County Airport.

By 5:00 p.m. Friday, 41 CAP Cadets commanded by Cadet David Fogle, had built a tent city. The command post was established and in communication by walkie-talkie with the squad leaders in the field. Security was established and then it was supper time.

Now, have you ever seen 41 teenagers after three hours of work scramble when a whistle blows and someone hollers "Let's eat!"?

However, the scramble was orderly and very military as the line passed the hot dogs, beans and a stack of peanut butter and jelly sandwiches. I had planned to get a picture of the sandwiches but by the time I got squared away for a picture there was one lonely sandwich — and guess who ate it? Will get you a

picture next time.

The training program for the bivouac was excellent. Maj. Arlyn Sukert gave a program on aerospace that was extremely interesting and he found that our Brooksville cadets were above average on the subject. Other subjects covered were search and rescue, map reading, first aid, leadership and management and moral leadership. We are sure our cadets benefited by this

bivouac and will be enriched by the leadership and character building training they received.

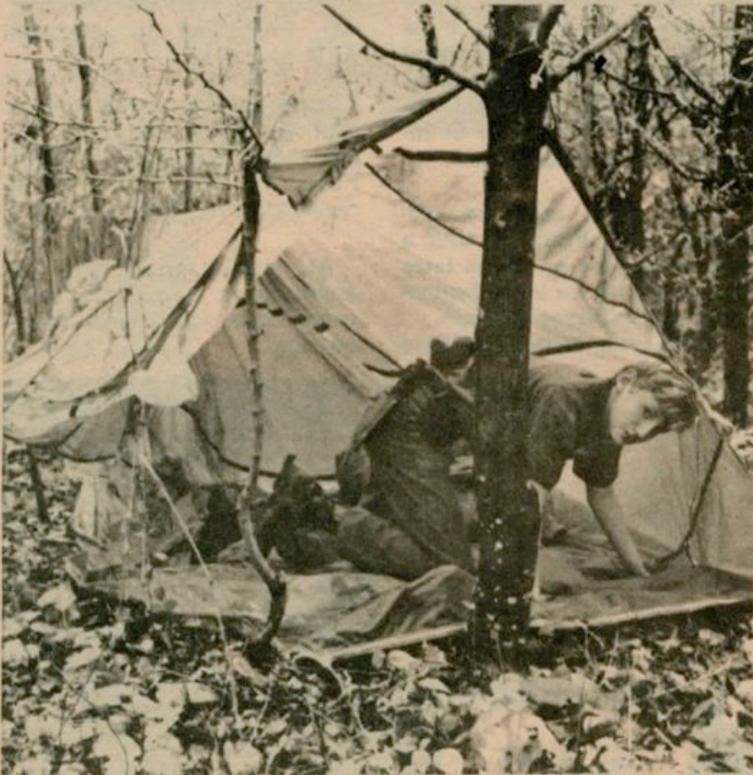
The bivouac was visited by Lt. Col. Joseph V. Lill, CAP sector commander, Lt. Col. K. R. McMahon of the Sun Coast Sr. Sq., Maj. Arthur Trinquet of the Pinellas Sr. Sq., SM Peggy Jones was ground administrative technician and Maj. Marion Hess, executive officer of Citrus Comp. Sq. was mess officer.

## CAP Obituaries

Civil Air Patrol News publishes each month a list of Civil Air Patrol members who have died recently. Notice of death 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 name, rank, date of death and CAP unit.

- ACKLEY, Edward J., Lieutenant Colonel, Jan. 1, 1980, Tri-County Comp. Sq., Missouri Wing.
- ADDY, Steve A., Senior Member, Aug. 11, 1979, North Valley Sr. Sq., California Wing.
- BALLARD, John D., Senior Member, Nov. 23, 1979, Polaris Sr. Sq., Alaska Wing.
- BEATTY, Milton E., Major, Nov. 19, 1979, Towson Comp. Sq., Maryland Wing.
- BROWN, Fletcher J., Jr., Senior Member, Nov. 29, 1979, New Mexico Wing.
- BROWN, Paul E., Cadet, Dec. 26, 1979, Clinton-Scott Comp. Sq., Illinois Wing.
- DANIELS, Dave R., First Lieutenant, Dec. 7, 1979, Idabel Sr. Sq., Oklahoma Wing.
- DRAWE, Billy H., Lieutenant Colonel, Nov. 6, 1979, Headquarters, Group 9, Texas Wing.
- EASTER, William A., Lieutenant Colonel, Nov. 19, 1979, Pacific Region.
- GILL, Emery B., Lieutenant Colonel, Dec. 17, 1979, Hickman County Comp. Sq., Tennessee Wing.
- KAUCHER, Erwin D., Major, Dec. 15, 1979, Valley Forge Hq. Sq. 901, Pennsylvania Wing.
- KING, Richard C., III, Captain, Aug. 29, 1979, Capitol City Comp. Sq., Louisiana Wing.
- KUFFEL, John W., Chaplain, Major, Dec. 9, 1979, Headquarters, Group 1, Arizona Wing.
- NAYLOR, Russell, Jr., Major, May 17, 1979, Eastern Shore Comp. Sq., Virginia Wing.
- PITT, Clarence E., Senior Member, Nov. 5, 1979, Headquarters, North Coast Group 23, California Wing.
- SCHUSTER, Burton G., Senior Member, Dec. 9, 1979, Los Alamos Comp. Sq., New Mexico Wing.
- WAYNE, Jeffrey C., Cadet, Dec. 15, 1979, Crusader Comp. Sq., Texas Wing.

# CAP News In Photos



**PARACHUTE TENT** — A cadet of the New Martinsville Comp. Sq. (West Virginia Wing) puts the finishing touches on this two-man tent made from a parachute section during a recent survival weekend bivouac at Summersville Lake. One of the exercises involved cutting up a parachute and making use of its parts.



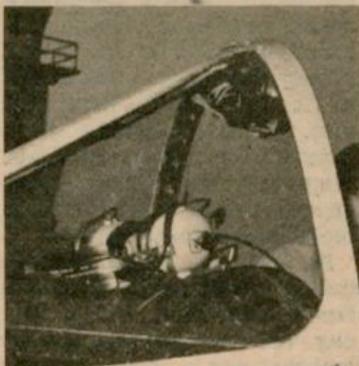
**GROUND TEAM BRIEFING** — Lt. Col. K.R. McMahon, commander of the Sun Coast Sr. Sq. (Florida Wing) second from left, briefs members of a ground team during a recent wing exercise at the airport in Lake Wales, Fla.



**FIRE'S OUT** — Cadets of the wing's summer encampment



**PASS IN REVIEW**—Col. Ri Nakamura, second from left, commander of the New Jersey Wing, is guest reviewing officer at a parade held by the cadet corps of the Admiral Farragut Academy. He was invited by Capt. Robert Matthies, academy headmaster. The school has a Civil Air Patrol cadet unit to which many of its students belong.



**COCKPIT ORIENTATION**—Air Force T-28A to Cadets Blount County Comp. Sq. (Tennessee Wing)

# PEOPLE ... In The NEWS

## Northeast Region

Cadet Charles J. Locascio, Scranton Comp. Sq. (Pennsylvania Wing), now attending the Marion Military Institute in Marion, Ala., has been named the Northeast Region's Cadet of the Year. . . . Cadet Rory Morris of the Downeast Patrol Comp. Sq. (Maine Wing) was recently named Cadet of the Month for his unit. . . . Cadets Warren Shaulis, Jerry Dye, Mark Leighty, Mike Toth, Albert W. Shirer, Roy Clawson and Bob Furin of Pennsylvania Wing's Group 1400 recently participated in several parades. . . . Cumberland County Comp. Sq. (Maine Wing) members recently put in 424 hours in a search for a downed aircraft in Casco Bay. . . . Capt. William Stump, 2nd Lt. Marianne Jacobs and SM Joy Koblak of the South Hills Comp. Sq. 613 (Pennsylvania Wing) attended a squadron leadership school at the reserve base in Pittsborough. Jacobs also attended a communications school at the same place.

Col. Roy Arroll, New York Wing commander, and 155 other guests and members attended the ball given recently by the Hudson Valley Group at the Schrome Israel Synagogue in Poughkeepsie, N.Y. Capt. John Kramer was named Senior Member of the Year and Capt. Robert Johnson was named Squadron Commander of the Year. . . . The Hudson Valley Group recently presented a certificate of appreciation to members of the FAA flight service station at Dutchess County Airport for assistance in training cadets and senior members in emergency services and for developing a system of weather reporting for use by the CAP. . . . Cadet Scott Bieber, cadet commander of the Gen. Carl A. Spaatz Comp. Sq. (Pennsylvania Wing) recently presented a class on the historical, political and geographical aspects of the Iranian crisis during a regular unit meeting. . . . Lt. Col. Merritt E. Derr, USAFR (Ret.), also conducted a recent class on aircraft instruments for the Spaatz squadron cadets. . . . Members of the Lebanon Sr. Sq. (New Hampshire Wing) presented a holiday gift of an emergency locator transmitter to a local flying club operated by employees of the Army Cold Regions Research and Engineering Laboratory in Hanover, N.H.

To help with the energy crisis, members of the Downeast Patrol Comp. Sq. (Maine Wing) are selling wood from lots owned by four of its members. Squadron men have held work bees to cut the donated wood and cadets help by stacking it into piles. The money raised will go toward a building fund.

## Middle East Region

The Carroll Comp. Sq. (Maryland Wing) has moved into a new home at the Carroll County Airport. . . . Maj. Charles Rausch has been appointed by the Monticello Comp. Sq. (Virginia Wing) as its "official snake handler." Recently when the unit was leaving its meeting, Cadet Timothy Duty spotted a copperhead snake moving across the steps. Rausch captured the snake and held an impromptu lesson about it and poisonous snakes in general.

Col. George W. Botbyl of the Virginia Military Institute's AFROTC unit presented CAP observer wings to Maj. Wes Ruley, Virginia Task Force 4 commander, and to Capt. Bob Cogar and 1st Lt. Allen E. Chilcote of the Blue Ridge Comp. Sq. . . . Maj. Elizabeth Gignac presented Cadet Robert Borland of the Lanham Comp. Sq. (Maryland Wing) with a certificate of merit for first aid, which he won at the summer wing encampment. . . . Lt. Col. Jean Metcalf, commander of the Sugarloaf Mountain Comp. Sq. (North Carolina Wing) recently presented the senior membership award, air search and rescue ribbon, and unit citation awards to

2nd Lt. Linda Roberts. . . . Virginia Wing has a new squadron, the New London Sr. Sq., commander by SM John O'Daniel, which will specialize in air search and rescue since the majority of its 32 members are pilots. . . . The Lynchburg Comp. Sq. (Virginia Wing) commander, 2nd Lt. David Grimes Jr., has received a certificate of appreciation from the wing for having been named the outstanding information officer in Task Force 3. Cadet Carlos Whaley has been appointed cadet commander of the unit. . . . More than 70,000 people saw cadets of the Winston-Salem Comp. Sq. (North Carolina Wing) march in the city's Downtown Christmas Parade. . . . Cadets and senior members of the Roanoke Comp. Sq. (Virginia Wing) were recent guests of the Navy for a three-day tour of the Naval Air Station in Norfolk. They visited various ships and shore facilities, including the museum.

## Southeast Region

Cadet Robert P. Mattie represented the Lakeland Cadet Sq. (Florida Wing) at the Optimist Club of Lakeland's annual Youth Recognition Banquet. Mattie received a certificate of recognition for his work in CAP and a pen and pencil set from the club. Cadet William H. Cumler of the same unit recently was named top cadet recruiter in the Florida Wing and received a \$300 flight scholarship. . . . All active members of Florida Wing's Group 6 have completed cardiopulmonary resuscitation training. . . . The McCoy Cadet Sq. (Florida Wing) recently sponsored an open house featuring chili made by Capt. Barbara Rambo. Florida Congressman Bill Nelson and state representatives Fran Carlton, Toni Jennings and John Mica, Ed Mason, Orange County commissioner, Sandra Glenn, Seminole County commissioner, and John Soucup, aide to Congressman Richard Kelley, attended. . . . The Orlando Cadet Sq. (Florida Wing) has a new commander, 1st Lt. Byron Rambo, who was named interim replacement for 2nd Lt. Bonnie Scott. Cadet Rick McAleese of the same unit has been named unit training officer. Cadet Larry Bevis, replaced McAleese as cadet commander of the squadron. Another unit member, Cadet Randy Brown, has been elected to the National Honor Society.

A former cadet, 2nd Lt. Nancy Callop, has been named commander of her unit, Mid-Florida Cadet Sq. . . . Cadet Warren Phillips of the New Port Richey Comp. Sq. (Florida Wing) was recently honored for his effort in recruiting cadets and received a \$50 check.

Cadet Donald Walker was recognized at a recent meeting of the Central Florida Chapter of the Air Force Association for having been named the new cadet commander of the McCoy Cadet Sq. (Florida Wing). . . . Second Lt. Joe Hinson, Hillsboro 1 Sr. Sq. (Florida Wing) recently became the first person to solo in the unit's Cessna 140. The unit recently gave 35 cadets orientation flights, with map briefings and preflight checks of the aircraft. . . . Maj. Doris Anderson has been named new commander of Florida Group 8 and 1st Lt. George Bryant has been named commander of Lee County Comp. Sq.

Members of the Atlanta Comp. Sq. 2 (Georgia Wing) recently were asked to raise the national and state flags over the state capitol building to mark the 38th anniversary of CAP. The cadets who participated were Alan Ratterree, Eric Boe, Wander Vaughn and Brian Hall. . . . Unit charter for the new Westview Cadet Sq. (Florida Wing) was recently presented to the squadron commander, 1st Lt. Ronald Dickler by Col. Richard Leali, Florida Wing commander. . . . Recently 15 members of the Homestead AFB Cadet Sq. (Florida Wing) visited the headquarters of the Seventh Coast Guard District's Rescue Coordination Center in

Miami. . . . The Ocala Comp. Sq. (Florida Wing) recently provided a color guard for a "Support America" parade in Marion County. . . . The Metro-Anderson Comp. Sq. (South Carolina Wing) recently won first place in wing competition. Col. George O. Compton, wing commander, presented the trophy to Lt. Col. Gordon B. Rossback, unit commander. Cadet Jason Rucker III was recently appointed cadet commander of the squadron.

## Great Lakes Region

Michigan Wing recently held an emergency services seminar, attended by representatives from most units in the wing. The seminar was conducted by Capt. Sam Thomas. . . . Cadet Andrew Oppmann, cadet commander of the Hopkinsville Comp. Sq. (Kentucky Wing) recently earned the rank of Eagle Scout. . . . Cadet Larry Lesniak and 2nd Lt. Robert Krohn of the Bay City Cadet Sq. (Michigan Wing) recently appeared on a local TV show to talk about opportunities in CAP. They were interviewed by newsman Jim Peyton on station WNEM. . . . Cadet and senior members of Indiana Wing helped celebrate CAP's 38th anniversary by attending and participating in special ceremonies in association with a game between the Indiana Pacers and the Boston Celtics in Indianapolis.

## North Central Region

The Twin City Comp. Sq. (Missouri Wing) recently sponsored cadet exercise at the Bismarck airport for 46 cadets from the St. Louis area, with 23 seniors acting as observers. It was a civil defense exercise in which cadets acted as mission controllers and occupied other staff positions, as well as flew as navigators and observers. . . . The St. Cloud, Minn., Army reserve unit has agreed to sponsor the North Star Cadet Sq. (Minnesota Wing) and provide facilities for meetings, classrooms, drill and storage. . . . Cadets from the St. Louis Group 2 (Missouri Wing) recently toured Ozark Airlines as part of a flight attendant orientation program set up by 2nd Lt. Connie Ayers, director of cadet programs for the group.

At recent ceremonies, Capt. Dale R. Wuster, assumed command of the Offutt Cadet Sq. (Nebraska Wing) from Lt. Col. Kevin F. Sliwinski, who was reassigned to the wing headquarters. . . . The public affairs officer for Comp. Sq. 1 (Kansas Wing), 1st Lt. Rick Gale, recently spoke about CAP on radio station KFDI in Wichita. Four squadron members were guests on station KAKE. They were Capt. Jeff Williams, Capt. John Phelps, 1st Lt. Rick Gale and Cadet Mark Fuller. They spoke about emergency services and first aid training.

## Southwest Region

Texas Group 13 recently welcomed its new commander, Lt. Col. Edmond M. Saad Jr., who replaced Lt. Col. Danny Edwards, who moved on to command wing Sector 2. . . . Cadets David Glass, Greg Silliman and Clint Arnett of the Jersey Village High School Comp. Sq. (Texas Wing) recently completed orientation flights. Capt. Rose Hicks, 2nd Lts. Michael Mendoza and Don Olson and Cadets Robert Hilton of the same squadron completed observer training flights. . . . Cadets and senior members from the San Antonio, Texas area squadrons took part in a search and rescue exercise at Hondo Municipal Airport. There they received training in radio use, toured the weather station and were given orientation flights, as well as introduced to search and rescue techniques.

Pilots and cadets of the East Bank Comp. Sq. (Louisiana Wing) participated in a holiday search and rescue mission near Grand Isle, La. . . . The Tyler Comp.

Sq. (Texas Wing) held an open house at its Pounds Field headquarters. Cadet Terry Batton and 1st Lt. Mack Malone received the 1979 Citizenship Award of the National Society of the Sons of the American Revolution and Cadet Bob Bedinger was voted Honor Cadet of 1979 by his fellow cadets.

## Rocky Mountain Region

The La Junta Comp. Sq. (Colorado Wing) has been assigned a Cessna 150 aircraft by the wing for the use of squadron members. Capt. Mel Risenhoover, Cadet Alan Risenhoover, Cadet Phillip Girard and Cadet Daniel Austin are currently taking lessons from Capt. Jeff Young and Capt. Floyd Austin for their private pilot licenses. The plane will also be used for search and rescue missions. . . . Colorado Group 1 cadets recently attended a winter emergency services bivouac near Buckley ANG base in Denver.

## Pacific Region

Col. Edwin Nicolai, commander of the Wenatchee Comp. Sq. (Washington Wing) recently awarded several senior members service pins for unbroken time in Civil Air Patrol during the recent 38th Anniversary banquet. They were Maj. Claude Meehan, 35 years; Capt. Max Galbraith, 25 years; Lt. Richard Duffy, 25 years, Capt. Majorie Nicolai, 20 years, Capt. James Watson, 10 years; and Capt. Thomas Green 10 years. . . . Members of the Clear Sr. Sq. (Alaska Wing) were recently involved in a search mission for a missing helicopter. The members participating were Jay Reeder, pilot, Charlie Roat, copilot and Bill Harman, observer. The search was hampered by poor visibility. . . . Three brothers in the White Pine Comp. Sq. (Nevada Wing), Cadets Loren, Larry and Lloyd Pearson recently received the Billy Mitchell Award at the same awards banquet from Col. Vernon Bolt, wing commander.

Lt. Col. Bob Russel and Cadet Tim Parnell of the Stephen Mills Comp. Sq. (Washington Wing) have visited four high schools in the Federal Way area as part of their quarterly recruiting effort. . . . Capt. Henry Saffold of Los Angeles Group 1 (California Wing) coordinated an aviation open house at San Fernando Airport, which was hosted by the San Fernando Airport Sr. Sq. 35 in December. Guests and participants included many government officials and entertainment personalities.

Members of squadrons under Peninsula Group 2 of the California Wing received awards at a recent dinner. People honored included: 1st Lt. Linda Timm, Squadron Commander of the Year; 1st Lt. Kay Mark, Senior Member of the Year; Capt. Jim Schmidt, Best Communicator; Cadet Richard Reynolds, Cadet Commander of the Year; Cadet Tom Herte, Best Cadet Member; Cadet Robin Caulfield, Most Achievement Awards; and Capt. Peter Cikalo, Outstanding Reserve Assistance. . . . The Santa Clara, Calif., Kiwanis Club has donated \$350 to the Peninsula Group, which will be used to pay for orientation rides of people interested in joining local units. . . . Cadet Calvin Cameron and SM Russell Wise of Alta Comp. Sq. (California Wing) were recently called upon by park rangers in Kings Canyon National Park, where they were holding a training exercise to assist in the rescue of a man who had fallen while climbing Moro Rock in Sequoia National Park. The rescue took two hours in foggy weather. . . . Cadet Mark A. Bray Jr., cadet commander of the same unit, was recently awarded a jet orientation ride for his selection as the outstanding cadet member in San Joaquin Valley Group 12.



GENERAL PRESENTS AWARD — Lt. Gen. Stanley M. Umstead Jr., right, commander of Air University at Maxwell AFB, Ala., presents Cadet Charles H. Gales Jr., of the Southeast Region Headquarters with the Gen. Carl A. Spatz Award. Gales was recently promoted to senior captain and serves as director of cadet activities for the region.

# Search Rescues Man

By Lt. Col. JOHN McNABB  
Pennsylvania Wing

There is today living a 34-year-old man who, if it were not for our teams, would be dead. Over 100 cadets and seniors from Groups 10, 20, 30, 80, 90 and 1100 took part in the mission. When was the last time you have seen that large a turnout from CAP?

On Saturday, Nov. 17, Andrew Sweeney left home near Glen Lyon, Pa., to go hunting alone. He never returned. Local firemen searched on Sunday. That evening, State Police called Lt. Col. Hubert Waskovich. He assumed the post of mission coordinator after the number was issued by Air Rescue. Capt. Hubert Waskovich, his son, began to alert the ranger teams of which he is a member.

Teams started arriving in the area during the night, and early Monday morning the search began. Teams were assigned to areas.

Soon after noon, a team from Group 20 found the victim alive. He was about 200 feet down a mine breather shaft. Andrew Sweeney was trapped, but alive

and well. Now the real task began — to get him out. Five of our black belts took on the task of going straight down after him. The shaft was 30 feet wide at the top, but narrowed as it went down. The victim was on a ledge six by eight feet. If he moved, it was another 300-foot fall to the bottom of the mine. There was a considerable risk to the lives of the rescuers who were going down.

Using the rappelling and climbing techniques taught at Hawk Mountain, they went down. Utilizing a pulley system, they were able to bring him out.

It was over a mile to the nearest road and casualty evacuation was called for. This meant carrying a stretcher with the victim over a 70-foot cliff and over rough mountainous terrain. Teams set up a casualty evacuation line to accomplish this, just as they have been trained. A navigation team led the way to make sure the road was found.

Members of the team were Capt. Hubert Waskovich and Ed Leidy, and Lieutenants Harry Williams, Mike Kindness and Donnie Wiers.

# Orlando To Host Aerospace Education Congress

MAXWELL AFB, Ala. — The 13th National Congress on Aerospace Education, cosponsored by the Federal Aviation Administration, National Aeronautics and Space Ad-

ministration and Civil Air Patrol will be held at the Court of Flags Hotel, Orlando, Fla., March 26-29, 1980. The theme for this exciting aerospace congress is "Space: the High Frontier," and

subjects such as Space Challenges 1980-2000, the Space Shuttle, Lunar Science, Agricultural Aviation, and Views of a Woman Astronaut will be covered in depth.

This annual national congress is a sophisticated vehicle which permits education and industrial leaders from throughout our nation to exchange ideas and devise new programs with a

primary thrust toward developing aerospace leadership in our nation's most vital resource — its young people.

The Congress will feature many well-known speakers and educators, not the least of which is Dr. James Blakely, America's number one intellectual humorist. Special interest sessions, awards ceremonies, field trips and gala social events have also been included in the program. The planning staff have put forth a superior effort to make the 1980 Congress the most informative, interesting and enjoyable aerospace education convention yet.

Make your plans now to attend the 1980 National Congress on Aerospace Education.

(DETACH BEFORE RETURNING TO HQ CAP/ED, MAXWELL AFB, AL 36112)

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