



CIVIL AIR PATROL NEWS

MAXWELL AFB, 36112

VOLUME NO. 4 NO. 5

MAY, 1972

Gill Robb Wilson

Embry-Riddle University Honors 'Father Of CAP'

DAYTONA BEACH, Fla. — Civil Air Patrol officials were among several thousand people who witnessed the dedication of the Gill Robb Wilson Memorial Aeronautical Science Center on the campus of Embry-Riddle Aeronautical University recently.

Representing CAP was Col. L. H. McCormack, USAF, chief of staff at Headquarters CAP USAF.

Throngs began to gather in the morning to see the many civilian and military aircraft displayed on the ramp in front of the Gill Robb Wilson complex, a \$1.4 million Living Memorial to the man, often called the "Father of Civil Air Patrol," who was one of the strongest early advocates of aerospace education.

The official program began with a flyover of helicopters from the Army Air National Guard in Jacksonville, Fla. They were followed by a demonstration of low-level aerobatics by Bob Hoover, world famous aerobatic pilot, in his P-51 and an Aerocommander.

Brig. Gen. William W. Spruance, chairman of the Embry-Riddle Board of Trustees, introduced the platform party, which included the widow and daughter of the late Gill Robb Wilson, Mrs. Mary (Wilson) Mitchell and Mrs. George Denison.

General Spruance dedicated the building to the use of future airmen and concluded his

(See Thousands, Page 8)

CAP Pilots Offered 2nd Safety Program

MAXWELL AFB, Ala.—Civil Air Patrol pilots now have a second flying clinic authorized whereby the Corporation will defray one-half of the participant cost. The new course offered by SAFE, Inc., is called CAP-SAFE. The other clinic, co-sponsored by CAP and by Aircraft Owners and Pilots Association (AOPA), was authorized by the National Executive Committee in August 1970. More than 400 CAP pilots have participated in these AOPA/CAP SKY-SAFE Clinics.

The new SAFE, Inc., program consists of seven phases:

Phase I - On ground/inflight pilot training.

Phase II - Check Pilot standardization (upgrading).

Phase III - Standardization of Check Pilots.

Phase IV - Terrain Flying.

Phase V - Night Flying.

Phase VI - Instrument Pilot Evaluation.

Phase VII - Lectures only.

Cost to CAP members is \$20 to \$25 for any flying phase of the clinic and \$7.50 for the lectures only phase. Completion of individual phases requires attendance at from three to five of the available lectures.

Normally, only one phase can be completed at each clinic.

For detailed information on SAFE, Inc., clinics, write Mrs. P.C. Hughes, 4002 Thornapple Street, Chevy Chase, Md. 20015, or call AC 301 652-5632. The first CAP-SAFE clinic open to CAP was conducted at Danville, Va., during April.

Corporate funds are also available for internally conducted flight clinics on the same cost-sharing basis. Both the Rocky Mountain and the Southeast Regions have internally generated flight clinics planned for Denver, Colo., and Pell City, Ala.

Inclusion of monthly attendance by CAP members to internally and externally conducted pilot clinics in both the monthly status reports and the Commander's Evaluation is an indication of the importance of flying clinic programs. Region and Wing commanders are urged to establish a regular program of flying clinics using one or more of the three types of flying clinics available.

Winners To Be Named In June

MAXWELL AFB, Ala.—The winners of CAP's 1972-73 scholarships and grants will be announced in the June issue Civil Air Patrol News.

The National Headquarters Selection Committee appointed by the National Commander will meet early in May to select winners of new scholarships and grants and to approve renewals for scholarships now in effect.

Approximately 60 cadets and members will share more than \$40,000 in scholarship funds for the ensuing academic year.

Winners and alternates will also be notified by letter. Applicants not selected this year will also be notified individually.

Correction

MAXWELL AFB, Ala.— In the April issue of the Civil Air Patrol News the "CAP Co-sponsor Of Safety Clinics" story stated that CAP pilots must be a member of the Aircraft Owners and Pilots Association to attend the SKY-SAFE clinics. It should have read... "he does not have to be a member to attend..."

The editors regret this proofreading error and hope that it did not inconvenience anyone.



PARTY — Members of the official party on hand for the dedication ceremony of the Gill Robb Wilson Memorial Aeronautical Science Center are left to right: Col. L. H. McCormack, USAF, chief of staff at Headquarters CAP-USA; Mrs. George Denison, daughter of Gill Robb; and Jack R. Hunt, president of Embry-Riddle Aeronautical University.

Plan Now To Attend National Convention

MAXWELL AFB, Ala.—Civil Air Patrol members are encouraged to begin their planning now to attend the National Convention in Dallas on September 29-30.

Both the National Commander and National Board Chairman have repeatedly expressed their desire that as many members as possible attend this year's convention.

Along these lines, National Headquarters officials have just completed a planning trip to the site of the 1972 convention where they met with Statler Hilton Hotel officials and representatives from the Southwest Region and Texas wing.

Col. L.H. McCormack, USAF, chief of staff and convention planning officer for National Headquarters, has announced that because of projected budgetary and operational commitments the availability of U. S. Air Force airlift for the meeting may be limited. He asked that CAP units not rely solely on this program which last year flew over half the attendees to the convention.

The colonel suggested that wing commanders begin planning with their wing liaison officers for possible use of charter airlift to this year's event. This program would not only make it more financially feasible for greater wing participation, but would be more economical in terms of private and corporate aircraft costs of fuel, flying time and "wear and tear" rate, he explained.

All participants are encouraged to make their room reservations with the hotel early, thereby expediting their check-in procedure upon arrival at the hotel. A hotel room reservation form is printed on Page 2 of this issue of the Civil

Air Patrol News for your convenience.

A number of tours are being planned by the Texas CAP Wing for convention participants, including visits to the John F. Kennedy Memorial and Mrs. D. Harold Byrd Pentecostal Shrine. More information will be provided at a later date on other attractions available to CAP members.

Your support is needed to make this the biggest and best convention ever. So make your plans now. The date is September 29-30.

Texas Native Becomes HQ COMD Commander

BOLLING AFB, D. C. — Maj. Gen. John L. Locke assumed command of Headquarters Command, U.S. Air Force, on May 1, succeeding Maj. Gen.

Nils O. Ohman, who retired after 35 years active military service.

General Locke comes to this assignment from the Pentagon where he served as assistant deputy chief of staff for personnel, Headquarters U. S. Air Force.

A native of Texas, the general enlisted in the U. S. Army at Ft. Sam Houston in 1935 and won an appointment to the U. S. Military Academy at West Point, N.Y. Following graduation he was assigned to Kelly Field, Tex., where he earned his pilot wings.

He served as a fighter pilot in both World War II and the Korean conflict and has served in a number of command and staff assignments, primarily in personnel and operations areas.

General Locke was born April 9, 1917 at El Paso, Tex., and was graduated from Thomas Jefferson High School in San Antonio in 1934.

General Ohman has served as commander of HQCOMD since July 1968.



GENERAL LOCKE

219327024 18025 S
PRZYBYLONICZ E L
8057 GRAY HAVEN RD
BALTIMORE MD 21222

CALENDAR OF EVENTS

Date	Subject	Location
May 27-28	Emergency Operations Seminar	Robbins AFB, Ga.
June 3	NEC Meeting	Maxwell AFB, Ala.
June 3-4	Academic Instructor Circuit Rider Course (GLR)	Wright-Patterson AFB, Ohio
July 7-11	AF Academy Survival Course	AF Academy, Colo.
July 10-14	AF Logistics Command Orientation Course	Wright-Patterson AFB, Ohio
July 10-14	AF Logistics Command Orientation Course	Roins AFB, Ga.
July 10-14	Medical Services Orientation Course	Sheppard AFB, Tex.
July 10-21	Communications Electronics Course	Keeslaer AFB, Miss.
July 24-28	AF Logistics Command Orientation Course	McClellan AFB, Calif.
July 24-Aug. 4	Communications Electronics Course	Keesler AFB, Miss.
July 31-Aug. 4	Space Flight Orientation Course	Redstone Arsenal, Ala.
July 31-Aug. 4	AF Logistics Command Orientation Course	Tinker AFB, Okla.
Aug. 12	NEC Meeting	Maxwell AFB, Ala.
Aug. 26	SER Conference	Biloxi, Miss.
Sept. 9	RMR Conference	Cheyenne, Wyo.
Sept. 16	NCR Conference	Minneapolis, Minn.
Sept. 29-30	National Convention and National Board Meeting	Dallas, Tex.

Aviation Census Planned

MAXWELL AFB, Ala.—During the month of June, the Civil Air Patrol will take the first nation-wide census of general aviation aircraft operations ever conducted. General aviation aircraft are all aircraft weighing less than 12,500 pounds.

The purpose of this program is to establish what percentage of the overall air movement of people and cargo can be credited to general aviation. Data of this type has never before been available.

CAP senior members and cadets will conduct the survey at airports selected by CAP units across the country. Surveys will not be made at major aviation "hubs" such as Chicago's O'Hare.

The pilot of each aircraft landing at the selected airports will be asked questions about his destination, any enroute stops, weight of any cargo and his total flying time. From these answers, the Federal Aviation Administration will compute the data and project it into statistics applicable to general aviation activities.

These statistics will give the general aviation community a better picture of the scope and magnitude of its activities. They will also provide a more relevant comparison with commercial aircraft operations.

The survey will be taken on seven consecutive days during June. Each CAP unit supplying personnel to conduct the survey will choose the dates they will canvass their assigned airport. All the surveys will be conducted between the hours of 6 a.m. and 10 p.m.

The practicality of this survey has already been tested by the Alabama Wing of Civil Air Patrol. In February, the wing conducted a pilot survey at eight different airports throughout Alabama. According to Colonel Lee Smith, CAP, wing commander, the problems encountered in their test were minor and should be easily corrected.

Cadet Directorate Relates To Problems

MAXWELL AFB, Ala.—Personnel from the Directorate of the Cadet Program attend most National Executive Council meetings, regional conferences, and the national conference. During various presentations on the cadet program, and during question and answer periods, they are, from time to time, requested to relate the current procedures and policy with respect to the cadet program. A listing of some of these problems and their solutions will be provided from time to time in the Civil Air Patrol News. This is not a solicitation for written queries from the field. The vast majority of the problems can be solved appropriately by the various regulations and manuals outlining and directing the cadet program. Cadets and senior members are encouraged to comply with the chain of command by forwarding their particular questions to their unit commander, group commander, wing commanders, etc. Typical examples of the problems encountered are as follows:

PROBLEM: Can an Advanced Cadet Transition (ACT) member be married, join the military service or Advanced ROTC, and still retain the ACT cadet privileges?

SOLUTION: Yes. In accordance with CAPR 50-2, ACT participants are senior members and the restrictions for cadet membership do not apply. They are permitted to fly on Air Force directed missions and are considered full senior members. However, they retain the privileges of attendance at cadet special activities against a wing quota, and of participating in the scholarship program.

SOLUTION: Effective March 1971, the ribbons were no longer included with the award certificates. They are mailed in achievement packet number 8 and achievement packet number 12.

PROBLEM: I applied for 1972 special activities. I have not been notified of selection or

nonselection. How can I be assured that my application (CAP Form 31) was forwarded to the wing selection board?

SOLUTION: Your squadron commander is required by CAPM 50-9 and the instructions on CAP Form 31 to verify all applications and forward them to the wing selection board with his numerical choice of applicants prior to March 20. You should receive notification of selection or nonselection in the very near future.

PROBLEM: As an IACE escort, I would like to have my wife join me (at her own expense) in the country I will be escorting the cadets. Is this permissible?

SOLUTION: The responsibility of escorting a number of cadets in a foreign country is a large one, and requires the full attention of the escort. Further, under international agreement, only those cadets and escorts as agreed at the international meeting are planned for, and no other individuals are acceptable.

PROBLEM: I am very disturbed by the procedures used by the senior members in my unit. I feel that a great injustice has been done, not only to me, but to others in my squadron. What can be done to correct the situation?

SOLUTION: Grievances should be settled at the lowest possible level of command. CAP Regulation 123-2 provides specific procedures to be followed in submitting a grievance. Letters written directly to National Headquarters without having gone through the chain indicated in CAPR 123-2 will be returned to the unit commander for consideration at that level.

As you can see, many of these problems are soluable at the unit level.

CAP Squadron Shares Recruiting Methods

(Editor's Note: National Headquarters officials report that two of the biggest problems faced by Civil Air Patrol unit commanders are cadet recruiting and retention. One unit has shared its method of retaining newly recruited cadets with National Headquarters. Since this method has proven quite successful for this particular squadron, it is being printed here for perusal by other unit commanders for possible use in their programs.)

It is the policy of this squadron to require prospective CAP cadets to attend at least three CAP meetings prior to becoming a cadet and buying a uniform. This allows the prospective cadet to discover what CAP is all about before he joins. He has an opportunity not only to see the program in action but also to meet and talk with other cadets

at various levels in the program in order to help him decide if CAP is for him. During those first three meetings the prospective cadet is briefed on the CAP program and what it will require of him as a cadet. This helps to ensure that he understands his obligations to CAP before he joins.

The fact that he is not required to buy a uniform until after the three introductory meetings has fully convinced him to become a cadet and serves to prevent the financial loss and ill feelings which may develop when an over-eager youngster joins the program, buys the uniform, and then, shortly thereafter, finds that CAP is not for him after all.

This system may also serve to preclude the false statistics on recruitment and retention produced when cadets join CAP, then drop out of the program after the first or second meeting.

Stay Hilton in DALLAS

THE
STATLER
HILTON

CIVIL AIR PATROL
NATIONAL CONVENTION
29-30 SEPTEMBER 1972

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DEPARTURE DATE _____ AT _____ M

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ADDRESS _____

CITY _____ STATE _____

REMARKS _____

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If a room is not available at rate requested, reservation will be made at next available rate. Reservation will not be held after 6 p.m. unless hotel is notified of your exact arrival hour.

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1 BEDROOM SUITE \$40
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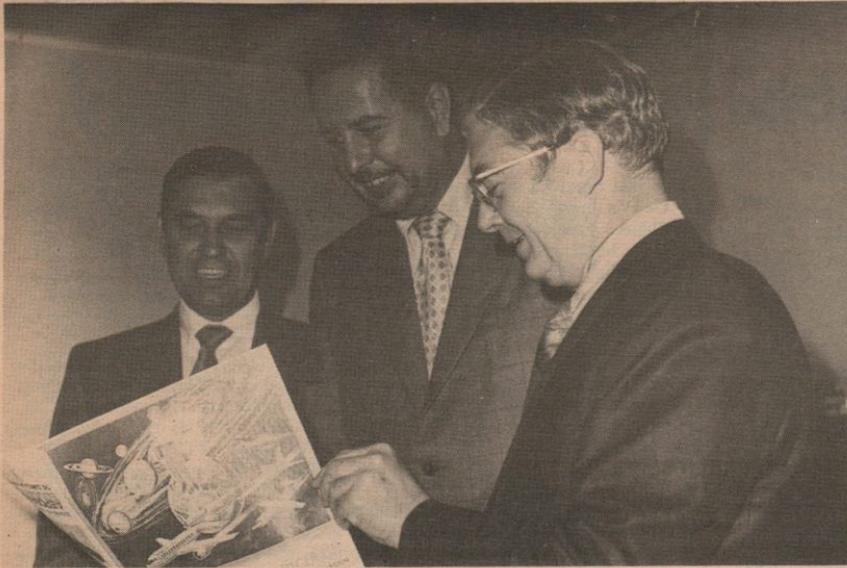
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CORDIAL EXCHANGE—Three educators discuss the value of Civil Air Patrol's aerospace education program at the Missouri State Capitol, Jefferson City, Mo. Recently, an introductory briefing was given by Hal Bacon (center), of the aerospace division, National Headquarters, to P. J. Newell Jr., (right), assistant commissioner for state department of education. Joining in the review of CAP's brochure is Dr. John W. Horine, head of the department of power and transportation, aviation and power technology, Central Missouri State College, who also serves as Missouri Wing director of aerospace education.

Idea For A Cadet Activity?

MAXWELL AFB, Ala.—Would you believe that high school students could build a flyable airplane?

They can and did, and the proof is in a 28-minute, color, 16mm film entitled "The Wind Is Right," two prints of which have just been received by National Headquarters through the courtesy of John Nopper of the Champion Sparkplug Company, and Don Horn of the Don Horn Company, Memphis, Tenn.

The film was produced by the Aviation Distributors and Manufacturers' Association (ADMA), 1900 Arch St., Philadelphia, Pa. 19103, and we will let them tell their story as reported in the Jan. 25, 1972, issue of their Aviation Education News Bulletin:

"After two years of hard work and planning, ADMA's film centered around a group of high school students who built a plane as an industrial arts project is now available for loan to any group interested in aviation education.

"The...film is appropriate for high schools and junior high

schools, clubs, service organizations, education clinics, and local television stations—anywhere there is interest in aviation in the schools.

"Opening with the general aved story, told through interviews with teachers, clips of classrooms, talks with commercial aviation

Aerial Monitor Course Conducted

FORTH WORTH, Tex.—Local Civil Defense (CD) and Civil Air Patrol (CAP) units recently held an aerial radiological Monitor Course here.

The class was divided into flight groups. Each group flew in U. S. Army helicopters along flight paths that would be required in the event of a nuclear attack. All the planes used were approved by the CO agencies for State and Regional Defense Airlift (SARDA) and Security Control of Air Traffic and Air Navigation Aids (SCATANA). A local Army Reserve unit supplied the helicopters.

representatives, and shots of the first landing on the moon, the film then zeros-in on the high school class that constructed a single engine biplane through four semesters of classroom work.

"The Federal Aviation Administration has 24 copies of the ADMA film in their library, ready for loan. Half these films were donated to the FAA by Association members. Information on loan procedures is available by writing directly to:

FAA Academy,
Film Library, AC-921
P. O. Box 25082
Oklahoma City, OK 73125

Ask for their new motion picture produced by the Aviation Distributors and Manufacturers' Association, "The Wind Is Right."

National Headquarters has made one of its prints available for loan. Requests should be addressed to National Headquarters (ED), Maxwell AFB, Alabama 36112.

Aviation Education Nominations Sought

MAXWELL AFB, Ala.—Nominations for an award won last year by CAP's former Director of Aviation (now Aerospace) Education are being solicited by the Aviation Distributors and Manufacturers' Association (ADMA).

Dr. Mervin K. Strickler, Jr., who left CAP in 1960 to become FAA's Special Assistant for Aviation Education, won ADMA's 1971 Aviation Education Award. ADMA is now seeking nominations for its 1972 presentation.

Eligibility criteria are:

"Any group, company, agency, or individual, who, having made significant efforts to promote and advance aviation education during the past year as an industry, hobby, vocation, or in the national interest, shall be eligible to receive the ADMA Aviation Education Award. Excluded would be companies engaged in the specific commercial production of educational materials and programs."

Schools, businesses, government bodies, school boards, working committees, trade associations, etc., are also eligible.

ADMA also selects individuals and institutions to receive Certificates of Merit, basing selection on the above criteria.

Hikers Locate Missing Craft

LONG BEACH, Calif.—The pilot of a Cessna 150 identified as Roy Corrigan, son of "Wrong Way" Corrigan, was recently killed when his aircraft crashed near here.

The plane was overdue on a flight from Orange County Airport with two persons on board. Civil Air Patrol units in the area were called on to assist in the search for the plane.

The plane was located by hikers on Santa Catalina Island.



SPAATZ WINNER—Cadet Col. Bill McNulty, (right), receives the Spaatz Award from Brig. Gen. John R. Dolny, commander of the 133rd Tactical Airlift Wing, Minnesota Air National Guard. Cadet McNulty, a member of the Aeromets Squadron, Minnesota Wing, has been with CAP since 1966. He visited Great Britain last year as a member of the International Air Cadet Exchange program.

SMILIN' JACK'S

THIS IS THE TRANSPORTER THAT MOVES THE APOLLO + SATURN Y--

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VEHICLE ASSEMBLY BUILDING

AERO-ASTRO ANSWERS

EACH LINK IN THE TANK-LIKE CRAWLER WEIGHS ONE TON!

TOGETHER THE MACHINE AND ITS LOAD WEIGHS ALMOST 9000 TONS!

THE CRAWLER'S TOP SPEED IS ONE M.P.H./ IT TAKES 3 1/2 HOURS TO CRAWL FROM VAB TO PAD

ICAN OUT-RUN THAT THING

NEXT MONTH WHO MADE THE FIRST SOLO FLIGHT AROUND THE WORLD AND WHEN?

SUPER-SONIC SUE READS-

IF YOU HAVE AN AERO-ASTRO QUESTION ASK US AND WE'LL TRY TO ANSWER IT!

BY ZACK MOSLEY

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From The Commander

Apollo and Gill Robb

By coincidence, two recent major aerospace developments took place almost simultaneously and in the same area.

Apollo 16 was launched from Cape Kennedy while about 50 miles up the Florida Coast, at Daytona Beach, a new complex was dedicated at the Embry-Riddle Aeronautical University.

It is called, "The Gill Robb Wilson Memorial Aeronautical Science Center."

You'll find complete details on the new structure and the man whose memory it honors on pages 8-9 of this issue. But I want to tell you about a relatively unknown chapter in the life of this great American who created plans for Civil Air Patrol and organized it nationally.



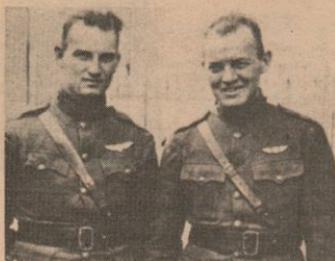
ONE MAN'S VISION

It was an unusual incident in an obscure part of Europe which triggered the thought which ultimately led to the concept of a Civil Air Patrol.

This is what happened.

At a party in Bavaria during the fall of 1936, a Nazi major, mellowed by good wine, told a visitor from America, "... your east coast is the best submarine hunting ground in the world..." He was merely reminiscing about German submarine victories in the First World War, so his statement must have seemed almost innocuous.

But the American was not an everyday tourist. He was an aviation expert whose multi-talents had made



THE WILSON BROTHERS—Somewhere in France during World War I, Gill Robb (right), and his brother Joe had a few hours away from their unit, the Lafayette Escadrille. Shortly afterwards, Joe returned to the front and was killed in action.

him a leading figure in the world of flying. Among other things, he was an aeronautical writer, editor, publisher, consultant and at that time State Director of Aviation in New Jersey. His voice, sometimes tough, but often poetic, was one of the strongest ever heard on the need for adequate American airpower.

His name was Gill Robb Wilson.

Returning home from Europe, he was impressed with the scope and progress of Hitler's air arm. He was convinced that war was imminent but couldn't convince the public that any nation would deliberately launch hostilities. His observations were, as

he put it, "as welcome as a rattlesnake at a Sunday School picnic."

Realizing that time was of the essence, he turned his thoughts to the private and business aircraft fleet. Mr. Wilson believed that this segment of aviation could be turned into a tangible national resource which could be used to gain time should the nation's coasts be attacked. He broached this subject to a handful of private citizens, who could be expected to exert leadership. It was truly a "minuteman" beginning with no prospect of pay or rank.

A fundamental question remained unanswered. If such an organization could be welded together, what primary service would it perform? Then the remark of the German major, which had stuck in his mind, provided the answer: "Your east coast is the best submarine hunting ground in the world."

That's when the idea for coastal reconnaissance by a swarm of private aircraft came to life. Even then, it was an uphill fight to get official support or even recognition. In Mr. Wilson's words, "... I was fed up to the ears by the apathy of our national administration concerning airpower..."

He and his small group continued the battle, and finally, on Dec. 1, 1941, Civil Air Patrol was officially created under the Office of Civil Defense.

What followed is well documented in history. Now, Civil Air Patrol has started its fourth decade of volunteer service to the nation. Many of the pioneers, including Gill Robb Wilson, who struggled to give it life, have departed the scene. He died in 1966 and is buried at Forest Lawn, Covina Hills, Calif. He passed away while still working on his book, "I Walked With Giants." Although her husband had planned to add 100 pages, Mary Wilson had the book published by Vantage Press in 1968. I think it should be required reading for all CAP members. It seems most appropriate that his final three words written for publication were Civil Air Patrol.

They appear in the last chapter of his book. I would like to share them with you because they reflect so strongly the unassuming modesty of the visionary man who fought so long and hard to create this great organization.

"As for my own part in conceiving and founding CAP, I can only note that I had a unique opportunity to foresee coming events and was in a responsible position to do something about it. If I did play some part, it was because I was surrounded by giants of great spirit who gave me their confidence and upheld my hands. To have walked proudly with them is all the credit I need or want. I had no thought of CAP as other than a Minute Man force to gain time for the military establishment. It was those who succeeded me who hewed out the greater destiny of the CIVIL AIR PATROL."

Chairmen's Comments

SMH-A Good Buy

I've just received an advance copy of CAP's new Senior Member Handbook... and was happy to put my \$3.00 check in the mail.

Two things became increasingly clear as I read through the eight new (or updated) pamphlets and related documents which comprise this revolutionary package.



One — It's the best buy ever offered in CAP.

Two — It is a great investment that will return dividends throughout your career as a senior member.

MOBILE REFERENCE LIBRARY

Each of the pamphlets is punched with three holes for easy filing. This will give each member their personal mobile reference library. This is a special blessing for me because I've spent too many frustrating, time-consuming hours groping for an elusive bit of information.

The eight pamphlets are:

- *CAP History
- *Aviation and Flight
- *Organization, Mission and Relationship of USAF and CAP
- *CAP Mission Activities
- *CAP Constitution and Bylaws
- *Military Customs/Courtesies Applicable to CAP
- *Wearing the CAP Uniform
- *CAP Opportunities Available to Individual Members

COORDINATED EFFORT

This project has been fermenting a long time and reflects the painstaking attention our CAP-USAF team gave to this important project. CAP Col. Bill Ramsey and his Senior Training Committee were deeply involved in helping the many agencies from the National Headquarters staff who carried the ball. Included were Personnel, Aerospace Education and its Cadet Branch, and Staff Judge Advocate.

Of course, the lion's share of the work, headaches and project control fell on the shoulders of the CAP-USAF Senior Training Staff... Lt. Col. Ralph W. Barrett, Maj. Gary Crawford, and Lt. Burl E. Turner.

To each I offer congratulations for a difficult job well done.

Present members must order the Handbook from the Bookstore. It will be available approximately June 15, 1972. After July 1, 1972 new senior members will receive it automatically upon receipt of their initial dues and handbook assessment. I urge you to put it to immediate and continuous use. Whether you're a charter member or the youngest senior on the rolls, the mobile reference library can be the best friend you'll ever have in your CAP career.

It's up to you.

The group of USAF-CAP people mentioned earlier have provided the tools—but only you can put them to work.



CAP Supports
the
25th ANNIVERSARY

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PRIDE IN THE PAST - FAITH IN THE FUTURE

CIVIL AIR PATROL NEWS

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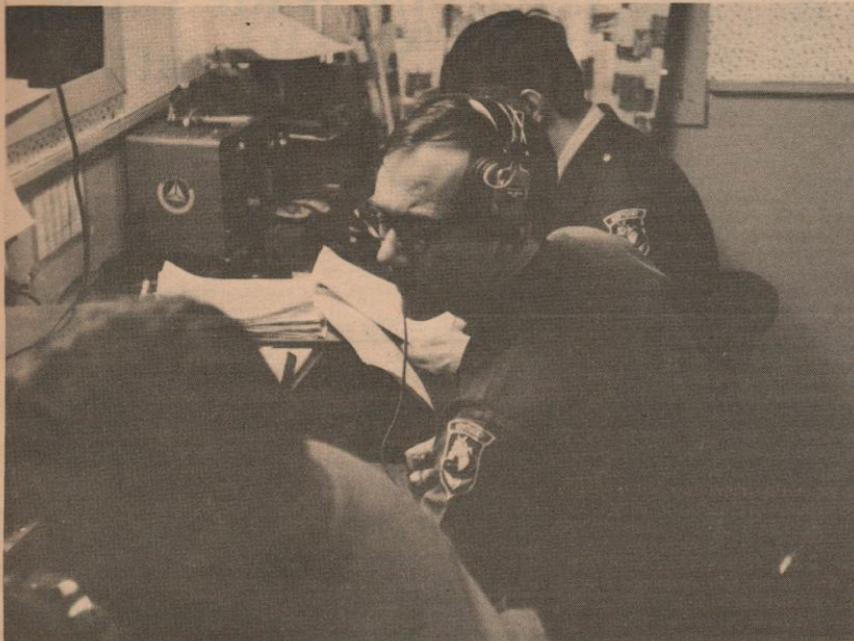
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10-4-Members of the Kentucky Civil Air Patrol Wing keep all personnel involved in the recent liquid chlorine barge emergency up to date on current information by operating one of the communications centers.

CAP Responds To Emergency; Provides Assistance To CD

LOUISVILLE, Ky. — The director of Civil Defense for the Louisville/Jefferson County area recently called for Civil Air Patrol assistance when a barge filled with liquid chlorine became lodged in the McAlpine Dam near here.

Units of the Kentucky and Indiana CAP wings responded by providing aerial observation, communications and assistance in map plotting. They also prepared some 25,000 gas masks for distribution, if needed.

CAP's aerial observation

augmented the Army helicopters which were unable to maintain surveillance for more than 45 minutes without refueling.

The Kentucky National Guard flew helicopters using loudspeakers provided by CAP to warn people in the area of

possible contamination.

CAP units flew aerial surveillance and maintained radio communications during the 12-day salvage operation. They provided 10 aircraft flying 48 sorties, 21 fixed and 28 mobile radios during the operations.

Hike Near Fatal To Duo

NEWCASTLE, Wyo.—Two 18-year-old South Dakota youths, who went on a survival hike without proper supervision, were found close to death near here.

A man and wife on snowmobiles happened across the campsite being used by the youths, and found one boy unconscious and the other immobile. The man went for help while his wife stayed with the boys.

The man located a fisherman nearby, who notified Sheriff W. Larson, also a captain in the Civil Air Patrol, of the problem. The sheriff organized a rescue team consisting of other CAP

members, Lts. Walt Soper and Robert Miller and Maj. Cable Jones and the deputy sheriff, Joe Midford, who evacuated the youths to a nearby hospital.

The youths had been poisoned by water hemlock, which they had placed in their soup, causing them to become very ill. They had their stomachs pumped at the hospital and released to their home hospital.

Relating to the situation, Captain Larson advised, "If you haven't been trained in survival, don't practice it. Train under a good instructor and don't pick isolated areas to practice."

Nebraska Answers To S.D. 'May Day'

OMAHA, Neb. — "Emergency, Emergency. My engine is running rough. I'm going to have to go in north of Elkhorn."

Recently, two pilots flying near here confirmed that this was substantially what they had heard on their aircraft radio. It was somewhat garbled and weak.

Elkhorn is a small community approximately 20 miles west of here. The Elkhorn river also flows some 200 miles through the northeastern section of Nebraska.

One of the pilots who picked up the distress signal landed at the Millard, Neb., airport and made his report to the Flight Service Station. Two Civil Air Patrol pilots at the airport, Capt. C.C. Wolff III, Nebraska Wing operations officer and Lt. Richard Smith, Bellevue, Neb.,

Cadet Squadron commander, were made aware of the distress call. The two pilots became airborne within minutes of being notified and began a systematic search of the area north of the community of Elkhorn. They searched until sundown with negative results.

That evening the Nebraska Wing was placed on standby alert by the 43rd Aerospace Rescue and Recovery Center at Richards-Gebaur AFB, Mo.

An hour later the emergency operating center at Omaha had been activated with 50 personnel standing by. All of the airports in the Omaha area were contacted to determine if any local pilots had failed to return to their home base.

Some two hours later a report came in that a PA-18 had made a forced landing on a gravel road north of Elk Point, S.D. late that afternoon. The 43rd ARRS later confirmed that it was, in fact, the same aircraft believed downed north of Elkhorn, Neb.

Unusual atmospheric conditions had caused the two pilots west of Omaha to pick up the transmission from the distressed aircraft some 100 miles to the north.

"It was a unique and unusual set of circumstances," commented Captain Wolff, "having two aircraft pick up a distant distress signal near a town with a similar name."

N.M. Pilots Fly Safer With Survival Kits

KIRKLAND AFB, N.M.—New Mexico Civil Air Patrol pilots are now flying safer with the addition of a well designed survival kit to their aircraft.

The kits were prepared by Lt. Col. Merle E. Norem, USAF, liaison officer to the wing. In assembling materials for the kits three major categories of survival were considered, and items necessary for these areas were obtained. These areas are first aid, signaling devices and individual survival.

Each kit is designed for easy stowage in the aircraft. It includes such items as a blanket, gloves, canned drinking water, insect repellent and sunburn ointment.

Georgia Officers Make FAA "First"

MAXWELL AFB, Ala.—Col. Raymond B. Mabrey and 1st Lt. Robert E. Lewis, of the Georgia Wing, CAP, have been designated Accident Prevention Counselors by the Federal Aviation Administration. Colonel Mabrey and Lieutenant Lewis are the first Wing commander and Wing Assistant Director of Logistics and Transportation, to be so designated.

The Accident Prevention Counselor is an integral part of the FAA's General Aviation Accident Prevention program. He must have the ability to sell aviation safety and stimulate interest that will spontaneously accelerate the program.



SHERIFF LARSON



HONORED—Lt. Charles Eichelkraut of the Illinois Wing was recently honored for his life saving mercy flight last fall. The CAP lieutenant received the National Certificate of Recognition for flying an Illinois woman to Mayo Clinic in Rochester, Minn., during an emergency, thus saving her life.



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

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

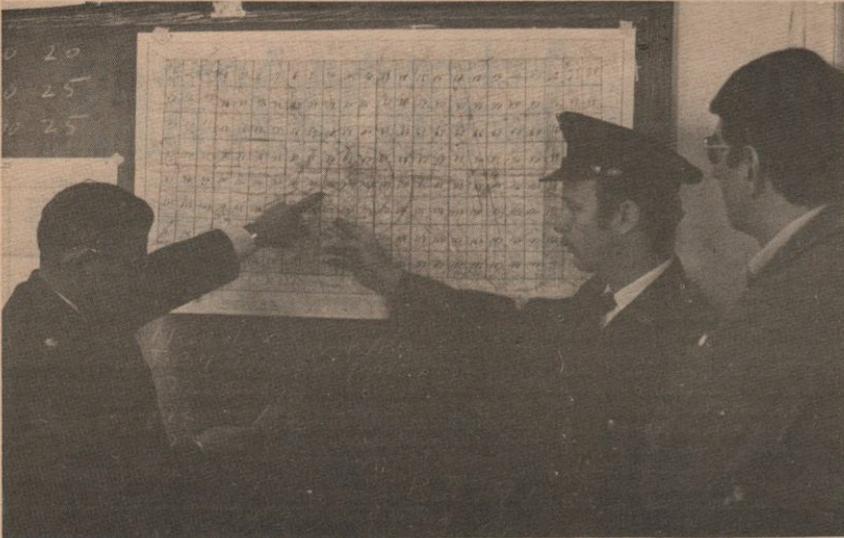
(As of Apr. 16, 1972)

Number of Missions	82
Number of Aircraft	1,552
Number of Sorties	2,475
Participating Members	7,379
Mobile Radios	1,270
Fixed Radios	1,223
Lives Saved	1
Persons Evacuated	4
Persons Assisted	1
SAR Objects Located	21

CIVIL AIR PATROL SEARCH/RESCUE MISSIONS						
MISSION NUMBER	DATE OPENED	WINGS INVOLVED	NUMBER OF SORTIES AND HOURS	PURPOSE AND RESULTS		
42-61	Mar. 21	California	228 56.9	Cessna 2 POB. From local area of Orange County, Calif., airport. Located by hikers. 2 POB deceased. Closed.		
42-57	Mar. 20	Idaho	4 12.9	3 Missing persons in truck. Located by Idaho Wing. Recovered uninjured. Closed.		
44-43	Mar. 22	Georgia	11 16.8	Cessna 1 POB. From Concord, N. C. to Chattanooga, Tenn. Located by Georgia Wing. 1 POB deceased. Closed.		
43-28	Apr. 3	Texas	1 1.5	2 missing persons on raft. Located by Texas Wing. Persons signaled that they were OK. Closed.		

	No. of Missions	No. of Sorties	No. Hrs Flown	No. of Saves	No. of Finds	No. of Evacs	No. of Assist
72	82	2,475	4,496.4	1	21	4	1
71	85	4,963	9,814.1	3	18	108	103
70	97	3,183	5,930.1	9	3	89	32

The above chart, showing major search missions for the period indicated is published so that all members of CAP will be fully informed and cognizant of the outstanding accomplishments of CAP Search and Rescue crews. The chart is a comparison of what we have done during the past three years. The statistics shown have been compiled by DCS/Operations at National Headquarters from ARRS Mission Summaries.



PLOT ROUTE—Members of the South St. Paul Squadron discuss the areas to be covered in a recent simulated search and rescue mission to test the unit's emergency beacon locator. From left to right are Lt. Col. Henry Howe, Senior Members Dave Dixen and Dave Oleson.

Control Center 'Hot' During SAR Mission

(Editor's Note: Following are impressions of Maj. Robert J. Henke, information officer with the Nebraska Wing, during a recent search and rescue operation. Too soon it may bring back memories, while to others it may give an insight as to what goes through a person's mind during these trying times.)

OMAHA, Neb.—Civil Air Patrol offers to its active members a variety of interests and activities. Participation brings happy times and sad times, moments of frustration and moments of great personal satisfaction.

But when the phone rings at 1:30 a.m. and a voice somberly announces that CAP has been put on alert to search for a missing aircraft, participation brings with it awesome and frightening responsibilities. The lives of those people aboard the aircraft may depend on the actions taken by CAP members.

I had the opportunity to observe the actions and reactions of the team in the emergency operating center during a recent mission. I have been involved in previous missions, both at mission sites and on the scene in search aircraft, but this was my first opportunity to view an entire mission at the "nerve" center.

At 3:55 a.m. the first aircraft was launched to do a route search looking for a fire or flashlight distress signal. At 5 a.m. word came in that the plane was forced to land due to weather. It was an ominous note of what was to come the rest of the day.

Radio stations throughout Nebraska were asked to have their listeners please call the mission control center if they saw or heard a low flying aircraft the night before.

The best technicians in the wing were at the center. Weather charts were being studied. Leads started coming in from ranchers, farmers and city

dwellers. All were charted and evaluated. Flight service stations, weather bureaus, state aeronautics department, sheriff's offices, state patrol and Air Force Rescue and Recovery Center—all were being informed and consulted. The magnitude of the operations was overwhelming.

Maj. Dick Pogue was the mission coordinator from 1 a.m. until 6 p.m. when Capt. C. C. Wolff replaced Major Pogue.

The transition was smooth. The old staff, tired and weary, briefed the new staff on what had and was happening.

The disappointment of the day showed on the tired staff. Everyone was aware of it. The survival chances were now critical. If only the weather had been better and they had gotten all their planes into the air.

By 6 a.m. the next morning, Captain Wolff had determined his course of action for the day ahead. Based on all available information the "high suspect area" for immediate search was indicated on the map. It concurred with Major Pogue's who was back on duty, but had been expanded.

Late that morning a rancher's wife from central Nebraska called to say that she had just talked to a neighbor who had heard a very low flying aircraft in the late evening two days earlier, flying northwest. She thought it wasn't significant because the plane was flying in the opposite direction of the course of the search.

A pilot was dispatched to the area in question. A few hours later he reported spotting a downed aircraft. Thirty minutes later confirmation came from the state patrol. There were no survivors.

As quickly as it had been setup, the operation closed down, quietly, without much fanfare.

Major Pogue and Captain Wolff were the last to leave. Some sincere "Thank you's"

were the last words to echo through the control room.

It would be days, maybe weeks, before the center staff could go to bed, or eat a meal, or fly an airplane, or drive a car, without reliving those two days, wondering what they could have done differently, to make the find quicker. The burden would ease slowly—even the knowledge that the persons were killed on impact did not help.

Armchair critics and Sunday morning quarterbacks would have their say. But they were not there—on the scene—at the "nerve" center. I feel no one could have asked for more.

Searches Made Easy With New Locator

ST. PAUL, Minn.—Finding the proverbial needle in the haystack is child's play compared to the mind-bending task of searching 1,000 square miles for a downed plane. Yet that is the job most Civil Air Patrol members had to do prior to installation of emergency beacon locators on several of CAP aircraft.

The first Minnesota Wing unit

AWC Adds Two Programs

MAXWELL AFB, Ala.—The Air War College has announced two important additions to the curriculum of its Correspondence and Seminar Programs.

Beginning with the Seventh Edition of its text materials, now being introduced, more emphasis is being placed on critical domestic issues as they apply to the professional officer. Of particular interest are chapters on drug abuse and race. Other problems of concern, such as the environment, the urban crisis, and dissent are also discussed in depth for the first time in the AWC associate programs curriculum.

Civil Air Patrol members in the grade of lieutenant colonel and above are eligible to enroll in this program.

The program features the advantage of guided self-study followed by careful evaluation of each student's work by the AWC faculty.

Requests for information and/or enrollment should be addressed to the Associate Programs (AWCEDA), Air War College, Maxwell AFB, Ala 36112.

to have the new equipment was the South St. Paul Squadron. They proved its effectiveness during a recent practice mission.

Twelve planes took part in the test which began when a car was sent out with one hour's start to place an emergency beacon transmitter.

After a briefing, the pilots flew a normal search and rescue mission following cardinal points on the compass. One squadron plane was sent out to maintain a 6,000 foot altitude. At the time, it contained the only equipment for homing in on an emergency beacon signal.

Within two hours, the homing device led the plane directly over the target and other planes were called in at lower altitudes to confirm the sighting.

Catalog Change

Distribution Made

MAXWELL AFB, Ala. — Effective February 1972, the Extension Course Institute (ECI) distributed a "packet" of ECI Catalogs and Guides to CAP wings for further distribution to lower-level units. Additionally, catalog/guide changes are being distributed in the same manner.

Individual senior members must not correspond directly with ECI in an effort to obtain the ECI Catalog and Guide or Changes thereto. Instead, the member should pursue the matter through his CAP unit of assignment and/or his parent wing headquarters.

A revised CAPR 50-1, Extension Course Institute (ECI), dated April 4, 1972, has been distributed to CAP field units. Members should review this directive prior to applying for an ECI course.

REGION EFFORT—Members of the Northeast Region were busy preparing for the recent Civil Air Patrol Communications exercise to determine the effectiveness of the CAP communications network. Below, Cadet First Class Dorothy Houlihan of Nassau Squadron 6, monitors radio station at Zahns airport while Lt. Col. Ri Nakamura, Northeast Region observer, looks on as Capt. Richard Citron, checks the VHF antenna.



CAPCOMM

'72

EXERCISE

Ariz. Unit Demonstrates Can-Do Attitude

"The finest CAP facility in the State, maybe in the nation, and it didn't cost us one penny..."



PROUD COMMANDER—Maj. Richard Denbrook, commander of Squadron 301, stands outside his unit's new building.

PHOENIX, Ariz.—From rags to riches, or better yet, from shanty to mansion, describes the progress made by a Civil Air Patrol unit here.

Seven years ago, the home of the Phoenix Squadron 301 was three, 20-year-old Quonset huts, showcases of damp rust and dry rot. If the local light company had moved a utility pole that stood against a portion of the building, the south wing would have sunk slowly in the West.

Recently, the same unit dedicated a new headquarters. It is heated and cooled, carpeted and draped, kitchened and lounged, and was polished like a new aircraft for the Sunday open house.

Punctuating the ribbon cutting speeches were tired sighs from a platoon of Arizona CAP members who have spent the last seven years building this \$50,000 facility with their own hands, borrowed equipment, dunned dollars and donated bricks and fixtures.

The building, located on the north side of Phoenix' Sky Harbor International Airport, constitutes a classic of can-do that began in late 1965 when bulldozers levelled the quonset huts as part of a \$5 million airport modernization program.

At that time, the unit had no place to go, no money to make any move.

"So we looked through our membership roster,

examined the talents we had available, drew up a list of companies and individuals known to be interested in flying and decided to custom build our own facility," said Maj. Richard Denbrook, commander of 301.

After a year of waiting and discussion, Denbrook finally out-debated city officials and obtained a site at the airport for a \$1 a year lease. A major stipulation, however, was that the materials and design for CAP's proposed headquarters should match the classy modernity of the airport's new buildings.

A local architect, Donald Van Ess, helped meet this requirement when he agreed to draw up and donate plans that matched airport design standards.

While donations began coming in from more than 80 local companies, squadron members were utilizing their civilian talents.

Lt. Norval Dare, a carpenter when out of CAP uniform, looked after the woodworking. Capt. Bill McTyre, a veteran metal and construction worker, became general foreman. Lt. Chuck Freegard, a masonry company executive, returned to his skinned-knuckle days by supervising the brick laying.

Even Denbrook's father, a 74-year-old electrician, came out of retirement to draw up the lighting circuits.

"Now we have the finest CAP facility in the state, maybe in the nation, and it didn't cost us one penny," said Denbrook. "It has been a long, slow haul but we have a 12-room headquarters that includes offices for the staff, a large meeting room, supply room, flight office, equipment shops, even washrooms with showers.

"We have enough room to house our own squadron, cadet squadron 306, and our group headquarters—all under one roof."

In recognition of their contribution, Denbrook signed and issued CAP certificates of appreciation to every company and individual who contributed to the construction.

Dozens of donors were among the 200 people who crowded the building for the official opening ceremony. Jim Vercellino, director of the Arizona Department of Aeronautics and Art Bethancourt, director of operations for Sky Harbor Airport, were principal speakers.

It was an appropriate moment for both men. For Vercellino and Bethancourt, are ex-CAP members. Vercellino, in fact, had at one time commanded the squadron he was congratulating for its new facility.

One highlight of the ceremony was a presentation by Col. Eugene Isaak, commander of the Arizona Wing, of the unit citation award to Major Denbrook and Squadron 301. Last year, Denbrook received a Meritorious Service Award for his work in leading the building drive.

More than one speaker at the dedication noted that the squadron had completed its new building without ever excusing itself from any search and rescue activities in the state.

While the ceremonial cake and coffee were still being enjoyed by dedication dignitaries, Squadron 301's PA18 aircraft was taxiing away from the new headquarters. Capt. Glen Phillips and Lt. Gwyn Dare were enroute to central Arizona to check out a ground sighting of a horizontal stabilizer.

Just "business as usual," said Denbrook.



STATE'S BEST—The drill team of Sky Harbor International Squadron 306, winners of the state's CAP drill contest, performs at the start of dedication ceremonies for the new building.

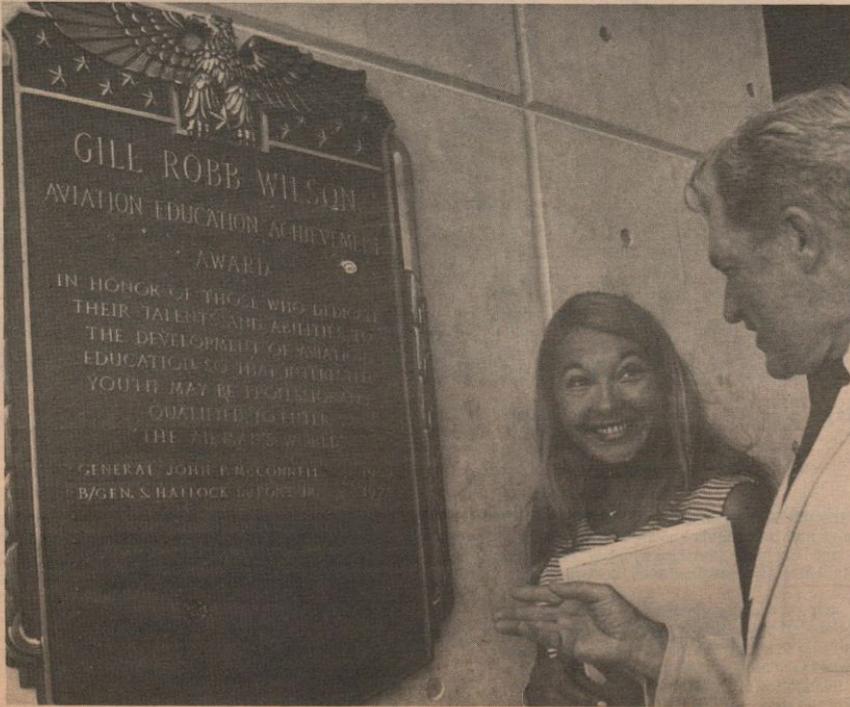
Photos and story

Courtesy of

Lt. Col. Paul Dean

Group III, Arizona Wing

Thousands Witness Dedication



ADMIRE PLAQUE—Col. L. H. McCormack, USAF, chief of staff at Headquarters CAP-USAFA and Miss Maggie Page, secretary at Emory-Riddle Aeronautical University admire the plaque denoting the winners of the Gill Robb Wilson Aviation Education Achievement award.

(Continued from Page 1)

remarks as a formation of F-102's from the Florida Air National Guard in Jacksonville saluted the memory of a great exponent of higher aviation education and air power.

The new center is the result of a chance meeting between Jack R. Hunt, president of Embry-Riddle University and Mary Wilson Mitchell.

Embry-Riddle was ready to begin raising matching funds for its next building need. Mr. Hunt and Mrs. Mitchell were assigned to a head table at an important function. By the time the meal was over, the idea of the Gill Robb Wilson Memorial was developed.

The Embry-Riddle campus, when completed, will have a value of some \$25 million and accommodate over 6,000 students interested in pursuing higher aviation education.

Gill Robb was born in 1893 in Clarion County, Pa., the son of a Presbyterian minister. Following in the footsteps of his father, whom he called "the tallest giant of them all," he prepared for the ministry and became a thoughtful and provocative preacher in a modest parish in Trenton, N. J.

But the upheaval in world affairs brought on by World War I drew him to his real challenge — aviation. He joined the Escadrille 66 in France and stayed with aviation for the rest of his 73 years.

Since that time, the name of Gill Robb Wilson has been identified with the development of almost every significant phase of aviation.



OFFICIAL CEREMONY—Com Brig. Gen. William W. Spruance General Spruance was the master of ceremonies at the Gill Robb Wilson Memorial Center.



WIDOW—Mrs. Mary Wilson Mitchell, widow of the late Gill Robb Wilson, spoke at the dedication ceremony at Embry-Riddle Aeronautical University honoring her husband.



SMILE—These unidentified kids are two of the thousands of guests who attended the official dedication of the Gill Robb Wilson Memorial Center at Embry-Riddle Aeronautical University.



NEW COMPLEX—An aerial view of the recently dedicated Gill Robb Wilson Memorial Center at Embry-Riddle Aeronautical University.

n Of Wilson Memorial Center



Congressman Don Clausen of California, standing left, joins chairman of Embry-Riddle's Board of Trustees, on stage, as one of the speakers at the official dedication ceremony of the center.



THIRD WINNER—James H. Straubel (left), received the third Gill Robb Wilson Aviation Education Achievement Award during the dedication ceremonies of the Gill Robb Wilson Memorial Center at Embry-Riddle Aeronautical University. Making the presentation is Jack R. Hunt, president of Embry-Riddle. Former recipients are Gen. John P. McConnell and Brig. Gen. Samuel H. duPont Jr., CAP National Chairman.



Mrs. Mary Wilson Mitchell, widow of the late Gen. Daniel (Chappie) James Jr., speaks at the dedication of the center.

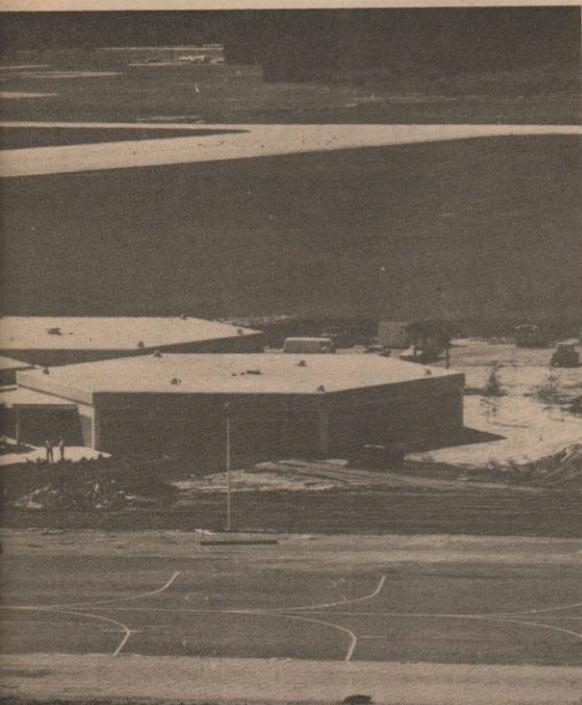
HONORED GUEST—Brig. Gen. Daniel (Chappie) James Jr., deputy assistant Secretary of Defense for Public Affairs, was one of the honored guests at the dedication of the Gill Robb Wilson Memorial Center.

Dedication

The Gill Robb Wilson Memorial Aeronautical Center was built in his memory but dedicated to his personal goal... the professional training of youthful students in the Art of Airmanship.



CONGRESSIONAL GREETING — Congressman Don Clausen of California (right) greets the President of the Embry-Riddle Student Government Association, Frank Mayer, during dedication of Gill Robb Wilson Memorial Center.



Gill Robb Wilson Memorial Center at Embry-Riddle



OFFICIAL POSE—Among those taking part in the dedication ceremony of the Gill Robb Wilson Memorial Center were, left to right, Jack R. Hunt, president of Embry-Riddle Aeronautical University; Mrs. Mary Wilson Mitchell, widow of the late Gill Robb Wilson; and J. Paul Riddle, co-founder of the university in 1926.

Photos Courtesy of
Public Relations Department
Embry-Riddle Aeronautical
University



THANKS—Cadet Capt. Larry Gray, (left), Cadet commander of London Composite Squadron receives thanks from the Chief of Air Force Sports, Walt Hennigan, for the cadet assistance at the annual Amateur Athletic Union Basketball Tournament held at London, Ky. Observing are, left to right, Cadets Luke Day and James Reid and TSgt. Bill Crawford, USAF Recruiter at Lexington. The Armed Forces team won the tournament for the fifth straight year.

Pa. CAP Family Furnished With Special Monitor Radio

BOYERTOWN, Pa. — The home and cars of a Palmer Township family are furnished with a special kind of radio — a Civil Air Patrol monitor.

Mrs. Margaret M. Varley and her son, Kenneth, are active in communications work with the CAP. Mrs. Varley, a CAP first lieutenant, is an information officer for the communications section of the Pennsylvania Wing.

CWO Kenneth Varley is a communications officer for Bethlehem Squadron 809 and for Group 80, which includes the squadrons in Bethlehem, Allentown, Whitehall, Reading and Boyertown.

Mrs. Varley, who has worked with CAP for 10 years, said emergency calls ranging from plane crashes to lost children to traffic tieups are transmitted over the special frequency reserved for CAP.

She said her son's car radio was instrumental in averting what could have been a major pileup of traffic on a highway near Hamburg. His car was involved in an accident during a sleet storm and high winds. The resultive tieup of traffic hindered anyone from reaching a

phone. Varley issued a "May Day" call over his transmitter, indicating that life and property were in danger. Although atmospheric conditions prevented his message from reaching Pennsylvania units, a New Orleans operator picked it up and notified the Harrisburg, Pa., unit.

Three years ago, the

Pennsylvania Wing started a "communications college" which offers one week's intensive communications training for CAP members. The training, held at Kutztown State College, now covers the northeast region of the United States, which includes New York, New Jersey, Pennsylvania and the New England states.



RADIO FOR EMERGENCIES—1st Lt. Margaret M. Varley and her son Kenneth, a chief warrant officer, demonstrate the CAP radio equipment in their home.

Kiwanis Donates To Oregon Unit

GRANTS PASS, Ore. — The Grants Pass Civil Air Patrol Squadron received a \$300 check from the local Kiwanis Club recently.

Kiwanis president Jack Seymour presented the check to Maj. Robert Howe, squadron commander. The funds will be used to procure radio and walkie-talkies for training cadets and use in emergencies.

The presentation was made at the Josephine County Airport where cadets were receiving flight indoctrination for mission observers.

REGION & SENIOR AWARDS

MERITORIOUS SERVICE AWARD

Capt. William A. Simmons, MER, C/MSgt. Carol L. Mahaffey, MER, Lt. Col. Douglas E. Hicks, MER, Lt. Col. Mildred C. Hicks, MER, Maj. Edward S. Woodward Jr., MER, Lt. Barbara L. Morris, MER, SM Thomas L. Fogle, MER, Maj. Robert J. Henke, NCR, Maj. George H. Poque, NCR, WO Jon C. Morris, NCR.

Awards approved by CAP National Headquarters are as follows:

BRONZE MEDAL OF VALOR

Lt. Col. Williams I. Williams, Tex., Sept. 18, 71. CWO Roger C. Boivin, Tex., Sept. 18, 71. CWO Stanley G. Brown, Tex., Sept. 18, 71. SM Richard G. Gilmore, Tex., Sept. 18, 71.

DISTINGUISHED SERVICE MEDAL

Col. Richard A. Salsman, N. D., Jan. 1, 71 - Dec.

31, 71. Lt. Col. Norman Starauus, N. Y., Aug. 1, 69 - Jan. 15, 72.

EXCEPTIONAL SERVICE AWARD

Col. Stanhope Lineberry, MER, Oct. 1, 70 - Oct. 1, 71. Col. William B. Cass, NCR, June 14, 71 - June 25, 71. Col. Charles W. Matthis Jr., NCR, Aug. 8, 71 - Aug. 14, 71. Lt. Col. William K. Allen, N. Y., June 1, 69 - Dec. 31, 71. Lt. Col. Leonard A. Blasevich, NCR, July 1, 71 - Nov. 23, 71. Lt. Col. Fred L. Emmons, Ind., Nov. 1, 66 - Nov. 1, 70. Lt. Col. Patricia J. Gligstad, Iowa, June 14, 71 - June 25, 71. Chaplain (Lt. Col.) Robert A. Murphy, Neb., (Posthumously), Oct. 1, 70 - May 5, 71.

UNIT CITATION

Winston - Salem Composite Squadron, N. C. Wing, July 1, 71 - Jan. 31, 72.



Is she or isn't she?

Is Justice blind?

Not to the problems in our country. Although she blindfolds herself for the sake of perfect objectivity toward those who come before her, she sees the problems.

And through her legal system, she is taking action.

In 1972, Law Day U.S.A. focuses upon the role of law in improving our society and strengthening the legal process.

To improve the quality of life for all Americans, the legal profession is engaged in a variety of programs which include environmental and social reforms.

To increase the efficiency and fairness of the legal system itself, there are programs to streamline its machinery and expand its effectiveness.

There are dynamic new programs. Some fresh thinking on old problems. And genuine commitment. But the nation needs the commitment of all citizens, exercising their rights and responsibilities of citizenship.

On May 1, Civil Air Patrol joined other Americans everywhere in commemorating Law Day U.S.A.

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Dismemberment	5,000	10,000	15,000	20,000	25,000
Medical Expense	500	1,000	1,500	2,000	2,500

Annual Cost

	\$10.00	\$20.00	\$30.00	\$40.00	\$50.00
Non-Pilot					
Pilot	20.00	40.00	60.00	80.00	100.00

I hereby Make Application For Civil Air Patrol Senior Member Accident Insurance Under Hartford Accident & Indemnity Co. Master Policy On File At National Headquarters Civil Air Patrol.

Name Date of Birth

Address

CAP Ser. No. Pilot Non-Pilot

Beneficiary Relation

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FAA Proposes Revisions

A sweeping and upgrading of pilot training and certification requirements, which could affect virtually every licensed U.S. pilot, has been proposed by the Federal Aviation Administration, Secretary of Transportation John A. Volpe announced recently.

The proposal prescribes new requirements for student, private and commercial pilot certificates as well as for pilot instructor ratings. It also requires pilots currently holding these certificates to have a flight proficiency review every two years and sets higher "recency of experience" requirements for pilots who carry passengers.

FAA Administrator John H. Shaffer said the proposal would drop the present system, whereby a student is trained to pass a written test and then demonstrate his ability to perform only a number of standard flight maneuvers. The new system is based on a "total operational training concept" in which the student is trained to be capable of performing in all operational areas. Certified flight instructors would play the key role in determining the capabilities and competency of their students.

"Under this new training concept," Shaffer added, "all of the specific procedures and maneuvers (e.g. S turns, Lazy eights) now listed under the aeronautical skill requirements in Part 61 of the Federal Aviation Regulations for various types of pilot certificates and ratings would be eliminated. That listing would be replaced by pilot proficiency provisions which would only prescribe an

outline of the areas of pilot operation (e.g. airport and traffic operations, critically slow speeds and stalls) in which flight instruction is necessary. However, an authorized instructor who has given a pilot flight instruction would be required to determine that his student is able to perform safely as a pilot under the rating sought in order to become eligible for the prescribed flight test."

In view of the increased responsibilities of the instructor, Shaffer continued, the proposal prescribes higher standards for flight instructors. They would be required to hold a commercial license with an instrument rating and aircraft category and class ratings. Presently a private pilot with 200 hours of flight time can qualify for a flight instructor's rating.

Major points in the proposed revision of FAR Part 61 are:

- *Proficiency flight review of every pilot by a certified flight instructor each 24 months. There is no current requirement for flight checks except in the case of airline and certain commercial pilots who presently receive periodic proficiency checks; and thus would not be affected by the proposed requirement.

- *Pilots must have 24 hours of

flight time in the preceding 12 months or pass a flight check in order to carry passengers. The current requirement is five take offs and landings in the preceding 90 days.

- *Student pilots must obtain a flight instructor's endorsement each 90 days for solo flights. Presently a student pilot who has 40 hours flight time has unlimited solo privileges.

- *Certification requirements for a private pilot's certificate would be stiffened for more instruction in night flying, use of instruments in conducting simulated emergency climbs and descents, following radar and DF (direction finding) headings, solo experience at tower equipped airports and more extended cross country flying. Although the 40 hour minimum flight time requirement would remain unchanged in conformance with current ICAO standards, FAA notes that most students require considerably more flight time to qualify for a private license.

- *Flight time for a commercial pilot certificate would increase from 200 to 250 hours to meet requirements for additional instrument and cross country time and for 10 hours of training in "complex" aircraft. Applicants also would be required to have an instrument rating. Those who don't would be issued a "restricted" commercial license. ("Complex" aircraft are those having flaps, retractable gear and reversible propellers.)

- *Requirements for an instrument rating would be changed to include training and testing in the use of various landing approach aids such as VOR, ILS and ADF. Presently, applicants for this rating may select a single approach aid for training and testing purposes.



COLORADO FIRST — Col. C. M. Fountain, (left) and Capt. Jesse Marshall, (center) commander and operations officer respectively of the Colorado Civil Air Patrol Wing receive the registration papers for the first of four O1 Bird Dogs assigned to the Colorado wing from S/M Henry Elgin, aircraft mechanic.

CAP Takes The Lead For General Aviation

MAXWELL AFB, Ala.—The Federal Aviation Administration proposal for revising and upgrading pilot training and certification requirements which are described elsewhere on this page bear a striking similarity to those already in use by Civil Air Patrol through CAP Manual 60-1. Accordingly, should the proposed rule go into effect, CAP pilots will have a headstart over most general aviation pilots by already complying with many of the new requirements.

Probably the most sweeping change will have no effect whatsoever on CAP pilots. Civil Air Patrol recognized the value of periodic proficiency checks and already requires them annually, as opposed to each 24 months proposed by FAA. Also, CAP has participated in one CAPSAFE program with SAFE Inc., and in cooperation with the AOPA, has been co-sponsoring SKYSAFE clinics which meet the intent of the new rules for proficiency checks. Evaluation clinics sponsored in-

house by CAP should also meet the requirements proposed.

The use of instruments in night flying for private pilots will receive more emphasis under the proposed FAA rules. The training syllabus in CAPM 60-1, specifically Lesson Plan 4, requires precision and non-precision approaches for night transition. This also covers the new requirement to be able to follow radar and DF headings.

Those aiming toward an instrument rating will have to demonstrate proficiency in various instrument approaches rather than pick only one type for their check. CAP pilots, in Lesson Plan 3, already receive instructions in VOR, ADF, ILS, AND GCA approaches.

Civil Air Patrol obviously "saw the handwriting on the wall" and has taken the lead in establishing requirements which the FAA feels should apply to all general aviation pilots. Should the new rules be adopted, perhaps the skies will be a safer place for all concerned.

New Weather Test Planned

The Federal Aviation Administration of the Department of Transportation will evaluate the use of remote television to monitor weather conditions in a mountain pass frequently used by general aviation pilots operating under visual flight rules (VFR). FAA Administrator John H. Shaffer announced recently.

The program will be conducted for FAA by the National Weather Service of the National Oceanic and Atmospheric Administration under a \$108,000, interagency agreement. The actual TV monitoring operation is scheduled to get underway in July, following installation of off-the-shelf camera and remoting equipment and continue for six months.

The remote TV camera in the test program will be located in Stampede Pass, which is 80 miles east of Seattle and one of the east-west routes for VFR air traffic through the mountains. It will be co-located with a manned weather station, operated by the National Weather Service (NWS), permitting a comparison of the TV data with actual observations.



Decal Wanted!

Maxwell AFB, Ala. — Anyone having any knowledge of 6-inch decals matching this reproduction please contact: Maj. Harry W. Treanor, CAP 39 Roberts Ave. San Rafael, Calif. 94901 Major Treanor is trying to obtain some of the decals for his aircraft.

TRANSPO '72 Slated For Dulles Airport

The Federal Aviation Administration of the Department of Transportation is preparing a multi-lingual welcome for general aviation pilots planning to attend TRANSPO 72. The U. S. International Transportation Exposition, scheduled for Dallas International Airport, May 27 through June 4.

At the same time, FAA is cautioning general aviation operators that only limited facilities and accommodations for their aircraft are available at Dulles, and is urging those intending to fly into the area for TRANSPO to use one of the nearby general aviation fields and commute to Dulles by surface transportation. The agency noted that about 1,000 parking places are available for transient aircraft at eight airports within a 25-mile radius of Dulles.

To assist pilots in planning flights to TRANSPO, FAA is distributing a special package of flight information materials.

including charts showing VFR and IFR (visual and instrument flight rules) routes in the Dulles area, through its world-wide information system.

A special temporary flight service station is being established at the TRANSPO site and will be staffed by specialists who speak a combined total of 11 languages. Temporary control towers also will be established at three general aviation airports in the area.

In addition, the new automated radar terminal system (ARTS II) installed at Dulles will be in operation for TRANSPO. Flight advisories also will be broadcast on the Dulles Automatic Terminal Information Service (ATIS).

To operate in or out of Dulles during the 10 days of TRANSPO, private aircraft should obtain a TRANSPO control number in advance.

Control numbers may be obtained by calling (703) 471 4830.

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CAP-ARRRS Combine For SAR



CORRECT NUMBER—Maj. Dick Madison, USAF, 44th Aerospace Rescue and Recovery Center gives a Civil Air Patrol member from Maryland the phone number of the Center. CAP members were advised to call for any help they may need in executing a search.

MAXWELL AFB, Ala. — Valuable training, rapport and mutual understanding were themes of a search and rescue coordination course conducted by the Air Force Aerospace Rescue and Recovery Service (ARRS) at Eglin AFB, Fla., recently.

Some 58 search and rescue mission coordinators of the Civil Air Patrol, met with officials of the ARRS for three-days of concentrated training in the techniques of search and rescue.

The course, a first of its kind, will be followed by similar courses at the ARRS's Central and Western Rescue Centers at Richards-Gebaur AFB, Mo., and Hamilton AFB, Calif., respectively.

The Eglin course emphasized the cooperation and help that CAP can expect from ARRS when prosecuting a search and examined the three main areas of search and rescue procedures—special equipment, emergency locator transmitters (ELT) and use of grid systems.

In the area of special equipment, ARRS explained how CAP can call on the Rescue Coordination Center and the Air Force to get special aid. Such aid may be in the form of infrared/photo reconnaissance using Air Force aircraft such as the SR-71, U-2 and RF-4. Also HH-53 helicopters and HC-130 aircraft with pararescue personnel may be called in to pick up injured persons in inaccessible areas.

The course took a close

look at the new Federal Law requiring all general aviation aircraft manufactured after Jan. 1, 1972, to be equipped with ELT's and all aircraft, regardless of date of manufacture, to be equipped by 1973. Course instructors predicted that CAP SAR airmen would find the job of locating downed aircraft a lot safer and speedier when this new law is in full application.

CAP aircraft have found simulated downed aircraft in test exercises with the ELT in three hours or less. This shortened find time is expected to greatly improve the chance of survival of persons in downed aircraft. Without the ELT aerial searches sometimes run up to several days before the object is located.

Turning to the area of grid systems, there was unanimous agreement with ARRS's strong endorsement of the use of a universal Grid System in search and rescue. Such a measure would insure that all concerned in the prosecution of a search would be talking the same language.

Maj. John C. Cody, chief of SAR activities of CAP National Headquarters at Maxwell AFB, Ala., saw the course making a significant contribution toward insuring a high degree of skill, excellence and professionalism in rescue efforts. "This course afforded not only valuable training, but a chance for ARRS and CAP personnel to exchange ideas, establish rapport and gain a closer mutual understanding of each others functions," he commented.



CAP ORIENTATION—Sgt. Donald G. Faber, 55th Aerospace Rescue and Recovery Squadron, briefs Civil Air Patrol members on the mission procedures of the Air Force pararescue men and the operations of the

HC-130 aircraft. This completed the Joint SAR Coordinator Course recently held by CAP and the Eastern Rescue and Recovery Center at Eglin AFB, Fla.

Mission Coordinator Course

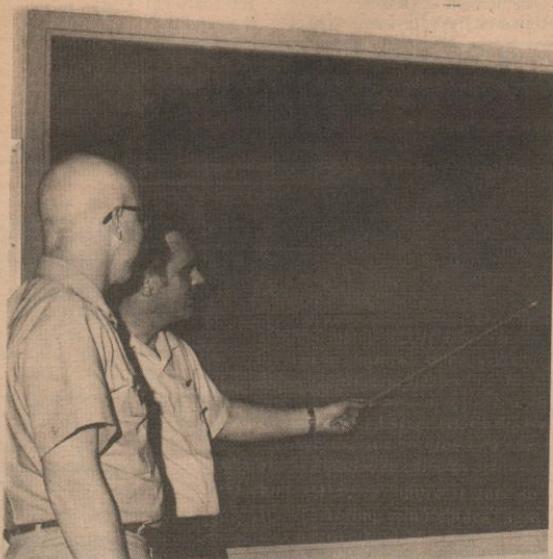


SAFETY FIRST—Maj. Ed Lavelle, 44th Aerospace Rescue and Recovery Center discusses the safety of the search crews while prosecuting a search. Fatigue can sneak up on a pilot and observer as they strain to see foreign objects on the ground. Crew safety and fatigue should be watched closely so crews can help in living up to the ARRS motto—**THAT OTHERS MAY LIVE**—.



ONE SYSTEM BEST—TSgt. Dennis Knebel, 44th Aerospace Rescue and Recovery Squadron instructs Civil Air Patrol members on the importance of using a universal grid system to identify search areas. This was one of many subject areas discussed during the three day SAR Coordinator Course recently held at Eglin AFB, Fla.

**Photos and text
By
Sgt. Al Young, USAF**



PROPER TRACT—Maj. John C. Cody, USAF, Chief of Search and Rescue Activities at National Headquarters points out the proper aircraft tract to be used in a search pattern to 1st Lt. Walter Herman of the North Carolina Wing.



ARRS BRIEFING—SSgt. Grady Allen, 55th Aerospace Rescue and Recovery Squadron orients Civil Air Patrol members on the capabilities of the Air Force pararescue men at the conclusion of the SAR Coordinator Course held at Eglin AFB, Fla. recently.



COMMAND INFORMATION — Joe Wilson (left), assistant director, Office of Information, Headquarters, Air Force Communications Service, distributes press kits to two CAP members who recently attended a special one-day workshop at Richards-Gebaur AFB, Mo. Both Cadet Maj. John Parnacott, Kansas City Composite Squadron and Cadet Second Class Gail Webb, Harry S. Truman Composite Squadron, are Group III cadets who attended the workshop for squadron information team members.

Michigan Cadets Make 3,000 Mile Journey

YPSILANTI, Mich. — Seventeen Civil Air Patrol members from Michigan recently travelled some 3,000 miles by personal cars for a week-long tour of the Cape Kennedy Space Center complex in Florida.

The trip, sponsored by the Wayne-Romulus Cadet Squadron, was provided as part of the cadet aerospace education program.

Highlights of the tour were a lengthy visit to the Kennedy Space Center, including a driving tour of the entire space center, launch sites of past space achievements, and a view of the Apollo 16 spacecraft atop its Saturn V booster.

The cadets saw a demonstration of equipment used in space, movies of previous moon shots, and a view of many of the missiles, capsules and satellites used in the space program. The group also visited the main tracking station which monitors the moon flights and the U. S. Air Force Missile Museum.

The Wayne Romulus unit also plans trips to Washington, D. C. and the Air Force Museum in Dayton, Ohio in the near future.

200 Attend Senior Workshop

ANDREWS AFB, Md. — More than 200 Civil Air Patrol and Air Force Reserve officers recently completed the Senior Training Clinic Workshop here.

The one-day workshop, attended by CAP members from the Middle East and Northeast Regions, covered the history of the program, the four levels, senior awards and senior program activities.

Among the dignitaries to attend were Col. William Patterson, vice chairman of the national board and Col. William H. Ramsey, chief, Chairman Advisory Staff.

Those personnel completing the clinic are now qualified to teach the Level I programs. The workshop was conducted by Lt. Col. William Moore, USAF, Middle East liaison officer and Maj. Patricia C. Hughes, CAP, senior training officer, Middle East Region.

Logistics Award Winners Named

MAXWELL AFB, Ala. — The National Capital Wing has been named winner of the Material Excellence Award for calendar year 1971.

In making the announcement, National Headquarters officials said the winners was selected by the annual review board.

North Dakota was named runner-up for the award. Each wing will receive a plaque and certificate for their achievement.



OUTSTANDING CADET—Cadet Capt. Jan K. Bateman, receives the Air Force Association Chapter 242 trophy for Outstanding Cadet of Year from Maj. Gen. James F. Kirkendall, (right), commandant of the Armed Forces Staff College. Cadet Bateman, a member of the Norfolk Composite Squadron, received the chapter honor because of her leadership ability, spirit and self improvement. The award was presented during the monthly dinner meeting of the Tidewater chapter of the AFA.

Cadet Only Female In Auburn Aviation

MAXWELL AFB, Ala. — Bonnie Smith, daughter of the Alabama Wing Commander, Col. Lee Smith, was recently featured in a local newspaper as the only woman majoring in Aviation Management at Auburn University. Miss Smith is an active member with the Evergreen, Ala. Composite Squadron.

Miss Smith's first solo was in January 1969. She was then selected to attend the flying encampment at Oklahoma State University. At the completion of

the encampment she received her Private Pilots License.

Miss Smith is the only woman active in Auburn's chapter of Alpha Eta Rho, professional aviation fraternity. She also is an active participant in the fraternity's main project, the 12-member flying team which competes nation wide.

She is a news writer for the campus radio station and a member of the Ninety-Nines, the International Organization of Woman Pilots.

New Sr. Forms Now Available

MAXWELL AFB, Ala.—The following Civil Air Patrol forms, which are required for implementation of the new Senior Training Program on July 1, 1972 are now available for requisition on CAP Form 8 in accordance with the provisions of CAPR 5-4, Distribution of Publications and Blank Forms:

a. CAP Form 45, Senior Member Master Record, dated June 72

b. CAP Form 19, Level I Comprehensive Test, dated January 72

c. CAP Form 19A, Scoring Key, Level I Comprehensive Test, dated January 72

CAP Form 23, CAP General Purpose Answer Sheet, also is to be used in conjunction with administering the Level I comprehensive test and should be requisitioned if an adequate stock is not currently on hand.

Only the CAP unit of assignment is to maintain the CAP Form 45 applicable to a CAP senior member. Accordingly, requisitions for CAP Form 45 in excess of this requirement will not be honored.

GUNNISON, Colo. — Gunnison airport was the site for a Civil Air Patrol search and rescue exercise involving 38 personnel from the Colorado wing.

Sixteen Colorado pilots were involved in search missions to locate an emergency locator beacon which was broadcasting its characteristic whail over the emergency radio channel and the remains of a crashed helicopter which went down some 11 years ago. All pilots pinpointed the beacon's location within one-half mile to achieve 100 percent efficiency. Five of the seven pilots who searched for the helicopter's remains were successful in finding it.

The exercise was coordinated from the mobile command bus which was parked just east of the Gunnison airport. Senior member Bill Stone was the Mission Coordinator of the exercise.

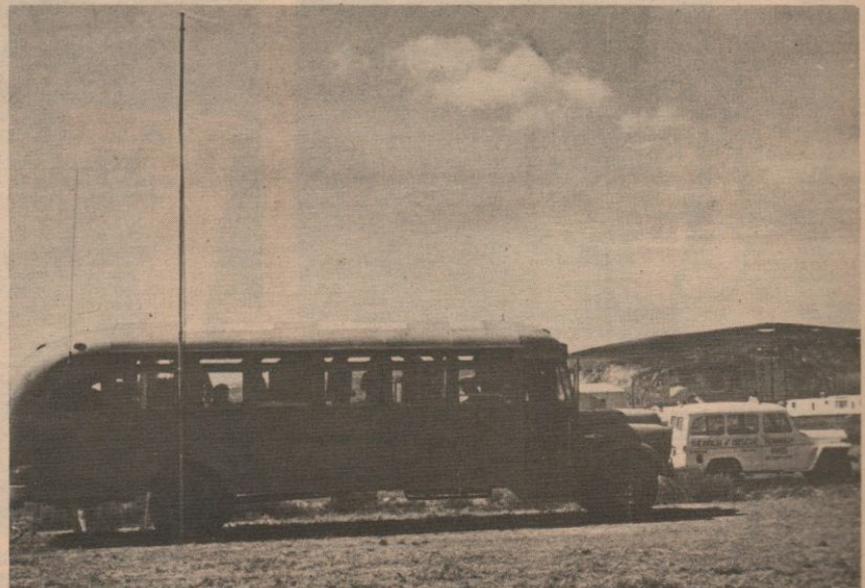
A number of cadets from the Gunnison Composite Squadron were in attendance and provided aid in a variety of ways. For example, Cadet Bob McAllister kept a log of aircraft arrival and departures.

Among the Gunnison townspeople visiting the command bus for a briefing on the mission was the Sheriff of

Gunnison county and his wife. Gunnison pilots participating in the mission were Jerry Lawyer, Ken Newbury, Glen

Boatwright, Jeff Lorimer, Cleo Tillman, Warren Mangus and Jim Chapman. Also participating were pilots from

Denver, Colorado Springs, Monte Vista, Del Norte and Saguache.



COMMAND POST—This bus served as the command post for the recent search and rescue exercise conducted by the Colorado Wing.



DONS SUIT—Cadet Daniel E. Uscian prepares to try on a space suit during the National Aeronautics Space Administration presentation at the Illinois Wing Cadet Conference.

Ill. Holds Annual Conference

CHICAGO, Ill.—Cadets from throughout the state of Illinois recently gathered here for their annual conference.

The two-day meeting was kicked off with a welcoming address by Col. Leonard A. Brodsky, wing commander. Other dignitaries in attendance were Thomas A. Foran, former U.S. Attorney for the Northern District of Illinois—who delivered the keynote address; and Paul A. Dillon, Illinois Department of Aeronautics.

The cadets also received a briefing on "The Light Fantastic" by the Illinois Bell Telephone Symposium; viewed the National Aeronautics and Space Administration Spacemobile, the Alder Planetarium Sky Show, and the Chicago Police and Fire Department helicopter demonstration.

2 Receive Top Honors

JACKSONVILLE, Fla. — Two cadet commanders from Group 31 were recently honored during the group's annual awards banquet.

Cadet TSgt. Joan Pattison, cadet commander of West Duval Composite Squadron, was named "Outstanding Female Cadet of the Year," while Cadet Glenn Lee Nash was named "Outstanding Male Cadet of the Year."

Cadet Nash, a member of CAP since 1966, is commander of the South Jacksonville Composite Squadron. He has earned both the Mitchell and Earhart awards and participated in the 1971 International Air Cadet Exchange program, visiting Great Britain.

Cutler Unit Best Fla. Recruiters

MIAMI, Fla.—The Cutler Cadet Squadron was recently awarded the Certificate of Merit at the Florida Wing conference for their efforts in recruiting new members for their unit during October through December 1971.

The certificate was presented to Maj. Fred P. Graham, squadron commander by Capt. James Cogswell, director of Cadet Programs for the Florida wing.

CADET AWARDS

The following awards were presented during March 1972.

AMELIA EARHART AWARDS

Christopher T. Beierl, 18028, Lawrence B. Grav, 15007, Ronald C. Kennedy, 20107, Charlotte L. Henry, 34139, Marie A. Moscieke, 48002, George P. Nelson Jr., 08133, William J. Jones, 08227, James R. Wishing, 08227, Patricia R. Mankowski, 21016, Steve R. Nixon, 23088, James R. Guzak, 26002, Ronald J. Wanttaja, 33010, Glen E. Fuoss, 49038, Jon R. Boyd, 16014, Larry A. Gillen, 42110, Dale H. Hammond, 10049, Calvin J. Johnson, 10073, Giselle Jurkanin, 04015, David P. Anholm, 04213, Theresa A. Ashcraft, 04213.

MITCHELL AWARDS

Gary G. Carr, 19022, John C. Duffey, 19043, Deborah A. Delh, 28033, Philip Strong, 31159, Charles V. Hayes, 31189, John F. Stamm, 31227, Michael P. Bane, 31288, Brian H. Smith, 37021, Donald G. Kozar, 37191, Walter L. Ellison, 37196, Douglas W. Eichelberger, 37201, Donna T. Madison, 37217, Arthur T. Babiarz Jr., 37237, Steven C. Kozum, 18021, Howard F. Elstinger, 18071, Mark L. Hess, 22052, Kent A. Hobson, 32082, Kirk E. Campbell, 45048, William H. Chorney Jr., 45089, Don R. Mueller, 45089, Charles A. Throckmorton, 47013, Robert K. Vukovich, 47058, Steven R. Mancione, 11113, James P. Prievr, 11113, Mark D. Bergen, 11223, Dennis E. Biela,

11254, Theodore M. Trout, 20104, Bruce E. Clarey, 20183, Larry J. Knaebel, 20183, Suzette M. Gallagher, 34060, Danny O. Leech, 34104, David A. Bowman, 34189, Wayne W. Huebner, 48008, Michael D. Mertes, 48046, Michael A. Curry, 48064, Francis J. Leurquin, 48134, Frankie E. Dishman, 08103, Alvin V. Maldonado, 52035, Roberto Figueroa, 52087, Adrian Martinez, 52087, Luis A. Rosado, 52087, Rosa M. Rosado, 52087, Angel Serrano, 52087, William L. Smith III, 41094, Stephanie A. Wells, 13052, David A. Lavtham, 14024, Robert E. Crowe, 21010, Elbert R. Whitmire, 23023, James B. Clark, 23035, Charles G. Bishop, 03042, Michel W. Cole, 03061, Danny C. Goodall, 35008, Danny O. West, 35008, Donald K. Tolman, 35015, Mike D. Davis, 42179, Patrick O. McGranahan, 42292, Roger D. Ritter, 42305, Thomas H. Young, 05050, John R. McRill Jr., 10049, Jerry D. Morten, 10073, Steven W. Smith, 43003, Richard H. Lathrop, 04107, Kenneth A. Rich, 04180, William J. Bisaha, 04231, Steven T. Tanaka, 04284, John P. Romanucci, 04339, Robert P. Bych, 04364, Gordon P. Sprinker, 36042, Greg L. LaVelle, 36054, Mark E. Leatham, 46019, James A. Smith, 46019, Robert W. Fletcher Jr., 50017, Susan M. Fletcher, 50017, Tanva J. Browning, 51005, William C. Gibson, 51005, Dale L. Goad, 51005, John C. Peoples, 51005, and Ann M. Collier, 51056.

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CADET BRIEFS

Cadets Make Headlines

BELLEVILLE, Ill. — Three members of the Belle-Clair Optimist Squadron recently made news.

Cadet Lt. Col. Mary Ann Hartmann, cadet commander of the unit, was the guest speaker at the Collinsville Rotary Club dinner. She outlined the history of CAP, the cadet and senior program and special activities and scholarships offered to CAP cadets.

Cadet Capt. Mary Frances Hindrichs, another member of the unit, was awarded a first place ribbon at a Marimba Solo contest, held at the local school. She competed against students from 25 high schools from Belleville and surrounding areas.

The other member of the unit making news was Cadet MSgt. Dale Bauer, who received a \$1,000 Parsons College Scholastic Merit Award Scholarship to Parsons College, Fairfield, Iowa. Cadet Bauer received the award for his outstanding academic high school background. He plans to major in Aviation Administration.

100 Percent Completion

YONKERS, N. Y. — All cadets in the Yonkers Composite Squadron have received their First Aid certificates thanks to the efforts of Sgt. Barbara A. Ciegler, the squadron's first aid instructor.

Sergeant Ciegler has taught five standard and two advanced first aid courses during the past year, certifying 40 members of her squadron.

Holds 'First' Radio Net

NEW ORLEANS, La. — Civil Air Patrol cadets from the New Orleans area recently held its "first" radio net on 26.620 MHz. The idea of the net, originated by the New Orleans Area Cadet Council, allows the members to pass informal messages from squadron to squadron.

Cadets Complete Project X

MAXWELL AFB, Ala.—Fourteen members of the Maxwell Cadet Squadron recently completed part of the Squadron Officers School Obstacle Course "Project X."

The members participating were divided into three groups, with one person acting as commander on each of four obstacles. One objective of Project X," said one of the three SOS faculty instructors, who conducted the course, "is to develop a sense of teamwork." He explained that none of the obstacles can be completed in the prescribed time limit unless there is teamwork.

The instructor also pointed out that "the course is designed to develop better communication among the members."



HUMAN BRIDGE—Cadet Lt. Robert Hinman uses his body as human bridge as WO Ben Brooks climbs over him while completing a Project X obstacle at Maxwell AFB, Ala. Sgt. Delbert Fladung helps support Lieutenant Hinman.

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UNITED STATES AIR FORCE

PRIDE IN THE PAST - FAITH IN THE FUTURE

On Sept. 18, 1947, Chief Justice Fred M. Vinson administered the oath of office to the first Secretary of the Air Force, W. Stuart Symington. Gen. Carl A. Spaatz was sworn in as the first Chief of Staff, U. S. Air Force on September 26.

Thus ended an association with the U. S. Army that had endured for 40 years. And thus began a new era in which airpower became firmly established as the Nation's first line of defense and its chief hope for deterring war.

The U. S. Air Force of 1947 was comprised of approximately 300,000 people, was equipped predominantly with World War II propeller-driven aircraft, and possessed a severely limited combat capability in the aftermath of the rapid demobilization that followed V-J Day.

By 1947 the outlines of the cold war had become discernible to American leaders, and they responded to the Communist challenge with a dynamic policy of economic and military aid to other nations. The Truman Doctrine of aid to countries threatened by aggression and the Marshall Plan for economic aid to the war-ravaged countries of Europe were translated into action during 1947 and helped greatly to turn back the tide of Communist expansion. But these measures could be applied successfully against the bitter opposition of the Communist bloc only because of the implicit warning that American military power stood behind them.

The Truman Doctrine initiated a military foreign aid program which eventually included a large number of countries throughout the world and required a great deal of manpower and resources from the U. S. military services. The continuing Russian threat to western Europe, driven home by the year-long blockade of Berlin, impelled the members of the Atlantic Community to form the North Atlantic Treaty Organization (NATO) in April 1949.

As a leading member of NATO, the United States undertook to do its share—a large one—in defending western Europe. This required the dispatch of additional American forces, including strong USAF tactical air units to Europe, where they were stationed in several of the NATO countries—principally Great Britain, France and Germany.

After United States drew the line against Communist aggression in Korea in 1950, there was a great buildup of Air Force strength in the Pacific. And the uneasy armistice after July 1953 required the continued presence of strong USAF forces in Korea and Japan.

The air defense of North America assumed vital importance after the Russians demonstrated their ability to produce atomic and hydrogen bombs and long-range bombers. Because the arctic region appeared to offer the most likely routes for attack against the United States, the Air Force advanced its defense outposts as far to the north as possible.

The Strategic Air Command also reached out to overseas areas for advanced airfields from which its bombers could strike more quickly against any aggressor. Huge new bases in the United Kingdom, North Africa, and Spain greatly added to SAC's bombardment capability.

BERLIN AIRLIFT

One of the first international crises that the young Air Force responded to was the Berlin Airlift. On June 22, 1948, Berlin became an isolated city. The Russians had cut off all surface transportation in the hope of forcing the American, British, and French occupation garrisons to abandon the city to Communist control. They overlooked two vital factors—Allied airpower and determination.

In 15 months, the Anglo-American airlift delivered some 2.3 million tons of food, fuel, and supplies to the beleaguered Berliners. On a single day, in April 1949, 1,398 Allied flights delivered more than 12,940 tons of supplies. Their purpose defeated, the Communists lifted their blockade on May 12, 1949.

The next crisis to test the Air Force and the Nation was Korea. For the Air Force, Korea was a turning point.

It found the Air Force, like the other Services, ill-prepared and ill-equipped as a result of five successive limited budgets. Much experience and talent came back via the Air National Guard and Reserves during the Korean buildup. The Air Force budget for fiscal year 1951 rose to \$15.9 billion and the next year to \$22.3 billion.

U.S. AIR FORCE

(Editor's Note: During the next several months your Civil Air Patrol News will carry a series of articles related to the Air Force during its 25 year history. The first article will recap briefly the entire period beginning with its birth on Sept. 18, 1947, and continuing through what the Air Force is doing to meet today's challenges.)

Korea confirmed the tactical air warfare lessons of World War II and demonstrated that strategic airpower could confine hostilities to Korea at a time when NATO defenses were too weak to have withstood a Soviet attack.

For the first time in aerial warfare, jet fighters locked in combat. MIG Alley became a household word, and the USAF's 10-to-1 margin of victory over enemy fighters a legend.

EXPANSION AND MODERNIZATION

The 1950's placed heavy reliance on airpower as the principal deterrent in a strategy of massive retaliation. The expansion and modernization of SAC continued at a steady pace to a peak strength of about 1,900 bombers, reducing in number during the 1960s as the ICBM force built up to its present strength of 1,054 missiles.

Concurrently, strategic defenses received a badly needed transfusion as the Soviet bomber force grew in size, range, and nuclear ordnance. New interceptors were brought into the inventory—the F-102 in 1956, and the F-101, F-104, and F-106 between 1958 and 1960. Radar coverage was vastly expanded with the Pinetree and Mid-Canada Lines, and the DEW (distant early warning) Line, completed in 1957, the same year that North American Air Defense Command (NORAD), the joint U. S.-Canadian defense command, was established.

The years after Korea did not see an abatement of crises. There were the Suez and Hungarian affairs in 1956, and Lebanon and Taiwan in 1958. These latter two tested the Air Force's limited-war capabilities and found deficiencies in mobility, airlift, and bare-base operating ability. A reorientation of priorities from strategic forces to general-purpose and airlift forces began in 1961.

IN THE SIXTIES

The Communists ushered in the 1960s by unveiling their new missiles and pressing hard with their new strategic prowess. The full extent and seriousness of the psychological warfare they were pursuing reached its climax in the fall of 1962 during the Cuban crisis.

In the ensuing crisis, the Air Force flew some 85,000 hours in supporting U. S. demands that resulted in a U. S. S. R. declaration that all Soviet offensive missiles had been removed from the island.

OUTLOOK

Community Responsibility

In the Civil Air Patrol MORAL LEADERSHIP SYLLABUS reference "Community Responsibility," we read the following:

Man is a social being. This is true today more than ever before. But it is surprising, even unbelievable, that some people still feel that they can live in an ivory tower and not become involved in the problems of others. This "becoming involved" is one of the major components of community responsibility. These ivory tower "hibernators," actually retreatists, have the mistaken notion that "If you don't bother me, I won't bother you."

Every community has its crimes, injustices, prejudices, sickness, poverty, and many related problems of human weakness. Just as man is not perfect, no community in which man lives is



perfect. And every community today seems to have its share of critics, dissidents, demonstrators, and those who take issue with public opinion. But at the same time, every community seems to have its share of those who do very little, if anything, to help right the wrongs of society.

No man can divorce himself from the community in which he lives, no more than a man can stop breathing and take issue with the living. So the problems of any community are not individual, but social. The wrongs of society are the wrongs of living persons who make up that society. Oftentimes, the silence and inaction, and the "I don't care" attitude, of so many create the very favorable atmosphere upon which the evils of society thrive and grow. The silent ones must be heard from. The ivory tower "hibernators" must stand up and be counted. Yes, all must bother themselves with the needs of others and sincerely try to do something about them.

CAP Supports



UNITED STATES AIR FORCE

PRIDE IN THE PAST - FAITH IN THE FUTURE

Since 1961 the story of the Air Force revolves principally around Vietnam. As part of the free world military team in Vietnam, our goals are twofold:

(1) To support the Republic of Vietnam in its fight against Communist aggression, and

(2) To assist in the development of a country which is dedicated to the concept of freedom and independence.

MEETING THE CHALLENGE

Seldom has the U. S. Air Force or tactical airpower ever been confronted with a greater challenge. Although engaged in a type of war in which it has never previously participated, the Air Force was able to meet the challenge because of the flexibility of airpower. Through innovation, the Air Force had adapted weapon systems to meet the demands of counterinsurgency, close air support of mobile ground forces, and all other tactical requirements. Airpower has even denied the enemy the shelter of darkness and bad weather.

The Air Force is a fighting organization. It has placed its military heritage on the walls of time. But all of its achievements have not been in fighting this country's enemies. The Air Force has served equally well during peacetime.

Its numerous resources have always been available in man's flight against natural enemies. Humanitarian and civic action efforts have become regular duty for its flying forces. The Air Force has become a benefactor known around the world for its peacetime role of aiding victims of fire, flood, famine, and other disasters.

MISSIONS OF MERCY

Air Force flood and disaster relief missions and contributions to the welfare of people in many lands have multiplied with time. The Air Force was in Spain during the floods of 1962; in the Congo with paratroopers which saved many threatened lives; brought aid to earthquake-stricken Chile and more recently, Peru; and was in Mississippi after Hurricane Camille left her path of death in 1969. The Air Force has been involved in civic and domestic actions whenever the need has arisen.

In the past quarter century the U. S. Air Force has evolved into a modern and powerful aerospace force. It is today one of the primary elements in protecting America's security. In operations around the world and around the clock, more than a million airmen and civilians are on duty flying, maintaining, and supporting jet aircraft and missile combat forces as well as the complex communications, electronic, and technical facilities operated by the U. S. Air Force. The Air Force also provides the major space research and development support for the Department of Defense and assists the National Aeronautics and Space Administration (NASA) in conducting our Nation's space program.