

# Casaday Elected To Top CAP Post

**NEW NATIONAL COMMANDER** — Thomas C. Casaday, center, beams happily as he receives his stars of the rank of Civil Air Patrol brigadier general from his wife, Olive, and U.S. Air Force Brig. Gen. Carl S. Miller, CAP Executive Director. General Casaday, who has served Civil Air Patrol's all-volunteer organization since 1948, was promoted and named national commander of CAP during the 1976 National Board Meeting in Philadelphia, Penn. (Photo by MSgt. Russ Brown)



PRZYBYLOWICZ E L  
8057 GRAY HAVEN RD  
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★ CIVIL AIR PATROL



NEWS



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## Nat'l Board Members Elect CAP's Two Top Officials

PHILADELPHIA, Penn.—The election of a new Civil Air Patrol national commander highlighted the annual National Board Meeting held here at the Sheraton Philadelphia Hotel, Sept. 17-18.

Almost 1,000 CAP members from throughout the 50 states, the District of Columbia and the Commonwealth of Puerto Rico, attended the meeting which featured CAP Brig. Gen. William M. Patterson banging the gavel down and ending his tenure as national commander.

Thomas C. Casaday of Birmingham, Ala., was elected to head the 64,000 member organization and promoted to the rank of CAP brigadier general. General Casaday steps up to the position of national commander from that of national vice commander. He is being followed in the latter post by CAP Col. William H. Ramsey of Minnetonka, Minn., former commander of the North Central Region.

The new national commander is the highest corporate official in CAP and presides at meetings of the National Board and the National Executive Committee, corporate governing bodies of the organization.

General Casaday joined CAP in 1948 and has served in various leadership positions within the Alabama wing, including wing commander. In 1971 he was appointed Southeast Region commander and served in that position until 1973 when he was elected vice chairman of the National Board.

Among his decorations and awards are the Civil Air Patrol Distinguished Service Medal, Exceptional Service Award, Meritorious Service Award, the Search and Rescue Service Ribbon, the Rescue "Find" Ribbon and the Frank G. Brewer Award.

(See Two Officials, Page 2)

## Rescuers Provide Help To People In Trouble

MAXWELL AFB, Ala.—In recent months Civil Air Patrol volunteers from seven states have added 10 names to the growing list of lives saved in 1976.

A CAP ground search team was credited June 30 with saving the life of an injured hiker near Eagle Creek, Ore.

The rescue effort was initiated with the Hood River County Sheriff's Department requesting CAP assistance in looking for the hiker in the mountainous area. The injured hiker was taken to the Gresham Hospital by ambulance.

An emergency locator transmitter (ELT) proved instrumental in helping save the lives of the pilot and passenger of a light aircraft which crashed Aug. 9 on the outskirts of Oakland, Calif.

(See Rescuers Provide, Page 2)



**HALL OF HONOR**—CAP Col. Zack Mosley, left, and CAP Brig. Gen. William M. Patterson, former national commander, proudly display the bronze sketches of themselves after they were inducted into Civil Air Patrol's Hall of Honor during the organization's National Board Meeting in Philadelphia, Penn. General Patterson began his association with CAP in 1952 and has held virtually every command and staff position within the organizational structure. Colonel Mosley was one of the volunteer civilian pilots who helped form CAP in December 1941. See story page 6. (Photo by MSgt. Russ Brown)

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# Two Officials Elected

(Continued From Page 1)

From 1942 to 1946, General Casaday served with the Army Air Corps as a B-24 pilot and flight control officer. In civilian life he is president of El-Casa Enterprises, Incorporated, and is director of Union State Bank, Pell City, Ala. He is a Mason and Shriner; past president of the Birmingham Aero Club; St. Clair County Aviation Authority; Birmingham Chapter of Industrial Editors; and a former vice president of V.J. Elmore Stores Incorporated in Birmingham.

A veteran multi-engine rated pilot with more than 2,500 flying hours, he uses his Cessna Skylane 182 for CAP air search and rescue missions and other humanitarian operations.

The new vice commander joined CAP in 1960 and served as squadron commander, Minnesota wing inspector, wing chief of staff, wing deputy commander and wing commander. He served as commander of the North Central Region twice.

Colonel Ramsey is a rated pilot and has more than 4,000 flying hours to his credit.

Two CAP squadrons and a number of individuals were recognized during the organization's annual meeting.

The South Macomb Cadet Sq. of the Michigan Wing was awarded the coveted title of CAP Squadron of Distinction for 1975. The long hours and hard work not only paid off in the way of recognition for the winning unit, it also meant a

\$500 cash award for the unit.

The runner-up in the competition, the Van Dyke Cadet Sq., also of the Michigan Wing, received a plaque and a unit citation award.

During the meeting CAP also honored the winners for 1976 of the Frank G. Brewer CAP Memorial Aerospace Award. They are: Cadet Lt. Col. Douglas B. Sippy, Washington Wing, winner in the CAP cadet category; CAP Maj. Michael J. Patterson, Pacific Region, senior member category winner; and Louis J. Michot, superintendent of Public Instruction for the State of Louisiana, winner in the individual category.

Three outstanding senior members were recognized during special awards ceremonies at the meeting. Receiving recognition were CAP Col. Oscar K. Jolley, Col. A.A. Milano and Lt. Col. James D. Bigelow.

Colonel Jolley of the Southeast Region was named Region Commander of the Year. A CAP member since 1970, Colonel Jolley assumed his present position in October 1973.

Colonel Milano, commander of the Pennsylvania Wing, was selected as Wing Commander of the Year. He has been a member of CAP since 1959 and in civilian life is the owner of the Brentwood Steel Company in Pittsburgh.

Colonel Bigelow, a member of the California Wing, was named Senior Member of the Year. He was cited for conceiving a program whereby weather satellites could fur-

nish weather information existing during the time of an assumed aircraft crash.

Another highlight of the gathering was the naming of the Cadet of the Year. Cadet Maj. William G.A. Betz, of Flushing, N.Y., received an engraved plaque and a \$500 scholarship.

Cadet Betz is a member of the Leonard Legion Cadet Sq. in Flushing and has been a member of CAP since 1971. He is a freshman at Queensborough Community College, N.Y., and currently serves as commander of the Leonard Legion Cadet Sq. He was selected as the New York Wing Cadet of the Year in 1976.

A number of civilian and military dignitaries attended the Saturday night banquet. Among the civilian notables in attendance were Will Hill Tankersley, deputy assistant Secretary of the Air Force for Reserve Affairs and Education; Dr. Mervin K. Strickler Jr., chief, Aviation Education Program Division of the Federal Aviation Administration; and Percy H. Davis, president of the Air Cadet League of Canada.

Military men attending included U.S. Air Force Lt. Gen. Raymond B. Furlong, Air University commander at Maxwell AFB, U.S. Air Force Maj. Gen. Ralph S. Saunders, of Scott AFB, Ill., commander of the Aerospace Rescue and Recovery Service; and U.S. Air Force Brig. Gen. Carl S. Miller, commander of Headquarters Civil Air Patrol-USAF and executive director of the CAP Corporation.

## New Grade Insignia Increases Cost Of Achievement Packets

MAXWELL AFB, Ala. — Officials here have announced that effective Jan. 1, 1977, the cost of achievement contract packets will be as follows:

Achievement Contract 1 .....	\$4.50
Achievement Contracts 2 thru 7 .....	\$1.50
Achievement Contracts 8 thru 15 .....	\$3.00

The change in prices is due to the change in grade insignia for grade airman through master sergeant.

Effective Jan. 1, 1977, the new metal pin-on chevrons will be used, and a single chevron will be included in each of the appropriate packets. NOTE: All orders for packets submitted after Dec. 15, 1976, will be shipped after Jan. 1, 1977, and the cost will be that indicated above.

Additional and/or individual new type chevrons may be ordered effective Jan. 1, 1977, as follows.

MSgt. Cat. No. 646A .....	\$1.50
TSgt. Cat. No. 646B .....	\$1.45
SSgt. Cat. No. 646C .....	\$1.40
Sgt. Cat. No. 646D .....	\$1.35
AIC. Cat. No. 646E .....	\$1.30
Amn. Cat. No. 646F .....	\$1.25

The CAP Bookstore is the only approved source for this new item and in keeping with the policy of having our insignia of the highest quality, you are encouraged to purchase this item from the Bookstore.

## Rescuers Provide

(Continued From Page 1)

The California Wing shared credit for the saves after they "homed in" on the ELT signal and directed the East Bay Regional Park Ground Rescue Team to the crash site for the recovery.

The downed aircraft was on a flight from Concord, Calif., to Fort Ord, Calif. Three CAP aircraft were launched in the search effort after being notified by the Air Force Rescue Coordination Center of the overdue aircraft.

The Maine Wing concluded a successful two-day search for a missing light aircraft Aug. 11. The search was initiated when the plane was reported overdue on a flight from Caribou, Maine, to Manchester, N.H. N.H.

CAP 1st Lts. George Byam and Leo Dyer of the Oxford Senior Sq. notified of the emergency; however, due to severe weather resulting from Hurricane Belle, they were only able to search a short time late in the day. A maximum search effort got under way the next day when the weather cleared.

CAP 1st Lts. George Byam and Leo Dyer of the Oxford Senior Sq. located the downed aircraft by tracking its emergency locator transmitter signal.

The Idaho Wing was credited with saving the life of a hospital patient on Aug. 15 through an airlift of urgently needed rare blood.

Upon receiving the request from the Kootenai Memorial Hospital, two CAP members flew from Couer d'Alene to Sand Point, Idaho, airlifting the rare blood for the critical patient who was to undergo surgery.

Another save was recorded Aug. 17 when the Minnesota CAP Wing was credited with saving the life of a missing man.

CAP was called into action after being notified by the sheriff's department that an 80-year-old man was missing. The man was spotted by a Minnesota CAP aircrew and picked up by a civilian ground team.

CAP Maj. John Dubla and 1st Lt. Bernie Winzenburg of the Minnesota unit were credited with a save due to the lateness of the hour and the age of the man.

Civil Air Patrol recorded its fifth life saved during the month of August with the emergency airlift on Aug. 26 of a wounded man in Alaska.

Within minutes after receiving a call, the Clear Civil Air Patrol launched a light aircraft. The patient was picked up and transported from Clear, Alaska, to the Fairbanks hospital.

Due to the lack of sophisticated medical facilities at Clear Air Force Station, a save was awarded to the CAP pilot, Gene Augustine.

The Colorado Wing concluded an intensive six-day search for a missing light aircraft Oct. 2 and was credited with saving the lives of the two persons aboard.

The search effort was initiated Sept. 27 when the plane, a Cessna 182, was reported overdue on a flight from Basin, Utah, to Denver, Colo. Civil Air Patrol was alerted after telephone and field checks for the plane proved negative.

After six days of searching, the wreckage was located in the vicinity of Monarch Pass, east of Gunnison, Colo. Ken Baierlipp of the Colorado Wing was the observer who made the find.

Ground vehicles were called in to recover the survivors and they were taken to the Selida Hospital.

Civil Air Patrol recorded its third life saved in October when an injured passenger was rescued from a crashed aircraft on Oct. 4.

Search crews of the Illinois Wing were launched after being notified of the overdue aircraft by the Air Force Rescue Coordination Center at Scott AFB, Ill.

In less than two hours, CAP Capt. Nicholas Selig of the Sky Haven Senior Sq. Naperville, Ill., located the downed aircraft in the vicinity of Manteno, Ill.

CAP crews flew 16 search sorties requiring 39.5 hours flying time during the mission. The incident brings to 28 the number of persons Civil Air Patrol has saved this year through its air search and rescue, and other emergency service operations.

### NOTICE NOTICE NOTICE NOTICE NOTICE

Due to a recent postal rate increase it will now cost the Civil Air Patrol Corporation 25 cents for each copy of the Civil Air Patrol News that is returned to National Headquarters because a CAP member moved or changed his address and failed to notify National Headquarters.

In the past, these returned papers cost CAP (that's you) more than \$1,500 per year—all of which must come out of your dues—or out of funds which could be spent for something more useful.

So, if you are moving or changing your address, please let us know promptly.

### NOTICE NOTICE NOTICE NOTICE NOTICE

## ADDRESS CHANGE?

MAIL THIS FORM TO: HQ CAP-USAF/DPYD MAXWELL AFB, ALA. 36112

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CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

CAPSN \_\_\_\_\_ (CIRCLE ONE) SENIOR/CADET

CHARTER NO \_\_\_\_\_ EFFECTIVE DATE \_\_\_\_\_

(Please attach old label.)

We suggest you use any extra copies in promoting/advertising Civil Air Patrol by leaving the CAP NEWS where non-members will get an opportunity to read it. (Public Libraries, doctors offices, etc.)

# Unique Club Salutes Dedicated CAP Volunteers



**UNIQUE PRESENTATION**—CAP Col. Thomas C. Casaday, third from left, (now brigadier general and National Commander of Civil Air Patrol), takes a look at one of the mirrors he presented CAP pilots, from left, Neil Fowler, Lee Whitehead and Les Lester. The CAP pilots received the mirrors and membership in the "40 MP/O Club." General Casaday is also a member of the club. (Photo by CAP 1st Lt. Beth Hughes)

**NORTH HOLLYWOOD, Calif.**—As a salute to the dedication of Civil Air Patrol volunteers who accumulate search time of 40 hours in a period of 12 months, the "40 MP/O Club" was formed some two years ago.

Founded by the commander of California Wing's former West Valley Group 6, Chuck Gray, 140 names of CAP fliers, observers and ground crew members have gradually been added to a uniquely designed plaque donated by Gray, with mementoes presented to the honorees.

"I founded the "40 MP/O" because I believe in perpetuating recognition for those who have persevered, whether they made 'finds' or not," Gray said, "and also because I feel that it inspires others concerned about the welfare of a lost human being and a waiting apprehensive family.

"On the other hand it also helps to consciously develop increased proficiency and the practice of safety in flying."

Since its inception in the Valley, the "40 MP/O" list has grown to include names of CAP members from other state wings. "Personal tokens of appreciation that go to each honoree are name-engraved steel mirrors resembling those used for distress signals in catching the attention of searchers," Gray said. "Along with the mirrors they are presented with an identifying "40 MP/O" patch to be worn on flight suits at search bases."

According to CAP Brig. Gen. Thomas C. Casaday, national commander, "The patch will be recognized on

all CAP Search Air Rescue bases." The patch is worn on the suit, not the shoulder.

Six CAP members received the symbolic keepsakes during the annual regional conference recently held at Costa Mesa, Calif. The presentation was witnessed by wing commanders from Hawaii to Alaska and U.S. Air Force officers associated with CAP, including Brig. Gen. Carl S. Miller, executive director of Civil Air Patrol.

Recipients from Valley squadrons of Group 7 during the conference included Les Lester, Lee Whitehead, Neil Fowler, Cliff Wolcott and James and Betty Goin, who were credited with a "find."

Presentations were made by CAP Col. Thomas C. Casaday, (now brigadier general).

Gray implements his belief in perpetuating recognition for volunteers by flying the plaque to display at all wing and region conclaves in the U.S.

"Rank is omitted from names on the plaque so that all listed are on an even keel," he said. "However, the names that lead into theirs as inspiration are distinguished U.S. Air Force men such as Gen. Jimmy Doolittle," Gray said, "as well as Gen. Charles Yeager, Leslie Westberg, Carl Miller and Colonels Roy Dreibelbis and Bill Huxley."

Names also included are CAP commanders Warren Barry, Howard Brookfield, Pat Cody, Bob Freshwater and Ole Hanson who are among the original 23 charter members.

**DANGER** — Cadets, left to right, Laurie Houious, Missouri Wing, Tim O'Reilley, North Dakota Wing, Ronald Scroggins, Missouri Wing and Dean Westpfahl, Iowa Wing, stand ready to warn anyone who might be in danger from a downed power line in Minden, Iowa. Members of the North Central Region were diverted from a training mission when a storm struck the city. They assisted by providing communications, running errands for city officials, warning people of dangerous areas and walking the streets in pairs at night.



## BOX SCORE

Cadets.....	28,006
Seniors.....	36,140
GAM.....	296
<b>Total .....</b>	<b>64,442</b>

(As of Sept. 30, 1976)  
(3,761 increase since Jan 1, 1974)

SMILING JACKS

49

**AERO-ASTRO ANSWERS**

1. I'L CHICKUMS, IF YOU NO EAT SO MANY BUTTONS AND GET SO FAT MAYBE YOU CAN FLY LIKE THAT PLANE!

2. THAT LOCKHEED YF-12A PROTO-TYPE FIGHTER IS ONE OF THE WORLD'S FASTEST PLANES!

3. IN MID-1971 IT WAS HOLDER OF THE WORLD SPEED RECORD!

4. IT CAN FLY AT MACH 3 PLUS, MORE THREE TIMES THE SPEED OF SOUND AND REACH AN ALTITUDE OF 88,600 FT.!

5. IT IS POWERED BY 2 P+W TURBO-JET ENGINES, EACH DEVELOPING A 32,500+ B. THRUST!

6. FAT STUFF, I DON'T THINK YOUR CHICKEN CAN EVER MAKE THAT SCENE!

CLIP FOR REFERENCE

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**NEXT**

WHAT PLANE MADE THE FIRST ROUND-TRIP FLIGHT ACROSS THE ATLANTIC AND HOW DID PING PONG BALLS FIT INTO THE ACT?

ASKED BY SYLVIA WELLS, SOUTH-BRIDGE, MASS.!

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

# Executive Director's Comments

## Chaplains Play A Vital Role In CAP

by Brig. Gen. Carl S. Miller, USAF  
CAP Executive Director

A group of dedicated Americans representing many faiths are working shoulder to shoulder with their fellow Civil Air Patrol members. They are our chaplains — over 1,000 of them. This is the second largest chaplaincy in the world and by far the largest volunteer chaplaincy.



Additionally approximately 250 ministers, priests, and rabbis serve as visiting clergymen, conducting the cadet moral leadership training in the absence of a duly appointed chaplain.

These fully qualified and endorsed members of the clergy

contributed 136,252 man-hours in carrying out their CAP duties during 1975.

At every level the chaplain is a vital member of the CAP team. He or she (we have five women chaplains) offers moral and spiritual guidance to both senior and cadet members, but especially to the cadets. As members of the commander's special staff, they participate in a unique ministry with people of all faiths. This practical, down-to-earth ecumenism increases knowledge, respect, and camaraderie among clergy and laity. This is a healthy example of religion in action.

I have been extremely pleased with the thrust of the "Values for Living" topics used in the moral leadership program. The moral leadership training is the single most significant contribution of the chaplain and

the CAP program. In addition to its emphasis on personal integrity and morality, it confronts the cadet with the basic principles that have gone into the creation of freedom that prevails in America. No other training agency is doing this kind of thing on any significant scale. Attesting to the excellence of the material contained in the "Values for Living" syllabus, it was awarded the Honor Certificate in the government unit category by the Valley Forge Freedoms Foundation in 1974.

A new volume of "Values for Living" has been published recently, and an all-new USAF Chaplain Film Guide just for CAP chaplains has been sent to each chaplain so that over 100 first-rate films can be used to make a very good moral leadership program even better.

As good a job as our chaplains are doing, there is still more to be done. We need more chaplains to accomplish the task. We still have far too many units without a chaplain. I strongly urge commanders with no chaplain assigned to spare no efforts in recruiting one. He can be a most valuable member of the team, and no unit is complete without the chaplain.

I am thoroughly convinced that by his presence and personal witness he imparts a desirable and needed spiritual influence on all CAP personnel — cadets and seniors. Through his activity and presence he personally links his CAP unit with the greatest obstacle of all in the path of atheistic materialism today — faith in God.

### SAR Tips

Helicopter rotor wash may blow debris in all directions. Keep your eyes protected.

Helicopter rotor wash may be severe. Keep the patient's blankets well secured.

Search likely areas a third time, with the sun in different positions.

For recovery, initiate two methods at the same time rather than wasting time starting another method in case something blocks the original plan.



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

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

(As of 10/10/76)

Number of Missions	525
Number of Aircraft	3673
Number of Sorties	7119
Flying Hours	14,302.9
Personnel	20,578
Mobile Radios	4,987
Fixed Radios	3,665
Saves	28
Finds	302

## Colonel Morse Takes Command Of MER

RESTON, Va.—CAP Col. Louisa S. Morse formally assumed command of the Middle East Region during a well-attended luncheon and ceremony at the Andrews AFB, Md., Officer's Club in late July. CAP Lt. Col. William "Doc" Everett, was installed as the new Delaware Wing commander at the same time.

CAP Brig. Gen. William M. Patterson, National Commander, officiated at the change-of-command ceremony and welcomed Colonel Morse as "the first lady to sit on the National Executive Committee (NEC)."

He expressed pleasure at having the opportunity to break the barrier against women belonging to the National Executive Committee. Colonel Morse led

the Delaware Wing for just under 23 years.

In accepting her new command, she noted that it "takes a lot of people to help anyone up the ladder, 'but that she had done a lot of the climbing by herself. Entering CAP in 1942 as a private, she learned how to march in a cow pasture and was required to earn her way through each rank. And 'I was 'acting' wing commander for one full year," she said.

Colonel Morse wears the coveted Senior Observer Wings for which she has completed 180 hours of flying time as observer-navigator. Other decorations include the Distinguished Service Award with one Bronze Clasp, Exceptional Service Award with three clasps, Unit Citation

Award with nine clasps, the War time Blue Service Ribbon (which signifies a minimum of three years and 2,000 hours of CAP service during World War II), the Senior Member Certificate of Proficiency, the Gill Robb Wilson Award, the Red Service Ribbon with one silver and one bronze clasp, the Air Search and Rescue Ribbon with silver clasp and the Senior Member Recruiter Ribbon with three silver clasps.

CAP Col. Jonathan H. Hill, outgoing regional commander expressed his gratitude at being able to serve the region for almost six years. "Any day where you leave command is not the happiest day," he said. During his command, he noted that the region has placed first nationally for two years, was second for one year and third for two years. Colonel Hill has accepted a national appointment as a corporate liaison officer.

### VFW Members Support CAP

NEW YORK — The Veterans of Foreign War (VFW) at its convention here in August again urged its local units across the nation to maintain and strengthen their ties with Civil Air Patrol.

A resolution urging such support for CAP and other similar youth organizations was passed unanimously at the convention.

The VFW has helped support local units of Civil Air Patrol for many years.



CHANGE OF COMMAND—CAP Lt. Col. William 'Doc' Everett, left, Delaware Wing commander, observes as CAP Brig. Gen. William M. Patterson, second from left, national commander, officiates at the change of Civil Air Patrol's Middle East Region command to CAP Col. Louisa S. Morse from CAP Col. Jonathan H. Hill, right. (Photo by CAP Lt. Col. Mel Hollar)

## CIVIL AIR PATROL NEWS

☆☆☆☆ USAF AUXILIARY ☆☆☆☆

National Commander ..... Brig. Gen. Thomas C. Casaday, CAP Executive Director ..... Brig. Gen. Carl S. Miller, USAF Director of Information ..... Lt. Col. Herbert A. Babb, USAF Editor ..... TSgt. Don Thweatt, USAF

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## National Commander's Comments

# A New Era

by

Brig. Gen. Thomas C. Casaday, CAP  
National Commander

This being my first column as your National Commander, I wanted it to be meaningful and to reflect many of my initial thoughts and feelings as I assumed command of Civil Air Patrol. What better way than to repeat the words I spoke to the National Board and to some one thousand other attendees of Civil Air Patrol's 35th Annual Board Meeting in Philadelphia on Sept. 18. At the risk of offending those who must read what they have already heard, I believe the following bears repeating for the many thousands who were unable to attend one of CAP's finest conventions.



"Let me say here today that I am deeply honored, and somewhat awed, by the trust and honor that has been bestowed on me by your National Board and by you the people of Civil Air Patrol. It is with a mixed sense of pride and humility that I accept the responsibilities of the office of National Commander, Civil Air Patrol.

At the outset I want it known that I will conduct the affairs of this office to the letter of the law as laid down in Civil Air Patrol's Constitution and Bylaws. I also intend to conduct corporate business in strict accordance with the intent of Public Law 557; that being the 1948 federal legislation that made us the one and only official auxiliary of the United States Air Force.

In this regard, I plan to act in a military manner at all times and shall expect all corporate officers and all members of this great organization to do likewise. We shall continue to conduct ourselves and our business in a business-like manner, exercising to the fullest the communications system inherent in the chain of command. And, I would remind all that the chain of command works both vertically — up and down — and horizontally.

I shall also be concerned with Civil Air Patrol's credibility and integrity. They are always on the line and we shall not tolerate anyone who conspires to destroy them. People will be treated fairly and equitably, but we will deal speedily and harshly with those who cause dissension, embarrassment and waste in our organization. There is no place in Civil Air Patrol for the dishonest, the disloyal or the disruptive. Our track record of 35 years is pretty good, and I intend to see that it stays that way.

Now, let me take just a minute or two to enunciate some other deep rooted thoughts I have about this great organization that we all love and believe in so deeply.

I don't have to remind a single one of you that we are all volunteers and as such receive no remuneration for tasks performed, missions flown or money spent. In the strict sense of the word and in accordance with semantics, this makes us amateurs. I challenge that interpretation for I feel most keenly that nowhere can one find a greater sense of professionalism than in Civil Air Patrol. I plan on looking like a professional, working like a professional, and acting like a professional at all times. And I know you do too! There can be no place in this organization for amateurism. I expect professionalism to be manifested in every shape and form—from the way we wear our uniforms, to the way we fly, drive and maintain our equipment, to our everyday relationships within CAP and within our communities. Professionalism starts with a "P" and in my book that means only one thing — PRIDE!

Another program that I plan on giving much attention to is ZERO DEFECTS. I truly believe much of the waste and an awful lot of the anguish that we have suffered through the years can be eliminated.

First, I plan on implementing a true ACCIDENT PREVENTION PROGRAM. Let me take just a minute to give you my

views on accident prevention. This is an area in which there is still room for improvement. In fact, it is an area that must improve. I can tell you from firsthand experience that the agonies of an accident warrant our utmost efforts to prevent them.

This year the overall accident rate is slightly improved over last year, and more important, there have been far fewer fatalities. We have shown that we can do the job, but we must continue to improve.

Incidentally, I feel much of the credit for the improvement of last year and so far this year should go to General Miller. As the new boy on the block — to use his own words — he pointed out something that we should have seen ourselves. We commanders and supervisors were not accepting the responsibility of insisting that safety received the necessary emphasis. We took his advice and got more involved in accident prevention. We began to admit that the so-called "pilot error" accident involved much more than simple pilot negligence. We recognized that responsible leadership means personal involvement.

Like preventive medicine, I would hope we can diagnose, isolate and take positive corrective action before the patient becomes critical. I believe it can be done and I plan to outline at an early date a comprehensive program to do just that. We can ill afford to continue to place CAP lives in danger, costly corporate equipment in jeopardy, and waste countless thousands of dollars because we aren't working hard enough at eliminating slipshod work, poor techniques, and a lackadaisical attitude towards corporate people and property. I urge each of you to carry out your own "Zero Defects" program in your own unit and in your own way. It all goes back to PRIDE.

We must also work harder at RETENTION. We have got to retain the good people. You are the good people who keep getting the job done. Tran-

sients, quick joiners and fly-by-nights are not the ones who make this outfit go. Nonetheless, we must continue to improve our program, broaden our horizons and generally make both cadet and senior programs more attractive and meaningful. Our retention problem stems partly from the fact that our programs aren't attractive, and our programs aren't attractive because we aren't imaginative and creative enough. If we want to *retain*, we must *recruit*. Then, we must determine who the quality people are and do our best to retain them. This we do by giving them challenges, responsibility and authority.

I intend to invoke fully the provisions of Section 22 of the Bylaws. This deals with tenure for region and wing commanders. If we are to keep our command structure dynamic and encourage leadership at the lower levels to aspire to higher and greater responsibilities, then we must not allow the system to become stagnant at the top. It is imperative that leaders encourage and inspire others to prepare themselves to move up and to take over. I believe that after four years dissidents become too irritating, new problems look like old problems, fresh ideas come more slowly, and innovation gives way to comfort zones. Therefore, I propose to implement a mandatory reassignment system that will closely follow the four-year tenure statute. Only by a planned and programmed turnover can we systematically insure that our corporate structure is dynamic and not static.

There's no easy way to success — no quick panacea for some of our ills. I plan on working hard and making hard decisions, and I'll expect others to do likewise. Only by sheer effort, deep determination and a total commitment will we succeed.

With God's help, I pledge you my best efforts and I ask for yours in return.

Thank you very much."

# Two Members Enter CAP's Hall Of Honor

PHILADELPHIA, Penn.—Two Civil Air Patrol members, who have contributed greatly to the organization's development, were inducted into the CAP Hall of Honor during special ceremonies at the annual National Board meeting.

They are: CAP Brig. Gen. William M. Patterson, who headed the volunteer civilian auxiliary from 1973 to 1976; and CAP Col. Zack Mosley, creator of the famous cartoon strip, "Smilin' Jack."

The two men reflect long service in building CAP to the position it occupies today as a non-profit, benevolent organization whose members are all volunteers.

General Patterson began his association with CAP in 1952 and has held virtually every command and staff position within the organizational structure. He was elected National Board Chairman of CAP in October 1973 and was named National Commander by a revision of the bylaws of the organization on September 1, 1975.

Colonel Mosley was one of the volunteer civilian pilots who helped form CAP in December 1941. He was one of the few CAP pilots awarded the U.S. Air Force Air Medal for flying more than 300 hours of anti-submarine patrol in armed private planes during the first 18 months of World War II off the Atlantic coast. Later he was made Florida CAP Wing commander and promoted to full colonel. He is at present a member at-large of the Florida Wing with no official duties. Although he has retired the "Smilin' Jack" comic strip, he still contributes drawings to Civil Air Patrol News.

The Hall of Honor pays tribute to CAP members, past and present, who were instrumental in helping establish the organization or in its development over the years. Physically, it consists of a display in the Air Force Museum at Wright-Patterson AFB, Ohio.

Patterson and Mosley are the 16th and 17th notables to be selected for membership in the prestigious assemblage.

# Subscription Service Prices To Increase Effective Nov. 1

MAXWELL AFB, Ala.—The Subscription Service to Civil Air Patrol Regulations and Manuals offered by the CAP Bookstore will cost \$18.00 per year effective Nov. 1, 1976. The Renewal Service will cost \$7.50 per year effective Nov. 1, 1976.

This is the first price increase in this service since

its institution in 1971 and it is required not only by increased costs of publications but will now include a new type, heavy duty binder, which is expandable to accommodate a filing requirement of five inches as opposed to the old type binder which was a two and one half inch capacity.

The new type binder is available, as an individual item, for \$7.50 each.

# NER To Conduct Conference

NORTH AMITYVILLE, N.Y.—According to CAP Lt. Col. Sid Birns, Northeast Region information officer, the Northeast Region will conduct its annual conference Nov. 12-14 at the Concord Hotel, Kiamesha Lake, N.Y.

A package rate for CAP senior members and guest is \$79 and the rate for cadets will be \$57.

Reservations may be made by contacting the Concord Hotel, Kiamesha Lake, N.Y. 12751, Attn: Convention Reservations.

Colonel Birns also said, "The Northeast Region now has one of the finest working staffs and they will be on hand to advise and help you to achieve your goals."

# Hartmann Graduates With B.S. Degree

KANSAS CITY, Mo.—First Lt. MaryAnn Hartmann, who in 1972 received a four-year scholarship in the humanities, has been graduated cum laude from Avila College here with a B.S. degree in nursing. She expects to follow a nursing career here.

Other honors included being named to "Who's Who Among Students in American Colleges and Universities," being inducted into Sigma Theta Tau, national nursing honor society, and Kappa Gamma Pi, national honor society for graduates of Catholic colleges. She is also a member of Delta Epsilon Sigman, national scholastic honor society.

Lt. Hartmann, a member of the Clinton-Scott Comp. Sq. at Scott AFB, Ill., has been a member of CAP for nine years, having joined at age 13. She participated in three national special activities—the Nurse Orientation Course, the Communications Electronics Course, and the 1971 International Air Cadet Exchange.



1st Lt. MaryAnn Hartmann

TRAINING SESSION — USAF AIC John D. Bradshaw, left, straps CAP Cadet Alan D. Daniels of Del City, Okla., into the aircraft ejection trainer at the physiological training unit at Sheppard AFB, Tex. Cadet Daniels was one of about 90 Civil Air Patrol cadets from throughout Oklahoma who held a weeklong encampment there. A visit to the training unit and a ride in the ejection trainer was part of the week's activities. (USAF Photo)



# CAP To Observe Birthday

MAXWELL AFB, Ala.—Civil Air Patrol units throughout the United States and Puerto Rico will observe the 35th anniversary of the organization during "Civil Air Patrol Week"—Dec. 1-7.

Formed on Dec. 1, 1941, by light aviation enthusiasts and private pilots as a means of donating their time and aircraft for the nations civil defense effort, CAP won recognition during World War II for its extensive operation which included submarine patrol and courier service.

Today, the all-volunteer organization flies 80 percent of all Air Force authorized air search and rescue hours in the United States. It is also active in many other areas including relief activities in periods of disaster and conducting a comprehensive program on aerospace education.

also observe the week by attending church on Dec. 5, while wearing their uniform.

Included in this issue is a cartoon

honoring CAP by Col. Zack Mosley, CAP, who created and carried on the "Smilin' Jack" comic strip for many years.

CAP members will

# SCENES FROM National Board Meeting



General Assembly



Pictorial Presentation

All About CAP Cadets  
Special Equipment



Cadet Talk



Civil Air Patrol  
Region Commanders

Photos by  
MSgt. Russ Brown



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General Assembly

# Nat'l Board Recognizes Mem



**REGION LEADER**—CAP Col. Oscar K. Jolley, center, Southeast Region commander, accepts the Region Commander of the Year plaque and congratulations from CAP Brig. Gen. William M. Patterson, right, national commander, and U.S. Air Force Brig. Gen. Carl S. Miller executive director.



**WING WINNER**—CAP Col. A. A. Milano, left, Pennsylvania Wing commander, receives the Wing Commander of the Year Award from CAP Brig. Gen. William M. Patterson, national commander.



**BREWER AWARD**—CAP Maj. Michael J. Patterson, left, Pacific Region, was the senior member category winner of the Frank G. Brewer-CAP Memorial Aerospace Award. The annual award was presented by CAP Col. Frank G. Brewer Jr.



**CADET CATEGORY**—Cadet Lt. Col. Douglas B. Shippy, left, of the Washington Wing, accepts the cadet category Frank G. Brewer-CAP Memorial Aerospace Award from CAP Col. Frank G. Brewer, Jr.



**INDIVIDUAL CATEGORY**—Louis J. Michot, left, Louisiana superintendent of education, receives congratulations from CAP Brig. Gen. William M. Patterson, national commander, after being presented the individual category Frank G. Brewer-CAP Memorial Aerospace Award by CAP Col. Frank G. Brewer Jr., center.



**SPECIAL RECOGNITION** — U.S. Air Force Lt. Gen. Raymond B. Furlong, center, Air University commander, and CAP Brig. Gen. William M. Patterson right, national commander, made special Distinguished Service Award presentations to: (from left), U.S. Air

CITY OF

W

Whereas...

Members of the Civil Air Patrol work in the cause of the Nation; and

WHEREAS...

These civilian volunteers live in relieving human lives of their fellow Americans and disaster relief; and

WHEREAS...

This organization established education for the Nation

WHEREAS...

The Civil Air Patrol Philadelphia September

Now, Therefore...

I, Frank L. Rizzo, Mayor, cordial Welcome to the

and call upon all citizens of the Civil Air Patrol and to commend their accomplishments.



# Members At Meet In Philadelphia

PHILADELPHIA

come

ary of the United States Air Force, ncy services and in behalf of the

it personal resources and even their n safeguarding the lives and property al search and rescue, mercy missions,

tains an effective program of aviation

annual National Board Meeting in

of Philadelphia, do hereby extend a

ARD MEETING  
PATROL

themselves with the work of the Civil nce and far-reaching effects of its

Given under my hand and the Seal of the City of Philadelphia, this seventeenth day of September, one thousand, nine hundred and seventy-six.



**TOP SENIOR MEMBER**—CAP Lt. Col. James D. Bigelow, left, of the California Wing, was awarded the coveted Senior Member of the Year Award by CAP Brig. Gen. William M. Patterson, national commander.



**TOP CADET AWARD**—Cadet Maj. William G. A. Betz receives the Air Force Association Award for being named CAP's Cadet of The Year from Ken Row, right, AFA-CAP Liaison Officer. Watching the presentation is John V. Sorenson, CAP deputy chief of staff for Aerospace Education and Cadet Programs.



**SAFETY HONOR**—CAP Capt. M. M. "Skip" Kennedy, left, of the Virginia Wing, shakes hands with CAP Brig. Gen. William M. Patterson, national commander, after receiving the 1976 Safety Award.



**CHAPLAIN AWARD**—CAP Col. Thomas C. Casaday, center, national vice commander, presented the Thomas C. Casaday Unit Chaplain of the Year Award to CAP Chaplain (Lt. Col.) Stephen E. Schullery, left, of the Ohio Wing. Here Chaplain Schullery receives congratulations from CAP Col. Oscar K. Jolley, Southeast Region commander.

Photo's by  
MSgt. Russ Brown



ce Brig. Gen. Carl S. Miller, executive director; P Col. Thomas C. Casaday, national vice commander; and Dr. James P. Gilligan, assistant Secretary the Air Force for Reserve Affairs.



**TEAM EFFORT**—A special Distinguished Service presentation was made to a husband-and-wife team by Air Force Brig. Gen. Carl S. Miller, left, executive director, and CAP Brig. Gen. William M. Patterson, right, national commander. Receiving the special award were CAP Col. A. Sidney Evans of the Middle East Region and his wife, CAP Lt. Col. Lucille V. Evans.

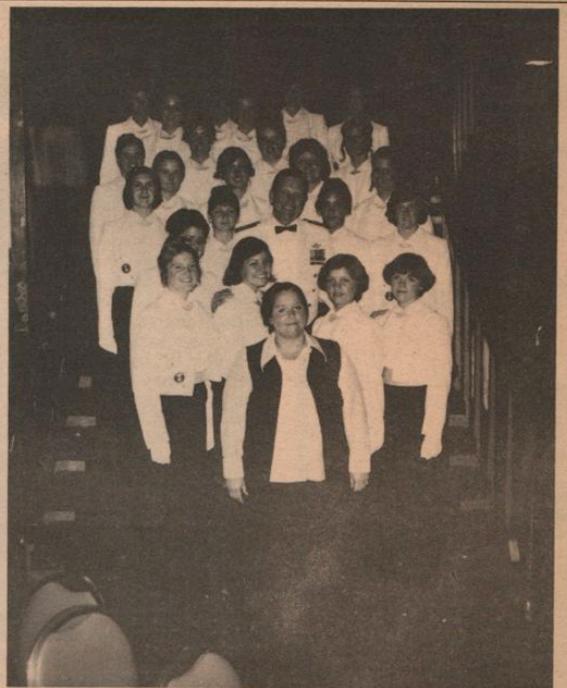
# Board Meet Highly Successful



CAP Leaders



Gift



Singing Ambassadors



Posting The Colors



Special Religious Service



Depot Discussion



Seminar

Photo's by MSgt. Russ Brown

# CAP's Top Squadrons Tell 'How'

(Editors Note: As in past years, we have given the Top Cadet Squadrons of Distinction an opportunity to explain "How and Why" they were chosen the "elite" of the CAP units with cadets assigned. This issue includes the stories, as given to us, from the first, second and third place squadrons. It is the hope of National Headquarters officials that this insight into how these units got to the "top" will be of benefit to other units and help them achieve that soon.)

## South Macomb Cadet Squadron 3-5 No. 1 Michigan Wing

by Capt. Vernon P. Michalke, CAP  
MOUNT CLEMENS, Mich. — We firmly believe that our having been selected the number one cadet Unit of Distinction for 1975 was not the result of a set of fortuitous circumstances, but instead, the outcome of careful planning.

In November 1974, our group commander held a meeting of the squadron commanders and senior staff members to formulate and implement a plan to enable all three squadrons to place somewhere in the top 10 in the nation.

This meeting lasted some six hours, during which time each squadron commander evaluated his squadron's position with regard to such points as recruiting, retention, etc., and using this as a basis, decided what he and his squadron would have to accomplish to place somewhere in the top 10 cadet squadrons.

Some of the more general areas of endeavor were increased emphasis on academics and the flying program.

This squadron has always been strong in the academic area but increased emphasis resulted in 17 Mitchell and nine Earhart Awards. Academic excellence was brought about by the insistence on closed book examinations, in spite of which, cadets averaged an 83.5 per cent passing grade.

With regard to the flying program, we increased our activity in the area of orientation flights during the summer of 1975, when the weather was more suitable for scheduling flights and more cadets were available to participate in flying activity.

Four cadets earned their solo wings as a result of the interest stimulated by more emphasis on flying activity.

The thrust for academic excellence has paid off in other related areas. Seven of our members are in college, including one senior member in graduate school and one senior member in undergraduate school on a CAP scholarship.

One female cadet was chosen as an alternate for the United States Air Force Academy and the same young lady was chosen as "Miss Michigan Wing" for 1975.

Again, on the academic side, it is also noteworthy that our Macomb Group III won the Michigan Wing Cadet Bowl and that four of the six members of the team were members of Squadron 3-2.

Academics is just one aspect of the well-rounded program of activities in Squadron 3-2. One night each month is devoted to physical fitness training, during which, the cadets do their mile run and other requirements to complete contracts.

The major portion of one meeting each month is devoted

to Moral Leadership and consists of lectures and round-table discussions presented by or moderated by our chaplain, Captain Hamilton.

In addition to these regularly scheduled activities, we also have a number of special activities such as a trip to the Coast Guard Installation at Selfridge ANG Base, a visit to the Aero Mechanics School at Detroit City Airport and a tour of the weather briefing and control tower at the City Airport.

In order to combine business and pleasure, the squadron parks cars and assists in timing and other duties at the Michigan Model Airplane Competition and at other events. This enables us to participate in many activities and to earn money for squadron projects.

A number of other activities have given our cadets well-rounded experience and, at the same time, have helped to maintain interest in CAP and the squadron.

Some of these are: Two encampments, one at Selfridge ANG Base and one at Fort Knox, Ky. This was supplemented by two survival campouts during the winter and spring seasons.

In December we have an open house, which parents are invited to attend in order to see what the squadron and their family members are accomplishing. State Senator Joseph Snyder of the 2nd District was our keynote speaker last year.

With regard to military leadership, our squadron won second place in the Michigan Wing Drill Competition held at Willow Run Airport on May 29, 1976.

Squadron cadets participated in both wing and group search and rescue exercises.

On the subject of retention, we have nine cadets who have received the two-year service awards, and we have the highest retention rate in our Group.

In conclusion, it must be pointed out that none of this would have been possible without the dedication and hard work of an experienced senior staff.

Finally, we wish to render a salute to the other two fine squadrons of our Group which placed second and third in the top 10 in the Nation.

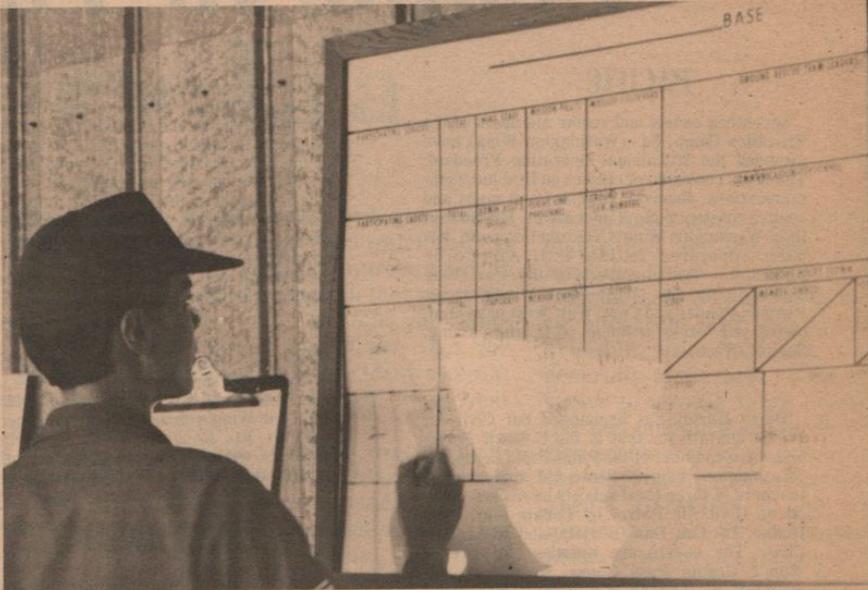
Had it not been for their healthy competition and close pursuit, we might not have made "Number One."

## Van Dyke Cadet Squadron 3-7 No. 2 Michigan Wing

by Capt. E. V. Fret, CAP  
STERLING HEIGHTS, Mich. — Van Dyke Cadet Sq. 3-7 was honored to be selected the Number Two cadet unit of distinction.

We think it probably happened because, to tell the truth, we THINK NUMBER ONE in all our activities.

Squadron enthusiasm from senior to cadet for the CAP cadet program is boundless. It is



Van Dyke Cadet Squadron 3-7 Search Air Rescue Practice

not uncommon for a senior who has spent three hours at a weekly meeting to be found working an additional 10 to 20 hours at home on preparation for the varied activities that involve our cadets.

Seldom is a senior telephone not busy on squadron matters. But the enthusiasm of our seniors is reflected amply in the vigor of our cadets and their CAP activities.

Last year our cadets and our other two squadrons (who placed first and third in the nation) from Macomb Group III joined forces to win the First Annual Michigan Wing Cadet Bowl. This year, still going strong, we again won "The Bowl" to retain the title to the trophy.

The following is a sampling of our activities:

- Van Dyke cadets took classes in aircraft identification
- Cadets viewed practice mission jumps of paramedics at Selfridge Air National Guard Base
- Cadets earned Standard First Aid certificates
- A cadet was named one of the "Top Ten" at a CAP Special Activity in Alabama
- For the Michigan Wing summer encampment we sent 35 cadets to Fort Knox last year (the largest number from any one Michigan squadron) and came home with many awards
- Van Dyke cadets also participated in a successful cadet search and rescue exercise held throughout group level
- A cadet won an AFROTC scholarship
- Another cadet has been selected and accepted to the Air Force Academy
- Still another cadet won the Ohio Cadet of the Encampment Award
- We have cadets who are earning and have earned their solo wings
- Van Dyke publishes a quarterly squadron newsletter called The Minuteman which is almost exclusively written by cadets under senior advice.

In addition to these activities, our cadets are also earning their rank in the CAP aerospace program and the Billy Mitchell

and Earhart Awards are starting to roll in!

Our seniors participate in CD tests, search and rescue exercises and are enrolled in ECI courses so that the enthusiasm of Van Dyke is evident from senior to cadet.

But the overriding feature of Van Dyke Cadet Squadron is the spirit of "Doing Your Best." When "open book" testing came about, our cadets requested that we maintain closed book testing. They felt that they would then have to try their best to make the grade and to our cadets that was the most important thing... doing your best.

This attitude even reaches "two-week old" cadets. We know this to be true because our leadership officer brought our "two-weekers" (it's the second meeting for them) before our seasoned three flights. He asked if the flights wanted these new cadets in the condition they were in. In one voice the flights answered "No, Sir!" As one new recruit wrote, it "shook all of us up" and "after that I tried harder to better myself."

At Van Dyke Squadron we enthusiastically feel that the secret to Civil Air Patrol is "Doing Your Best."

## Selfridge AFB Cadet Squadron 3-5 No. 3 Michigan Wing

by Capt. Thomas M. Fellows, CAP  
MOUNT CLEMENS, Mich. — First of all, Michigan Group Three had decided all three squadrons in our group would strive for Top 10 during 1975. It was decided by the group and squadron commanders that to achieve this idea all would have to work together.

They then proceeded to find out all the requirements and scoring system needed to reach this goal. Keeping in mind that it was a group goal, when a problem developed for one squadron the others offered ideas and help.

Before we could expect the cadets to put in extra hours and hard work, the senior members

had to make the first move. The senior staff had to expand their knowledge in their study guides and staff positions, so this meant meeting three or four nights weekly.

Former cadets, who came back into the program as seniors, made excellent instructors because of their past experience and knowledge obtained as cadets.

We recruited a senior member who made an excellent information officer because of his outside occupation as a radio broadcaster. This enabled us to do extensive recruiting and helped us make our organization known.

One problem we had to overcome was lost and missing contracts. In order to control this, the cadet's name and serial number was put on the Bookstore order form but they were sent to the commander's address. This eliminated a lot of contracts being misplaced.

Unit 3-5 was the youngest in our group, and we had no cadet officers at the beginning of 1975. The seniors had decided to give the cadets a boost by setting up study classes according to rank.

Each chapter was taught by instructors and quizzes were given before the cadet requested permission to take the test for their next contract.

This procedure also eliminated the number of test failures.

In order to keep up the squadron morale, we had to set up enough activities and participate in wing competition, while at the same time striving for completion of contracts.

The activities included a canoe trip, CE missions, search and rescue exercises, fund raising activities to enable our cadets to participate in the wing encampment and to receive flight orientations.

The seniors also began a Cadet of the Quarter and Cadet of the Year Award within our squadron to give the cadets additional initiative.

In conclusion, it meant a lot of hard work and determination if we were going to achieve our goal together.

# People In The News

## PACIFIC

Seventeen cadets and senior members of the Tri-Cities Comp. Sq. (Washington Wing) have attended the 3rd annual Operation Freedom. The event consisted of classes on first aid, communications, survival, compass and maps and shelter construction... Cadet 1st Lt. Martin Pettit of Washington Wing's Yakima Comp. Sq. has been appointed to the U.S. Air Force Academy... Two members of the Fort Vancouver Comp. Sq. (Washington Wing) 1st Lt. Richard Pender and Capt. Walt West have completed air crew training at Camp Young, Shelter, Wash...

Diana Hurley has exchanged her Civil Air Patrol uniform for that of the U.S. Air Force. She was a member of the Paine Field Comp. Sq. (Washington Wing)... Some 250 students and teachers of three local schools have been briefed on Civil Air Patrol by Cadets Maj. Fred Heline, Lt. Col. Dan Getzloff, and 2d Lt. Rob Cline. The cadets are members of Oregon Wing's Grants Pass Comp. Sq... The color guard of Washington Wing's Fort Vancouver Comp. Sq. recently performed at ceremonies held at the Marshall Elementary School. The color guard consisted of Cadets Bob Lawson, Kelly Cayce, Martin Coffman, Jim Roy and David Lawson...

Several members of the Paine Field Comp. Sq. (Washington Wing) received awards at the unit's annual awards banquet held at the squadron's headquarters. Bill Campbell was named Outstanding Cadet in Emergency Services. Academic Award went to Cadet Paul Warns. Dale Heaton was named Senior Member of the Year and David Larson was named Outstanding Cadet. The Commander's Award went to Cadet Jolene Hurley and SM Rollan Tuller...

## GREAT LAKES

Twenty-four CAP cadets of the Clinton-Scott Comp. Sq. (Illinois Wing) recently received orientation flights on a UH 1, Huey helicopter at Scott AFB, Ill... Cadet Mike Galat has earned his solo wings after 16 hours of instruction. He is a member of the Van Dyke Cadet Sq. 3-7... Members of the Ozaukee Comp. Sq. (Wisconsin Wing) provided humanitarian assistance in Ozaukee County after an ice storm struck southeast Wisconsin earlier this year. Those assisting included Maj. Henry C. Waldeck, Cadets David Barbasiewicz, Donald Deetjen, Peter Federspiel, Richard Menigoz, Chris Pinkowski and Gary Tackles...

Paul Chretien of the Central Intelligence Agency (CIA) recently spoke to members of the Don Gentile Sq. 1706 Ohio Wing on the operation of the CIA... Cadets Dennis and Donnie Lighty, twin members of the Marion Comp. Sq. (Indiana Wing) recently earned their solo wings on their 16th birthday... A member of the Northbrook Cadet Sq. (Illinois Wing) Cadet Mark Bailey has earned his private pilot's license.

## ROCKY MOUNTAIN

The Colorado Wing has held a senior officer training school at Fitzsimmons Army Medical Center, Denver, Colo. The 15 officers attending were schooled in principles of leadership, military discipline, wear of the CAP uniform and drill and ceremonies... Cadets Daniel W. Elzie, Flossie E. Elzie and Susan E. Elzie recently were given an orientation flight by CAP Maj. Daniel Gloekler, operations officer of the Mile Hi Cadet Sq. (Colorado Wing)... CAP Capt. William P. O'Brien has been presented a plaque for his outstanding performance at the Colorado Wing's senior officer training school held recently...

Thirteen members of the Mile Hi Cadet Sq. (Colorado Wing) attended the Bicentennial Airshow given by the Confederate Air Force at Colorado Springs in early July... Five members of the Mile Hi Cadet Sq. (Colorado Wing) have participated in flag presentations at the Red Rocks Theater at the VFW in Ft. Logan, Colo... Cadet Jon Johnson a member of the Timberline Cadet Sq. (Colorado Wing) was recently awarded a flight scholarship by Civil Air Patrol. The scholarship will allow him to receive enough flight instruction to earn his solo wings...

The Utah Wing has awarded CAP Certificates of Appreciation to two U.S. Air Force units at Hill AFB, Utah, for their support of CAP during the Utah Wing's change of command ceremony held at Ft. Douglas, Utah. Receiving certificates were the 1881st Communication Sq. and the Detachment 8 Photo Squadron...

## SOUTHWEST

CAP 1st Lt. Teresa Price and Lt. Col. Peter Whitney of the Bayou City Comp. Sq. (Texas Wing) recently appeared on a local TV show reaching some 200,000 viewers. They presented the history of Civil Air Patrol, its current programs and answered questions on how viewers could contact CAP squadrons in their area... Cadets of Oklahoma Wing's Pioneer Comp. Sq. walked away with honors during the annual NJROTC Review held at Ponca City, Ok. Capt. Eric Lasher received the Junior Honor Cadet Trophy, SSgt. John Frost received the Exemplary Personal Appearance and Honor Cadet Ribbons. SSgt. Clayton Johnson received the Aptitude Ribbon, AIC Brian Streeter received the Exemplary Personal Appearance Ribbon and Amn. Richard Sims received the Good Conduct Ribbon...

Janie Lee Watson, a CAP captain in the Oklahoma Wing has attended the U.S. Air Force's National Search and Rescue School at Governor's Island, N.Y. Capt. Watson serves CAP as an emergency services officer and civil defense coordinator... Capt. James Osborne, commander of Oklahoma Wing's Pioneer Comp. Sq., recently spoke to the After Five Lion's Club on the functions and history of Civil Air Patrol and its importance to the community... SM Don Kennedy of the Magnolia Comp. Sq. (Arkansas Wing) has received an honorable mention award in the portrait division of the 25th Annual Magnolia, Ark., Sidewalk Arts Festival...

## NORTH CENTRAL

Six CAP cadets representing the Capital City Comp. Sq. (Missouri Wing) have attended the Civil Air Patrol leadership training school at Kemper Military Academy. Those attending the training included MSgt. Richard Graziano, Sgt. Glenda A. Bone, Sgt. Gale J. Huey, Sgt. Ray J. Newman, Sgt. Charlene K. Stivers and AIC Glenn R. Heermance...

Ned Powers, a former Grand Rapids resident now living in Des Moines, Iowa, was recently interviewed by cadets of the Grand Rapids Comp. Sq. as a part of the Operation Pioneer program. The program is a Civil Air Patrol Bicentennial activity where cadets interview aviation pioneers and is being conducted by CAP cadets from all across the United States... Cadet 1st Lt. Kevin Long of the Des Moines Comp. Sq. has instructed member of his unit in the American Red Cross Multimedia Standard First Aid Course.

## SOUTHEAST

Three members of the Palm Beach Cadet Sq. (Florida Wing) were recently presented awards at ceremonies held during a unit open house.

Cadet SSgt. Andy Croft was named as the Outstanding Cadet Officer. The award for the Outstanding Cadet was presented to AIC Linda Artemile. The unit's Cadet of the Year trophy went to Cadet TSgt. Marcus Burke... Outstanding cadets from three units of the Florida Wing were honored at an Air Force Association (AFA) banquet held recently at Patrick AFB, Fla. Those named Outstanding Cadet from their units were James Choss of the Patrick Squadron, Terry Murphy of the Central Brevard Squadron and Charles Elder of the South Brevard Squadron... Members of the Cocoa Beach, Fla. Kiwanis Club recently heard the Civil Air Patrol story which was presented by CAP Capt. Al Seeschaff, information officer of Florida Wing's Group 21. The presentation was followed by a question and answer period and a short talk on CAP needs by CAP Lt. Col. Ross Sedita, Commander Group 21.

At the Georgia Wing statewide drill competition held at Robins AFB, Ga., recently members of the Atlanta Comp. Sq. took top honors. Members of the drill team included Cadets Robert Noble, Ronnie Gabriel, Bill Styer, Charles Noble, Bill Martin, John Fenigan, Shon Peterson, Lt. Col. Jeff Peterson, Scott Ayars and Chuck Patch... Members of the Florida Wing's Group 21 recently hosted CAP cadets of the Michigan Wing on a tour of the NASA's Kennedy Space Center... Cadet WO Steve Walker, a member of Florida Wing's Eglin Comp. Sq. was presented a Merit Scholarship Award during the recent Bicentennial Banquet held by the Air Force Association's Eglin Chapter. The scholarship will enable Walker to pursue either aerospace studies or flight instruction...

Eighty-six senior members and cadets of the Florida Wing have attended the Wing Task Force Mission Seminar held at MacDill AFB, Fla., for the upgrading of the mission coordinators on mission activities.

## MIDDLE EAST

CAP's Peninsula Comp. Sq. (Virginia Wing) recently assisted a high school Air Force JROTC Drill Competition at Langley AFB, Va., by providing communications and runners... North Carolina Wing Commander CAP Col. Eugene Harwell has presented a special recognition award to the wing's 111th Air Rescue and Recovery Sq. which recognized 2,500 safe hours of flying for the squadron's Cherokee 180 aircraft... The U.S. Coast Guard recently asked for CAP's assistance when a reported oil slick deposit on Chesapeake Bay was under investigation. An observation mission was flown by CAP 1st Lt. Mike Doyle and 2d Lt. Alfred Gellerty of the Easton Comp. Sq. (Maryland Wing)... Cadets of the Newark Cadet Sq. (Delaware Wing) were recently given an orientation flight on a U.S. Army helicopter...

CAP Capt. Charles A. Clark of the North Carolina Wing's Group I recently flew Jerry Vehaun, Civil Preparedness Director for Buncombe County, over a flooded area in the county to survey flood conditions caused by heavy rains.

## NORTHEAST

The Rostraver Senior Sq. 1401 (Pennsylvania Wing) has conducted flight orientation and safety programs for the Wheeling Pittsburg Steel Corp. Explorer Scouts... Pilots from the Annville Senior Sq. 306 (Pennsylvania Wing) participated in a Fly-In for the American Cancer Society of Lebanon County, Penn., at a local airport... Cadets and senior members of New York Wing's Nassau Comp. Sq. 7 have completed the American National Red Cross's nine-week standard First Aid Course. Those completing the training included Candide Bulin, William Savarese, John Bassani, Deirdre Caffrey, John Cannon, James Dobbins, Peter Falldorf, Fred Gregory and Joan Lee. Also Joseph McKenney, Stephen McKinney, Scott Roth, Kevin Sheen, Juliana Straehle, Robert Tierney and Jill Van Houten...

# Illinois Wing CAP Members Hold Encampment At Chanute



A 'FIREPERSON'—CAP Cadet Kathleen Kessel, right, has a chance to operate a 2½-inch booster line during a demonstration of fire-fighting equipment conducted by U.S. Air Force personnel.

CHANUTE AFB, Ill. — Thousands of Civil Air Patrol cadet and senior members took part in summer encampment programs this year throughout the United States and Puerto Rico.

Encampments were held at Air Force bases, Naval air stations and Army bases. Thousands of manhours are expended on Civil Air Patrol summer encampments each year, giving CAP cadets a first hand look at the military lifestyle.

Typical of summer encampments was the Illinois encampment held here with 170 cadets and 20 senior members attending.

Nebraska, Iowa, Kentucky and Indiana Wing also held their programs at Chanute AFB this summer.

During the week-long program, cadets saw a burn demonstration used to train Air Force firemen, and got an inside and outside view of most of the aircraft in the USAF inventory.

Chanute AFB is one of the U.S. Air Force Air Training Command (ATC) bases and as such, trains personnel to service Air Force equipment throughout the world.

Due to a special effort by the Illinois Wing liaison officer, U.S. Air Force Maj. Robert Lovertich, the cadets received command briefings from: North American Air Defense Command (NORAD), Aerospace Rescue and Recovery Service (ARRS), Military Airlift Command (MAC), Aerospace Systems Division (ASD), Tactical Air Command (TAC), and the Strategic Air Command (SAC).

Training furnished by the Chanute Technical Training Center included visits to the automotive school, parachute/aircrew life support equipment shop, Minuteman Missile class, aircraft maintenance control school, flight training devices, Environmental Pneudraulics, and the weather school.

The typical day began at 5:15 a.m. with the cadets marching to breakfast. The cadets had about two hours to prepare their living-quarters for the daily inspection

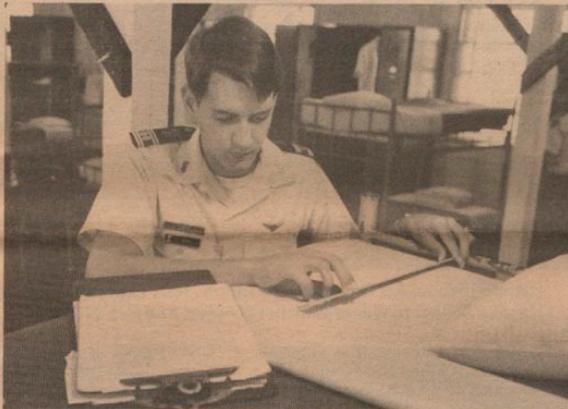
before they left for a full day of activities and classes. At 4:30 p.m. each day the evening formation was held, at which time the results of the daily inspection were announced.

A combination of daily inspections and sports competition determined the Honor Squadron of the Week.

The cadets also performed the base retreat ceremony. A graduation dance was held at the "Tradewinds" Service Club, and more than 300 parents and friends attended the formal graduation on the final day of the encampment.

Because of space limitations at Chanute AFB, the encampment was divided into two one-week periods. During the first period 105 cadets and 13 senior members attended. It was commanded by CAP Lt. Col. William A. Recktenwald. Every senior member, including the commander, was a former cadet. Cadet commander was Paul R. Johnson.

The second period was commanded by CAP Lt. Col. James P. Weiland with a staff of 13 and 65 cadets. Cadet commander was Paul Signorrilli.



JUST RIGHT — Cadet Lt. Col. Robert Byrd inspects a cadet's bed during morning inspection which was conducted daily during the encampment.



FUEL CART — The fine points of a portable fuel cart are explained to CAP cadets.

Photo's by Dennis Biela



THIS SURE BEATS PICTURES—Cadets get a close-up look at the U.S. Air Force's F-105 Thunderchief Aircraft.



CEREMONY RETREAT

# Two Members Earn Top Awards At Pennsylvania Ranger School

HAWK MOUNTAIN, Pa.—Two Civil Air Patrol members achieved the highest awards in the organization's Ranger Program in mid-July when some 250 CAP personnel attended the 22nd Annual Summer Ranger School here.

The nationally recognized school instructs Civil Air Patrol senior and cadet members in land search and rescue techniques.

The courses offered includes basic, special ad-

vanced, expert, medical and staff training.

This summer's training included an unexpected addition to the training curriculum. A senior SAR team was deployed to assist in a ground search mission for an elderly man who wandered away from his home near Reading, Pa.

The two members achieving the highest awards were CAP 1st Lt. Oliver Lloyd who was awarded the Red Belt of a Master Medic and Cadet 1st Lt. M. Zabrowski who was

given the Black Belt of an Expert Ranger. Both are members of the Pennsylvania Wing.

U.S. Air Force Brig. Gen. Carl S. Miller, CAP Executive Director, along with U.S. Air Force Col. Stephen Neiley, commander, Northeast Liaison Region, U.S. Air Force Lt. Col. Frank Hills, Pennsylvania Wing Liaison Officer and CAP Col. A.A. Milano, commander, Pennsylvania Wing, paid a visit to Hawk Mountain during the training.



**LOCATION**—A CAP cadet works on solving a navigation problem which is one of many tests that must be passed at Hawk Mountain to earn the Ranger grade.



**BRIEFING**—CAP Col. Harry William, left, explains a field problem at the Hawk Mountain Ranger School to General Miller, center, and Col. Neiley.



**ALMOST**—A student falls a little short while training on the obstacle course.



**CRASH** — A simulated victim lying in actual aircraft wreckage brought to the Hawk Mountain training area provides students with realistic rescue situations.



**THE ANSWER IS**—Lt. Col. Hills answers questions from some of the cadet students.

**GOING DOWN** — A CAP cadet trains on the rappelling course at Hawk Mountain.



Photo's by CAP 2d Lt. Raymond R. Kaminski

# CADET AWARDS

## EARHART AWARDS

AUG. 1976	
David B. Long.....	01088
Karen S. Hopkins.....	02064
Bruce C. Macke.....	03034
David D. Phillips.....	03088
Cecil L. Ross.....	04240
Joseph R. Houseworth.....	04375
Ralph R. Roberts Jr.....	04375
Stephen E. Wood.....	05138
Dawn L. Watts.....	05138
Anthony B. Roberts.....	07016
David C. Smith.....	07016
Michael G. Croteau.....	08160
Jerome Rotheberg.....	09065
Blaise S. Mo.....	10096
Frank R. Gruendler.....	11011
Lennart B. Soderblom.....	11011
David J. Barboro.....	11159
Keneth B. Lyons.....	11211
Scott M. Weathers.....	11212
Stephen J. Piniuta Jr.....	11258
Katherine N. Near.....	12176
Michael R. Engle.....	12186
Randy L. Thomason.....	14111
Steven E. Holt.....	16005
John C. Borne.....	16059
Michael J. Levesque.....	17062
David J. Bohle.....	18021
Michael J. Flanagan.....	19043
Timothy J. Mazur.....	20117
Jay M. Pearsall.....	21080
Mark J. Gastor.....	21080
Brian L. Christensen.....	21080
Doyle B. Willis.....	25033
Steven D. Rippy.....	25053
Linda M. Saunders.....	25053
David T. Peck III.....	29087
Thomas M. Doolin.....	31073
Brian F. O'Connor.....	31130
John Stanekwitz.....	31135
Robert A. Cook.....	31201
David Kenney.....	31219
Ralph P. Ganis.....	32111
Theresa A. Willoughby.....	34027
Michael E. Woods.....	36034
Steve A. Barry.....	37265
David J. Oliva.....	38010
Johnny E. Motes.....	39074
Larry D. Olsen.....	40031
James I. Mahaffey Jr.....	40031
Gary S. Betts.....	41008
Robert M. Ogilvie Jr.....	41008
Russell D. Lambert.....	42190
Kasimir Zaratkiewicz.....	44002
Thomas G. Helms.....	46080
Robert D. Freehoff.....	48064
Lee J. Sarmont.....	49064
Henry J. Gignou.....	50028
Michael H. Dupin.....	51031
Nydia Ruiz-Jusino.....	52066
Filiberto Ferreira.....	52066
Oswaldo Ramirez.....	52066
Luz D. Ortiz.....	52087
C. B. Candelario.....	52105
Lozario R. Ruiz.....	52119

## EARHART AWARDS

SEPT. 1976	
Mark D. Hardison.....	02050
Rodney K. Vickers.....	02070
Robert J. Scott.....	02071
Mark A. Glatt.....	04032
Clark S. Austin.....	04046
Donald E. Sellers.....	04292
Michael L. Williams.....	04372
Gary D. Johnson.....	05030
Glenn D. Steade.....	05041
Julia A. Good.....	05138
Richard E. Lathrop.....	06004
Frank J. Siltman.....	11020
Jeff W. Haak.....	11189
Robert D. Kash.....	11212
Dean A. Westphal.....	13079
Robert N. Aguiluz.....	16059
Ralph W. Edwards.....	18021
Twila J. Creel.....	18021
Graylin E. Mann.....	18049
Joseph A. Kramer.....	18072
John E. Workman.....	18077
Wade B. Watts.....	19043
Audrey L. Brown.....	20117
Kenneth H. Westerman.....	20145
David J. McKinnon.....	20145
Mark B. Niemi.....	20250
Douglas M. Rutherford.....	21017
Susanna W. Morris.....	25018
Lawrence J. Levine.....	29004
Robert A. Powell.....	32048
Lynette B. Redman.....	34050
Michael Venable.....	34050
Jeff L. Riley.....	37011
C. J. Snavely.....	37265
William M. Moore.....	41117
Dennis C. Anderson.....	42010
Jeffrey S. Adler.....	45117
Daniel I. Stusser.....	46030
Bruce L. Lachney.....	46030
Alberto Figueroa.....	52062
Francisco G. Toro.....	52066
Ana E. Rivera.....	52015
Edwin Cabi.....	52018
Antonio Cataquet.....	52035
Isis N. Flores.....	52062
Jose L. Melendez.....	52066
Acosta J. Alvarez.....	52066
Jose R. Firpo.....	52084
Jose I. Felix.....	52105
Felix Seda.....	52119

Gregory L. Cauthen.....	06142
Ivar Kljavin.....	10083
Debra A. Wilfong.....	11011
James P. Lemieux.....	11184
Ted J. Miller.....	11235
Walter M. O'Brien.....	11254
Joseph P. Tracey.....	11271
Dennis H. Spear.....	12002
Joe L. Eden.....	13002
Michael A. Uveges.....	15057
Victor F. Aguiluz.....	16059
Gordon E. Bauer.....	18011
Gregory S. Rice.....	18071
Paul M. Shirey.....	18078
Jane M. Coundjeris.....	18079
Douglas G. Kunkowski.....	18085
John A. Howard.....	19028
James R. Moreau.....	19028
Andrew J. Orgovan.....	20107
Thomas Streasick.....	20117
John K. Holtrop.....	20247
Susan J. Morrison.....	20249
Richard L. Chichester.....	20250
Roland T. Dickson.....	22047
Peppy E. Feyman.....	22047
Gloria G. Watkins.....	23072
Genevieve B. Kelley.....	25018
Conan T. Boyle.....	26002
Bradley S. Ellis.....	26019
Kevin D. Bunde.....	26029
Sabrina L. Carroll.....	27027
John D. Kenney.....	28037
James P. Otte.....	29035
Fernando Santiago.....	29080
Barry M. Horton.....	29088
John G. Jerakis.....	29088
Marlene H. Salomon.....	31147
W.S. Hartigan III.....	31187
Sean M. Kelly.....	31201
Glenn A. Colburn.....	31259
Pamela J. Watie.....	34015
Tim A. Justice.....	34037
John T. Rayer.....	34051
Michael E. Martin.....	34115
James J. Olschlager.....	34131
Gary D. Blodgett.....	34197
Steven P. Snyder.....	34210
Darron P. Newkirk.....	35067
Clayton D. Johnson.....	35078
Eric D. Grubb.....	36077
Victor L. McKinney.....	36077
Daniel O. Boyd.....	37025
Jeffrey A. Moragne.....	37048
William S. Wright.....	37065
John J. Byrne.....	37065
Diana L. Benasutti.....	37068
William R. Hacks.....	37102
James R. Ricci.....	37108
Jerry L. Kerns.....	37133
David N. Bartos.....	37191
Jerry K. Dye.....	37193
Clay D. Borgardner.....	37265
Neilson A. Sawyer.....	37265
Bryan S. Waddy.....	39014
Jack W. Wilford.....	40052
Bonita R. Blumenauer.....	40052
William E. Woodrick.....	41008
John M. Davis.....	41117
Terri L. Heaton.....	42076
Glen R. Golightly.....	42076
Andrew W. Henseman.....	43027
David R. Marshall.....	45060
Robert L. Thompson.....	45066
Alvin C. Rubelmann.....	45066
Lynn E. Ryan Jr.....	45123
Kyle A. Gellitz.....	46002
Thomas M. Hickey.....	47040
Lance S. McDougale.....	47040
Donald G. Barber.....	47040
Mark K. Richards.....	47042
Timothy J. Taylor.....	47953
Michael S. Weinfurter.....	48055
Ronny S. Buss.....	48055
Dennis A. Telfer.....	50043
Eduardo Medina.....	52006
Vincent Leandry.....	52013
Juan A. Martinez.....	52013
Jose A. Padilla.....	52013
Yolanda Padilla.....	52013
Edna I. Litardi.....	52013
Adela Torres.....	52013
Heriberto Ruiz.....	52013
Jose F. Escalera.....	52013
Miguel A. Reyes.....	52013
Collin G. Michael.....	52900

## MITCHELL AWARDS

SEPT. 1976	
Michael A. Holland.....	01018
Paul E. Caldwell.....	01056
Martha S. Schuessler.....	01056
Mary L. Schuessler.....	01056
Bill Jolley.....	01093
Jeffrey A. Johnson.....	02085
Stephen A. Wynner.....	02085
Chris A. Bolch.....	02085
Dan E. Gurovich.....	02099
John L. Parson.....	03088
Kevin B. Harbuck.....	04210
Michael R. Osborne.....	04367
Steven Lippert.....	04371
Kevin J. Hammond.....	04389
Nikolas D. Rogers.....	06030
Anthony E. Thoard.....	05030
Andrew D. Johnson.....	05030
Mary L. Rivelli.....	05143
Mark A. Dallaire.....	06004
Brian K. Copperhite.....	06071
Andrew M. Somers.....	07008
Chris A. McKellar.....	08023
K. A. Vanantwerp Jr.....	08066
Theresa L. Paley.....	08090
Patrick A. Simpkins.....	08122
Stephen J. Radloff.....	08133
Robert L. Atwell.....	08293
Jeffery R. Richards.....	08293
Alan S. Ware.....	09065
Manfred F. Arnold.....	10062
Frederick J. Schram.....	11066
Daryl R. Blankenstein.....	11113
Sharon D. Engb.....	11159
Frederick F. Heller.....	11211
Pat A. Lindemann.....	11254
Gary A. Pearson.....	11254
John A. Bokowski.....	11275
Leonard A. Lush.....	11276
Marvin E. Melton Jr.....	14024

Stephen K. Toole.....	15058
Don M. Leech.....	15058
Keith M. Morlier.....	16063
Dwight D. Thibodeaux.....	16077
John Barron.....	17035
Scott A. Hartman.....	17035
Cheryl A. Haines.....	17062
Kevin C. Reckner.....	18075
Anita L. Sutton.....	18075
Kenneth J. Mingola.....	19003
Joseph M. Burke.....	19057
Gary P. Stockdale.....	20096
Stephen D. Ward.....	20145
Alan P. Dickinson.....	20145
Tamara L. Purdy.....	20145
Mark A. Folk.....	20183
Robert W. Graham.....	20237
N. James Pines.....	20240
David V. Sweigart.....	20247
James H. Attarian.....	20250
Wm. C. Fischer.....	21015
Eugene F. Kelly.....	21015
Matthew R. Sweet.....	21021
Glenn A. Bond.....	23018
Timothy P. Reading.....	23072
William C. Weaver.....	25038
H. Steven Kennedy.....	25053
William M. Zimmerman.....	25053
Kelly M. Williams.....	25055
William J. Kuchinsky.....	25055
Roger A. Foley.....	26002
Michael E. Adams.....	26019
David F. Ingraham.....	29035
Gary A. Buckingham.....	30012
John M. Newman.....	30012
Robert F. Stanton IV.....	31258
Richard R. Wilson.....	32048
Thomas A. Roberson.....	32107
James D. Concepcion.....	32111
Marcus E. Spangler.....	32111
Wm. C. Scheppgrell.....	32111
Lisa I. Rauch.....	34037
Graig A. Weaver.....	34115
Paul A. Grodecki.....	34131
Clint A. Venekamp.....	36007
Ken C. Wright.....	36055
Mark E. Cantrell.....	36055
Joseph L. Boyd.....	36073
Thomas A. Manley.....	37018
Kevin J. Bridges.....	37025
David J. Lunsford.....	37048
Frank S. Cassidy.....	37049
Glenn T. Emig.....	37049
Michael J. Thornton.....	37060
Terry N. Friend.....	37060
Koith A. Glass.....	37089
Albert J. Fortuner.....	37108
Robert Gonzalez.....	37197
Michael P. O'Donnell.....	37215
Eric H. Schueleke.....	37222
David J. Kyper.....	37285
Norman M. Glowicz.....	38012
Carolyn A. Schneck.....	38012
William J. Sipe.....	41036
Lucinda K. Baker.....	42350
Robert W. Giese.....	45025
T. E. Hartenstein.....	45056
Jessie J. Blankenship.....	45062
Frank G. Wade.....	45062
Robert H. Nichols.....	45062
Michael D. Hall.....	45066
Jim P. Dawson.....	46011
Allan A. Barrie.....	46018
Richard L. Smith.....	46019
Paul L. Laws.....	46044
Richard A. Widmark.....	46068
F. J. Demartini III.....	46068
Joe M. Bidle.....	47013
R.M. Wojciechowski Jr.....	48061
Philip A. Mueller.....	48061
Peter S. Meliahn.....	48110
Susan M. Pawlowski.....	48126
James A. Hare.....	49008
Dale A. Scheid.....	49053
Phillip C. Miller.....	51043
Peter J. Psarras.....	52006
Walter Latorre.....	52006
Alfonso Piacentini.....	52006
Carlos I. Moreno.....	52013
Efrain A. Cruz.....	52013
John Gonzalez.....	52013
Humberto L. Parodi.....	52013
Jose Vazquez.....	52013
Jose A. Rivera.....	52013
Juan Cortes.....	52013
Jose A. Velez.....	52013
Jorge Rivera.....	52027
Evelyn Cruz.....	52062
Luz M. Rios.....	52062
Geraldo L. Olivieri.....	52062
Luis A. Montero.....	52091
Rosana Lopez.....	52091
Rafael E. De Jesus.....	52091
Edwin Estrada.....	52091
Maribel Pergola.....	52091
William Plata.....	52092
Ramon A. Rodriguez.....	52092
Luis H. Falcon.....	52092
Ramon L. Cruz.....	52092
Angel M. Serrano.....	52092
David Soto.....	52092
Carmelo O. Parrilla.....	52092



Communications Equipment Training

# 54 Attend Two Courses At Air Force Installations

MAXWELL AFB, Ala. — A one-week Medical Services Orientation Program held at Sheppard AFB, Tex., and a two-week Communications Electronics Course held at Keesler AFB, Miss. was recently attended by 54 Civil Air Patrol cadets from throughout the United States and Puerto Rico.

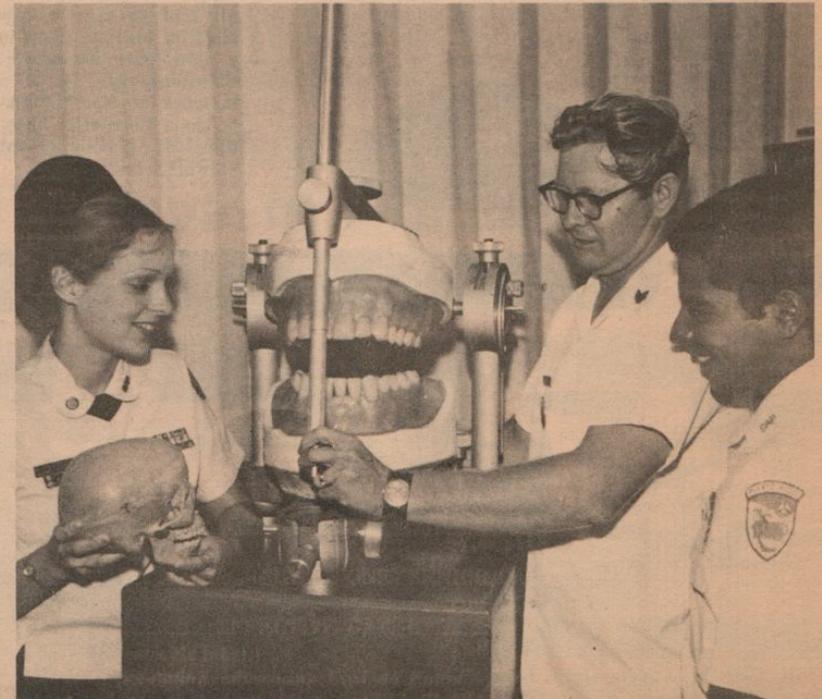
The Medical Services Orientation Program, unique to the Air Force, is offered each year at Sheppard to emphasize the importance of health care sciences as a possible future career.

While at Sheppard the group toured the department of the School of Health Care Sciences and Sheppard's Regional Hospital. They received extensive in-depth looks at the departments and learned about the mission of the school and hospital.

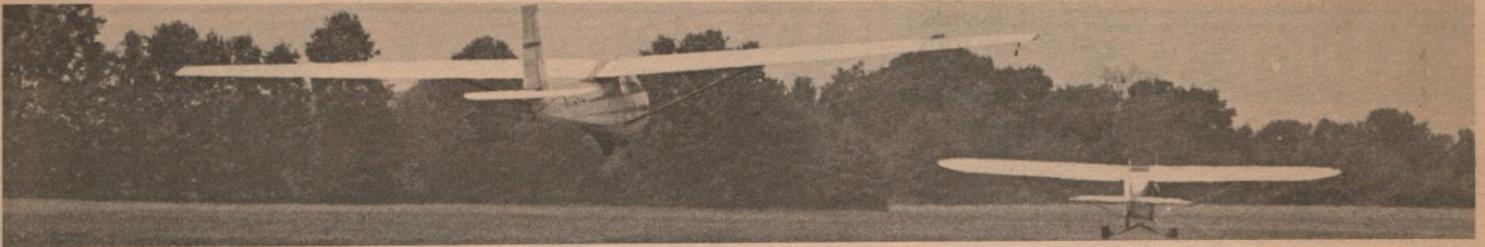
While at Keesler the course, which is also conducted each year, included communications principles, radio operator training, tours and practical laboratory exercises involving the latest types of U.S. Air Force electronics equipment and systems.

The cadets lived in Air Force dormitories and ate in base dining facilities while attending these two courses which are planned and conducted by U.S. Air Force personnel.

(Photo's by MSgt. Russ Brown)



Medical Services Orientation



# 11 CAP Cadets Win Glider Wings

HILLTOWN, Pa. — The sky was the classroom here in late July for 11 Civil Air

Patrol cadets when they completed their training and donned their solo wings during CAP's first

statewide glider encampment conducted by the Pennsylvania Wing. The encampment,

which began July 19 and ended July 31, prepared the cadets, ranging in age from 14 to 17, to take their solo license test.

He said, "Glider flying is a very sensual part of flying. If you can master it, you'll be that much better power pilot."



LEARNING—Encampment Commander CAP Lt. Col. Kenneth Hoser (left) explains the finer points of gliding to Cadet Michael Winans, a member of Bucks County Composite Squadron 912. (Photo by Bob Kratz)

In addition to piloting the Schweizer 233 glider, they were also required to take the Federal Aviation Administration (FAA) Ground School test, for which they prepared themselves by attending eight evening classes at the gliderport in the spring.

The cadets participating in the training received approximately three flights a day, each flight lasting from 15 minutes to an hour.

This was the first such encampment to be held statewide in the continental United States. A national school held in 1965 inspired this effort, which was directed by CAP Lt. Col. Kenneth Hoser, commander of Pennsylvania Wing's Glider Squadron 909.

All of the cadets after graduation, collectively said, "Gliders, despite their feather-weight delicacy and extreme vulnerability to damage on the ground, are unbelievably strong and safe once airborne."

Hoser, who has 26 years of Civil Air Patrol service, prepared for this encampment by vacationing for two years as a glider instructor in Hawaii.

The CAP cadets who earned their glider solo wings included William Anderson, Ira T. Bellew, Kevin Bridges, Gary Chizever, Paul Finestone and Paul Janak.

Also cadets Donald Loughlin, Joseph Radosky, Greg Reiff, Michael Winans and Nickolas Wingeron.



NEXT—Cadet Sgt. Paul S. Finestone awaits the signal to close his cockpit and receive a tow aloft for his solo flight in a Schweizer 233 glider. Finestone, age 14, is a member of North Pennsylvania Composite Squadron 905. (Photo by SM Stewart Schrauger)



FINAL CHECK—Cadets (from left) Donald Loughlin, Greg Reiff, Paul Janak, Paul Finestone and Nickolas Wingeron perform final check of a craft prior to graduation inspection. (Photo by SM Stewart Schrauger)



SOLO COMPLETE—Cadet Ira Bellew of the Abinton Cadet Squadron 902 receives a "congratulatory" bucket of water from fellow cadets after successfully completing his first solo flight. (Photo by SM Stewart Schrauger)



## CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS  
MAXWELL AIR FORCE BASE, ALABAMA

NUMBER 6

NOVEMBER 1976

### COMPTROLLER

1. **RETURNED CHECK CHARGE REMINDER.** At its June 1976 meeting, the National Executive Committee approved a policy of assessing a \$10.00 handling charge for returned checks. Personnel who issue bad checks to National Headquarters will be notified by certified mail, return receipt requested, when their checks are returned and will be given a reasonable time to redeem their checks and pay the \$10.00 handling fee. Failure to redeem their checks within the specified time will result in termination of membership. Save your money and your membership! Don't write checks unless you have the sufficient funds in the bank to cover them. AC

### OPERATIONS

2. **FLIGHT CLINICS.** Flight (pilot upgrade) clinics are governed by CAPR 50-11. The regulation is relatively straightforward; however, several of its provisions require periodic emphasis. These items include the following:

a. A flight clinic must include both a ground and flight phase to qualify for WEEP credit and partial reimbursement by National Headquarters. Although a ground phase will promote pilot understanding of aviation subjects, it will not qualify for credit under CAPR 50-11. A suggested curriculum for each phase is included in the regulation.

b. Clinics may be of three types:

(1) **Internal Clinics** - conducted by the CAP unit concerned.

(2) **External Clinics** - conducted by other agencies such as the FAA, Aircraft Owners and Pilots Association (AOPA), etc. For example, Mr. Stanberry, the Special Course Director for AOPA, outlined the following provisions of an AOPA mountain flying and special category clinic:

(a) Mountain flying clinics are prescheduled five or six times each year in dispersed locations. Attendance is open. Special clinics with specialized topics in prearranged locations will be scheduled by AOPA upon request and confirmed attendance of 30 to 35 students.

(b) Expenses for these clinics are moderate at \$100 per student. This charge covers five hours of flight instruction in student provided aircraft and four hours of ground school. According to Mr. Stanberry, 90 percent of the fee is dispersed in instructor fees with only 10 percent going to administrative overhead.

(c) Each pilot's biannual FAA flight review will be completed by the completion of the course.

NOTE: The above information is provided as an indication of the instruction available from external sources and is not intended as a CAP indorsement of a priority source for this service.

(3) **Combination Clinics** - conducted by both CAP and an external source.

c. Requests for approval of flight clinics for which partial reimbursement will be requested must include an estimated expense sheet utilizing the format of attachment 1 to the regulation. The use of this format enhances rapid handling of each request.

d. Many wings are drastically overestimating their attendance/expense figures and consequently reserve an excessive sum for reimbursement from National Headquarters. In these cases, when the actual expenses/receipts are received, hundreds of dollars of reserved funds are not expended. If this occurs early in the CAP fiscal year (July-June), these unexpended funds can be returned to the flight clinic account for future reimbursement; however, as the fund balance decreases throughout the year, a point is eventually reached where requests for flight clinic fund reservations must be disapproved because the funds have been entirely reserved or expended. At this point, wings with excessively "fat" reserved funds are adversely affecting other wings which are unable to reserve any funds. Most frequently, by the time the wings with excessive funds submit their receipts and expense formats and excessive funds are returned to the flight clinic account, one or several wings have had their requests for fund reservations disapproved. At fiscal year's end, several requested flight clinics will have been conducted without reimbursement, yet the flight clinic account will be swelling with excess funds being returned by the wings which had overestimated their attendance. To keep this from occurring, each wing commander should insure that his estimated flight clinic attendance/expense are reasonable before his request for funds reservation is forwarded to HQ CAP-USAF.

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

### CAP Bulletin Cont'd

e. Actual expenses should be of the regulation, and signed receipt for reimbursement.

3. **CORPORATE CITIZENS BAND** fleet license cards with effective date of 7 December 1976 are no longer obtained effective 30 September 1981. All region and wing commanders already requested renewals from N to apply for anticipated number of CAFM 100-1, figure 7-1.

### 4. DEFENSE CIVIL PREPAREDNESS

Civil Defense, US  
Civil Defense Dir  
Introduction to R

The above listed courses are presented by DCPA Staff College. To qualify for credit within the federal-state-local level, have been so certified by the civil defense director. need for any of these courses, make request to the director.

### INFORMATION

5. **ALL IOs AND RECRUITING OFFICERS** Office does not maintain a film library. Civil Air Patrol film produced by the request to:

USAF Central  
Aerospace Av  
Norton AFB

If you do not have AF Form 2018 to request, include in your letter the full name and address, your position, date, the catalog number and title of the film, and type of audience. If the film is requested, print or type your full name. The film will be returned the day following the request. It is more convenient to order future AF Form 2018 in your original list at least three weeks for delivery of a film request, depending upon volume. The book rate, which takes about 10 days.

6. **NEWS RELEASES.** In sending a name, as well as your name, address, and phone number. If you are sending news releases to the name of your wing to this list. wing you belong just from your address.

7. **LEAFLETS FOR HANDOUT.** Please display at a big conference or state before the big event to ask us hurriedly. It is impossible to get it to you if you need so many leaflets. We will not send you quantities like 5,000 them so we will have some idea how many you need.

### ADMINISTRATION

### 8. NEW AND REVISED CAP PUBLICATIONS

a. CAPF 12, "Application for CAPR 50-11," October 1976, supersedes CAPF 12, "Application for CAPR 50-11."

b. CAP Leaflet 1, "Civil Air Patrol Leaflet 1, April 1976.

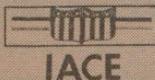
c. CAP Leaflet 4, "The Cadet Handbook," previous CAP Leaflet 4, which was replaced by CAP Leaflet 4.

FOR THE EXECUTIVE DIRECTOR

DONALD A. O'NESKY, Lt Col, USAF  
Director of Administration

JOIN THE U. S. AIR FORCE

PULL OUT AND POST



**INTERNATIONAL AIR CADET EXCHANGE:** A one-month program to foster international understanding, goodwill, and fellowship. CAP exchanges cadets with similar organizations in Canada, Europe, and the Middle and Far East. Approximately 200 cadets and a like number of foreign participants representing some 22 countries will participate in the exchange. The IACE uniform (\$90.00) and registration fee (\$20.00). \*Cost \$110.00 \*\*Personal funds \$135.00 - \$200.00



**CADET OFFICERS' SCHOOL:** A ten-day course designed to increase the effectiveness of cadet officers. Curriculum includes psychology of leadership, problem solving techniques, public speaking, physical fitness, and orientation trips. Instruction is divided between lecture and seminar. There is also a field exercise and a graduation parade. \*Cost \$60.00 \*\*Personal funds \$30.00



**AIR FORCE ACADEMY SURVIVAL COURSE:** A one-week course planned and conducted by USAF personnel at the AF Academy, Colorado. Course is designed to acquaint cadets with the art of survival. Training includes water survival, sustenance of life while living off the land, and the development of life-sustaining techniques in mountainous country. \*Cost \$35.00 \*\*Personal funds \$20.00

CADET ACTIVITIES LISTED BELOW



**FEDERAL AVIATION ADMINISTRATION CADET ORIENTATION PROGRAM:** A one-week program planned and conducted by the FAA Academy at Will Rogers Field, Oklahoma City, Oklahoma. The course is designed to acquaint cadets with the history and organization of the FAA and to develop an understanding of the functions and responsibilities of its various units. It also provides information on career opportunities in the FAA and entrance requirements. \*Cost \$40.00 \*\*Personal funds \$20.00



**SPACE FLIGHT ORIENTATION COURSE:** A one-week course designed to further the aerospace education of cadets and to motivate them toward careers in aerospace and allied sciences. Course includes history, philosophy, and objectives of space flight; propulsion and structural design of space vehicles; guidance, navigation, instrumentation, and communication; systems engineering and visits to an astronautic and manufacturing engineering laboratory. \*Cost \$40.00 \*\*Personal funds \$20.00



**ATC FAMILIARIZATION COURSE:** A one-week course planned and conducted by USAF personnel. Course provides familiarization training at ATC Undergraduate Pilot Training bases to stimulate an interest in the USAF as a career. Course includes briefings on mission and operation of a training wing; academics; visits to control tower, maintenance, propulsion, parachute and aero repair shops; air search and rescue indoctrination, and physiological training. \*Cost \$40.00 \*\*Personal funds \$20.00



**AIR FORCE LOGISTICS COMMAND ORIENTATION PROGRAM:** A one-week program designed to provide cadets with briefings and presentations on the global aspects of AFLC support. Cadets will observe air-frame maintenance, component repair and overhaul. \*Cost \$40.00 \*\*Personal funds \$20.00



**MEDICAL SERVICES ORIENTATION PROGRAM:** This is a one-week program planned and supervised by USAF personnel, and is designed to acquaint cadets with various medical fields both in the USAF and civilian life. \*Cost \$40.00 \*\*Personal funds \$20.00



**NATIONAL CADET COMPETITION:** Competition conducted at the national level. One team from each CAP region competes after wing and region competition. Teams are organized and competition is conducted in accordance with CAPP 65 and CAPP 66. Events include competition in aerospace knowledge, physical fitness, standard and innovative drill. \*\*Personal funds \$15.00



**NATIONAL EMERGENCY ASSISTANCE TRAINING**  
Approximately one-week courses conducted at various training sites throughout the country. Curriculum includes rigorous training in leadership, survival, and land search and rescue techniques to prepare cadets to function effectively as members of CAP land search and rescue teams. Exact dates and location of schools will be published by letter in the Spring. \*Cost and \*\*Personal funds as prescribed by individual special schools.



**PARARESCUE ORIENTATION COURSE:** A one-week course planned and conducted by USAF personnel at Kirtland AFB, New Mexico. Course is designed to allow CAP cadets to participate in various facets of Air Force pararescue training. Curriculum includes helicopter orientation flights, observing parachute jumping techniques, and survival methods in mountainous country. \*Cost \$35.00 \*\*Personal funds \$20.00

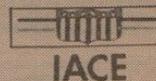


**CHAPLAIN SPONSORED CONFERENCE:** The Christian Encounter/Spiritual Life Conference is a USAF Chaplain sponsored activity designed to augment the spiritual and moral aspects of the CAP Cadet Program and to stimulate active participation in the church of the cadet's choice. \*Cost \$20.00 \*\*Personal funds \$20.00

\*ESTIMATED COST. THIS INCLUDES THE COST FOR MEALS, PLUS \$2.00 PER NIGHT TO COVER THE COST OF BI WITH THE EXCEPTION OF THE CHAPLAIN SPONSORED CONFERENCE. INSTRUCTIONS FOR THE CHAPLAIN SPO  
\*\*RECOMMENDED PERSONAL FUNDS. FUNDS WILL BE HANDCARRIED AND ARE THE PERSONAL RESPONSIBILITY O  
CLEANING, TOURS, AND PERSONAL ITEMS.

\*\*\*CADET WILL HANDCARRY TO THE ACTIVITY A COMPLETED COPY OF THE FOLLOWING: CAP FORM 31- APPLIC

- Male or female cadet 17 years of age minimum  Amelia Earhart Award by 31 Dec 76 required (Spatz preferred),  National Headquarters approval required prior to selection without Earhart Award
- \*\*\*CAPF 31 - Application  \*\*\*CAPF 32 - Physical  Note additional clothing requirements on back page.



- Male or female cadet 16 years of age minimum  Billy Mitchell Award by 31 Dec 76
- \*\*\*CAPF 31 - Application



- Male or female cadet 16 years of age minimum  Billy Mitchell Award by 31 Dec 76
- \*\*\*CAPF 31 - Application  \*\*\*CAPF 32 - Physical  Note additional clothing requirements on back page.



DO NOT REQUIRE THE MITCHELL AWARD: ~~~~~

- Male or female cadet 15 years of age minimum  Four achievements in Phase II  \*\*\*CAPF 31 - Application.



- Male or female cadet 15 years of age minimum  Four achievements in Phase II  \*\*\*CAPF 31 - Application



- Male cadet 15 years of age minimum  Four achievements in Phase II  10 hours of pilot flying time highly recommended  \*\*\*CAPF 31 - Application  \*\*\*FAA Class III Medical Certificate
- Note additional clothing requirements on back page.



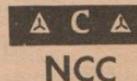
- Male or female cadet 15 years of age minimum  Four achievements in Phase II  \*\*\*CAPF 31 - Application



- Male or female cadet 15 years of age minimum  Four achievements in Phase II  \*\*\*CAPF 31 - Application.



- Male, female, or mixed teams  Phase II, III, or IV cadets under contract or completed 15th Achievement (No STF members)  Wing and region commanders will conduct competition to select teams for national competition.



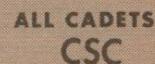
- Male or female cadet  Phase I Completed  \*\*\*CAPF 31 - Application
- Note additional clothing requirements on back page.



- Male cadet 15 years of age minimum  Phase I completed  \*\*\*CAPF 31 - Application
- \*\*\*CAPF 32 - Physical  Note additional clothing requirements on back page.



- Male or female cadet  \*\*\*CAPF 31 - Application



IF THIS CHARGE OCCURS, FUNDS WILL BE HANDCARRIED TO THE COURSE SITE FOR ALL ACTIVITIES, AND CONFERENCE WILL BE PUBLISHED BY THE OFFICE OF THE NATIONAL CHAPLAIN.

THE CADET, FUNDS WILL BE USED AT THE DISCRETION OF THE CADET FOR SUCH ITEMS AS LAUNDRY AND

AND/OR APPROPRIATE PHYSICAL EXAM IF REQUIRED (CAP FORM 32 OR FAA FORM, ALL ITEMS SUCCESSFULLY PASSED).

# TIN BOARD

## SAFETY CORNER



FOR LIGHT PLANE FLYERS—WINTER WISDOM

CAPTAIN PHILIP M. MCATEE, DIRECTORATE OF AEROSPACE SAFETY

The PA-23 pilot was enroute home to Texas from Montana, when weather forced him to remain overnight at his first stop.

The next morning he filed VFR for home and departed at 0840 MST. When he didn't arrive at his destination, a search was launched and the wreckage was found the next morning at an elevation of 5000 MSL. Local residents said snow began falling about 0800 the previous day; and by 1000 about two inches had accumulated. The ground visibility was 100 yards while the snowstorm was in progress; but the weather was clear by noon.

The above is typical of accidents involving light aircraft each winter. Along with the winter season come many seasonal hazards which, although they are not new, continue to take lives year after year. Since many of our readers fly general aviation aircraft, we thought it would be beneficial to review the most common major causes of winter accidents.

**WEATHER** Rapidly changing weather is by far the greatest hazard in winter flying. Weather gets both novices and experts. Don't assume it's just the low time or inexperienced pilot.

Fog and reduced visibility are always major factors. Remember, in winter rapid temperature changes are common. Most of the time the weatherman is right. Always get a weather briefing. Know yourself what conditions are likely to produce fog. While enroute, keep up-to-date with latest developments by using your flight service stations. Both enroute and destination weather can change very quickly during this season. Plan ahead and always have an alternate plan in mind if conditions deteriorate. Never push to get home. If conditions start to go down, land at a suitable field and wait awhile. The weather is bound to improve. Better to be late than to contribute to the scenery.

**POOR FLIGHT PLANNING** Just plain running out of fuel continues to take its toll. At this time of the year, add an extra reserve of fuel to allow for deviations around weather. Remember, the days are shorter, and headwinds are frequently stronger than forecast. Don't try to stretch your fuel. If conditions change, change your plan. Plan another stop for fuel so you will have enough for any alternative plan you may need. A good rule is to fly VFR with at least the same reserves required for IFR. Never be reluctant to add an unscheduled stop for fuel in order to make certain to have the reserve.

**HIGH GUSTY WINDS** This common condition is often coupled with icy runways, crosswinds, and, for good measure, high snowbanks on each side of the runway. Also, many runways are not plowed to their full width after snowstorms.

The only way to learn how to handle certain conditions is to experience them. But don't wait until there are ice and snow on the runways to practice those crosswind landings. Landing in gusty crosswinds in the winter calls for plenty of practice and precision on the part of the pilot. Practice now, nailing it right down the center of the runway on both takeoffs and landings. And remember that driving through puddles or slush can cause problems, especially for retractable gear airplanes. It is very embarrassing not to be able to retract the gear, or worse, have it not come down.

**CARBURETOR ICE** Every time we think that reams have been written about carb ice and that everybody knows about it, we have another accident.

A Cessna 150 pilot was on a cross-country when the engine began running rough and then lost complete power. He never thought of carb heat and was forced to make a forced landing under less than ideal conditions, wiping out the gear.

Carburetor icing is still a major cause of accidents. If you suspect icing, try carb heat. Don't just apply it and shove it right back in. Apply it, see if there is a drop in rpm, and wait a few seconds. The engine may run rough for awhile then clear and regain rpm and smoothness. But check the operating manual and the engine manufacturer's specifications for your aircraft to be sure you apply heat properly.

**STRUCTURE ICE** Surprisingly, most airframe icing accidents do not occur from in-flight conditions, they are a result of pilots' attempts to take off with frost or ice that accumulated on the airframe while it was parked and was not properly cleared. All ice and frost should be cleared before flight. Even a very thin layer of frost can change the aerodynamic characteristics of the surfaces and drastically increase stall speed. Snow can be brushed off with a stiff broom or brush; but frequently underneath the snow there is a layer of ice. Since deicing fluid is often difficult to get at smaller airports, during the winter you should anticipate and carry your own. Several companies make small spray containers of aircraft deicer compounds. Each can is usually sufficient for one application necessary to clear a single layer of frost or ice and is available from most fixed base operators. Add a can to your winter gear now.

Airframe ice can also be accumulated after the aircraft has been taxied, as the following accident account shows.

The flight was a Beech 99 scheduled air taxi run with a planned departure of 1500 EST. Due to weather, the flight was late in arriving. Prior to departure the aircraft was deiced. The passengers boarded and the aircraft taxied at 1615. The weather at the time was overcast indefinite 1200 feet; 1-1/2 miles visibility with ice pellets; light snow and fog; temperature 29 degrees; dew point 27 degrees. Snow had started falling and was accumulating. Shortly before takeoff, the runway was checked and 1/2 to 3/4 inch of slush was on the runway.

The pilot stated that during takeoff roll the engines appeared normal; and the ice pellets that were on the wing were blown off and the surfaces appeared clean. The takeoff roll was longer than normal with rotation speed 90-95 knots. As the aircraft climbed through 100 feet, airspeed 116-120 knots, stall characteristics became present and loss of aileron control became evident. Full power was maintained; but the stall and control problems became more severe.

The pilot decided to land in a rough field ahead and to the left. He landed with full power and gear down. The aircraft was destroyed, but all survived.

Now what happened can only be surmised, but obviously the stalling speed was greatly increased. Possibly the slush on the runway was thrown up and stuck to the aircraft on take-off roll. Also, ice can accumulate very quickly on surfaces with those conditions present.

One final thought on winter flying. In recent years several aircraft have gone down; and the people survived the crash only to die from the elements. Always file a flight plan and check in along the route. Carry clothing and a small survival kit suitable for your route of flight. It won't do you much good to be dressed for the beach if you go down in the mountains on the way. A survival kit need not be large or complex to contain enough vital equipment to make the difference. Build yours now! With proper planning and care you can have many hours of safe flying this winter. (Reprinted from *Aerospace Safety*, October 1976)

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