

# Flying Encampments Expand

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Silver Anniversary

1966

## CAP Times

Civil Air Patrol



USAF Auxiliary

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## Cols. duPont, Turner Earn New Corporation Positions

NATIONAL HEADQUARTERS — Colonel S. Hal duPont, CAP, has been appointed vice chairman of the National Board by Colonel Lyle W. Castle, CAP, chairman. Announcement of the appointment was made during the recent National Executive Committee meeting at Ellington AFB, Texas.

The NEC also elected Col. Paul W. Turner, CAP, as national controller; elected three new wing commanders; and appointed four interim wing commanders.

Colonel duPont joined Civil Air Patrol as a cadet in the Delaware Wing and transferred to the Florida Wing in September 1955. He was a member of Miami Squadron I.

As a cadet Colonel duPont completed all phases of the cadet program and earned his Certificate of Proficiency.

As a senior member Colonel duPont held every CAP grade from staff sergeant through full colonel. His job positions have ranged from squadron assistant personnel officer through group level to wing commander. He assumed command of the Florida Wing in March, 1963.

The colonel holds numerous Federal Aviation Agency aeronautical ratings, including commercial pilot, flight instructor, (airplane and glider), group instructor, free balloon pilot, and a United Kingdom private pilot's license. He has logged more than 7,900 hours flying time which gives him more than 316 days spent in the air.

The energetic CAP veteran has attended the Space Age Orientation Course, Federal Aviation



COL. duPONT

Agency Cadet Orientation Course, Jet Orientation Course, Southeast Region Girl's Exchange (escort officer), Eastern Airlines Stewardess School, National Flying Encampment, National Drill Competition (escort officer), International Drill Competition (escort officer) and 21 CAP summer encampments (six as encampment commander).

His CAP career has not been limited to wing or region activities. He has served on the National Commander's Training Committee, National Scholarship Committee, National Scholarship Selection Board and the National Uniform Committee. Colonel duPont was chairman of the scholarship committee last year.

COLONEL Turner's election as national controller follows closely his three years as National Board chairman. Colonel Turner served as chairman the maximum number of years permitted by the Corporation By-laws. He completed his final year as top corporate official in October, 1965.

Newly elected wing commanders include: Col. David D. Cleary, Minnesota Wing; Col. Charles C. Doughty, South Dakota Wing; and Col. Allen E. Towne, Iowa Wing. All three officers had served as interim commander prior to their election.

Four other CAP officers were appointed as interim wing commanders. They are Lt. Col. George B. Carter, Kentucky Wing; Lt. Col. Marvin W. Chapman, Oklahoma Wing; Lt. Col. Richard T. Dillon, New Mexico Wing; and Lt. Col. Robert E. Foster, Wyoming Wing.

## NEC Meeting 'Silver Sortie'

NATIONAL HEADQUARTERS — In a very productive National Executive Committee meeting, the governing body of the Civil Air Patrol Corporation approved two national flying encampment sites for 1966.

### Headquarters Plans Move

NATIONAL HEADQUARTERS—The National Headquarters, Civil Air Patrol, now located at Ellington AFB, Texas, is scheduled for a move to Maxwell AFB, Ala., according to an announcement from the Office of the Secretary of Defense. Secretary McNamara, in issuing a statement December 8 detailing the inactivation of military bases and units, included the Hq CAP-USAF move in actions affecting Ellington Air Force Base. His statement pertaining to Hq CAP-USAF was as follows:

"... By October 1, 1967, we plan to inactivate the 924th and 925th Troop Carrier Groups (at Ellington). Prior to the inactivation of these units, we plan to relocate the CAP headquarters at Maxwell AFB, Ala., and transfer jurisdiction of the base (Ellington) to the (Texas) Air National Guard... Recurring annual manpower and operating and maintenance savings will be \$10.1 million..."

Official word of the pending move of CAP was received from the Office of the Secretary of the Air Force simultaneous with Secretary McNamara's public announcement. No indication was given as to the actual date of the relocation at Maxwell.

CAP Headquarters moved to Ellington Air Force Base in August 1959 after being located 13½ years at Bolling AFB, Washington, D.C.

A tentative approval was given for a CAP committee to develop plans for a membership fly-in to help celebrate the 25th anniversary of the CAP. The fly-in, if final plans are approved by the NEC, would be designated "Silver Sortie" in honor of the Silver Anniversary.

A special committee headed by Col. Russell F. Ireland, USAF, DCS/Operations and Lt. Col. Donald B. Guthrie, USAF, assistant DCS/Operations, both of National Headquarters, made a complete survey of flight schools throughout the nation for expansion of the cadet flying program.

After a complete evaluation of the locations available, three sites were recommended for NEC consideration. Following the findings of the committee, the NEC approved national flying encampments at Lawton, Okla., and Chester, S.C., and tentative approval at Elmira, N.Y.

The Silver Sortie was originally suggested by Col. Joe L. Mason, USAF, National Commander, during his speech at the recent National Board meeting. Colonel Mason suggested a fly-in of all corporate and member-owned aircraft at a central location within the United States.

The fly-in would depict Civil Air Patrol as a flying organization and simultaneously demonstrate the capability of the Civil Air Patrol to contribute directly to the national well being.

CAP possesses the potential capability of assembling at one location approximately 2,000 aircraft and 5,000 members. This large general aviation armada would be a first in the annals of the CAP Corporation.

Several wings have already in-  
(See FLYING, Page 14)

## 24 Years

## Wings Celebrate Anniversary

WARREN, Ohio—Group 3, Ohio Wing, held its annual banquet in conjunction with the CAP 24th anniversary celebration at the Dublin Grange Hall in Canfield, Ohio.

Featured speaker of the evening was Col. Randall W. Hendricks, USAFR, commander of the 910th Troop Carrier Group, Youngstown Air Reserve Base, Vienna, Ohio.

Colonel Hendricks spoke of his associations with CAP and his participation in search and rescue operations.

For photographs of Civil Air Patrol 24th Anniversary highlights throughout the nation, see Page 8.

Warren Mayor Raymond E. Schryver signed a proclamation designating December 1 as Civil Air Patrol Day in Warren.

The wing's "most deserving cadet of the year" award was presented to Cadet Robert Erwin of Wellesville Composite Squadron 306.

Festivities of the evening were rounded off with dancing to music provided by cadets.

### Wisconsin Wing

SHEBOYGAN, Wis. — Mayor Joseph Browne issued a proclamation declaring the week of December 1 as Civil Air Patrol Week in recognition of the 24th anniversary of CAP.

Also to help call attention to the occasion, cadets of the Sheboygan Composite Squadron, Wisconsin Wing, wore their CAP uniforms to school on December 1.

Lt. Lu Giefer, CAP, squadron information officer and project officer for the celebration, arranged for CAP displays to be placed in several schools and store windows.

### Maine Wing

PORTLAND, Maine—The Maine Wing undertook several projects in observing the 24th anniversary of the Civil Air Patrol.

A three-week-long candy sale was held, with state-wide participation. Civil Air Patrol pamphlets were distributed with the candy to inform the public of CAP's operation.

For the third consecutive year, the Maine Retail Bakers Associ-

ation baked an anniversary cake, appropriately decorated, and permitted cadets to erect birthday posters and sell TB seals in bakeries.

"SELL-e-brating with SERVICE" was the slogan for the project.

A CAP anniversary display was set up in the lobby of Portland's Sheraton-Eastland hotel, site of the Maine Congress of Parents and Teachers.

The display was the idea of TSgt. Paul V. Pineau, USAF, of the USAF-CAP liaison office. Sergeant Pineau is also president of the Henley PTA of South Portland. Lt. Col. Rose M. Plouff, CAP, wing deputy for aerospace education, set up the display.

### Oklahoma Wing

HQ. OKLAHOMA WING — To commemorate the 24th anniversary of the Civil Air Patrol, Mayor George H. Shirk of Oklahoma City signed a proclamation designating the week beginning December 1 as Civil Air Patrol Week.

Governor of Oklahoma, the Hon-  
(See WINGS, Page 13)



### Christmas Seals

THE FIRST shipment of 1965 Christmas Seals (Tuberculosis Seals) for Essex County, New Jersey, are delivered by Col. Nanette M. Spears, CAP, New Jersey Wing commander. Receiving the seals at Caldwell-Wright Airport in Fairchild are Leslie Blau, center, seal sales chairman, and Norman P. McGrory, president of Essex County Tuberculosis League.

(Armen Photograph)

# CAP News in Brief

## First Aid Course

LANTANA, Fla.—Members of Lantana-Lake Worth Composite Squadron, Florida Wing, are learning first aid in a Red Cross course taught by Ray Eitel, a member of the local volunteer fire department. Students are instructed on how to care for wounds and shock and how to administer artificial respiration. Mouth-to-mouth resuscitation is practiced on "Resucity Ann," a dummy that will "breathe" only if placed in the proper position.

## Earns Trophy

CANTERBURY, Conn.—Lt. Col. Olivia Shepard, CAP, commander of Eastern Connecticut Group, Connecticut Wing, was recently presented a trophy as the outstanding group commander for 1964. The presentation was made by Col. Clinton Litchfield, wing commander. Colonel Shepard joined the Groton Composite Squadron in 1958, became commander of that unit in 1960 and joined the group in 1960. She was appointed group commander early in 1965. She is a flying enthusiast, which prompted her to take an active interest in CAP, and has participated in several rescue missions and has received an award for meritorious service.

## Earns Wings

YONKERS, N.Y.—Karen Olsen, former information officer of the Yonkers Composite Squadron, New York Wing, recently became the first girl in the squadron to receive her wings. After a three-week course, she was awarded stewardess wings from Allegheny Airlines. She is presently assigned to John Foster Dulles Memorial Airport in Washington, D.C.

## Pioneer Aviator

NORTHBROOK, Ill.—Lt. Col. William Truver, CAP, commander of Group 7, Illinois Wing, was honored recently with a commendation award as a pioneer in the field of aviation. The colonel is a member of the OX-5 Association, an organization of pioneer flyers who have flown the OX-5, and received the award at the annual convention of the association in Chicago. Colonel Truver has been active in CAP since 1951 and, in addition to other capacities, has served as group operations officer and group air inspector. He has flown many missions with CAP and has organized orientation flights, fly-in breakfasts and other activities to inspire cadets and senior members to greater efforts in aviation in general and CAP in particular.

## Assist Highway Patrol

FREMONT, Ohio—In response to a request by the Ohio State Highway Patrol post at Fremont, senior members of Fremont Composite Squadron 602, Ohio Wing, who had citizen band radios participated in the Sandusky County Accident Prevention program during the last week of October. CWO Jeanne A. Dyer, CAP, ran the base radio control station while 100 mobile units were in use throughout the county. The preventative effort by the Highway Patrol, CAP and civic organizations resulted in an accident-free Halloween week on both the turnpike and county roads. Senior members of the squadron were praised for their efforts by a word of thanks from the local Highway Patrol post to Squadron Commander Don P. Dyer.

## Marches in Parade

RIALTO, Calif.—Two color guards, male and female, of Rialto Cadet Squadron 49, California Wing, marched in the regional Veterans Day parade at Long Beach, one of five cities chosen as sites for regional celebrations by the Department of Defense and Veterans Administration. The male color guard carried the banner of the Leonard Armstrong Veterans of Foreign Wars Post 1744, sponsor of Rialto Cadet Squadron 49. Included in the parade were units of all branches of the armed forces, miscellaneous drum corps, bands, marching units, drill teams, color guards and various floats.

## Lauds CAP

LOCKPORT, Ill.—When members of Group 8, Illinois Wing, assisted the Police Department in emergency work after this city was recently struck by a tornado and high winds, Lockport Chief of Police Robert Gait sent a letter of appreciation to the Illinois Wing commander. The police chief said electric power and phone service were knocked out and heavy damage resulted, which placed a heavy strain on the limited manpower he had available. "I would like to take this opportunity to thank you and very highly commend the officers and members of Group 8 . . . who came to our city and very ably assisted in various emergency procedures that had been set up. Without their expert support, our tasks here would have been far more difficult . . ."

## Cadet Escort

EVANSTON, Ill.—Senior Member Patricia Wyzgala of the Evanston Cadet Squadron, Illinois Wing, was among those chosen by the Mayor's Committee as blind dates for the Army-Air Force Dance at McCormick Place in Chicago. Her date for the evening was C2C Roger W. Sorenson of the Air Force Academy. Wyzgala, squadron senior education and military training officer, joined the Civil Air Patrol four years ago and has been a senior member for two years.



## National Executive Committee

PRESENT DURING the CAP National Executive Committee meeting held at National Headquarters were, clockwise from 12 o'clock position, Col. Lyle W. Castle, chairman; Col. Joe L. Mason, USAF, national commander; Col. Wayne E. Smith, Pacific Region commander; Col. John T. Vance, Rocky Mountain Region commander; Col. Walter M. Sanford, Southwest Region commander; Col. James H. Laidlaw, North Central Region commander; Col. Paul W. Turner, national controller; Col. Hal duPont Jr., vice chairman; Col. Robert L. O'Neil, assistant national legal officer; Col. F. Ward Reilly, Southeast Region commander; Col. Robert H. Herweh, Great Lakes Region commander; Col. Stanhope Lineberry, Middle East Region commander; and Col. Edwin Lyons, Northeast Region commander. Not present at the meeting were Col. Roy St. Lewis, national legal officer; and Col. William D. Haas, national finance officer. (National Headquarters photo)

## 17 Years Old

# CONAC Observes Birthday

ROBINS AFB, Ga.—Continental Air Command (CONAC), parent organization of the Civil Air Patrol, observed its 17th anniversary December 1. Responsible for the guidance and training of some 350,000 Air Force Reservists throughout the nation, CONAC sends its airmen on active-duty missions throughout the year in exercises with the Air Force, Army and Navy. Exercises King Crab X and Arctic Shore X held recently in Alaska are typical of such operations. Aircraft of the 302d and 440th Troop Carrier Wings from Ohio and Wisconsin flew men and equipment to the exercise area during the joint Air Force-Army mobility training tests. Commanded by Lt. Gen. Cecil H. Childre, CONAC operates to augment the regular armed forces in time of emergency. Located throughout the United States, CONAC units are often the only Air Force organizations in areas without air bases. As a result, CONAC plays some part in the lives of nearly every American citizen.

In addition to its close working relationships with Air Force Reservists, other commands and services, CONAC supervises numerous support-type organizations including medical, mobile communications and air terminal units. CONAC also has supervision and liaison responsibilities for the nationwide Civil Air Patrol, which also had a birthday December 1, marking 24 years as an auxiliary of the Air Force. THE AIR Reserve Personnel Center, Denver, Colo., which holds the records of more than a third of a billion reservists, is a major component of CONAC. Individually, citizen-airmen of CONAC annually answer scores of emergency calls at home and abroad. Last September, when Hurricane Betsy devastated New Orleans and the Southern Gulf Coast, Air Force Reservists joined CAP and other volunteer agencies in rushing to the aid of people in the stricken area. During the few days immediately following the hurricane, reservists from 13 troop carrier wings in 11 states flew more than 1,050 hours, airlifting some 638 tons of supplies and equipment and more than 650 passengers into the area. The relief operation involved 157 separate missions. Congress recognized the post-storm humanitarian actions of CAP, Air Force Reserve and CONAC when Congressman L. Mendel Rivers, Representative from South Carolina and chairman of the House Armed Forces Committee, approved a motion of commendation and Congressman R. Edward Hebert of Louisiana read an account of hurricane relief activity into the Congressional Record. During the past 12 months, "Ready-Now" reservists airlifted cargo more than 10.5 million ton miles and carried passengers more than 10 million passenger miles.

1,800 missions in direct support of MATS and the Tactical Air Command during the Dominican crisis this year. During that period, Air Force Reservists airlifted cargo more than 4.5 million ton miles and carried passengers more than 425,000 passenger miles on missions to the Dominican Republic, Iceland, Greenland, Brazil, Newfoundland, Puerto Rico, Labrador and Guantanamo Bay, as well as in the United States. Activated at Mitchel AFB, N.Y., on Dec. 1, 1948, CONAC and its headquarters remained there until April 1961 when it moved to its present location, Robins AFB, Ga. The command's activation grew out of the need for a stronger air defense and a desire to create an effective, efficient Air Force Reserve that would serve in time of emergency, foreign or domestic. Its primary missions were the air defense of the U.S., tactical air support of ground forces, the Reserve Officer Training Program and the Air Reserve Forces. Over the years, changing military needs have altered the original CONAC mission. But the central concept of using Reservists to augment the regular armed forces remains the same today and that concept now is stronger than ever. The dedication of Air Force Reservists and CONAC's achievements over the last 17 years are the base of its future. Advancements in the Aerospace Age may bring changes in the mission of the Continental Air Command, but all Americans can be assured that the Air Force Reserve is—and always will be—"Ready Now."

AIRCREWS of reservists flying Douglas C-124 Globemasters during 1965 completed some 160 long-range missions over Military Air Transport Service (MATS) routes, carrying cargo nearly 12 million ton miles to such places as South Viet Nam, Japan, Thailand and the Philippine Islands. CONAC reservists flew more than

## Name Top Cadets

JACKSONVILLE, Fla.—Senior members of the Greater Jacksonville area have joined together in sponsoring a cadet flight scholarship. The seniors are all members of Group II, Florida Wing. Selection of the top cadet and runner-up was made by an independent panel of aviation-minded individuals from within the Jacksonville area. Cadet Keith L. Dobson, Jacksonville Cadet Squadron, was named the winner and Cadet Jeffrey Goldstein, Ft. Caroline Cadet Squadron, was runner-up.

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# Spaatz Award Won By 5 Top Cadets

**NATIONAL HEADQUARTERS** — At the end of 1965 five Civil Air Patrol cadets have proven the cadet program does work and have attained the coveted "Spaatz Award" to prove it.

Since the cadet program became operational in mid-1964, five cadets have completed all requirements to earn this award.

Those cadets who have earned the award are:

Douglas C. Roach, presently on active duty with the United States Air Force and the only man ever to earn the Falcon Award.

Robert L. Gray, a physics major at the University of California.

James W. Belk, chairman of the Texas Wing cadet advisory council.

Kenneth D. Kelly, presently studying at Miami-Dade Junior college and expects to earn his degree in physics at the University of Florida.

And Michael O'Quin a senior physics student at the New Orleans campus, Louisiana State University.

These five cadets make up one of the most elite groups in the entire Civil Air Patrol cadet membership. Only through extremely hard work and personal determination have these cadets earned such high honors.

Roach is the first cadet to earn the Falcon Award. He entered the Civil Air Patrol in 1957 and by 1964 had traveled more than 35,000 miles participating in about 125 different CAP events.

He also found time to earn his CAP Pilot rating. Roach attended six CAP encampments and held

a variety of leadership positions. His unit drill team, Wayne-Romulus Cadet Squadron, Michigan Wing, which he trained, won seven wing, five regional and two national drill competitions.

In high school, Cadet Roach was a three-letter man. He won the distinguished service award for his school and a journalism award. He was on the student council, the yearbook staff, and was twice president of the National Honor Society chapter.

As a member of the ROTC unit at the University of Michigan he was chosen for membership in Scabbard and Blade, was graduated top man in his ROTC class and in the upper quarter of the entire graduating class.

He was offered and accepted a regular commission in the Air Force. Presently he is a lieutenant attending the advanced phase of flight training at Webb AFB, Texas.

Cadet Gray joined CAP in 1962 when he was almost 17 years old. Within a year he had become cadet commander of his unit and within 32½ months, he earned the Spaatz Award. He attended three CAP encampments and was a key member of group and wing advisory councils. He was selected to attend the Space Age Orientation Course in 1965.

As a preparatory high school student, Cadet Gray received various awards and honors and was named a National Merit Scholarship Finalist. He also was graduated with highest honors from the National Science Foundation Summer Institute in mathematics at Oregon State University.

Cadet Belk was named "Cadet of the Year" for 1965 by the Texas Wing. He has participated in four CAP encampments and was selected for the IACE and Jet Orientation Course. He has earned his CAP solo badge and has logged more than 25 hours flying time.

His achievements are not confined to Civil Air Patrol. He is president of the young people's class in his local church; is a member of the National Honor Society and was graduated in the upper quarter of his high school class. His hobbies include sports, music and horseback riding.

Cadet Belk received a CAP grant to study science and is presently attending college.

Cadet Kelly has been active in the cadet program for the last five years. He currently is chairman of the Florida Wing Cadet Advisory Council.

His CAP activities include seven encampments; the IACE; and the cadet summer flying encampment. He served as cadet commander at three summer encampments and earned his private glider pilot license and the FAI "C" Badge at the flying encampment. He has also participated in numerous wing activities.

Cadet Kelly was graduated in the upper seven percent of his 1,017-member high school class.

He plans to enroll in senior ROTC and complete Air Force pilot training after graduating from college. He also intends to remain active in the CAP program.

Cadet O'Quin serves as chairman of the Louisiana Wing Cadet Advisory Council and has held numerous other leadership positions in the CAP program.

He was graduated 15th in his 600-member high school class in Metairie, La., and has continued his excellent record at LSU. He currently holds a grade point average of 2.55/3.00.

He held the honor student honor award at LSU (New Orleans) for two years and is currently a member of the LSUON honor council. He has worked as chemistry research assistant, and is presently a research assistant in the physics department.



## Award

**AVIATION Pioneers** cited Maj. Gen. John F. Curry, USAF ret., when they presented him with a silver plaque honoring him as a military aviation pioneer. General Curry, the first national commander of CAP, was commander of the 6th Aero Squadron in Hawaii in 1917 and is credited with drawing up the first plans for the air defense of the Hawaiian Islands. (USAF Photo)

## An Old Liner Recalls 1941 Air Attack

**COLLEGE PARK, Md.** — "Remember Pearl Harbor" is more than an old-war-time slogan to Capt. Gerard W. Cote, CAP, commander of Prince Georges Squadron, Maryland Wing. He was at Pearl Harbor Dec. 7, 1941. Now he lives in the Old Line State.

Being stationed at Fort Kama-hamaka, Hawaii, on that eventful day in 1941 was only one of the oddities in the life of this dedicated CAP worker.

He was born in Lowell, Mass., but did not learn to speak English until he was 12 years old. Captain Cote relates he was born in Lowell but his family moved to Canada after his birth.

**AFTER** surviving the initial attack of the war he was shipped to Australia where he was assigned as an instructor teaching artillery to the Anzacs. This was only one of many unusual assignments he reported.

His next assignment was to the ski training and survival school in Colorado followed by amphibious warfare training in Florida.

He was next assigned to a cloak-and-dagger team working behind the enemy lines in France. He served in this job for 18 months and was then reassigned to China.

While in China, Cote helped train 3000 Chinese soldiers for combat. He also helped select 1500 of the 3000 for paratrooper duty, the first Generalissimo Chiang Kai-shek ever had.

He was wounded in 1945 during a secret mission with six other specially trained men. The assignment took him to the Yellow River in China. Before returning to the United States Cote was presented with a special award from Kai-shek, one of four given by the Chinese leader.

When the hostilities ended the mild-mannered man returned to civilian life. He has since married and has become involved with Civil Air Patrol, in a big way. Besides Captain Cote, four other members of his family are also members of CAP.

Captain Cote is employed by the DC Transit Company in Washington.

# Time to Rededicate Ourselves - Castle

**AS YOUR NEWLY** elected National Board Chairman, I have a deep feeling of humility and appreciation for the honor which has been bestowed upon me and at the same time an almost overwhelming sense of urgency in assuring the continued progress of our organization. The Civil Air Patrol's many accomplishments of the past are but the promise of our potential for the future.

At the close of our 24th year of service and as we embark upon our silver anniversary year, it might be well for all of us to once again rededicate ourselves to the proposition stated in the purpose clause of our charter:

"To provide an organization to encourage and aid American citizens in the contribution of their efforts, services, and resources in the development of aviation and in the maintenance of air supremacy, and to encourage and develop by example the voluntary contributions of private citizens to the public welfare" and "To provide aviation education and training especially to its senior and cadet members; to encourage and foster civil aviation in local communities and to provide an organization of private citizens with adequate facilities to assist in meeting local and national emergency."

**OUR** members have always stood as outstanding examples of the concept of volunteer service for the betterment of the local and national community. Great studies have been made in recent years in the field of providing aviation education to our senior and cadet members. In order that we may give meaning and substance to the mandate that we "foster civil aviation" new ideas and methods must be nourished and encour-

aged. A step in this direction has been taken by expanding the 1966 cadet flying encampment, which was so successful in 1965. Additional positive efforts in this area will be forthcoming in the near future. Our National Commander once said that being Civil Air Patrol members gives each of us a special license to dream. All of us should exercise this privilege and then devote all of our energies to bring these dreams to productive fruition. Your untiring and unselfish efforts in the past speak well for our success in the future.

With the continued application of these fine qualities, I am confident that the Civil Air Patrol will fulfill its destiny beyond our fondest dreams.



COL. CASTLE

## General Aviation Aircraft Tops 90,000 for 1964

**WASHINGTON, D. C.** — The number of active civil aircraft, which topped 90,000 in 1964, will probably continue its nearly 4 per cent yearly growth to 107,000 by 1969, according to a new statistical study, "Census of U.S. Civil Aircraft," released by the Federal Aviation Agency.

According to the latest available figures concerning CAP Corporate aircraft, there are presently 834 aircraft of various types in the CAP inventory. This figure was provided through the CAP Aircraft Inventory status report compiled quarterly by the DCS/Material, National Headquarters.

**THE** new study combines two previous FAA reports, "Statistical Study of U.S. Civil Aircraft" and "U.S. Active Civil Aircraft by State and County."

Of the 90,935 active civil aircraft on FAA rolls at the close of 1964, 88,742 were general aviation aircraft. Of the 2,193 belonging to the airlines, only 2,081 were actually engaged in airline operations.

By 1969 FAA forecasts the active general aviation fleet to reach an all time high of 105,000 and the airline fleet to decrease to 2,090.

Composition of the general aviation fleet is changing with an increasing preference for multi-engine aircraft and single-engine aircraft of four places and more.

During the five years from 1959 to 1964, multi-engine general aviation aircraft increased

from 6,034 to 10,644. Single engine aircraft, four places and more, increased from 27,301 to 45,777, while those with three places and less decreased from 34,543 to 30,367. Rotary wing aircraft jumped from 525 to 1,306 in the same period, and gliders, balloons and dirigibles used by general aviation increased from 324 to 648.

Airline aircraft increased only 14 in 1964 over 1963. The 2,081 aircraft actually engaged in airline operations was the same as in 1958, but the load capacity almost doubled, rising from 14,775 tons in 1958 to 27,053 tons in 1964. The airlines added 124 turbine powered aircraft to the air carrier fleet in 1964 for a total of 812 turbines in operation as against 688 in 1963. They reduced their piston-powered fleet by 110 from 1,472 in 1963 to 1,362 in 1964.

The ten states leading in number of active aircraft for 1964 were identical with the top 10 a year ago. They are, in rank order: California, Texas, Illinois, New York, Ohio, Michigan, Florida, Pennsylvania, Kansas and Indiana. Together, the 10 leading states had 46,555 aircraft, or 51.2 per cent of all active civil aircraft. Coincidentally, they also have 51.2 per cent of the U.S. population.

The new FAA publication, "Census of U.S. Civil Aircraft," is on sale for \$1 from the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402.

## Daedalians Cite Former CAP Cadet

**HQ. AIR TRAINING COMMAND, Tex.** — The Daedalian Foundation's Orville Wright Achievement Award for Undergraduate Pilot Training (UPT) class 66-D has been won by Lt. Eugene L. Foret, an Air National Guard student and former Civil Air Patrol cadet. Lieutenant Foret, a student at Laredo AFB, Texas, received the award during class graduation ceremonies in December.

The lieutenant's selection was based on his outstanding dedication to flying and leadership abilities dating back to high school days.

He became a member of CAP in 1952 and worked his way to the position of flight commander with the grade of cadet second lieutenant. He later became a unit training officer and drill team commander.

He earned the New Orleans squadron national acclaim through his work with the drill team. In 1957 he was appointed cadet commander of the Louisiana Wing summer encampment.

**DURING** high school he joined the Louisiana Air National Guard in order to further his intense interest in flying and aviation. Following graduation he worked full time with the ANG as an engine mechanic until he entered college.

Working his way through Louisiana State University, he won a Legislative Grant from the state legislature and a Zinn Scholarship which was based on academic achievement.

While at LSU he was a member of the Air Force ROTC detachment. He was graduated with a B.S. in mechanical engineering.

A civilian employee with the flight control laboratory of the Research and Technology Division at Wright-Patterson AFB, Ohio, he applied for and was accepted into UPT through the Ohio ANG.

# Civil Air Patrol Times

## Chief of Staff

By Charles Wood

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### KEEP 'EM FLYING

JUST ONE YEAR AGO, I assured Civil Air Patrol members that CAP, on its 23rd anniversary, was going forward into 1965 and the next decade as a flying organization. I recall stating emphatically, "Let's face the facts squarely in 1965. There's a lot of hard work ahead for every member — but we are going to get this organization off the ground and back into the air!"

I also said that it was time we looked ahead instead of looking back when anniversaries rolled around, but let's take a moment for a quick look at the record for 1965. I believe we have every reason to be proud of CAP's accomplishments, particularly those dealing with flying.

A year ago, I said that "CAP members want to fly, and will fly if they are given the opportunity."

The year 1965 was one of flying opportunity for CAP. Early last year we were completing negotiations with the Air Force for 78 T-34 aircraft for CAP units. By the end of 1965, we had 85 T-34's delivered to units with eight more in work for rehabilitation and late delivery. Ten additional incentive training aircraft made a total of 103 T-34 aircraft acquired from the U.S. Air Force during the last 18 months. These aircraft increased the corporate fleet 12%.

At the beginning of last year we also had visions of a National flying encampment for cadets — the first in the history of CAP. This was no idle dream, as you well know. The dream became reality in Elmira, New York this last summer, when the Flying Encampment got underway. Ninety-two cadets were given an opportunity for the first time to receive flight instruction in either a glider course or a powered course, or to go through a glider orientation course. Most cadets enrolled in these courses were able to obtain their FAA pilot license upon graduation.

CAP's search and rescue activity was equally widespread and every bit as intensive as in previous years. With the final figures still being compiled by the staff from the records of the Air Rescue Service, the SAR record for 1965 promises to be impressive. There is no doubt that our rescue effort this past year was more effective than any year of our history.

From my point of view, it appears that CAP not only got off the ground in 1965, but will stay aloft for 1966 and many years to come.

The cadet flying encampments will be expanded this year. The National Board and the NEC have approved three separate encampments to train about three times the number of cadets for certification as licensed FAA pilots. This is significant expansion and progress — and the program is still in the embryo stage.

Your National Executive Committee just endorsed the Silver Sortie Fly-in idea for a "flying 25th Anniversary" by giving the nod of approval for a CAP planning committee to study the proposal. Silver Sortie is the name for the nation's biggest Fly-in of general aviation. It would be conducted by CAP and involve a fair share of CAP's 4500 private and corporate owned aircraft. This would be CAP's Silver Anniversary salute to the nation and general aviation and demonstrate CAP's capability to mobilize its air fleet at a given point in time of emergency. This massive effort on the part of CAP should bring home to the nation our relationship to the National Defense picture.

"CAP members want to fly, and will fly if they are given the opportunity!" 1966 — our Silver Anniversary year — is the year of your flying opportunity. Let's face it with a concerted effort that will convince the nation that the U.S. Air Force has a civilian auxiliary which is the "flyingest" organization in the country. CAP was born on wings 25 years ago, and airborne on wings in 1965! Let's keep 'em flying in '66!

*Joe L. Mason*



MASON



Dale D.  
**BRANNON**  
Chief of Staff

National Headquarters — CIVIL AIR PATROL — United States Air Force



ENLISTED IN U.S. ARMY AIR CORPS IN FEB 1937.  
A YEAR LATER WAS COMMISSIONED A 2<sup>ND</sup> LT.  
(AIR RESERVE)  
WAS A FIGHTER PILOT WITH 1<sup>ST</sup> MARINE DIVISION IN SOLOMONS.

AS A MEMBER OF THE 1<sup>ST</sup> FIGHTER GROUP RECEIVED REGULAR COMMISSION JULY 1939

AWARDS AND DECORATIONS:  
NAVY DISTINGUISHED SERVICE MEDAL  
— SILVER STAR — DISTINGUISHED FLYING CROSS — AND THE FIRST MARINE DIVISION'S UNIT CITATION.

### Letters

#### Congratulations

(Editor's note: The following two letters were received at National Headquarters from Gen. John D. Ryan, Commander in Chief, Strategic Air Command, and Major General Curtis R. Low, Assistant Chief of Staff for Reserve Forces. The letters concern the 24th anniversary of the Civil Air Patrol. They arrived too late to appear in CAP TIMES with other letters of congratulations, CAP TIMES, December 1965)

#### DEAR COLONEL MASON,

Many men flying combat aircraft and manning missile launch control centers in the Strategic Air Command today acquired their first positive impression of the Air Force while members of the Civil Air Patrol. Over the past 24 years the CAP has given the Air Force many of its finest men and women. And, SAC has always welcomed their enthusiasm, dedication and skill.

I consider the Civil Air Patrol an important first step in a career in aerospace. The Air Force has a constant need for highly motivated, self-disciplined young people. And, this is just the kind of invaluable human resource that the Civil Air Patrol has consistently produced through its extensive training and leadership programs.

In addition to these programs for young people, the CAP has also made a significant contribution to United States airpower through its effort to capture and hold the interest of air-minded adults—aerospace citizens who understand and support the principles of airpower and national security.

Finally, no organization has done better service to airpower as a good neighbor than the CAP. Their rescue and disaster relief missions are well known and appreciated by most Americans.

(See LETTERS, Page 14)

### THE LITTLE HANGAR

**MARKING VEHICLES** — All Civil Air Patrol units should review CAPM 50-15, Part I, Par 50f regarding marking of ground rescue vehicles for SAR tests. Before implementing any plan unit officials should insure that it does not violate any municipal or state law.

**NINETY-NINES INC.** — Recently an article appeared in this column calling attention to the election of Mrs. Alice Roberts as president of the Ninety-Nines Inc. Another CAP member holds a key position — Lt. Col. Betty McNabb, CAP, deputy for cadets Southeast Region, was also elected secretary of the International aviation organization.

**CAP TIMES** — Civil Air Patrol is now in its Silver Anniversary year. This should lend itself to many historical-type features for CAP TIMES. Deadline for the February 1966 issue of CAP TIMES is January 19. Persons wishing to submit news stories, photographs or features should mail to arrive not later than this date. Address all mail to Editor, CAP TIMES, National Headquarters, Ellington AFB, Texas, 77030.

**FLYING FORTRESS** — Doubleday and Co., Garden City, N.Y. has published a book FLYING FORTRESS by Edward Jablonski. This extremely well written and dramatically illustrated novel is one of the best documentaries of the Army Air Forces. The book contains numerous photos of B-17 crews and gives credit by name to the many heroes — both the renown and the unsung. This book should be on the "must" reading list for any World War II AAF veteran.

**ALIEN ADDRESS REPORTING** — Aliens living in the United States or its possessions on January 1 are required to report their addresses to the U.S. Attorney General by the end of that month. Those temporarily absent from the U.S. during January must make the report within 10 days on returning to the country. Cards for making the report are available at any post office during January.

**PEOPLE AND PLACES** — The Order of Daedalians honored Cadet Sheila Hall, Alaska Wing, as outstanding cadet of the year in that wing . . . Cadets from the Queens Group took an active part in the Flushing Day Parade . . . Narso Radio Equipment gave a Omni Clinic for members of the Manhattan Senior Squadron 1 and all other Greater New York pilots . . . The Maryland Air National Guard groups were cited by the Maryland Wing for their efforts in assisting the CAP units.

# North Carolina Squadron Locates Elderly Man

LINCOLN, N.C. — The Lincoln County Composite Squadron recently had a successful search and rescue mission in which a 74-year-old man, missing from his rural home for three days, was located.

A call for assistance came from the Cherryville Rescue Squad, which said 150 men from several rescue squads had been searching the Lincoln-Gaston County Line area, but had failed to find the missing man.

Shortly after notification the squadron's J-3, with Maj. Floyd Painter at the controls and SM William Wease as observer, was in the air.

Within 40 minutes after take-off, the man was spotted about a mile from his home. He was in a ditch, unable to get out.

Major Painter radioed the Sheriff's Department, then directed the Cherryville Rescue Squad to the scene.

After rescue, the victim was rushed to Kings Mountain Hospital, where he was reported suffering from shock and exposure, but was expected to recover.

Members of the Cherryville Rescue Squad expressed their appreciation to the CAP squadron for "... probably saving a life, and at least, many hours of searching."

## Pennsylvania Wing

HAZLETON, Pa. — Hazleton Composite Squadron 203, commanded by Lt. Hubert Waskovich, CAP, performed an air search recently at the request of the Pennsylvania State Police.

A Hazleton man had left his home to go to a nearby shopping center early Friday evening. When he failed to return home that night, his wife called the State Police.

Lieutenant Waskovich complied with the request and the Pennsylvania Wing unit began its search Sunday morning. During the day, six sorties were flown by three CAP pilots, with three observers. In the squadron's PA-18 and T-34 aircraft. The mission was suspended at dusk.

A search of the area within a radius of 50 miles centered at Hazleton was resumed the following Saturday morning. Mission headquarters, located at Hazleton Municipal Airport, was under command of Lt. Hubert Waskovich, CAP. Two senior members and nine cadets served as ground personnel during the mission.

The missing man's station wagon was spotted on Sunday about six miles from Hazleton by SM Joseph Gorski, an observer in a CAP plane piloted by Stanley Gorski.

Ground personnel, including

CAP, State Police and volunteers, reached the station wagon and found the body of the missing man. After the body was removed to the Hazleton State General Hospital by Lieutenant Waskovich, SM Joseph Gorski and State Trooper Samuel Frymer, squadron 203 personnel assisted State Police with security measures while the police conducted an investigation.

WEST WYOMING, Pa. — About 25 cadets and senior members from Wyoming Valley Composite Squadron 205 and Scranton Composite Squadron 201, Pennsylvania Wing, recently joined in a search for a three-year-old boy who had wandered away from his West Wyoming home.

West Wyoming Borough police officials, after a fruitless neighborhood hunt for the boy, coordinated with the Pennsylvania State Police in asking the Civil Air Patrol units to assist in the search.

THE SEARCH area was a treacherous one — west Wyoming is an ex-mining town near Wilkes-Barre in northeastern Pennsylvania. Hills surrounding the town contained many uncovered mine holes. Heavy rains had loosened the ground, especially in a sand pit where searchers were plagued by landslides. Fog and drizzle lowered visibility.

Maj. Irwin E. Messick, CAP, Group 20 commander, took charge of CAP personnel participating. As mission commander, he was assisted by CAP lieutenants Vincent Wachs and William Mithias, commanders of squadron 205 and 201, respectively.

Leonard Tarreto of the West Wyoming Hose Company and president of the unit's auxiliary police directed the overall search. William Mosley, also a member of the hose company, was search coordinator.

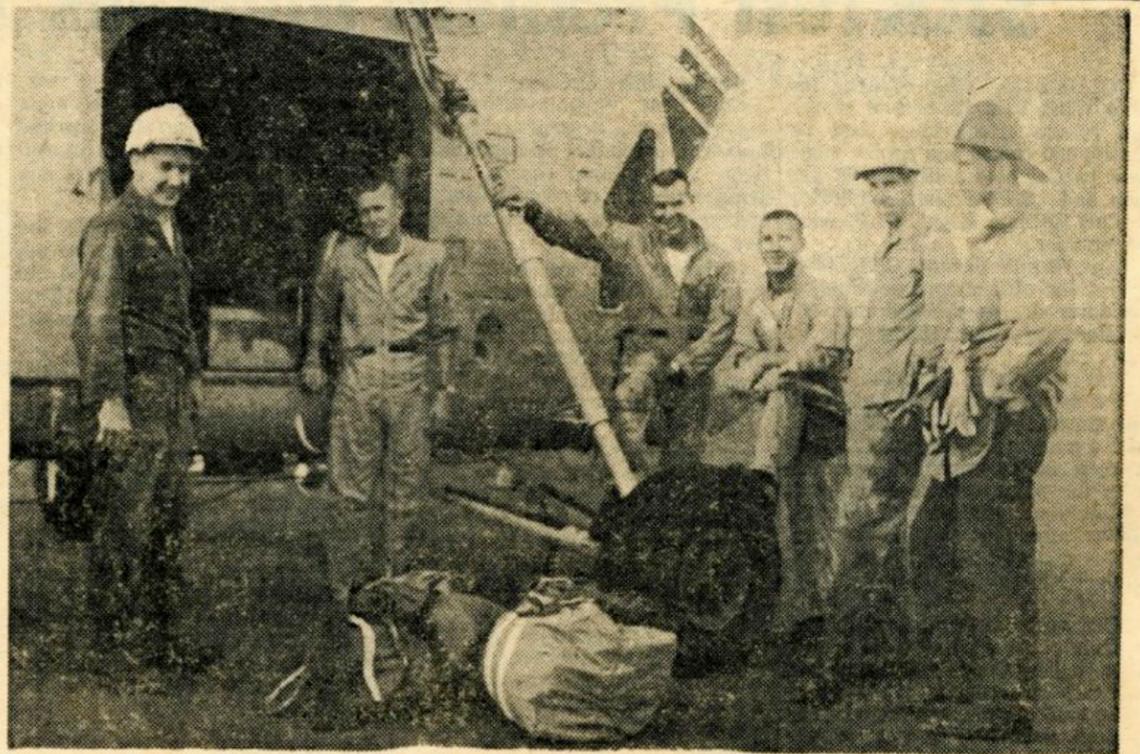
The search was successful as the boy was found by early afternoon of the second day. Two members of the Pennsylvania National Guard's 109th Artillery found him sleeping next to a log in a mine depression about a half mile from his home.

After being rushed to a nearby hospital, the lad was treated for a mild case of exposure. His condition was termed "satisfactory" by hospital officials.

## California Wing

SAN DIEGO, Calif. — San Diego County Group 3, California Wing, was recently alerted to search for a Cessna 150 missing on a flight from Yuma, Ariz., to Montgomery Field, San Diego.

Aboard the missing craft were two Navy men—a student pilot



## Hawaiian Punch

MEN LIKE THESE provided the punch during a recent search and rescue mission, in which the Hawaiian Wing participated. From left to right are: Capt. Herb Hardin, CAP, member of wing rescue squad; Capt. Jerry Bibles, USMC, helicopter pilot; Crewman Larry Powell, USMC; Crew Chief Bobby Redick, USMC; CWO Leonard Freitas, member of wing rescue squad; and Charles Jacobson of Honolulu Fire Department. In background is a Marine helicopter used in search for missing C-45 on island of Maui. Wreckage of the plane was spotted by CAP member Len Gavin in mountainous area of Maui. Bad weather and location of crash prohibited access to the area and, since there were no apparent survivors, the search was terminated.

## Blackout

HUNTINGTON STATION, N.Y. — During the recent electrical power failure and blackout of many northeastern states, vehicles of Suffolk Cadet and Senior squadrons, New York Wing, were placed on emergency standby status for coordinated CAP-Civil Defense utilization.

Maj. Lewis P. Gaines, CAP, directed CAP operations during the blackout and his staff worked throughout the night. WO David L. Ehrenfreund, CAP, maintained telephone communications with local Civil Defense units during the emergency.

and his instructor, both of North Island Naval Air Station at Coronado, Calif. A direct flight plan had been filed, but officials thought a deviation to the north may have been made to avoid bad weather.

The mission was closed late

afternoon of the second day when the plane was found demolished about four miles north of Guatay Peak in San Diego County. Two deer hunters located the wreckage and reported the find to the Sheriff's aero squadron, who confirmed with CAP mission coordinator Maj. O. K. Sandaker, CAP.

Civil Air Patrol planes, pilots and observers from Long Beach and San Fernando joined in the search. Thirty-one sorties, totaling 55 air hours, were flown in 16 CAP planes. Four CAP ground rescue teams amassed 65 man hours.

Participating in the search were 48 senior members and seven cadets, who cooperated with six Navy aircraft from North Island, and Sheriff's aero squadron planes and ground teams.

## Vermont Wing

HQ, VERMONT WING—Members of the Vermont Wing recently participated in a search which located the wreckage of a missing plane in which all four occupants—educators from Bennington—were found dead.

When Col. Robert K. Bing, CAP, wing commander, was asked to launch a search for the missing four-seat Beechcraft Musketeer, he decided to base the operations at Rutland Airport, the approximate center of the search area.

Richard Hurd, aeronautics supervisor, Vermont Aeronautics Board, acted as search coordinator.

The four had been reported missing on a flight from Bennington to Montpelier.

At about 2 p.m. of the day the search started, a CAP pilot, SM Frederick Greenwood of the Rutland Cadet Squadron, reported sighting the wrecked plane about halfway up the west slope of Price Peak, near Menden.

Just about the same time as the sighting, Capt. Walter S. Cardinal, CAP, wing deputy for operations and also an Army Guard captain, was enroute to the scene with an Army helicopter.

Greenwood landed and directed Cardinal and the helicopter to the crash, where he met a ground crew coming to the scene. Cardinal then returned to the base at Rut-

land and confirmed that all four occupants of the plane had perished.

During the mission, nine senior members and seven cadets took part. They flew 17 sorties and used 12 fixed and four mobile radios. Ground personnel utilized 15 sedans, two pickups, one Jeep and one bus.

## Colorado Wing

GUNNISON, Colo. — "Those Civil Air Patrol people were terrific. No one could even know the hours, the effort and the work put in by all those CAP people who participated in the 12-day search."

These comments from George W. Cope, sheriff of Gunnison County in Colorado, summed up the work of the Colorado Wing during the search for a missing aircraft carrying three football coaches from Western States College of Colorado.

Lt. Bill Allen, CAP, of the Montrose Composite Squadron, Colorado Wing, directed the search in which 8,000 square miles were checked, re-checked and flown over innumerable times. Ground units covered nearly every accessible part of the western half of Colorado.

The three coaches and their pilot had taken off from Cortez, located in the southwestern part of Colorado, headed for Gunnison, hometown of the four people.

In addition to not filing a flight plan, the search was further hampered by the fact that the aircraft had been in rugged mountain area on that same day, searching for two missing hunters. This made it difficult to check the accuracy of any leads from people who may have heard or seen the missing plane.

Civil Air Patrol units from Colorado, New Mexico and Utah combed the area that includes Indian reservations, high mountain ranges and desolate and uninhabited uranium country eastward to where the Rocky Mountains form the Continental Divide.

Ideal flying weather made it possible to search canyon bottoms, rugged desert country of western Colorado and eastern Utah and the capped La Plata and San Juan mountains.

# Officer Flies 1st Search Mission

BY LT. ALTA CAREY, CAP  
Charlotte County Composite Squadron

PUNTA GORDA, Fla. — Group 8 Commander Lt. Col. Ray Griffith, CAP, called to notify our squadron of the search and rescue mission. Arrangements were made to meet the pilot on the flight line at Charlotte County Airport at 7 a.m. to participate in my first "real" search and rescue mission.

On arriving 15 minutes early, I was pleased to see my pilot standing beside the CAP plane. "My" pilot for this very important mission was SM Rumsey Thompson, a veteran pilot who is also a commander in the Coast Guard Auxiliary.

WE WERE airborne at 6:50 a.m., heading south to Naples, Fla., where Group 8 base of operations was located.

Cruising at 1300 feet with an air speed of 100 mph, I practiced spotting objects with field glasses. A beautiful Florida sunrise was upstaging the precision flying of the swamp birds. Momentarily, the sad and serious job I had to do was forgotten as I watched the birds take off and land in perfect formation, as though guided by remote control.

We landed at Naples and checked in at the CAP building. Maj. Robert Arick, CAP, who was busy at the radio, briefed us and assigned us to area 13.

After studying the charts and refueling, we were back in the area. The wind velocity had increased and our PA-18 started dancing up and down with a sidestep here and there. Suddenly, I was secretly glad that I had deferred eating breakfast.

I noticed a road crew working on a new road being cut through the Everglades. Then my pilot informed me that we were over our search area.

For the next hour and a half, we swooped and swayed back and forth between "Alligator Alley" and the "Tamiami Trail."

My eyes were glued to the field glasses since we were flying at altitudes ranging from 1400 to 1900 to avoid the turbulence.

I was surprised at the number of structures in the swamps with no access roads. Each object was scrutinized to determine if it could be the Cessna 182, which had disappeared on a flight from Homestead to Fort Myers with two people aboard.

Our efforts were to no avail. We returned to Naples and were debriefed by Capt. George Cartwright, CAP, Fort Myers Composite Squadron, mission commander for the day.

Despite the rough ride, I'll do it again as often as the need arises, because "emergency service" is the basic purpose of CAP.

## Simulated Test

## SAR Test Problem Involves 'Mid-Air Collision'

COLUMBUS, Ohio—When the Ohio Wing held its annual search and rescue effectiveness test recently, 450 cadets and senior members participated, utilizing 70 private and CAP aircraft, according to Col. William Kight, CAP, wing commander.

Capt. Frank Sayers, CAP, wing operations officer, was mission coordinator during the exercise. His assistant was Maj. Harlan Horne, CAP.

The simulated mission was called as a result of an imaginary mid-air crash of a B-52 and a B-47, with a nuclear detonation. The B-47 crashed in an area far removed from the point of initial collision.

Simulated crashes of search planes and the location of hazardous material complicated an already critical situation.

THE problem was topped off by a simulated statewide blackout, necessitating the immediate use of auxiliary power.

Captain Sayers directed the gradual unfolding drama of the simulated emergency from his mission headquarters, set up in a private home in Columbus. Don Scott Field in that city was used as the external mission staging base.

Satellite mission bases were set up at airports in Urbana for Area I, at Zanesville for Area II and at Wooster for Area III.

The entire mission, planned and observed closely by Maj. Melvin Doesken, USAF, wing liaison officer, was termed a complete success by Colonel Kight and Captain Sayers.

## Virginia Wing

MELFA, Va.—The Eastern Shore Senior Squadron, Virginia Wing recently held a two-day search and rescue training mission at the Accomack County Airport here.

Administrative work, search patterns, flying, mobile training—most of the knowledge needed by CAP members in an actual emergency—were covered in the exercise.

Missions of this type involve simulated emergencies, such as lost or crashed plane, flooded, storm or other natural disaster which might necessitate use of the squadron's four aircraft, two mobile units, two boats and 16 members.

The squadron plans to hold a practice mission each month so it will be prepared to help in any emergency, whether it requires land, sea or air search and rescue.

## Flag Donated By Amvets

FREDERICK, Md. — A long-standing goal of the Frederick Composite Squadron, Maryland Wing, has finally been reached, but only through the generosity of the Amvets Post 2 in Frederick. The post is commanded by George R. Sanner.

The goal, to obtain a set of parade flags, was realized recently when Commander Sanner presented a Maryland parade flag complete with staff, emblem and stand, and promised an American flag would be forthcoming in the near future.

Maj. Alfred C. Denn, squadron commander, accepted the state flag on behalf of his staff and cadet members. During the presentation ceremony Major Denn said "For many years, the squadron has wanted a set of flags but has been unable to purchase them because of lack of funds."

Amvets present at the ceremony besides Commander Sanner included Gwen Blackburn, first vice commander, Wesley Furr, deputy commander, and John W. Smith, finance officer.

During this exercise Lt. Col. Kermit Hale, Virginia Wing training officer, was present and briefed squadron personnel on communications, air sectional charts, use of grids, necessity of coordinating air and ground crews and administrative responsibilities.

Including visitors from other squadrons, 30 persons took part, recording 6 sorties, 147 man hours of work and 514 miles traveled. Other CAP members on the mission were from Group 1 and Hampton Roads Senior Squadron.

## Florida Wing

ST. AUGUSTINE, Fla. — About 40 members of the Santa Rosa Cadet Squadron here recently helped the Amateur Radio Emergency Corps, a group of local amateur radio operators, in a nationwide test.

The "hams" were asked to initiate simulated emergency actions to check emergency readiness and the local CAP unit participated in two mock search and rescue attempts.

In the first situation two boys were left on Conch Island, posing as two stranded fishermen. Several cadet spotters were placed at strategic locations and, with the aid of binoculars, were able to spot the "fishermen."

CADETS ran two blocks to tell a ham operator, who called the information to Civil Defense headquarters. Civil Defense officials relayed the message to a radio-equipped CAP vehicle. CAP senior members contacted a boat via walkie-talkie. The boat made the rescue and returned to City Yacht Pier.

The second rescue attempt involved a simulated downed aircraft, represented by a cardboard plane placed near the St. Johns River west of the city.

Within an hour and a half, the "crash" had been spotted and the downed pilot and co-pilot had been rescued. News of the pilots' condition was radioed to CD headquarters.

During the two exercises, seven local radio operators were in communications with CAP search and rescue units.

At a social following the two missions, a warm word of congratulations was given CAP by the amateur radio operators, who were pleased by the "...eager and competent help rendered by the Civil Air Patrol."

PENSACOLA, Fla. — Members of the Group 4, Florida Wing, recently participated in a simulated search and rescue mission involving a lost aircraft. Parachutes were used to simulate locations of the wreckage and two crew members who had parachuted from the plane.

The exercise problem stated that a military plane had left Mississippi, heading east to Dothan, Ala. It had made a mandatory report to the Pensacola Flight Service Station, but three minutes later the pilot reported a fire aboard, the loss of altitude, his two crew members were bailing out and that he and the co-pilot would try to make it into Whiting Field at Milton, Fla. The plane never reached Whiting.

With this information available, CAP ground and air rescue units assembled at Santa Rosa Navy Field and organized a search operation.

Ground teams were dispatched to the Bagdad and Harold areas to await actual target spotting by search aircraft. These areas were chosen as being central locations in the primary search areas.

Two planes were then dispatched to systematically search the areas that the aircraft would have been in and to search for the downed crewmen. A third plane

was dispatched later for a concentrated search from Escambia Bay to Santa Rosa. It returned after sighting one of the injured crewmen and led a ground rescue team to the victim.

Using information gained by the location of the injured crewman, two planes were dispatched to search the Bagdad Peninsula. This resulted in finding the second crewman.

With further facts learned from the crewmen, aircraft searched the Harold area and found the wreckage.

These search procedures, termed successful by CAP officials, were practice only and more time was spent in preparation and planning for each flight. Normally, CAP would cooperate and coordinate actions with other search and rescue agencies, and more personnel would have participated. But, much experience is gained from simulated missions.

## Kansas Wing

MANHATTAN, Kan. — A recent "double-header" weekend for the Kansas Wing included a SARCAP and a three-day cadet encampment.

The annual Kansas SARCAP was held at Manhattan and the all-Kansas cadet camp was located at nearby Fort Riley. This aided both groups in combining transportation and brought seniors and cadets together from all parts of the state.

Lt. Col. George S. McAnany, Jr., CAP, was mission coordinator for the SARCAP problem: a USAF T-33 missing on a flight from Duluth, Minn., to Oklahoma City, Okla.

COLONEL McAnany's staff included Lt. Charles Lardner, CAP, air operations officer; Lt. Clinton Jagger, CAP, ground operations officer; Lt. Col. Harry Carmichael, CAP, safety officer; Lt. Col. Ed Berscheid, CAP, flight line officer; Capt. Walter D. Bradshaw, CAP, briefing officer; Capt. W. D. Rhodes, CAP, de-briefing officer; SM Edwin T. Koon, information officer; and Lt. Col. Herbert McVey, CAP, finance officer. Their base of operations was established at Manhattan Municipal Airport.

Planes took off at dawn with 21 aircraft, including six corporate owned, taking part. In the operation, 52 pilots, with 27 observers, flew 77 sorties in 130 flying hours.

The targets, consisting of parts of a plane and two parachutes, were located in a 10,500 square mile area. All targets were spotted within a reasonable length of time and ground crews moved in for the rescue phase of the mission.

A total of 111 senior members participated in the effectiveness test, utilizing 14 ground units and radio net facilities were used to communicate with five mobile and five aircraft stations.

Lt. Charles J. Robinson, USAF, of the North Central Region liaison office, acted as grading officer and termed the exercise successful.

Meanwhile, at Fort Riley 150 cadets attended the encampment, getting indoctrinated to military life.

## South Dakota Wing

SIoux FALLS, S.D. — With simulated enemy nuclear blasts at Ellsworth Air Force Base and the state capital, the South Dakota Wing recently cooperated with state Civil Defense officials in a search and rescue effectiveness test. Sioux Falls was chosen as the site for mission headquarters.

All communications was by means of the CAP central station at Brandon, just outside Sioux Falls. Capt. Welton Hance, CAP, was in charge of communications. All unit stations were on the air for the test.

Capt. Eugene Pluth, CAP, wing

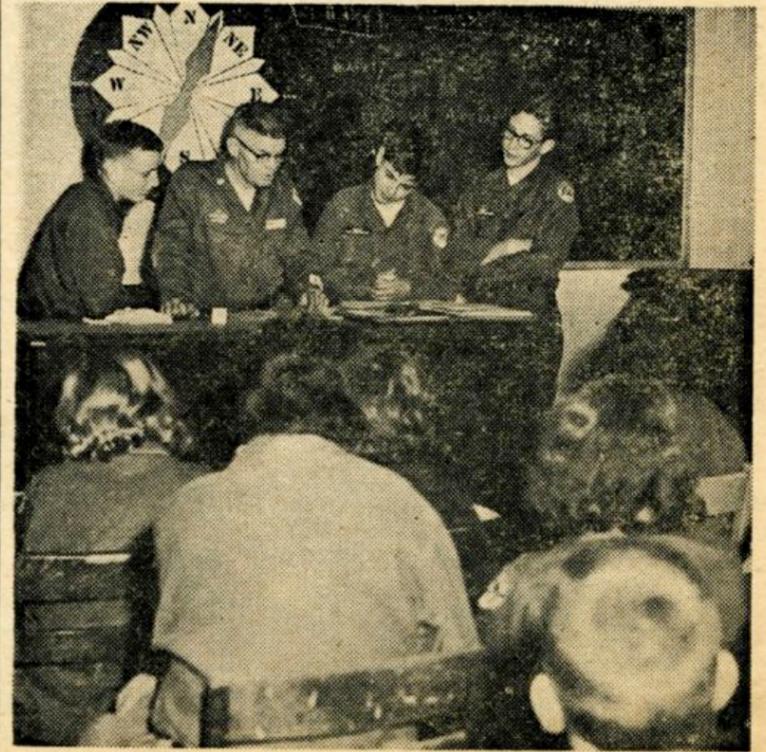
operations officer, called upon aircraft from Aberdeen, Milbank and Sioux Falls to assess damage and check on radiation danger.

A plane from Milbank was contacted in the air, landed at Brookings and simulated loading blood for delivery to Pierre.

At the same time, 20 cadets, posing as casualties, were rushed

to a local hospital where, on just 32 minutes notice, the "injured" were cared for competently.

Lt. Col. Charles C. Doughty, CAP, wing commander; Robert Gunderson, state Civil Defense planning and operations officer; and Joe Vanderloo, Sioux Falls CD director, were well pleased with the efficiency shown by all connected with the test.



## Cadets in SAR Training

McCord AFB, Wash.—Cadets of the McCord Cadet Squadron and other Washington Wing units receive weekend search and rescue training at Camp Bel-Tac, a wing training camp about 50 miles west of Tacoma.

Located on the Mason County Airport at Shelton, the camp, with its roomy, barracks-type buildings and surrounding rugged wilderness, makes an ideal training ground.

Camp director is Maj. Charles "Red" Young, CAP, of Tacoma.

Five years ago Major Young and Maj. Albert Lucas, CAP, then of the Bellevue squadron, realized the need for intensive training of cadets in the search and rescue field.

AFTER much searching, they chose the Shelton site and worked out plans and procedures for a training camp, naming it Camp Bel-Tac, a combination of Bellevue and Tacoma.

Once a month cadets come to

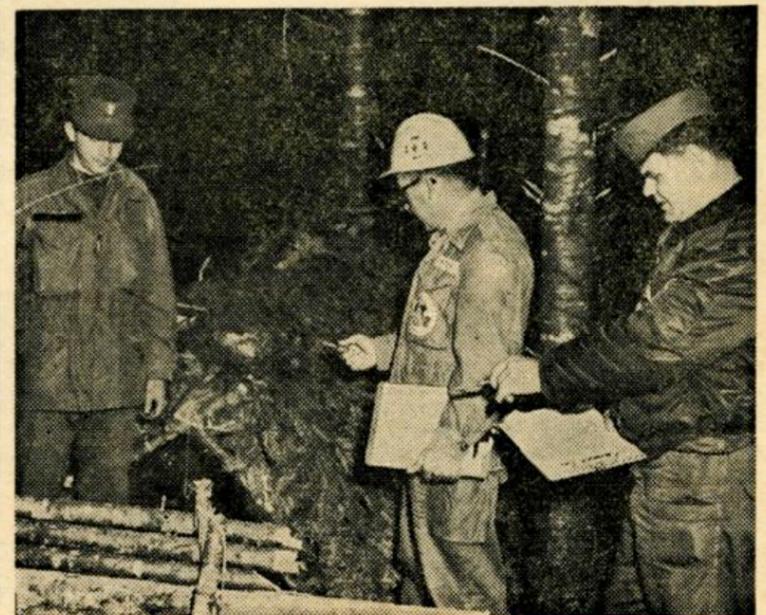
the camp for a weekend of instruction, arriving Friday night and leaving Sunday afternoon.

At the camp cadets learn the principles of setting up a forward base, such as would be used on an actual search. They also are taught what coordination is necessary among different activities during a mission.

Training is also given in communications, leadership, outdoor safety and practical first aid.

In upper photograph Major Young, second from left, explains the grid coordination of a map to his students. Cadets grouped around the major are, left to right, Tom Clark, Mike Chaffeur and Jess Murphy all of the McCord squadron.

In lower photo a shelter built by Cadet Greg Hand, left, is inspected and evaluated by two CAP officers, WO Wilfred Cariveau, center, Renton Composite Squadron, and Lt. Lester Ellis, Seattle Composite Squadron. (USAF Photos)



# F-100 Pilot Commands N.Y. Outfit

PORT CHESTER, N.Y. — An Air Force veteran who flew 13 missions in Viet Nam has become a more active member of the Civil Air Patrol squadron he has been a member of for nearly a year. The additional activity includes the job of acting squadron commander.

Glenn W. Redmond who served as an F-100 pilot with the Tactical Air Command joined the Port Chester Composite Squadron, New York Wing, in March 1965 and agreed to serve as commander following the retirement of Capt. Howard Deanto. Redmond was a first lieutenant with the Air Force.

He is a graduate of Archbishop Stepien High School in White Plains and worked as junior district advisor in the circulation department of the DAILY ITEM before he enlisted in the USAF in 1959. He also held a position with Russell, Burdall and Ward Nut and Bolt Company prior to his military service.

After completing flying training he was assigned to the Tactical Air Command and served as an F-100 pilot in North Africa, Japan, Korea and Viet Nam.

The highly qualified flier is currently employed with R-B and W as a member of the accounting system installation team. He attends Iona College in New Rochell, N.Y.

Redmond has taken charge of the squadron in a military manner and squadron members speak highly of his leadership ability. One squadron member reports "the squadron is looking forward to a full and exciting program... under Lieutenant Redmond."

## Cadet Enjoys T-33 Flight

WEIRTON, W.Va.—"As I soared around the side of a mountain of beautiful snow white cloud, I felt as though I could reach out and touch the hand of God."

This was the way Cadet Kenneth Potter of Weirton, W.Va., explained his recent T-33 jet trainer flight. Cadet Potter made the flight from Dover AFB Del., under the auspices of the United States Air Force.

Cadet Potter went on to say "there was a slight nudge at take-off, but I hardly felt the plane leave the ground."

"There was a slight roar from the engine. At six hundred miles per hour I felt as though I were floating on blue tinted cotton. I felt like the master of the sky; like part of the plane. There is no way of describing this feeling of oneness with the plane."

"The pilot took the plane through quite a few maneuvers such as flying upside down, rolling and dipping," the cadet said. "I experienced a brief period of weightlessness when the plane dropped out of a short climb," he added.

"I took my class ring off and set it in the air in front of me. A slight tap sent it bouncing off the sides of the cockpit," the Weir high school senior said.

Cadet Potter plans to enter the Air Force after completing high school and college. He has expressed a desire to attend West Virginia University and enroll in the Air Force ROTC program there.

IRVING, Texas — Cadet Donna Campbell has been selected queen of the Irving Squadron, Texas Wing. She reigned as CAP Queen at the Irving Community Fair. She then competed with other girls selected by participating organizations for the title of "Fair Queen."



### Flying Days

TAKEN WHILE Redmond was on active duty with the Air Force, this photograph shows him standing in front of the F-100 Super Sabre he flew in Viet Nam.

## Sky Harbor Lieutenant On Special Assignment

PHOENIX, Ariz. — For the past three months, Lt. Paul Dean, CAP, information officer for the Sky Harbor Squadron 301C, Arizona Wing, has been in Viet Nam as a war correspondent for the large daily newspaper THE ARIZONA REPUBLIC. He has worked for the paper for the past two years.

Lieutenant Dean's down to earth reporting of the plights of the people of that tiny war torn country as well as the servicemen there is unique, timely and heart warming.

He displays this same ability in his articles when at home as well as in his weekly column "Arizona Airscops." His articles have done much to make the people of Arizona and the community aware of the activities of the Civil Air Patrol.

THE LIEUTENANT is a very active member of his squadron. A veteran pilot, he finds many hours to spend with the cadets in their orientation and training programs, and helping them with their projects.

He has many hours to his credit in search and rescue. Last October, Lieutenant Dean and Capt. Bill Eikner, with Suzanne Green as observer, were returning from a search grid to refuel at Deer Valley Airport when they spotted

### First Birthday

PITTSBURGH, Pa. — A dinner was held recently to celebrate the first anniversary of North Hills Cadet Squadron 610, Pennsylvania Wing. A total of 85 persons attended the dinner.

The squadron, commanded by Lt. Frank W. Fork, CAP, at the end of its first year boasted a cadet membership of 24, including 12 charter members. Senior membership stands at 11, including 5 who were members a year ago.

Weekly squadron meetings are held at the Cumberland Community Center in McCandless Township.

Sponsors of the squadron is the Pittsburgh Chapter of the Air Force Association.

a twisted piece of metal on the ground.

They radioed for ground crews, who were soon at the scene of the crash of the helicopter. Although two persons did not survive, a third passenger was found collapsed and delirious from multiple fractures and exposure.

The man was rushed to the hospital and did recover.

This was one of three full scale search alerts he participated in during a three-day period, along with other members of the Arizona Wing.

Lieutenant Dean and Captain Eikner also were responsible in part for the prevention of a forest fire near Flagstaff, Ariz., when on a proficiency flight they spotted smoke curling through the pine trees below. After taking a closer look they radioed information to the Federal Aviation Agency who notified the forest officials.

Within minutes a B-26 borate bomber was dispatched. It took four missions of borate and seven men fighting the blaze before the fire was under control. (See complete story, CAP TIMES, August 1965.)

Service to the community is CAP's watchword, and Lieutenant Dean is doing this for the American people and his community in Viet Nam.



LT. DEAN

# Kansas Educators Discuss Workshops

McCONNELL AFB, Kan. — Kansas Wing held a meeting at the Officers Open Mess here recently to begin work on the 1966 Aerospace Education Workshops within the state. The workshops sponsored jointly by the Kansas Wing and the state commission on aerospace education. Lt. Col. Rita Younglund was in charge of the CAP portion of the meeting and C. Fred Colvin handled the commission phase.

The workshops are designed to present to teachers in the schools a concept of the latest developments in aerospace to use in their classrooms. Based on previous years, the workshops will include trips to military installations for an official orientation briefing. Seven workshops were held last summer.

Although the workshop season is months ahead, the two sponsoring organizations have presently scheduled workshops at Wichita State University, Dr. Walter Lucas, director; Ft. Hays State College, Dr. Gordon Price, director; Southwestern College, Dr. Earl Dungan, director.

ALSO Emporia State Teachers College, Dr. Rolland Wilson, director; Pittsburg State Teachers

College, Dr. George Hudiberg, director; and Friends University, Miss Hazel Jacks director.

Wichita State University recently received special recognition from the USAF and CAP for its role in aerospace education through the conduct of summer workshops.

An Aerospace Education Workshop is conducted on the campus each summer for a duration of approximately three weeks. Last summer 84 students attended the workshop.

The Wichita State course of study is under the College of Education headed by Dean Jackson O. Powell. Coordinator for the workshop was Dr. Lucas, Associate Professor of Education who received special recognition for his direction of the program.

Aerospace instruction for the workshop was provided by the Department of Aerospace Studies under the direction of Maj. Derrell C. Dowdy. Sharing the instruction load with Major Dowdy were Maj. Austin K. Thomas and Capt. William F. McClelland.

In a letter to Doctor Lucas, Harold Pluimer, director of Aerospace Education for the North Central Region, said "... the Aerospace Age Education Workshop under your direction for 1965 was truly extraordinary."

Presenting the award to Dr. Lucas was Capt. Ralph E. Moyer, USAF, liaison officer, Kansas Wg.

## Prep School Opens Door To Academy

AIR FORCE ACADEMY, Colo. — The Air Force Academy Preparatory School is another way for well qualified Civil Air Patrol cadets to gain entrance to the Air Force Academy and a commission in the regular Air Force.

The hours are long, the work is hard, but the potential rewards are great.

The prep school is open to regular and reserve Air Force airmen between the ages of 17 and 21. Civil Air Patrol cadets, through the cadet program can earn a one stripe advantage on other young men entering the Air Force. The Air Force has rewarded these CAP cadets because of the knowledge they have gained through the local unit.

HERE again, with the added knowledge, these cadets are more qualified for consideration into the prep school.

Prep school applications may be submitted after January 1 of the year entrance is desired. All applications and required records must reach the Academy no later than June 30 of that year.

In applying for admission to the prep school, the airman must also follow the procedures of applying for an Academy nomination.

Air Force Regulation 53-14 covers applications for the prep school; AFR 53-10, appointment to the Academy under regular or reserve components.

The Academy catalog contains information on eligibility and applications in each of the nine nominating categories. A copy may be obtained by writing to: Registrar, Air Force Academy, Colo. 80840.

One word of warning, however. An appointment to the prep school does not guarantee an appointment to the Academy.

It does insure that the cadet candidate will be at the peak of his mental and physical abilities when he takes the Academy entrance exams.

Civil Air Patrol has been providing approximately 10 per cent of the Academy graduating class in recent years. This prep school route to the Academy can possibly increase this percentage figure.

## Units Parade To Observe Veterans Day

NATIONAL HEADQUARTERS—Several units throughout the Civil Air Patrol have reported participation in local Veterans Day observances.

In Honolulu, the Sacred Hearts Church was filled to capacity with cadets from the Maryknoll Cadet Group, Hawaii Wing, during the annual Veterans Day Mass. The group includes four cadet squadrons.

Cadets of the Bethesda-Chevy Chase Cadet Squadron, Maryland Wing, formed the color guard for Veterans Day ceremonies at Walter Johnson high school. Those participating were Cadets Morgan Benson, Jim Bottomley, Tammy Bottomley, Lynn Leeblick, Laura Busch and Dana Blezker. Main speaker was Mark Evans, vice president of Metromedia, Inc.

AN AMERICAN flag a Christian flag and a memorial wreath were placed in the Buford, Ga., city square at 10 a.m. November 11 by members of the Buford Senior Flight, Georgia Wing. The Rev. Ira Faglier, pastor of the First Baptist Church of Buford, delivered the prayer during the Veterans Day ceremony.

In Boyertown, Pa., Veterans Day was observed by members of the Gen. Carl A. Spaatz Composite Squadron, Pennsylvania Wing.

On the night of November 11 members of Group 22, Florida Wing, participated in a Veterans Day parade in Miami. The Ben Franklin Cadet Squadron supplied cadets who marched in the male and female flights, drum corps and color guard. Group 22 won the first place trophy as the best marching unit in the parade, which was televised on local stations.

# 24th Anniversary - CAP



### Sacramento Proclamation

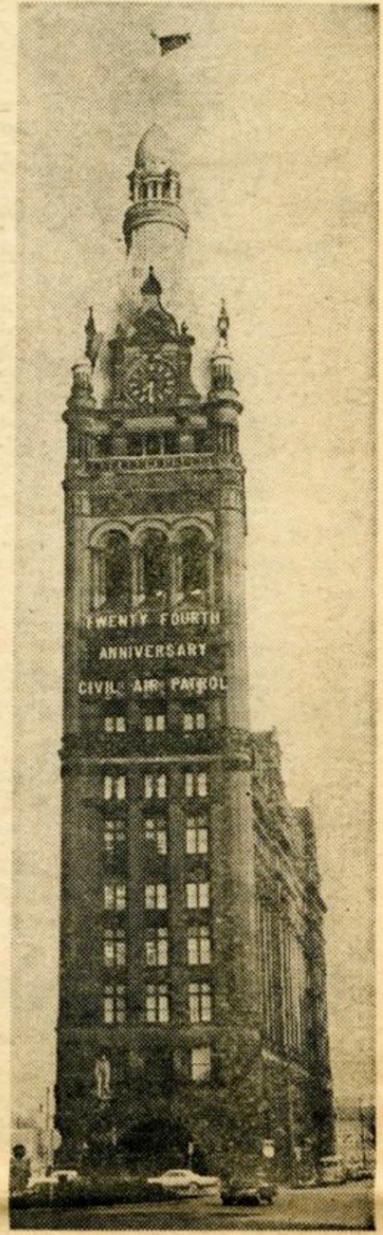
SACRAMENTO CADETS witness signing of Civil Air Patrol Week proclamation in City Hall by Sacramento Mayor James B. McKinney. Cadets from McClellan Cadet Squadron 12, Sacramento Valley Group 4, California Wing, are, from left, Michael Andrykiewicz and Dinah Cooper.

(Photo courtesy Sacramento Valley Group 4)



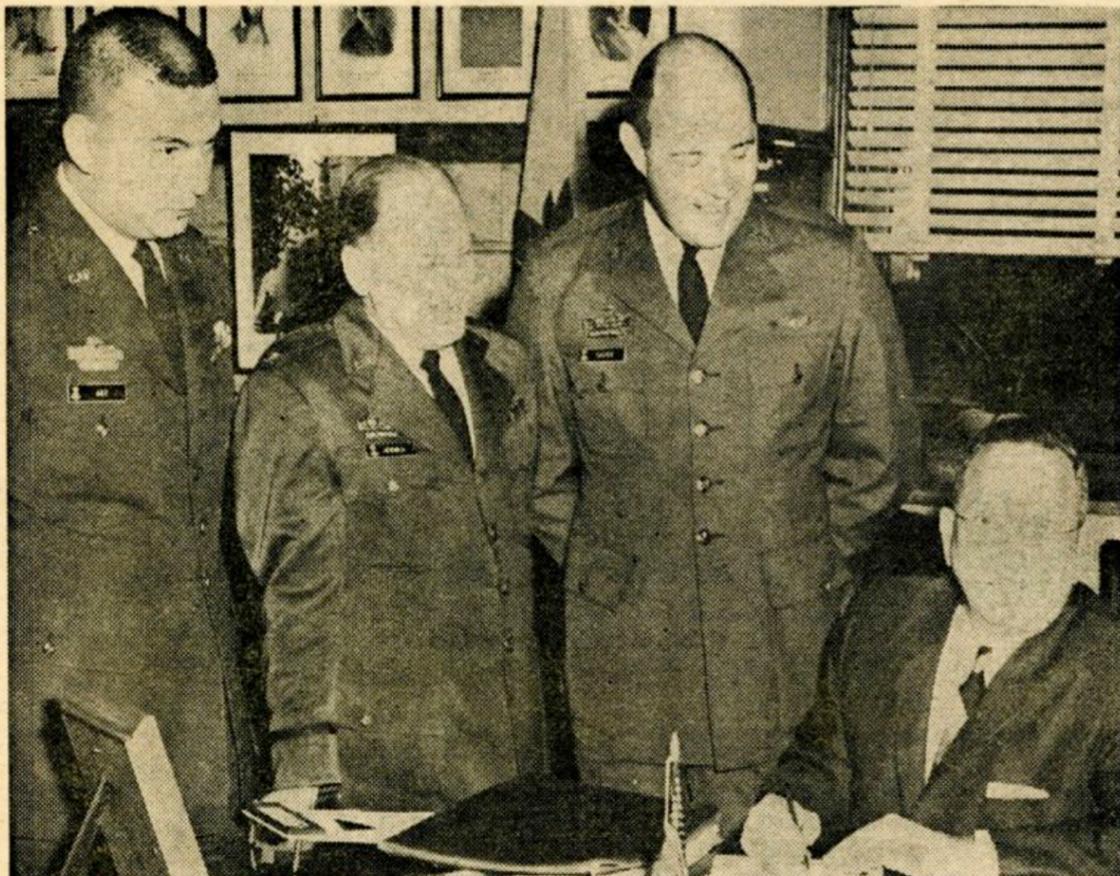
### In New Jersey

WALL TOWNSHIP Mayor Joseph N. Ehret signs proclamation. Observing the ceremony are members of Shark River Composite Squadron, New Jersey Wing, from left, Cadet Robert Wright, Maj. E. J. Daubner Jr., CAP, squadron commander, and Cadet Dennis P. Sutton.



### City Hall

MILWAUKEE, WISC., in observance of the 24th anniversary of Civil Air Patrol, installed a huge sign high on the City Hall tower, which is strategically located in an area that enjoys very high traffic and pedestrian count. (Photo courtesy Milwaukee group, Wisconsin Wing)



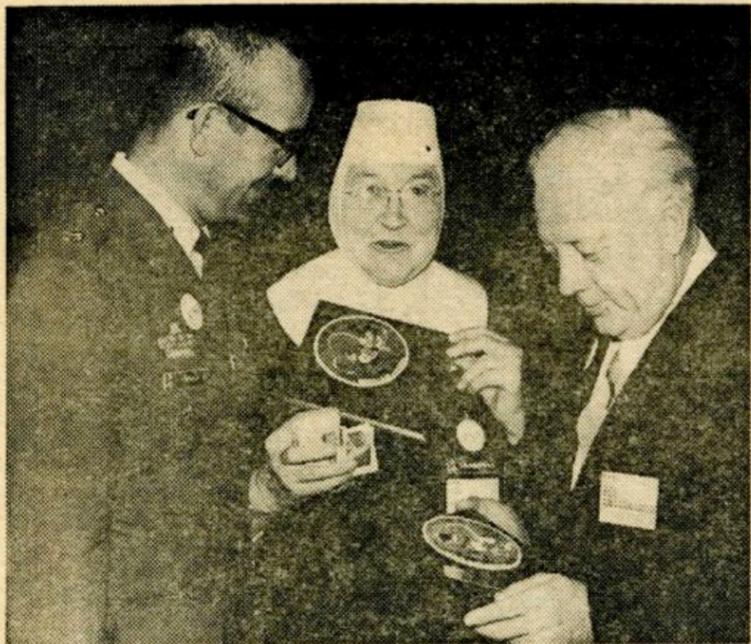
### CAP Week Declaration

CINCINNATI MAYOR Walter H. Bachrach declares December 1 as Civil Air Patrol Week to commemorate CAP's 24th anniversary. CAP officials present are, standing from left, Capt. William Ake, commander of Group 1, Ohio Wing; Col. Robert H. Herweh, Great Lakes Region commander; and Col. Lyle W. Castle, chairman of the National Board. (Photo courtesy Ohio Wing)



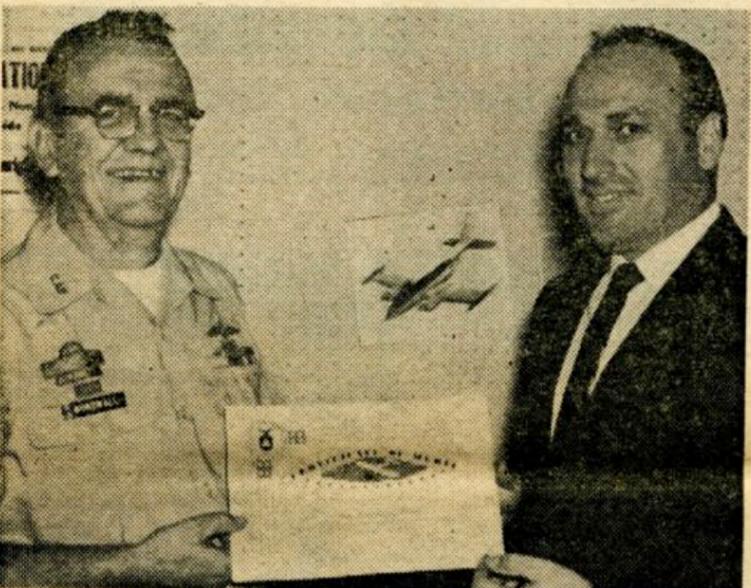
### Signs Proclamation

A PROCLAMATION announcing Civil Air Patrol Week was signed by Arkansas Governor Orval E. Faubus, seated, and presented to Col. Odell Dorsey, CAP, Arkansas Wing commander. (Photo courtesy Arkansas Wing)



**Sheboygan Birdogs**

TWO HONORED guests were presented "Birdog" plaques during the USO Fund Raising dinner in Sheboygan, Wisconsin. Lt. Col. Robert C. Kovacic, Sheboygan Composite Squadron commander, left, presents the plaques to Sister Mary Aquinas, "The Flying Nun," and Col. A. Barney Oldfield, USAF ret, guest speaker. The squadron participated in the USO fund raising campaign. (Photo courtesy Sheboygan squadron)



**Newspaper Cited**

IN RECOGNITION for the co-operation given the Jacksonville Search and Rescue Squadron, Florida Wing, James F. Bailey, right, editor of The Financial News and Daily Record, receives a Certificate of Merit from Capt. Karl M. Nordwall, squadron commander. The paper publishes a regular "CAP News" column containing news items of interest to local CAP members. (Photo by John McLeod)



**Aviation Leaders**

AMONG DELEGATES to the International Congress on Air Technology at Convention Center in Hot Springs, Ark., were, from left, Maj. Leroy C. Lewis, USAF, who is assigned to the USAF Eastern Test Range at Cape Kennedy; Col. Otto C. Ledford, USAF, commander, 6555th Aerospace Test Wing, Cape Kennedy; and Lt. Col. Charles M. McKinnon, CAP, commander of Group III, Arkansas Wing. The congress assembled worldwide leaders of the aviation industry for an exchange of ideas. Major Lewis and Colonel Ledford are both boosters of the CAP cadet program.

**CAP NEWS  
IN VIEWS**



**Meets Astronaut**

CADET EDWARD J. Allen, Los Angeles Group 1, California Wing, chats with Astronaut Walt Cunningham at the Los Angeles Air Reserve Center where Cunningham gave a talk on the lunar space program to the 9343rd AF Reserve Squadron. Cadet Allan, formerly with the Boston Composite Squadron, Massachusetts Wing, is now a freshman at UCLA and is enrolled in that university's AFROTC detachment. (Photo by Lt. Al Meryman, CAP)



**General Retires**

MAJOR Gen. Albert T. Wilson, USAF, right, receives his certificate of retirement from Lt. Gen. Cecil H. Childre, USAF, commander, Continental Air Command. General Wilson, who completed more than 31 years service, is well known in Civil Air Patrol, having served as guest speaker at the 1964 National Board Meeting in Houston, Texas. The retirement ceremony was held at Robins AFB, Ga. (USAF Photo)

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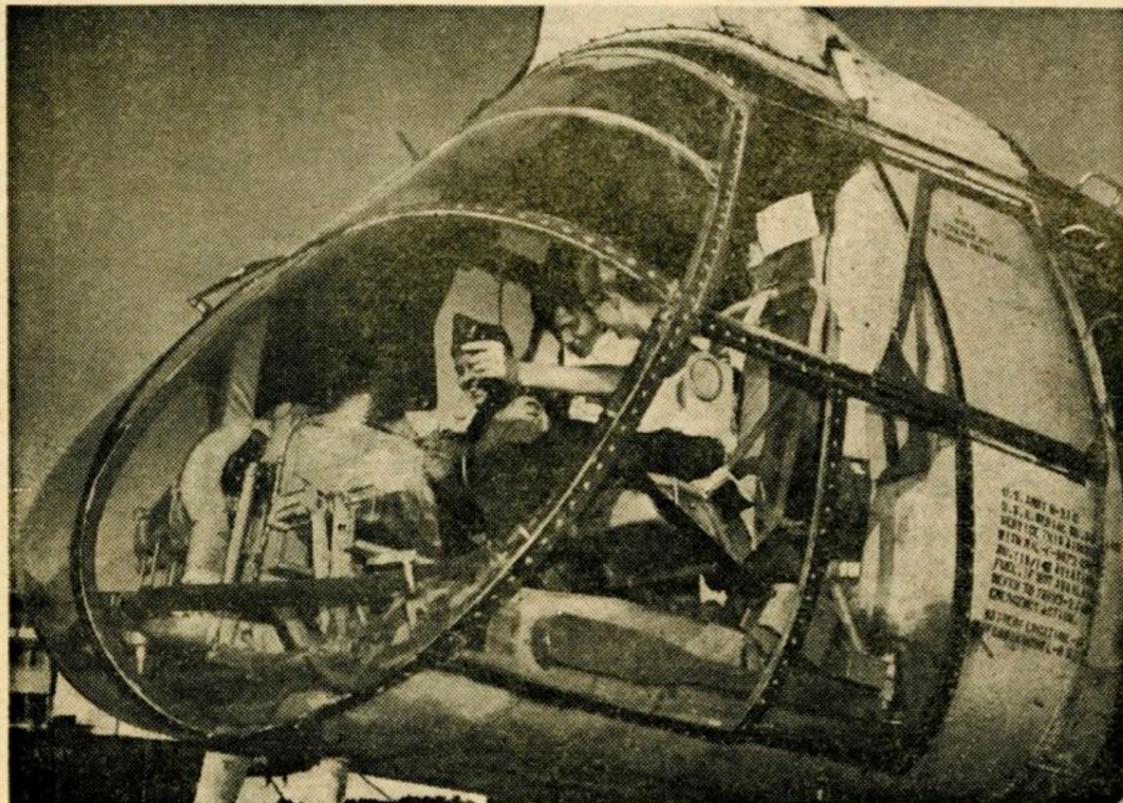
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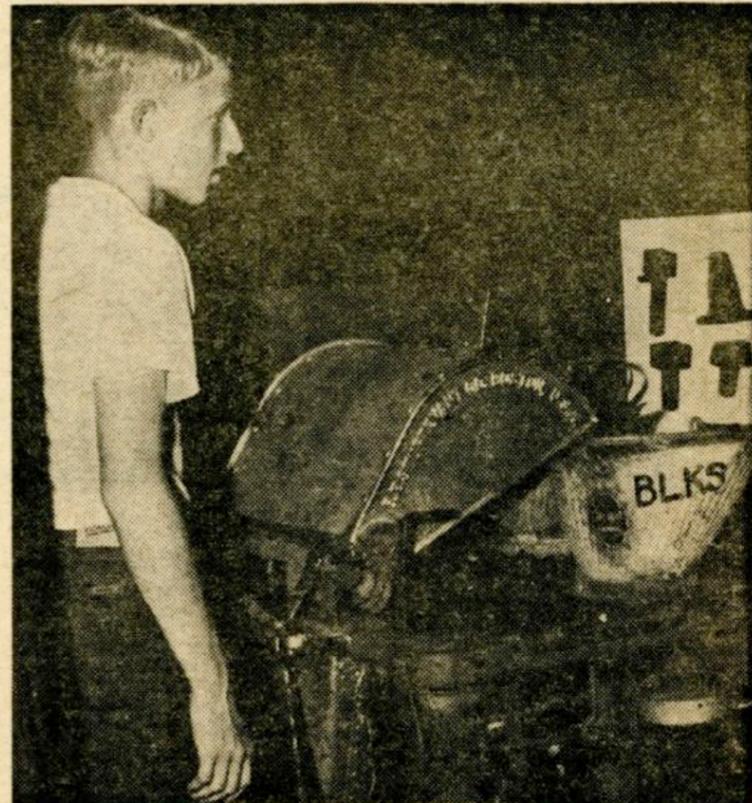
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# Fort Riley Hosts Kansas Wing Cadets, Seniors



**In Contrast**

WHILE a majority of the Kansas Wing cadets were visiting the famous museum at Fort Riley, three cadets from the wing were more interested in the present. Here Cadets Jim Thorpe, left, and David Winklepleck, center, and Gregg Hiller receive some "stick" time in the OH-21 helicopter. (U.S. Army Photo)



**Blacksmith Shop**

STANLEY VAUGHN, a cadet from Manhattan, Kan., inspects the post blacksmith shop during the three-day encampment recently held at Fort Riley. (U.S. Army Photo)

## Historical Relics Explain Pony Soldier Generation

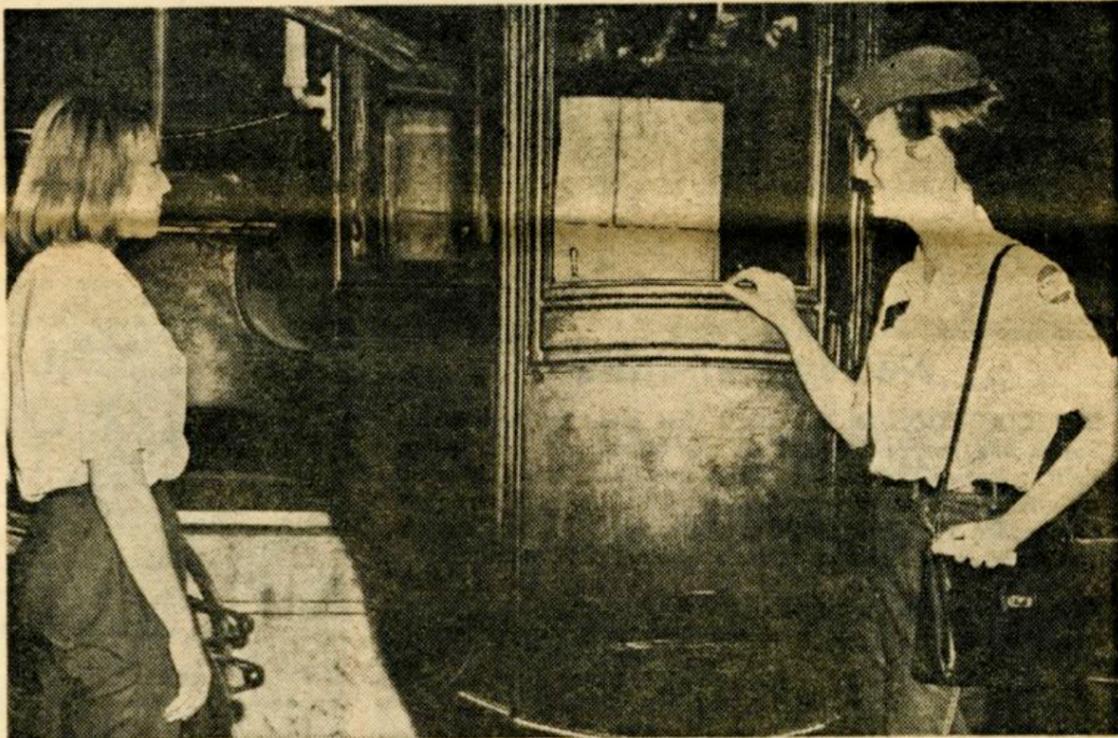
FORT RILEY, Kan.—Cadets and senior escorts recently attended a three-day encampment here which not only provided the Civil Air Patrol members from the Kansas Wing with military instruction but offered them a first hand look at this old U.S. Army post.

The history of Fort Riley dates back to the early history of the United States and the population spread to the west. The fort served as an outpost from the famed Fort Leavenworth. Its colorful history grew with the development of Kansas as a state.

DURING World War I the installation became a center of activity for "doughboys" being prepared for service in France. Later the historical military post became the home of the "The Big Red One" (the First Division).

Only one horse, "Old Chief" remains as a symbol of the generation of horse soldiers. Fort Riley became the final resting place for horses retired from military service, either from age or evolution.

The cadets also visited the old blacksmith shop, inspected early carriages, saddles and other relics of historical importance.



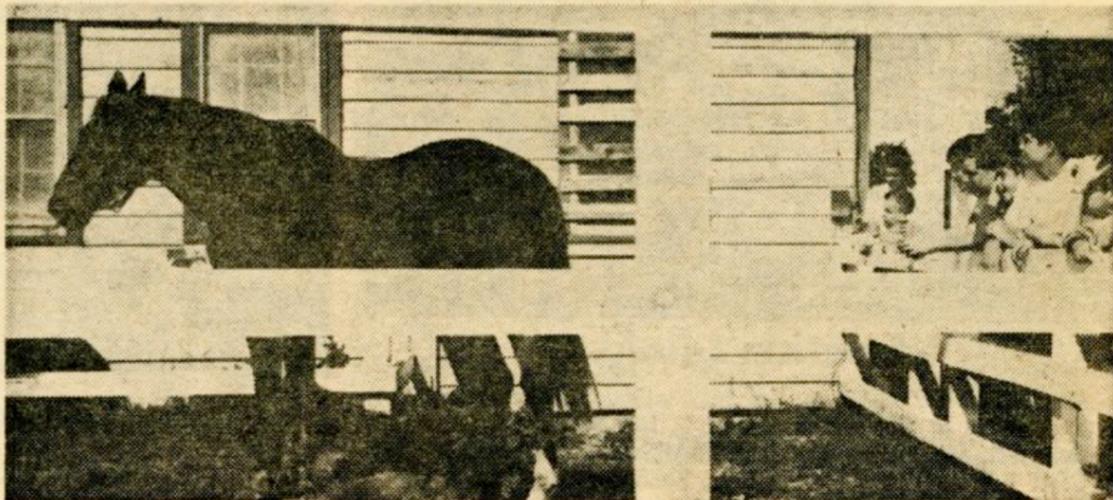
**End of Era**

HORSES and coaches go together and when the cavalry retired the horses at Fort Riley, the coaches were also put into storage. Cadet Margie Stumpff, left, and Cadet Mary Saumweber look into the past during their visit to the museum at the fort. (U.S. Army Photo)



**Outdated**

CADETS FROM Kansas Wing view one of the saddles on display at the Fort Riley, Kan., museum. Cadet Mosell, left, and Yvonne Wilson, both are from Manhattan, Kan. (U.S. Army Photo)



**Old Chief**

THE END of an era is shown by "Old Chief," the last cavalry horse retired from service. Cadets from Kansas Wing look through the fence at the last remaining horse at Fort Riley, once a center of cavalry activity. (U.S. Army Photo)

# Cadet News Briefs

From FAA

JANUARY, 1966

CAP TIMES 11

## New Handy Booklet Explains 'Prop Wash' Phenomenon

WASHINGTON, D.C. — A new pocket-size booklet dealing with wake turbulence — a phenomenon pilots once called "prop wash" — was mailed by the Federal Aviation Agency late last month to all licensed pilots holding a current medical certificate. The 16-page illustrated pamphlet is aimed primarily at pilots of light to medium single and multi-engine aircraft which are particularly susceptible to the hazards of wake turbulence.

The booklet describes these hazards and suggests techniques for avoiding them.

**THE MOST** dangerous type of wake turbulence, the booklet points out, is created by the wings of an aircraft in flight. Air spilling about the wing tips forms two distinct vortices which trail behind each wing. The vortices resemble invisible tornados and present a hazard to any aircraft penetrating them.

As might be expected, large jet transports generate the most intense vortex turbulence. A light plane caught in the wake of such large aircraft could be forced out of control.

Encountering these forces could also result in structural failure.

**Wake turbulence is especially hazardous in the vicinity of airports, the pamphlet explains. It suggests precautions to be followed by pilots during landing and takeoff operations.**

Distribution of the booklet was made in connection with FAA's continuing safety education program.

Copies of the publication also are available from the Agency's 82 General Aviation District Offices.

Other recent developments from the FAA having effect on general aviation include:

- Under a new rule proposed by the FAA, pilots and other crewmembers would be required to wait at least eight hours after drinking alcoholic beverages before operating an aircraft.

- A list of 49 scientific and technical reports have been made available to the public by the FAA. Subject areas cover air traffic navigation, airports, communications, weather and aircraft. The reports are available at a small cost from the clearinghouse of Federal Scientific and Technical Information, Springfield, Va. 22151.

- A boom in private flying was reported by the FAA which predicted that airman pilot certificates issued during 1965 will exceed the previous high of 117,902 certificates issued in 1957. During the first six months of 1965 the FAA issued 61,744 certificates — an increase of 22 percent over the same period in 1964.

- Faster certification of qualified student mechanics has been proposed by the FAA to speed up their employment by industry after graduation from FAA-certificated mechanic schools.

- An agreement calling for the immediate colocation and ultimate consolidation of USAF and FAA NOTAM (Notice to Airmen) facilities and systems has been signed by the two agencies involved as the first step toward a single National NOTAM System.

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### Elected Council Prexy

HQ, NEW MEXICO WING — Cadet Gwen D. Sawyer of the Albuquerque Composite Squadron, New Mexico Wing, was elected president of the New Mexico Wing Cadet Advisory Council during the annual meeting at Crumley Laboratory, Kirtland AFB, N.M.

Las Cruces Composite Squadron Cadet Bruce M. Wood was chosen vice president and Cadet Jolene Nieri of Albuquerque was named secretary.

A formal military ball was held in conjunction with the meeting.

### Meet "Black Watch"

BIRMINGHAM, Ala. — Cadets from Birmingham Composite Squadrons 1 and 34, Alabama Wing, met members of the famed "Black Watch" Pipes and Drums when they were on a five-day visit to Birmingham. The unit here was the 3rd Battalion from Canada. There are three other battalions in the "Black Watch," stationed in Hong Kong, Germany and Brunswick.

### Father, Son Affair

MARQUETTE, Mich. — Simultaneous recognition was accorded a father-son combination from the Marquette County Composite Squadron, Wisconsin Wing, when Alfred P. McCowen was awarded his CAP pilot wings at the same time his son, Robert, a CAP cadet, received his solo wings.

### Tail Clipping

OAK LAWN, Ill. — Cadet Fred Ferber of the Oak Lawn Composite Squadron, Illinois Wing, recently soloed in a Piper J-3 at the airport in Howell, Ill. His shirt tail was cut off in a short ceremony marking the event.

Cadet Ferber, at 16, became the youngest member of Group 8 to solo.

### Nurse Honored

PHILADELPHIA, Pa. — CWO Helen McCauley, CAP, assistant medical officer of Franklin Institute Squadron 1016, Pennsylvania Wing, was pleasantly surprised at a recent graduation exercise. She not only received her nursing degree from the Hahnemann Medical College and Hospital School of Nursing, but also a special award from the school for her Civil Air Patrol activities.

She plans to assume graduate studies at the University of Pennsylvania.

### Two Go USAF

HIALEAH, Fla. — Cadets Ronald E. Smith and William Sampson, both of Hialeah Cadet Squadron, Group 22, Sector A, Florida Wing, recently enlisted in the Air Force and were sent to Lackland AFB, Texas, for their basic training.

Both cadets were holders of the CAP Certificate of Proficiency and enlisted with the rank of airman third class.

The color guard of the Hialeah Cadet Squadron represented the Civil Air Patrol at massing of the colors in Bay Front Park, Miami, Fla.

Cadets Sobczak and Turner of the Hialeah Squadron escorted and presented the colors at the ceremony for Gold Star Mothers.

The ceremony was sponsored by the local American Legion post.

### Maryland Wing Boasts Winning Drill Performers

ROCKVILLE, Md. — Members of the Bethesda-Chevy Chase Cadet Squadron, Maryland Wing, are proud of their drill teams, which are acquiring quite a collection of trophies for their performances.

Cadet Laura Busch captained the female drill team to win the first place trophy in the Gaithersburg Labor Day parade. The male team, led by Cadet Lester Patterson, received the second place trophy in the same parade.

The teams, commanded by cadets Penny Dixon and Patterson, were awarded the second place adult marching groups trophy in the annual Frederick Halloween parade.

An estimated 75,000 spectators watched the drill teams perform in the annual Hagerstown Mummers parade. The teams returned to Rockville after the parade with a third place trophy.

MILLVILLE, N.J.—For the first time in the history of the Cumberland County Composite Squadron, New Jersey Wing, the unit has been included in the local United Fund budget. Having the squadron included in the budget is the result of nearly five years of work by unit seniors and cadets.

### Senior Wears Three Hats

WEST PALM BEACH, Fla. — Warrant Officer Earnes Hoose, CAP, a senior member of the Forest Hill Cadet Squadron, Florida Wing, wears three hats while pursuing his many activities in this Florida community.

In his regular job he is a ticket agent at the Palm Beach International Airport, West Palm Beach.

To the 36 members of the Forest Hill squadron, he is Warrant Officer Hoose. As squadron finance officer he has the responsibility of handling funds necessary to keep his Civil Air Patrol unit going.

In addition to those two time-consuming positions, Hoose is also a sergeant in the Palm Beach County Sheriff's Auxiliary.

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CWU	SAGE GREEN HVY. WT. NYLON COVERALL W/HOOD IN COLLAR	29.95
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N2B	SAGE GREEN HVY. WT. NYLON WOLVERINE FUR HOOD PARKA JACKET	34.95
	Matching Fit. Trousers \$9.95 Used Reconditioned	14.95
N3B	SAGE GREEN HVY. WT. NYLON WOLVERINE FUR HOOD PARKA	39.95
	Used Reconditioned	15.95
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HOW MANY MEMBERS \_\_\_\_\_ PHONE \_\_\_\_\_

# Wyoming Youngsters Add an 'A' to Three R's

By MAJ. RED KELSO, CAP  
ASSISTANT INFORMATION  
WYOMING WING

Approximately 800 or more Wyoming grade school pupils each year are convinced that the airplane is the greatest invention since the advent of summer vacations. At the same time, they become acutely aware of how the airplane affects their lives and discover an entirely new world offering unlimited career possibilities. In short, they finally find the "A" in the "ABCs" means Aviation.

These youngsters, all sixth graders, participate in the 15 year-old Air/Space Education program jointly sponsored by the Wyoming Aeronautics Commission, the Department of Education and the Civil Air Patrol.

Since the program was launched in the early 1950's, a growing number of sixth grade classrooms are bulging with aviation teaching and training aids, surplus shelf space is crowded with airplane and missile models and walls are papered with photographs depicting the progress of man's venture into the sky. Above all, each classroom fairly bubbles with the most basic ingredients required to make any project successful—enthusiasm.

"WYOMING isn't the only state having such a program," said Marvin W. Stevenson, director of the Wyoming Aeronautics Commission, "but I'm positive our program has greater acceptance and support, inside and outside of the industry, than similar programs in any state you care to mention."

At present the A/SEP is restricted to the highest grade in the state's elementary school system. Classroom work is also limited to those students whose teacher has attended the Aerospace education workshop held annually at the university of Wyoming at Laramie.

"There are several reasons why we have these limitations," Stevenson said. "First, we must hold our workshop at the end of the elementary school year and before the University starts its summer school. This is the only time classroom and dormitory space is available to us. Then, too, many teachers spend most of their summer vacations working for advanced degrees and it is impossible for them to squeeze in the extra time for our workshop sessions. Finally, the rigid curriculum of the secondary grades leaves little time for an extra student workload."

Stevenson and the Wyoming Department of Education are trying to work out a schedule which will not conflict with the university's summer school program which would make it possible for more teachers of all

grade levels to attend the workshop.

Each year, however, more teachers take the workshop course. Only six attended the first week long workshop sessions, all on scholarships provided by the WAC. This past summer, nearly 50 were enrolled. One hour of college credit is earned by the teachers on completion of the course.

Although there are no formal tests at the end of the course, it is still no snap. For five very full days, the teachers talk, eat and sleep aviation and space. They hear lectures from top men in their respective fields of the industry which includes military aviation. For this aspect of the workshop the USAF-CAP liaison officer is usually called to lecture. In addition the teachers view miles of film touching every phase of flight from "What Makes It Fly" to "Basics of Missilery."

HIGHLIGHTING the week-long course is the annual field trip. In past years, the group has toured several airline operational centers at Denver, the Air Force Academy, missile sites, Wyoming's Air National Guard, airports and orientation flights.

Most teachers who enroll for the workshop are women and, as with most women, their mechanical or technical background leaves much to be desired.

"Don't let that little problem bother you," said Stevenson. "These gals are interested and serious. They may not qualify as certified ground school instructors, but they go back to their classrooms with a great deal of general aviation and space knowledge and completely sold on the program."

The amount of classroom time a workshop grad can devote to Aerospace study varies with each teacher, free time available and the size of the school. Slowly entering many of Wyoming's smaller schools is the CAP Aerospace study program. As a result, about three hours a week is devoted to the subject.

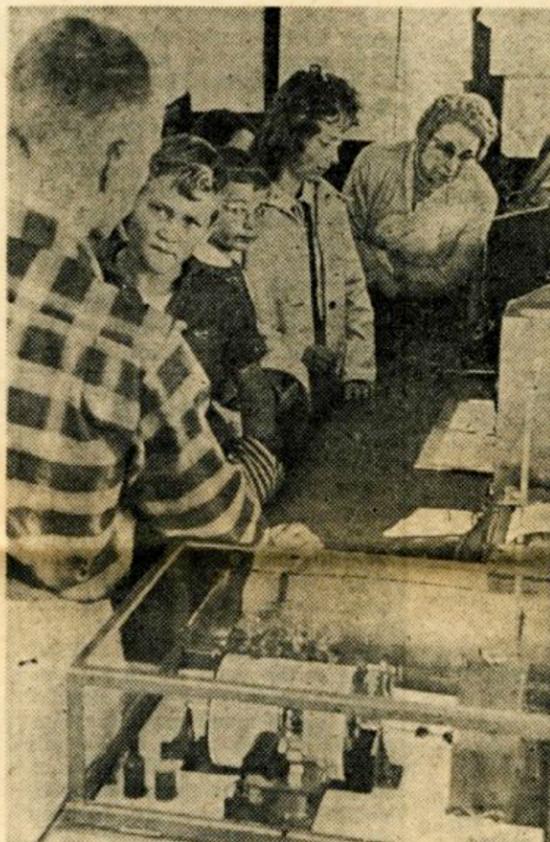
"One thing which impresses me," said Miss Vita Packard, sixth grade teacher at Clark Elementary School, Cheyenne and one of the early proponents of the program, "is the fact this program shows my students the practical application of many of the subjects we study. I show them they need mathematics and physics if they wish to study aeronautical engineering or some phase of space engineering. We apply the fundamentals of navigation in our geography lessons. In social studies, believe it or not, I use meteorology to show how weather affects the welfare of our country and the

(See 3 R's, Page 13)



**Pilot to Tower**

TOWER OPERATORS explain air traffic control by radio and hand signal light.



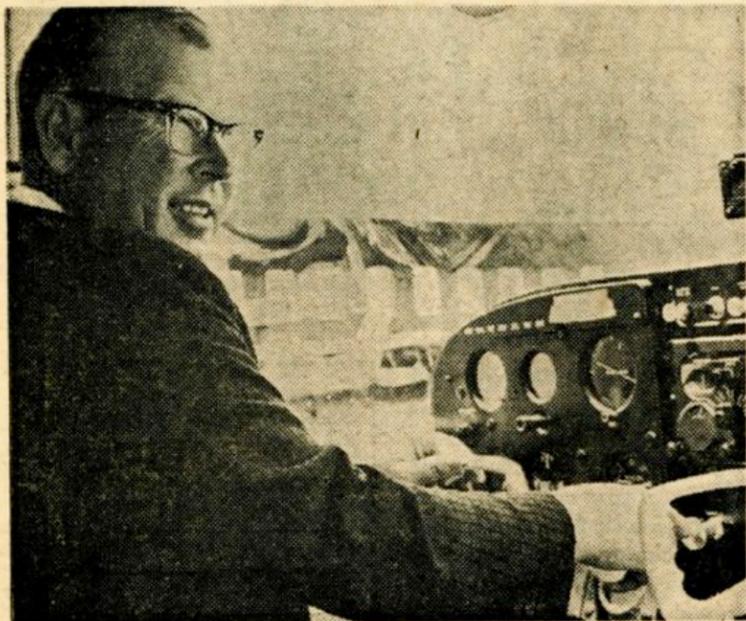
**Weather Picture**

BRUCE LESLIE, meteorologist at the Cheyenne weather station, explains to a group of students how various instruments aid in preparing reliable forecasts of future flying conditions.



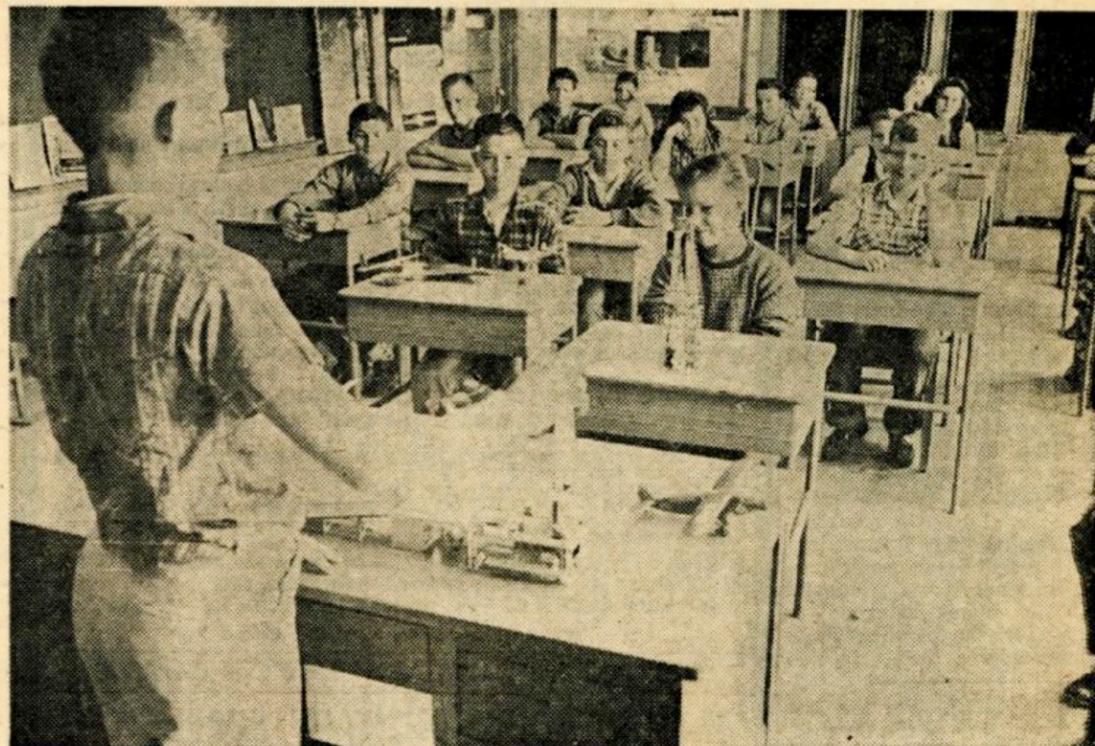
**Current Forecast**

THREE INTENT youngsters watch a teletype weather printer giving forecasts to prospective flyers.



**At Controls**

MARVIN STEVENSON, director of Wyoming Aeronautics Commission, gets a good workout on "kid lift" day.



**Classroom Study**

SCENES LIKE this are typical of the Air/Space Education classes in Wyoming schools. Students listen closely as a fellow pupil explains the operation of a long-range missile.

# 3R's, 'A' In Wyoming 6th Grades

(Continued from Page 12)  
world. The comparisons are endless."

Most of what the kids study is pretty general. They read how the airplane was invented, aviation history, air transportation progress using "reading readiness" books, which is a fancy name for constructive comic books.

Once these young students crack their first aviation textbook, "we keep busy staying up with them," one teacher commented. "They will read additional material, some of it very technical, and give highly competent reports. And I have a good reason to believe some students, boys and girls alike, delight in stumping their teacher."

As students progress, subject matter becomes more basic, or specialized. They will study the fundamentals of flight, air traffic management, principles of jet propulsion, power plants, navigation and touch briefly on space flight and utilization.

TEXTBOOKS, pictures, movies, pamphlets, study packets and charts are, for the most part, free or secured at small cost through the facilities of the National Aviation Education Council, aircraft manufacturers and from CAP.

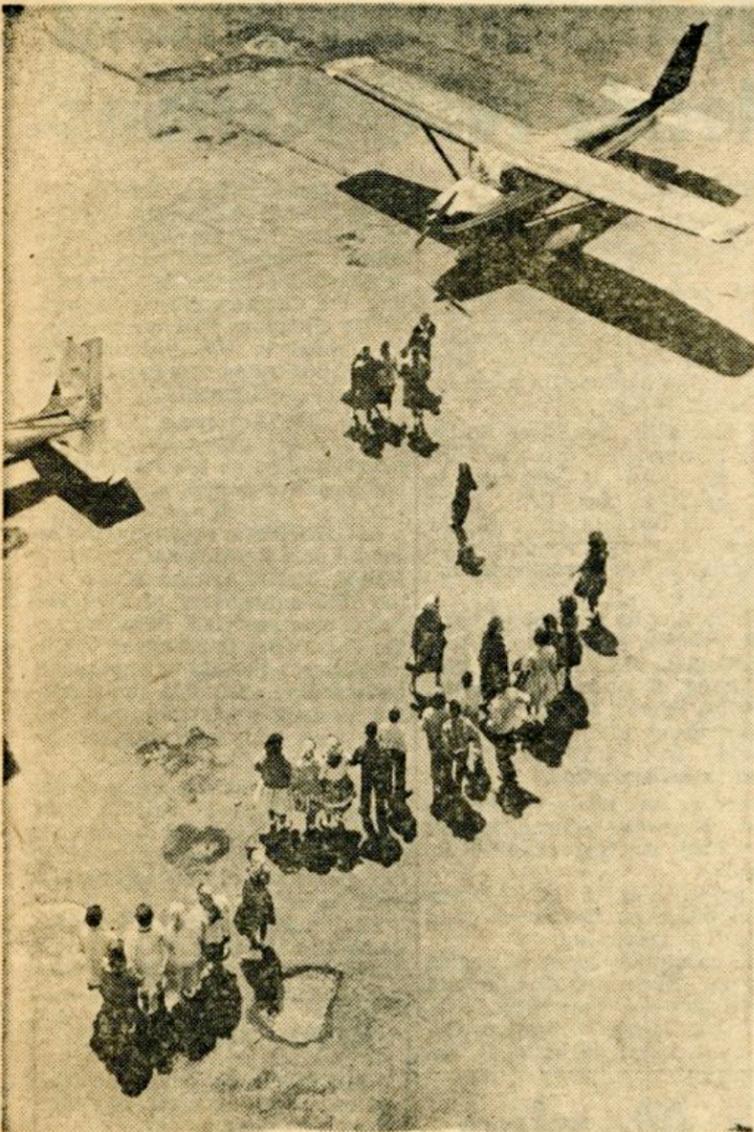
Augmenting classroom work, lectures are frequent. Most teachers can draw from a wide variety of people involved in civil and military aviation including CAP personnel.

Climaxing the completion of the



**Aerial View**

FOR NEARLY every kid who is in the air lift, this is the first time they had viewed their home town from the air.



**Plane Ride**

STUDENTS LINE up on the ramp for their free plane rides. On this occasion two aircraft owned by the state and a "loaner" were used.

## Wings Celebrate Anniversary

(Continued from Page 1)

orable Henry Bellmon, issued a statement calling for the observance of Civil Air Patrol Week.

In his statement the governor said "... It is fitting and proper that citizens of Oklahoma should take note of this week and the efforts of the Civil Air Patrol, the civilian auxiliary of the United States Air Force, in providing volunteer services to both the state and the nation. It is important that we recognize the work the men and women of this organization are doing in assisting in time of civil emergency, such as search and rescue missions, and in educating our youth in a national aerospace program.

"It is therefore, my pleasure to call to the attention of the people of Oklahoma, the work done by the

Civil Air Patrol and its importance in our community."

### Florida Wing

WEST PALM BEACH, Fla.—A dance was held by the Forest Hill Cadet Squadron, Florida Wing, in recognition of the Civil Air Patrol's 24th birthday.

The squadron, commanded by WO William E. Carlson, CAP, sent invitations to the dance to all members of Palm Beach Group 5 squadrons.

### Indiana Wing

FRANKFORT, Ind. — Through arrangements of the Clinton County Composite Squadron, Indiana Wing, Robert E. Kirkwood, mayor of the City of Frankfort, issued a proclamation marking the week of

December 1 as Civil Air Patrol Week to launch CAP's 24th anniversary celebration.

### Flight Training Awards

APPLETON, Wis. — Cadets in the Fox Cities Composite Squadron, Wisconsin Wing, will vie for two flight training awards. Two cadets, one boy and one girl, will receive 10 hours of flight training leading to a private license.

Eligibility requirements include participation in CAP activities, proper bearing and wearing of the uniform, completion of all current CAP training courses and parental approval. Each cadet chosen to receive the award must also meet FAA student pilot requirements.

Instruction will be given by FAA certified flight instructors from Max's Air Service here.

Upon completion of the training a cadet should be able to earn his CAP solo wings.

## Maj. Z. A. Griffin Retires From Headquarters Staff

NATIONAL HEADQUARTERS—Only four personnel changes affected Hq., CAP-USAF during the month of December. National Headquarters lost a major to retirement and gained one enlisted man, while an officer and an NCO were assigned to liaison offices.

Maj. Zane A. Griffin, USAF, retired December 31 after more than 20 years of military service. He was assigned to National Headquarters in mid-1963. While here he was chief, emergency services division, DCS/Operations.

The major was graduated from Klamath Union high school in Klamath Falls, Ore., and has attended the University of Puget Sound, Tacoma, Wash., and the University of Hawaii, Honolulu.

He earned his commission through officers candidate school in 1943 and during WW II was assigned to the China Burma India theater of operations. During the

Korean Conflict he was in the Pacific area.

PRIOR to coming to National Headquarters, Major Griffin had a NATO assignment in Naples, Italy.

The major and his wife, the former Lois Elaine Hage of Brainerd, Minn., plan to locate in the Denver, Colo. area.

Other personnel changes during the month were:

Capt. Walter L. Helm, USAF, was reassigned from Hq., 5th Air Force Reserve Region, Selfridge AFB, Mich., to the Nebraska Wing as liaison officer.

MSgt. Jack R. Ledbetter has been assigned to the Montana Wing liaison office from Hq., Tactical Air Command, Langley AFB, Va.

A1C Michael B. Patty is now with the reproduction section, Administrative Services, at National Headquarters. He was stationed at Vandenberg AFB, Calif.

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# LETTERS

(Continued from Page 4)

Congratulations on your 24 years of significant service to airpower and the United States.  
**JOHN D. RYAN, GENERAL, USAF**  
 COMMANDER IN CHIEF  
 STRATEGIC AIR COMMAND

## DEAR COLONEL MASON:

I extend my congratulations to you, your organization, and the members of the Civil Air Patrol on your 24th anniversary.

Throughout the history of the CAP, your members have contributed significantly in air search and ground rescue missions, and in rendering humanitarian assistance wherever needed. Although less spectacular, your training of our young people to be better citizens is of inestimable value to the future of our country. The Civil Air Patrol holds a position of great stature throughout the United States and in many foreign countries.

My best wishes for continued success.

**CURTIS R. LOW,**  
 MAJOR GENERAL, USAF  
 ASSISTANT CHIEF OF STAFF  
 FOR RESERVE FORCES

## March of Dimes

(Editor's note: The following letter has been forwarded to National Headquarters by the Michigan Wing. The letter written to Col. B. F. Miller Jr., praised the entire Flint squadron for their work during the March of Dimes drive.)

We would like to add our thanks to those of the Board of Directors for the manner in which the Civil Air Patrol helped make the March of Dimes... a complete success...

Thank you and the cadets again, Colonel Miller, for all of the additional courtesies extended to the March of Dimes.

We are enclosing a Certificate of Appreciation for outstanding voluntary service.

**MRS. GEORGE A. WINDIATE**  
 EXECUTIVE SECRETARY  
 GENESEE COUNTY CHAPTER

## Message of Thanks

(Editor's note: The following was a telegram received at National Headquarters thanking Civil Air Patrol for its assistance in a search mission in Utah.)

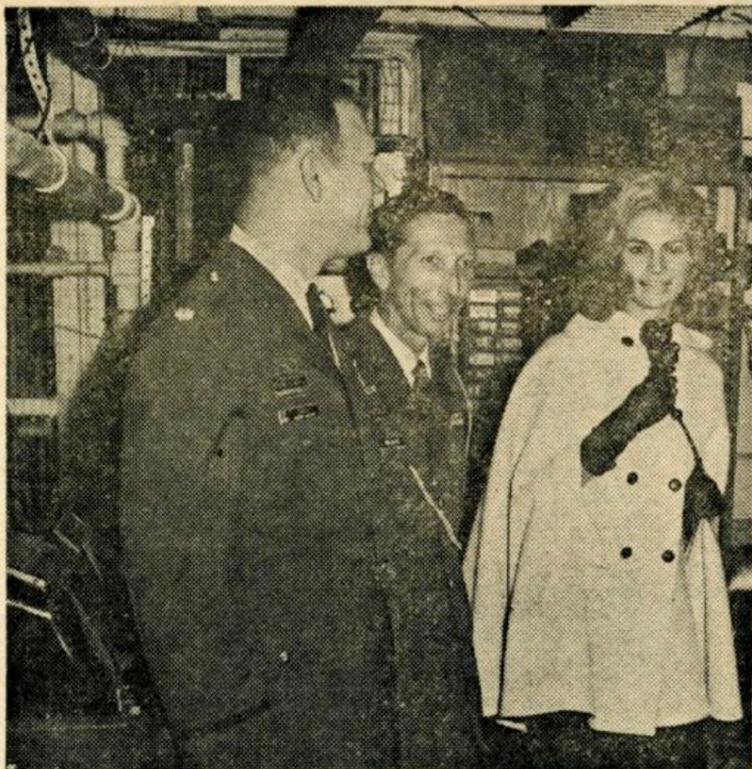
Families of lost party forever grateful for prompt action and help... on search and rescue mission in Utah for son-in-law... lost November 14, at Milford, Utah area. Diligence of search mission offered hope and consolation during difficult period.

Amateur radio station performed great human service, my personal thanks to Vice President Humphrey... (Lt) Colonel John Miller (director, Operations and Senior Activities, DCS/Operations, National Headquarters) Ellington AFB, Texas, and Colonels Fahey and Webb, CAP Salt Lake and all staffs.  
**CHAUNCY ESPE**  
 U.S. CUSTOMS INSPECTOR  
 LUKEVILLE, ARIZ.

## Family Night

**WEST PALM BEACH, Fla.** — At a recent meeting, designated "parents' night," the Forest Hill Cadet Squadron, Florida Wing, received a certificate of appreciation from the Florida Civil Defense Agency.

The certificate, signed by Col. Ellis F. Altman, county CD director, and Col. H. W. Tarkington, state CD director, was in appreciation for the squadron's "... excellent cooperation and assistance in communications during Hurricane 'Betsy' September 7, 1965."



## Angel in the Sky

**PRETTY** Miss Marie McDonald, on-the-spot newscaster who gives daily traffic conditions from a helicopter in Washington, D.C., recently visited the Wheaton-Silver Spring Cadet Squadron, National Capital Wing. Escorting the lovely Miss McDonald are Lt. Col. Charles X. Suraci, squadron commander, and CWO Jack L. Weber Sr., emergency services officer.

(Photo by Lt. M. J. Tursini, CAP)

# Indiana, California, New Mexico Wings Hold Annual Conferences

**PURDUE UNIVERSITY, Ind.**—A total of 256 CAP members, including 10 from the Clinton County Composite Squadron, attended the Indiana Wing 1965 Fall Conference in Fowler Hall here.

In addition to a commanders' conference, section meetings were held to help acquaint CAP personnel with their positions at wing, group and squadron levels.

Professor James Maris, of the university staff, delivered the welcome address and spoke on "Aerospace and Air Technology." The professor is also a training officer in the Air Force Reserve.

First on the agenda after lunch was presentation of awards by Col. Fred Wood, CAP, wing commander.

Professor Maris then showed two movies, "Aviation Mechanic" and "A Missile Named Mac." The latter was in cartoon form and color and really livened up the program.

Later on in the program, Lt. Col. E. Hupp, CAP, presented a movie on a soaring club planned for the Lafayette Composite Squadron, which he commands.

Guest speaker Melvin J. Slater, a lecturer, writer and commentator, climaxed the program with a talk on "people and thinking," in which he discussed our living and what we are doing about it.

Moderator for the conference

was Lt. Col. Kenneth Lebo, CAP, deputy wing commander.

Among those attending from the Clinton County squadron were Lt. Orville Newell, CAP, commander, and his wife, Grace, a CAP lieutenant and squadron information officer.

## California Wing

**MCCLELLAN AFB, Calif.**—An estimated 400 Civil Air Patrol members attended the Annual Commander's Conference and Awards Dinner of the California Wing. It was held at the El Dorado Motel in Sacramento.

In his keynote speech at the awards dinner, California State Treasurer Bert Betts expressed his thanks to the Civil Air Patrol for its many years of service and its many accomplishments.

Guest speaker was Lt. Col. William M. Martin, USAF, operations staff officer of the 552d Airborne Early Warning and Control Wing (ADC), McClellan Air Force Base. He discussed the aerial defense of North America.

Col. Raymond H. Gaver, wing commander, presented the following awards:

Outstanding female member—SM Katherine Goetz, Eureka Composite Squadron 34; outstanding male member—Maj. Donald K. Wilson, Pasadena Cadet Squadron

# Flying Encampment Heads NEC Actions

(Continued from Page 1)

indicated their interest in hosting the "winged caravan."

THE proposal has been passed on to a specially appointed planning committee to decide whether or not the fly-in should be held, and if so, an appropriate place for the Silver Sortie.

In line with the Silver Sortie, Harry S. Hubbell of FAA told the NEC the FAA is prepared to hold briefings for CAP pilots during the fly-in in order to promote a better understanding of all civil aviation and to emphasize flying safety.

Hubbell, who is chief of general aviation operations, FAA, Washington, D.C., also told the gathering of corporate officials that his agency is highly optimistic about the proposal and implied that "CAP can be a boon to civil aviation."

Other actions taken by the National Executive Committee at their final meeting of 1965 included:

A presentation of the CAP personnel office on the membership application processing.

The committee approved region dues for Northeast, Pacific and Great Lakes senior members.

Lt. Col. George G. Weston, USAF, staff judge advocate at Na-

tional Headquarters, briefed the committee on citizenship requirements for CAP membership. The colonel pointed out that under Section 2a of the Act of Incorporation, the Congress clearly expressed its intentions that membership be limited to U.S. citizens. The CAP Constitution and By-Laws define this requirement.

The DCS/Aerospace Education and Training Office offered a detailed briefing on the senior member incentive awards system.

**AN INQUIRY** regarding the issuance of a Commemorative United States postage stamp for the 25th anniversary of Civil Air Patrol was reported. According to the Post Office Department, "Commemorative postage stamps shall be issued on even date anniversaries, preferably starting with the 50th year and continuing at 50-year intervals."

Announcement was made of the discontinuance of national drill competition. Wing and region drill competition may be continued at the discretion of the appropriate commander.

The next National Executive Committee Meeting will be held March 4-5 at Ellington AFB, Texas.

## Error no More

**SHEBOYGAN, Wis.**—It started as a spelling error, but the name was there to stay.

When Sheboygan Composite Squadron, Wisconsin Wing, held a contest years ago to get a nickname, the judges decided on "The Bird Dogs."

A plaque was designed and sent to a supplier. But somebody goofed and it came back "The Birdogs."

Plaques have been ordered again and again, recently the squadron ordered jackets with the insignia, and the squadron paper bears the name.

Webster might not agree but "The Birdogs" are here to stay.

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## Units Escort Governor

**MIAMI, Fla.** — Contingents of Central Miami, North Dade Girls, Ben Franklin and Miami All Girls cadet squadrons, Florida Wing, recently formed color guard, honor guard, drum file and escort for Governor Haydon Burns and Congressman Claude Pepper of Florida.

With precision and pomp fitting the occasion, Cadet Ken Kelly, a General Spaatz Award winner, and Cadet Mary Ruzycki, a General Agee Scholarship winner, acted as personal aides to the governor and congressman. The two Florida dignitaries were here to make an appearance at the AFL-CIO convention.

Cadet Diane Packer was in

charge of the color guard, while Cadet Tony Buholtz commanded the honor guard and Cadet Leila Eckert led the drum file.

Among the honored guests at the convention were Mayor King High of Miami, Vice Mayor Tom O'Malley of Dade County, Mayor Milander of Hialeah and Mayor Winn of North Miami.

Through their participation in public and government functions, these cadets of Group 22, Sector "A," have won acceptance in community life.

Edward Stevenson, president of the local federation, congratulated CAP for its part in training young people to be better qualified as leaders of tomorrow.

## Changing Your Address?

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# Flying and Leadership Hold Interest of Corvallis Officer

CORVALLIS, Ore.—The Corvallis Composite Squadron's new commandant of cadets is flying enthusiast Capt. Nancy A. Richards, CAP, who occupies a position held by her husband several years ago.

Last summer Captain Richards led her squadron cadets to the drill competition championship at the joint Oregon-Washington wing summer encampment at Fairchild AFB, Washington. The squadron also possessed the daily Honor Flight banner more than other squadrons attending the encampment.

In recognition of the outstanding leadership displayed by Captain Richards at the encampment, she was awarded the "Best Tactical Officer" trophy.

A mother of two, Captain Richards had attended six previous summer encampments.

Captain Richards was first introduced to CAP in 1955 by her husband, the late Stuart A. Richards, who was then active in CAP. A year later she organized the cadet program for the Corvallis CAP unit.

Since then, she has held numerous posts, including coordinator for women, assistant commandant of cadets, aviation educationist, personnel officer, and squadron commander.

In 1964 Captain Richards was selected to represent the Oregon Wing at the National Information Officers Conference and the National Board Meeting. She considers this her biggest honor.

Currently the commandant of cadets, Captain Richards also serves as information officer and testing officer for the squadron.

The attractive young mother works as a substitute teacher in the Corvallis School District and enjoys working with teenagers and her CAP friends. "Some of my closest friendships," states Captain Richards, "have been made through CAP."

Although not a rated pilot, Captain Richards has more than 40 flying hours to her credit, has soloed, and owns her own airplane. She holds a restricted radio-telephone license.

The new cadet director attended Pacific University on an honor scholarship and received a bachelor degree in music education from the University of Washington.

Though busy with Civil Air Patrol activities and her two children, Scott and Shelly, ages two and four, Captain Richards has time for crafts, skiing and of course flying.

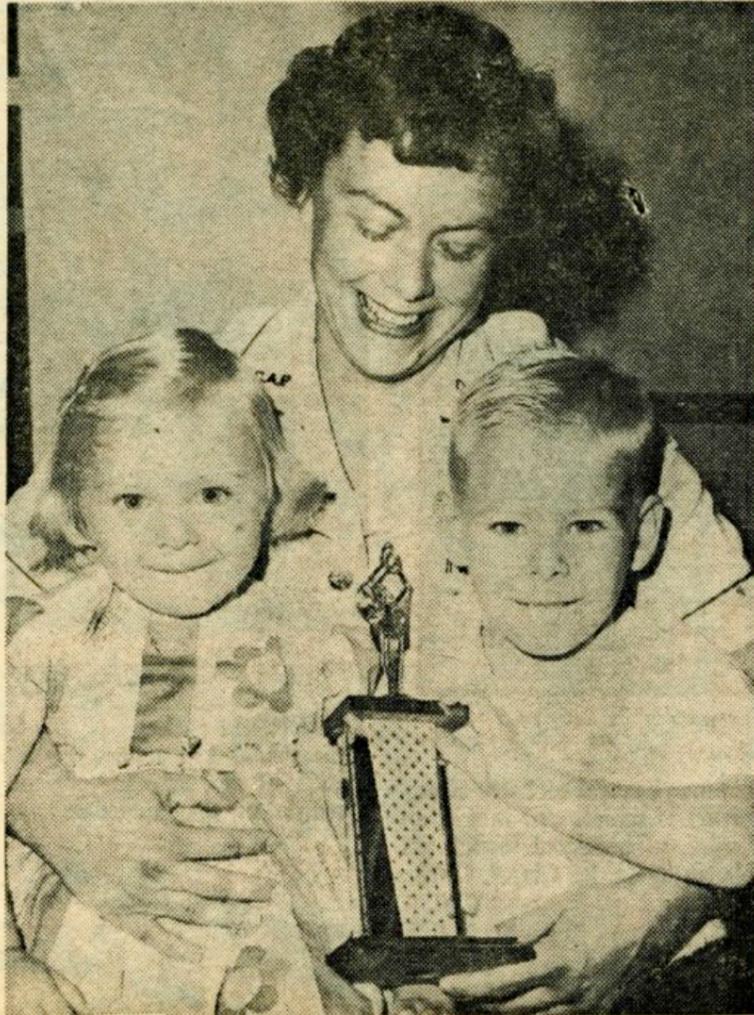
## Rangers End Encampment

DUNCANVILLE, Pa. — Cadets from Maryland Wing recently attended the first Ranger Training School held by the Duncanville Group 1400, Pennsylvania Wing. The 11 Maryland cadets joined with 15 cadets of the Duncanville squadron in the two-day encampment.

The school, commanded by CWO Galen C. Flick, group ranger coordinator, was held at the newly completed Ranger Obstacle Course built by the Everett Composite Squadron 1402. The course contains such obstacles as running legs over water, hand-over-hand ladder, sliding cable, walking the cable, and many other items designed to give the "young" rangers added confidence.

Seventeen obstacles are contained in the half-mile course.

Also included in the ranger school were a night and day navigation problem, several mock searches where "injured survivors" were found, given first aid at the scene and transported back to the main base on a hand-made stretcher.



**Trophy Team**

TACTICAL Officer and mother are two titles held by Capt. Nancy A. Richards. Here Captain Richards and her two children, Shelly Anne, two, and Scott, four, admire the trophy.

## Book Tells Air Mail Story

ELMHURST, Ill.—Once in a long, long time, a book comes along which is truly "must" reading for everyone interested in aviation. The new "SAGA OF THE U.S. AIR MAIL" is one of these books.

The "SAGA" is an authoritative, accurate and complete history of the beginning of modern air transportation, by the men who made the system work. It is also fascinating reading.

It has 127 pages and more than 375 photographs, most of them culled from members' private collections and never before published.

Publishing the "SAGA" was a project of the Air Mail Pioneers, and its purpose is two-fold:

- To record the history of the service and
  - To provide funds to permit this non profit last man group to publish its Members News Bulletin without subsidy or charity.
- "Air Mail Pioneers" is a non-

profit organization comprised of those who were employed by the U.S. Post Office Airmail Service between 1916 and 1927.

The historical book is available at \$4.75 per copy by writing: Air Mail Pioneers, 2N 367 Indiana Ave., Elmhurst, Ill.

## CAP TIMES CLASSIFIED

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GOVERNMENT Contractor now completing contract on Orange Navy Flight Suits. Overrun can now be publicly offered. Buy direct at substantial saving. Write for folder with complete description. Lia Uniforms, Inc., P.O. Box 14165, Northridge Branch, Dayton, Ohio 45414.

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# CAP Calendar

## CAP Conferences

Event	Date	Location
National Executive Committee Meeting Southwest Region Conference	March 4-5	National Headquarters Ellington AFB, Texas Dallas, Texas
Middle East Region Conference	April 1-2	Unknown
Pacific Region Conference	April 29-30	Unknown
Rocky Mountain Region Conference	May 13-14	Unknown
Southeast Region Conference	May 27-28	Unknown
North Central Region Conference	June 24-25	Diplomat Hotel Hollywood, Fla.
Great Lakes Region Conference	Sept. 9-10	Minneapolis, Minn.
Northeast Region Conference	Sept. 24-25	Detroit, Mich.
	Oct. 14-15	Stowe, Vt.

## National Meetings

Helicopter Ass'n of America	Jan. 23-26	Inn of Six Flags, 17W of Dallas, 17E of Fort Worth, Tex.
9th Annual Mexico Air Cruise	Feb. 12-25	Write: Harry B. Collins, 375 N.E. 154th St., Miami, Fla.

MENARD, Ill.—Group 19 of the Illinois Wing has been cited by the XI U.S. Army Corps for the CAP units assistance during the Armed Forces Day celebration held earlier this year. The Certificate of Appreciation was signed by both the commanding general of the corps and the chairman of the citizens committee. The event took place in St. Louis, Mo.

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PLUS

**WORLD WIDE AVIATION ACCIDENT COVERAGE**

PLUS

**WORLD WIDE COMMON CARRIER PASSENGER COVERAGE**

Available Only To Civil Air Patrol Senior Members

**YOU CAN BUY FROM 1 TO 5 UNITS**

Choose Number of Units Desired

	\$1,000	\$2,000	\$3,000	\$4,000	\$5,000
Accidental Death Benefits	1 Unit	2 Units	3 Units	4 Units	5 Units
Dismemberment	1,500	3,000	4,500	6,000	7,500
Medical Expense	400	800	1,200	1,600	2,000
Annual Cost					
Non Pilots	\$ 2.00	\$ 4.00	\$ 6.00	\$ 8.00	\$10.00
Pilots	4.00	8.00	12.00	16.00	20.00

COMPLETE AND MAIL APPLICATION

I hereby make application for Civil Air Patrol Senior Member Accident Insurance under Globe Indemnity Company Master Policy GXT 1004 on file at National Headquarters Civil Air Patrol.

DATE ..... WING .....

NAME .....

ADDRESS .....

CAP SERIAL NO. .... PILOT ..... NON PILOT .....

BENEFICIARY ..... RELATION .....

NO. UNITS APPLIED FOR ..... PREMIUM \$ .....

I certify I am a member of Civil Air Patrol in good standing.

SIGNED

Make Check Payable to Buell & Crockett, 401 Commerce Union Annex, Nashville 3 Tennessee.

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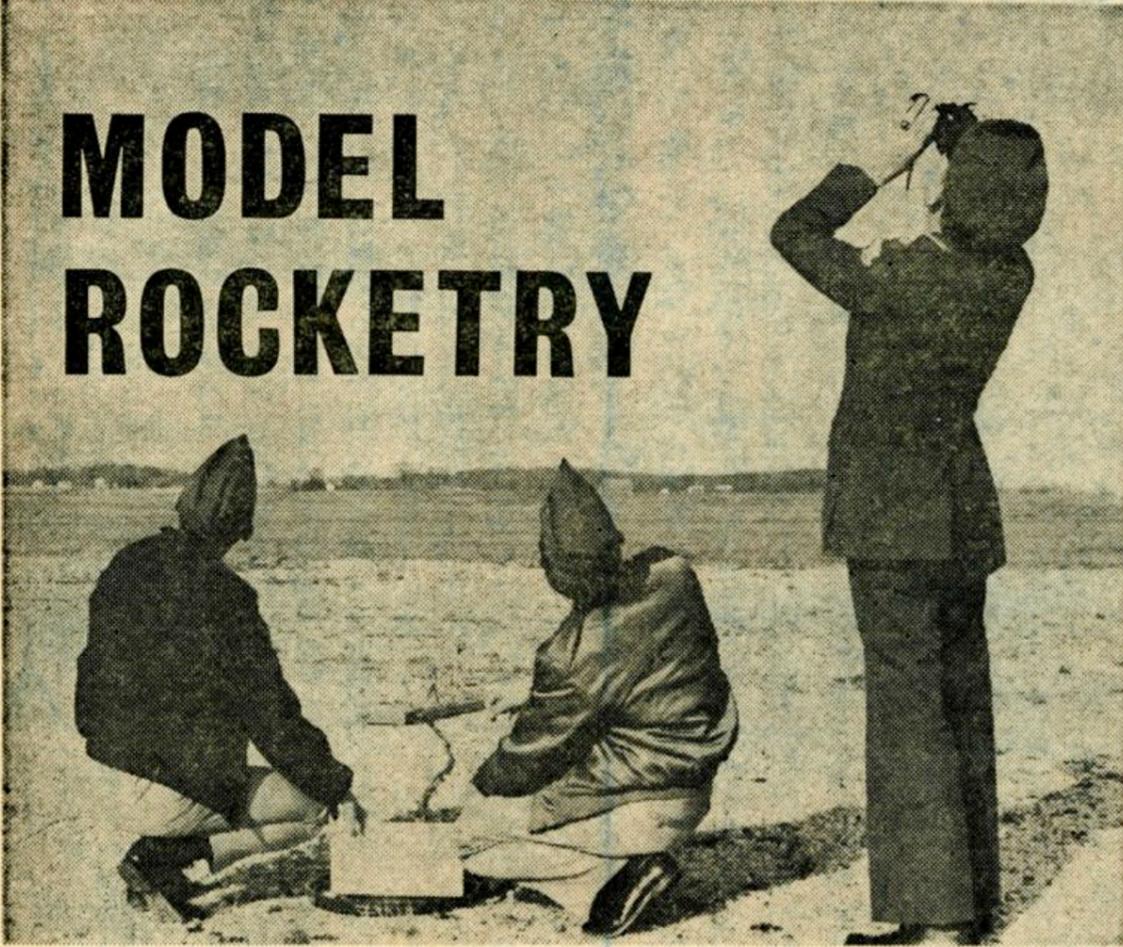
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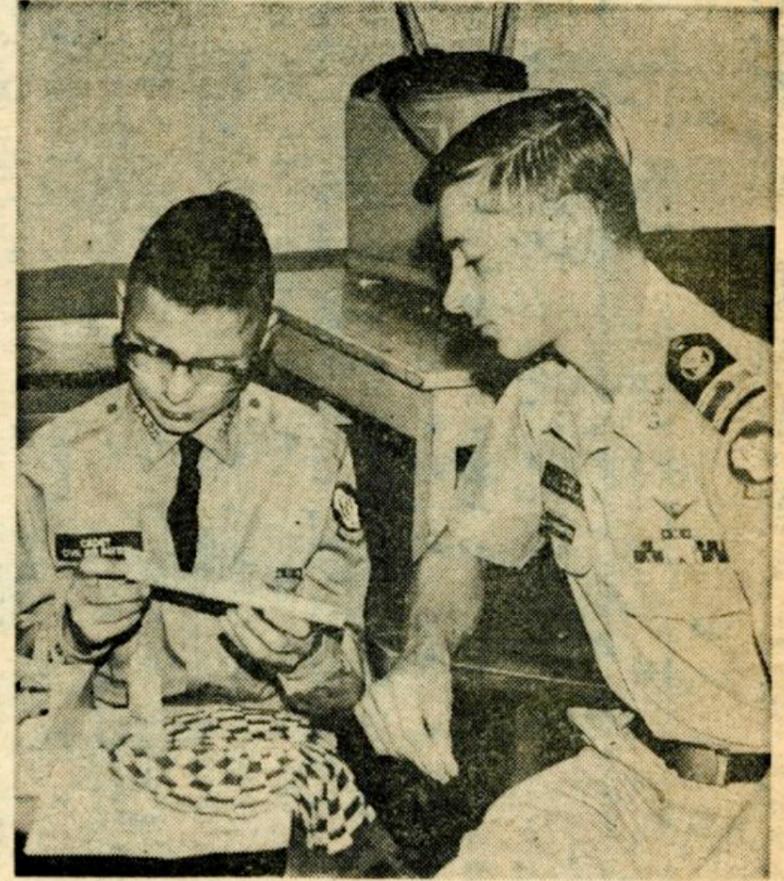
DEPARTMENT STORE  
242 SO. STATE ST.  
Salt Lake City, Utah

# MODEL ROCKETRY



## 4-3-2 . . .

SHEBOYGAN Composite Squadron, Wisconsin Wing, has started an extensive model rocketry class among the cadets. The cadets assemble the models under the leadership of seniors and then fire them at the nearby county Memorial Airport. Here, after weeks of work, a successful launch is made with all "systems go."  
(All photos by Lt. Lu Giefer, CAP)



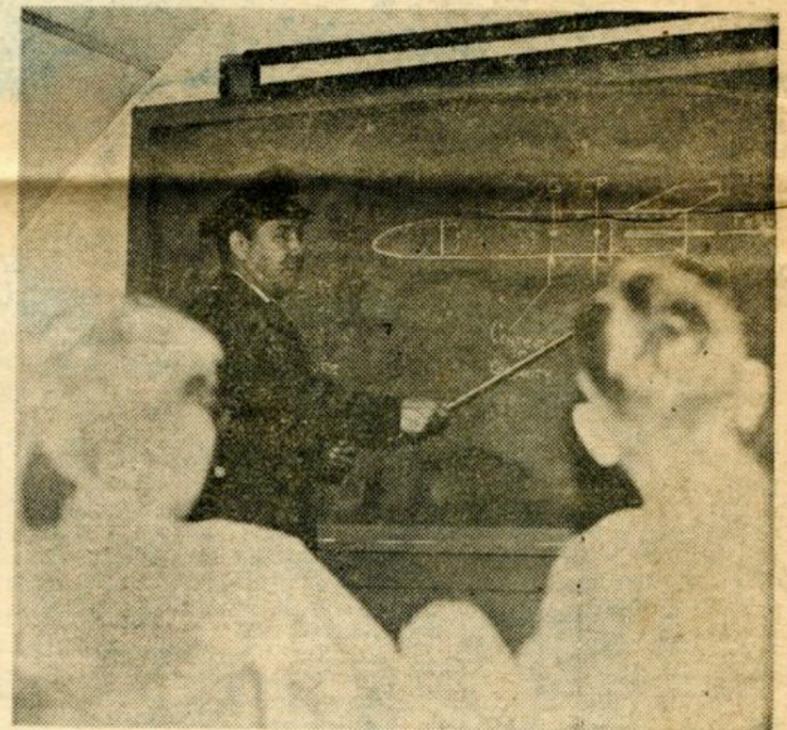
## Rocketry Assembly

FIRING the rocketry is only half the job. The cadets assemble the model kits under the leadership of seniors. The rockets must be put together correctly or many hours of work is destroyed on the launch pad.



## Begin Countdown

DURING the countdown, cadets and senior advisors check the fusing and electrical circuits to insure a good launch. Not only is proper launch technique stressed, but also the important ground and rocket safety.



## Theory

BEFORE THE cadets ever begin work on the model rockets, instructors teach the theory behind the launch. Each cadet must thoroughly understand the rocket before he moves to the assembly and firing phases of the program.

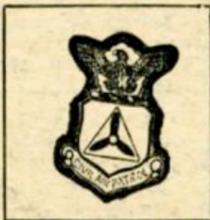
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#### LIGHTER

Satin-finish metal. C.A.P. crest in full relief. Wind-proof. Circle #4 on coupon.

**\$1.50**



#### BLAZER CREST

Made of heavy gold and silver metallic thread. Circle #3 on the coupon.

**\$6.00**



#### LAPEL PIN

1/2-inch pin of gold colored metal. Finely detailed. Circle #2 on the coupon.

**65c**



#### BRIEF CASE

Rich blue vinyl in a leather-like finish. Your name embossed in silver (20-letter limit). For two lines of printing, add 25c to the price. Circle letter B on the coupon.

**\$1.75**

#### NAMEPLATE

Worn by more C.A.P. members than any other. Circle #1 on the coupon.

**\$1.25**

#### HOW TO ORDER

Circle the order number of the item wanted in the coupon and enclose check, cash or money order. Address to Ken Nolan, Inc. CAP Div., San Clemente, Calif. 92672. If you would like to receive our free catalog listing over 200 C.A.P. items, circle letter A on the coupon.

CIRCLE NUMBER (S) OF ITEMS WANTED  
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CAUTION: THIS IS YOUR SHIPPING LABEL  
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