

Former Chairmen Honored



CIVIL AIR PATROL
U.S. AIR FORCE AUXILIARY

NEWS

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NEC Awards Star To Former Chairmen

MAXWELL AFB, Ala.—Three former chairmen of the national board, July 11, received honorary advancement to the grade of Brigadier General, Civil Air Patrol, Chairman Emeritus at the National Executive Committee quarterly meeting here.

The new honorary CAP Brigadier Generals are D. Harold Byrd, William C. Whelen and Paul W. Turner, all former chairmen of the National Board of Civil Air Patrol.

The NEC in other actions, named five new wing commanders and five others to serve until the next meeting as interim wing commanders. New Wing commanders promoted to colonel are Richard R. Dooley, Kentucky, Harry M. Harkins, Georgia, Gerald M. Quilling, Minnesota, Thomas C. Jackson, Utah and Eugene A. Kerwin, Hawaii.

Interim wing commanders named were Lt. Cols. A. A. Milano, Pennsylvania, Richard T. Davis, Maine, Gerald M. Tartaglione, Ohio, Ben D. Silko, Wisconsin and Robert C. Owen, Florida.

One of the founders of CAP, Byrd served as national chairman from 1959 to 1960, succeeding Gen. Carl A. "Tooey" Spaatz, USAF (Ret.). He is a prominent businessman, one of the early day oil field pioneers in Texas and a resident of Dallas. General Byrd flew anti-submarine patrol missions with CAP during World War II.

A resident of Jacksonville, (continued on page 5)



MISSION BRIEFING—The wing of this Piper Apache serves as a handy table for 1st. Lt. Wayne Schober as he briefs Capt. Ruth O'Buck on a simulated search and rescue mission. Both are key figures in Alaska Wing's extensive SAR operations which last year saw CAP flying 1,400 hours to support the Air Force Rescue Coordination Center at nearby Elmendorf AFB. Captain O'Buck is assistant operations officer for the highly respected Polaris Group in Anchorage and in civilian life, one of Alaska's best-known pilots and an FAA-designated flight examiner with 7,500 flying hours. Lieutenant Schober is the group's emergency services officer and a pilot with more than 700 flying hours in his log. See the Alaskan Wing story on pages 8 and 9. (Air Force Photo by MSgt. Bill Bond)

New York Starts Jr. Officers' Con Council

NEW YORK—Col. Jess Strauss, New York Wing commander, has initiated an experimental Junior Officer Advisory Council for the wing which is expected to bring more young officers "into the mainstream of information and activities" in the wing.

According to Capt. Robert Bartlett Jr., chairman of the newly-formed council, "It is not unusual for the younger people in our organization to limit the scope of their potential..." because they concentrate on the things in which they are most experienced.

Colonel Strauss "...hopes to see a more professional group of young officers emerge..." from the council, Captain Bartlett said, noting that "an

(continued on page 2)

General Tells Graduates Of AU Mission

MAXWELL AFB, Ala.—The national commander of Civil Air Patrol urged a greater understanding and appreciation of teamwork within the CAP-USAF framework as the CAP-sponsored National Staff College formally opened here July 12.

Brig. Gen. Richard N. Ellis addressed nearly 200 CAP senior members, representing units from across the country, as they prepared to participate in a week-long series of discussions dealing with command and leadership techniques.

The staff college is being held in conjunction with the Air University here and General Ellis told the attendees:

"As you begin this exacting 64-hour curriculum, I would like each of you to remember the overriding objective of Air University. It is simply this: For nearly a quarter century, Air University has been the professional education center for the U.S. Air Force.

"In a very large measure, the graduates of the three major schools here—squadron officers school, air command and staff, and the air war college—are the officers who will determine the caliber of tomorrow's Air Force.

"I think each of us must reach the sobering conclusion that this high goal applies equally to any member of CAP selected for attendance at this national staff college."

CAP Invited To Participate In Ceremony

On Aug. 20, the Federal Aviation Administration will celebrate the 50th Anniversary of Flight Service Stations which began in 1920 as "Air Mail Radio Stations," set up to aid transcontinental mail flights.

Today there are 340 Flight Service Stations across the nation, serving general aviation in every state.

FAA plans open house and other ceremonies at these stations during "Flight Service Week" and has invited Civil Air Patrol to participate in the observance with appropriate exhibits and a part in the various ceremonies.

CAP commanders are urged to contact personnel of any FSS in their locality and make known their willingness to join the celebration. FAA has indicated that they will be happy to have CAP join the observance.

Vice-Commander, Chaplain Join CAP-USAF

MAXWELL AFB, Ala.—Cols. Chester H. Bohart and Ralph R. Pace have assumed duties at Headquarters, CAP-USAF, Civil Air Patrol's National Headquarters.

Colonel Bohart succeeded Col. Omer L. Cox, who retired June 30, as vice commander, coming here from an assignment in Ankara, Turkey.

Chaplain Pace became Civil Air Patrol's National Chaplain, succeeding Chaplain (Col.) Clarence E. Hobgood, who has been assigned to Strategic Air Command at Offutt AFB, Neb. Chaplain Pace came to CAP-USAF from Osan, Korea.

A veteran of more than 28 years active military service,

Colonel Bohart earned his commission in 1943 after graduating from the Aviation Cadet training. He served during World War II in the China-Burma-India Theater and returned to the U.S. in 1944 to the 509th Bomb Group at Roswell, N. Mex.

A graduate of the Air Tactical School, Tyndall Field, Fla., in 1948, he also was graduated from the Air University's Air War College here in 1961. He attended Radar-Navigator-Bombardier Schools at Ellington and Mather AFBs from 1950 to 1951 and was assigned to the 306th Bomb Wing at McDill AFB, Fla., from 1952 to 1956 and afterwards was director of

operations for Air Force Weather Reconnaissance squadrons in Turkey and Japan from 1961 to 1966.

Colonel Bohart, after this assignment was named chief of the Special Training Devices Division in the Pentagon. Later he was commander of the Air Force Survival School at Fairchild AFB, Wash., until his assignment to Turkey in 1968.

His decorations include the Legion of Merit, Distinguished Flying Cross, Air Medal, Army Commendation medal, Air Force Commendation Medal, and Purple Heart.

A native of Council Bluffs, Iowa, Chaplain Pace's

(continued on page 16)

Membership Asked To Support Blood Drive For Ailing Lieutenant

SAN DIEGO, Calif.—Elwyn Leon Kennedy, age 39, a lieutenant in Civil Air Patrol, lies in a hospital room here, recuperating from surgery.

He will be here four to six months, doctors estimate.

The surgery involved the removal of a benign pseudo-tumor from the lieutenant's abdomen, took 10 hours of time, and considerable advance preparation and care.

It might not have taken so

much time or preparation if Lieutenant Kennedy were an ordinary person. But he is a special case.

He is a hemophiliac and all his life he has had to be extra careful.

The disease is a hereditary condition and people who have it are sometimes called "bleeders." Their blood lacks the substance (and their bodies don't produce it) which makes blood clot so that they bleed

freely from the slightest scratch. For hemophiliacs, the small wound which other people ignore can be fatal. They can bleed to death even from a minor cut.

That's why the operation took so much time and involved such grave risk. But Lieutenant Kennedy came through with flying colors and the doctors are pleased with the way he did.

The surgery meant having many pints of Type O negative

blood on hand. It also meant having a vast supply of a medication called "Courtland's Anti-Hemophilia Factor 8." It takes two pints of blood to produce one pint (or one unit) of the Factor 8.

Before the operation, Lieutenant Kennedy donated his own blood for use as a control factor in producing the Factor 8, something unusual for a hemophiliac.

Blood one day old is 10 times

as effective in making the Factor 8 as that which is 21 days old. It must be flown daily to Courtland Laboratory in Los Angeles for use in producing the medication.

During his period of recovery, he will need much more of the substance, approximately \$300 worth per day. Doctors have estimated that he will require something like 4,800 pints of blood during his convalescence.

(continued on page 2)

Delegates Note CAP Needs Help

MAXWELL AFB, Ala.—There is a “desperate need” for formal, professional training in Civil Air Patrol’s three primary roles—search and rescue, civil defense, and disaster relief—CAP National Executive Committee members were told at their July meeting here.

Members of CAP’s Emergency Services Committee, representing all eight wings, agreed that there is such need, brought about by CAP’s expanding role in these fields.

Directorate of Operations staff members at National Headquarters outlined for the NEC the need for the training and tentative plans to establish three courses, each lasting five days, covering these fields. The NEC approved the plans.

The proposed schools would be held in each of CAP’s eight regions at U.S. Air Force installations, centrally located so that a maximum number of eligible CAP members could attend. Members could attend any one or all of the courses.

In preliminary planning: —The American National Red Cross has agreed to provide a 40-hour Red Cross Disaster Control Course for CAP senior members. Those completing the course would be certified by the Red Cross as disaster control team members.

—The Civil Defense Staff College at Battle Creek, Mich., has agreed to develop a combination CD Management Course, now available to a limited number of CAP members at the college, plus an Aerial Radiological Monitoring Course. This course would be taught by members of the Office of Civil Defense region staff and members of the state’s University extension staff.

—The Air Force’s Aerospace Rescue and Recovery Service has agreed to assemble a SAR course for Civil Air Patrol members. This would be a condensation of the longer course now presented at the Coast Guard’s National

SAR School at Governor’s Island, N.Y.

Qualified experts from these three agencies would be available to develop a curriculum and provide instruction in their individual specialized areas at each of the regional schools. Air Force Reserve officers also would be recruited to develop, coordinate, and assist in instructing the courses.

No final plans have been made toward establishing the schools. The dates, locations, size of classes, etc., depends upon the interest shown by CAP members.

To facilitate planning, the Directorate of Operations is asking CAP members to complete the questionnaire appearing below and mail to National Headquarters. The response will help determine further details of the proposed schools.



DECORATED—Cadet 1st. Lt. Gregory Maysonet, Jr., Bayamon, Puerto Rico, considers how a Cheerleader’s emblem would look on his flying suit while getting an assist from Brenda Davis and Marilee Dzur of Crescent, Okla. Maysonet is one of 32 cadets undergoing flight training at the CAP-sponsored flying encampment at Norman, Okla., and the two

young girls are among several hundred attending the school for cheerleaders at Oklahoma University. The CAP cadets attending the flight training are housed in the Towers of the Oklahoma Center for Continuing Education near where the girls from the cheerleaders school eat lunch daily. (Photo courtesy of Lt. Col. Oscar Heuser)

NEC Indorses Use Of Beacon In Airplanes

MAXWELL AFB, Ala.—Civil Air Patrol put its stamp of approval recently on the use of aircraft locator beacons when the National Executive Committee endorsed a three-pronged campaign to stimulate the use of the device.

First, a feasibility study of available equipment is being conducted, in conjunction with the Federal Aviation Administration, looking to the eventual equipping of CAP corporate aircraft.

Second, a feasibility study is being conducted of an inexpensive, portable receiver

(possible cost \$10) capable of receiving 121.5 and 122.9 mc. which would allow CAP to begin a program of monitoring 121.5 mc., listening for possible beacon “beeps.” The fact that Civil Air Patrol aircraft are listening on this frequency may also influence general aviation pilots to install the device on their planes.

The third phase of the campaign would be a publicity effort, aimed at promoting the acceptance among general aviation pilots of the use of locator beacons.

The NEC also agreed to

consider a purchase program providing for at least one crash position indicator (CPI) for each

CAP wing. The CPI is a homing device capable of pinpointing the location of locator beacons.

Members Asked To Donate Blood For Ailing Officer

(Continued from page 1)

Four thousand, eight hundred pints is a lot of blood!

If you would like to help the lieutenant, you can—by donating blood where you are and having it credited to Lieutenant Kennedy at the University Hospital in San Diego.

Kennedy has been a member of Civil Air Patrol for nine years and, according to Lt. Hywatha Funk, information officer of San Diego County Group 3, is sort of an “over-all everything” in CAP. He can “do anything,” she said, pointing out that his usual job is communications officer.

At 15, he broke his leg and had to have braces which he has worn ever since. Despite his handicaps, he managed to go to several schools and is an electronics expert.

He hasn’t let his handicap slow him down in CAP either. In 1967, he went to Alaska for two weeks with a group of CAP cadets and was active in all facets of the encampment.

Before his illness, he operated a television repair service, Lieutenant Funk said, but has been unable to work at this for some time.

Lieutenant Kennedy, she says, is a cheerful man. He has learned to live with his trouble and, through CAP, has devoted his time to helping others.

Now, you can help him.

Visit your local Red Cross blood bank, explain what is

needed, and donate blood to the credit of Lieutenant Kennedy.

New York Forms Jr. Officer Panel

(continued from page 1)

organization of young people like this can keep a ‘youthful pulse’ on topics that are pertinent to the entire wing.”

The council will consist of officers from second lieutenant up through the grade of captain with at least one junior officer from each sector. Captain Bartlett asked each sector commander to appoint at least one representative to the council. In some cases, depending on the size of the sector, he said, “more than one representative may be needed to provide adequate representation.”

The council is expected to hold periodic meetings at which members can become familiar with the backgrounds and interests of others, “discussing many ranges of subjects” and “broadening our own... thinking,” Bartlett explained.

The council is expected to give young officers, many with narrow interests of their own, a broader knowledge of wing policies and wing problems and, at the same time, bring to the attention of senior officers the feelings of younger CAP officers.

EMERGENCY SERVICES TRAINING QUESTIONNAIRE

- CAP Position _____ 2. Wing _____
- Emergency Services Qualified (CAP Form 101)? Yes No
- Pilot Observer Other _____
Cadet Senior
- Do you feel that professional emergency services training is needed in CAP? Yes No
- What type of training most interests you? Search and Rescue Civil Defense Disaster Services
- Would you attend a five day course at the region level if offered? Yes No
- What month would you prefer to attend a five day course? April May June July Aug. Sep. Oct. Other
- Would you prefer training to be offered at USAF Base Public Institution Other?

SARDAX Planned For 1971

A proposed nationwide defense exercise in 1971, which would involve Civil Air Patrol, moved one step nearer realization recently when the Federal Aviation Administration, responsible for planning, released a paper, "Terms of Reference," citing details of the proposed operation.

The FAA has scheduled a conference in August of representatives of all participating agencies to study the feasibility and practicability of the proposed exercise.

The defense situation, for the purpose of the exercise, would involve a simulated nuclear attack upon the United States and would bring into operation the "State and Regional Defense Airlift" (SARDA) plan. This provides for emergency airlift, particularly by light, non-commercial aircraft, in case of attack on this nation.

According to the FAA paper, the proposed operation—code name SARDAX (State and Regional Defense Airlift Exercise)—is intended to exercise present defense airlift plans on a nationwide scale and provide training for various elements of civil defense which would be involved in case of a real attack.

K. M. Smith, FAA deputy administrator, said that a "constructive exercise of SARDA will constitute a significant step in the development of a national defense posture."

Expected to participate in the proposed exercise are FAA; Office of Civil Defense and Office of Emergency Preparedness and their regional and local offices; Civil Air Patrol; state and local governments; civil aviation organizations; and the general aviation public.

The exercise would be in two phases.

Phase I would consist of a five-day command post (paper) exercise in February 1971. It would be triggered by a (simulated) deteriorating worldwide politico-military situation, increasing tensions in the world, and a full-scale nuclear exchange. All actions in this phase of the exercise would be simulated, providing an opportunity to study plans and polish administrative procedures.

Phase II, proposed for the fall of 1971, would be a live, flight exercise, implementing actions decided on during Phase I. A variety of civil defense missions might be flown, providing realistic practice in coordinating and carrying out these activities.

No decision has been made as to the extent of the proposed exercise. All 50 states might be involved or only selected ones in each region.

American Fighter Aces To Support CAP Program

MAXWELL AFB, Ala.—Members of the American Fighter Aces Association, many of them already heroes of military aviation, have agreed to assist Civil Air Patrol units throughout the nation.

They will initially help CAP by appearing as guest speakers at unit meetings, seminars, wing and region conferences. The AFAA has also pledged to actively develop other areas of direct support while cooperating with CAP in its youth motivation program.

Commanders have been urged to take full advantage of these men's experience and guidelines on the program along with the roster of AFAA members are being sent to the field in the near future.

The AFAA is composed of American fighter aces from all branches of the Armed Forces and includes World War I fliers through the air aces of the Vietnam conflict.

Objective of the American Fighter Aces Association is "to preserve and continue in peacetime the objectives they fought for in war."

AFAA's offer to CAP came after Col. L. H. McCormack, CAP-USAF chief of staff, presented them an organizational mission briefing June 27 at their annual meeting at Colorado Springs, Colo. As a result of the briefing, the newly elected AFAA Commander Eugene A. Valencia invited CAP-USAF personnel to present a plan outlining desired areas of

cooperation and support between the two organizations.

In the interim period, the AFAA has agreed that its members would share their experiences in talks before CAP audiences. CAP Wing commanders will shortly receive a "Roster of Aces" currently living in each wing's respective geographic area.

Wing commanders, in turn, have been asked to refine their state roster to reflect the availability of the "Aces" within wing unit geographic areas. Unless Civil Air Patrol furnishes transportation the fighter aces should not be asked to travel more than 10 miles to speak at the unit meeting site, officials stated.



KNIGHTED—Col. O. A. Donaldson, Oregon Wing commander, was made an honorary knight to the Court of Rosaria by Miss Laurie King, Portland's Rose Festival Queen. The Royal Rosarians, who hold the ceremony annually since 1912, select a group of distinguished and outstanding citizens throughout the city, state and foreign dignitaries, for knighthood during the rose festival week.



PREPAREDNESS PACT—Department of Transportation Administrator John H. Shaffer, signs an agreement in Washington, D.C., which is designed to increase the effectiveness of non air carrier airplanes in a national emergency. Civil Air Patrol representatives to the agreement are Brig. Gen. Richard N. Ellis, CAP's national

commander and Brig. Gen. F. Ward Reilly, national board chairman. Originated by the Federal Aviation Administration, the agreement outlines each CAP wing's responsibilities and mission under the State Emergency Airlift Plan. (Photo courtesy of the Department of Transportation)

CAP Finds Four After Crash

PHOENIX, Ariz.—Group III of the Arizona Wing was credited with assisting in the saving of four men who survived a day and night after their light plane crashed in the Arizona strip country near Fredonia.

The four were found alive and well recently when a Civil Air Patrol plane, piloted by William Day, zipped low over the treetops in the strip country. Observer, Mrs. Marven Tuxhorn, spotted the wreckage of the blue and white Cherokee 140.

Guided by Day's directions and two of the crash survivors who started to walk out for help, forest rangers eventually rescued all listed on board.

The pilot of the airplane, William Sorenson of Las Vegas

said his plane's engine "just stopped". He and three others were checking out mining claims in the remote sections of Nevada, Arizona and Utah.

Sorenson took off from Las Vegas shortly after noon, June 2, and his airplane went down some two hours later.

By the time the second airplane was in its search area the next day, Sorenson's airplane had been spotted and shortly afterwards forest rangers had accomplished the rescue.

FOR SALE OR TRANSFER PIPER CHEROKEE-C-180

HEADQUARTERS, PACIFIC REGION is offering a Piper Cherokee C-180, N5102G, at a very substantial saving in cost. This four-place airplane is in show-room condition throughout and has less than 400 hours total time, is fully equipped, has been carefully maintained and flown only by experienced pilots on cross-country administrative flights.

This 1967 model is noted for its economy of operation and maintenance, has excellent performance in all ranges and is essentially equal in appearance to

1970 models.

Financing can be arranged through CAP's National Headquarters for 36 months at 5 per cent interest. You will also save at least \$4,000.00 under current prices and financing costs. Our Headquarters is able to sacrifice this airplane for \$11,000.00.

For information contact Pacific Region Headquarters, CAP, Box 1289, San Mateo, Calif. 94401, or phone (415) 892-3044 or (415) 345-3269 for details and appointment.

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From the commander

A Shocking Report

by Brig. Gen. Richard N. Ellis

It would be presumptuous to assume that each month this column could present a subject that would concern or interest each member of the Civil Air Patrol.

But my topic today is a problem that should—that must—concern Americans everywhere, in every walk of life and in every age group.

I'm talking about our United States servicemen who are prisoners of war or missing in action.

Let me give you some cold, hard and authenticated facts. No propaganda. Just a summary of some of the cruel and inhumane policies of North Vietnam and its allies toward U.S. military men captured or missing. It's not a pretty picture. It's not intended to be. But you'll get a vivid look at what is happening to these men and their families. Later, I'll give you a resume of what I am doing; what CAP will do and what each and every member of this great, humanitarian organization can and should do.



Let me give you some cold, hard and authenticated facts. No propaganda. Just a summary of some of the cruel and inhumane policies of North Vietnam and its allies toward U.S. military men captured or missing. It's not a pretty picture. It's not intended to be. But you'll get a vivid look at what is happening to these men and their families. Later, I'll give you a resume of what I am doing; what

These Are The Facts

FACT: North Vietnam (NVN) classifies American prisoners as criminals. Under this pretext, they refuse to honor the Geneva Conventions which NVN signed in December 1957. (THIS VIOLATES ARTICLE 2 OF THE GENEVA CONVENTIONS.)

FACT: American prisoners are not humanely treated. Some have been in solitary confinement for years. They have been paraded through the streets of Hanoi, suffering mental and physical abuse. (THIS VIOLATES ARTICLE 13.)

FACT: NVN will not state where its POW camps are located, but we know they are established near military targets. (THIS VIOLATES ARTICLE 23.)

FACT: American prisoners are fed only twice daily. Usually, its pig fat, pumpkin soup, and small portions of rice or bread. Many have nutritional deficiencies, dysentery, and have suffered extreme weight loss. Hanoi propaganda photos show one American with an almost skeletal face after losing 45 pounds. (THIS VIOLATES ARTICLE 26.)

FACT: Many Americans are wounded at time of capture. Months later, propaganda photos show they still suffer from these wounds. Clearly visible are badly set bones or shrunken arms and legs, from inadequate medical care. Detainment over the years will render corrective surgery almost impossible. (THIS VIOLATES ARTICLE 30.)

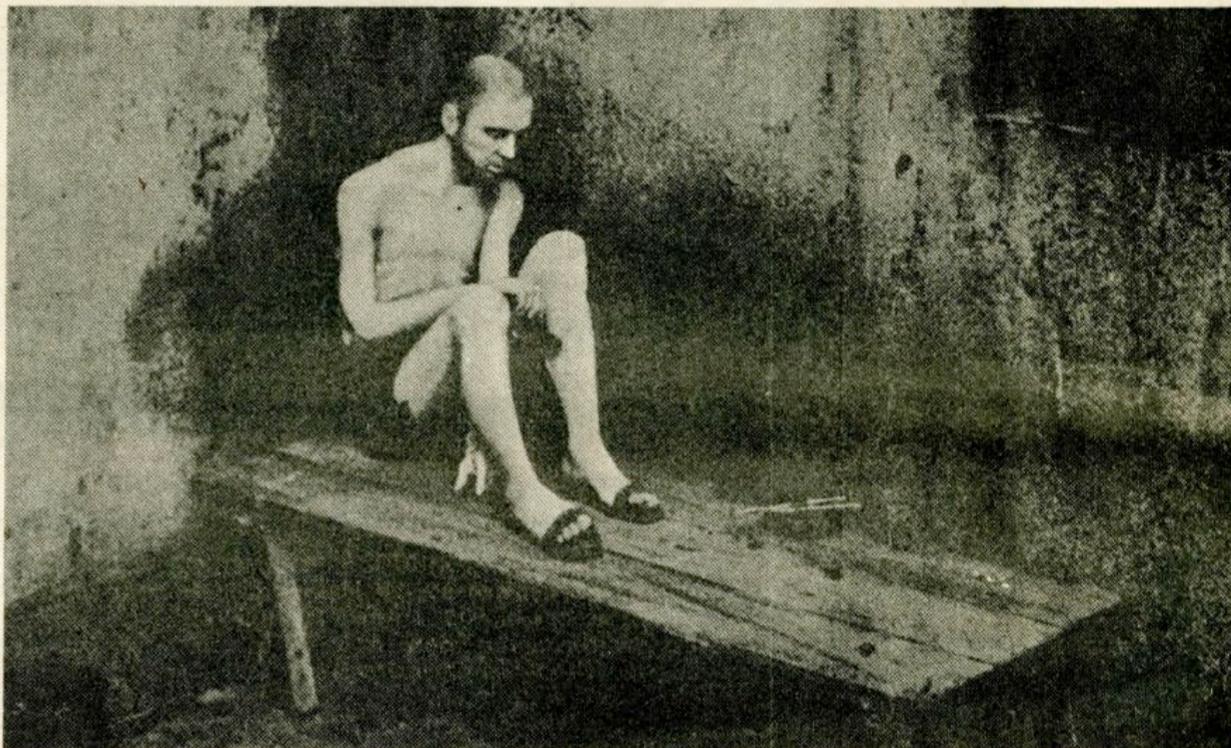
FACT: Our men are denied right to attend worship services. Once a year, Hanoi stages a religious show for propaganda purposes. (THIS VIOLATES ARTICLE 34.)

FACT: Our men are not allowed to receive even the minimum letters or packages. Thousands of packages have been sent—few acknowledged. Efforts by our government and private individuals to send medical supplies have been flatly refused by the North Vietnamese. Families continue to send letters and packages but in the great majority of cases, do not know what happens to them after they reach Hanoi. (THIS VIOLATES ARTICLE 71 AND ARTICLE 72.)

FACT: Photographs show Americans with very serious injuries. Reports include one man with both arms and a leg broken; others with withered arms and legs. This refusal to return seriously wounded or seriously sick prisoners is obviously one of the most serious infractions of the Geneva Conventions. (THIS VIOLATES ARTICLE 109.)

FACT: Hanoi has never officially released the name of any prisoner of war. We determine who is a prisoner only when they allow a prisoner to write a letter or when propaganda broadcasts or photos are released. Hundreds of wives, children and parents do not know whether their loved ones are dead or alive. Some men have been listed as prisoners or missing for almost six years. More than 300 men have been listed as prisoners or missing for three and one half years or more. (THIS VIOLATES ARTICLE 122.)

FACT: NVN has never allowed impartial inspections of its prison camps. Certain prisoners have been interviewed by selected correspondents under rigid, controlled conditions. . . when it served Hanoi's propaganda purposes. (THIS VIOLATES ARTICLE 126.)



This Is What I'm Doing

With this article I pledge that this problem will have my personal and continuous support. My initial task—and yours—is to insure that the American public never forgets these men or the shocking treatment and degradation they are undergoing right now. Even as you read this.

I have also,

- * directed that 1,000 copies of a special, 12-page fact sheet just published by the Pentagon be reproduced. It will be sent to all units within a few days. I would hope that this factual publication will become the nucleus of a special speaker's bureau in CAP's efforts to bring this problem to the public.

- * appointed a headquarters project officer whose job will be to insure that liaison is maintained with the USAF project officer. In this way, we can be assured that all developments are made available and passed to all CAP units.

- * directed that a portion of the CAP Mission Briefing, which was recently distributed to the field, be updated to cover this subject and what Civil Air Patrol is doing.

- * drafted a paper for the National Executive Committee Meeting in mid-August requesting that the CAP Corporation issue a formal resolution denouncing the shocking mistreatment of American servicemen. This resolution will make it clear to the

world that all Civil Air Patrol units in each of the 50 states, Puerto Rico and the nation's capitol support the resolution.

This Is What You Can Do

Civil Air Patrol has a congressionally sanctioned mission to keep the American public informed of Aerospace problems as well as progress. In my judgement, this problem is tailor-made for that mission. It's a problem that can be attacked by any CAP unit, of any size, and there's a very special role for the individual.

Don't wait for a formal invitation to speak to a group. Speak up wherever you happen to be. . . at work, at home, at meetings or just out bowling with the boys. On the formal side, it's essential that your local newspapers, radio or television stations get the full, straight story.

Make certain your clergyman or church group has all the facts. Church groups and the voice from the pulpit have always been a powerful influence in this nation.

These men have always had our sympathy. Now we've been given a green light to offer concrete assistance. Civil Air Patrol has the people, the drive and the ability to take the leader's role in strengthening public understanding and concern for these valiant Americans.

CAP Members Safety Drive

MAXWELL AFB, Ala.—As their participation in special activities increases during the summer months, Civil Air Patrol cadet and senior members have been asked to redouble their safety efforts especially during the period over the "Labor Day" holidays when accidents reach a peak.

Lt. Col. Alton L. Hilton, chief of safety at Headquarters, CAP-USAF, suggested that Civil Air Patrol supervisors and commanders screen each activity for adequate safety measures. Classrooms and living quarters should be carefully surveyed for accident potential before being used by CAP members, said Colonel Hilton as he urged stringent supervision during the stepped up training months.

Most of the injuries associated with cadet activities are the result of carelessness and poor planning, he pointed out.

"Put safety not only in official functions," said Colonel Hilton, "but in all your summer plans and remember it has its own reward."

CIVIL AIR PATROL NEWS

☆☆☆☆☆ USAF AUXILIARY ☆☆☆☆☆

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AUGUST, 1970

American's Shape Poor Says Author

MAXWELL AFB, Ala.—Twenty-seven million Americans are suffering from known coronary diseases and America has the highest rate of fatal heart attacks of any country in the world, according to Lt. Col. Kenneth H. Cooper, USAF.

Colonel Cooper, director of the Air Force Aerospace Medical Laboratory at Lackland AFB, Tex., and author of the book, "The New Aerobics," made this statement to nearly 200 Civil Air Patrol (CAP) members attending CAP's National Staff College here. He said, "My work is to encourage the practice of preventive medicine."

The speaker was awarded the National Jaycee Award for Leadership in Physical Fitness in 1967. He has 35 to 40 professional and scientific publications to his credit. Among these, "Aerobics" was a best seller for more than a year.

He said there are 15 to 20 million more Americans suffering from cardiovascular-pulmonary ailments.

"Physical fitness is more than being muscle deep," he said, then proceeded to point out changes accompanying a physical conditioning program.

Proper exercise develops the lungs making it possible to inhale more oxygen which results in a stronger body. Hearty spirits and tough minds usually inhabit strong bodies.

Tests revealed that people who smoke even less than 10 cigarettes a day showed impairment in the running performance.

He compared tests on junior high youngsters with those of Austrians and found Americans sadly lacking.

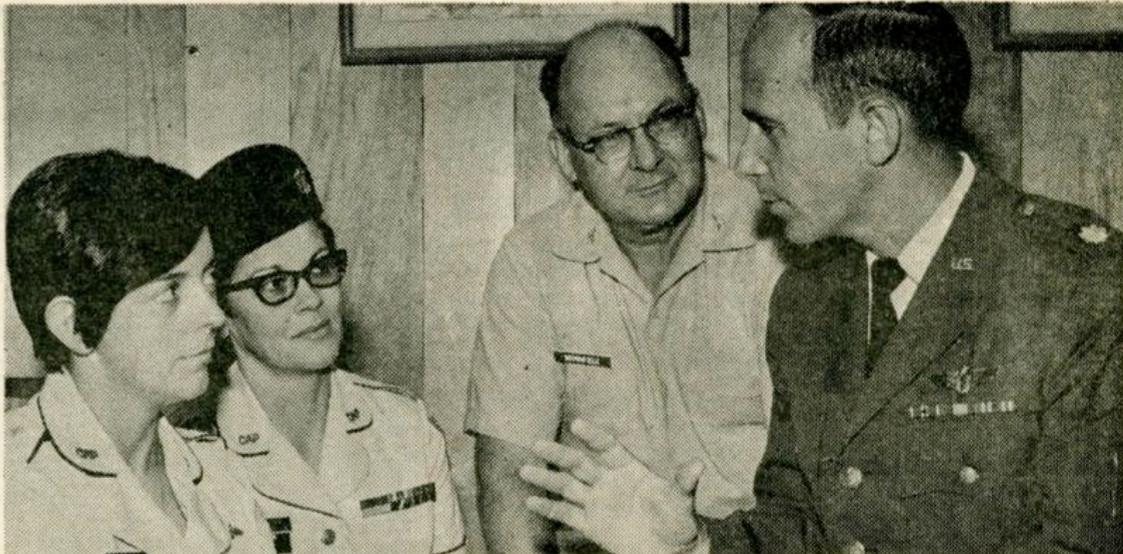
Exercise stimulates circulation and builds good blood vessels which build up the cardiac reserves. In case of coronary attack these other vessels might well prevent a fatal heart attack, the doctor added.

He emphasized caution to

those unused to exercise. "Don't rush into a conditioning program but work up to your goal gradually." As an example, running programs would require at least one week of walking first.

Any person over 35, unused to exercise, should definitely refrain from any conditioning program until a medical stress test and an electrocardiogram have been taken.

A fit person is mentally alert and less inclined to depression, Colonel Cooper reminded the attendees.



FINDS AMERICAN YOUTHS IN POOR CONDITION... Physician, author and noted physical conditioning consultant, Lt. Col. Kenneth H. Cooper said that compared tests on junior high school youngsters with those of Austrians found the American youths sadly lacking. Colonel Cooper, (right), was a guest speaker at the Civil Air Patrol's National Staff

College here which saw more than 200 CAP senior members from across the country in attendance. Among them (from left) were Lt. Col. Bernice Hill, Maj. Ann Pegg and Air Force Reservist Col. Robert L. Brownfield of Atlanta, Ga., director of this year's staff college. (U.S. AIR FORCE PHOTO BY MSGT. BILL BOND)



PRESSES NEED FOR UNITED HUMAN FAMILY... Philip Geary, author and travel authority, said that America could lead the way in resolving the world's greatest problem: the need for a united human family. His remarks were presented to the more than 200 senior members attending the Civil Air Patrol National Staff College at Maxwell AFB, Ala. Geary, left, chats with James Johnson, commercial illustrator with the National Headquarters CAP-USAF staff, following the Trans World Airways' director of education's hour-long speech. (U.S. AIR FORCE PHOTO BY MSGT. BILL BOND)

America Can Lead Way To United Family Life

MAXWELL AFB, Ala.—Philip Geary known as the "Adventurer with a Message" had a message of congratulations for Civil Air Patrol (CAP) in his address July 15 before nearly 200 members enrolled in the CAP National Staff College here.

He said CAP leaders working with American youth have a wonderful philosophy—"the upward look. With the upward look youth will not stumble, but will have a gradual climb."

Geary, director of the air world education program for Trans World Airlines—a communications project embracing 26 overseas countries and America—says his number one question, What do others think of America? brings many interesting comments. A Ugandi educator answered—"When the American people put their hearts and minds into a project they accomplish it better than any other country."

The speaker commented that Americans, starting as farmers now outproduce the Russian farmer by 700 per cent. Turning to banking they made Wall Street USA the financial hub of the world. Americans are now being referred to as a society of engineers.

It's quite possible, he believes, that with the aid of two machines—flying and planet—that America can contribute to resolving our greatest problem: the need for a united human family. And this means all men, all women, all children and all countries.

Total isolation of human beings results in the warped idea of life—the idea that "I am the greatest." But the first man to cut down a log and put it over the stream enabling humans to travel and meet others, was the first step in putting the human family together.

Recounting his experience of being served a cup of lukewarm tea and entertained with music by a blind boy of a nearly inaccessible desert tribe, he noted that hospitality is a great human denominator.

Travel is another denominator and Geary said, "we now have an era of democratic travel as opposed to the time when only the rich could afford it. Last year four million Americans traveled internationally and it's anticipated there will be 10 million in 1975."

Having observed two astronauts, an American and Russian together in Washington, he noted that in attempting to find a project for these two great countries to accomplish together, it could well be that an American and a Russian will go together in a planet machine. It would do more to bring men together than years of political meetings.

He told of his Bombay friend, who thinking to quiet his restless seven-year-old, gave him a cut-up map to assemble, puzzle fashion. The boy finished in 6½ minutes. Astounded, the father asked how he did it so fast. The little boy replied, "There was a man on the back of it and I just put the man together."

Traveler Geary says, "That's it—put the man together and the world will take care of itself."

NEC Names Three New Brig. Gens.

(Cont. from Page 1)

Fla., General Whelen is engaged in the construction business with interests in Nashville and Jacksonville, Fla. CAP's national chairman from 1960 to 1962, he is a graduate engineer, a command pilot and one of the organization's original members to fly coastal patrol missions during the war. Active in CAP for many years, he still maintains an interest in the organization.

A resident of Nashville, Turner is an insurance executive. He served as board chairman from 1962 to 1965, and now is the organization's national finance officer. An early-day member, he flew many volunteer missions on defense work during World War II and has continued to have an active role in the organization over the years.

October Is Deadline

MAXWELL AFB, Ala.—Applications for the third annual Reed Pigman Flight Scholarship are due at National Headquarters, Civil Air Patrol (CPE), by Oct. 24.

This scholarship provides a complete commercial pilot flight course for one male cadet each year. The scholarship, including all instruction, quarters, and meals, was presented to CAP by Mrs. Virginia Pigman, president of American Flyers, Inc., a charter airline and flying school

at Ardmore, Okla. Mrs. Pigman established the scholarship in memory of her husband, the late aviation pioneer, Reed Pigman Sr.

The winner's name will be made public Jan. 24, 1971, the anniversary of Mr. Pigman's birth, and the selectee may begin the course any time thereafter.

Applicants must have their private pilot certificate, and meet the criteria outlined in CAP Pamphlet 20, December 1969.

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CAP Effort Results In Friendship

ASHLAND, Ore.—Little did L. D. "Pat" Cody think that when he led a contingent of personnel to the Republic of Korea last year to establish a CAP organization in that country, not only would he succeed but would be instrumental in forging a "friendship pact" between the Korean University and an American College.

Cody, Pacific Region's aerospace education advisor, and Lt. Col. Hugh G. Simpson, an Air Force Reservist, last February, flew to Hawaii to conduct an aerospace workshop and plan a four-week workshop at the University of Hawaii. While there, the pair met Rev. S. W. Kim, a Hawaii Wing member and a former Korean citizen. After the Hawaiian tour, Cody, Colonel Kim and Maj. Ron Markarian went to Korea where Colonel Kim renewed his friendship with Prof. Dong-Shik Chi of Dankook University, Seoul.

university and an American college by which teachers, students, cultural and research materials could be exchanged.

Through Colonel Kim, Simpson and Cody's efforts such a program was drafted up and after getting the cooperation of institutional executives and the U.S. State Department, the agreement was reached.

The friendship pact between the two universities was signed June 19 by Southern Oregon College President James K. Sours and Dankook University President Chang Choong Sik, who flew to the Ashland Campus for the planting of the symbolic "friendship tree."

Professor Chi told the CAP group that he hoped to establish a friendship pact between his

Duty Directives Delayed

MAXWELL AFB, Ala.—Starter packages for the Modified Cadet Program have now been mailed to all units, but there has been a delay in publishing Staff Duty Analysis directives for Phases III and IV.

September 1 is now the tentative date for completing material required for achievement packets 8 through 15.

The starter package includes guidance for all other aspects of the Phase III and IV program; however, contracts and packets for achievements 8 through 15 cannot be ordered until September.

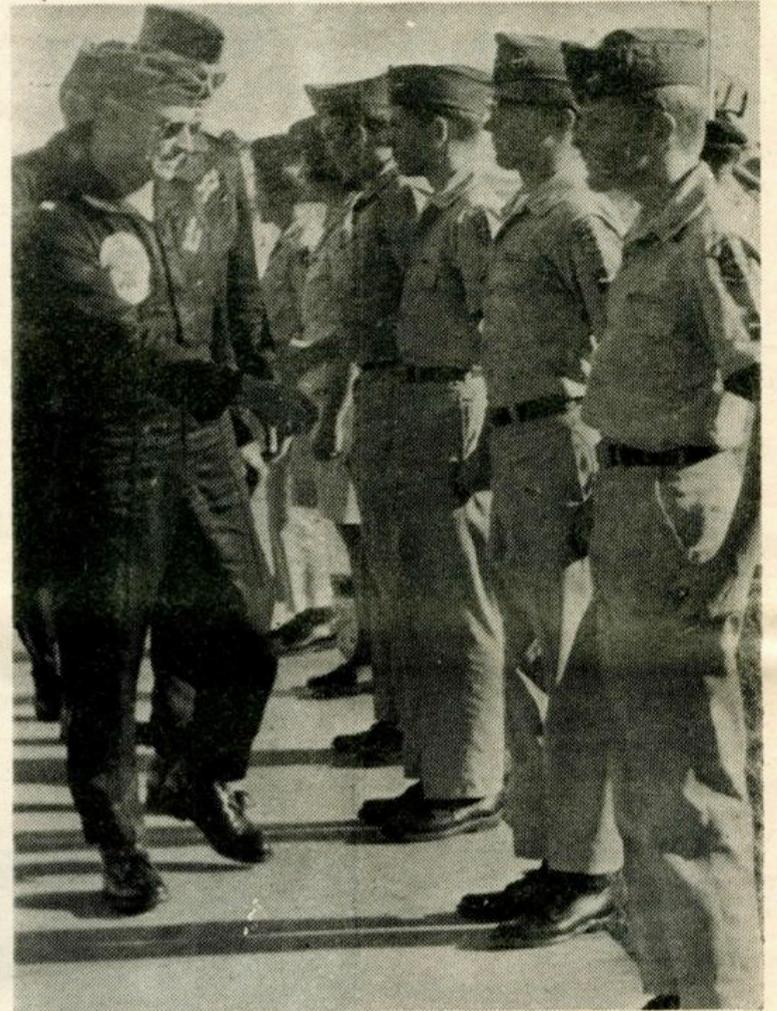
In the interim, advanced cadets can continue work under the old program, or they can work on available portions of the modified program.

New SAR Unit Activated

LITTLE ROCK, Ark.—Little Rock Composite Squadron joined the Arkansas Wing "Bushmasters", a newly activated search unit, to take an active part at Hot Springs Air Race and Show recently. Cadets from the two units handed out CAP literature and policed the show grounds.



MERITS AN AWARD—Cadet 1st Lt. [Name] (right), of the New Mexico Wing's Thunderbird Cadet Squadron IV, receives a Civil Air Patrol Meritorious Service medal from Col. W. Dale Parsons, New Mexico Wing commander. He earned the medal for distinguished meritorious service as unit information officer from March 1, 1969 to Jan. 1, 1970. (CAP Photo)



INSPECTION—Lt. Col. Joe Moore and Maj. Doyle Ruff of the Air Force Thunderbirds inspect a group of Civil Air Patrol cadets from the New Mexico Wing whose unit is named after the famed Air Force aerial demonstration team. The group was on hand to meet the Air Force fliers on their arrival at Kirtland AFB, N. Mex.

CAP Senior Named To Post Office Job

WASHINGTON, D.C.—Robert E. Isaacs, a leading national architect and a staunch member of Civil Air Patrol, has been named Deputy Assistant Postmaster General for Construction Engineering. He fills a new position in the recently revamped Bureau of Facilities and will oversee design and construction of the Post Office Department's vast major facilities building program.

Isaacs comes to the Department from the Cincinnati architectural firm of Sullivan, Isaacs and Sullivan. Active in architectural circles with the American Institute of Architects and the Society of American Registered Architects, he has been national treasurer and vice president of the latter organization and is president elect for 1971.

A native of Zionville, N.C., Mr. Isaacs attended school in Lockland, Ohio and graduated from the University of Cincinnati in 1952.

He has been in Civil Air Patrol 10 years and holds the rank of captain. Formerly the commander of Cincinnati Squadron 101, he has been active in many Ohio Wg. and regional activities. A command pilot, Captain Isaacs has logged more than 100 hours on aerial search and rescue operations.

Captain Isaacs served in the Air Corps in World War II as a radio man and aerial gunner and started with the architectural firm of which he has been a

partner in 1946 when he began as a co-op student at the University of Cincinnati.

He and his wife, Imogene, have three children, Gregory (23) who has a teaching fellowship in voice at Peabody Conservatory of Music in Baltimore, Steven (18), an aeronautical engineering student, and Linda (13).



Robert Isaacs

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MEDAL WINNERS—George Washington Honor Medals are presented to three Gen. Carl A. Spaatz Squadron representatives named winners in the Freedom Foundation Contest last year. Dr. Kenneth D. Wells (second from left) Freedom Foundation president, presents the awards to Daniel B. Boyer, the squadron sponsorship committee vice chairman; Lt. Col. Elizabeth J. Magners, Question Mark editor and Harry I. Gilbert, sponsor committee member. (Photo courtesy of Gen. Carl A. Spaatz Squadron)

Cadet News Briefs

Cadets Promote CAP Program

BELLEVILLE, Ill.—Cadets from the Belle-Clair Optimist and Capitol Composite Squadrons supervised the crowds, handed out literature on Civil Air Patrol and put on a static display of CAP's emergency services and search and rescue equipment at the Capitol Airport, Springfield.

The CAP group heard Illinois Gov. Richard Ogilvie proclaim July "General Aviation Month" throughout the state when he appeared as guest speaker at General Aviation Day ceremonies.

NCR Cadets End Training

HAZELWOOD, Mo.—A group of 250 senior members and cadets from the North Central Region spent 10 days training in the rugged area of Hungry Man Lake, Minn. The group learned about survival, air and ground search and rescue and living off the land. The cadets set up camps, participated in 12 mile hikes and a simulated search and rescue mission. Purpose of the encampment was training leading to meeting the requirements for their "blue beret" achievement.

Member Pull Guard Duty

VAN NUYS, Calif.—Cadets from Group 1, California Wing, stood guard duty on aircraft and static displays, July 3-5, at an air show at Van Nuys Air National Guard Base. On display were fighter aircraft, cargo aircraft and helicopters.

Academy Attracts Cadets

COLORADO SPRINGS, Colo.—Four more Civil Air Patrol cadets have received appointments to the Air Force Academy here during the past few months.

Richard E. Shaw, a former member of Oberlin Composite Squadron, Kansas Wing, June 29, entered the Academy Class of 74.

Dan Sire of the Billings CAP Squadron, Montana Wing, Stephen McConnell of Squadron 604 Rangers Team, Pennsylvania Wing and Martin G. Miller of Squadron 105, California Wing, reported to the Academy in July to begin four years of study leading to a commission.

Cadet Shaw, son of Mr. and Mrs. Ralph W. Shaw of Oberlin, Kans., won the Falcon Foundation Scholarship last year. He attended the Millard School at Bandon, Ore., a preparatory school for young men with sights set on the Air Force Academy.

Cadet Sire, son of Mr. and Mrs. Kenneth Sire of Billings, Mont., is a 1969 graduate of Billings Senior High School. He attended Montana State University and was a member of the Air Force Reserve Officers Training Corps.

Cadet McConnell of Churchill, Pa., had served as a member of the staff at the Ranger Cadet Officers Training School, one of the key positions in the Pennsylvania Wing.

Cadet Miller earned the Mitchell award and promotion to cadet first lieutenant in Civil Air Patrol at the time of his appointment.

Squadron Visits Museum

CHAPEL HILL, N.C.—Chapel Hill Composite cadets and seniors participated in a weekend bivouac in June which included a trip to the Wright Brothers' Memorial at Kitty Hawk, N.C. and a tour of the facilities where the production of The Lost Colony is staged.

Six of the cadets were flown in private aircraft piloted by Samuel Wilbur and Maj. J. F. Augustine to Mateo, N.C. where they met the rest of the unit. Camp was set up near the Cape Hatteras National Seashore where a barbecue and a marshmallow roast were the order of the day.

The squadron visited Kitty Hawk, N.C., site of the Wright

Brothers' first flight in a powered aircraft and toured the museum and saw firsthand a pictorial re-enactment of the birth of aviation and the events leading up to this historic event.

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Cadet Notes CAP Gave Incentive

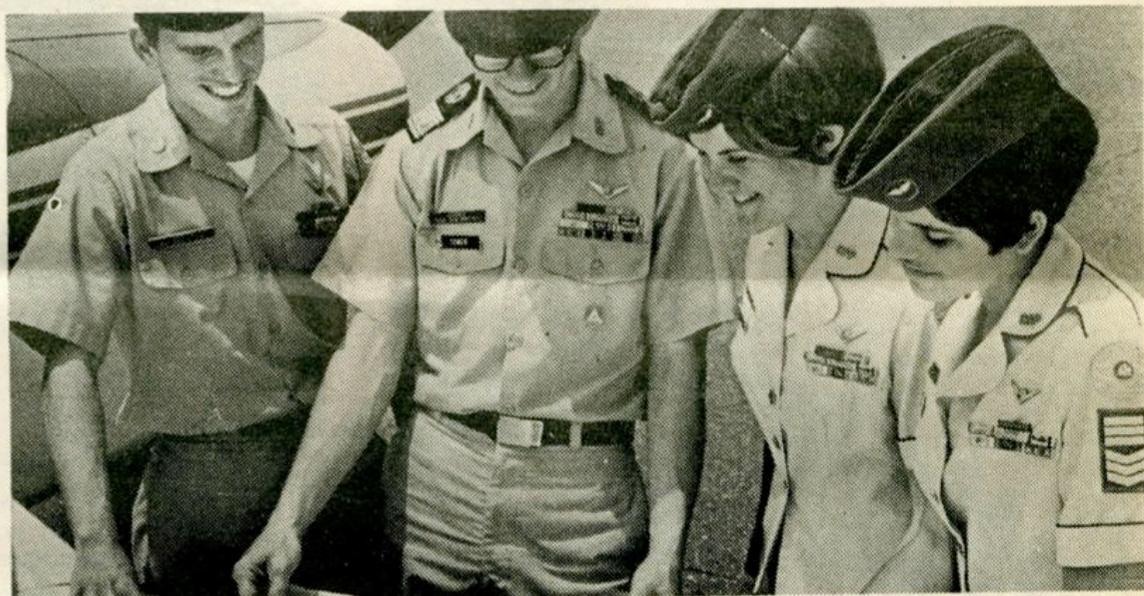
KINGSVILLE, Md.—Former CAP Cadet David L. Cooper claims the training he received in Civil Air Patrol served as the incentive for him to win a four-year Air Force financial assistance grant to the University of Maryland.

Still a member of Maryland Wing's Gunpowder Squadron, Cooper was made lieutenant of the Maryland Honor Guard Reserve Officers Training Corps where he trained new members and led them at various parades and ceremonies.

He was later among the six ROTC members named Distinctive General Military Course cadets and simultaneously received the Maryland Honor Guard Military Excellence award. Cooper is slated for pilot training after completing his studies at the university.



TRIPLE INTEREST—Civil Air Patrol Cadets Monty, Marty and Mindy Waltonen, follow the progress of an aircraft on a surveillance console operated by WAF AIC Marie T. Bordynski, while on a week-long summer encampment here. The 16-year-old triplets, members of the Fairfax (Va.) Old Dominion Squadron, toured the 20th Air Division Direction Center. Their father, Maj. Wallie W. Waltonen, is a communications officer assigned to Air Force Headquarters at the Pentagon. (U.S. AIR FORCE PHOTO)



NEW SOLOISTS—Four Delaware Wing Cadets recently graduated from flight training at Atlantic Aviation Corporation, Greater Wilmington Airport, under Civil Air Patrol's matching funds program. Earning their silver wings (from left) are C/2d Lt. Samuel J.

Guthrie, C/1st. Lt. John K. Tower II, Cadets Amy P. Gier and Barbara E. Soviak, each who received 15 hours flying time in the program. (Photo courtesy of Frank Fahey, News-Journal, Wilmington, Del.)

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Leaders Impressed



"WELCOME TO ANCHORAGE"—That's the happy greeting Col. James E. Carter, Alaskan Wing commander, has for Brig. Gen. Richard N. Ellis, national commander, as he steps from a T-39 Sabrejet. The twin-engined jet had carried General Ellis and his party from the heart of Dixie to Alaska's biggest city in slightly more than eight hours with refueling stops at Colorado Springs and Tacoma, Wash.

MONTGOMERY, Ala.—Three Civil Air Patrol national leaders joined Brig. Gen. Richard N. Ellis, national commander, for a recent, personal look at CAP operations in America's biggest state.

The fast-paced inspection was the first Alaskan visit for Brig. Gen. F. Ward Reilly, national board chairman, Brig. Gen. Lyle W. Castle, national legal officer and Col. Paul W. Turner (now an honorary CAP brigadier general and chairman emeritus), national finance officer and General Ellis.

All were impressed with CAP's performance in the air and on the ground. CAP's strong role in search and rescue operations—widely acclaimed throughout the state—received special attention from Generals Ellis and Reilly.

That's understandable.

A Critical Need

Civil Air Patrol has been flying its humanitarian missions throughout Alaska since 1946. It was rushed into being to fill a critical need generated by the commercial flying boom which followed World War II.

That war ended 25 years ago this month. Since then, CAP personnel have seen their state grow more than all the previous years in Alaskan history. They've had a front-row seat on this panorama of progress but never as spectators. They have been part of it... a very important part. The role of aviation in the development of Alaska is similar to the role played by the railroads in the lower 48 states. In other words, it was the airplane that enabled

people to reach into every corner of Alaska.

As flying operations soared, CAP kept pace with a variety of aircraft equipped with wheels, floats, skis which enabled its bush pilots to go where needed.

Naturally, CAP's emergency services were concerned in flying operations, but during major disasters such as earthquakes or floods CAP responded with nearly a thousand trained volunteers who filled a variety of tough jobs.

586,000 Square Miles

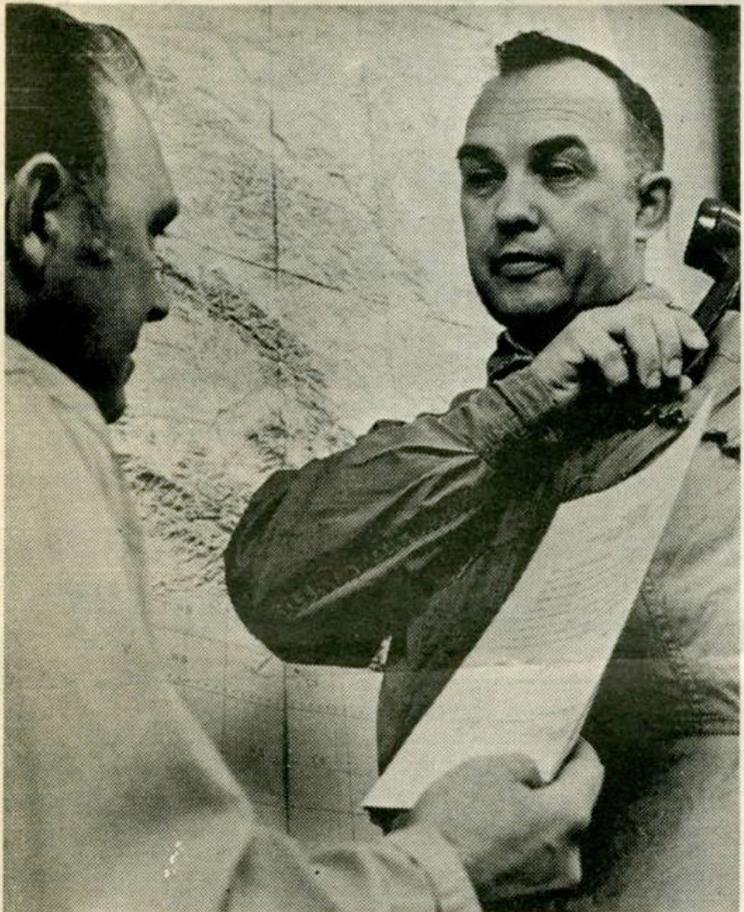
Not too many people realize just how big Alaska really is, but

Story by
SMSgt. Bill Costello



FIRST VISIT—This was Brig. Gen. F. Ward Reilly's initial visit to Alaska and he lost no time getting acquainted with the area. Here, CAP's Chairman of the Board gets planeside orientation from SSgt. Dave Lopez, Alaska Wing Liaison NCO, whose office is located at

Elmendorf AFB. In background is cadet color guard which General Reilly had earlier inspected and praised for "...their appearance, drill techniques and obvious pride in what they're doing."



POLARIS GROUP LEADERS—This is the one-two punch of CAP's Polaris Group in Anchorage which has earned the respect and praise of civic, government and military leaders for the unit's professional support of search and rescue operations. Capt. Russ Anderson (with phone) is Group Commander and Lt. Bill Morgan in operations officer. Captain Anderson is one of Alaska's most experienced pilots and knows the rugged Alaskan countryside like most men know their own backyard. Lieutenant Morgan is totally involved with aviation. In addition to participating in the air or on the ground with all SAR missions involving CAP aircraft, he also is airport manager for Merrill Field in Anchorage, one of the nation's busiest general aviation airports.



LIVE—AND IN COLOR—Alaskan viewers received a toplevel Civil Air Patrol briefing when Col. Paul W. Turner, national finance officer; Air Force Brig. Gen. Richard N. Ellis, national commander; and Brig. Gen. F. Ward Reilly, chairman of the board, appeared on the popular Hostess House program in Anchorage. The show was hosted by Norma Goodman of

KTVA Television and broadcast live and in color throughout the heart of Alaska. All participated in the 15-minute program which examined CAP history, current operations and the future. In another TV appearance, the trio made a video tape which was later aired by KENI Television, which also used portions in its daily newscast.

led By Alaska Wing

one group of men is keenly and perpetually aware of its overwhelming dimensions. These men are the Air Force personnel who operate ARRS' Rescue Coordination Center at Elmendorf AFB. "Our area covers all this," says Capt. Sage H. Olson, waving towards a colorful wall map of Alaska. "It's a big area and a big job. There are 586,000 square miles out there...nearly equal to the combined areas of Montana, Oregon, Washington, Idaho and California.

"It's impossible for me to imagine life without CAP in Alaska," he added, "and the

Coast Guard, which conducts SAR operations in southern Alaska, feels the same way." Captain Olson explained that USCG units at Juneau frequently call on CAP for assistance and have always received swift, professional response.

Best In The World

Staff Sergeant John S. Riley, who works with Captain Olson as a SAR controller, was even more emphatic in his praise. "I've been working closely with CAP and have flown with them on occasions for two years," he says, "and not once have they turned down a mission—for any reason. They participate in nearly 90 per cent of all our missions and as far as I'm concerned, the Alaskan CAP is the best in the world."

Time did not permit a

personal look at all of CAP's SAR operations in Alaska so the Polaris Group, located at Anchorage's Merrill Field, received the full blunt of the inspection. Simulated missions were flown by the Group with members of the national headquarters staff aboard. In a letter to Capt. Russ Anderson, Polaris Group commander, General Ellis wrote:

"...I am impressed with the fine SAR record your Polaris Group has put together. In my judgement, the esteem which Air Force people at Elmendorf, especially the Rescue Coordination Center, have for your unit is a prime factor in the truly outstanding CAP-USAF relationship we enjoy in Alaska. They really consider the Group as part of the first team and that's the finest report CAP can obtain..."

Photos by
MSgt. Bill Bond



ALASKAN AIR SEARCH—With Lt. Ron Larson at controls, this T-34 was launched on a simulated SAR mission over a desolate area near Anchorage. It was the first of three CAP aircraft to reach the crash scene where it

orbited until the slower aircraft arrived. In rear seat, serving as observer while getting a first-hand look at Polaris Group operations, is Capt. Paul T. West from CAP's National Headquarters.



NEW MEMBER ON CAP-USAF TEAM—A prime mover in the excellent USAF-CAP relationship throughout our 49th State is Col. Edward S. E. Newbury, Alaskan Air Command's deputy commander. Here he is flanked by Brig. Gen. Richard N. Ellis (left), CAP national commander and Col. James E.

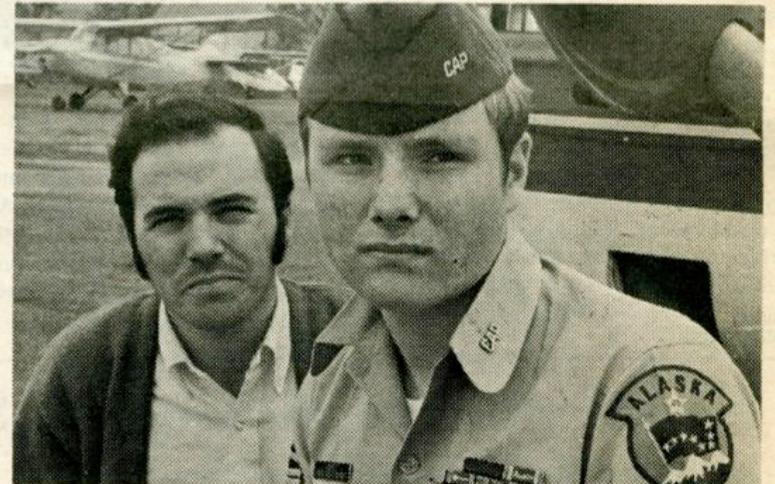
Carter, Alaskan wing commander, as they jointly present an honorary member certificate during ceremonies at Elmendorf AFB. In his remarks, General Ellis said, "...it's good to have you on the CAP-USAF team and it is a privilege for me to present this certificate which now makes it official."



HURRIED BRIEFING—Col. James E. Carter, Alaska Wing commander, is a well-known visitor to Elmendorf's Rescue Coordination Center. Here he listens as Air Force Capt. Sage H. Olson, SAR coordinator, handles two calls simultaneously. At map in background, is SSgt. John S. Riley, SAR controller, who is plotting search patterns flown by aircraft from CAP's Polaris Group. Colonel Carter has commanded the Alaska Wing since 1959. In civil life he is an executive with the Federal Aviation Administration with offices located at Elmendorf—just a stone's throw from the rescue center.



"NICE GOING, BUDDY"—CWO Don Sherwood receives exuberant welcome after scoring a find on his first search and rescue mission for CAP's Polaris Group at Anchorage. Extending rough-house congratulations is mission coordinator, Lt. Warren Dolsk, group maintenance officer. Sherwood—who is on active duty with the U.S. Army at nearby Fort Richardson—learned to fly through CAP programs. In his initial mission, he had been assigned to fly a search pattern for a missing transport but shortly after takeoff was diverted to assist a light aircraft in trouble. Less than 20 minutes later he had located the small plane in a wilderness area near Eagle River and radioed the good news that pilot and passenger were O.K.



HE GOT UP EARLY—Cadet Norman W. Bishop is shown with his civilian instructor Frank Gibbs, after the high school junior completed basic flight training at Anchorage, Alaska. He was one of 16 young men and women from units throughout Alaska who entered—and completed—the course at Aero Tech, an FAA-approved flight school. The fledgling pilot now wants to surpass his dad's flying achievements and it's a good thing he got up early. His dad, Air Force Lt. Col. Norman C. Bishop, is a command pilot with more than 8,000 flying hours.

Forty-five Graduate From Jet Orientation At Perrin Encampment

PERRIN AFB, Texas—Forty-five Civil Air Patrol cadets heard retired Air Force Col. William E. Buck Jr., wing commander at Perrin from 1959 to 1962, speak July 10 at a banquet and graduating ceremonies at the Officers' Open Mess here.

The banquet served as the climax of the cadets' week-long stay at this Aerospace Defense Command base during which they participated in the 14th Annual Jet Orientation Course.

Col. Vermont Garrison, 4780th Air Defense Wing commander, introduced the guest speaker and presented a plaque to C/Capt. Gregory N. Gorham of Portland, Ore., who was named the course's outstanding cadet.

Selected for his personal appearance, military bearing, course interest and initiative, Gorham was also treated to an orientation flight in an Air Force TF-102 Delta Dagger aircraft earlier that day.

Veterans Back Squadron

ROCHESTER, N.Y.—American Legion Genesee Valley Post No. 194 and the Veterans of Foreign Wars Patchen-Briggs Post No. 307 have joined as sponsors of the Rochester Cadet Squadron, New York Wing.

The Veterans' organizations, in recognition of their sponsorship, presented the squadron an American Flag and the squadron's own colors. Also presented was a check for \$125.00 for use in the "cadet special activities program" to be used for cadet solo encampment training and other related activities.

Joseph J. Korbel, Post Commander, presented the check on behalf of the Veterans of Foreign Wars, and Ray Shepardson, post commander, on behalf of the American Legion. Receiving the check on behalf of Rochester Cadet Squadron, Capt. Charles Geo. Powell, unit commander, said: "You truly foster and perpetuate a 100 per cent Americanism. We are flattered that, with your many other endeavors, you have channeled your new interests in our direction."

After the banquet, the cadets attended a dance accompanied by girls from the McKinney Job Corps Center who were their special guests.

The Jet Orientation Course is designed to introduce the cadets to the characteristics of military jet aircraft and various functions of the Air Force while stimulating in them an interest in the Air Force as a career.

Cadets receive nine and a half hours of physiological training at the 4789th Physiological Training Flight, seven hours of instruction at the academics branch of wing operations and two hours in the T-33 aircraft.

Another highlight of the cadets' tour was a flight in HH-43 Huskie helicopters of Detachment 13, 43rd Aerospace Rescue and Recovery Squadron. These helicopters are used in pilot rescue and fire fighting.

Also on the cadets' agenda were tours of the Aerospace Defense Command's Life Support School at Lake Texoma, the Ground Controlled Approach Facility, the maintenance complex and the 3251st Flying Training Squadron.



CLOSE LOOK AT T-33—Three CAP cadets Command's T-33 jet trainers. They (from left) attending the 14th Annual Jet Orientation Course at Perrin AFB, Tex., July 5-11, get a closer look at one of the Aerospace Defense (Air Force Photo courtesy of ADC)



HONOR CADET—Cadet Capt. Gregory N. Gorham of Portland, Ore., receives a plaque from Col. Vermont Garrison, 4780th Air Defense Wing commander, on being named the outstanding cadet of the 14th Annual Jet Orientation Course at Perrin AFB, Tex. In addition to receiving the plaque, Gorham also won an orientation ride in an Air Force TF-102 Delta Dagger aircraft in recognition of his achievement. (Air Force Photo courtesy of ADC)



FLIGHT SIMULATION—Sergeant Paul T. Shelley of the Aerospace Defense Command's Flight Simulator Section, Perrin AFB, Tex., instructs two Civil Air Patrol cadets in the use of a T-37 flight simulator. The cadets were among 45 outstanding CAP members from around the United States attending a Jet Orientation Course, July 5-11, at Perrin. (Air Force Photo courtesy of ADC)

Washington Scores High In SARDA

McCHORD AFB, Wash.—The Washington Wing for the fifth consecutive year scored exceptionally high in the annual evaluation exercise launched by Civil Defense. The wing recorded a 98 per cent effectiveness rating following the test.

A total of 252 wing members, 135 seniors and the remainder cadets, participated in the

exercise while operating from six bases throughout the state. These operational sites were located at Kent, Olympia, Spokane, Okanogan, Auburn and Brewster.

Realism was the keynote of the entire exercise when Civil Defense examiners triggered a simulated nuclear emergency to test the wing's capability to

perform aerial surveillance and radiological monitoring of the mock disaster areas throughout the state.

The wing was examined on its ability to respond quickly to any emergency situation while working with Civil Defense, Federal Aviation Administration officials in the state under the new SARDA plan.

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CADETS REWARDED—Two Northern Neck Composite Squadron members, C/2d Lt. Debbie Rock (left) and C/1st Lt. Jeannie Stout, were rewarded recently for the achievements in the CAP Cadet program. Cadet Rock received the Mitchell award and Cadet Stout the Earhart award from Col. Arlie G. Andrews, Virginia Wing commander, recently at ceremonies at Meathsville, Va. (Photo courtesy of B. S. Rock, unit information officer)

CAP News Briefs

Wing Delegation Briefs Governor On Mission

McCHORD AFB, Wash.—Civil Air Patrol services to the state was the topic when a Washington Wing delegation met Gov. Daniel Evans recently to brief him on the organizational developments and changes of CAP units throughout his state.

A slide presentation entitled "The New Image" was shown by 1st. Lt. Patrick Ledray and Lt. Col. Jerry Keesee gave a Civil Defense briefing. Attending the briefing was Col. Stephen E. Mills, wing commander.

A staunch supporter of Civil Air Patrol, Governor Evans became an honorary CAP member in 1967 and shortly afterwards located a downed airplane pilot who made a forced landing on a logging road.

American Legion Cites CAP Wing

WILMINGTON, Del.—Col. Louisa M. Morse, Delaware Wing commander, who was named CAP Wing Commander of the Year for 1970, recently received a certificate of appreciation for her wing's accomplishments in guiding the youth of the nation. The award came from the Department of Delaware, American Legion, which assembled in Laurel, Del., June 28.

The Delaware Wing was also recognized for the many hours and funds it spent motivating youth of the state in aviation and aerospace careers and for its participation in search and rescue and emergency services operations throughout the year.

Commander's Son Earns Commission

SIOUX FALLS, S.D.—Edward Page, son of South Dakota Wing's former commander, recently graduated with an engineering degree from the South Dakota University and went immediately into the United States Air Force as a commissioned officer.

While at university, the former Civil Air Patrol cadet was a member of the Air Force Reserve Officers Training Corps.

Hawaiian Workshop Attracts Educators

HONOLULU, Hawaii—Hawaii State Department of Education, the University of Hawaii and the Hawaii CAP Wing teamed up recently to jointly sponsor an Aerospace Education Workshop for teachers from the U.S., Hawaii and Japan.

The workshop, which ended July 16, provided an introduction to aerospace science and technology which included social, economic and political implications. Workshop director was Donald G. Aten of the University office of field services, also a member of the Hawaii CAP Wing staff.

Two Hawaii Wing staff members, Maj. Billy G. Ogan, Maryland School Cadet Group commander and SM Hobert M. Hostler of Waianee attended the school. Other agencies cooperating in the program included the Air Force, Hawaii Aerospace Education Association; General Aviation Council of Hawaii and the Federal Aviation Administration.

Major Assumes Command Of Unit

NEDERLAND, Tex.—Maj. George L. Turk Jr. recently assumed command of Mid-County Optimist Composite Squadron, Texas Wing, succeeding Capt. Terry Hayes who became the squadron's senior member deputy commander.

A captain in the 273d Electronics Installation Squadron, Texas Air National Guard, Turk is a recent graduate of the Air Force Air Command and Staff College, Maxwell AFB, Ala. An amateur radio operator, he joined the Civil Air Patrol organization two years ago.

Mississippi Ends Ranger Training

JACKSON, Miss.—Personnel from eight Mississippi Wing squadrons and Alabama Wing's Mobile-Brookley Composite Squadron recently graduated from the Third Annual Mississippi Ranger encampment at Van Cleave, Miss. Members of the Singing River Composite Squadron and Live Oak Senior Squadron, hosted the three-day training session. While at the encampment the cadets learned ground and air search and rescue techniques, first aid, survival techniques and how to read maps and compasses. Maj. Dave Caldwell, Singing River Squadron commander, was in charge of the encampment.

CAP Assists Coast Guard In Lakefront Rescue Effort

NEW ORLEANS, La.—"Civil Air Patrol was wonderful," said Mrs. Joseph Hughes, one of 13 persons rescued by the U.S. Coast Guard with CAP's help in the lakefront area, July 4, after hurricane-force winds reaching 86 m.p.h. swept through this southern city. The sudden storm caught several hundreds of residents off-guard, sent several boaters rushing for port and slammed a number of boats into the lake's seawall. All caught in

the storm were here celebrating the July 4th holiday.

A dozen Civil Air Patrol pilots logged 14 hours flying 11 sorties during the two-days of search and rescue operations. Engaged in the emergency services operation were 48 senior members and cadets from Louisiana Wing headquarters, Senior Squadron headquarters, Slidell Composite Squadron and the Kenner Search and Rescue Squadron.

Cited for exceptional service above and beyond the call of duty were two CAP Senior Members, 1st. Lt. Gregg Goda and L. J. Sevin, of Senior Squadron headquarters, who rescued two adults and seven children whose fiberglass runabout boats capsized after crashing into the seawall. Also cited for heroic action in this rescue was CWO Darryl Bray, who helped in pulling nine over the seawall in the teeth of the storm and put them in police vehicles which took them to the Lakefront Airport for treatment.

The emergency service operation began when Col. Alvin Rouse, Louisiana Wing commander, was asked by the U.S. Coast Guard to assist in searching for those caught in the sudden storm.

CAP fliers reported several capsized boats to the U.S. Coast Guard who immediately went to their aid. These were spotted by 1st. Lts. Adrian Scheely of the wing staff, R. Sneed, Headquarters Senior Squadron; Capt. John Dager, 1st. Lt. A. Boudreaux, Capt. Nick Blount and SM Sidney Welsch.

Also engaged in flying aerial surveillance were 1st. Lt. John Saucier, his observer, 1st. Lt. S. Nothacker of the Slidell Composite Squadron. Other units involved included Headquarters, New Orleans Cadet Squadron, Chennault Cadet Squadron and New Orleans Senior Squadron.

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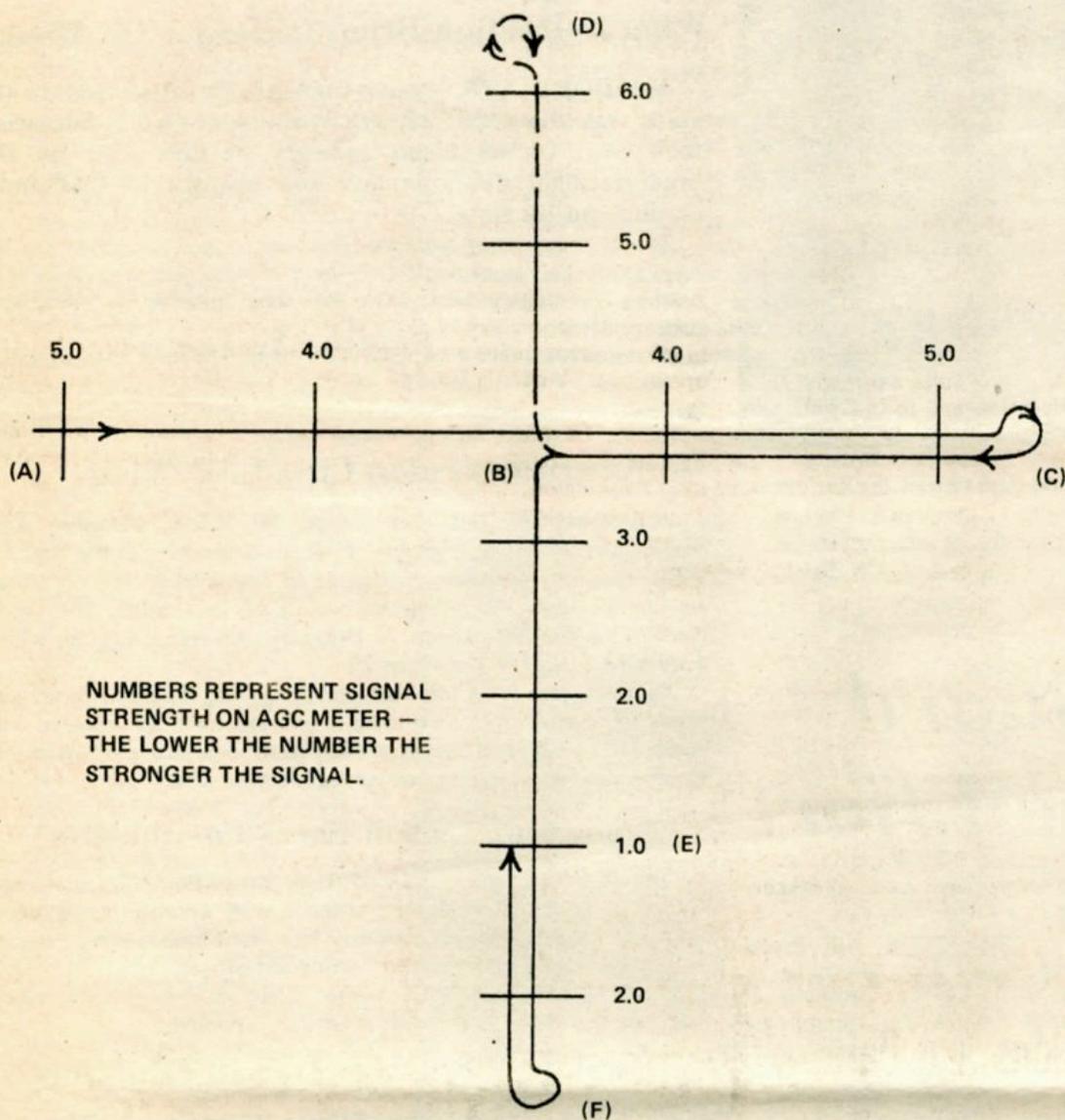
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180° - 90° SEARCH PATTERN WITH AGC



NUMBERS REPRESENT SIGNAL STRENGTH ON AGC METER — THE LOWER THE NUMBER THE STRONGER THE SIGNAL.

This article, the second on procedures for finding a downed aircraft which has a locator beacon installed, covers the "180-90 degree" search pattern.

The pattern, similar to the one previously described which used only a radio receiver, also is based on varying signal strength but requires an additional device

in the search aircraft. This is a simple AGC (automatic gain control) meter.

The meter gives a visual presentation of the signal strength being received. By flying the indicated search pattern the AGC meter-equipped search and rescue aircraft can fly to the point of strongest signal strength—over the beacon.

Referring to the diagram, the procedure is as follows:

1. The pattern begins at Point (A) where the emergency beacon signal is identified and the AGC value noted.
 2. Hold constant heading and altitude while recording location and AGC values at periodic intervals on any appropriate chart.
 3. Aircraft will pass through area of maximum signal level (B), and continue to the point of signal fadeout, (C).
 4. Conduct a 180-degree turn and return to the point of highest signal level, (B).
 5. Conduct a 90-degree turn either right or left.
 6. If signal diminishes, conduct a 180-degree turn and return toward the beacon, (D).
 7. After passing over the area of highest signal level, (E), continue past approximate beacons location to obtain a definite decrease in signal level.
 8. Conduct a 180-degree turn and return to point of highest signal level for intensified search.
- In mountainous terrain where the beacon signal may fluctuate, the pattern may have to be repeated on different headings to locate the beacon accurately.
- The pattern also can be used by aurally measuring signal strength but the AGC meter gives a more sensitive indication. —(CPOT)

Do You Swarm Around The Hive?

Q. Where is the biggest concentration of bees found?
A. Around the hive.

No, this is not intended to sound like an entomology exam extract. The example was used because airplanes behave like bees. They rarely gather pollen, unless they are flying too low, but they do cluster around the home drone.

The smart bee, or pilot, doesn't mess around the swarm of his fellows about the hive once he gets airborne. It is silly to circle over the hive to get altitude when the chance of collision is greatest. So he climbs in a clear area away from the congestion.

Not being familiar with the gear lowering and pre-landing checklists of a bee, one can only

assume that the procedures are simple. You rarely see two bees run together because of traffic pattern congestion so they must have a good system.

Winged humans have to rely on a conscious effort to remain alert for other aircraft while in the airport vicinity and very few people have six gears, like the bee, to put down before landing.

Anyone who has watched an active beehive knows that the traffic around it is almost as thick as that around some major airports. This may not be a completely accurate observation but it sure seems that way at times.

Until people figure out the terminal traffic control system bees use to avoid collisions, it is wise to be on your way and not tarry in the airport area any longer than necessary. —(CPOT)

... Flying Notes

Most of the material on these two pages (pages 12 and 13), of interest to pilots, is supplied by the Directorate of Operations at CAP National Headquarters and is taken, in part, from FAA publications and directives.

'Any Old Port...?' Well, Maybe, But...

The old adage, "Any port in a storm," can be applied to the use of military airfields by general aviation.

A civilian aircraft with a bona fide emergency can use any military airport and can expect a friendly reception. A call on the tower frequency, or 121.5 MHz, will clear the runway and have some of the best emergency equipment there is standing by.

There is no problem even in case of radio failure. Flying past the tower and rocking the wings will clear the way but pilots should be extremely alert for military aircraft in the area and should land only after getting a green light from the tower. Of course, with no power he will just have to set down on the runway, hoping the tower has seen him in time to clear the way.

Once on the ground safely, the pilot will be asked to show why he declared an emergency, to fill out various forms, and will be billed for all direct costs arising from the emergency. This obviously is better than wiping out in a boulder-strewn field.

If there really was no emergency, the "storm" could be in the "port." The civil pilot who lands at a military airport without advance authorization

or an emergency may be in violation of FAR 91, possibly can be penalized by the Federal Communications Commission for misuse of his radio, and can figure on a large landing fee plus paying all the expenses.

The aircraft also could be impounded while awaiting departure clearance from higher headquarters. It is not likely, but neither is it impossible that a bird stalled on the runway during a scramble could find itself being not so gently pushed off to make way.

Military airports will not turn away a bird in distress but a phony emergency just to try out that long strip could be embarrassing, expensive or worse.

Excluding the above emergency situations, Civil Air Patrol Corporation aircraft are cleared to operate from military airfields only under certain specified occasions and/or for definite reasons.

For examples, corporation officials are permitted to land at Maxwell AFB, Ala., in conjunction with a National Executive Committee meeting and all CAP aircraft may land at military airfields when prior arrangements have been negotiated for maintenance or painting.

In the latter example, the respective region liaison officer must issue the permit and coordinate with the military base commander prior to the arrival of the CAP aircraft.

The instances where CAP aircraft may use military fields are very few. CAP pilots should coordinate all such plans with the nearest wing or region liaison officer. —(CPO)

Cadet Dies After Mid-Air Crash

PORTLAND, Ore.—A cadet honor guard from Oregon Wing's Vancouver Composite Squadron attended funeral and burial services June 17 at Willamette National Cemetery here and offered a final salute to one of its members Cadet James G. Oppel.

The 14-year-old cadet died June 14 when the private plane in which he was a passenger collided in mid-air with another plane while participating in the Columbia County Air Show.

Cadet Oppel was the son of Mr. and Mrs. Rollin Oppel of Vancouver.

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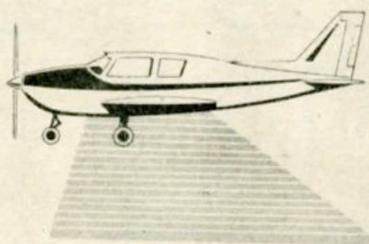
Don't Let Under Wing Airspace Be The Last Place You Look

Midair collisions near airports usually occur in good weather and at relatively low speeds. Inability to see or be seen may be attributed to lack of awareness of the segment of airspace blocked out by the wing.

Low-wing aircraft have excellent visibility forward, overhead and to the rear. But the low wing covers a specific area below the cabin within which other aircraft may be hidden. Their presence may be unknown unless the pilot of the upper plane observes them entering the blocked out airspace and realizes that they have not emerged. Great care must be taken to be alert for such aircraft movements, especially during the landing phase when numerous pre-landing procedures tend to draw the pilot's attention inside the cockpit.

Pilots of low-wing aircraft should be particularly on the lookout for high-wing aircraft below them, since this situation provides a potentially mutual blind area of rather large dimensions, depending on the nearness of the aircraft and the wing configuration.

When the low wing is lowered in a turn, the pilot has an excellent opportunity to examine the airspace below him in the direction of the turn. However, he must remember that the silhouette of an aircraft below the horizon is difficult to spot against many types of landscape, especially when moving at low speed.



In level flight the low wing hides a pyramid of airspace directly below and to the rear of the pilot. Aircraft so hidden present a midair collision hazard, especially in busy airport traffic areas.

When the low-wing aircraft is turning within an airport pattern, such as a turn onto final approach, the area outside the turn will be effectively hidden from the pilot. He must take great care, therefore, to examine this area before he begins his turn, looking for other aircraft on straight-in final approach, or even turning on final from an opposing direction. Not all pilots, by any means, can be counted on to observe the standard or field indicated pattern turns. This is especially true at uncontrolled airports with considerable itinerant traffic.—FAA Aviation News

PILOT BRIEFS

● **ACTIVE PILOT EXCEED 7,000.** As of Dec. 31, 1969, there were 720,028 pilots in the United States holding a current medical certificate. This is a four per cent rise over the 1968 year-end total. The student pilot category showed a three per cent decline, but the number of private pilots increased by six per cent to 299,491; commercial pilots increased seven per cent to 176,585; and airline transport pilots were up 10 per cent to 31,442. Thirty per cent of the pilot population (excluding students) now hold an instrument rating.

● **FUEL SYSTEM FIRES.** A two-day conference on fuel system fire safety in transport airplanes, held May 6 and 7 at FAA headquarters in Washington, included a discussion of proposed certification and operational standards for fire protection of fuel tanks and venting systems.

Copies of presentations are available from Stephen H. Rolle, FS-140, Federal Aviation Administration, 800 Independence Ave. SW, Washington, D.C. 20590. New regulatory proposals will be developed and processed in accordance with established rulemaking procedures.

● **MORE OXYGEN EQUIPMENT REQUIRED.** A new rule requiring aircraft to carry supplemental oxygen equipment when operating at cabin pressure altitudes above 12,500 feet mean sea level (MSL) has been adopted by FAA. Both pressurized and unpressurized aircraft, regardless of weight are covered by the new regulation.

At cabin pressure altitudes above 12,500 feet MSL up to and including 14,000 feet, only the required minimum flight crew will have to use supplemental oxygen and only if the flight lasts more than 30 minutes. At cabin pressure altitudes above 14,000 feet, oxygen must be used by the minimum flight crew during the entire flight time. Above 15,000 feet cabin pressure altitude, each occupant of the plane must be provided with supplemental oxygen.—FAA Aviation News

Flight Instructor Refresher Courses Locations and Dates

The following instructor refresher courses, scheduled throughout the remainder of 1970, are available to all certificated flight instructors seeking renewal of their certificate, commercial pilots working toward flight instructor rating, officers of college or service flying clubs and teachers in city or county school systems instructing in aeronautical subjects. Applicants should contact the appropriate sponsor, not FAA.

FLIGHT INSTRUCTOR COURSES

LOCATION	SPONSOR	DATES
Alabama: Auburn	Auburn University	8/18-20/70
Arizona: Phoenix	Arizona Dept. of Aeronautics	9/29/70-10/1/70
Calif.: Costa Mesa	AOPA Air Safety Foundation & Orange Coast College	9/1-3/70
San Diego	AOPA Air Safety Foundation	11/3-5/70
Fresno	AOPA Air Safety Foundation	12/1-3/70
Colo.: Colo. Springs	AOPA Air Safety Foundation & City of Colorado Springs	10/27-29/70
Connecticut: Hartford	Conn. Dept. of Aeronautics	11/17-19/70
Florida: Melborne	AOPA	8/11-13/70
Hawaii: Honolulu	Dept. of Transportation, Hawaii	12/15-17/70
Illinois: Moline	Illinois Dept. of Aeronautics	8/4-6/70
Champaign	AOPA & University of Illinois	8/18-20/70
Indiana: Lafayette	AOPA & Purdue University	10/13-15/70
Iowa: Ames	Iowa State University	9/22-24/70
Maine: Bangor	Maine Aeronautics Commission	9/15-17/70
Maryland: Baltimore	AOPA & State Dept. of Aeronautics	11/17-19/70
Massachusetts: Boston	Massachusetts Aero. Commission	10/13-15/70
Mississippi: Jackson	Mississippi Aero. Commission	12/1-3/70
Nebraska: Lincoln	University of Nebraska	12/8-10/70
New Hampshire: Plymouth	Plymouth State College	11/10-12/70
New Jersey: Princeton	FAA General Aviation District Office	8/25-27/70
N. Dakota: Grand Forks	University of North Dakota	12/15-17/70
Ohio: Kent	Kent State University	8/4-6/70
Oklahoma: Stillwater	Oklahoma Aero. Commission	10/27/70
S. Carolina: Columbia	AOPA & State Dept. of Aero.	11/10-12/70
Tennessee: Memphis	State Dept. of Aeronautics	9/8-10/70
Texas: Galveston		
Longview	Texas Aeronautics Commission	9/15/70
Harlingen	Texas Aeronautics Commission	11/23/70
Utah: Salt Lake City	Utah Division of Aeronautics	10/6-8/70
To be announced	Utah Division of Aeronautics	9/28-30/70
Vermont: Burlington	Vermont Aeronautics Board	9/29/70-10/1/70
Virginia: Richmond	State Division of Aeronautics	10/20-22/70

FAA Aviation News

Results Tragic

Fuel Mixing A 'No-No'

Each day more and more aircraft fueling facilities offer multiple types of aviation fuel. As the number providing both jet fuel and aviation gasoline grows, the chance of piston-powered aircraft being fueled accidentally with jet fuel grows proportionately.

Since "Murphy's Law" (If anything can go wrong, it will) is as universally applicable as Newton's Laws, it was practically inevitable that someone someday would put the wrong fuel in an airplane.

Several instances of this have been reported already, one recent tragic case being the chartered Convair which attempted to land on a highway near Atlanta. The only way to prevent such occurrences is for all owners, operators, and fuel servicing personnel to be aware of the possibility and to maintain an active vigilance against it.

Operating reciprocating engines on jet fuel can cause extensive cylinder assembly damage but if the engine is not actually run, little or no damage will occur. In the latter case, the fuel tanks, lines, and system should be drained completely, the tanks refilled with proper fuel, and the engine run for approximately five minutes.

If the engines were operated on jet fuel, investigate the abnormal engine operating conditions and accomplish the following:

- Perform a compression test on all cylinders.
- Completely borescope inspect the interior of the

cylinders, especially the combustion chamber and piston dome.

-Drain the engine oil and check the oil screen.

-Drain the fuel tanks, fuel system, and carburetor.

-Flush the fuel system and carburetor with gasoline and inspect for leaks.

-Fill the fuel tanks with the proper grade of aviation gasoline.

-If the engine inspection was o.k., complete an engine run-up check.

Regulations are in effect that should help prevent fuel mixing. FAR Part 23, Section 23.1557 (c)(1) requires that aircraft fuel filler openings be marked to show the word "FUEL" plus the minimum fuel grade for the engine. Regulations also require that these markings be kept fresh and clean so owners should be sure that they are washed frequently and repainted when necessary.

It is equally important that tank vehicles be marked conspicuously to show the type of fuel carried. The FAA also recommends that the hose lines be marked next to the nozzle and every six feet. No amount of marking can replace an alert operator, however.

The obvious goal is to prevent mixing jet fuel with gasoline in the first place. A conscious effort on the part of all concerned is the only way the goal will be realized. The extra care and time is a cheap price to pay when the alternative may be expensive engine repairs—or worse.—(CPOT)



NOVEL RECRUITING IDEA—Group 1200 of the Pennsylvania Wing came up with a novel idea for recruiting new Civil Air Patrol members recently. One of the first of its kind in the organization, this Mobile Recruiting Trailer serves as a show case for CAP literature. The property of CWO J. Marlin May, Group 1200's information officer, the recruiting van's debut came at the recent Gateway Fair at DuBois. (Photo courtesy of DuBois Courier-Express)

Chairman's comments

Is It Time For A Change?

by Brig. Gen. F. Ward Reilly

These remarks are directed to the "Blue Suit" Senior segment of Civil Air Patrol charged with the operational capability of the Emergency Services and Wartime Missions, including such other senior elements that constitute the uniformed hard corps of the organization.

Aside from the important cadet segment, there are presently 10 other categories of membership with varying degrees of participation, which is confusing and difficult to administer. These categories will be consolidated, to the extent possible, and the wearing of the uniform will be restricted to authorized occasions or upon recall to active duty.



Complacency, compassion, non-compliance with regulatory criteria and lulled by a false sense of our national security has resulted in a deterioration of our capability to respond in a military sense to the Wartime Mission we are committed to by law and corporate agreement.

Many seem to have forgotten that a wartime operational capability to support the Military and Civil Governments is a primary objective and the basis for justification of the law creating Civil Air Patrol as an official auxiliary of the United States Air Force. A measure of our effectiveness in this role is the acceptance and respect we receive from the Air Force.

Do not be consoled by our wartime non-combatant status. In radiological monitoring, damage assessment, re-establishing air transportation and other committed missions, we will face the full fury of a nuclear conflict. As a supporting element of the Air Force, we must have a responsible, disciplined force, physically, mentally and operationally capable of the task.

It is imperative that we take appropriate action to upgrade our active duty personnel and establish Officer criteria comparable to military standards and appropriate to the Civil Air Patrol Mission. We are morally bound to the Military Code, Duty, Honor, Country and to defend the Constitution of the United States against all enemies.

Civil Air Patrol should have a great future as long as there are courageous, aviation oriented and motivated Americans. The governing and policy making bodies of CAP bear the responsibility of developing an organization, bound to the fundamental concepts and commitments, and capable of accomplishing the Mission. Only those who are able, willing and qualified should be accepted. Members in name only, do not suffice for active, trained and mission qualified personnel.

The mission of CAP can only be accomplished with the essential and inseparable relationship with the Air Force. The compatibility of the military and civilian organizations may be better understood by a profile comparison in certain areas:

The Department of the Air Force is administered by a civilian Secretary of the Air Force appointed by the President.

Civil Air Patrol is governed by a civilian National Board and administered by an Air Force General Officer and staff.

The Air Force and CAP are both volunteer organizations composed of patriotic, courageous Americans.

Both organizations are committed to the defense of the country.

The resources and capabilities are not comparable. Nevertheless CAP is a supporting element of Air Force and its contributions in SARDA and other national emergency areas is of consequence.

In the absence of or non-compliance with educational, physical and duty qualification, CAP is not comparable with military standards. This deficiency must be corrected. The Aviation Community is the principal source from which CAP should recruit its Senior personnel. In the segment of civil pilots and aircraft owners alone there are close to one million. Extensive and reliable surveys reveal the personal profile of this segment of aviation in the following areas:

- 52% Age 35 to 49
- 78% Annual income \$10,000.00 to \$100,000.00
- 13 1/2% Annual income \$40,000.00 to over \$100,000.00
- 31% Net Worth over \$100,000.00
- Occupations:
- 35% Top management
- 42% Management, Professional & Technical
- Educational Attainment:
- 18% High school graduates
- 27% Attended college but did not graduate
- 31% College graduate
- 18% Post graduate degree
- 74% Own two or more automobiles

The potential personnel resources exist today. A prestige organization will attract many of the aviation community whereas our present organization is failing to attract them. DON'T YOU THINK IT IS TIME FOR A CHANGE????

Wing Spots Lost Planes

SALT LAKE CITY, Utah—Civil Air Patrol search teams in Utah recently located a crashed mail plane that had been missing since March when it disappeared in a snowstorm over the state's eastern rugged terrain.

The search for the aircraft was reopened and within two hours after operations began, the downed plane was located just below the top of the 10,000 foot Patmos Peak.

Search officials say more information had been accumulated on the search than on any other mission in the state's history, but weather conditions at the time of the accident and during later searches had hampered effective search operations in the area where the plane was found.

The search was reopened when snow in the area had melted.

Pilot, Maj. Louise Morrison and Observer, Maj. Russ Bateman spotted the crash site and radioed for ground teams to move in.

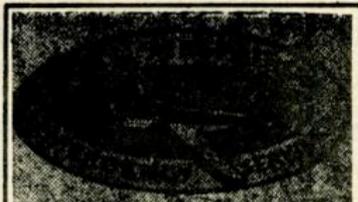
Rescue teams found that the pilot of the plane, 22-year-old Michael Ray Smith of Dallas, Texas, had been killed in the crash. His cargo which included first class and third class mail was found intact and recovered.

The twin-engined Piper Aztec had apparently smashed into the mountain about 400-feet from the top. Cause of the crash was under investigation.

Texans Present Talk on Drugs

DALLAS, Texas—Maj. Andrew G. Lontai, Texas Wing's Group 21 commander joined Chaplain (Capt.) Elmer R. Kelley, in a lecture on drugs to members of his group. Those attending the meeting saw a movie on the results of "drug abuse" presented by the Texas Alcohol-Narcotics Inc.

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FOR the benefit of all members of the Civil Air Patrol, CAP News publishes the latest statistics of search and rescue activities throughout the organization. These are unofficial figures compiled by the DCS/Operations at CAP's National Headquarters.

(As of 23 July 70)

Number of missions	195
Number of aircraft	3,071
Number of sorties	5,223
Flying Hours	10,009.1
Participating members	11,891
Mobile Radios	1,654
Fixed Stations	1,605
Lives Saved	15
Persons Evacuated	6
Persons Assisted	91
SAR Objectives Located	54



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GOVERNOR EXAMINES CAP—Illinois Gov. Richard B. Ogilvie (left) and State Director of Aeronautics Jasper E. Wenzel discuss their interest in Civil Air Patrol and its mission with Lt. Col. Raymond J. Johnson, Illinois Wing executive officer. Governor Ogilvie inspected the wing's newest addition to its emergency services fleet, a Citabria airplane, on display at an Open House for Aviation Day festivities at Springfield Capital Airport recently. (CAP Photo)

MER Conducts First Staff Conference Over Radio Net

BALTIMORE, Md.—The undaunted Middle East Region recently chalked up another Civil Air Patrol first when it held its headquarters staff conference by radio. Favored by a static-free frequency.

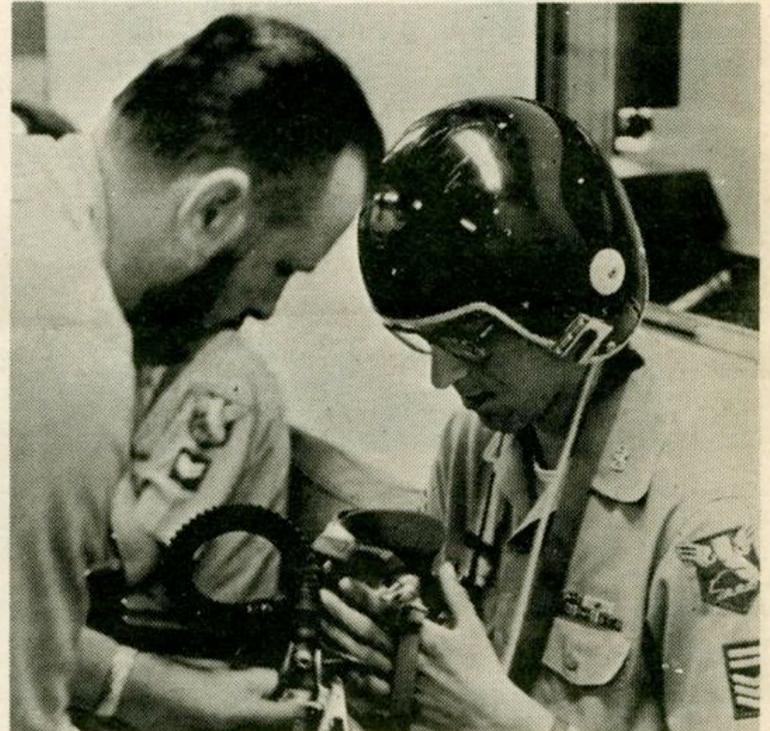
The radio conference was called by Colonel Patterson after plans for an all-day meeting at Andrews AFB, Md., were cancelled because of lack of accommodations on base.

The radio conference on 4585 kilohertz single sideband began during the scheduled Middle East Region radio network slots of the National Capital and Maryland Wing who relinquished the balance of their assigned time following roll call and routine traffic.

From his home in Cockeysville, Md., Colonel Patterson presided at the mike over the radio conference with Lt. Col. Charles K. Welliver, region communications officer, acting as network control at KIL-769 in Staunton, Va.

Discussed were flying activities, safety, the annual budget, and the new cadet program.

Col. Jon H. Hill, deputy region commander, speaking from his home in Ashland, Va., urged all region staff members to participate in the cadet special activities and also stressed participation in the senior program and the proper wearing of the CAP uniform.



HELPING HAND—A United States Medical Corpsman assists C/TSgt. Ronald Gross with his oxygen mask connections in the Naval Air Station's Miramar low pressure chamber. Members of the South Bay Cadet Squadron 83 of the California Wing were recently checked out on aviator's oxygen breathing systems, emergency egress systems and aviation physiological training by the Aviation Physiology Training unit staff at NAS Miramar, Calif. (U.S. Navy Photo)

Unit Boosts SAR Aim With Plane Purchase

SPRINGFIELD, Ill.—The purchase of a new aircraft, a Citabria, opened a new dimension of training and opportunities for members of the Springfield Composite Squadron of Group 17, Illinois Wing, recently.

The airplane will be used to promote flying among the senior members and cadets in the unit and for upgrading squadron pilots. It will also be used to support the Illinois Wing's statewide search and rescue while enhancing the squadron and group capabilities in supporting local and state Civil Defense and other emergency services related agencies.

Maj. Ronald Dowling has been named aircraft management officer. He is employed by the Capitol Aviation Company, who have donated the hangar and office space at Capitol Airport, Springfield. The aircraft was put to use recently in a search for a missing child when the unit was asked by the local police department to assist them with the search operations.

Six From Family Joins Squadron

ROMULUS, Mich.—The Metro Emergency Services Senior Squadron of the Michigan Wing has six members from the same family circle in the same squadron. 1st. Lt. Edward L. Dezomite, squadron commander, recently recruited his wife, his brother, sister-in-law, son and daughter and daughter-in-law to his unit.

The Dezomite brothers are licensed amateur radio operators and Lieutenant Dezomite has recently added a radio teletype capability to his single sideband radio station. He is employed locally as a steel hauler.

Five Saved From Sea In CAP Effort

CHARLESTON HEIGHTS, S.C.—Five boaters stranded on a remote section of the South Edisto River near Jehossee Island recently were rescued after being spotted by Coastal Patrol Squadron fliers. The first find was made an hour and a half after the CAP Squadron's Citabria search and rescue plane

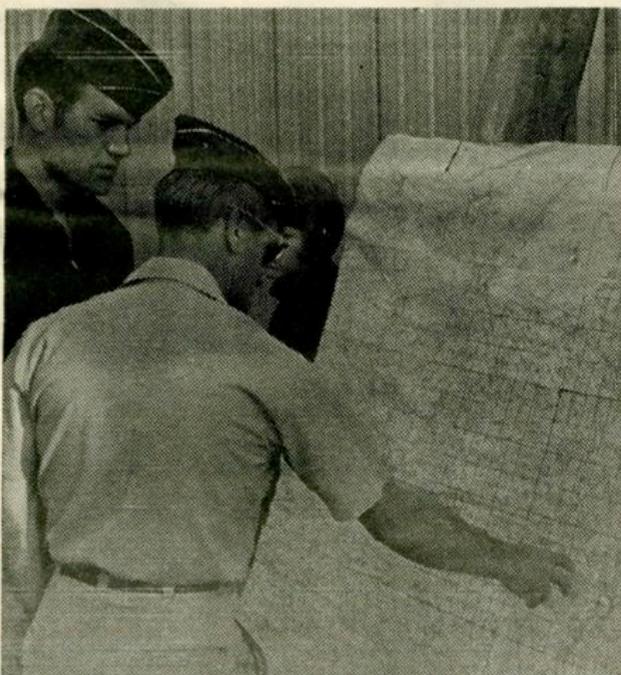
crew began patrolling the beaches and intercoastal waterways and the second was spotted an hour and a half later near Watts cut.

Rescued were C. E. Craven of Owalterboro, S.C. and his party who had put in at Jacksonboro, S.C. and SSgt. Robert C. Anderson, his wife and two

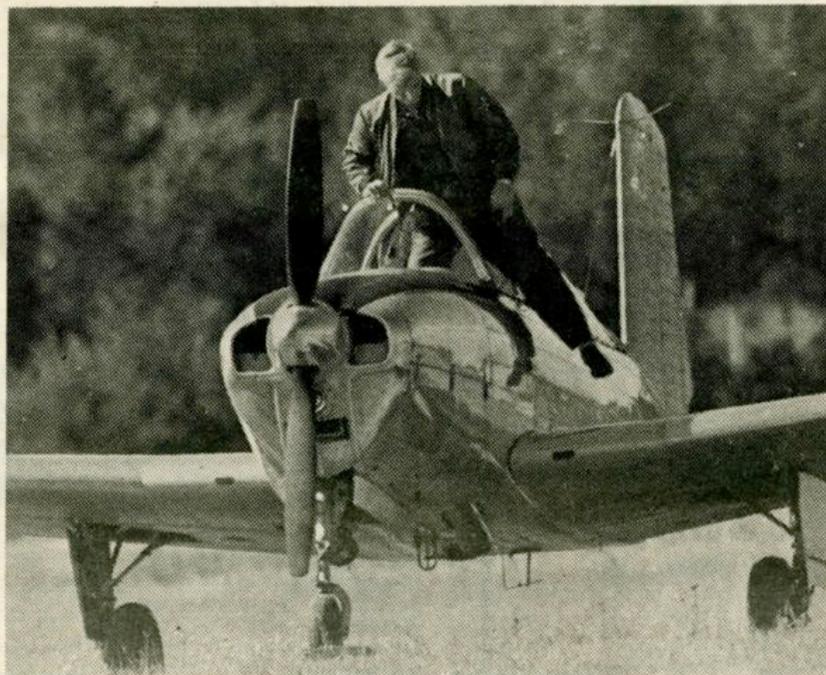
children, who had become lost while fishing in the intercoastal waterway.

The pilot of the spotter plane making the finds was WO Roger Huff. His observer was SM Joe Medlin of the Darlington County Squadron. The Civil Air Patrol plane remained in the area until both boats were towed to safety.

The Coastal Patrol Squadron flies dusk patrol sorties of the beaches and intercoastal waters from Bull's Bay north to South Edisto River.



SARTEST-70—Scenes like these were typical as the Wisconsin Wing showed professional skill during the recent search and rescue evaluation of its capabilities which netted it an 88 per cent score from Air Force evaluators. Col. D. J. Gravenstine, Great Lakes Region liaison officer, and Maj. Nathaniel Hill, wing liaison officer, discuss the movement of Civil Air Patrol airplanes on a gridded aeronautical chart. Capt. James Rieder



(right photo) Billy Mitchell Squadron commander, returns from a simulated search and rescue mission for a downed F-4C Phantom aircraft. He was among the pilots of 19 airplanes and 195 CAP members involved in the search operation launched from Eagle River. (CAP Photos courtesy of 1st. Lt. Thomas E. Patrick, Group 10 information officer)

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NATIONAL BOARD TO MEET HERE—The Statler-Hilton Hotel at 16th and K Streets, Washington, D.C., has been selected as the meeting place Oct. 9-10 for delegates to the 1970 CAP National Board. Details will be spelled out in the September issue of CAP News. Plan now to attend!

Vice-Commander, Chaplain Join CAP-USAF Staff

(Continued from Page 1) responsibilities include assisting the more than 1,100 volunteer civilian clergymen serving Civil Air Patrol. He will provide them with professional, administrative, training in personnel affairs as they provide spiritual guidance to the national membership. Chaplain Pace's former overseas assignments include Alaska, Labrador, Japan and Korea. Stateside, his duty has ranged from Washington State to Virginia. Over the past eight years, he has served in numerous professional and administrative posts at air divisions, numbered

air forces and major air commands. After being graduated from Abraham Lincoln High School in Council Bluffs, Chaplain Pace earned his B.A. degree at Mankato State in Minnesota and later his M.Ed. degree at Midwestern University, Texas. He received his Th.B. from the Northern Baptist Theological Seminary in Chicago and accomplished graduate studies at Denton, Texas, and Stanford University. The Freedoms Foundation at Valley Forge, Pa., awarded Chaplain Pace a George Washington Honor Medal in 1966.

New England CAP Wings Active Over Holiday

WAYLAND, Mass.—Members of three New England wings of Civil Air Patrol spent a busy July 4th weekend, not enjoying the holiday but searching for downed aircraft.

Involved were hunts for four missing planes, with the Massachusetts Wing being involved in three of them. The Maine Wing joined in one of the searches, the Connecticut Wing in another. In addition, the Connecticut Wing conducted a search for a fourth missing aircraft.

The first search involved a new Piper Comanche being delivered from the factory at Lockhaven, Pa., to Gander, Newfoundland. Only the pilot, Robert McDaunn, experienced in ferry operations, was on board.

No radio contact was heard after takeoff at Logan. The plane reportedly had the latest equipment, including a crash locator beacon, but no trace of the craft was found.

The search began July 1 and was finally ended July 3 with the plane and pilot being presumed lost at sea.

The Maine Wing participated in the search.

The second search, involving another Comanche, also carried only the pilot. With no instrument rating, he was flying above the closed-in weather.

He requested aid and was directed to Westover AFB, Mass., where he was "talked down." He overshot the runway, however, and pulled up into the overcast to go around for a second try. He disappeared from radio and radar contact a few minutes later, spurring a search for him. Wreckage of the plane was found later in a swampy, densely wooded area.

The third search involved a Cessna 310, occupied only by the pilot, Ray Talle, flying from Nantucket Island, off the coast of Massachusetts, to Harrisburg, Pa. No flight plan was filed, delaying a search for approximately 24 hours.

The area round the island is noted for its dense fogs and poor flying weather.

The pilot left the island late Friday, July 3. On Sunday afternoon, debris was found floating on the water south of Martha's Vineyard in Long Island Sound, approximately

100 miles from the starting point. A Coast Guard check indicated that the debris was from the missing plane.

A fourth search involved only the Connecticut Wing. The missing plane was a Cessna 150, carrying Mr. and Mrs. James E. Carey on a local, sightseeing flight over Long Island Sound.

Later the pilot, Carey, called in, saying he was running out of grass a 700 feet over the sound. A search for the plane turned up an oil slick and debris. The Coast Guard later recovered the body of Mrs. Carey.

Betty McNabb Named 99 President

ALBANY, Ga.—Lt. Col. Betty W. McNabb, Southeast Region's information and safety director, recently was elected president of the Ninety Nines Inc., Women's Licensed Pilots Organization. A medical records consultant, Colonel McNabb's appointment came at the international convention at Bretton Woods, N.H.

A member of the Federal Aviation Administration's Women's Advisory Committee on Aviation, Colonel McNabb flies her Bonanza airplane on business and Civil Air Patrol assignments. She has been flying 19 years during which she has logged 4,650 hours. She holds commercial, single and multi-engined licenses, glider and instrument ratings and instrument instructor ratings.

The eighth American woman to go through the sound barrier, she was the first to win the Gill Robb Wilson award and the first to complete the Air War College non-resident course.

The Ninety Nines was formed

in 1929 by Amelia Earhart who wrote letters to 103 licensed women pilots asking them to join in exchanging ideas, views and hangar flying. Ninety-nine women answered the letter and became the nucleus of this group which now number 4,000 members in 21 countries.

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CALENDER OF EVENTS

EVENT	DATE	PLACE
Cadet Flying Encampment (license)	Aug. 3-28	Norman, Stillwater, Oklahoma
IACE Dinner-Dance	Aug. 9	Bolling AFB, D.C.
Aerospace Exploratory Seminar	Aug. 10-28	Governor's Island, N.Y.
Southeast Region Conference	Aug. 14-15	Palm Beach, Fla.
NER Communications College	Aug. 15-28	Kutztown State College, Pennsylvania
National Executive Committee Meeting	Aug. 22	Maxwell AFB, Ala.
Space Flight Orientation Course	Aug. 17-21	Redstone Arsenal, Ala.
Cadet Officers' School	Aug. 17-28	Maxwell AFB, Ala.
Rocky Mountain Region Conference	Sept. 11-12	Ponderosa Inn, Burley, Idaho
North Central Region Conference	Sept. 25-26	Sioux Falls, S.D.
International Air Cadet Exchange Planning Conference	Sept. 30-Oct. 1	Statler Hilton, D.C.
National Board Meeting	Oct. 9-10	Statler Hilton, D.C.
CD Staff College	Oct. 15-17	Battle Creek, Mich.
Great Lakes Region Conference	Oct. 30-31	Indianapolis, Ind.
Disaster Preparedness Indoctrination	Nov. 2-5	Lowry AFB, Colo.



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