



SPACE TALK—Michael Collins, (second from right), pilot of the Apollo 11 command module (background), takes time from his busy schedule to chat with staff members of Civil Air Patrol's Washington phase of the International Air Cadet Exchange. They were surveying the Smithsonian Institute as an attraction for the foreign cadets who visited Washington. From left to right are Cadet Col. Jeffrey A. Hunt and Cadet Capt. Sheryl Klimitus, both of the National Capital Wing and Capt. James Babbitt of the Maryland Wing. See pages 10 and 11 for other photos on IACE. (Photo by MSgt. Russ Brown)

Release Of 'Hero Next Door' Coincides With Meet Opening

MAXWELL AFB, Ala. — "Hero Next Door", the story of more than three decades of Civil Air Patrol public service to the nation, will be released for sale on September 20 coincident with the opening of the CAP 1974 National Board Meeting in San Francisco, according to Earnest J. Gentle, president of Aero Publishers Inc.

Pre-production copies already have been sent out to the book trade and the major aviation publications for review. The first two production copies, according to Gentle, will be presented to Brig. Gen. Leslie J. Westberg,

USAF, national commander and Brig. Gen. William M. Patterson, CAP, national board chairman, in a brief ceremony during the opening meeting of the national board. The presentation will be made by Gentle and the author, Frank A. Burnham.

This is the second book written about the CAP (with the exception of C.B. Colby's 1958 photo book about CAP) and the first comprehensive text to reach print since 1948. The first was Robert E. Neprud's, "Flying Minute Men" which told of the World War II exploits of CAP. "Flying Minute Men" is no longer in print.

Neprud, who has written the forward to this new CAP story which covers all of its nearly 33 years in being, says:

"Having experienced more than a passing acquaintanceship with dozens of first generation CAP leaders and rank-and-file members while criss-crossing the country researching the wartime story of the Patrol, I am gratified to be able to pick up the peacetime progress of this un-sinkable, 'grass roots' outfit through this book — and happy to know that the CAP story will be continued for years to come."

"For a long time," Neprud adds, "there has been a need for a factual, readable, up-to-date account of the accomplishments,

frustrations and sacrifices of the men and women of CAP. 'Hero Next Door' fills that requirement."

The author, an award-winning aviation/space editor and former Air Force information officer, began research for the book while assigned to the National Head-

(See HERO, Page 2)



CAP PICTORIALY—Maj. Gen. Ralph S. Saunders (left), commander of the Air Force's Aerospace Rescue and Recovery Service looks on as Brig. Gen. Leslie J. Westberg, USAF, national commander discusses the artist's conception of Civil Air Patrol performing submarine patrol during WWII. The ARRS commander paid a visit to national headquarters last month and was briefed on CAP activities by General Westberg. (Photo by MSgt. Russ Brown)

IACE Ends; Is Successful

MAXWELL AFB, Ala. — Another successful International Air Cadet Exchange (IACE) was recently concluded as 199 Civil Air Patrol cadets and 32 senior escorts made their way home after a three-week visit in one of 22 countries participating in this year's exchange.

Meanwhile, a like number of foreign cadets and escorts were returning home after a tour of the United States.

On July 17, the foreign guests were first welcomed to New York City for three days of sightseeing, which featured a boat tour around Manhattan Island and a tour of the United Nations, before travelling to one of the 19 CAP wings where they were hosted for a 13-day period.

Here they had the opportunity to see American life first-hand as they visited in the homes of CAP members. From the host wings the foreign cadets travelled to Washington, D.C., for several days of sightseeing and entertainment in our nation's capital prior to their departure on August 7. Some of the highlights of the Washington visit were a tour of the White House, Capitol and the Smithsonian Institute.

Drill Competition Set For Dallas In October

MAXWELL AFB, Ala.—The 1974 Civil Air Patrol National Drill Competition has been set for October 25-26 at Dallas, Tex.

This year's competition has been enlarged to include two new events in addition to the Drill Competition. The first is a physical fitness competition in which the members of each Region Drill Team will be required to demonstrate their compliance with the physical fitness requirements of the Cadet Program. This will be evaluated by running a measured mile.

The second big event at the Drill meet will be the CAP Cadet Bowl. This event is composed of two phases: (1) a 100 question written exam administered to all cadets representing each region

and (2) a panel quiz, the participants being a team of three cadets selected from each Region Drill Team. Both the written exam and the panel quiz will test the cadet's knowledge in the areas of aerospace education, leadership laboratory, general knowledge of CAP and aerospace current events.

The Drill Competition will be conducted in accordance with (See DRILL, Page 2)

Special Course Given Seniors

GOVERNOR'S ISLAND, N.Y. — Twenty-four senior members of Civil Air Patrol from all sections of the nation recently completed a special weeklong course here at the National Search and Rescue School.

The school is operated by the U. S. Coast Guard which is in charge of the search and rescue operations on inland waters and in the maritime regions of the United States. The U. S. Air Force, is in charge of inland search and rescue.

The school provides uniform training in the latest tools and techniques of search and rescue operations and the course it offers is usually four weeks in length. Students include members of the U.S. armed forces and civilians from governmental agencies and appropriate foreign organizations.

The course which the Civil Air Patrol members completed was specially tailored for them and omitted the sections dealing with search and rescue operation on water.

General 'High' On Pa. Rangers

MAXWELL AFB, Ala. — Air Force Brig. Gen. Leslie J. Westberg, national commander, was a recent visitor to the Pennsylvania Wing Ranger School and came away with nothing but high praise for the school and its staff.

CAP Capt. Bill Larkin, information officer for the school, captured the general in action as he went through the course with the cadets. Turn to page 6 for the complete story and photos.



CONGRATULATIONS — CAP Second Lt. Dennis J. Fichtel (center), receives a kiss of congratulations from his wife, Margaret, upon his receipt of the Frank Borman Falcon Award from CAP Brig. Gen. William M. Patterson, board chairman. Fichtel is a member of the New York Wing headquarters. He has been in CAP since 1967 and has served in many positions including that of cadet commander of Bronx Cadet Flight.

'Hero' Goes On Sale

(Continued from Page 1)

quarters Office of Information in the 50s. The original idea for the new book came, he says, from Gill Robb Wilson—known as the "father of CAP"—during that period.

"I was editing a CAP column called "Wing Talk" for Flying Magazine during that period," Burnham reports, "and also had placed a number of freelance aviation articles in Flying over a period of several years. In fact, Gill Robb was one of the first editors to encourage the work of a young, would-be aviation writer. One day he suggested that I was a logical choice to do a new book on CAP since I was a writer and had the advantage of being intimately familiar with CAP, both as a member since 1948 and in my Air Force capacity.

"I'm afraid it took me a little while — 20 years — and Gill Robb isn't around to critique it, but I think the book is faithful both to what CAP really is and to what the 'father' of CAP wanted it to be."

According to the publisher, sufficient copies will be available to the Book Store at the national board meeting so that every CAP member attending may take a copy home with him if he wishes. Further sale will be by mail order through normal Book Store channels.

General Patterson feels that this new publication would be an excellent memento for local civic officials, governors and members of Congress. "I think governmental officials at all levels would appreciate the HERO NEXT DOOR as a gift for their personal libraries," he said. "This book would be a permanent reminder to them of the continuous contributions being made by CAP members." "Hero Next Door" already has been selected by the Jeppesen Aviation Book Club as its November 1974 offering and other major national book club interest has been shown.

The book will be available both to CAP members and the general public only in hard cover for the foreseeable future, according to Gentle.

N.Y. Has Longest Mission In Search Of AF F-106 Pilot

NEW YORK, N.Y.—The New York Wing recently completed what was perhaps the longest search and rescue mission in its history.

The search was for an Air Force pilot from the 49th Fighter Interceptor Squadron at Griffis AFB, N.Y., which had disappeared in the Saranac Lake area.

The mission resulted in a total of 1,521 man-days expended through the joint efforts of Civil Air Patrol, U.S. Air Force, U.S. Marine Corps, U.S. Army Special Forces, the N.Y. State Conservation Department, N.Y.

State Police, N.Y. Forest Rangers, Adirondack mountain climbers and students of Paul Smith College.

As many as 400 personnel were dispatched on some days by fixed wing aircraft, helicopters, trucks and foot patrol. Ski and snowshoe teams also assisted in the search.

The F-106 aircraft was located in several hours, however the remains of the deceased pilot were not located until approx-

imately three weeks later. Search efforts were hampered by a 12" snowfall two days after the mission began.

Mission coordinators were Maj. Robert VanKeuren, Syracuse Group commander and Lt. Col. Herman Botie, N.Y. Wing director of operations.

CAP was responsible for flying 163 sorties and logging 315 flying hours, while joint forces flew a total of 467 missions and expended 753 hours in the air.

Members Attend Burial Services

ST. JOSEPH, Mo. — The St. Joseph Composite Squadron was honored recently by a request for representatives of the squadron to be present for the memorial services for Col. Gene Thomas Pemberton, USAF, who died in a prisoner of war camp in North Vietnam.

The request came from the colonel's mother, Mrs. Agnes Pemberton of Cameron, Mo.

Attending the services for Colonel Pemberton were CAP Lt. Dorys L. Hollandsworth, state editor of the St. Joseph News-Press, who had written a number of stories about the colonel for her newspaper; Lt. Bruce Hollandsworth, squadron commander and Cadets Mark and Steven Rethemeyer.

Drill Meet Set

(Continued from Page 1)

CAP regulation 50-12 and CAP Pamphlet 65.

A winner and a runner-up trophy will be presented in each of the three competitive events. Additionally, a Sweepstake Trophy will be awarded to the drill team with the best overall performance in all three events.

Additional information as to the exact format and scoring for each event will be sent to each Region commander and USAF-CAP Region liaison officer.

Cadets Soar Over Indiana

WEST LAFAYETTE, Ind. — The LaFayette Composite Squadron recently hosted the first annual Cadet Soaring Encampment here.

Thirty-five cadets from throughout Indiana attended the two-day encampment where they received eight hours of classroom instruction and instructional flight in a Schweizer 2-22 sailplane.

The cadets were divided into three groups and were given instructions on the basic theory of flight, history of man's early attempts to fly, the sport of soaring, soaring navigation and individual pre-flight, in-flight, and post-flight instruction in the two-place sailplane.

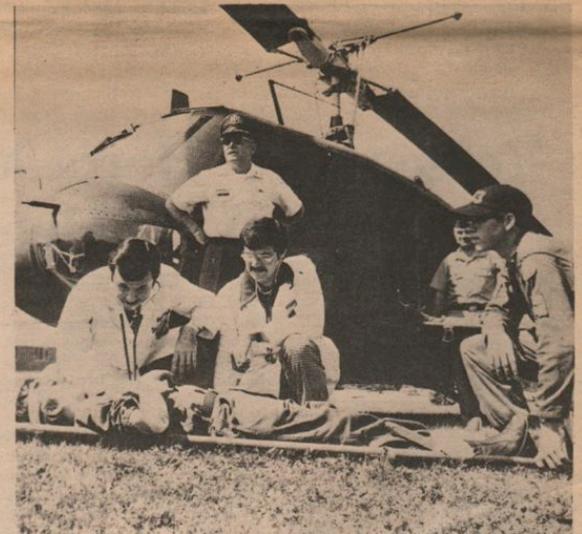
The cadets received their certificates of completion from CAP Lt. Col. Eston G. Hupp and Cadet Capt. Andrew Mann the senior and cadet encampment commanders.

Unit Continues To Do Its Part

BETHESDA, Md. — The Bethesda-Chevy Chase Cadet Squadron are continuing their 'public-minded' spirit as they do their part again this year to improve the Montgomery County area.

Its two major projects in the past have been at the St. Pauls Methodist Church in Bethesda, the squadron's meeting place, and at the cemetery of the Bethesda Presbyterian Church. Their primary job is yard work, which includes mowing and clipping the grass around the sidewalks, buildings, tombstones and to rake and water the lawn.

The squadron has been carrying out these duties since they were formed. They provide their own equipment and fuel for the lawnmowers.



SIMULATED EMERGENCY — Emergency care is simulated by physicians from Suburban General Hospital in Norristown, Pa., during a recent search and rescue mission by members of Pennsylvania's Group 90 and Montgomery and Bucks Counties. The mock disaster had victims airlifted to hospital sites in the two counties by the Army Reserve helicopters from the 302d Air Transport Unit. Kneeling from left to right are Dr. James E. McHugh and Dr. Jeffrey Bruner and C/MSgt. Thomas H. Krause, of Squadron 903. In background is Lt. Col. Kenneth Hoser, mission operations officer for the exercise and 2d Lt. Hugh Monahan, information officer.

I.M.S.C.

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We suggest you use any extra copies in promoting/advertising Civil Air Patrol by leaving the CAP NEWS where non-members will get an opportunity to read it. (Public Libraries, doctors offices, etc.)

NEC Voices Support Of Aviation Week

(Editor's Note: The following resolution in support of California's General Aviation Week was passed unanimously by Civil Air Patrol's National Executive Committee on August 10 in St. Louis, Mo.)

WHEREAS, the State of California will hold its first General Aviation Week, September 21-26, 1974, and

WHEREAS, this important aeronautical observance is sponsored by two of Civil Air Patrol's most distinguished associates, the California Department of Transportation and the Federal Aviation Agency, and

WHEREAS, the dual objectives of this timely program, increased public awareness and flight safety, are sustaining, cardinal concerns of Civil Air Patrol, and

WHEREAS, California is rightfully proud of its role as the largest, most active general aviation state in the union, and

WHEREAS, Civil Air Patrol is equally proud of its extensive role in achieving and maintaining that distinction through its 1,200 pilots and 500 aircraft, and

WHEREAS, these Civil Air Patrol pilots in the Golden State have enhanced the stature of general aviation by taking off nearly 800 times this year on volunteer humanitarian flights in which they flew more than 1,100 accident-free hours, and

WHEREAS, Civil Air Patrol is grateful to the California Department of Transportation and the Federal Aviation Agency for their many examples of outstanding assistance which helped achieve this demonstrated pilot proficiency and flawless flight safety record, now

THEREFORE, BE IT RESOLVED that the National Executive Committee of Civil Air Patrol, Inc., commends these organizations for this latest example of many years of dedicated service to the nation through general aviation.



SEAT PRODUCTION—Cadets MSgt. Garey Fleming, right, and TSgt. Pattie Morefield try out an aircraft passenger seat just off the production line at the Fairchild Burns Plant in Winston-Salem, N. C. Explaining the complexities of the product is Kenneth Skala, manager of plans and programs for the company. The company recently hosted the CAP members of the Winston-Salem Squadron on a complete tour of their facility.

Units Get Control Of Cadet Tests

MAXWELL AFB, Ala. — Two tests affecting cadets have been changed from centrally controlled to locally controlled effective September 1, it was announced here recently. Changed were the Aerospace Education Test (Code 15) administered at the end of Achievement 7 and the Leadership Test (Code 16) administered at the end of achievement 11.

The procedures to be followed in implementing this change are as follows:

- As soon as the cadet has received Achievement Packet 7 (Goddard), the unit commander or unit testing officer should order the Aerospace Education Test by submitting a CAP Form 55 to National Headquarters/EDAE.

- EDAE will verify the cadet's eligibility by checking the monthly membership listing for cadets.

- If the listing shows that the cadet is eligible, the unit will be sent two copies of the test, an answer key, several answer sheets, and a letter of instructions.

- Upon completion of Achievement Contract 7, the cadet will be administered the AE Test by the squadron testing officer. The testing officer will also score the examination using the answer key furnished.

- The test, answer key, and answer sheets are then retained by the squadron testing officer who will continue to administer and score the test for all subsequent cadets in the squadron who become eligible.

- Once the squadron has the test, there will be requirements to submit CAPF 55's on any other eligible cadets.

- The squadron will retain the test and answer key until requested to return them to National Headquarters. Periodically, the AE Test will be revised by National at which time the new test and answer key will be sent to the squadrons, and the old test and answer key must be returned to National.

- The procedures for ordering and administering the Leadership Exam are the same as above.



ABOVE AND BEYOND — Cadet AIC Renee E. Russell (right), receives the Bronze Medal of Valor from Air Force Brig. Gen. Leslie J. Westberg, national commander, during the recent joint Rocky Mountain — Pacific Region Conference in Denver, Colo. Cadet Russell was cited for her heroic action in detaining a prowler who had gained entrance to the home where she was baby-sitting. The award is the second highest award that can be presented to a CAP member.

Ohio Base Honors 'Ace'

COLUMBUS, Ohio — When Lockbourne AFB was renamed Rickenbacker AFB recently, Civil Air Patrol was there manning concession stands and displaying their wares.

The base was renamed in honor of the late Capt. Eddie Rickenbacker, a native of Columbus and America's World War I "Ace of Aces."

Cadets from Ohio's Squadron 1000 were busy grilling hamburgers and hot dogs and serving the many spectators viewing the day-long activities.

Group X, assisted by Group VIII, contributed to the days activities with a display booth, showing the basic functions of a CAP organization. The CAP members also distributed recruiting materials to interested visitors. Drill maneuvers were given by Group VIII, while the ranger team gave demonstrations on techniques and equipment used in rescue missions.

Guest speaker for the dedication was Arthur Godfrey. David Rickenbacker, eldest son of Captain Rickenbacker was guest of honor.

A variety of old and new aircraft were displayed with the F-15 air superiority fighter capturing the attention of the crowd with its spectacular maneuvers.

Drum & Fife Corps Formed

ST. JOSEPH, Mo. — A drum and fife corps has been organized for cadets of the St. Joseph Composite Squadron as a special activity.

Miss Helen Harr, music instructor in the Rushville-De Kalb, Mo., school system, is the volunteer instructor. She was a music major at William Jewell College, Liberty, Mo., and has been teaching music for four years.

CAP Lt. Col. N. J. Knutz, deputy wing commander, assisted the squadron in procurement of the fifes and also provided some music, dating back to Revolutionary times, to start this new activity.

BOX SCORE

Seniors	34,312
Cadets	24,128
GAM	493
Total	58,933

(As of July 31, 1974)

(1,739 decrease since Jan. 1, 1974)

SMILIN' JACK

AERO-ASTRO ANSWERS

32 THE NEW DC-10 WITH TWO WING JETS AND ONE IN THE TAIL IS NOW IN SERVICE WITH SEVERAL AIRLINES!

1 IT CAN SEAT UP TO 270 PASSENGERS IN FIRST CLASS AND COACH ARRANGEMENT!

2 ALSO, IT CAN SEAT UP TO 345 PASSENGERS IN AN ALL-ECONOMY CONFIGURATION!

3 NATURALLY, DIFFERENT AIRLINES HAVE SEATING DESIGNS TO MEET THEIR NEEDS!

4 THE CRUISING SPEED IS AROUND 600 M.P.H.!

5 THE DC-10 HAS A CREW OF 3 PLUS CABIN ATTENDANTS!

6

NEXT

WHAT AMERICAN TRAINING PLANE WAS MOST WIDELY USED DURING W-W-I?

ASKED BY BOB BAUMGARTNER - WEST PALM BEACH FLA.

ZACK MOSLEY

From The Commander

Seasonal Variations

by Brig. Gen. Leslie J. Westberg, USAF, National Commander

Have you ever noticed how our activities revolve around seasonal variations? We have the four seasons of the year and our life style is influenced by the weather of these seasons. We start each new year in the middle of winter with activities at their lowest point.



As the spring begins, activity picks up. When summer rolls around, our activities are at their peak. Fall signals a slowing trend as the plant life fades in preparation for winter.

Our activities within Civil Air Patrol tend to follow the same seasonal variations. We begin each year with a clean slate, looking back

at our accomplishments of the previous year—the finds and saves on SAR missions, cadet and senior member training, the hours flown, and the accidents incurred. Plans are being made for the coming year's activities—how to accomplish the mission more effectively, and how to earn a higher standing on the National Commander's Evaluation. Flying is at its lowest ebb, but starting to increase as pilots begin recurrency training after the winter lay off. With the approach of spring, planned activities begin to take place and various training programs increase. The summer months are a beehive of activity, with encampments, Cadet Officers' School, National Staff College, IACE, and flying reaching a peak. As fall approaches, activities are reduced and flying hours decline. We begin to have fewer bright sunny days and, as winter approaches, the weather

deteriorates and the days shorten.

Two areas of interest during the closing months of each year are emphasis to gain maximum points in the National Commander's Evaluation—that's good, and the historical increase in aircraft accidents—that's bad. When the fall slow-down begins, the number of aircraft accidents rise. That fine edge our pilots had during the active summer months fades and proficiency is lost. Although less proficiency flying is accomplished, the number of SAR missions often increase. This brings up two areas that must be dealt with: (1) The mission coordinator must insure that he knows the capability of each pilot and that he dispatches current, proficient pilots on missions well within their individual capabilities, and (2) the individual must determine his own proficiency and inform the mission

coordinator when the assigned mission is beyond his individual capability. Neither individual safety nor equipment safety can be justifiably jeopardized during a SAR mission.

The message is clear—as we enter the last months of 1974, it is the time of year when activities normally slacken, but pilot proficiency must remain high to perform our mission safely. During the last quarter of 1973, you proved the mission of CAP could be accomplished safely. There were only two aircraft accidents while flying over 25,000 hours—a record for CAP flying. This is a tribute to each CAP member for a job well done. Our challenge now is to do an even better job. This opportunity to excel can be accomplished only through personal self-discipline and judicious control by commanders at all levels. I know you can meet the challenge.

Chairman's Comments

by Brig. Gen. William M. Patterson, CAP, National Board Chairman

Our 198th birthday has come and gone. Now we're looking forward to our two hundredth anniversary—the bi-centennial.

But that's just down the road . . . less than two years away. What about America's 300th and 400th birthday, and beyond? Sure, you and I won't be around for the tricentennial but what we do while we are here is vital. We have to pick up our share of the check. We have to help insure that our great-grandchildren—and their children—also will enjoy the wonderful way of life which we have.



This is a quaint American custom which started nearly 200 years ago when the founding fathers created the purest form of democratic government in the history of mankind. And now, each of you, as a member of this great volunteer organization, demonstrates a strong belief in those basic concepts upon which this country was created.

I've seen this quiet belief expressed in hundreds of ways during this past tumultuous year. My travels to units—big and small—have carried me more than a hundred thousand miles to meet and work with Civil Air Patrol members from all walks of life. . . . and each time, it's like gulping down clean, fresh air after groping around in a dark cellar.

NATIONAL MALAISE

For too long, too many of our friends, neighbors and associates have been caught up in a national malaise of self-doubt. The symptoms are obvious . . . negativism, skepticism and fear of the future. They've lost the ol' zip that characterizes our Yankee Doodle confidence. We've got to help them reCAPture that Spirit of '76. You've got it . . . they need it . . . you can spread the spirit.

Let's turn Civil Air Patrol into one gigantic contagious ward and inflict all Americans with the confidence we have in America today . . . and tomorrow. The erosion of national faith has dragged on for too long. I'm fed up with it. So are you.

Don't underestimate your ability and influence; to lead the way. You may be outnumbered but not out-

gunned. And you've got a poignant example from our early history to show that it can be done.

In 1776, when our country was founded, it was very poor and it was very weak. Yet, Thomas Jefferson was able to say, when the Declaration of Independence was drafted proclaimed, ". . . We act not just for ourselves but for all the human race."

I'm certain there were many in the old countries of Europe who felt these were presumptuous words to come from a new and struggling country. But it was true. America, when it was weak and poor, meant something more than military might and

economic strength. It had the lift of a driving dream that caught the imagination of millions of people in this world. As we think back to those days, it is important that Civil Air Patrol always remember that driving dream so eloquently phrased by these great Americans. We must continue to tell young America—all Americans—by our deeds, our actions and our words, why we love this country of ours. Not because our country is rich . . . not because our country is powerful . . . not because our country has the highest standard of living . . . but because this is a good country . . . and we're going to make it better!

Spread The Spirit



RECAPTURE THE SPIRIT!

CIVIL AIR PATROL NEWS

☆☆☆☆ USAF AUXILIARY ☆☆☆☆☆

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California Unit Uses Aircraft In Fire-Locating Experiment

LOS ANGELES, Calif. — An experimental program in the use of aircraft for locating fires and in directing ground personnel to and at the scene of emergencies was recently conducted for the City of Los Angeles Recreation and Parks Department by Civil Air Patrol's Santa Monica Squadron 9. The test has proved eminently successful and has triggered the interest of both Los Angeles County and California Department of Forestry officials.

CAP aircraft teams with CAP air/ground communications and a ground team made up of emergency medical technicians (EMT) and first aid instructors pioneered the program and provided aerial surveillance over Griffith, Elysian and Hansen Dam recreation areas.

In a letter to California Wing Commander Lt. Col. Warren Barry, the Principal Park Ranger, Olen R. Weeks, reported that "the experimental use of an aircraft in locating fires and in directing ground personnel to and at the scene of an emergency has proven itself successful.

"During this period," Ranger Weeks said, "the CAP personnel involved located three fires, one of which was a first sighting within Griffith Park, and located it quickly enough to prevent a small fire from becoming uncontrollable. Also, the aircraft provided a look into areas that were inaccessible to ground units and areas that Ranger personnel were unable to patrol due to their busy schedule."

W.O. David Fromer, mission coordinator, said that "as it worked out, the Rangers assigned CAP to check out all calls originating in Griffith Park

(this included those originating with a citizen's band radio group also assisting the Ranger force) before any action was taken on them. This was due to the lack of Ranger personnel to investigate the many calls for assistance received during the day."

According to Fromer, one of the most important contributions the use of the CAP aircraft made was to check out reports of possible fires — identifying them as large barbecue fires in most cases — thus eliminating the need for hard-pressed Ranger personnel to

visit each separate scene. The CAP aircrew also was pressed into service by the city Fire Department "water-bombing" helicopters as a spotter while fighting a major blaze turned up by the air reconnaissance.

Mission pilot for the activity was CAP 2nd Lt. David Graham. Additional crew members were Capt. Fred Beasom and SM Harold Jessurun. WO Fred Beaver and Cadet TSgt. Terry Rocheford made up the ground communications team while the ground team consisted of WO Fromer and SM Ed Flavin.



COMMUNICATIONS CHECK — Ground team members check the location of a fire reported by the CAP fire patrol aircraft during the all-day test mission in Los Angeles. They are Cadet TSgt. Terry Rocheford (seated), and WO Fred Beaver of Santa Monica Squadron 9.

Menendez Tops In SE Region

SAN JUAN, P.R. — Cadet Lt. Col. Victor E. Menendez has been named as the outstanding cadet in Civil Air Patrol for the Southeast Region.

Menendez, a six-year veteran of CAP, has held virtually every position a cadet may hold from squadron to region level and for the past year has held the posi-

tion of Vice-Chairman of the Cadet Advisory Council for the Southeast Region.

He has been selected to represent the Puerto Rico Wing in activities including Cadet Officers School, International Air Cadet Exchange in Great Britain where he was the outstanding cadet from all the wings of the United States in this group, Air Force Academy Survival Course where he served as group commander and attended the Advanced Cadet Symposium at Dallas, Tex.

Cadet Menendez earned his private pilot license last year and has been very helpful in assisting other cadets in leadership and training according to unit officials.

He is presently in his senior year at the University of Puerto Rico as a Management Student.

A-Ok Work Earns More of Same

BETHESDA, Md. — Cadets from the Bethesda-Chevy Chase Cadet Squadron proved to be sort of "jacks-of-all trades" when they recently repaired a Maryland Wing tactical van and a 10-kilowatt generator.

The cadets did such a good job that the wing has decided to let them work on other vehicles in its inventory, including personnel carriers, tow trucks, staff cars, jeeps and multi-wheeled drive vehicles.

Hiker Brought To Safety During 'Practice' Mission

AZUSA, Calif. — A ground team training mission in the rugged San Gabriel Mountains near here turned into the real thing for members of San Gabriel Group 15.

During the mission the team happened upon an injured hiker, Ernie Reynolds, 14, suffering from a broken wrist, cuts, bruises and shock as the result of a fall.

Two trained Emergency Medical Technicians (EMT), who were members of the team — CAP 1st Lt. P. Stephenson and WO C. Maner — administered first aid while four members of the team embarked on a hour and a half march to reach the San Dimas Sheriff para-med team. Although a sheriff's helicopter was launched, the CAP members assisted the youngster to safety before it could reach the area.

In addition to the two EMTs, the team included 2d Lt. B. Davis and B. Bruce, WO P. Ward, Cadets J. Christopherson, S. Christopherson, R. Sutter, S. Kunch and P. Kemmerer representing El Monte Squadron 21, La Verne Squadron 64 and Chino Squadron 134.

Cadets Support Dedication

SCOTT AFB, Ill. — The Clinton-Scott Composite Squadron was honored recently when they provided the color guard for the POW-MIA dedication of a bronze plaque at the Gateway Arch's Museum in St. Louis, Mo.

The POW-MIA committee of Scott AFB dedicated the plaque in tribute to Americans still listed as missing in action in Southeast Asia. Congressman James Symington (Dem., Mo.) was the speaker for the ceremony.



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

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

(As of Aug. 19, 1974)

Number of missions	253
Number of Aircraft	3,758
Number of Sorties	6,868
Flying hours	12,740
Personnel	19,264
Mobile radios	4,012
Fixed radios	3,919
Saves	24
SAR objectives located	108



PHANTOM BRIEFING—Air Force Capt. Jim Neu of the 49th Tactical Fighter Wing, Holloman AFB, New Mexico, briefs CAP cadets on the construction and operation of the Air Force's F-4 Phantom Jet aircraft. Cadets from Arizona, New Mexico, Colorado and Texas recently held a week-long encampment at Holloman. (Photo by Don Wickman).

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HAPPY TO BE HERE—Brig. Gen. Leslie J. Westberg, USAF, national commander (left), and CAP Lt. Col. John McNabb, school commander, address CAP members during the recent ranger school where the general completed the training.

The Commander Takes



His Trip Across

SLIDE FOR LIFE — General Westberg goes flying by while training on the "slide for life".



Westberg Involved; Becomes Pa. Ranger

Story and photos by Capt. William H. Larkin, Jr., CAP

HAWK MT., Pa.—A general rappel off a cliff? Run an obstacle course? Eat survival food? Sounds unusual doesn't it? For Brig. Gen. Leslie J. Westberg, USAF, national commander, it isn't so unusual. In fact, General Westberg did all those things and more when he visited the Pennsylvania Wing Summer Ranger Training School here recently.

The Wing Ranger School is a nine-day training course in land search and rescue, and survival techniques that is attended each year by cadets and senior members from not only Pennsylvania Wing, but from all over the country as well.

General Westberg arrived at the school on a Wednesday evening and was greeted by Lt. Col. John McNabb, Ranger School commander. The general and his wife were presented with Ranger School hard-hats and soon afterward they were out in the field eating survival food and riding rough trails in a jeep. They were out with one of the squadrons and they stayed until nearly midnight.

The next morning, General Westberg was back at the base camp area viewing the various

squadron camp areas put together by the students attending the school. Then he was off to view the various squadrons on their field training missions.

First stop was at a cliff on the other side of the mountain where rappelling was being taught to one of the school's squadrons. After listening to the instructor tell his class how it was done, he watched as the students climbed up the cliff and rappelled off it. General Westberg said that he would like to try it, so up to the top of the cliff he went and he rappelled back down with an unexpected expertise.

Meanwhile, Mrs. Westberg had been watching all of this and she promptly announced that she was going to try it! After some slight difficulty getting started, she made it with no problems.

Next stop on General Westberg's tour was to watch the school's senior squadron execute a "dry river crossing". This involves tying a rope to a tree on both sides of the river and then hooking yourself up to the rope at the waist with a "d" ring. Then you pull yourself across the river, hand over hand. The general amazed everyone by

executing the 'crossing' faster than anyone else!

Running the school's obstacle course is something the students must do each day and on arrival back at the base camp, the general watched students go through it and then he himself went through it. He also rode the "slide for life", after which the entire school lined up in formation to listen to the general say a few words.

General and Mrs. Westberg were then given some mementos of their visit from the Pennsylvania Dutch Country. They were also given a course completion card from the 74 Pa. Wing Ranger School, along with a school patch.

After dinner, the general visited every squadron camp site and talked with all of the students and met them, all 175, individually. He didn't leave the school, again, until nearly midnight.

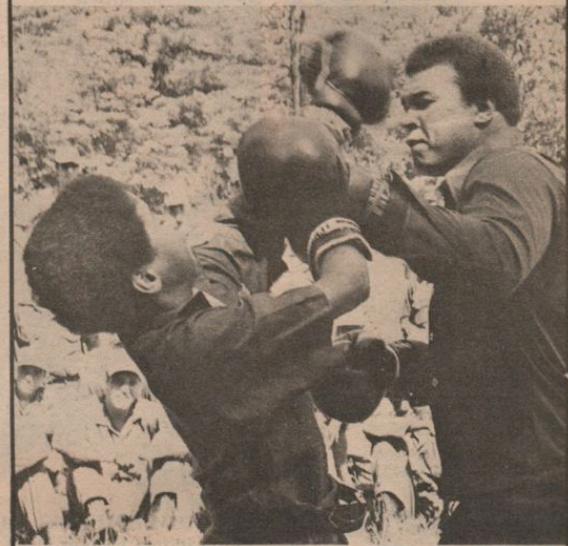
And so it was. General and Mrs. Westberg left an impression with everyone at the school that will not be forgotten for some time.

His participation made everyone realize that our National Commander truly gets involved!



CONGRATULATIONS—General Westberg congratulates cadets upon completion of their training and bids them goodbye.

ALSO AT THE CAMP



LEFT HOOK—Cadet Maynard 'Transistorized Terror' Henry exchanges 'blows' with Mohammed Ali. Members from the school visited the ex-champ's training camp, which was nearby.



CAUGHT—Cadet Lt. Col. Jeff Berky (center), holds a black snake that was caught as General and Mrs. Westberg look it over.

FOOTNOTE: Upon his return from the Ranger School, General Westberg briefed the HQ CAP-USAFA staff and complimented both the course and the instructors. He heartily endorsed such training. "I was tremendously impressed with the professionalism and dedication of everyone in this program, both the students and instructors."

"The major caution I would give to other wings who would like to conduct such a program is to make sure they have outstanding professional instructors such as those I met in Pennsylvania. This is a great learning and motivating activity for cadets, but it is not child's play and people can be hurt without proper instruction and supervision," he concluded.

Cadets Train At Academy Survival School

U. S. AIR FORCE ACADEMY, Colo. — Sixty Civil Air Patrol cadets recently completed the sixth annual week-long course in land and water survival training here.

The cadets represented CAP's eight regions. Under the supervision of Academy survival instructors, the trainees spent four days learning how to construct survival shelters, use signal flares, navigate by hand compass across mountainous terrain, fire survival rifles and use materials at hand to live off the land in hostile terrain.

They also spent a day learning water survival techniques in the lakes on the Academy reservation.

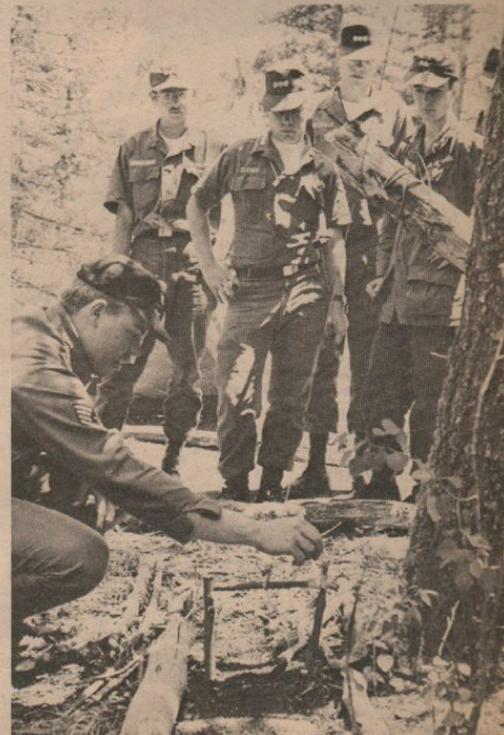
Cadet Lt. William G. Ogilvie of the Utah Wing was named the top trainee during the survival course. Cadet Lt. Richard J. Geiger, Montana Wing, was selected by his peers as the cadet speaker representing the trainees.

Each cadet received a course completion certificate from Lt. Col. Tom Fallows, USAF-CAP-LO staff, Rocky Mountain Region.



COOL SWIM—The water was cool and invigorating in the Academy Lake as CAP cadets learned water survival techniques and enjoyed every minute of it.

Story and Photos by Bill Madsen, AF Academy



SNARE — CAP cadet survival trainees watch attentively as SSgt. Frank Dorman, Academy instructor, demonstrates the construction and operation of a small game snare.

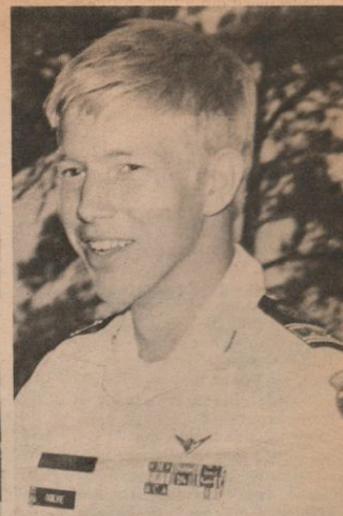


TRAPPER — This successful CAP cadet caught a squirrel in a snare he set in a forrested glade. The cadets ate the prepared meat for supper, then stretched the hide for cleaning on a wooden frame.



COUNTDOWN FOR SPLASHDOWN—The cadet suspended from the water landing cable, foreground, checks his countdown procedure.

HOMEMADE HARNESS—This CAP cadet is making a pack harness out of parachute webbing and shroud lines to be used to carry his sleeping bag and gear on the cross country navigation hike.



TOP CADET
Lt. William G. Ogilvie



SIGNAL FLARE — CAP cadets learned the proper way to use the Mk 13 signal flare which has a red smoke tab on one end and a brilliant light flare on the other. The correct way to hold the flare is at a downward angle so molten material will not sear the hands.

CAP's Squadron of 'How and Why'



VICTIM — CAP Capt. Fred Wnuk applies compress to simulated crash victim Cadet Capt. Conrad Oliva.

by Cadet Lt. Col. Michael W. Rogers, CAP
Squadron Information Officer

Activity and participation by all members of the New Britain Cadet Squadron are the keys to their successful move from the number three Squadron of Distinction last year to CAP's number one squadron of Distinction this year.

The CAP Squadron of Distinction is an annual award to recognize the top 10 cadets squadrons. It is based on their accomplishments during the preceeding calendar year.

The New Britain Cadet Squadron was active in search and rescue training, conducting several practice missions during 1973. These activities played a large role in keeping the interest of both cadet and senior members in CAP programs.

The senior commander, CAP Lt. Col. Joseph W. Bendzinski, constantly insured that the cadets applied for special activities offered by National Headquarters.

Our solo program is very active in the unit. Ten members of the squadron have completed this program. The squadron also participated in contract weekends in which members trained at a local airport. The senior members teach classes and the requirement for contract completion is met by the cadets.

At the end of the contract weekend each cadet receives an orientation flight to reinforce what they were taught.

The senior members constantly assist cadets with any problems that they may have in the contract area and are available to assist them at any given time.

Encampments are a big activity in the unit and at least two type B encampments are planned during the year.

These are some of the activities that assist in keeping the moral and interest of the New Britain Cadet Squadron at a high level. Teamwork is always emphasized by the senior commander and the teamwork does exist. This teamwork helps in the retention of our cadet membership.

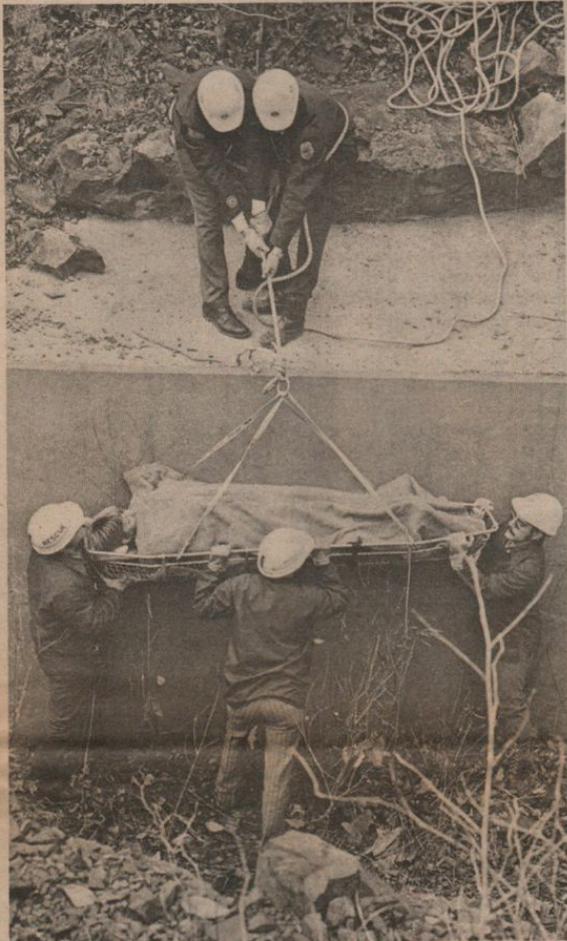


ALL CLEAR — Cadet Lt. Col. Thomas Wunk performs a radiation check on Cadet Donald Mill during a simulated Civil Defense exercise.



TRAINING — Cadet Sgt. Cindy Foy practices prusiking.

Distinction Explains They Are No. 1



RESCUE — Cadet Donald Mill is lifted by members of the New Britain Police Department when the two units teamed up to practice the use of the stokes stretcher.



TOURNIQUET APPLICATION—Cadet Capt. Amy Dana applies tourniquet pressure to Cadet Sgt. Gary Thompson who is a simulated crash victim with a slashed arm.



ADMINISTERS OXYGEN — Cadet 2d Lt. Debbie Mill goes through the proper procedures of administering oxygen to a victim during a SAR training exercise.

(Editors note: The top two squadrons will be presented a plaque by National Headquarters at the National Board Meeting in San Francisco this month. Each of the squadrons of distinction will receive the Unit Citation Award in recognition of their achievements.

In addition, the commander of the No. 1 CAP Squadron of Distinction will receive the F. Ward Reilly Leadership Award at the National Board Meeting. The award, in honor of the late CAP Brig. Gen. F. Ward Reilly, a former Board Chairman, is presented annually to recognize the individual leadership efforts of the commander).



PROPER PROCEDURE — Cadet WO Susan Huffman, a member of the IACE staff, assists Cadet Lt. Col. Paul R. Owen of Texas's Thunderbird Composite Squadron prior to his departure from Washington for Austria.



WELCOME ABOARD — Cadet Maj. Steven A. Eckhoff of Colorado's South Platte Cadet Squadron is greeted by an Air Force crew member prior to his departure to Europe.

American Cadets Packed ...



...For 27th Annual IACE



IACE DRESS — Cadet Maj. Mary Jo Vargas from Hq. Oklahoma Wing and Cadet Lt. Col. Dana A. Grams from Texas's Bayou City Composite Squadron await their departure.



PLANNING — Air Force Maj. Bud Lanigan, (left), liaison officer for the New York Wing along with CAP Maj. Arthur Berger, (center), director of operations for the N. Y. phase IACE and Air Force TSgt. Gordon Richardson, N.Y. Liaison Office, prepare to receive foreign cadets for the 27th IACE.



HUSBAND AND WIFE TEAM — CAP Col. Stanley F. Moyer, Maryland Wing commander who served as CAP's IACE project officer in the Washington area, is pictured with his wife, CAP Capt. Carol Moyer.

Photos by
MSgt. Russ Brown

IACE Foreign Cadets View ...



One Of New York's Largest . . .
The Empire State Building



A Highlight Of Washington...
The White House



Foreign Cadet Captures
Scenes Along The
Potomac



Admires Mementoes

Traditional Exchange Of
Uniform Apparel



A Fond Farewell

... New York And Washington



NEW ARRIVALS—Recently arriving for a tour of duty at HQ, CAP-USAF, Maxwell AFB, Ala., are Air Force officers (left to right) Lt. Col. Donald M. Moats, Lt. Col. Gale L. Haskins and Capt. James R. Ward. Colonel Moats came from Hickman AFB, Hawaii and will serve as director of plans and programs. Colonel Haskins, a former CAP cadet, arrived from Osan AB, Korea to be director of cadet programs. Captain Ward comes to CAP-USAF as director of supply from Greece where he served as commander of Det. 2, 7206th Air Base Group. (Photo by MSgt. Russ Brown).

At Ohio Museum

Hobby Now On Display

POINT PLEASANT, W. Va. — A Civil Air Patrol lieutenant's life-long hobby has been put on display at the Armstrong Air and Space Museum at Wapakoneta, Ohio.

Lt. George McClintock of the Point Pleasant Composite Squadron has displayed 50 of his model aircraft covering the period 1903-1939 in the museum named for Neil Armstrong, the first astronaut to step on the moon.

The lieutenant has also donated another 50 aircraft and 12 rockets and spacecraft for display in the near future. The remaining 50 aircraft cover the period 1940-1972.

The CAP lieutenant has had a love of aircraft since he was a young child and began his hobby some 25 years ago. It soon became a family affair with his wife Maxine cutting out the decals and helping to decide the trim and the children, George III, John Robert, who appears the most enthusiastic about model making and who has ex-



Lt. McClintock

panded his interest to take in armored models as well as planes and little Sarah, the youngest, who is always around to ask questions.

The years of their chosen hobby have engrossed educational aspects as well as providing relaxation. Each one is always searching for ideas and materials. Yearly the family visits the Air Force Museum for photos and research material.

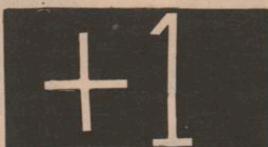
One of the lieutenant's prizes is the Lunar Module which is among those to be displayed at the Museum. Among the more

than 400 models made by the McClintocks are the oldest Wright Brothers flyer, a TU-17 bi-plane built by Boeing; the SE-5 from World War I; a C-130 Hercules; and three variations of the Messerschmitt 109 fighter.

McClintock became interested in the Ohio Museum when his brother Donald, who lives in Spencerville, Ohio, first put him in touch with Museum officials. They were receptive to the idea and he says, "My work for the last two years has been centered around this project."

Lieutenant McClintock has been a pilot with a commercial license for nearly 20 years. He is a member of the Experimental Aircraft Association, American Aviation Historical Society, Ohio Historical Society, the International Plastic Modelers Society and president of the Three Points Flying Club Inc., founded in 1957.

Anyone wishing to see the Lieutenant's display and other aerospace exhibits can visit the Museum from 9:30 a.m. to 5 p.m. Monday thru Saturday and on Sundays and holidays from 1 until 5 p.m. excepting Thanksgiving, Christmas and New Year's.



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TOP CADET — Cadet 2d Lt. Mary E. Pearce was recently selected as Outstanding Cadet of the Quarter for the Towson Composite Squadron (Maryland Wing). She has been a member of the unit for four years and presently serves as cadet commander. Cadet Pearce was a member of the Maryland Wing Drill Team that competed in last years' Middle East Region drill competition.

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STRAPPED IN — Three members of the Albany Composite Squadron (New York Wing) are ready for takeoff in a C-130 aircraft for an orientation flight given by members of the 109th Air Transport Group, New York Air National Guard. From left to right are Cadet Lt. Colonels Harriet Gillespie, Kenneth Nagel and Dana Moss. They were part of 35 cadets and 5 seniors who received the ride and briefing on the aircraft.

Outlook

Bought And Paid For

by Chaplain (Col.) Ralph R. Pace, USAF

Our Native Land, the United States of America, will soon be two hundred years old. It is self-evident that the Land of the Free and the Home of the Brave has been bought and paid for by the blood, sweat and tears of her citizens. America was born and has matured through the sacrifice of noble men and women and under the blessing of Almighty God.

An address delivered by Chaplain R. B. Gittelsohn at a dedication of a cemetery on Iwo Jima emphasizes the price that was paid for our freedom.

Here before us lie the bodies of comrades and friends. Men who until yesterday or last week laughed with us, joked with us, trained with us. Men who were on the same ships with us and went over the sides with us as we prepared to hit the beaches of this island. Men who fought with us and feared with us.

Somewhere on this plot of ground there may lie the man who could have discovered the cure for cancer. Under one of these Christian crosses or beneath a Jewish Star of David there may rest now a man who was destined to be a great prophet - to find the way, perhaps, for all to live in plenty, with poverty and hardship for none. Now they lie here silently in this sacred soil, and we gather to consecrate this earth to their memory.

It is not easy to do so. Some of us have buried our closest friends here. We saw these men killed with our very eyes, and any one of us might have died in their place. Indeed, some of us are alive and breathing at this very moment only because men who lie here beneath us had the courage and strength to give their lives for ours. To speak in memory of such men as these is not easy. Of them, too, can it be said with utter truth: "... The world will little nor long remember what we say here. It can never forget what they did here ..."

We dedicate ourselves, first, to live together in peace the way they fought and are buried in this war. Here lie men who loved America because their ancestors generations ago helped in her founding, and other men who loved with equal passion because they themselves, or their own fathers, escaped from oppression to her blessed shores. Here lie officers and men, black and white, rich men and poor - together. Here are Protestants, Catholics, and Jews together. Here no man prefers another because of his faith or despises him because of his color. Here there are no quotas of how many from each group are admitted or allowed.

Among these men there is no discrimination, no prejudice, no hatred. Theirs is the highest and purest democracy ... We promise, by all that is sacred and holy, that your sons, the sons of miners and millers, the sons of farmers and workers, will inherit from your death the right to a living that is decent and secure ... We here solemnly swear! This shall not be in vain! Out of this, and from the suffering and sorrow of those who mourn this, will come - we promise - the birth of a new freedom for the sons of man everywhere!

And all the people said, "God bless America, land that I love!"



BRIEFING—1st. Lt. Lee Moler, RN, (left), director of professional services of CAP's Aero-Medical Senior Squadron 108 (Pennsylvania) and director of nursing at the Cherry Hill Medical Center, explains operation of cardiac monitor in the medical center's heart catheterization laboratory to squadron members Capt. Leo Connor, Capt. Richard Tanner and 1st. Lt. Mark Boyer. The unit has the capability of transporting to a disaster site an entire emergency field hospital and medical personnel either by aircraft or ground vehicles.

The CAP Check Pilot

by 1st Lt. H. D. Beger, CAP Commander, Ogden (Utah) Senior Squadron

It is an unfortunate fact that the CAP has a very poor safety record; in fact, it is about the poorest of any flying organization in the nation.

I know that many pilots ignore this fact and continue to think that we have no serious problems in our units. We must stop kidding ourselves: if we would simply realize that we do have problems and then take steps to analyze them objectively, we would then be more than half way toward solving them.

I think one of the most important keys toward solution of the CAP flying safety problem lies with the check pilot.

The check pilot is the most important link in the flying program. A good, responsible CAP check pilot will assure that only those pilots who meet or exceed certain minimum standards of proficiency will be authorized to fly CAP aircraft. He will objectively evaluate his pilots and not allow biases to influence his decisions.

First of all, a check pilot must possess a thorough knowledge of flight rules and regulations, required maneuvers, and of the assigned aircraft. Then he himself must display skill and confidence. And third, but not least, he must be capable of ob-

jective, impersonal analysis of the pilots he checks.

I have seen pilots with years of experience fail flight checks. Sometimes they need to review fundamentals such as making medium and steep turns without excessive gains or losses of altitude. Sometimes older pilots need to improve their proficiency in the use of omni navigation facilities. After all, for practical purposes, that is about all we have in this country now: no more LF ranges, no more light lines and only a few NDB's.

Omni - VORTAC, TACAN, is the word now and we have to know how to use it. It's very simplicity throws a lot of the old boys off the track. They think it just has to be more difficult and this belief creates a mental

block that prevents their learning it—simple as it is! Another frequently noted fundamental fault is gross inability to hold a heading. They just wander all over the sky. If the Omni needle says "Turn right", that they do—360 degrees at a time! The CAP check pilot must identify these people and refer them to further instruction and practice before they get another try at passing the check ride.

In some cases, this might result in a temporary reduction of a given squadron's pilot readiness, but it has been my observation that almost every substandard pilot once identified will take vigorous action to bring his proficiency up to standard.

Check pilots should remember that by being lenient they might be licensing the pilot to kill himself and others.

CAP flying is, by its very nature, more hazardous than normal flying. For that reason our pilots should be more skillful than run-of-the-mill general aviation pilots. If we want to attain this level of proficiency and improve our safety record, we must take a closer look at our check pilots. We should have classes and standardization clinics for them.

I think if we have more objective, standardized, bias free check pilots, our safety record will improve by itself.

(Editor's Note: Here is one member's idea on the flight safety problems within CAP. Individual currency and proficiency after passing a check ride is also important. Another factor in accident prevention is supervision of who flies and when. What is the major problem area within you unit pertaining to flight safety? Let us hear from you.)

Cadet's Help Aids Scouts Earn Badge

ROANOKE, Va. — CAP Cadet Col. Richard Anderson of the Roanoke Composite Squadron recently made his aviation knowledge available to the members of Boy Scout Troop No. 472.

The scouts were in the process of earning their aviation merit badge and Anderson volunteered to be one of their instructors. The merit badge covers similar information as in the Aerospace Education portion of the Phase I Cadet training.

Anderson, who is a Spaatz Award recipient received his pilot training through Civil Air Patrol's programs.

Help Yourself!

People are always telling us verbally what should or shouldn't be in the CAP NEWS. Here's your chance to tell us for the record. It's your newspaper so let us know what you read. We want to print what people will read. This survey will officially close on 1 October 1974.

So—speak now or forever hold your peace!

Please check below how often you read the following recurring articles:

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People in the News				
Chaplain's Column				
Aero-Astro Answers (Smilin' Jack)				
Cadet Q & A's				
Commander's Column				
Calendar of Events				
Bulletin Board				
Idea Mart				
CAP Personality Profiles				
Award Stories				
National Program Stories:				
a. Activities (Nat Conv, SAR School, IACE, etc.)				
b. Personnel Policy Changes				
Recruiting				
Box Score				
Chairman's Column				
Top Ten Squadrons (How & Why)				
Unit Activities:				
a. Emergency Services				
b. Training				
Safety Stories				
Articles about the U.S. Air Force				
SAR Statistics				

How valuable have the Recruiting Supplements been to you? (Circle one)

None	Little	Some	Much
25%	50%	75%	100%

How much of the CAP NEWS do you usually read? (Circle one)

If you could add one monthly special feature/column to the CAP NEWS, what would it be? _____

Check one: Cadet _____ Senior _____

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UNIFORM TALK—Civil Air Patrol's Cadet Sgt. Hilliary Holmes, (left), of the Lafayette Composite Squadron (Louisiana Wing) receives some pointers on the proper care of her beret from Air Force Amn. Debbie Nauhall who is stationed at Keesler AFB, Miss. The Louisiana Wing recently held a cadet encampment at Keesler where they toured the base's modern hospital, technical schools, WAF facilities, security police operations and computer center.

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People In The News

A 30-year veteran of Civil Air Patrol, Lt. Col. Gerald E. Nistal, former deputy for cadets Sector VI, New York Wing, has been appointed to the faculty of the School of Business, Southeastern Louisiana University. Cadet Georgia Tritt of Washington's Paine Field Composite Squadron has joined the Air Force Reserve and is presently taking her training at Lackland AFB, Tex. The Hawaii Wing recently presented Floyd Goodyear, president of Aeromarine Inc., a Certificate of Appreciation for his participation in aerospace education workshops and seminars.

Maj. Thomas E. Carter of the National Capital Wing has been awarded the 1973 Middle East Region Safety Award for an outstanding flying and ground safety record. Four brothers, active or formerly in the CAP cadet program, held a reunion at their squadron headquarters — Hudson Valley Composite Squadron (New York Wing) — recently. They are Cadets Peter Keeney; David Keeney, cadet commander of the unit; Air Force Sgt. Michael Keeney, a former cadet commander and Stephen who just recently enlisted in the Air Force. The Cadet Commander of the Fayetteville (North Carolina) Composite Squadron, Cadet Keith L. Montieth has been accepted to the Air Force Academy.

Eight cadets from the Indiana Wing have received their solo wings after completing the second solo encampment conducted by the wing. They are Mark Ashcraft, Myron Anderson, Rick Sextor, Taber VanSlyke, Edward Ruth, Tresa Embry, William Collins and Kenneth Adams. Cadet Sgt. Fred Helvie of the Highlander Composite Squadron (New Hampshire Wing) captured first place honors in the recent Dover, N.H. Exchange and 4-H Club rocket competition. WO Bruce Cobb, SM Steven Coleman and Cadet 2d Lt. Kur Nelson of the Long Beach (California) Cadet Squadron 93 recently completed the Emergency Medical Technician course.

Maj. Frank R. Crisei was recently honored by his unit (New York's Long Island Group) with a plaque denoting his 30 years with CAP. Georgia State Senator R. Eugene Holley kept his word to members of the Augusta Cadet Squadron (Georgia Wing) when he took

them on a promised ride in his helicopter. Cadet Col. Richard Anderson led his team to top honors in the Virginia Wing Drill Competition recently. His team is from the Roanoke Composite Squadron. Cadet WO Robert Howes of the Clinton-Scott Composite Squadron (Illinois Wing) recently took first place in the St. Clair County Area Bike-A-Thon to collect money for the Diabetic Children's Welfare Association.

Lt. Col. Stanley Harter, chief of staff of the Hawaii Wing must have established some kind of record for CAP recently when he participated in his 1,000th SAR mission, of which he has served as mission coordinator in more than 700. The Mankato Composite Squadron (Minnesota Wing) got their second "Flying Grandfather" when 2d Lt. George LeFavor received his solo wings. The other "grandfather" is SM Jim Greenough. Cadet 2d Lts. John B. Nelson and Mark Egan of the Falcon Squadron 305 (Arizona Wing) were recently accepted to the Air Force Academy.

1st Lt. Jarden A. Gibson, received a new Charter for his unit the 399th Danbury (Connecticut) Composite Squadron which was redesignated in honor of the Army Reserve's 399th Civil Affairs Group, from Army Lt. Col. Raymond G. Cushing, group commander. Cadet Herbert Williams of the Paine Field Composite Squadron (Washington) recently won a solo scholarship when he took first place in a model plane contest. Cadet Lt. Col. Byron Rambo, cadet commander of Louisiana Moisant Cadet Squadron has been named Outstanding Cadet of the Year for Louisiana. Cadet Jeffrey Maples copped the Wing Champions Trophy during the recent North Carolina Wing Golf tournament. Margaret E. Hurdle broke the sex barrier when she became the first female to join the Barre (Vermont) Senior Squadron.

We would like to welcome the Palo Alto Senior Squadron 70 to the ranks of Civil Air Patrol. The unit is commanded by 1st Lt. Doug Reany. Cadet AIC Aimee Droege of the Laramie County Composite Squadron (Wyoming) was cited for her outstanding efforts during a recent wing SAR-CD Test and actual SAR mission by the wing commander Col. Albert Lamb.



SPAATZ WINNER — CAP 1st Lt. Ben Klausner of the New Mexico Wing receives his Gen. Carl A. Spaatz award from New Mexico's Governor Bruce King. Lieutenant Klausner is a eight-year veteran of CAP and presently serves on the wing staff as a senior member working with the cadet program. (Photo by Don Wickman).

CAP Explained At Seminar

CEDAR RAPIDS, Iowa — The Cedar Rapids Composite Squadron recently held their annual Emergency Services Seminar for Civil Defense directors and Sheriffs throughout Iowa for the purpose of learning about Civil Air Patrol and what it has to offer.

The unit prepared a 27-page booklet for distribution to all participating members to inform them of CAP's capabilities and responsibilities. Also included in the booklet was information concerning "who to contact" for a given emergency and steps to be taken in the event of an aircraft accident.

The squadron also held an ELT practice mission in conjunction with the seminar to train their pilots.

CAP First Lt. Robert McMurrin was mission coordinator for the day's activities.

Calendar of Events

Sept. 20-21	National Board Meeting	San Francisco, CA
Oct. 9-17	IACE Planning Conference	Tel Aviv, Israel
Oct. 24-26	National Drill Competition	Dallas, TX
Nov. 2	NER Conference	Kiamesha Lake, N.J.
Dec. 6-7	NEC Meeting	Maxwell AFB, AL

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

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

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Address

CAP Ser. No. Pilot Non-Pilot

Beneficiary Relation

No. Units Applied For Premium \$

I Certify I Am A Member Of The Wing, CAP

Signed Date

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AIR FORCE SUPPORT — Cadets from the Spokane (Washington) Composite Squadron, (left to right), Craig Olinger, Pat Daisley and Steve Clark kick off a project of hand stamping some 300,000 pieces of Air Force literature which will be handed out during Expo '74 in Spokane, Wash. This project is part of CAP's support to the Air Force Recruiting Service's participation in the World's Fair.

Rainbows Reunite

The 42d Infantry (Rainbow) Division Veterans Association of Alabama is trying to locate former members of the division who served in World War I and II.

Anyone who served in the Division is asked to contact Raymond J. Thome, P.O. Box 491, Huntsville, Al 35084.

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Cadet Directorate Provides Solutions

PROBLEM: I am a C/MSgt. and will finish the Goddard achievement in a few weeks. When I finish my contract I still cannot be promoted, because I have been unable to attend an encampment. When I go to an encampment this year is there any way I can be promoted at the encampment?

SOLUTION: No, since the encampment commander does not have promotion authority (cannot sign your contract). Upon your return to your unit, however, if all other requirements have been met your commander could sign the contract and promote you at that time.

PROBLEM: Can a cadet who is also in AFJROTC and who has completed the first three AE books start his CAP program with the fourth packet and as a C/Sgt.?

SOLUTION: Only the aerospace education and leadership portions of the achievement contract can be accredited for AFJROTC participants. It will be necessary for you to progress through all of the achievements in sequence to meet CAP requirements. As stated in CAPM 50-16, this means you must complete the physical fitness, moral leadership and aerospace education portions being credited. Your CAP rank is earned on the basis of achievement contract completion.

PROBLEM: Will female cadets in Phases I and II wear the new hat device on their berets?

SOLUTION: No, the device is for cadet officers only. Phase I and II cadets continue to wear the old device.

PROBLEM: Must cadet officer grade insignia be worn on shoulder boards?

SOLUTION: Yes, except for the female overblouse and the male winter shirt and fatigues.

PROBLEM: How can I apply for an AFROTC four-year scholarship?

SOLUTION: You should request application forms from the AFROTC Scholarship Division, Maxwell AFB, Al 36112. You must have your request in by November 15 to be considered for next year's starting class.

PROBLEM: I have been told that I cannot earn the Mitchell Award because I have not been to a Type A encampment, even though I have been to a Type B. Is this correct?

SOLUTION: Nothing could be further from the truth. There is no difference in credit between a Type A and Type B encampment, and this requirement for the Mitchell Award may be fulfilled by attending either type.

PROBLEM: I recently transferred to another squadron, and somehow my name has been dropped from my old unit, but is not on my new unit's monthly membership listing. How could this happen? Am I still a member?

SOLUTION: Unfortunately, your situation is not unusual. Your old squadron, meaning

well, deleted you from its membership roll when you left, and before your new unit picked you up. This action had the effect of deleting you altogether from the CAP membership. When an individual transfers to a new unit, the gaining squadron must submit the CAPF 2 effecting the transfer to National Headquarters. The individual's name will then be automatically dropped from the old unit when picked up in the new unit. Based upon your new commander's letter of circumstances, the error has been corrected, and you will appear on his next listing.

MITCHELL AWARDS

(July 1974)

- Mark A. Matthews 02992
- Mark S. Merriott 03040
- James L. Wallis 04016
- Steve F. Amato 04016
- Ronald J. Fauset 04155
- Mark A. Williams 04184
- Gregory J. Cordes 04184
- Gary S. Martin 04210
- Myron E. Steele III 04386
- Valerie M. Malby 05023
- Timothy R. Rider 05059
- Bruce A. Cabo 07004
- Russell C. Ray 08103
- Robert W. Platt 08103
- Stephen V. Walker 08103
- James K. Gore 08293
- Lisa N. Reed 09002
- William F. Lewis 11094
- David A. Stahl 11133
- Joel Signorelli 11189
- Jerry L. Mangrum 11196
- Brian M. Pacejka 11254
- James E. Schlessler Jr. 11283
- Edward Ruth 12010
- Donald L. Wenger Jr. 12186
- Robert G. Combs 15039
- Garylin E. Mann 18052
- George J. Carrette Jr. 18052
- Mark S. Donberger 18052
- Ginger E. Lenardson 18072

- Everett C. Hume 19015
- Michael J. Flanagan 19043
- David L. Brown 19044
- Kevin F. Barry 19044
- Samuel C. Glover 20024
- Edward E. Carledge 20250
- Daniel J. Sloan 21030
- Mark S. Dundas 21048
- Vicki S. Johnson 23088
- Cynthia S. Blohm 24008
- Barbara L. Bonney 28038
- Michael L. Frey 29002
- Erik B. Sibbens 29015
- David J. Casto 29016
- Bruce E. Ware 29059
- Geoffrey D. Weber 29059
- Ole P. Palludan 29067
- Marty O. Woodward 30033
- George J. Tolma Jr. 31029
- Keith A. Thomas 32029
- Mary L. Powell 32048
- Carey W. Fleming 32082
- Matthew C. Turany 33010
- Eric C. Tangen 33010
- David E. McNeal 34038
- John A. Heard 34078
- Steve B. Hanshaw 34197
- David R. Quire 35056
- Stephen M. Ware 36034
- Raymond A. Jucha 37025
- Robert A. Stanicar 37025
- Charles J. Blackwell 37039

- John E. Sigelow 37046
- Alvin S. Augst II 37237
- Vincent J. Freeman 37246
- Gary D. Branham 41030
- Randal G. Silvers III 43258
- Kevin F. Potorny 43298
- Michael K. McCullough 42115
- Devaine Barnhill Jr. 42186
- Michael L. Fields 42322
- Stuart M. Lane 42322
- John S. Kirkland 43003
- Michael F. Foy 44009
- Thomas A. Theado 45002
- Jack S. Walters 45095
- Edward S. Sparks 45108
- William F. Ritchey 46049
- Philip G. Cunningham 47013
- Robert J. Tock 48121
- Roy S. Honjo 51020
- Michael A. Madrid 51031
- Lusia K. Meredith 51045
- Bruce B. Soto 51056

- Mark F. Lane 50054
- A. B. Correll-D-Edhart 51056
- Scott E. Freeman 58020
- Richard A. Brinkman 58030
- Paul Signorelli 58030
- Gregory D. Angst 51180
- James F. Holdener 51196
- Chris Ruehman 51288
- Mark L. Szczybor 58018
- James J. Ofcarcik 59015
- Steven J. Block 59216
- John R. Quilling 21080
- Kevin E. Swanson 21068
- Kim L. Joyner 25054
- Bryan C. Leadbetter 31083
- Glenn J. Larsen 31164
- Barbara A. Plante 31247
- Steven R. Gullberg 31294
- Daniel M. Singleton 34057
- Steven M. Stefanidis 34197
- Scott A. Miller 35015
- Bruce C. Alexander 36034
- William R. Shuster 37011
- Margaret S. Donley 40050
- Forrest C. Ward 41054
- David B. Bollinger 42215
- Richard K. Hughes 43047
- Mike D. Bouchard 51028
- Dennis R. Won 51080
- Luis A. Torres 52017
- Edel Garcia 52045
- Edwin Sepulveda 52087

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