Cadets Operate Civil Defense Center In Disaster Exercise

COLUMBUS, Miss. -- Cadets from the Mississippi Wing conducted the Civil Air Patrol portion of a nuclear disaster exercise sponsored by the Columbus-Lowndes Civil Defense Council recently.

The exercise came during the first weekend of the first Type B encampment that the wing held this year. The encampment was planned and supported by the Columbus Police Department, Lowndes County Red Cross, Columbus Fire Department and the mayor and city council.

At the beginning of the exercise Ray Gildea, the Civil Defense director, briefed Cadet Bryan Miller, cadet commander, and his staff on the exercise scenario, which included "enemy" activity featuring a nuclear detonation in New Orleans, La.

Some cadets prepared display maps showing shelters and evacuation routes. Others took upper wind data supplied by radio and determined the arrival time of fallout, its intensity and the expected duration of shelter activities.

The exercise lasted more than 40 hours. During that time more than half the cadets did not leave the operations center. The duty teams streamlined the message handling process, troubleshooting and plotting and logging pertinent information for the duration of the exercise.

The Civil Defense report stated that "in many respects the cadets outperformed their adult counterparts who were regular members of the volunteer office staff. One of the reasons that was..." (See CADETS, Page 1)

Hyatt Hotel Hosts Board Meeting '78

PHOENIX, Ariz. -- The Hyatt Regency Phoenix has been chosen as the headquarters for the 1978 meeting here Sept. 7-10 of Civil Air Patrol's National Board.

The modern, two-year-old facility is located in the heart of downtown Phoenix. The hotel, which has 711 rooms, including 40 suites, will offer special rates to CAP members attending the board meeting and its associated committee meetings and seminars.

To be sure of a valid room reservation at the hotel, your reservation must be received by the hotel not later than Aug. 25, 1978.

Single rooms will be $22 per day and double rooms will be $28 per day. A coupon which members can use to reserve rooms at the hotel is printed on the back page of this issue. Guest accommodations in the hotel are spacious and decorated in contemporary themes.

The reinforced concrete and glass structure features a nine-story open atrium. The public areas have more than 1,000 trees, potted and hanging plants. Other features of the hotel are a four-story section with a pool and garden, and a 21-story tower topped with a revolving restaurant called the Compass.

In addition to the Compass, there are five other restaurants and lounges. Hugo's is a special restaurant which serves Continental cuisine. Adjacent is Hugo's Bistro, an intimate lounge with a quiet, relaxing atmosphere.

The Plaza Court serves cocktails on the second level of the atrium, overlooking the fountains and courtyard of the Phoenix Civic Plaza. The Terrace Cafe is an informal garden cafe that is open from 6:30 a.m. until midnight. The Sundance Show Lounge room (See PHOENIX, Page 5)

Nevada Wing Saves Three Fishermen

MAXWELL AFB, Ala. -- The Nevada Wing saved the lives of three 18-year-olds, who were on a fishing trip at Will Creek Reservoir, Nev., recently.

The Elko County Sheriff controlled the search and rescue effort. Concerned relatives notified him about 10 a.m. April 9. The Nevada Wing was alerted and launched an aircraft at 12:30 p.m. and found the missing fishermen about an hour later in rugged terrain some 60 miles north of Elko.

The aircraft searched 25 square miles before finding the three youth. Six persons were involved in the search and recovery effort.

These three latest saves bring to 22 the number of persons whose lives have been saved in 1978 through the Civil Air Patrol’s emergency service operations.

For more information about the CAP please write Military Civil Air Patrol, Seaing, Wyoming, Wyo. 82085.
Phoenix Hyatt Site Of National Meeting

(Continued From Page 1)

features top entertainment and dancing from 9 p.m. until 1 a.m.

There are 17 conference rooms in the hotel, each room being named in honor of a Western artist and containing a graphic art representative of the namesake.

The Regency Ballroom, where the CAP banquet concluding the annual meeting will be held, has more than 10,000 square feet of floor space and can accommodate 1,200 persons.

A pre-registration coupon which members can use to pre-register for the meeting is printed below. Although pre-registration with National Headquarters is not required, it is recommended for those planning to attend.

Master of ceremonies for the banquet will be Dr. John Furday of Phoenix who produces and narrates the popular radio travel show, "Holiday World of Travel," on more than 500 radio stations in the United States and Canada, as well as on the Voice of America.

George Walter, former dean of Education at Lawrence University, will be guest speaker at the banquet. Walter, an educator and coach, also is a forest ranger at Glacier National Park, and speaks at high school assemblies and professional associations throughout Phoenix, the state capital, known for its low humidity and balmy weather. The city and its vicinity, known as the Valley of the Sun, offer a wide variety of attractions for person attending CAP's National Board meeting.

More information about the 1978 National Board meeting and other activities associated with it will be published in forthcoming issues of Civil Air Patrol News.

Cadets Manage CD Exercise

(Continued From Page 1)

true is that the cadets are smaller and in certain respects quicker than many of the adult staff members. They were able to adapt themselves readily to the conduct of activities in the operations center."

The civil defense director said, "I would have any member of the cadet staff as an official staff member if it were possible. Several would be given key responsibilities on a par with the adult staff. Their enthusiasm and energy seemed unbounded."

The director believed this was the first time that the extensive interrelationships between two largely volunteer staffs had been operationally tested in a federally supported emergency operations center.

Leadership School Planned

LOUISVILLE, Ky. -- The Kentucky Wing will sponsor a squadron leadership school, open to all members of the Great Lakes Region, at the Rough River State Park Aug. 12 and 13.

Enrollment is limited to 60 slots which will be filled on a first come first served basis.

Dr. Richard Ovington of CAP National Headquarters will be the principal seminar leader. Instructors of the various phases will come from the Kentucky Wing.

The school is located at Camp Greenshores at the Rough River Lakes in west central Kentucky. The camp is owned by the Kentucky Easter Seal Society. There is an airport near the campsite with a 2,500-foot paved runway. Aviation gas is available. Those who fly in are requested to bring their own tie-downs. Transportation to the camp is available. Transportation from the Kentucky Wing headquarters in Louisville to Camp Greenshores will be provided for those requesting it in their applications.

Application for the school may be made through channels on CAP Form 17 to Maj. Morgan W. Wright; Kentucky Wing Headquarters, CAP; P.O. Box 20271; Louisville, Ky. 40220.

The cost of persons attending will be $20, which covers food and lodging and registration.

Students must bring their own towels and soap and either bed linen or sleeping bags. There is a swimming pool so people should bring their swim suits if they want to swim.

People should report in no later than 7 p.m. EDT for assignment of quarters.

Pre-Registration Urged For Phoenix Meeting

MAXWELL AFB, Ala. -- CAP members planning to attend the 1978 National Board meeting Sept. 7-10 in Phoenix, Ariz., are being urged to pre-register for activities there. Printed below is a coupon for this purpose.

Although pre-registration is not required, contrary to a statement in the May issue of Civil Air Patrol News, those attending the annual event can save time by doing so, since a separate desk will be set up at the hotel to allow them to bypass normal registration.

Personnel should pre-register only if they are sure they will attend. The registration cost is $19 per person which includes the cost of the banquet. This pre-registration is only for CAP activities and does not include a reservation at the hotel.

Those who pre-register but are unable to attend may receive refunds for the $19 fee if they notify National Headquarters no later than Aug. 30. Pre-registrants who fail to notify National Headquarters by this deadline can receive a refund if they do not attend, but a $5 handling fee will be charged.

The pre-registration forms are due at National Headquarters no later than Aug. 25. Mail this coupon with fee to HQ, CAP-USAF/AC, Maxwell AFB, Ala. 36112. Do NOT mail this form to the hotel in Phoenix.

Correction

A member of the Wyoming Wing has written saying that there was an error in a story appearing in the April issue.

The article relating to the rescue of a 15-year-old boy from an aircraft accident near Casper was incorrect in that it was not a sheriff's department team that made the evacuation. The actual evacuation of the injured boy was made by members of the 492nd Emergency Services Sq. (Wyoming Wing), according to the reader who was a member of the CAP ground team.

CADET EXERCISE--Mississippi Wing cadets conduct a nuclear disaster exercise in conjunction with the Columbus-Lownes Civil Defense Council and other disaster relief agencies.

CAP National Board Meeting -- 1978

PRE-REGISTRATION FORM

Enclosed is $______ for _______ registrations at $19.00 each*

Name______ Rank______

Street______ City______ State______ Zip______

Wing______

Please make check payable to “National Headquarters CAP” and mail to HQ, CAP-USAF/AC, Maxwell AFB, Ala. 36112. (Do NOT mail this form to the hotel in Phoenix.)

CONGRATULATIONS—Cadet Robert F. Byrd, Clinton-Scott Comp. Sq. (Illinois Wing) receives the Gen. Carl A. Spaatz Award from Gen. William G. Moore Jr., commander of the Military Airlift Command at Scott AFB, Ill. Byrd has been a CAP member since 1973 and is also cadet commander of his AFROTC unit at Southern Illinois University at Carbondale where he is a senior. (USAF Photo)
New Trophy Named For Chief Of Staff

WASHINGTON, D.C. — The Civil Air Patrol, the volunteer civilian auxiliary of the Air Force, has made Gen. David C. Jones, Air Force Chief of Staff, an honorary CAP member.

CAP also unveiled its new cadet sweepstakes trophy which will be presented annually in the name of the Chief of Staff.

Brig. Gen. Thomas C. Casaday, national commander, presented the membership certificate to Jones and unveiled the sweepstakes trophy at a reception following a CAP advisory panel meeting in the Pentagon.

As an information officer, I found a calling. The commander, then Lt. "Pete" Singh, gave me a copy of CAP Manual 190-I with the advice, "Read this and see what the job's all about." He started me in a field of training which has resulted, as of January of this year, in a new and thoroughly enjoyable career, technical writing and editing.

After a couple of years as a Squadron IO, I moved "up" to Group level, and not too long after that I was able to fill an opening in the Wing IO shop. Very few CAP members have ever been so favored in having professional training.

CAP information officers on the California Wing staff have not been too different from IOs in other wings. But there have been notable exceptions: Maj. Frank Burcham, author of "Hero Next Door" and many other aviation-oriented writings. He recently completed a book about the Federal Aviation Administration which he titled "Clear To Land." He is one of those who have had a hand in preparing me for my newfound career. That training, and the interest I have always had in the field of aerospace technology led me to becoming a technical writer in one of NASA's space exploration programs.

The list of my fellow CAP members who encouraged me, and spent time and effort to add to my abilities as an IO, and kicked me in the pants when I didn't do it right, is far too long to recite here. Let it rest with an expression of my sincere gratitude.

At the risk of seeming overly repetitious — thank you for the last 25 years.

I hope that in May 2003, I'll be able to write and say: "Thank you for the last 50 years in CAP."

Cadets Visit N.Y. Port Facilities

PACKER, N.J. — Cadets of the Civil Air Patrol have visited the Port Authority of New York facilities and Pan American Airlines facilities at John F. Kennedy International Airport.

Ten cadets accompanied 64 cadets on the daylong visit. "This is one of the best cadet turnouts for an activity that I've ever seen," said the commander of one of the participating squadrons.

The tour included a closeup look at the Concorde supersonic aircraft. Cadets viewed the Concorde from its boarding ramp at the airport arrivals building. They also viewed the plane as it made its departure and banking climb.

The visitors were treated to a birds-eye view of the field from the control tower. They also toured the customs and security sections.

On the Pan American tour, the cadets saw the 747 hangars, overhaul facilities and jet engine shops. They made a walk around inspection of a 747 that was being overhauled and had a look at the flight deck of the jumbo jet. They were given a variety of materials on airport operations and aircraft specifications.

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Prevent Aircraft Theft

By PAUL E. GARDNER
Brigadier General, USAF
Executive Director, CAP

Two Cessna aircraft were recently stolen and used for joy rides. In the first case, two boys, ages 10 and 16, hot-wired the ignition of a Cessna 150 and proceeded to buzz the city of Los Angeles at approximately 100 feet! In the second case, a 26-year-old man stole a Cessna 140 by breaking the chain and padlocked tie-down rings off the aircraft. Although in the first case the two boys landed safely and were apprehended, the 26-year-old was killed when he crashed while buzzing a ranch.

These two thefts again support the fact that an aircraft can be stolen — and the thief is skillful and/or wants the aircraft badly enough. Although experienced in the past, the typical thief was a person seeking a thrill, a pilot or non-pilot about to perform unauthorized maneuvers or experiments with flight. Temporal confusion or outright theft, the Civil Air Patrol cannot afford to be the victim. We must preserve our aircraft property so that they are readily available to respond to emergency missions in an effort to save a life instead of being subject to use for illegal activities or joy rides.

What can we as CAP members do to prevent or reduce the possibility of aircraft theft or unauthorized flight? The theft is virtually impossible, but the threat can be substantially reduced by making theft as difficult as possible. I have previously stressed the necessity for strict control of ignition keys and religiously using tie-downs, control locks and, when possible, locked hangars.

The above methods of securing your aircraft, there are several other actions that can be taken. Security locks such as wheel locks, nose locks, and mixture locks are commercially available and must now be seriously considered for use by all units. The wheel lock consists of a "U"-shaped aluminum check which is secured in place by a steel lock clamped over the brake disc. Although the cost is relatively high ($75-$85), the Aviation Consumer article suggests that the device is the only one recommended by the National Aviation Theft Bureau. Throttle and mixture control locks are also available. These devices slip over either the throttle or mixture control rods and lock in an unauthorized position. The cost of these locks is approximately $20.

Many other locating devices are also available or may be locally made. In some instances, the device itself may create a safety hazard and, if so, it should not be installed. Obviously, we should all be cautious of the type of security devices we intend to use and fully analyze all safety considerations before making any installation.

An excellent discussion of anti-theft devices is contained in the issue of Aviation Consumer magazine referenced earlier. The magazine should be available at most fixed base operator locations and should be read by every unit commander that has an aircraft assigned. I find it notable that in each of the above thefts, the thief bypassed normal/routine security devices, but possibly could have been stymied by the additional hindrances of a secondary anti-theft device had one been installed. I strongly encourage every CAP member to become more involved in aircraft security. Take a hard look at the aircraft in your unit and ask questions like the following:

- Will a local fixed base operator donate or subsidize lockable hangar space?
- Are airport employees informed about CAP activities and requested to maintain the security of aircraft?
- Finally, what additional security devices or measures are possible considering the local situation and individual safety?

I wish that the National Headquarters could obtain hangar space and sophisticated anti-theft devices for each corporate aircraft, but unfortunately financial requirements and inability to assess individual unit requirements and procedures prevent these measures.

As a result, unit commanders must continue to be responsible for the security and control of aircraft and all other equipment and supplies assigned to their custody. Individual persuasion, ingenuity and unit funds are necessary to insure the security required.

As CAP members, we have a vital, continuing responsibility to set the highest example in the aviation community for professional competence in flight performance and advocating, promoting all aspects of flight safety and aircraft security. Let us all do our part.

New Members Should Get Active In CAP

(Editor's Note: Back in the January 1978 issue, we published an anonymous letter about "I am the person you let get away," a challenge to those who ignore new members of a squadron. But every argument has its counter-argument. The reply to that original letter is supplied by an information officer in the Rhode Island Wing. "This isn't the first time someone dropped out for lack of attention," she says, "and I thought it (the original letter) needed a reply." Here it is.)

By Lt. Col. NANCY K. GWY New Port County Comp. Sq.

I am the squadron member that you let away. It is true we spent some time and effort to recruit you as a squad member. We tried to interest you in various activities or on bivouacs, and I can always use someone to type notes.

Some take work home with them, and file. Some show up every week and we can count on them to do their share. They keep posted on new programs and search and rescue missions in foreign countries, overseas and ask questions like the following:

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New Squadron Opens At Yokota

YOKOTA AB, Japan — The Yokota Cadet Sq. of the Civil Air Patrol has been chartered and had its first meeting May 2.

The main emphasis of the squadron is to conduct cadet programs. The cadet program will be the cadre program, according to Capt. Joseph M. de Rico, unit commander. Since the Civil Air Patrol is restricted from flying search and rescue missions in foreign countries, overseas and ask questions like the following:

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- Will a local fixed base operator donate or subsidize lockable hangar space?
- Are airport employees informed about CAP activities and requested to maintain the security of aircraft?
- Finally, what additional security devices or measures are possible considering the local situation and individual safety?
Museum’s Shops Open For Tours

WRIGHT-PATTERSON AFB, Ohio — The Air Force Museum’s restoration and storage area here will be open again this year for public tours each Friday by appointment beginning June 2.

The shop tours will give visitors an opportunity to look behind the scenes at the shop and storage areas and observe how the museum prepares displays. Also, it will give visitors the chance to examine part of the museum’s study collection.

Due to the nature of the tour, officials recommend that visitors be at least 12 years of age.

Reservations for the Friday tours will be accepted from 10 a.m. on the preceding Saturday until noon on the day of the tour by calling (513) 255-3284.

Tours of the shops, scheduled for June, July and August, are free and will leave from the front of the museum at 1 p.m. and return about 2 p.m.

The museum, located six miles from downtown Dayton, Ohio, is open to visitors from 9 a.m. until 5 p.m. Monday through Friday, and from 10 a.m. until 6 p.m. on Saturday and Sunday. Admission and parking are free.

Glider Flying Encampment

HONOLULU, Hawaii — The Hawaii Wing will hold its largest flying encampment at Dillingham Field July 21-Aug. 4, 1978.

Approximately 80 cadets from all over the nation can be accommodated. The encampment’s objective is cadet training and aerospace education in actual flying operations.

Three 2-place Schweizer 2-33A gliders form the mainstay of the glider flight training portion of the program. A single place Schweizer 1-26 will also be available to cadets who have attained their Glider Private Pilot Certificate. Two-place and four-place training airplanes (Cessna 150-172) will also be used in this year’s encampment.

Both ground and flight instruction will be provided by FAA-certiﬁed and CAP-approved instructors. “We’re going to do two things,” said Navy Commander David Luehring, encampment commander. “First of all, we want to provide a good introduction to ﬂying. There are cadets who are interested but who have had little experience. Secondly, we want to provide a good program to build on previous experience for cadets who have had considerable experience in the air.”

The encampment is open to CAP cadets 13 years of age or over on Aug. 3, 1978, who have completed four achievements at Level Two. Cost will be $65, which includes meals and miscellaneous supplies.

Cadets should apply on CAP Form 31 (Special Activities), forwarded through their squadron commander to Commander Hawaii Wing, Civil Air Patrol (FE-CC), P.O. Box 29417, Honolulu, Hawaii 96820. They should attach a statement in their own handwriting giving their qualiﬁcations and the reasons they feel they should be selected to attend.

Cadets Nominated To Academy

MAXWELL AFB, Ala. — Two Civil Air Patrol cadets have received appointments to the U.S. Air Force Academy:

Cadet Mark E. Duarte of the Richards-Gebaur Comp. Sq. (Missouri Wing) won a Presidential appointment. A CAP member since 1973, Duarte is a past associate of cadet squadrons at Vandenberg AFB, Calif., as a former cadet commander of her unit.

A senior at Sabino High School in Tucson, she has been a member of the honor society for three years and has received two Certificates of Achievement in the Arizona Math Contests and three Presidential Physical Fitness Awards.

Cadet Wendy Girton, 355th Cadet Sq. 105 (Arizona Wing) has also been nominated to the Air Force Academy. She is the former cadet commander of her unit.

A senior at Sabino High School in Tucson, she has been a member of the honor society for three years and has received two Certificates of Achievement in the Arizona Math Contests and three Presidential Physical Fitness Awards.

Selections for attendance and for scholarships will be made by the staff of the Hawaii Wing based on quality of application, qualiﬁcations and geographic distribution.

Applications must be accompanied by check or money order for $60, payable to “Hawaii Wing CAP.” This amount will be refunded for cadets not selected. Alternatively, applications may be accompanied by check or money order for a $30 nonrefundable deposit, with the remainder due upon notification of selection.

Notifications will be made by mail about June 30, 1978.

ANTENNA TOWER — Cadet Paul Kipple, Wild River Comp. Sq. (Wisconsin Wing) inspects the beacon tower at Mt. Telemark where a new antenna for the Wisconsin Group 7 repeater is being installed.
Alabamians Win Medals For Valor

McMINN, Ala.—Three members of the McMinn Comp. Sq. (Alabama Wing) recently received the Civil Air Patrol's Bronze Medal of Valor.


The aircraft, a Cessna Skyhawk, crashed in a field near Ft. McClellan, Ala., injuring the occupants. Fleming quickly instructed people nearby to clear the runway and keep the gathering crowd from smoking since fuel was pouring from ruptured tanks, said 1st Lt. William B. Wood, squadron commander.

Lynner cleared the area for the medical personnel and ambulance. Then Fleming, Humphries and Senior Member Mark Numally literally tore the doors from the wreckage with their bare hands and took them to safety to await the ambulance, stated Wood.

"Their quick thinking and decisive action probably contributed to saving the lives of the front seat occupants," he said.

Commander Earns CAP’s Falcon Award

NORTH HOLLYWOOD, Calif. – Capt. Jay Weinschoff, commander of the North Hollywood Comp. Sq. 129 (California Wing) was recently presented the Col. Frank Borman Falcon Award. The award was made during the recent California Wing conference held in Fresno.

Weinschoff became a squadron commander when the former commander, Maj. Marvin Mullins, was named logistics officer for California’s Group I.

By Maj. Edward Crankshaw

HQ. California Wing

SAN JOSE, Calif. — Since man first gazed up at the stars, his curiosity about the heavens has been intense. Man’s drive toward knowledge has been one of the moving forces behind his development and civilization.

In 1768 man takes another step toward the stars. Two Pioneer spacecraft will make the journey from earth to Venus, “the bright planet,” second from the sun; the closest to earth in size, mass, and distance from the sun. The information to be gathered by these spacecraft will add significantly to our factual knowledge about our sister planet.

The first of these two Pioneers, the Orbiter (launch date: May 20) will travel some 380 million miles to catch up to Venus in its orbit. When it arrives, it will be inserted into an elliptical orbit around the planet. There it will spend 243 earth-days (one Venus day) engaged in a variety of scientific experiments and the gathering of data about Venus.

The second craft, the Multiprobe “Bus” is scheduled for launch on August 7. It will travel a much shorter, more direct route to Venus. As it approaches the planet, it will release first one large, then three smaller probes. Each of these will be aimed at a different area of the globe. The probes will, as they enter Venus’ atmosphere, send data directly to NASA’s Deep Space Network radio stations strategically located around earth. This data will provide scientists with material for several years scientific studies.

Each of the five probes (this includes the “Bus”) will gather and send data for about 57 minutes, until they impact on the surface of the planet. They are not expected to survive beyond impact.

Present knowledge of Venus’ atmosphere leads us to believe that it will be very “hostile” to the probes. The atmosphere appears to be loaded with acid very much like sulphuric acid. Should one of the probes survive beyond impact, it is not likely to be able to withstand the ravages of the atmosphere for very long.

You might be wondering at this point: The Pioneer Missions have to do with Civil Air Patrol? Directly, nothing. Indirectly, quite a lot. Missions like these are the “paving stones” in man’s road to the stars. The CAP cadet of today is learning about the aerospace world of tomorrow. The cadet today is the astronaut, mission commander, test pilot, or scientific experimenter of such missions in the future.

The Civil Air Patrol is intrinsically involved in these programs. But, without a senior member support of the cadet program, in all areas, our involvement will grow less each day. Unless the cadet is encouraged and supported in his efforts to learn, how will he remain interested? The CAP cadet program, in all areas, is the key.

The expression might be somewhat hackneyed, but its validity remains certain: “The Civil Air Patrol cadet of today is the aerospace-world leader of tomorrow.” Our cadet program is a good and certain resource for aerospace leadership in the future.

You may be wondering about Aerospace Careers Day. The activity was sponsored by members of the Beach Cities Cadet Sq. 167 and featured representatives from the aviation and aerospace industries in the Los Angeles area.

PHOTO CAPT. JERRY AVERY

U.S. Sends Two Pioneer Probes To Venus

BANGOR, Maine — Members of the Maine Wing had a hard time getting a joint exercise with Civil Defense off the ground recently because they kept getting interrupted by real missions.

To begin with, every available person was doing several jobs because the National Guard and Reserve drill weekend took some of the CAP personnel away. Then just as the evaluators from wing headquarters arrived, a mission was called to search for the source of an ELT signal “somewhere in northern Maine.”

The signal proved to be from an aircraft that landed on a rough dirt strip. The pilot had gone off fishing without checking his transmitter. And the exercise resumed.

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Cadet Tells About Emergency Service Training

By CADET PAUL REYNOLDS  
Huntsville Comp. Sq.,  
Alabama Wing  

After joining the Civil Air Patrol in the fall of 1977, I began looking forward to my first encampment, which I thought would be the Wing Summer Encampment at Maxwell AFB. However, our squadron learned of a Type B Encampment to be held at Redstone Arsenal in Huntsville during the school spring holidays. All Alabama squadrons were invited to send cadets to the Ranger and Emergency Service Training. The activity was sponsored by the Albertville Comp. Sq., commanded by Capt. George Jackson. He was also the mission commander, and coordinator. Thirty-six cadets, from 12 to 18 years in age reported Sunday afternoon, March 12, 1978. The parents and chaperones visited the barracks and after they left we were divided into two flights; A Flight, called Airborne Angels, and B Flight, called the Jet-tinights. Each cadet was assigned a bunk and locker that had to meet military standards. All events were graded because an award would be given to the best flight and the best cadet at the end of the week. Our meals were taken at an Army mess hall on the arsenal. We had free time at night which was spent mostly at the PX and bowling lanes. The main part of our training and the favorite activity was learning the basic skills of rappelling. A nearby college, Alabama A and M, let us use their rappelling tower and members of their ROTC Ranger Unit taught the classes. Almost all the cadets went down the 40-foot tower and a few even tried the difficult Australian rappel. We learned a lot and I am sure it will help in the land SAR. Another major part of our training was four hours instruction in Red Cross multimedia first aid. If we passed a written test, a card certifying our proficiency was given to us. At the beginning of the week we saw the arrival of the Space Shuttle vehicle aboard its Boeing 747. Later in the week, we visited the shuttle close up and saw it on the ground along with its huge fuel tank. On Friday we had a stand-by inspection and drill competition. There was lots of drill during the week to get us ready for the test. This was a good experience for the new cadets and good practice for the more advanced cadets. Saturday was graduation day. A Flight won the competition by five points, and Todd G. Benson of the Bessemer Comp. Sq., was named best cadet. I think this week on Redstone Arsenal was of great benefit in that it showed us what military courtesy is all about. It taught us self discipline and some responsibility.
**Table: Tabulations Of Results**

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**Question No. 2**

What is your primary interest in Civil Air Patrol? Other:

- 1.0
- 3 1.3
- 14 3.1
- 2.1 1.3
- 3 1.6
- 5 1.6
- 5 1.5

**Comments On Specific Questions In Survey**

The following are some of the comments received in answer to the recently published reader survey.

**Question No. 2**

What is your primary interest in Civil Air Patrol? Other:

- 1.0
- 3 1.3
- 14 3.1
- 2.1 1.3
- 3 1.6
- 5 1.6
- 5 1.5

**Question No. 6**

What type of news is not now being published in Civil Air Patrol News, would you like to see used? (Please be specific).

- 36.1
- 6 1.6
- 5 1.6
- 5 1.5

Leadership development.

I just want to get my pilot license.

Flight operations.

Administrative support.

Some suggested cutting the paper back to every other month, or every once every three months, or cutting down the size to save money. Others said, "Enlarge it as is." Some suggested that use of color is not needed, but others asked for more pictures in color.

But, in all, the survey indicates one thing for sure: Most Civil Air Patrol members are serious about their activities in the organization, proud of it, eager to learn, and dedicated to help their fellow Americans.
- TERRAIN PROFILE. Rugged terrain features may aggravate adverse conditions such as turbulence and reduce dispersion of other weather phenomenon, e.g., fog, clouds. Wide valleys may offer shelter from turbulence or clouds which conceal peaks and ridges; however, consider aircraft maneuvering space (vertically and horizontally) and aircraft capabilities. Forested areas do not offer possible forced landing sites normally associated with smooth, barren surfaces.

- HIGHWAYS AND ROADS. May offer excellent ground reference points during reduced visibility. May also offer emergency landing sites; however, POWERLINES and vehicle traffic density may deny safe use. In short, use caution for possible obstructions, ESPECIALLY during conditions of LOW VISIBILITY AND AT NIGHT! (Two CAP aircraft hit powerlines this year.)

- AIRPORTS. Routes selected should consider distance between airports. Rough terrain and adverse weather favor short distances between possible landing sites.

- WEATHER FORECASTS AND REPORTS. Probably the greatest factor to consider. Forecasts and observations in mountainous terrain can change rapidly and often do. Many remote areas have no reports, observations, or forecasts. Forecasts are general in nature; therefore, the worst conditions mentioned, AIRMETS, and SIGMETS, must be seriously considered. Pilot reports are a welcomed resource in these areas.

- COMMUNICATIONS RADIOS. Limited or no radio communication capability is poor insurance in mountain flying regardless of weather conditions.

- FLIGHT PLANS. Failure to file and follow a flight plan in challenging terrain can be disastrous. The response time and risk involved in searching terrain of this nature is greatly increased if problems arise and assistance is required.

- SURVIVAL GEAR. Appropriate clothing should be worn, especially if temperatures are low. Don't always rely on clothing packed in a kit. Survivors can't always open the kit, much less don clothing. Food, water, flares, and first-aid equipment are excellent insurance. Although the presence of such equipment may cause anxiety, the lack of these items (if needed) may cause worry.

- MARGIN for SAFETY is a necessity, experienced mountain flyers may add more factors to consider. The FAA circular titled "Tips on Mountain Flying" is an excellent source of information.

A MARGIN for SAFETY in any activity should allow for human error and the difference between what is known and unknown. The MOUNTAIN FLYER often has many factors to consider simultaneously. IF YOU must fly in mountainous terrain, BE PREPARED! The record is full of cases where OTHERS WEREN'T!
Winter Survival Training
In Massachusetts...

BY
1ST LT. JEANNE PENDLETON
Tri-County Comp. Sq.
Massachusetts Wing

HUDSON, Mass. - The Massachusetts Wing held its winter Ranger School at Turners Falls Airport.

Some cadets there were tested for Basic Ranger Qualification. The test takes the entire weekend to complete. Most of it is practical application of what the cadets learned in classes at previous schools and in squadron training.

These cadets were divided into teams of four to six members. Each team had to pick a campsite, build a snow shelter, build a fire for warmth and cooking and dig a team latrine.

While traveling to and from their campites, the cadets had to contend with snow that was hip deep in places. It consisted of a one-inch crush covering crystalized power. It wasn't possible to build the igloo type of shelter because the snow could not be packed.

The teams planned and constructed their own shelters. One team cut blocks of the crust and stacked them to make shelter walls, using their ponchos and space blankets for a covering. Another wove dead branches as a support for a snow wall. Another dug out from around a tree and covered with foliage.

Each team slept in its own shelter Saturday night. The cadets had to remember what they had learned about cold weather bedding, frostbite and how to keep the water in their canteens from freezing.

Sunday the cadets were tested on map and compass skills. They were given maps and asked to navigate over a course using a compass. They were required to triangulate their positions and show their ability to use back azimuths.

Each cadet testing for Basic Ranger had to solve first aid situation problems supervised by two emergency medical technicians from the Franklin County Cadet Sq.

They were also quizzed on radiological monitoring techniques and had to demonstrate knot tying. Part of the test consisted of hand signals, body signals and whistle signals.

Seventeen cadets successfully completed the requirements for Basic Ranger at this school. Many more will pass after completion of one or two items at the next Ranger School.

The first-time attendees at this year's school also had special activities. After being briefed on using snowshoes, they were divided into three teams for a snowshoe race. Then they had a class in fire-building and a fire-building competition, in which their fire had to stay lit for two minutes. They also had a class on shelter building and constructed a paratopee.

Senior members attending the school had a course in ranger jeep driving and maintenance. They had to know how to drive a standard transmission and use a four-wheel drive, as well as normal maintenance and troubleshooting techniques.

The course also covered on and off the road driving. At the end of the training, the students drove a test course to qualify for a CAP driver's license.

Cadet Kevin Kervick takes over the lead in the cadet ranger snow shoe race.

Cadet Andrew Warner, left, team leader, comes out of his team's shelter as 1st Lt. Frank Parker stops to inspect it.

Cadet Peter Kiley, left, demonstrates his knot-tying ability to assistant testing officer 1st Lt. Frank Parker. (Photos by 2nd Lt. Albert Cochran)

During the fire building competition, Cadet Linda Cintolo watches intently for her fire to catch.
...And In Pennsylvania

HAWK MOUNTAIN, Pa. — Deep snow drifts and severe cold last winter gave cadets attending the Pennsylvania Wing winter survival school a supreme test, according to 1st Lt. Raymond Kaminski, Pennsylvania Ranger information officer.

Over 200 cadets participated in the schools at Hawk Mountain and Chaneysville, receiving special training in the techniques of winter survival. "It was the toughest test of survival for cadets in over 15 years."

The snow made cross-country almost impossible, he said. Snowmobiles used in rescue work were halted because of the heavy drifts.

Lt. Col. S. J. Curto and Capt. Hubert Waskovich were commanders of the two Pennsylvania winter survival schools.

Training for these cadets will continue in July at the National Summer Training School at Hawk Mountain, said Kaminski.

Photos by
1st. Lt. Ray Kaminski

A cadet maintains the squadron log.

One of the school participants cuts firewood.

Cadets take a rest break during a hike.

A cadet prepares a camp site.

The squadron area with tents and packs was home to personnel attending the winter survival school.

Evening was time for a dinner in the field.
OPERATIONS

1. ELT LICENSES. In March 1976, the NEC approved a shared-cost purchase plan to provide each CAP Region/Wing with a training ELT. As of this date license applications have been received for less than one half of the purchase units. Operation of the Pointer 6000 model training ELT without a license is a violation of FCC regulations. The deadline for submitting license applications to DOK for forwarding to FCC is 30 August 1978. Pending receipt of a license the Pointer 6000 ELT may be used under a USAF waiver similar to procedures for use of the EBC 102. Currently, only these two units may be legally used under license or waiver. Use of locally modified, individually purchased ELTs of any other type or model is unauthorized and violates FCC regulations. The FCC Form 406 must be used for license application and must be received by DOK not later than 30 August 1978. Exercise of the USAF waiver requires liaison officer action as outlined in CAP-USAFR 100-4. Specifications notifications are mandatory before ELT training can be conducted. WARNING: To prevent internal unit erosion by leaking batteries, ELT batteries should be removed when the unit is stored or not used for an extended period. Batteries should be periodically checked for condition. Pointer batteries may produce a toxic gas and liquid solution. Upon opening Pointer cases caution should be taken not to breathe the gas or permit the liquid to contact the skin. Pointer units that become inoperative or require maintenance should be returned to the manufacturer for service or repair. Contact DOK if further information is required.

2. AIRLIFT. Headquarters CAP-USAF annual airlift letter lists all activities for which military airlift may be requested for CAP members. CAPR 76-1, paragraph 3f, outlines procedures for providing requirements to a USAF approving official and paragraph 4b(2) cites USAF responsibility in submitting approved airlift requests. All contacts, coordination with military airlift units must be made by the USAF liaison officer. CAP contacts with Air Force base designated liaison officers should support other than air transportation.

PERSONNEL

3. SENIOR MEMBER OF THE YEAR. All commanders are reminded of the change in the schedule of due dates for this award.

15 June - Wing recommendations to region commanders
15 July - Region recommendations to National Headquarters

Remember this is an excellent opportunity to recognize hard working senior members at the grass-roots level.

4. UNIFORM TIP OF THE MONTH. Just a reminder that the tan service uniform, shade 1550, will be phased out 30 September 1978.

ADMINISTRATION

5. NEW AND REVISED CAP PUBLICATIONS.


c. Change 2, CAPM 39-2, "Civil Air Patrol Membership," 1 May 1978, has been published.

d. Change 1, CAPM 50-17, "Senior Training Program," 1 May 1978, has been published.

e. CAPR 900-10, "Wing Effectiveness Evaluation Program," 1 May 1978, has been published.


FOR THE EXECUTIVE DIRECTOR

DONALD A. O'NESKY, Lt Colonel, USAF
Director of Administration
Comments On Specific Questions In Survey

(Continued From Page 8)

Communications technical articles, camping technique articles. Survival techniques, paramedic activities. Mental attitudes (survival) from the downed pilot's outlook. Mental outlook controls the physical in most cases. More technical items on communications.

Private aviation safety equipment; new airplanes, aviation opportunities. More "how we accomplished" stories about how individuals in units solved problems that will face other units. Short, sufficiently specific to serve as examples.

Some ways that CAP units enable USAF and other military units to do their job a little better, i.e., closer ties to patriotic activities. Devote a page each month to proper uniforms, where to wear, where to buy. Publish a report on new regs and forms in advance.

Outstanding members of the month, picture and article. Letter to the editor column that tells both sides of the issue. More local news. More changes and existing regulations published. More columns that have slight access to the regs in most units.

Reviews articles that would allow showing articles to would-be new recruits.

Cadet answers: 

Question No. 3

What other type news, not now being published in Civil Air Patrol News, would you like to see used? (Please be specific.)

Senior Answers:

OK as is.

More on what cadets are doing on airlift nights as programs for cadets.

Information on good education programs developed by other units.

News on foreign CAP organizations—any and how they compare to U.S. CAP units.

More information on aviation and communications.

I see nothing else that would be better. You now have a very good publication.

More human interest stories on cadets and long-time seniors.

Feature a particular CAP uniform item each month.

Possibly a question and answer section. This could be a tool for new members and new commanders.

Safety news, accidents involving CAP aircraft, vehicles and personnel, and steps to be taken for future recurrence.

Opportunities for advancement in CAP structure.

Education, conferences, seminars are too short and shallow, too many and too superficial. CAP could supplement what they offer.

Challenger and Blue Beret programs.

Courses being given in each region. So many are not informed and therefore miss out on many activities.

No deficiencies noted.

Supply sources for uniforms. ELTs and communications equipment.

Most areas are as thoroughly covered as possible, but some "news" is a little stale. More articles it deals that deal with search and rescue.

Monthly report on ELTs, missions, finds, suspended—Red Cross and Civil Defense assistance.

Generally speaking, I think it is pretty well rounded.

Squadron money-raising projects, organizations sponsoring CAP units, outstanding in CAP and awards other than CAP (show CAP members are interested in other activities.

More articles on SAR evaluation score, identification problems. Local squadrons and groups need to know they share problems and maybe someone's good ideas will help. Articles on how to simplify paperwork and other aspects of SARCAPs, etc., are good.

A list of the entry Spaht Award winner each month.

In-depth safety (prevention) relative to aircraft and vehicle operations.

Search procedures—one item each month. Communications column.

Mental attitudes (survival) from the downed pilot's outlook. Mental outlook controls the physical in most cases. More technical items on communications.

Private aviation safety equipment; new airplanes, aviation opportunities. More "how we accomplished" stories about how individuals in units solved problems that will face other units. Short, sufficiently specific to serve as examples.

Some ways that CAP units enable USAF and other military units to do their job a little better, i.e., closer ties to patriotic activities. Devote a page each month to proper uniforms, where to wear, where to buy. Publish a report on new regs and forms in advance.

Outstanding members of the month, picture and article. Letter to the editor column that tells both sides of the issue. More local news. More changes and existing regulations published. More columns that have slight access to the regs in most units.

Reviews articles that would allow showing articles to would-be new recruits.

Cadet answers:

Question No. 4

What other feature, not now being published, would you like to see used in Civil Air Patrol News?

Senior Answers:

Articles on aircraft by cadets themselves. Articles on advancement for each staff position.

Sources of equipment, such as aircraft, radio, clothing, SAR gear, ground gear, anything related to CAP.

A feature used as an incentive to motivate cadet interest. Each issue, story about each aircraft type used in CAP.

Tips on maintenance of CAP aircraft.

A schedule of coming events, major conferences, region or national schools, etc., each month for two or three months ahead.

A reader comment column. Short stories of old and new homemade or restored aircraft.

An editorial or question and answer section.

Advertising on reliable equipment.

More flying and aerospace safety. Section dealing with cadets and seniors who are successful in private life. Specific projects concerning rebuilding aircraft, vehicles and equipment.

Regulations summaries in understandable language. Feature one req a month.

Ideas for program. "How to do it" column for air educators—not just pictures of cadet field trips.

Information on ways and means of getting more and better aircraft equipment for squadron.

More cartoons by Zack Mosley (especially girls).

More stories on people saved. Breakdown on where dues go. There is too much social news and make this a professional publication for professionals. A special gripe column, where disenfranchised persons or members can use this as a means to expand and improve themselves.

Locating column—locate friends that are in different squadrons, moved, etc.

Expand your exultant column. Regular feature on possible or pending legislation that might affect CAP. Selected items from Bookstore and order blank.

More pictures of cadet activities. Change of address clipping.


True happenings dealing with human emotions.

Column dedicated to first-aid techniques.

Take one SAR mission and go into detail about it.

Each month I would like to see a report on a squadron or wing that did something really outstanding.

Question No. 5

If you could, what one thing would you do to improve Civil Air Patrol News (without spending any more money)?

Senior Answers:

Group information of CAP according to wings instead of regions.

More photos of cadets and publish more news of the wing and squadrons that you consistently delete. Some issues resemble a society of who's who in uniform.

The publication is excellent in its present form.

Less advertising and more public relations.

Wouldn't there be some kind of saving by not forcing households to take more than one copy?

How to do it survival article each month.

Activities at squadron level. Delete items that only get someone's emotions.

Question No. 6

Create a monthly centered that can be used as a poster.

One-half as many issues, each one twice the issue you have now.

Wouldn't be the same to buy one for every member?

One special gripe column, where disenchanted persons or members can use this as a means to expand and improve themselves.

Less advertising and more public relations.

Wouldn't there be some kind of saving by not forcing households to take more than one copy?

How to do it survival article each month.

Activities at squadron level. Delete items that only get someone's emotions.

Question No. 7

If you had to improve the Civil Air Patrol News, how would you like to see it improved?

Senior Answers:

More interesting people stories.

More photos of cadets saving lives.

More First aid and survival articles.

More technical items on communications.

More pictures of cadet activities.

More recruiting articles that would allow the paper to be seen used.

More and longer "People in the News" a career.

A trouble shooter column for troubled cadets.

Maybe a region of the month contest. Public relations tips from units.

Follow-up on people saved. More "Aero-Astro Answers."

A special section for cadets or seniors.

Tips on outdoor survival. CAP Historical events.

Academy programs.

Squadron meeting places. What other squadrons need.

Series on how best cadet squadrons run themselves.

True happenings dealing with human emotions.

Column dedicated to first-aid techniques.

Take one SAR mission and go into detail about it.

Each month I would like to see a report on a squadron or wing that did something really outstanding.

Question No. 8

If you could, what one thing would you do to improve Civil Air Patrol News (without spending any more money)?

Senior Answers:

Group information of CAP according to wings instead of regions.

More photos of cadets and publish more news of the wing and squadrons that you consistently delete. Some issues resemble a society of who's who in uniform.

The publication is excellent in its present form.

Less advertising and more public relations.

Wouldn't there be some kind of saving by not forcing households to take more than one copy?

How to do it survival article each month.

Activities at squadron level. Delete items that only get someone's emotions.

Question No. 9

If you could, what one thing would you do to improve Civil Air Patrol News (without spending any more money)?

Senior Answers:

Group information of CAP according to wings instead of regions.

More photos of cadets and publish more news of the wing and squadrons that you consistently delete. Some issues resemble a society of who's who in uniform.

The publication is excellent in its present form.

Less advertising and more public relations.

Wouldn't there be some kind of saving by not forcing households to take more than one copy?

How to do it survival article each month.

Activities at squadron level. Delete items that only get someone's emotions.

Question No. 10

If you could, what one thing would you do to improve Civil Air Patrol News (without spending any more money)?

Senior Answers:

Group information of CAP according to wings instead of regions.

More photos of cadets and publish more news of the wing and squadrons that you consistently delete. Some issues resemble a society of who's who in uniform.

The publication is excellent in its present form.

Less advertising and more public relations.

Wouldn't there be some kind of saving by not forcing households to take more than one copy?

How to do it survival article each month.

Activities at squadron level. Delete items that only get someone's emotions.

Question No. 11

If you could, what one thing would you do to improve Civil Air Patrol News (without spending any more money)?

Senior Answers:

Group information of CAP according to wings instead of regions.

More photos of cadets and publish more news of the wing and squadrons that you consistently delete. Some issues resemble a society of who's who in uniform.

The publication is excellent in its present form.

Less advertising and more public relations.

Wouldn't there be some kind of saving by not forcing households to take more than one copy?

How to do it survival article each month.

Activities at squadron level. Delete items that only get someone's emotions.
**Course Teaches Mountain Rescue**

By CAPT. FRANK R. THORNBURG
Tennessee Wing

KNOXVILLE, Tenn. — Two members of a mountain rescue team at Aspen, Colo., recently put on a two-day cold weather survival course sponsored by the Tennessee Wing, at McGhee-Tyson Air Base here.

Dick Arnold and Scott Bowie, the two mountain rescue team instructors, taught six hours of classroom instruction at the air base, followed by a practical overnight survival experience in the Great Smoky Mountains.

The course was presented by Tennessee Wing staff members Maj. John F. McGivney and Maj. Dennis Sparks coordinated the course, which attracted some 25 persons, including CAP members.

Color and humor were provided during the classroom presentation by veteran mountain flyer Elmer Wood, who has probably flown every square foot of the Great Smokies at a tire spotter for the forest service.

"I never fly over those ridges at a 90-degree angle," said Wood of his hours spent mountain flying. "I parallel those with my aircraft, then I sneak the nose over to see if it's all right. If it isn't, I can get back across real quick," he said.

McGivney said it was anticipated that the course would become an annual event. The Mountain Rescue Team members are all volunteers who specialize in search and rescue in the Rocky Mountains.

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**Computers Coming To Search Work**

By LT. COL. ROBERT MATTSON
HQ. CAP-USAF

This month I'd like to share two items with you. The first is to let you know that the age of micro computers for search and rescue is rapidly approaching. Currently, five or six programs are "up and running" (to some extent) on various micro computers and programmable calculators.

There is a mission log program which keeps track of who was sent where, and what communications you had with them. There is a briefing and debriefing routine called CEASAR by Bob Gregory. Then we have a simplified method of keeping track of how well each area has been searched and what areas should be searched next. Another routine will accept DF bearings (airborne and on ground) and will give you the most probable location of the ELT.

I think you can see that we are well on the way.

The next item is a quick review of basic ELT/DF procedures presented by Hart Postlethwaite of the Florida Wing. These are written for person using a phase-sensitive direction finding system, but they will also work for other left-right DF systems to some extent.

1. In flight, turn on the DF unit, tune in a known station and verify that your system is working properly. Center the needle when flying to the station, then fly an "S" turn. The needle should move left as you go right, and then come back to center, and then move to the right as you turn to the left. Many units have been incorrectly installed.

2. Be sure you are high enough to be above the surrounding terrain at least 1,000 feet above ground (AGL) for the initial reading; 4,000 feet AGL is a suggested altitude for en route search in normal terrain. For high and mountainous areas you should go much higher to minimize the wasted time following reflected or multipath signals.

3. Start a level (no climb or descent) 360-degree turn away from the direction of the needle indications. This allows you to check for other possible signals before committing yourself to a possible wild goose chase. Each valid bearing (actual or reflected) will have two points during the 360-degree turn where the needle will be centered (zero reading). As you make your 360-degree turn, roll out each time the needle center and verify that it is a valid zero. To validate the zero perform the "S" turn maneuver. When the needle centers as you turn away from the needle, you are indicating a FROM bearing. When it centers as you turn toward the needle, it indicates a TO bearing. ALWAYS use this "S" turn procedure to verify you are not at a 90-degree null. The needle will always go both sides of zero.

4. If you have only one FROM bearing and one TO bearing proceed directly to the ELT.

5. If you have several zero indications during your 360-degree turn, log the heading on which the zeros occurred and note if it was TO or FROM the ELT (e.g., 120 TO and 120 FROM). The logical procedure would be to draw lines on your map in those directions from your position. Choose one direction and begin a climb, on course, toward what you think is the ELT. Climb about 2,000 feet and proceed for a few miles and repeat the 360-degree turn procedure. If you get only one TO bearing and one FROM bearing you can proceed directly to the ELT.

6. If you get more than one indication of each TO-FROM bearing, plot the bearings and see where they cross the previous two, and let the professionals do the actual searching.

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**CAP Called To Assist Air Force Recruiters**

MAXWELL AFB, Ala. — The Tennessee Wing's national commander, Brig. Gen. Thomas C. Casaday, has again asked the help of all CAP members and their local Air Force Recruiters if they know of any young person, ages 17 to 27, who might be interested in enlisting in the Air Force or in an Air Force career. CAP assisted with the program in 1977.

"This program has been very successful," Gen. Casaday said in a recent letter to all CAP region, wing and squadron commanders, "and your assistance was important in the recruitment of high-quality members."

In urging support of the program, he added: "To avoid misunderstanding which might lead to alienation of recruiting malpractice, provide your local Air Force Recruiters with the names of each likely prospect and let the professionals do the actual recruiting."

Reproduced at right is a form by which CAP members can provide Air Force Recruiters with basic information about possible candidates for enlistment. Air Force recruitment goal for FY 78 is 74,000 new Air Force members.

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**From Personal Knowledge and/or Contact, I Believe the Following 17-27 Year Old May Be Interested in Additional Information and May Be Qualified for Air Force Enlistment:**

**If you are Male:**

**If you are Female:**
ELTs—Modern Day Cries of "Wolf"

(Reprinted from the Aerospace Rescue and Recovery Service's Rescue Review, March 1978.)

SCOTT AFB, Ill. — We are all familiar with the little shepherd boy of fable fame who called "wolf." The Air Force Rescue Coordination Center (AFRCC) must respond to an electronic call of "wolf" on the average of 18 times a day. The call is a transmission from an emergency locator transmitter (ELT).

The volume of ELT incidents has increased steadily since the federal law requiring ELTs on light aircraft became effective in 1974. All reported ELTs are treated as actual distress situations by the AFRCC. Once it has been determined to be a nondistress ELT, every effort is made to silence it because a nondistress signal could mask the signal of a nearby actual distress ELT.

Pursuing the sometime elusive signal has produced some interesting and humorous misadventures. An interesting and humorous mis-
MAINTENANCE MEETING — Air Force SSgt. Ted Foster, crew chief on one of the Thunderbirds Aerial Demonstration Team’s aircraft, discusses aircraft maintenance problems with cadets from the Florida Wing’s Group 4 at a recent Open House at MacDill AFB, Fla. The cadets are, from left, James W. Card, Tampa Cadet Sq.; Eric G. Hartel, Group 4 Headquarters; William H. Cumler, Imperial Cadet Sq.; and Scott T. Taylor, North Tampa Cadet Sq.

FLIGHT SIMULATOR — 1st Lt. Walter K. Walborn, commander, Blue Water Cadet Sq. 3-8 (Michigan Wing), right, briefs Cadet Marcy Glyshaw on the use of a flight simulator. The device is made available to the squadron by St. Clair Aviation, Inc., which shares the building with the squadron headquarters.

ON PARADE — A cadet marching unit from the Gainsville Comp. Sq. (Florida Wing) recently took part in the Azalea Parade in Palatka, Fla.

HIGH AWARD — Cadet Dennis D. Kaip, Rochester Cadet Sq. (Michigan Wing), right, accepts the Gen. Carl A. Spaatz Award from William G. Milliken, governor of Michigan, center, as Col. Russell A. Sheibels, Michigan Wing commander, looks on. Kaip is the first Michigan cadet to earn this award in 1978.

MERITORIOUS SERVICE — 1st Lt. Jeromye L. Avery, left, commander of the Beach Cities Cadet Sq. 107 (California Wing), receives the Meritorious Service Award from Maj. Bryon Brammer, commander of California’s Group 1. The presentation was made during ceremonies held recently in the auditorium of the Los Angeles Police Academy.
RESTORED BOMBER — Members of the MacDill Cadet Sq. (Florida Wing) have been involved in restoring a B-25 aircraft with the markings of 17th Bomb Group, which used the aircraft in the World War II raid on Japan, under then Col. Jimmy Doolittle. The aircraft was restored for Yesterday's Air Force for use in the film “Hanover Street” to be filmed in Britain. The work was done by Ist Lts. Donald L. Von Burger and David Uresti, and Cadets David Von Burger and Ronald Chambers Jr., with assistance of Yesterday's Air Force personnel.

FLIGHT DEBRIEFING — Capt. Roger Perry, left, Tulsa 76th Rescue and Recovery Comp. Sq. (Oklahoma Wing) studies search reports turned in by Capt. Jerry Stephan and 2nd Lt. Carol Perry during a recent mission to find an aircraft missing on a flight from Hot Springs, Ark.

CRASH SITE SECURITY — Maj. Bruno J. Pellegino, commander, Group 70 (Pennsylvania Wing), left, and 2nd Lt. MacArthur Wade of the New Castle Comp. Sq. look at aircraft wreckage that squadron members were recently called to secure. (Photo by Charles E. Ross)

AIRCRAFT INSPECTION—Retired Gen. Jimmy Doolittle, right, who commanded the B-25 raid on Tokyo looks over the aircraft that was recently restored to his unit's colors. At left is Donald D. Von Burger of the MacDill Cadet Sq., who was in charge of the aircraft restoration. (See photo at top.)

HELICOPTER FLIGHT — Members of the newly formed Florida International Cadet Sq. (Florida Wing) pose with the flight crew of a USAF helicopter at Homestead AFB, Fla. The cadets and their senior escort were given a two-hour orientation flight in the helicopter recently.
**Aviation Columnist Speaks to Two Squadron**

By 1st Lt. RUSSELL L. RICKERT
Montgomeryville Sq., Pa.

MONTGOMERVILLE, Pa. — Paul Heintz, creator of the popular aviation column entitled "Sunday Pilot" in the Philadelphia Bulletin, was the guest speaker at a recent meeting of the Montgomeryville Sr. Sq. 904 (Pennsylvania Wing). Heintz who is a Philadelphia lawyer and aircraft owner has been for the past nine years writing one of the few weekly aviation columns of any major newspaper in the United States.

Acting in this capacity, he has been invited to participate in many aviation related activities such as traveling on the maiden flight of the Concorde SST from New York to London, as well as riding in the Goodyear blimp.

In addition to his other activities he is also an instrument and private school instructor and has his glider rating among his credentials. He is also a trustee for the Aircraft Owners and Pilots Association of the United States as well as Chairman of the Pennsylvania Bar Association's Section on Aeronautical and Space Law.

During his talk to the Civil Air Patrol he mentioned that he has been flying for a total of 22 years and attributes much of his attention to flying to his first flight as a Civil Air Patrol cadet in Washington, D.C. in 1961. Today, he is the part owner of a Cessna 205 aircraft which is quite a step from the type used in his first flight.

He urged each pilot in attendance to upgrade his flying skills by getting his instrument rating and complying with the biennial review program of the FAA. He also admonished all pilots to this group not to become complacent about their flying freedom and that they should not look to organizations like the OAPA and hours air time over Lapeer and Tuscola Counties. Two ground team members in two vehicles also took part.

We hope that this search will be fuel to the engines of future missions in Michigan," said 1st Lt. James L. Bloomfield of the Shattuck squadron. "It will cut down on excess traffic and make the job of the ground team leader much easier if radio communications equipment fails during a mission."

**Aviation Museum Seeks Donations To Replace Destroyed Displays**

SAN DIEGO, Calif. — Members of California’s Group 3 are presently assisting in the restoration work at the San Diego Aerospace Museum, which was recently destroyed by arson.

Established 15 years ago, many Civil Air Patrol members in San Diego County helped prepare the displays. A new building will be dedicated Dec. 17, the 75th anniversary of the Wright Brothers’ first flight at Kitty Hawk, N.C.

In addition to personnel from Group 3 headquarters, CAP members of the Operations and Training Sr. Sq, which is based at the airport, are helping restore the museum’s aerospace library.

Old books, printed prior to 1890, are needed, as well as vintage magazines and full sets of periodicals, said Lt. Col. Marilyn P. Rogers of Squadron 113.

**Aviation Museum Seeks Donations To Replace Destroyed Displays**

Earhart Awards—April 1978

By Frederick W. McDonald

Earhart Awards were presented recently at the San Diego Aircraft Museum in honor of Amelia Earhart, the world-renowned aviator, who was lost over the Pacific Ocean in 1937.

Earhart was one of the few women who achieved national prominence in the field of aviation. Her disappearance has been the subject of speculation and investigation for over 40 years.

The awards were presented to individuals who have made significant contributions to the field of aviation. They were named in honor of Earhart, who was one of the first women to achieve such recognition.

The awards were presented to a variety of individuals, including pilots, educators, and historians. The recipients were recognized for their contributions to the advancement of aviation and for their dedication to the memory of Earhart.

The ceremony was attended by many aviation enthusiasts, including past recipients of the Earhart Awards. The event was also covered by local media, including newspapers and television stations.

The Earhart Awards continue to be presented annually to honor the legacy of Amelia Earhart and to recognize the achievements of those who have contributed to the field of aviation. The awards serve as a reminder of Earhart’s enduring legacy and as a tribute to the individuals who have dedicated their lives to the advancement of aviation.
Northeast Region

Cadets David Lewis and Gregory Weideman, Pineland Comp. Sq. (New Jersey Wing) recently received their search and rescue ribbon. Members of the Twin Pine Cadet Sq. (New Jersey Wing) have completed their annual journey to the Christian Baptist Conference Center in Lebanon, N.J., for a weekend of concentrated study and testing toward passing their achievements. The Southerland Realty and Sons Company of West Warwick, R.I., has donated a made-to-order squadron flag to the West Warwick Comp. Sq. (Rhode Island Wing) for the Rhode Island Air and Space Education Seminar in Dallas, Texas. Capt. Loretta Santagata, aerospace educator for the Rhode Island Wing, and Col. Edgar Bailey, wing commander, and Capt. Raymond Berger, deputy commander, plan to use the information gained at the seminar in aerospace education in the wing's cadet program. At a recent awards banquet members of the 102nd Comp. Sq. (New York Wing) honored 2nd Lt. David M. Pfeifer as Senior of the Year, Cadet Scott Blewer as Cadet of the Year for Phases 1 and 2, and Capt. John C. Sipes as Cadet of the Year for Phases 3 and 4. A certificate for "outstanding performance of duty" was given to 2nd Lt. John R. Kaiser, communications award was given to 1st Lt. Robert R. Kerr.

Middle East Region

Col. David E. Hall, Cris Oliver, James James, Kelly Sheibels also received a certificate from the Air Force Association for his interest in the Air Force. The unit was named Squadron of the Year by the 1977 Drill Team Trophy. Lowe was also named the Junior Cadet Officer of the Year.

Southwest Region

Members of the 313th Comp. Sq. (Florida Wing) were among crews of some 35 CAP aircraft in a recent search mission. The search was for a woman named Marie Laine, who was located in a snow-covered area south of Mormon Lake. The plane's pilot was in the crash.

Pacific Region

Volunteer for the Mason City-Clear Lake Wing conference. The unit was named Junior Cadet Officer of the Year. Other awards were for Cadet of the Year, which was won by Cadet Scott Johnson, and NCO of the Year, which went to Cadet of the Year.
ABOVE: PHOENIX’S GOLF COURSE COMBINE VELVETY GREEN FAIRWAYS AND EXOTIC DESERT PLANTS.

LEFT: A VARIETY OF SOUVENIR SHOPS OFFER AUTHENTIC INDIAN HANDICRAFT AND ARTICLES WITH A REAL WESTERN FLAVOR.

THIS YEAR, PLAN YOUR VACATION TO INCLUDE FABULOUS PHOENIX, AZ. and CAP's NATIONAL BOARD MEETING — ‘78

SEPT. 7-10, 1978 — HYATT REGENCY PHOENIX

SEMINARS, COMMITTEE MEETINGS, ACTIVITIES OF THE NATIONAL BOARD, A PRESTIGIOUS FORMAL BANQUET WITH AN OUTSTANDING SPEAKER, MEETINGS WITH OLD FRIENDS IN CAP . . . ALL THIS AND FUN IN THE SUN IN ARIZONA’S 'VALLEY OF THE SUN!'

Civil Air Patrol National Board Meeting — Sept. 7-8-9, 1978

Please reserve accommodations at the Hyatt Regency Phoenix for:

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NOTE: Reservations must be received 14 days prior to opening date of conference, after which reservations will be accepted on a space available basis. A deposit of one night's rate is required to guarantee reservations for arrival after 6 p.m. Please telephone for late changes: (602) 257-1110.

If rate requested is not available, next available rate will be assigned.

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SUITES ACCOMMODATIONS: All Suites subject to confirmation

- One-bedroom
- Two-bedroom

TO RESERVE A ROOM AT THE HOTEL, CLIP AND MAIL TO:
HYATT REGENCY PHOENIX, RESERVATIONS DEPT.,
122 NO. SECOND ST., PHOENIX, ARIZ. 85004

TO RESERVE YOUR ROOM AT THE HOTEL, MAIL COUPON AT LEFT. TO PRE-REGISTER AT NATIONAL HEADQUARTERS FOR ALL THE NATIONAL BOARD ACTIVITIES, MAIL THE COUPON ON PAGE 2.