

Flood Water Spurs CAP Response

MAXWELL AFB, Ala.—Raging flood waters in five North Central states sent hundreds of Civil Air Patrol (CAP) members along with CAP aircraft, group vehicles and radio stations into action recently to assist Civil Defense officials with emergency relief operations in those areas.

Affected was the entire state of Minnesota, southeastern South Dakota, the northwestern area of Iowa, the northwest

central area of North Dakota and the western section of Wisconsin where melting snow sent tributaries of the upper Mississippi River into flood stage. Many streams were choked with ice.

Civil Air Patrol members fought the elements of an early spring thaw until flood waters began to recede in Minnesota and Wisconsin. While the high waters began to recede in the five states with the exception of

the area around Minot, N.D., Civil Air Patrol units in Illinois braced for expected flooding.

The civilian auxiliary of the United States Air Force members were on alert status since Mar. 25 in Minnesota one of the most seriously affected states in the spring flooding. The CAP units performed aerial surveillance flights of the upper reaches of the Mississippi River from Grand Rapids to Winona the Minnesota River from

Orthonville to St. Paul and the Red River from Morehead Vincent.

CAP's Minnesota Wing from Mar. 26 until April 10 utilized 185 hours and expended \$1,000 in popular service. The wing also covered areas

were 52 fixed communications, 20 mobile radio stations and 10 airborne stations which relayed current information on the flood conditions to the U.S. Corps of Engineers at St. Paul.

of the North Dakota Civil Air Patrol have flown 48 hours on 32 emergency services sorties in addition to surveying the Red River valley and the Cheyenne River area.

(See FIVE, Page 2)

CIVIL AIR PATROL

★ ★ ★ ★ ★ U.S. AIR FORCE AUXILIARY ★ ★ ★ ★ ★

NEWS

VOL. 1, NO. 7

MAXWELL AFB, ALA.

MAY, 1969

Wolff, 2 Cadets Honored

WASHINGTON—Representative Lester L. Wolff and two Civil Air Patrol cadets were recently honored at the monthly meeting of the Congressional Sqdn. held in the Rayburn Building here.

Wolff, commander of the Congressional Sqdn., was presented a replica drawing depicting the sinking of an enemy submarine by a CAP aircraft. Maj. Gen. Walter B. Putnam, national commander, was guest of honor and made the presentation during a breakfast gathering of more than 60 persons, including a number of leading congressmen.

The national commander also presented the Gen. Carl A. Spaatz Award to C/Col. Leigh D. Johnson and Richard L. Delaney, both of the National Capital Wing.

Wolff was credited with more than 70 submarine chase missions during the early days of World War II.



SPACE SCIENTIST NEWEST MEMBER—Dr. Wernher von Braun receives an Honorary Membership in Civil Air Patrol from Maj. Gen. Walter B. Putnam, national commander, during recent ceremonies at Huntsville, Ala. With them is Col. Thomas C. Casaday, Alabama Wing commander. Von Braun is director of the George C. Marshall Space Flight Center, which is responsible for developing the Saturn vehicles for the NASA lunar landing program.

Byrd Donates \$1,000 For New Scholarship

MAXWELL AFB, Ala.—Civil Air Patrol's scholarship and grant coffer swelled to more than \$41,000 recently, thanks to a financial boost from Col. D. Harold Byrd, CAP chairman emeritus.

A Byrd contribution of \$1,000, to be awarded to a cadet for undergraduate study during the 1969-70 school year, sent the educational fund spilling beyond the \$41,000 mark. His most recent donation will be given on a one-time basis, and may be used by the winning cadet to further his/her studies at any accredited college or university. All qualified male and female cadets are eligible for the award.

The winner will be among the 66 selected to receive financial assistance under the auspices of Civil Air Patrol.

A three-man CAP Scholarship Committee will convene here in mid-May to review the records of the more than 275 cadets in contention for the awards. That board will consist of Col. Hal duPont, CAP, vice chairman of the national board; Lt. Col. John A. Goolsby, CAP-USAF, inspector general; and Capt. James J. Kendig, assistant staff judge advocate. Mrs. Mary Robbins has been named recording secretary for the committee. It will probably take the officials a week to screen the applicants' records, and winners

will be announced shortly thereafter.

NEC OKs Command For Seven

MAXWELL AFB, Ala.—Seven interim commanders of Civil Air Patrol wings were named permanent commanders at the Spring meeting here of CAP's National Executive Committee. The seven also were promoted to the rank of colonel in Civil Air Patrol, a rank which all wing commanders carry.

(See SEVEN, Page 2)

Membership Given Von Braun

HUNTSVILLE, Ala.—Space scientist Wernher von Braun recently joined the distinguished ranks of honorary members of Civil Air Patrol.

Von Braun, director of the

massive George C. Marshall Space Flight Center here, received the honor in ceremonies at the center.

Maj. Gen. Walter B. Putnam, national commander of Civil Air Patrol and its some 65,000 volunteer members, flew to the sprawling space flight center to make the award.

General Putnam and von Braun conferred for 30 minutes in the scientist's seventh floor office.

Following the presentation the general and members of the Alabama Wing of Civil Air Patrol, including Col. Thomas C. Casaday, wing commander, and Lt. Col. Morris K. Dyer, CAP, of the program management office here, toured the Marshall center.

The Marshall Space Flight Center is the largest field center of the National Aeronautics and Space Administration, and is in charge of developing the space agency's large space rockets—the Saturn vehicles for the Apollo lunar landing program.

Later in the day, at a luncheon at the Redstone Arsenal Officers Open Mess, Colonel Dyer was presented a Civil Air Patrol Meritorious Service Ribbon by the general.

And Maj. Gen. Edmund F. O'Conner, director of program management, was also made an honorary member of Civil Air Patrol.

Vacancies Still Exist For College

MAXWELL AFB, Ala.—There is still time to apply for the 1969 Civil Air Patrol National Staff College.

Deadline for acceptance of applications has been extended to June 15; a number of vacancies still exist.

If you are a senior member, warrant officer or holder of the Gen. Carl A. Spaatz Award here is a rare opportunity to enlarge your horizons, develop new leadership techniques and learn how best to serve the unit of assignment and contribute to Civil Air Patrol's multiple missions.



DO YOU KNOW HIM?
Flying buff and licensed since 1937; insurance executive who joined CAP on Dec. 1, 1941; flew courier ferry service; later taught navigation and theory of flight. See page 7 for full story.

National Commander Discusses Five Year Plan at MER Parley

LEXINGTON PARK, Md.—Air Force Maj. Gen. Walter B. Putnam, Civil Air Patrol's national commander, presented a five-year plan for revitalizing CAP programs and membership to some 400 attending the

SW Region Meeting Conducted

A highly successful Southwest Region Conference was held in Texas during April. Col. Claude Chambers region commander said, "It was one of our better conferences. The inspiring Tell-It-Like-It-Is speech by Maj. Gen. Walter B. Putnam, set forth a theme of renewed dedication to the 350 members in attendance.

Because of bad weather, the air mobility exercise that was held in conjunction with the conference did not reach expectations, but the planning each wing acquired during this exercise will be of use in future exercises."

The conference was held at The Inn of Six Flags, halfway between Fort Worth and Dallas. Many in attendance went to the 1969 opening of Six Flags Over Texas. During the opening meeting, members heard from Col. D. Harold Byrd, CAP, of Dallas, a past chairman of the national board and one of the original founders of the CAP. Col. Samuel H. DuPont Jr., vice chairman, spoke about the new renewal system. General Putnam and Colonel duPont were made honorary citizens of Dallas.

Over 250 guests attended the closing banquet. During the banquet the trophy for the top Wing in Southwest Region was presented to Col. Luther C. Bogard, commander of the Texas Wing.

Spaatz Award Given To 3 Pennsylvanians

ALLENTOWN, Pa.—The presentation of the Gen. Carl A. Spaatz certificate to three cadets was the highlight of the recently held Pennsylvania Wing Ranger Awards Dinner.

The three cadets, Ramon L. Benedetto of Philadelphia Group 90; Michael A. Allen of Ridley Park; and Richard B. Smith of Duncansville, received the award from Col. Lemuel H. McCormack Jr., deputy commander (CPG-2), representing national headquarters at the annual affair. The dinner honored a combined land rescue ranger team from the Bethlehem suburban Kiwanis Sqdn. and the Allentown Optimist Sqdn. The group placed first in the 1968 competition held at Raymond B. Winter State Park near Lock Haven, Pa.

Middle-East Regional conference, Mar. 29-30, at Sheraton-Belvedere Hotel here. Theme of the conference was standardization through practical application.

During the conference General Putnam presented C/Col. Linda Osterhoudt of Lanham Cadet Sqdn., Maryland Wing, the Gen. Carl A. Spaatz Educational Achievement Award. She is the 85th recipient of the award in CAP's 27 year history, and the first to do so in Maryland.

Her other accomplishments include winning the Gen. Billy Mitchell and Amelia Earhart awards and a Walter Schirra educational scholarship. A student at the University of Maryland School of Nursing, she is the first female cadet to earn glider ratings and a private pilot's license in the Maryland Wing. Named the wing's outstanding cadet, she also became the first female cadet from the wing to participate in the 1968 International Air Cadet Exchange by visiting Great Britain.

Civil Air Patrol Brig. Gen. F. Ward Reilly, a Chattanooga

(Tenn.) businessman and chairman of the national board of CAP, was the other key speaker at the Middle East Region conference. He described CAP's capability of transporting personnel and equipment throughout the nation to areas stricken by floods, hurricanes and tomadoes. General Reilly also outlined plans for expanding cadet scholarship programs and stated that CAP aims should be to preserve the patriotic heritage of the American people.

Summing up the conference and the objectives of Civil Air Patrol over the next five years, Maj. Gen. Lucas V. Beau (USAF Ret.), a former national commander, called the plan "superb" and urged the organization's membership to share the responsibility of making the program a success.

Among the distinguished visitors were U.S. Congressman Samuel N. Friedel of Baltimore, a member of the Congressional Sqdn., National Capital Wing; David Stickles, WMAR-TV news director, Baltimore and Andrew Heubeck, Maryland Board of Works secretary.

7 Wing Commanders Given NEC Approval

(Continued from Page 1)

The seven and the wings which they command are Cols. Howard Brookfield, California; Toby Elster, Kansas; Willard D. Gilbert, Maryland; Stephen E. Mills, Washington; William H. Ramsey, Minnesota; Richard A. Salsman, North Dakota and Frank L. Swaim, Colorado.

The NEC also confirmed interim commanders for five other wings. They are Col. Robert K. Bing, Vermont; Lt. Cols. Robert T. S. Colby, National Capital, (Washington, D.C.); John H. O'Gara, South

Dakota; W. Dale Parsons, New Mexico and Henry F. Zey, Illinois.

There are 52 wings in the Civil Air Patrol organization, one for each state plus Puerto Rico and the District of Columbia.

Official civil auxiliary of the Air Force, Civil Air Patrol is a non-profit, benevolent organization devoted to air search and rescue, youth aerospace education and training and assistance providing humanitarian and relief services during local or national disaster.



UH, GENTS, PLEASE TAKE NOTE—Linda L. Osterhoudt of Lanham (Md.) Cadet Sqdn. recently became the first cadet in the Maryland Wing to earn the Gen. Carl A. Spaatz Award. In conjunction with the achievement, she was promoted to cadet colonel at a Middle East Region Conference ceremony at which Maj. Gen. Walter B. Putnam, national commander, was guest of honor. (See story related on page 2.)

Five-State Area Stricken by Floods

(Continued from Page 1)

Wing ground crews were also engaged in sandbagging river banks and dykes and operating communications outposts at Fargo and Grand Rapids.

In charge of the emergency services assistance operations was CAP Col. Stan Frank at Fargo; CAP Lt. Col. John Shull and Maj. Byron Edwards at Grand Rapids and CAP Capt. Harold Belker at Minot, N.D.

At New Ulm, Minn., CAP members assisted in search missions for a boy missing when his boat capsized in the Cottonwood River. The search was unsuccessful.

Also in Minnesota, CAP personnel manned radio stations

emergency communications from the flood control area. Many of these stations were on the air for more than 74 hours. A CAP communications central command unit was also installed in Civil Defense Headquarters at Fort Snelling, Minn., and 15 mobile units were placed on standby for immediate use in the emergency.

In Wisconsin, CAP pilots flew flood surveillance missions over areas in the neighborhood of Eau Claire.

In South Dakota, units of CAP in the area of Sioux Falls were primarily involved in disaster relief.

In Iowa there has been some flooding reported in western areas of the state and CAP members were placed on standby in case of need.

An area of more than 300,000 square miles were involved in continuing flood watch. Coordinating CAP emergency relief activities four of the state was the Fifth Air Force Reserve Region with headquarters at Selfridge AFB, Mich.

Air Force Maj. Gen. Walter B. Putnam, CAP's national commander, praised the work of the emergency relief teams.



CONGRESSIONAL VISIT—Virginia State Representative Dave E. Satterfield of the third district chats in front of nation's capitol with C/Maj. Merrill Powell and C/Capt. J. H. Hill. The cadets were members of the Southside (Va.) Cadet Sqdn. who recently visited Washington.

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General Sees New Role For Reserves

DENVER, Colo.—Maj. Gen. Walter B. Putnam, national commander of Civil Air Patrol (CAP), addressed the first annual CAP Reserve Assistance Coordinators Conference here last week.

Some 75 Air Force Reservists, CAP coordinators and high-level Air Force officials attended the three-day meeting where they discussed Air Force Reserve assistance to Civil Air Patrol.

Most of those present were region and wing coordinators for the CAP Reserve Assistance Program. Through this program, Air Force Reservists earn retirement points for work with Civil Air Patrol.

General Putnam spoke on CAP and its activities.

A civilian auxiliary of the U. S. Air Force, CAP has as its mission air search and rescue, assistance during periods of local or national emergency, and aerospace education and training.

Only CAP Senior Members OKd for Aerial Searches

Questions continue to arise as to whether or not a non-CAP member may participate in a search mission. The United States Government recently paid damages for the death of a non-CAP member who was killed while acting as an observer on a USAF authorized search mission.

Although this was the first time such a judgement has been made as a result of operation of a private aircraft by its CAP owner, it may constitute a precedent for future claims of this nature. Therefore, it is extremely important that CAP commanders insure that only CAP senior members participate in USAF authorized missions.

When non-CAP members volunteer their services and their

SIGN LEASE FOR MEMORIAL BUILDING—Humboldt County Board of Supervisors Chairman Elwyn L. Lindley (center) signs a lease with Civil Air Patrol's Eureka Comp. Sqdn. 34 for a plot of land at Murray Field Airport. Participating in the ceremony (left to right) are Mrs. Jenny Home, Eureka Quota Club; Richard Spjut, Sqdn 34 commander; Mrs. Marguerite Hadley, widow of Ervin Hadley; Dave Zebo, County Aviation director and Lt. Elmer Haskin, CAP, of Sqdn. 34. The new headquarters to be constructed on the site for the Eureka Squadron is designed to be a memorial for the unit's former commander who died on a search mission aboard a helicopter during the 1964 floods ravaging California.

Eureka's Dream of Memorial To Commander Nears End

EUREKA, Calif.—Eureka Comp. Sqdn. 34's long-awaited dream of erecting a living memorial to the unit's former commander recently moved toward reality when a lease for a plot of land at Murray Field Airport was signed. The 20-year cost-free lease with Humboldt County can be renewed when it expires.

The Hadley Memorial Headquarters building for Sqdn. 34 will be erected on the leased land. Plans for such a building began four years ago shortly after Eureka Squadron Commander Erwin "Bunny" Hadley died aboard a rescue helicopter which crashed on a rescue mission during the 1964

floods ravaging California.

The CAP unit joined Eureka Quota Club to collect money for the building on a fund drive. Much of the money in the fund for the building came as a result of public participation at an annual memorial day air show presented by Civil Air Patrol in the area.

The Squadron now has approximately \$6,000 in its coffers for construction of its headquarters building. Construction work is slated to begin in the summer and when complete the headquarters will have a search and rescue section; training room, equipment rooms and a hanger.

Mitchell Winners Considered

MAXWELL AFB, Ala.—The Air Force Academy has announced that it will accept three CAP cadets who have received the Gen. Billy Mitchell Award for enrollment in its Preparatory School at Colorado Springs, Colo. One stringent prerequisite is that interested cadets must be able to pass the flight physical.

Graduation from the Air Force Academy Preparatory School virtually assures entrance into the academy upon graduation.

A selection committee at National Headquarters CAP-USAF is in the process of tapping nominees whose names will be submitted to the Academy Selection Board.

1 + 25 to Almost Home

MAJ. S. J. TEMPLETON

Eastern ARRC, Robins AFB, Ga.

(NOTE: Major Templeton is an old friend of the Civil Air Patrol. He has attended and spoken at a number of region conferences; the latest of which was the Operations Seminar, MER Conference, Baltimore, Maryland, March 28-30, 1969. The EARRC covers the eastern-most 22 states and is the agency which coordinates all search and rescue missions for this area. The following is a true story. Names, personal data and other identifying aspects of the mission have been changed.)

Holiday seasons alert the men who watch over the USAF Aerospace Rescue and Recovery Service search and rescue centers in the U. S. to prepare themselves for the inevitable SAR missions that go with these otherwise happy times of the year. Millions of Americans are on the move for long awaited family reunions; thousands of light private airplanes are in the air with families heading in every direction to be "home" for the holidays. Every year there are those that do not arrive. This is the story of one such flight on Dec. 24, 1968.

George and Irene Anderson were well on their way home to be with their families for Christmas. This was a trip that had been planned for months and would be a chance to show everyone their new Piper that George had bought for use in his construction business in Dallas. All of the Christmas shopping had been done in those last hectic days; the packages were wrapped and neatly stored in the luggage compartment; there was George's usual expert touch in all the plans for their trip. Their flight was easy to the half-way point. A light lunch, the airplane serviced and they were off on the last leg of the flight.

George had every reason to be proud of his success in life. He had been out of the Air Force for only five years and his construction company had become a success beyond his brightest hopes. During 20 years in the Air Force he had been one of its best pilots flying the line in MAC and retired a major with over 10,000 hours in his Form 5. Having his own plane in civilian life was like having a car to anyone else. He loved every minute in the air.

Yes, life had been good to George Anderson. He was in perfect health. He was a success in every way. His children were now grown and happy in their lives, too. Happiness to George and Irene was getting away from it all and keeping on the move just as they had done in the Air Force.

This would be a special Christmas for them. All of the Anderson family clan had planned a really big Christmas celebration at the family home. Irene's family would be there, too. It would be the biggest event in the year for everyone. George's mother, two brothers and his new sister-in-law would be at the airport to meet them. There was no question about rolling the chocks on THIS ETA.

It was an easy flight to figure. A straight line on the map, 052 degrees, 1 + 25 enroute. The weather was a little bad, even bordering on marginal at the destination airport. But George figured the long range forecast of 8,000 feet, 7 miles in light snow showers would hold up. Regardless, he had a new plane with a perfectly working VHF transceiver and he knew he could slip in anywhere.

Flying a small plane with just you and your wife would allow you to do things they never would allow in the "big" ones. After all, on a VFR clearance into the Big City area without talking to Big City Center, who would know you were there? It was worth the chance, he could always stay low, VFR, if the weather got too bad.

George looked over his charts (those good ol' WACs, they're all you need to fly anyplace!) and noted the sharp rise in terrain to the east of his course. No problem—just stay on track and if you have to dodge around to stay in contact with the ground, do it to the west. Very simple!

Next came the last minute weather check. No one seemed to be quite sure about the enroute weather. The cold front that had passed was slowing down and could cause lower ceilings and more snow. It only took a moment to fill out a VFR clearance, departure point and destination. No sweat at all.

The sleek little plane eased into the air and climbed effortlessly to 6,000 feet. They were on their way now, only a little over an hour and they would be seeing the smiling faces of their loved ones at last. George had the VOR locked on the first check point and watched the needle as it obviously hung on to the station. Between his WAC chart and that needle, he could tell within ten feet of where he was, even in that white sky, flying over the snow-covered land down below.

It was snowing only lightly now and George had moments when there was no contact with the ground, but the VOR needle was strong on every station so there really wasn't anything to be concerned about. The flight was almost half over and he would be tuning in Home Town VOR soon. It would be a simple maneuver, tracking out on 055 degrees from there into the airport.

George and Irene were 30 minutes out from Home Town VOR now. The VOR frequency was changed on September 1 to 115.3; the ground elevation at the VOR is 1200, the elevation of the airport is 1240. Four months ago the frequency was 117.2 but was changed by the FAA to fit into the high altitude structure serving the Big City area. As always, when changing frequencies, proper notification through NOTAMS, chart changes, etc., was made by the FAA to all the aeronautical agencies in the U. S. Frequency 117.2 was moved

(See 1 + 25 Page 7)

Fliers' Corner

EDITORIAL

Soldier, Citizen And Patriot

"I've always loved my wife; I've always loved my children; I've always loved my grandchildren, and I've always loved my country."

These were the final words of a great American, who was soldier, citizen, patriot and 34th President of our country—Dwight David Eisenhower.

When we think of his place in history, our thoughts inevitably place him at the head of those great giants of World War II fame. And we think of the qualities of greatness that made him unique among all.

Those qualities can be more easily explained by one of his own statements shortly after VE Day in London. It was during a celebration where the triumphant Supreme Commander of Allied Forces in Europe was officially given the freedom of the city of London.

In an address that day General Eisenhower said, "I come from the heart of America."

He did come from the heart of America, not only the geographical heart but from its spiritual heart as well. He exemplified what millions of parents hoped that their sons would be—strong, courageous, honest and compassionate. And with his own great qualities of heart, he personified the best in America.

General Eisenhower holds a unique place in America's history, its heart, and the hearts of people the world over.

"The measure of Dwight Eisenhower's place in history," said President Nixon, "is that we have to reach back two centuries, to the first days of our Republic, to find another American who was 'a citizen, first in war, first in peace, first in the hearts of his countrymen.'" (AFPS)

FROM THE NATIONAL COMMANDER



STAR TALK



By MAJ. GEN. WALTER B. PUTNAM, USAF
National Commander, Civil Air Patrol



Since Civil Air Patrol became an auxiliary of the Air Force 21 years ago, the United States Government, through the Department of the Air Force, has given hundreds of millions of dollars in the support of this organization. In the past year alone, Air Force support amounted to more than eleven million (\$11,000,000) dollars. This assistance has taken the form of air lift support, donated and excess equipment, use of Air Force training facilities, and a full time Air Force national headquarters and liaison staff. If local base support of CAP units were included the amount would far surpass eleven million (\$11,000,000) dollars.

Without this support, it is doubtful that Civil Air Patrol could have functioned as a viable organization. Certainly, the CAP budget could not begin to support the corporation without the financial and physical support of the Air Force.

Since CAP is now "coming of age," perhaps it is time to ask, is CAP providing a reasonable return on this investment?

I have been your National Commander for six months, during which time I have traveled widely, inspected many units and talked with numerous members. In many cases I have been

greatly impressed by the quality of our people at the lower echelons.

However, I am disturbed when I look at the results of the 1968 National Commander's Evaluation. It indicates to me that Civil Air Patrol, overall, is not meeting its goals, is not making a positive effort to match the Air Force contribution.

I think this is a combination of a lack of leadership and living in the past.

Civil Air Patrol cannot expect to grow with the times with horse and buggy leadership, and antiquated organizations and methods. It needs dynamic leaders who will accept the challenges facing the organization and inspire the membership into action.

In addition, we must chart a bold new course in the future. A course leading to expanded membership and a program relevant to our times. We must set goals, realistic but aggressive goals, then make sure that we reach them.

In short, Civil Air Patrol has a long way to go to match the Air Force's effort. There is no question in my mind that we can do it, so LET'S GET WITH IT.

AFacts

DESIGNED TO SERVE AS A B-36 LONG-RANGE BOMBARDER AND PENETRATION FIGHTER, ITS FIRST FLIGHT WAS ON SEPTEMBER 23, 1954. EMPLOYED AS A TACTICAL FIGHTER AND RECON AIRCRAFT, ITS TOP SPEED APPROACHED TWICE THE SPEED OF SOUND AT THE TIME OF ITS INTRODUCTION INTO SERVICE. IT WAS THE HEAVIEST SINGLE-SEAT FIGHTER EVER ACCEPTED BY THE U.S. AIR FORCE.

F-101 VOODOO

THE RF-101 WAS THE BACKBONE OF THE USAF TACTICAL RECONNAISSANCE FLEET FROM 1953 THROUGH 1966.

THE RF-101 DEMONSTRATED ITS EFFECTIVENESS BY PHOTOGRAPHING MISSILE SITES DURING THE 1962 CUBAN CRISIS. IT WAS THE FIRST SUPERSONIC PHOTO-RECON AIRCRAFT EVER ASSIGNED TO U.S. AIR FORCE OPERATIONAL UNITS.

HOW BEING REPLACED BY THE MORE SOPHISTICATED RF-4C, THE VOODOO WITH SPECIALIZED SPLIT VERTICAL CAMERAS HAS FLOWN CONTINUOUSLY IN SOUTHEAST ASIA SINCE 1964.

F/RF-101'S HAVE SET WORLD SPEED RECORDS FOUR IN 1967 AND TWO IN 1959.

THE F-101'S LONG-RANGE INTERCEPTION USED BY ADC CARRIES A PILOT AND RADAR OBSERVER. OTHER VERSIONS OF THE F-101 ARE SINGLE-SEATED.

Dr. Robert C. SEAMANS Jr.
SECRETARY OF THE AIR FORCE

MASSACHUSETTS

A NATIVE OF SALEM, MASS. GRADUATE OF HARVARD IN THREE YEARS AND THEN FROM M.I.T., WHERE HE TAUGHT FOR FOURTEEN YEARS.

MOST OF HIS LIFE HAS BEEN DEVOTED TO PROBLEMS OF AERONAUTICS AND AEROSPACE FORMERLY ASSOCIATE ADMINISTRATOR OF THE NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS.

CIVIL AIR PATROL NEWS

☆☆☆☆ USAF AUXILIARY ☆☆☆☆

MAJ. GEN. WALTER B. PUTNAM, USAF
National Commander

Lt. Col. John W. Miller Capt. Mervyn E. Roberts Jr.
Director of Information Chief, Internal Information

Firebirds Defeat AFROTC To Win Drill Meet

ELMENDORF AFB, Alaska—Firebird 400 Cadet Drill Team of Civil Air Patrol's 17th Cadet Training Sqdn. outclassed marchers from the 33rd Air Force Junior Reserve Officers Training Corps (AFROTC) from West Anchorage High School to win a local drill competition here recently.

Last year's Alaska CAP Wing Drill champions lived up to their title and outclassed the AFROTC unit by 95-75 points in a competition judged by an all-Air Force team. Judges were

Air Force MSgt. James Brown, TSgt. Richard Anderson, 21st Air Base Group military training instructor and SSgt. Jess Griffin, 21st Transportation Sqdn. Anderson and Griffin served as training instructors in Texas before their assignment here.

CAP News Briefs

Receives Certificates

PETERSBURG, Va.—Presentation of Advisory Council Certificates was the highlight of a recent gathering of the Governor's Aviation Advisory Committee. Receiving CAP advisory certificates were Grady W. Dalton, House Representative from Virginia; Jon R. Donnelly, aviation editor for the Richmond (Va.) News-Leader; Judge William E. Spain, Hustings Court of Richmond; Col. Arlie G. Andrews, Virginia Wing commander; Lt. Col. Dewey W. Swicegood, prominent in state aviation circles; and Lt. Col. Willard G. Plentl Sr., director of Division of Aeronautics, State of Virginia.

CAP Honors Air Guard

MANSFIELD, Ohio—The craftsmanship of Civil Air Patrol C/3C Charles Nikolaus produced a plaque of appreciation for the 164th Tactical Fighter Sqdn. of the Ohio Air National Guard. The plaque, which is a replica of the 164th's insignia, was presented to Lt. Col. David Sherick, squadron commander, during a recent unit training assembly held at the Mansfield Lahm Airport. For the past six months, the Mansfield-Richmond Sqdn. 509 has fulfilled its training obligation by weekly meetings and by attending a Sunday drill period with the Mansfield air guard unit.

Colorado Commander Promoted

DENVER—Frank L. Swaim, commander of the Colorado Wing of Civil Air Patrol, has recently been promoted to colonel. Col. Donald E. Hale, CAP, Rocky Mountain Region commander, pinned the new rank on during ceremonies here.

Ranger School Promoted

LEHIGH VALLEY, Pa.—The Pennsylvania Wing Ranger Section has begun the task of planning for this year's summer ranger school, a major training session for wing members for the past 15 years. The school will run for nine days, beginning July 12, and participants must provide their own food, clothing and shelter plus there is a \$5 registration fee. Out-of-state CAP members are encouraged to attend in addition to Pennsylvania personnel. Additional information may be obtained by contacting the Pennsylvania Wing headquarters, Ranger Section, P.O. Box 2044, Lehigh Valley, Pa. 18001.

First Issue of Publication

WICHITA, Kans.—The first issue of Jayhawk Traffic Magazine official publication of the Kansas Wing of Civil Air Patrol, recently came off the press. The 16-page glossy periodical, to be published monthly, will circulate to CAP personnel throughout the state, airport officials, pilots, local and state governmental offices and other interested personnel. The magazine staff is under the direction of Capt. Ernest Greenof, Wichita and Lt. Beverly Baumer of Hutchinson.

Committee Selected

MAXWELL AFB, Ala.—The National Scholarship Selection Committee has been formed here, chaired by Lt. Col. John A. Goolsby Jr. Other members include Col. Samuel H. DuPont Jr. and Capt. James J. Kendig. Mrs. Mary Robbins has been named recorder for the group. A second committee, given the task of selecting the winner of the annual Frank Brewer Award, has been named. Those members are Col. Howard E. Reed, chairman, and Lt. Cols. Glenn H. Dowler and Lt. Col. Frank Brewer, members.

Jacksonville Member Dies

JACKSONVILLE, Fla.—Senior Member C. T. McMurry, communications officer of the Jacksonville Search and Rescue Sqdn. for the past several years, is dead. A retired telephone executive, McMurry was bedridden with a crippling leg ailment. Despite this, he had set up an elaborate communications system in his bedroom. Earlier this year, McMurry received a Civil Air Patrol Award of Merit for his outstanding work in the service of his fellow man.

Two CAPers Honored

MAXWELL AFB, Ala.—The Distinguished Service Award has been awarded to Cols. Stanhope Lineberry and Raymond H. Gaver, CAP. For Lineberry, it was his second such award. Gaver, former commander of the California Wing, was cited for his work with CAP since 1962 through 1969.

Wing Aids Operation

FRESNO, Calif.—Cadets and senior members from CAP's Squadron 60 assisted the Fresno City Water Department with flood control operations throughout the area last January when torrential rains ravaged California.

The group was primarily engaged with sandbagging operations when area canals burst and swamped a nearby residential area and a shopping center.

With streets under four feet of water, the cadets and seniors still arrived at the disaster area and responded to the requests to sandbag the immediate area. They also cleared streets of stalled automobiles while responding to an appeal from stranded motorists.

After the rains and emergency subsided, the Civil Air Patrol members continued to help with mopping up operations.

Westring Honored By Jaycees

GREEN BAY, Wisc.—Civil Air Patrol Capt. Richard W. Westring, executive, legal and finance officer of Packer City Comp. Sqdn., Wisconsin Wing, has been awarded the Green Bay Jaycees Distinguished Service Award for 1969.

He earned the award for distinguished service to the community.

A licensed pilot, Captain Westring, a lawyer by profession, is involved with youth, church, community activities and music.

He is a supervisor on the Allouez Town Board, chairman of the Brown County Republican Party and was secretary and chairman of the campaign coordinating committee.

Captain Westring was also chairman of the Cancer Crusade, directed and produced a United Fund movie; worked with the Chamber of Commerce; the Boys Club and Civil Air Patrol on various drives for membership and funds. He serves on the council of his church, plays the piano for entertainment and participates in community singing.

"Playing the piano helped pay for my education," he said. He had his own dance band and jazz combo while at the University of Wisconsin where he received his law degree. While at college he was affiliated with the Delta Tau Delta fraternity and the Phi Alpha Delta, a legal fraternity.

His interest in flying led him to become a member of Civil Air Patrol. "I have a private pilot's license," he said, "and recently acquired an interest in a small plane."

To The Women In CAP

By MRS. WALTER B. PUTNAM

Women are people, too!

Have you ever thought of the fact that more than half the population of this country is female? Yet, only today have women begun to enjoy equal opportunity with the male portion of the nation's populace.

"You've come a long way, Baby!" sings the television commercial. It is true, of course; women HAVE come a long way

since the days when they were not permitted to attend college, were not permitted to own property, were shut out from the world of business, industry, and the arts.

Women writers of the past sometimes used masculine pen names in order to conceal their sex. One familiar example was French novelist George Sand whose real name was Amandine Lucille Aurore Dudevant (nee Dupin).



In the early days of the theater, women were not used at all; boys and young men played the roles of women on stage.

Women pioneers in many fields of endeavor were treated shabbily simply because they were women. Only in modern times have women begun to be accepted on equal footing in the professions, such as law and medicine.

Civil Air Patrol, however, has been different. From its earliest days, women have been welcomed into CAP and have played a significant role in its development.

Women pilots and observers regularly fly search and training missions. Women members take part in outings, encampments, cross-country hikes and ground search training.

Women serve in squadron activities in just about every job open. A number of squadrons have women commanders. Women direct communications activities, training programs, and help run local units.

Women wing commanders, too, are not uncommon. There have been at least three.

As cadets, girls and young women visit foreign countries, study aerospace careers and opportunities, undergo pilot training, take leadership courses, learn to march, and engage in other training of almost every kind.

CAP is one of the few organizations which offer women and girls such opportunities for service, education—and adventure—on practically equal footing with the male portion of the organization.

Civil Air Patrol is a good organization, dedicated to worthwhile causes. Be proud you are a part of it! Help it to grow!

CAP Pilot Eyes Spot In Powder Puff Derby

CHARLOTTE, N.C.—Second Lt. Mary F. Van Staven, CAP, Middle East Region's assistant personnel officer, will compete in the 1969 Powder Puff Derby, the all-woman transcontinental air race, as a co-pilot in a Twin-Commanche airplane. She leaves California July 4 from San Diego's Lindbergh Field along with other women competitors and is scheduled to arrive Dulles International Airport, Virginia, where the race ends.

Mrs. Van Staven is the first individual from Region and Virginia Wing to compete in the derby. She joined CAP's West Richmond Cadet Sqdn. a year ago and was recently appointed to the region staff. Last year, she served as the administrative officer for Civil Air Patrol-sponsored powered flight encampment for cadets conducted at Frederick, Md.

The Powder Puff Derby is the

nation's greatest, oldest and longest annual air classic for women aviators. It is the trade name of the annual coast-to-coast air meet sponsored by All-Woman Transcontinental Air Races Inc. The race is open to all qualified women pilots flying stock model aircraft, single or multi-engined 145 to 450 horsepower, manufactured in the last decade.

Contestants are scored according to their ground speed in relation to their handicaps and this is calculated by subtracting the par speed from average ground speed.

Winner of the derby receives her name inscribed on the Powder Puff Derby trophy at the Smithsonian Institution. Trophies and cash awards totaling \$8,500, of which \$5,250 go to the first five place winners, are being awarded.

Thousands of Cadets Listed For 1969 Summer Programs

AICE

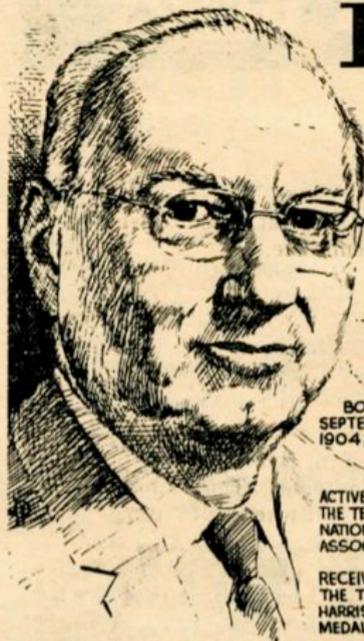
06015 PHILLIPS, MICHAEL A.	37048 POROSZ, MARION B.	25026 PETERS, BYRON V.
06041 CASSELLA, ROBERT A.	37007 KAJIOKA, DONALD H.	11172 ROOSEVELT, GREG E.
06054 MOORE, JUDSON W. JR.	37017 ROBSON, BRUCE H.	11172 CUNNINGHAM, JOHN T.
17035 ELLIS, JEFFREY K.	37172 ZDOBINSKI, DANIEL J.	11090 SJOSTROM, GEOFFREY
17035 RICHARD, GREGORY P.	38010 WELLS, GEORGE M.	11172 BURNS, ROBERT B.
19057 MOZER, ROBERT E. JR.	38021 LARKIN, RICHARD J.	11090 SULLIVAN, JAMES W.
19012 PFAFF, ROBERT M.	44009 ROMANO, JAMES J.	11189 LARSON, LAWRENCE H.
19012 LCNLEY, GARY S.	07011 DELFAZIO, RALPH E.	11135 PULASKI, BRADFORD L.
19028 WOOD, KATHLEEN	07004 OSHAUGHNESSY, MICHAEL	12126 LINDLEY, DAVID H.
28035 ARSENAULT, AIME	18013 HALL, DARRYL W.	12123 ROOF, STEPHEN D.
28035 HICKS, PAMELA	18003 HAWKINS, RAYMOND T.	15007 DEPEW, JAMES D.
29094 DOTO, PAUL JR.	18044 MILLER, LARRY A.	20115 SCHILLER, KEITH J.
29037 HYATT, MARK A.	25038 WINBORNE, ALONZO D.	20021 CHEN, MICHAEL W.
29035 OWEN, RICHARD P.	25038 DELANOY, RICHARD L.	20065 WARD, MICHAEL D.
31201 CRIST, RCDNEY S.	25018 EVANS, JOHN C.	20058 KING, RICHARD L.
31189 WEIR, DONALD S.	32081 BRATTON, ROBERT E.	20145 HELWIG, JUDYANNE
31004 GRECO, FRANK J.	32078 DIXON, DAVID B.	34027 SAGE, RANDALL L.
31224 MALONEY, STEPHEN R.	39014 MAYFIELD, RANDY H.	34046 WENGER, MIKE S.
31103 GERVICH, ALAN H.	39007 GLOVER, WILLIAM L.	34046 MOON, DAVID L.
31237 LARKIN, BRIAN J.	45002 HILDRETH, BRUCE L.	34076 SHEETS, BRIAN P.
31249 TITCOMB, STEPHEN L.	45064 STEWART, JAMES B.	34139 BRIGHT, MARK A.
37172 COSENTINO, MICHAEL J.	45002 NIESS, LINDA A.	34177 LENICK, TERRENCE F.
37049 EDSON, JAMES D.	45002 SPRGUL, DAVID A.	48095 SCHULTZ, MICHAEL D.
37016 SUMMER, WILLIAM H.	47038 MARTIN, JOSEPH K.	48048 PETERS, MICHAEL S.

(See Page 11)

Dr. James Winfred EDGAR

B.A., M.A., Ph.D., LL.D., D.Lit.

STATE COMMISSIONER OF EDUCATION FOR TEXAS



BORN SEPTEMBER 15, 1904; BRIGGSVILLE, TEXAS

ACTIVE MEMBER OF THE TEXAS STATE TEACHERS ASSOCIATION, THE TEXAS ASSOCIATION OF SCHOOL ADMINISTRATORS, THE NATIONAL EDUCATION ASSOCIATION, AND THE AMERICAN ASSOCIATION OF SCHOOL ADMINISTRATORS.

RECEIVED THE 1955 DISTINGUISHED SERVICE AWARD OF THE TEXAS STATE TEACHERS ASSOCIATION, THE 1956 A. HARRIS TEXAS AWARD, & THE 1963 AMERICAN EDUCATORS MEDAL OF FREEDOM'S FOUNDATION AT VALLEY FORGE.

IN 1967 HE CONVENED A GROUP OF 21 EDUCATORS & AEROSPACE CIVILIAN & MILITARY PERSONNEL TO CONSIDER THE NEED FOR AEROSPACE EDUCATION IN TEXAS SCHOOLS. AS A RESULT, THE TEXAS AEROSPACE EDUCATION COUNCIL WAS FORMED. HIS RECOGNITION OF AEROSPACE EDUCATION AS A NECESSARY PART OF OVERALL EDUCATIONAL PROGRAMS IS MOST NOTEWORTHY.

Educator's Award Earned by Edgar

(Editor's Note: This is the first in a series of sketches featuring personalities who receive the Civil Air Patrol Aerospace Education Leadership Award for outstanding service to this nation and its aerospace posture through professional leadership in education.)

MAXWELL AFB, Ala.—Every Texas high school may soon offer separate, accredited aerospace education courses, thanks in large measure to the pioneering efforts of Dr. James W. Edgar, Texas State Commissioner of Education since 1950.

In 1967, Edgar, recognizing that young people needed aerospace schooling long before they reach college, decided to explore the possibility of adding aerospace education studies to high school curriculum, not as part of a general science course, but as an entirely new and separate course.

To bring about such a major change, Edgar's first step was to request authorization from the Texas Board of Education to convene a group of 21 prominent leaders in education, military and aviation to discuss whether or not such a need existed in the state. It was the group's opinion that such studies were needed.

After forming a 32-member Texas Aerospace Education Council, headed by Arthur I. Martin, Edgar took that group's recommendations from the Secondary School Curriculum Committee and met with the state education board for approval.

The council's proposals, reinforced by Edgar's support, are now being considered by the Texas Education Agency, whose members are reportedly optimistic that a favorable decision is forthcoming.

Among Edgar's many honors are the 1955 Distinguished Service Award of the Texas

State Teachers Association as outstanding Educator of the year; the 1956 A. Harris Texas Award for achievements in education; and the 1963 American Educator's Medal, given by the Freedom Foundation at Valley Forge for notable work in behalf of the American Way of Life.

Edgar's far-sighted support and his wholehearted cooperation with the goals and aims of Civil Air Patrol's aerospace education mission more than merit his being chosen to receive CAP's first Aerospace Education Leadership Award in grateful recognition of his conspicuous service to the advancement of aerospace education in Texas.



RETURNS—Former Cadet Michael M. Lundblad, now a midshipman at the U.S. Naval Academy, recently visited with members of the Bloomington (Ill.) Comp. Sqdn.



COMMANDER IN NEW MEXICO—During a recent visit to Albuquerque, N.M., Maj. Gen. Walter B. Putnam, national commander, got the official red carpet treatment from New Mexico Wing officials. Greeting the commander upon arrival were Lt. Col. Richard T. Dillon, former wing commander, and Col. Ray Hubbard, USAF-ret., of the Albuquerque Chamber of Commerce.

Notice of Aircraft for Sale

The following corporate aircraft have been approved for sale to interested buyers. Bids or inquiries for information relative to these aircraft should be submitted to the organization possessing the aircraft. Bid closure date as indicated.

AERONCA L-16A. Date of Manufacture: 1947. N2529C. Requires recovering and engine/airframe overhaul. Estimated cost of repair: \$2950.00. Mark envelope "sealed bid." Bid closure date: 20 May 1969. Upon notification high bidder to submit certified check to: Michigan Wing CAP, Box 2595, Selfridge AFB, Michigan 48045.

AERONCA L-16A. Date of Manufacture: 1947. N2588C. Requires complete recovering and engine/airframe overhaul. Estimated cost of repair \$2625.00. Bid closure

date 20 May 1969. Mark envelope "sealed bid." Upon notification high bidder to submit certified check to: Michigan Wing CAP, Box 2595, Selfridge AFB, Michigan 48045.

BEECH C-45H. Date of Manufacture: 1952. N6365T. Requires spar Xray, both engines, props and airframe overhauled. Estimated cost of repair \$9500.00. Bid closure date: 20 May 69. Mark envelope "sealed bid." Upon notification high bidder to submit certified check to: Michigan Wing CAP, Box 2595, Selfridge AFB, Michigan 48045.

AERONCA L-16A. Date of Manufacture: 1947. N2090A. Fuselage requires recovering. Airframe time: 2142:45; Engine time SMOH: 1261:10. Last annual inspection: 1967. Aircraft possessed by National Capital Wing, CAP, OMR Box 428, Bolling AFB, Washington, D.C. 20332. Bid closure date: 29 May 1969.

PIPER PA 18. Date of Manufacture: 1953. N245T. Requires recovering, engine overhaul; has a bent crankshaft flange. Estimated

cost of repair \$3511.00. Aircraft possessed by Indiana Wing Hq CAP, CMR Box 2928, Grissom AFB, IN 46970. Bid closure date 29 May 1969.

BEECH C-45H. Date of Manufacture: 1952. N8643E. Requires engine overhaul, both engines; replacing of surface fabric on all control surfaces and an annual inspection. Estimated cost of repair: \$8695.00. Aircraft possessed by New Hampshire Wing Hq. CAP, Box 395, Keene, N.H. 03431. Bid closure date: 20 May 1969.

PIPER CHEROKEE 140-4. Date of Manufacture: 1967. N5110G. Requires new tires. Total airframe and engine time: 411 hours. Equipped with CAP standard equipment, Narco III Radio/90 ch Com/100 ch VOR-LOC, wheel speed fairings, and an auto flite wing leveling unit. Minimum acceptable bid \$7500.00. CAP reserves the right to refuse any and all bids. Aircraft possessed by the Texas Wing Hq. CAP, P.O. Box 3307, Tyler TX 75705. Bid closure date: 29 May 1969.

Former Board Chairman Plays Vital CAP Role

The early day Civil Air Patrol member pictured on Page 1 is Col. Paul W. Turner who served as National Chairman of CAP from 1962 to 1965. He now holds the post of National Finance Officer.

In professional life, Colonel Turner is an insurance executive and resides in Nashville, Tenn.

He was born in 1905 in Waverly, Tenn., and grew up in Nashville where he attended Nashville elementary schools, Montgomery Bell Academy, and

Fitzgerald and Clark Military Academy. In addition, he attended special insurance courses at the University of Tennessee.

He entered the insurance business in 1928 and has been so engaged since that time. He is a member of the firm of Turner-Weaver Co. of Nashville.

Colonel Turner's earliest flying was done with the old 105th Observation Sqdn. in Nashville. This unit was a forerunner of today's Air

National Guard and helped build Nashville airport.

The CAP veteran later won the Tennessee Bureau of Aeronautics Flight Scholarship Award, earning his private pilot license in 1937. He later earned a commercial pilot license and has accrued thousands of hours flying time.

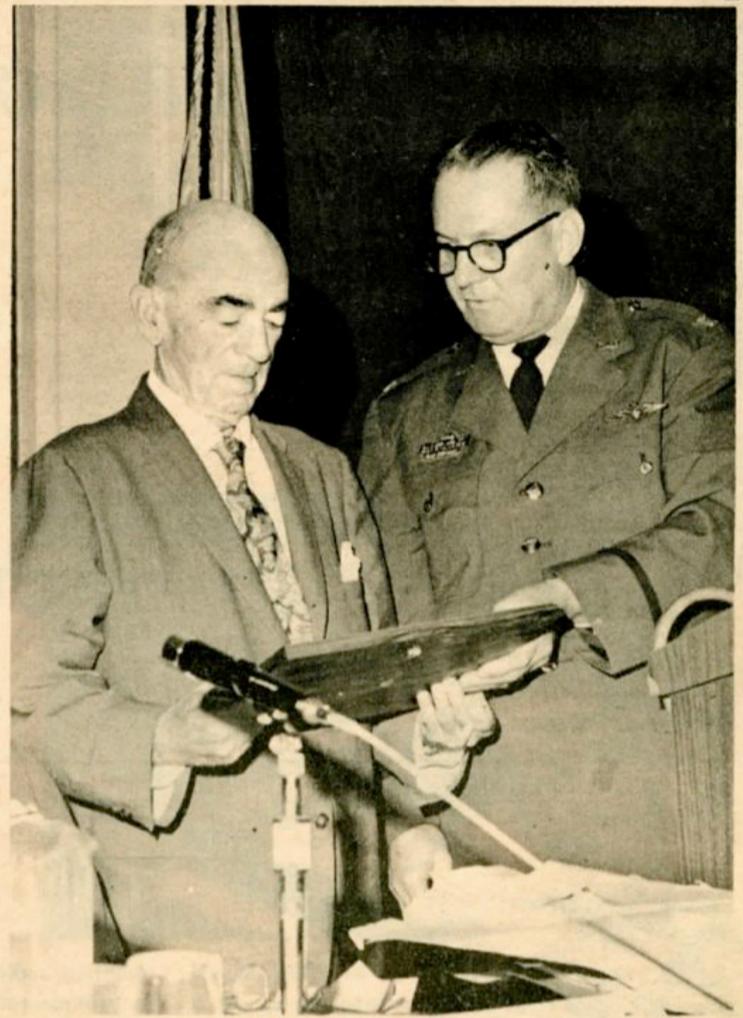
Colonel Turner became a member of Civil Air Patrol on Dec. 1, 1941, the day the organization was formed. During the early days of CAP, he flew courier ferry service; search and rescue missions; and taught navigation, theory of flight, and other ground school subjects. He established and directed a Civil Air Patrol ground school for fixed base operations in middle Tennessee during the war years.

The colonel has held practically every command position in CAP from that of squadron commander to National Chairman. He is now a member of the National Executive Committee.

He assisted in planning and developing many of CAP's programs at a national level and sponsors the Paul Turner Safety Award. This award is presented each year to the CAP region with the best ground and air safety record.

Colonel Turner is a member of St. George's Episcopal Church of Nashville, a 32nd Degree Mason, a Shriner, and a member of a number of Nashville civic organizations.

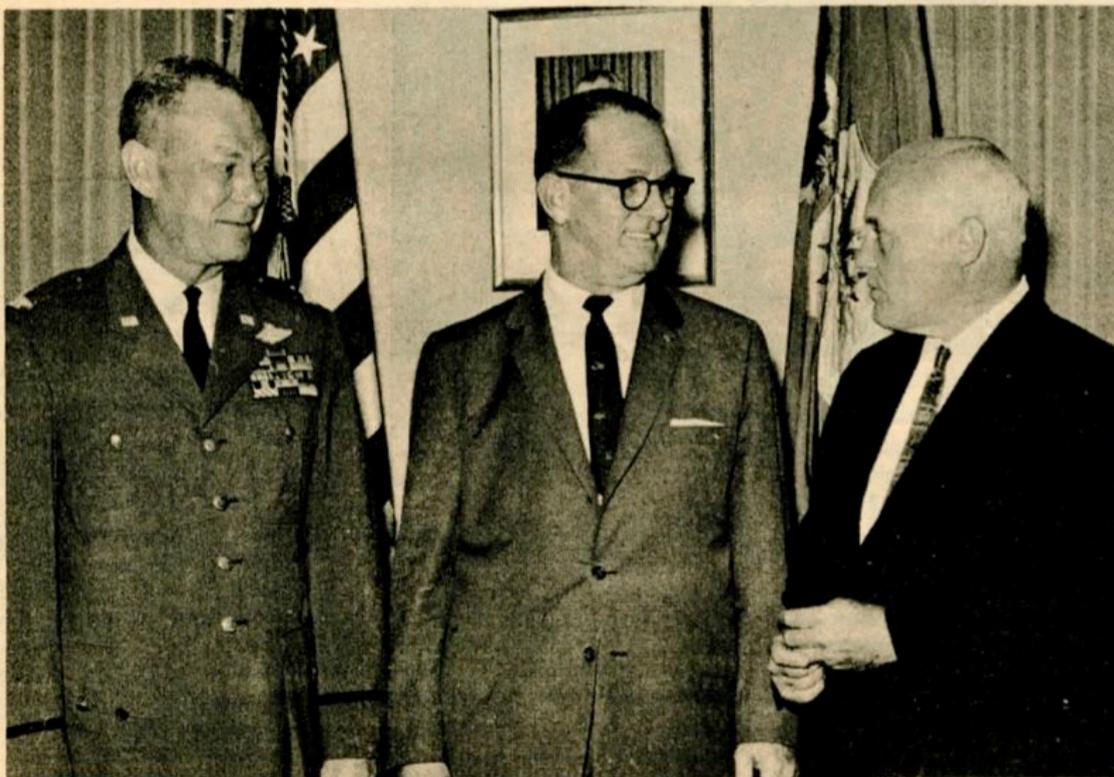
Married to the former Elizabeth Gebhart in 1927, he is the father of three daughters.



RETIRING CONTROLLER RECEIVES FIRST—Retiring National Controller, Col. Jimmy Granberry CAP, (left), who died some months ago, became the first National Controller to receive a life membership plaque from Civil Air Patrol. Presenting the award was Col. Paul W. Turner, CAP, then national board chairman. (United States Air Force Photo)



CHANGE OF COMMAND CEREMONY—The gavel of Civil Air Patrol's national board chairmanship is presented Col. Kenneth C. Whalen, CAP, by outgoing board chairman Col. Paul W. Turner at command ceremonies.



CAP LEADERS MEET AIR FORCE SECRETARY—Col. Paul W. Turner (center), former national board chairman of Civil Air Patrol, and Col. Joe L. Mason, USAF, (left), former CAP national commander, talk with Eugene M. Zuckert, former Air Force secretary, on a visit to Washington, D.C. (United States Air Force Photo)

I + 25 to Almost Home

(Continued From Page 3)

36 miles east to the Mountain View VOR, surface elevation 3010 feet.

One thing George always prided himself in as a pilot was that he kept a clean ship. His map case was complete. He took careful pains to keep his maps neat and in order. Even now he could "see" where he was on his chart by the radials that his trusty VOR was telling him. It was a comfortable feeling to be so sure of himself. It was time now to tune in the Home Town VOR. Should be no problem picking it up now, only 30 minutes out.

George checked his chart, read 117.2 for Home Town and tuned it in. The VOR needle didn't hesitate and began swinging around toward the 052 degrees heading, but stopped at 077 degrees. George thought this strange, but he had been fudging a little to the left of course and he had been maneuvering maybe a little more than he thought to stay VFR, so he must have gotten off course to the west. No sweat—just pick up a heading to intercept 055 degrees and you can forget navigation, you're home free.

George was feeling a little guilty about being IFR most of the time now. But the flight will be over soon and he'll slip through OK. He was down to 3750 feet now in order to keep under the clouds, but that still gave him good terrain clearance into Home Town. He tuned in the Home Town Tower, checked his time and knew he'd be over the VOR in a few minutes. Ah, yes, there goes the trusty needle—"Home Town tower, this is Piper 3479J over the VORTAC, descending for landing at Home Town, over."

"Piper 3479J, this is Home Town tower, you are cleared for an approach to Home Town, call three miles final. Current weather 700 overcast, 1 1/4 miles in snow showers, wind out of the northwest at 15 knots, gusts to 22."

Silence.

Piper 3479J did not respond, nor did the airplane arrive at Home Town. The family waited, but when George and Irene didn't arrive, they went home to wait for the call telling them they couldn't make it because of the weather. It was Christmas Eve.

Four days later the search directed by the Eastern Aerospace Rescue and Recovery Center at Robins AFB found Piper 3479J crumpled against a jagged mountain close to the Mountain View VOR. The elevation was 3010 feet. The approach plate to Home Town Airport indicated 3000 feet as the approach altitude. George and Irene were dead. The recovery ground party found them in their plane, crumpled Christmas packages in the snow close by and George's map case still intact. It was thrown clear and all of his maps that he had kept so neat for all those years were in still new condition.

Maps are like people who fly. They must be kept up to date. This is a changing world and none of us want to get off until old age catches up. Frequently the latest charts don't even tell it all and NOTAMS give us the information we need to complete the mission.

Communications Play Vital Role in C



CAP COMMUNICATIONS IN ACTION—When a Civil Air Patrol unit goes into the air on a search and rescue mission, there is always

qualified radio communicators on the ground to provide constant guidance from the mission control base to the pilots. (USAF Photo)

MAXWELL AFB, Ala.—Communications is not a new word around Civil Air Patrol. This all volunteer organization has been interested in an effective radio network since December, 1941, when CAP was officially established in the Office of the Civil Defense.

It quickly became apparent at that time that a more efficient communications system was "a must." This band of patriotic Americans realized the need for "air-to-ground" communications while flying light aircraft on anti-submarine missions along the east coast. They flew these missions with little or no navigational or communications aid and performed magnificently for the nation during the war years.

When CAP was chartered by Congress in 1946 as a non-profit organization, communications was born within the organization. The volunteer force took advantage of government surplus equipment and former military technicians after the war's end to start a program of training for its

personnel to operate and maintain a nation-wide radio network. This project was aimed at supporting CAP's search and rescue missions and emergency services operations throughout the country.

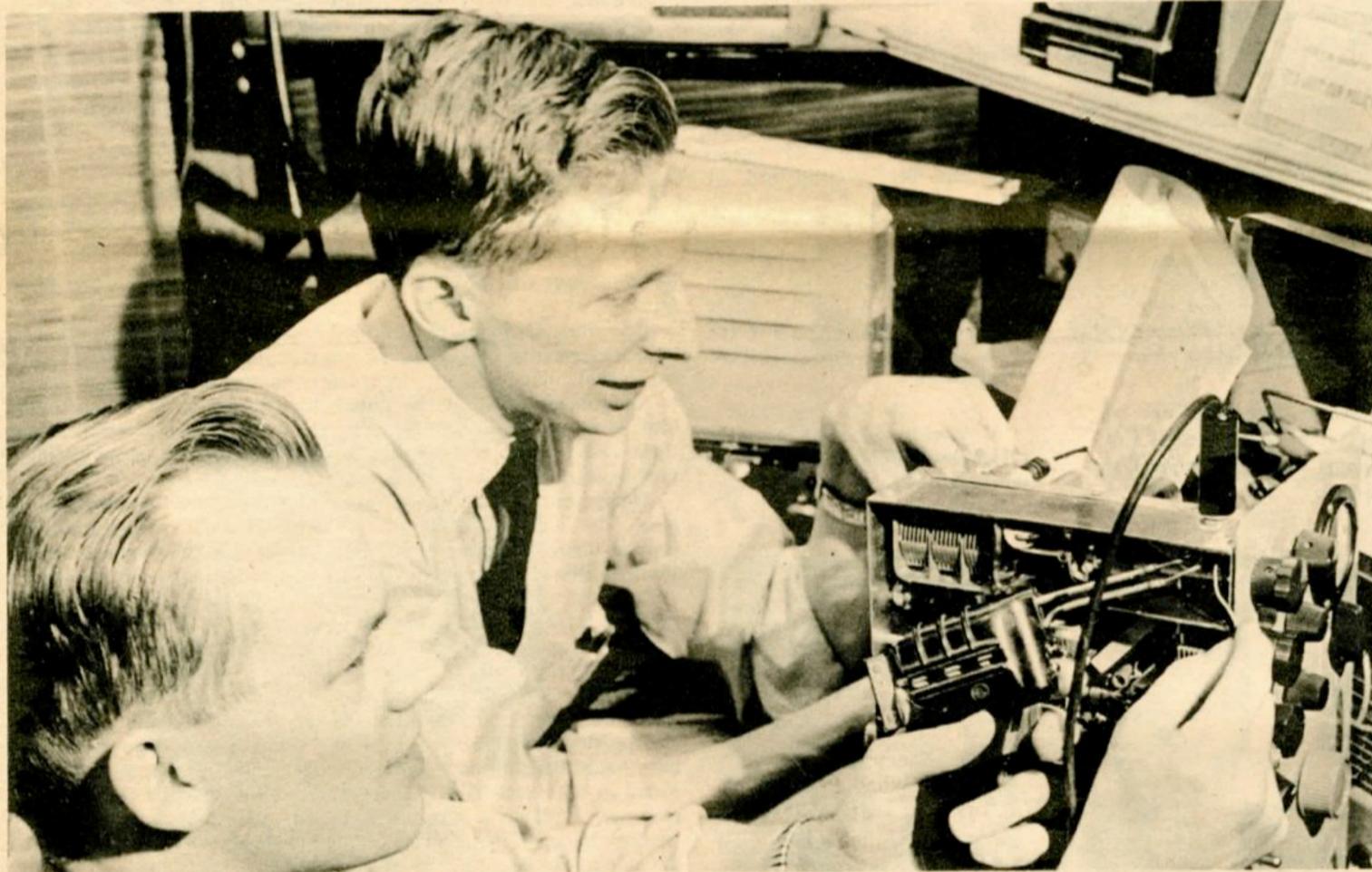
CAP modified much of the surplus military communications equipment donated by the government and the organization's communications mission began to expand. As the organization's activities increased over the years, demands on its communications service also increased. Then it operated more than 200 stations on two high frequency channels but the magnitude of interference and operating problems on the amateur band showed change was needed if communications was to be an effective mission tool.

Recognizing the problems, Air Force Maj. Gen. Lucas V. Beau, CAP national commander, called together communications directors from the regions for the first National Communications Conference. Held at Omaha, Neb., Sept. 12, 1954, under the chairmanship of CAP Col. Ben S. McGlashan, Pacific Region, the conference was designed to align the overall communications structure.

The committee brought CAP communications problems to the Air Force attention and received four broadcasting frequencies and the first checkerboard system for its regions was established.

By 1959, CAP had a formidable search and rescue capability which captured public attention while working alongside the Air Force Air Rescue Service, state and local government agencies. Under National Headquarters guidance CAP had networks operating in each region, state and local level.

Communications support to



CAP COMMUNICATIONS REPAIRMEN—Warrant Officer Bob Briggs (left) and Lt. Edward Smith of the New Castle Cadet Sqdn., Delaware CAP Wing, unite to repair a receiver set

purchased by their unit. The two CAP Communicators tested what they had learned in various communications tests and exercises. (Photo courtesy of Lt. Robert MacDonald, CAP)

Regions Are Linked to National Headquarters

MAXWELL AFB, Ala.—Vital to the overall mission of Civil Air Patrol communications plays a decisive role in aerial surveillance, air search and rescue and in humanitarian services. There are 4,832 fixed communications stations; 8,397 ground mobile communications stations and 1,424 airborne communications stations in the CAP organization.

More than 12,000 Civil Air Patrol members hold Federal

licenses, and CAP radio operator's licenses.

To obtain an CAP Radio Operator's license, an individual must:

1. Obtain an FCC Restricted Radio Telephone Permit
2. Be issued a CAP Radio Operator's Proficiency card, which he receives after passing a CAP written proficiency test.

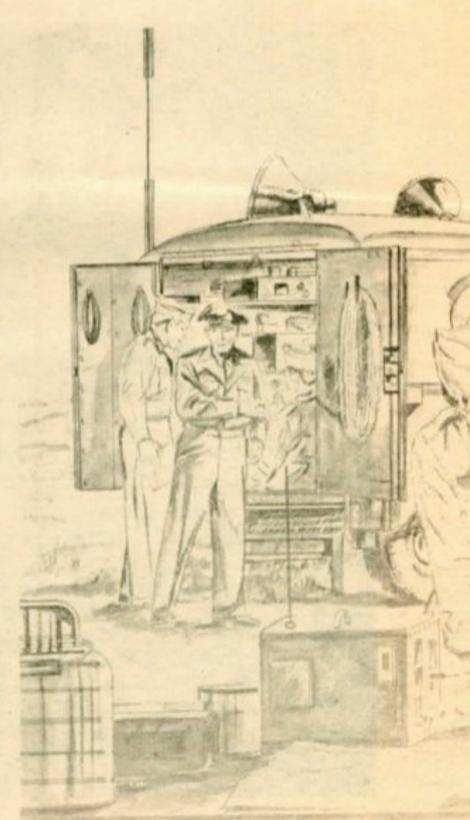
Communications link CAP National Headquarters with its eight geographical region

headquarters where the message is passed on to communications directors at all of CAP's 52 wings.

Region Communications Directors are: Lt. Col. Arthur Loechner at the Northeast Region; Lt. Col. James H. Cheek, CAP, for the Middle East Region; Col. John W. Richards, CAP, for the Great Lakes Region; Lt. Col. William R. Hill, CAP, Southeast Reigon; Lt. Col. Thomas M. Ross, CAP North

Central Region; Maj. Dennis A. Riise, CAP, Southwest Region; Lt. Col. Robert H. Fletcher, CAP, Rocky Mountain Region and Col. Ben S. McGlashan, CAP, Pacific Region.

Mission of the director of communications is to provide his commander with the means of communications necessary to administer and control region activities, operations, training and emergency services operations.



COMMUNICATOR'S ROLE—communications in supporting the nation.

Overall CAP Mission

Emergency service missions continued to rise as Civil Air Patrol logged more than 60 per cent of the 254 Air Rescue Service missions for civil and military aircraft lost in 1962. CAP pilots on these missions were supported by land, air, and ground mobile communications stations.

With the communications systems constantly changing and the CAP mission increasing annually, the organization petitioned the Federal Communications Commission (FCC) to use 26.620 megacycles in an effort to strengthen its network. Granted permission, CAP purchased lightweight equipment to perform effectively short-haul communications and to implement new land, ground, air and mobile stations.

A new type of radio, triggered by amateurs in America and abroad, then

appeared on the communications scene, climaxing the end of one system and the use of a single-sideband system for nationwide use.

Civil Air Patrol, however, was not permitted to use the new system as it was not authorized under existing FCC regulations. Then in 1966, the National Communications Committee petitioned the FCC for authority for CAP to use the single-sideband nationwide. A year later authority was granted. Prepared to modernize the entire communications network, CAP was faced with several problems in equipment and technical information. Equipment manufacturers provided this information and some companies agreed to furnish the corporation new equipment at reduced prices.

Last year, the FCC permitted CAP to use a special "multi-comm" frequency between ground and air mobile stations while performing practice training missions and tests. Simultaneously, Air Force agreed to consider a recommendation that it be authorized to operate on CAP frequencies while specific CAP stations be permitted to operate on Air Force frequencies when both were engaged in joint missions.

While Americans orbited the moon last year, CAP communications were engaged with an earthly problem, converting 4,832 land stations to the single-sideband concept, a project that they hope to complete by 1974. Thus far, 620 stations have been converted. These include 43 from the North East Region; 110 from the Middle East Region; 83 from the Great Lakes and 80 from the South East Regions; 70 from the North Central Region; 41 from the South West Region; 45 from

the Rocky Mountain Region and 148 from the Pacific Region.

It is the first step in linking the voice of command from National Headquarters to its geographical regions then on its wings in the 50 states including Puerto Rico and the District of Columbia.

As Civil Air Patrol cadets graduate annually from an Air Force conducted communications course, the training they receive will ultimately benefit the organization's communications structure.

It will also help CAP specialists to keep pace with modern advances in technology in the ever-changing communications-electronics field.

The significance of this action alone heralds the end of a long trek toward modernization. The beginning of a new era of importance forecasts a brighter future throughout Civil Air Patrol for the "voice behind the mission"—the CAP Communicator.



FEMALE SUPPORT FOR CAP—Pretty volunteer Miss Sherry Nepil spent most her weekend as a volunteer radio operator at the CAP Rescue Center Command Post at North Las Vegas airport supporting CAP air search and rescue activities in the area. (United States Air Force Photo)



LINUS THE LION—This lion cub is the mascot of communications personnel of Civil Air Patrol's North Central Region.



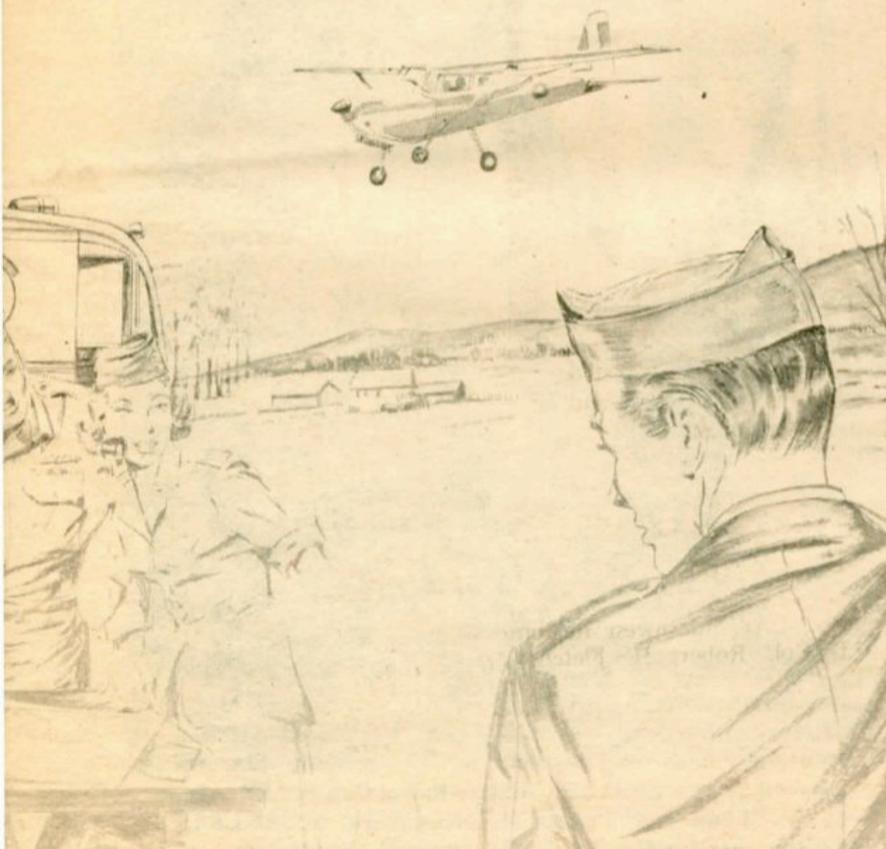
FUTURE CADETS FROM THE NORTH—These youngsters whose parents are in a CAP Squadron above the Arctic Circle greeted National Communications Committee Chairman, Col. Ben S. McGlashan when he visited Alaska on a field trip.



FAA ORIENTATION—The use of radar in air traffic control is explained to Civil Air Patrol Cadets Ardie C. Arnold, Ralph W. Omholt, and Nancy Howard of the Alaska Wing. Presenting the briefing at the Federal Aviation Administration's Air Traffic Control School at Anchorage is FAA Instructor Joe Britton. (FAA Photo)



CADET RECEIVES OJT—A Civil Air Patrol cadet from the Arkansas Wing learns the fundamentals of radio network repair during a course on single-sideband transceivers. (Air Force Photo)



Artist's sketch depicts the multi-purpose role of Civil Air Patrol in the organization's search and rescue missions annually throughout

COMMUNICATORS CODE	
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Sorenson Singled Out for Award From Colorado Thunderbirds

MAXWELL AFB, Ala.—The Thunderbirds of Hinkley High School at Aurora, Colo., have named John V. Sorenson, CAP-USAF's assistant deputy chief of staff for education and training, to receive their 1968-69 Aerospace Education award. He is to receive the award, May 23, at the Thunderbird's sixth annual awards banquet.

Sorenson earned the award from the group named after the famed aerial demonstration team of the U.S. Air Force for his contributions to aerospace education.

While teaching an aviation education course at Weber High School, Ogden, Utah, he coordinated CAP's aerospace education program. He also served as athletic coach while teaching there from 1949 to 1954.

He left his teaching post in 1954 to become director of aerospace education at CAP's Pacific Region and in 1962 assumed his present position at CAP's National Headquarters.



JOHN V. SORENSON

Born in Logan, Utah, he graduated from Logan High School and later attended Utah State University. He interrupted his education in 1943 to join the U.S. Army Air Corps and during his three and a half years as a

pilot realized the importance of air power. It was then he became interested in developing courses for aviation-minded Americans.

After the war, he returned to Utah State University, completed his studies and earned a bachelor of science degree. Since then he has taken graduate work at four universities.

"CAP's aerospace education program is included in the curriculum of 600 high schools nationwide," he said.

ZD Plan Launched By CAP

MAXWELL AFB, Ala.—The "Zero Defects" program, the effective management tool used by the military and the major industries, will be implemented nationwide throughout Civil Air Patrol, announced Air Force Lt. Col. Edwin Lewis, CAP-USAF's deputy chief of staff for material.

Awards will be made to cadets and senior members within each CAP wing every six months who have practiced the "Zero Defects" concept of eliminating errors in their mission and work.

These awards will be individual recognition and a Zero Defects certificate.

The Zero Defects is a program of planned motivation aimed at inspiring individuals to do their specific jobs right the first time every time. It stresses the importance of workmanship in which the individual can take pride and for which he will be recognized.

The program also emphasizes the prevention of errors by identifying and removing their causes. Aimed at CAP units, the Zero Defects concept is to motivate each person to strive for perfection; improve effectiveness of all CAP organizations through positive action; improve the quality of services and eliminate errors at all levels.

Specific information on the implementation of the program is being sent to all Civil Air Patrol units in the near future, Colonel Lewis said.

ADDRESS CHANGE

Mail this form to:
National Headquarters, CAP
Attn. CPPC
Maxwell AFB, Ala. 36112

City _____
State _____ Zip _____
CAPSN _____
Charter No. _____
Check One: Senior Cadet
Effective Date _____
Name _____
Street _____

(Attach Mailing Label from this copy of paper)

Cadet News Briefs

FROM AROUND THE NATION—Five squadrons from Orange County, Calif., recently toured the North American Rockwell Space division at Downey, Calif. The Apollo 8 spacecraft was designed, tested and built here. A briefing by Lt. Col. Norman B. Watten, USAF Reserves, initiated the tour. Included was a series of movies and slides showing pilots undergoing training, astronauts view of earth from space, and the various stages of rocket separation during spacecraft journeys. . . . United Air Lines recently hosted a tour of O'Hare International Airport for 22 cadets and seniors of the Evanston, Ill., Sqdn. They got inside look at Boeing 720 Jet Mainliner.

Anniversary Celebrated

Members of the Ludlow Cadet Sqdn. in Springfield, Mass., marked the tenth anniversary of their squadron in ceremonies there. The unit was chartered on March 16, 1959 while its membership consisted of five seniors and 12 cadets. . . . Kansas Wing will shortly announce names of cadets selected for attendance at number of summer activities. Forty-one cadets were considered for sundry programs sponsored by CAP. . . . Col. Frank Borman, spaceman commander of Apollo 8, was a recent guest speaker at Rapid City High School where about 25 members of Civil Air Patrol were in attendance.

Outstanding Cadets Honored

Guests of honor at a recently combined air show-auto racing event sponsored by the National Hot Rod Association were two Brackett, Calif. Cadet Sqdn. members. They were C/TSgt. Robert Smith and C/Sgt. Diana Huss, who got the red carpet treatment as special guests. Ten seniors and 31 cadets have begun a special 16-week course in first aid. Members of the Shamokin Sqdn. 1104, the group will pursue both standard and advanced aspects of first aid in a course sponsored by the American Red Cross. . . . Cadets of the Wheaton-Silver Spring squadron in Maryland joined the Navy recently—at least long enough to visit the David Taylor Model Basin of the Navy Ship Research and Development center at Carderock, Md. Following an orientation briefing, the group was given a tour of the hydromechanics lab where effects of hull design on ships are studied. . . . The North Carolina Wing Cadet Advisory Council has held its first quarterly meeting, and elected C/Capt. Steve Guinard of the Charlotte Sqdn. to replace C/Capt. Robert E. Bratton as vice chairman.



NEW WEARING APPAREL—Second Lt. Kathryn J. Wilson of national headquarters models the new blazer and skirt to be worn by cadets selected to attend the International Air Cadet Exchange this summer. Uniform information may be obtained by contacting the CAP Bookstore at Maxwell AFB, Ala.



ALABAMA WING'S CADET QUEEN—Cadet Joan M. Morse of Mobile-Brookley Cadet Sqdn., CAP, was named Alabama Civil Air Patrol Wing's Queen for 1969 recently. She was crowned at an annual Cadet Military Ball at Gunter AFB, Ala., by Air Force Col. Lemuel H. McCormack, a CAP-USAF deputy commander, at CAP's national Headquarters at Maxwell. She was named the winner from among more than 200 cadets from 26 CAP units in Alabama. (United States Air Force Photo)

Civil Air Patrol Future Discussed

MAXWELL AFB, Ala.—Greater public awareness of Civil Air Patrol's multi-purpose missions was among the topics discussed when James T. Pyle, CAP's National Board of Visitors chairman, met with Maj. Gen. Walter B. Putnam, CAP national commander, here last month. Other items discussed included development of plans for CAP's future and an agenda for the fall meeting of the Board of Visitors to be held at the organization's national headquarters at Maxwell.

Director of New York's

Aviation Development Council, Pyle heads a committee of distinguished leaders in business, industry and aviation which assists the national commander in developing the organization's plans for the future.

Past administrator of the Federal Aviation Administration, Pyle is the architect of Dulles International Airport at Washington, D.C.

Other board members include Lt. Gen. Robert W. Harper, former Air University commander, who now resides at Harlingen, Tex.; Brig. Gen. J. B. Montgomery, former 8th Air Force commander and now president of Marquardt Corporation, Van Nuys, Calif.; Very Rev. Msgr. James J. Markham, vice-chancellor, Military Ordinariate, New York; Dwane L. Wallace, Cessna Aircraft Company president, Wichita, Kans. and Earl N. Parker, Air Force Association's national director, Fort Worth, Tex.

Druzak Earns Spatz

MCCHORD AFB, Wash.—C/Capt. Stephen A. Druzak of the Wenatchee Comp. Sqdn. recently became Washington State's first recipient of the Gen. Carl A. Spatz Award.

Druzak received the award in the office of Gov. Daniel J. Evans. Maj. Gen. Walter B. Putnam, national commander, flew to Washington to make the presentation.

While here, General Putnam was the guest speaker at an awards banquet for more than 160 members of the Washington Wing. It was held at the McChord AFB Officers Open Mess.

In addition to presenting the Spatz award, General Putnam presented the National Commander's Citation to Lt. Col. Clarence A. Miles of Spokane. Colonel Miles is the first senior member in the nation to qualify for the honor based on completion of eight Air Force schools and courses. Miles is also the first recipient of the Gill Robb Wilson Award, given for meritorious performance and exceptional distinguished service in the senior member program.



GOVERNOR CITED—Honorary membership in Civil Air Patrol was recently conferred on Gov. John A. Love of Colorado, following a briefing on CAP activities by Col. Frank Swaim, wing commander. The governor was briefed on CAP responsibilities, equipment available and personnel assigned.

COMMENTS FROM THE CHAIRMAN

By BRIG. GEN. F. WARD REILLY,
CAP National Chairman



For the past several months your attention has been directed to the great potential of the Cadet program, when properly endowed, to provide career opportunity to those with ambition and motivation toward an Aerospace Career.

It is appropriate to now consider the foundation upon which Civil Air Patrol was built and the architects of its destiny, the Senior Member, in the voluntary employment of its resources to meet local and national emergencies, to motivate the youth of America to the highest ideals of leadership and to further airspace supremacy through Aerospace Education.

Only those who are resolute in character, determined in purpose, able and willing to contribute to the mission accomplishment should qualify for membership, which is a privilege and not a right. Performance of duty within our capability is a sacred obligation.

The Senior Membership statistical records reveal the disenchantment of many who have lacked the prerequisites of membership or likely have been attached to units lacking in the ability to utilize their contributions of effort or to motivate their interest. These factors cannot be permitted to continue. Constant monitoring of organizational effectiveness is essential.

We should be ever mindful, especially in today's psychological environment of some sectors of our young society, that Civil Air Patrol stands as a symbol of courageous, patriotic Americans dedicated to the preservation of our way of life and to this end our effort will not be in vain.

The areas of responsibility and contribution of Senior Members in Civil Air Patrol will be the subject of further consideration. Remember you are a member of a great organization and the responsibility is yours to keep it great.

Thousands Listed for Special Activities

AICE

(Continued From Page 6)

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- 48118 ECKERT, ROBERT E.
- 48112 KAMIKAWA, PAULA C.
- 01005 MAXFIELD, DONALD A.
- 01016 BROWN, CHARLES T.
- 01024 UTLEY, ARTHUR L.
- 01013 WILSON, JOHN D.
- 01005 SEIBER, KATHLEEN E.
- 08035 BROWARD, MONTGOMERY
- 08180 CATER, GEROGE H.
- 08130 WOHLFARTH, RICHARD
- 08017 LEWIS, JAMES C.
- 08237 MACNEIL, WILLIAM
- 08174 BEEKMAN, JOHN F.
- 08002 HINTZ, JOHN F.
- 09026 JEFFREY, BENJAMIN W.
- 09023 DARLEY, VERNON O. JR.
- 52059 MOHLER, WILLIAM F.
- 52060 GARCIA, VICTOR M.
- 52061 BEZA, LUIS F.
- 52061 RODRIGUEZ, LUIS R.
- 52061 RODRIGUEZ, HERIBERTO
- 52066 FIGUEROA, MANUEL
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- 41034 SMITH, WALTER T.
- 41054 TUCKER, HAROLD L.
- 41034 SUBLETT, MICHAEL F.
- 08125 HOWARD, LILY T.
- 13002 RUNCIMAN, CLAUDE T.
- 13052 EUCHER RALPH C.
- 13053 WEBER, CHARLES B.
- 14056 RILEY, JOHN S. JR.
- 14031 ROBERTS, MARK S.
- 14046 JAEGER, GREGORY J.

- 21006 SCHOFIELD, GREGORY L.
- 21009 TUCKER, CHARLES W.
- 21023 HANS, KEITH A.
- 21037 FISK, THOMAS W.
- 23024 ROCHE, JAMES C.
- 23024 MANN JACKIE H.
- 23057 MERGELL, CHRIS A.
- 26037 HERMS, RONALD E.
- 26009 SCHWARTZKOPF, WILLIAM C.
- 33035 DAHL, BARBARA J.
- 40018 HALLBERG, RICHARD C.
- 40018 RETHKE, JOHN T.
- 21042 BROWN, THERESA A.
- 02009 WILLOUGHBY, STUART C.
- 02071 SAMALIK, WENDEL I.
- 03042 PEANE, THOMAS F.
- 16005 SMITH, STEVEN W.
- 16005 WHITT, EARL E.
- 30024 HAYDEN ERNEST N.
- 30024 DAY JOHN
- 36010 SINGLETERRY, STEVE A.
- 35010 KINNEY WAYNE I.
- 35020 HAUENBEEK PATRICIA A.
- 42142 GUNN MARK D.
- 42187 HOYT CHRISTOPHER H.
- 42142 SCHOOLCRAFT ALAN I.
- 42200 EARR, PHILLIP B.

- 42026 BARNETT JOHN F.
- 42179 STAINAKER RANDY
- 42251 MANNING, DOUGLAS W.
- 42085 GAINES BENNY E.
- 42200 MURRAY, SCOTT V.
- 42140 CUPRY SELMA A.
- 05027 MESSER, ORAN W.
- 05027 WILLERS, LARRY F.
- 05027 KARESK, JOHN
- 10058 SHENMAKER, CLENN E.
- LAWSON, GARY S.
- 24012 BRICKMAN, DALE K.
- 43021 PARKER, MICHAEL J.
- 43020 COCK, MICHAEL
- 49002 ASH, LARRY E.
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- 05022 LAND, CHERYL
- 50028 HANSON, ROBERT F.
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- 04029 BEASOM, FREDRICK A.
- 04224 REANEY, DAVID W.
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- 04214 LAZEAR, J. NEAL
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- 51001 KASEBURG, JOHN L.

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- 51043 YANDS, MELVIN
- 27031 ROWE, WILLIAM S.
- 36007 KLEIN, CLAYTON C. JR.
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- 46062 OECHSNER, ROBERT
- 46030 LEHMAN, DAVID
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- 04119 LASHLEE, NORA L.

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- 06054 COOK, DAVID E.
- 06041 DAVIES, JOHN E.
- 06015 TARRO, BRUCE P.
- 06015 FOY, GEORGE H. III
- 06015 WNUK, STEPHEN M.
- 17038 MCALPINE, ROBERT C.
- 17035 SWARTZ, BRIAN F.
- 19044 BOURBEAU, MARK S.
- 19006 ASTON, THEODORE R.
- 19032 DELCOURT, GERARD A.
- 19002 CASSIA, JOSEPH R.
- 19047 YARMEY, ROBERT B.

(See Page 15)

Colonel Bottom—In Memoriam

MEMPHIS, Tenn.—Col. J. Fred H. Bottom, commander of the Tennessee Wing and a 1941 charter member of Civil Air Patrol, is dead. He was 67.

Services for the veteran aviation enthusiast were held on April 8 at Memphis Funeral Home with burial in Forest Hill cemetery.

Colonel Bottom died at St. Joseph Hospital here after a long business and aviation career.

He is survived by his wife, Mrs. Ruby Mason Bottom.

Colonel Bottom was a seasoned flier with more than 3,500 flying hours, and one of the original members of Civil Air Patrol.

He helped organize Memphis and Tennessee fliers in December 1941, when

Civil Air Patrol was created. Begun as a group of non-military pilots who released service pilots from ferrying and courier operations, CAP grew to a national auxiliary air arm which flew submarine patrol

and search missions during World War II.

Colonel Bottom was president of Arthur Fulmer Co. until 1960 when he was appointed commander of the 1,600 member Tennessee Wing. He devoted the last years of his life almost exclusively to his command, one of 52 wings in nation.

In July 1968, Colonel Bottom was awarded the CAP Distinguished Service Award for meritorious services performed during 1965-68.

Representing National Headquarters CAP-USAF at the funeral were Cols. Lemuel H. McCormack, deputy commander (CPG-2), Clarence Hobgood, national chaplain; and Charles W. Webb, chief, aerospace education and training.





SEARCH PATTERN—Lt. Ulrich Meinhold, Sqdn. 607 commander, pin-points the location of a four-passenger plane he had spotted from the air while on a search and rescue mission with the Pennsylvania Wing. All four occupants died when the plane crashed in the Allegheny Mountain's Ogle Ridge.

Pennsylvania Finds Crashed Airplane

PITTSBURGH, Pa.—A single engine plane with four persons aboard reported missing in the Johnstown area triggered a large-scale Civil Air Patrol ground and air search and rescue operation. Lt. Col. A. A. Milano, CAP, Group 60 commander, directed search operations sending 24 aircraft from his unit and Group 1400, Pennsylvania Wing.

The airplane wreckage was located by Lt. Ulrich Meinhold, Sqdn. 607, on Ogle Ridge of the Allegheny Mountains. He directed Capt. Frank W. Fork, CAP, Western Pennsylvania Ranger team tactical officer and rangers from North Hills Cadet

Sqdn. to the crash site.

This ground search team secured the area until Pennsylvania State Patrol officers arrived.

The occupants of the plane were dead. Killed were Maurice Getz, Robert McKnight, Michael Roll and Thomas Hancock all from Mount Union. All were on a flight from Johnstown to Mount Union.

The aircraft accident is under investigation by civil authorities.

Nerve-center for CAP air and ground search operations on this mission was Allegheny County Airport at which the organization's air arm was launched.

Wife Beats Husband To Save Downed Flier

DYERSBURG, TENN.—Quick response time and experience gained in practice search and rescue missions enabled a Civil Air Patrol husband and wife team to find a downed aircraft 14 minutes after being notified of a Piper Comanche's forced landing near here.

Lt. Bill Braese, CAP, and his wife Evelyn, also a CAP Lt., were alerted by Dyersburg Flight Service Station that the plane on IFR from Memphis to Louisville was experiencing engine failure. The pilot attempted to return to Dyersburg and came out of the overcast too low to land at the airport. He reported to the FSS that he was going into a field near a factory and water tank.

Braese, Dyersburg Municipal Airport manager, started his search in a Musketeer aircraft while his wife flew a Cessna 150. Mrs. Braese spotted the downed airplane and reported the pilot's position to the Flight Services Station. A ground search party

located the site and found the pilot and his passenger without injury. Only slight damage to the plane's landing resulted from the accident.

Mrs. Braese credited the effectiveness of the mission to the experience she received in CAP SAR tests and knowing the pilot's route and the two prominent land marks in that area.

Rome Joins Atlanta Unit On 'Plane Controls Search

ROME, Ga.—Members from Rome's Civil Air Patrol Sqdn. joined Atlanta members to comb an area east of where a Lockheed Hummingbird aircraft crashed near Rockmart. They were looking for controls that may have fallen from the airplane when it crashed in mid-March while on a test flight.

Capt. Earl Kennedy, CAP, Rome Sqdn. commander, was in

charge of search operations. An aerial marker was placed along the plane's flight route to assist ground search parties to comb the heavily wooded area which the plane passed over before the pilot ejected.

The special drive to locate the plane parts was directed at Lockheed Georgia Company's request.

MAXWELL AFB, Ala.—A nationwide communications exercise was conducted by Civil Air Patrol's National Headquarters recently to test the system's capability to support Air Force, Federal Aviation Administration and Civil Defense agencies in times of natural or national emergency, announced Air Force Maj. Walter B. Putnam, CAP national commander.

Utilizing Air Force and CAP communications, messages were transmitted to test the organization's communications network. There are more than 17,000 radio stations in the system. The exercise was also designed to provide training for the individual CAP communicator.

Composed of civilian volunteers, male and female of all age groups, CAP Communicators stand ready to play a major role in connecting with nationwide search and rescue missions. They help locate downed aircraft and assist in innumerable mercy missions involving the saving of lives and the protection of property. This network spans the nation from Alaska and above the Arctic Circle to Hawaii and Puerto Rico.

GOLETA, Calif.—Civil Air Patrol communications played a major role here recently when torrential rains caused devastating flood waters raging throughout the Santa Barbara County. Nerve center for rescue operations and the only communications link was CAP high frequency channel 5 radio network at Santa Barbara Sqdn. Headquarters, California Wing.

The headquarters became the command post for rescue operations for helicopter crews, and law enforcement officials involved in rescuing hundreds of area residents from rooftops and trees.

Swollen creeks and streams, choked with debris after six consecutive days of torrential rains, overflowed engulfing the coastal community. Water and mud seeped into nearly 1,000

homes and businesses.

Members of Central Coast Group II dispatched a mobile radio station to the advance site at Santa Ynez Airport, near Paradise, to assist U.S. Marine Corps, El Toro Naval Air Station, and U.S. Coast guard helicopter crews in rescuing 122 persons stranded on rooftops and those isolated by broken bridges and washed away roads.

Several others were rescued from the community of Paradise. In addition helicopter crews airlifted food and water to



LINK IN THE CHAIN OF COMMAND—Air Force Maj. Willis S. Dunks, USAF-CAP liaison officer with the Alaska Wing of Civil Air Patrol, receives a test message from the Pacific Region CAP-USAF Liaison office. He was one of several Air Force and CAP personnel participating in nation-wide communications test recently. Assisting in the test is Maj. Jose Romano, CAP, right, Alaska Wing's deputy for communication.

CAP communication supports not only rescue and mercy missions but also has the potential of supplementing military and government communications in the event of national emergencies and disasters.

During the five year period

(1964-68) CAP communications have participated in more than 350 search and rescue missions annually, each requiring a vital complex of radio station networks. During 1968, more than 5,000 ground, mobile and aircraft stations were pressed into service.

California Floods Test Communications Value

stranded residents not in immediate danger and hay to stranded livestock. They also performed reconnaissance flights over the disaster area.

Among the individuals evacuated to safety was an expectant mother who gave the Coast Guard helicopter crew some anxious moments.

CAP communications were credited with providing valuable assistance to the overall emergency services operations by the County Sheriff's Office in Santa Barbara.

Darlington County In 'Good Samaritan' Role

COLUMBIA, S.C.—Civil Air Patrol members from Darlington County Sqdn. took on the role of "Good Samaritans" recently and aided approximately 80 area families suffering food and fuel shortages resulting from a severe ice storm.

CAP crews serviced 60 food freezers, provided power from a generator for four hours and supplied 20 families, kerosene, portable heaters, and cooking units. They also assisted two grocerymen and a dairy farmer with deliveries in the week-long operation.

Involved in the humanitarian services, were

Majs. Burl Hickey, squadron commander; Sam Riley, cadet deputy commander; Rev. Richard Bailey, squadron chaplain; S/M Carroll Jordan, Cadets Mitchell Darnell and Laverne Freeman.

"Our primary interest other than search and rescue work and humanitarian services is cadet aerospace education," said Major Hickey. "This operation showed what CAP units can achieve in the community when an emergency arises," he said.

There are 15 senior members and 15 cadets in Darlington County unit.

New Jersey's Search for Six Is Futile

PORT NEWARK, N.J.—New Jersey Civil Air Patrol wing launched the largest air search in its history when 28 CAP aircraft and 53 member-owned aircraft participated in a week-long operation beginning Mar. 31 in an effort to locate a missing Piper Aztec aircraft with six persons aboard. The airplane, piloted by Percy Dunham, disappeared on a flight from Bader Field, Atlantic City to Teterboro Airport, Norther, N.J.

Also aboard the aircraft were the pilot's wife, Edwina, his son, Brad and three teenagers.

New Jersey CAP wing was alerted to begin search operations by Eastern Aerospace Rescue and Recovery Service Center, Mar. 30. After the center was notified by the Ridgefield (N.J.) Police that the Dunham relatives reported the flight overdue.

After a communication's check revealed the pilot had

taken off from Bader Field the previous day in sleet without filing a flight plan, CAP Mission Coordinator, Lt. Col. Thomas Dwyer of the New Jersey Wing began search operations. The U.S. Coast Guard later joined the search operations by conducting a 10-mile wide search pattern from Atlantic City to Sandy Hook.

Civil Air Patrol sent out a state-wide appeal for information asking anyone

hearing the noise of an airplane in trouble to report its position. Several people responded throughout the state and every possible lead was carefully checked but to no avail.

Reports of aircraft wreckage and an oil slick off the New Jersey coast brought the Coast Guard into the search operation. Despite the Coast Guard's intensive search efforts, no wreckage was located.

In the week-long search and rescue operation, New Jersey CAP wing expended 2,200 man-hours; flew 152 sorties and logged a total of 249.5 hours. Supporting the overall mission were 166 pilots and observers, 63 cadets and senior members in ground rescue teams and seven land rescue vehicles.

CAP and the Air Force discontinued the search Apr. 7 after the intensive air search.

Crossville Finds Crashed Airplane

CROSSVILLE, Tenn.—While on an air and ground search for a missing Mooney Mark 21 aircraft, members of Crossville Comp. Sqdn. of the Tennessee Wing of Civil Air Patrol found wreckage of a Piper Cherokee 180 with four persons aboard. All died as a result of the crash.

The plane and its passengers on a flight from Springfield, Ohio, to Tifton, Ga., crashed atop Walden's Ridge four miles from Crossville, shortly after taking off from Sommerset, Ky.

Civil Air Patrol pilots Henry Rodgers and George Peavyhouse were preparing to conduct an aerial search 10 miles either side of a line from Crossville to Knoxville, when the local Flight Service notified them that wreckage had been sighted atop Walden's Ridge. CAP aircraft circled the crash site until a ground party arrived.

The search team was composed of S/M Mel Matthews, Maj. Vivian Slaughter, CAP, Capt. Jack Slaughter, CAP and Mark Sullivan, a local farmer, who acted as a guide.

Later in the day, a Civil Air Patrol pilot reported sighting what he believed was plane wreckage 5.8 miles west of Crossville airport. Aircraft were launched to survey the area reported but no wreckage was found.

In two days of air and ground search operations, the unit of the Tennessee Wing flew 18 sorties and involved 57 individuals.

CAP Spots Lost Anglers

COLUMBIA, S.C.—A Civil Air Patrol pilot, Lt. J. D. Brant of Charleston Comp. Sqdn., South Carolina CAP Wing, was credited with saving the lives of two fishermen recently who were reported overdue from a trip at Edisto Island near here.

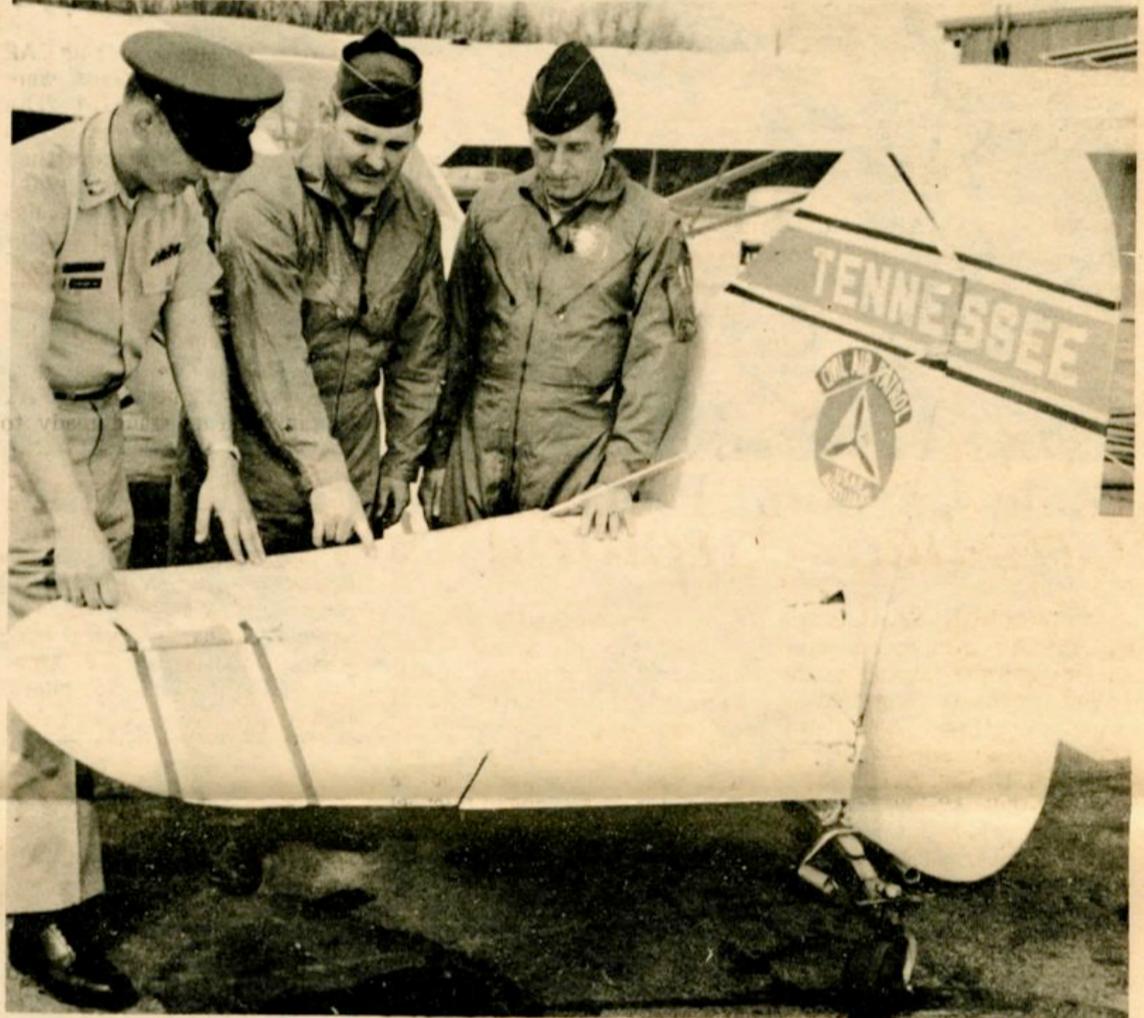
Rescued were James W. Smith of James Island and his companion who stayed over night on a creek on Edisto Island when winds up to 50 m.p.h. lashed the area. The pair was located the following day by Lieutenant Brant who flew his light airplane over the area on a search and rescue mission.

Binghamton Group Helps at Accident

BINGHAMTON, N.Y.—Units of the Binghamton Group8 of New York CAP Wing returning fresh from a winter survival school at Hawk Mountain, Pa., were the first at an accident scene recently south of Wilkes Barre. Some of the training they received at the survival school

was put into use when the group under the command of Maj. M.D. Lord rendered first aid to the accident victims.

Other CAP members helped with evacuating the victims from the scene of the accident and directed traffic until the Highway Patrol arrived.



CRASH SITE LOCATED—Civil Air Patrol S/M Jim Whitson (center) and Lt. Henry Rodgers show Capt. Jack Slaughter (left) the location of a wreckage of a plane on the map. The two members of Crossville Comp. Sqdn. were on an air search for a missing Mooney Mark 21 aircraft when they saw the wreckage of a Piper Cherokee 180 atop Tennessee's Waldens Ridge four miles from Crossville. A ground rescue party reached the area and found all the plane's occupants dead. (CAP Photo)

Orange County Squadrons Assist Victims of Flood

SILVERADO CYN, Calif.—Approximately 40 Civil Air Patrol cadets and senior members came here Mar. 8 to assist with disaster relief and

Captain Earns SAR Diploma

BROWARD, Fla.—Capt. Richard K. Hall, CAP, Broward Group 16's operations officer, recently received Civil Air Patrol's Aircraft certificate and ribbon at an awards ceremony here.

He earned the awards for finding a downed twin-engined aircraft that crashed last January in the Florida Everglades and directing a CAP Ranger team from the Florida Wing to the crash site.

The incentive awards from the Florida Wing were presented by Lt. Col. E. T. Cohee, CAP, Group 16 commander.

mopping up operations after floods and mud-slides engulfed the area.

The contingent of Civil Air Patrol personnel sandbagged the area, helped evacuate flood victims and cleared mud and water from homes, yards and patios. Others were engaged in digging out automobiles stuck in the mud while another group carried household furniture and appliances from homes that were partially flooded.

The California CAP unit received much praise and gratitude from area resident for their assistance in the disaster relief and mopping-up venture.

Participating in the mission were cadets and seniors from Orange County Sqdns. 88, 73 and 56 of the California Wing of Civil Air Patrol.

Navy Chief Visits CAP Headquarters For Briefing

MAXWELL AFB, Ala.—Representatives of the Office of Chief of Navy Personnel were briefed Friday on the mission and sundry activities of Civil Air Patrol during a visit to National Headquarters.

Following the CAP orientation, Capt. Thomas E. Morris, U. S. Navy Reserves, and Capt. Henry H. Bishop, USN, Bureau of Naval Personnel, conferred with various staff agencies within National Headquarters.

Captain Morris, president of the U. S. Naval Sea Cadet Corps, presented a briefing on the cadet corps and its similarities to Civil Air Patrol.

Lt. Col. John L. Bridges of the Air Force Office of Reserve Affairs at the Pentagon accompanied the Navy officers during their one-day stay at Maxwell.

Florida Wing Hosts Female Survival School



Male Corporal Plots Patrol For The Gals



Now, Let's Take A 10-Minute Break



Lydia Teachman, Left, And Nina Garcia Share Rations

(Editor's Note: Following story and pictures recently appeared in Palm Beach (Fla.) Times, and reprinted here with the permission of that newspaper)

PALM BEACH, Fla.—It's becoming less and less of a man's world nowadays.

Now they are running a Female survival School, courtesy of the Florida Wing of the Civil Air Patrol.

Soon there won't be any pretty damsels in distress. No Perils of Pauline. They will know how to rescue themselves.

Those were the days, my friend.

Anyway, CAP held its first "Petticoat Trail" in northern Palm Beach county. The gals, ages 13-18, were accompanied by female seniors (19-?) and were under the direction of Army National Guard Special Forces personnel.

The 48-hour weekend training session was designed to prepare the girls to cope with rugged terrain, swamps and water and to be able to live and move in safety. The program also consisted of map reading, compass navigation, first aid and night patrolling.

Maj. Sandy B. Owen, CAP, was the project officer in charge. Assisting her were Maj. Paul W. Potter of the Air Force Reserve and MSgt. Stan Kramer.



Pamela O'Quinn Has Blisters

Goals Are Outlined

BOLLING AFB, DC.—The mission goals for Headquarters Command, USAF were recently announced by Maj. Gen. Nils O. Ohman, commander.

"These goals give meaningful purpose to our highly complex and varied global missions," General Ohman stated.

"They effect every individual, unit and detachment of the command throughout the world, from Andrews Air Force Base, gateway to the nation's capitol, and Bolling Air Force Base, under development as a model U. S. Air Force Base, to members of our detachments that support various unified commands such as NATO, STRIKE Command and NORAD, and every member of the Civil Air Patrol which is a

vital and potential manpower source for the USAF."

General Ohman concluded that the "goals will be implemented immediately throughout this command. They will give each member the opportunity to know where we are going and how he is going to help us to get there."

Large 16X20-inch posters listing the goals and suitable for framing and hanging in all Headquarters Command, USAF offices and locations will be distributed shortly to all command units. Implementing instructions are being forwarded to all commanders.

The goals will preface all Headquarters Command, USAF briefings—effective immediately.



CHAPLAIN JOINS TEXAS UNIT—Lt. Col. J. Norman McConnell, former National Chaplain of Civil Air Patrol, chats with C/Commander 1st Lt. Janet Prestridge and Ronald D. Quates, newest cadet to join the Bayou City (Tex.) Comp. Sqdn. Colonel McConnell recently joined the Bayou unit after holding pastoral positions in Pennsylvania and Wisconsin. He recently retired from the United States Air Force after 26 years service, holding the title of national chaplain when Headquarters CAP-USAF was at Ellington AFB, Tex.

Thousands Listed for Summer Training

Leadership School

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- 28010 LEGARE, ARMAND E.
- 28035 CUMMINGS, WARREN
- 29082 TULLY, DIANE M.
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Graveyard For Planes

AMARILLO, Tex.—Did you know that the graveyard for surplus aircraft is in Tucson, Arizona? asks Lt. Col. Gerald K. Nash, CAP, of Texas.

Located four miles southeast of Tucson, the graveyard holds 4,000 obsolete aircraft valued at \$5 million. There are 50 different aircraft types including models of the B-47, B-52, B-66; C-97; C-119, EC-121, C-47, C-54, F-100, F-101, F-104, A-1, A-3, C-45, F-8, F-9, F-11, P-2, S-2, T-33, P-61 and AT-6.

Although the planes are surplus, it is almost impossible to buy one. Military aircraft must be reduced to metal ingots, if purchased. Commercial and cargo planes usually have some of their parts removed, he said.

Best bet for obtaining one of the planes is if it is to be used for historic, monumental or display purposes, Colonel Nash said.

Persons interested in acquiring a surplus plane should write to Defense Surplus Bidders Control Office, Federal Center, Battle Creek, Michigan 49016.



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CAP Participation Worth Bonus Credit

MAXWELL AFB, Ala.—Participation and completion in the Civil Air Patrol cadet program aids significantly the CAP cadet members planning to join Air Force Reserve Officer Training Corps (AFROTC) units while attending colleges or universities throughout the nation.

“University and College

AFROTC Professors of Aerospace Science may waive requirements for General Military Training courses (GMT) for CAP cadets if the individuals meet the requirements of paragraphs 617 a.5.d.,” AFROTC Manual 45-L reads.

Affected by the ruling are cadets attending colleges or universities and planning to join AFROTC.

Those cadets completing the first three phases of the CAP Cadet Program and holding the Gen. Carl A. Spaatz award are credited with completion of the GMT requirements.

Individuals who have earned the Amelia Earhart award may receive credit for 75 per cent of the AFROTC GMT training.

Those cadets who earned the General Billy Mitchell award may receive credit for one year (50 per cent) of GMT in their school's AFROTC unit.

AFROTC credit will not be given to cadets who have not earned the Billy Mitchell award.

Aerospace Science professors planning to grant CAP cadets credit for the AFROTC GMT require verification of the individual's cadet program record. Cadets applying should provide the professor of Aerospace Studies with evidence of completion of the Mitchell, Earhart or Spaatz awards.



LOGS ORIENTATION FLIGHT—It was a red letter day recently for Michael (Mike) Blackshear when he received a jet orientation flight with instructor/flight examiner father Maj. Harold H. Blackshear of the 149th Fighter Group, Texas Air National Guard. Cadet Blackshear was awarded the flight because of

his active participation in the Brooks AFB, Tex., squadron. The jet ride was made possible through the cooperation of Col. Charles A. Quist Jr., commander of the fighter group and a longtime supporter of Civil Air Patrol of the three local squadrons.

Army Cites Ex-CAP Man For Valor

COLUMBIA, S.C.—One of the United States Army's highest medals for valor other than in combat, the Soldier's Medal, has been awarded to a former Civil Air Patrol senior member recently.

Receiving the medal was Army Spec. 4 James B. Kirk of Lancaster, S.C., former information officer of Lancaster Comp. Sqdn. of Civil Air Patrol's South Carolina Wing.

He earned the award for rescuing three occupants of a single engine airplane when it crashed near here.

The Commandant of the U.S. Army Signal School, Fort Gordon, Ga., presented the medal at ceremonies recently.

The Bookstore Corner

1. HARDBOUND TEXT BOOKS—The attention of all is called to the fact that the Hardbound Edition of the Aerospace Education Text, Catalog No. 15, is out of print. Because of revisions to the individual Text Books it is not deemed feasible to republish the books as a single volume until all revisions are completed. This information was published in last month's CAP News but the bookstore continues to receive orders for this edition and the money must be refunded causing a considerable amount of paperwork. Please order the individual texts until further notice.

3. TEXT BOOK—POWER FOR AIRCRAFT—There has been a delay at the publishers for the newly revised text book **POWER FOR AIRCRAFT**. At the present it is anticipated that delivery to the Bookstore will be 1 July 1969. We regret this delay but it is a matter over which we have no control. Orders received at the bookstore will continue to be placed on a back-order status and the texts will be shipped as soon as received.

2. IACE UNIFORMS—Personnel have been selected for participation in this year's up-coming IACE Program and all have been notified. The Bookstore has received its shipment of Blazers and Slacks in the special sizes for this event; however, it would be appreciated if all participants would advise the Bookstore personnel of the size Blazer and Slacks they will need. An informal note will suffice. This will permit us to check "on-hand" sizes against requirements to insure that we can properly outfit everyone. This informal advising will not constitute an order and we will await receipt of the order before shipping. It will, however, be of great assistance to us in preparing for the up-coming program.

4. CAPS, SERVICE AND FLIGHT—We still have a fairly good selection of Service Caps in stock for both Lt. Colonels and Colonels and Company Grade and Enlisted personnel. We are out of size 7 3/8 in the Colonel grade. Service Caps for Lt. Colonel and Colonels sell for \$7.50 and the others for \$5.25. We have an excellent selection of male flight caps, both Officer and Enlisted, which are selling for \$1.00. We call this to your attention especially in preparation for the Summer Activities Programs which will commence shortly.