

Educator To Narrate Convention Banquet



DR. STRICKLER

MAXWELL AFB, Ala. — Dr. Mervin K. Strickler Jr., chief of Aviation Education Programs Division of the Federal Aviation Administration has accepted the role of master of ceremonies for Civil Air Patrol's National Convention banquet later this month in Dallas.

In making the announcement, Brig. Gen. S. Hallock duPont Jr., national chairman, noted that Strickler has long been associated with CAP's Aerospace Education program. From 1951 to 1959 he served as an educator with the Department of Air Force in charge of the Civil Air Patrol education program. In 1959 he became director of Aviation Education for CAP.

Mr. Strickler was honored by Civil Air Patrol in 1952 when he received the Frank G. Brewer Trophy from the President of the United States on behalf of the National Aeronautics Association.

One of the big highlights during this year's convention at Dallas will be the inauguration of the "Hall of Honor" which will pay tribute to outstanding past leaders of the organization.

Plaques honoring the first 10 persons elected to the Hall will be placed in a special section of the Air Force Museum at Wright Patterson AFB, Ohio at a later date along with CAP memorabilia dating from the days of World War II.

Receiving special recognition during the convention will be the

Cadet Squadron of Distinction. The Twin Falls Cadet Squadron from Twin Falls, Idaho has been named winner of the award with the Evanston, Ill., Cadet Squadron coming in second.

Selection for the honor was based upon leadership and activities with the unit and how well the cadet members have completed training required by CAP.

CAP officials have reminded all personnel planning to attend the convention that a number of special attractions have been arranged, including tours to the "Miracle at Pentacost" mural, with its light and sound presentation, Six Flags Over Texas and Lion Country Safari. Tickets for these attractions will be sold in the lobby of the hotel on Thursday, Friday and Saturday.

Those personnel planning to fly are again reminded that airlift to and from the convention will be at a premium. Military aircraft will use Dallas Naval Air Station (Hensley Field) while CAP aircraft will use Red Bird Airport.

In addition to the national board meeting, the convention will include a number of CAP committee meetings. (For a complete breakdown see Page 16.)

Music for the Saturday evening banquet will be provided by a combo from the 745th Air Force Band from Barksdale AFB, La.

(See CONVENTION, Page 2)

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CIVIL AIR PATROL

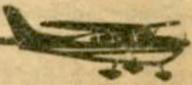
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VOLUME NO. 4 NO. 9



MAXWELL AFB, ALA. 36112

NEWS



SEPTEMBER, 1972

Leadership Stressed At School

MAXWELL AFB, Ala. — "The school is important to you as an individual but more important to the Civil Air Patrol," Brig. Gen. Richard N. Ellis, USAF, national commander of Civil Air Patrol, told enrollees at the CAP Cadet Officers School here during August.

The general spoke on "the development of good leadership" and stressed that, if Civil Air Patrol is to progress, it must accept changes that progress demands. The main purpose of the school, he said, is the basic requirement for good leaders and "leadership is what this school is all about."

The 160 CAP student officers, from 51 of CAP's 52 wings, were welcomed earlier by Col. L. H. McCormack, USAF, vice commander of Headquarters, CAP-USAF, and by John V. Sorenson, deputy chief of staff for Aerospace Education and Cadet Program.

One of the highlights of their two-weeks of instruction was Project X, a problem solving course conducted by the Squadron Officers School at Maxwell AFB. The cadets also participated in seminars, athletic events moral leadership

(See LEADERSHIP, Page 2)

Scholarship Is Suspended

MAXWELL AFB, Ala. — National Headquarters officials have announced that the Reed Pigman Flight Scholarship has been suspended until further notice.



FAREWELL — Col. L. H. McCormack (right), receives the Legion of Merit from Brig. Gen. Richard N. Ellis, USAF, national commander of CAP, upon his retirement from the U. S. Air Force on August 31.

McCormack Retires; McLaughlin New VC

MAXWELL AFB, Ala. — Col. L. H. McCormack, USAF, vice commander of National Headquarters Civil Air Patrol retired here on August 31 after six years with Civil Air Patrol USAF and more than 30 years active military service. He was replaced by Col. William A. McLaughlin, USAF, formerly deputy chief of staff for Operations.

Prior to his current assignment, Colonel McCormack held two other positions in CAP headquarters — deputy chief of staff for Operations from November 1966 to February 1969 and Chief of staff from 1969 until July 1972. On his retirement he received the Legion of Merit.

The native of Kentucky joined the Army Air Corps in 1942 and earned his pilot's wings through the Aviation Cadet Program in 1943. The colonel held various

positions with the Army Air Corps Training Command prior to serving three years as Wing Intelligence Officer for the 36th Fighter Wing at Furstenfeldbruck, Germany. While in Germany he flew on the Berlin Airlift in 1948.

Other highlights of the colonel's career include five years at the Pentagon; tactical assignments in jet operations and reconnaissance; diplomatic duty at the U. S. Embassy in Rome, Italy; and an assignment with the U. S. Air Forces Europe.

Colonel McLaughlin entered the Army Air Corps in 1942 and received his pilot's wings and a commission as a second lieutenant at Stockton AAF, Calif., in 1943.

The native of Mineral Wells, Tex., amassed some 300 combat hours as aircraft commander of a B-17 bomber crew while assigned to the 600th Bomb Squadron at Nuthamstead, England during World War II. During this period he earned

(See McCORMACK, Page 2)

CAP To Honor Military Wife

MAXWELL AFB, Ala. — The Civil Air Patrol will pay tribute at its annual convention in Dallas, Tex. later this month to the 1972 Military Wife of the Year, a CAP member.

Mrs. Dorothy N. Tuller, the wife of Coast Guard Chief Warrant Officer Steve Tuller, was chosen as Military Wife of the Year based in part on her many community activities of which CAP is one.

She has been a member of CAP since her high school days and has actively participated in the nationwide organization. In 1958, she helped organize the Nassau Composite Squadron in Port Washington, N. Y. In recent months, she has been trying to

sign up enough members in the Herndon, Va., area to start



MRS. TULLER

another CAP composite squadron.

She will be recognized at a meeting of the convention scheduled for September 29 and 30. She will be a guest at the annual CAP banquet which will conclude the convention.

Mrs. Tuller is a commercial pilot with an instrument rating. She is a member of the Ninety-Nines, an organization of Women pilots and has flown in the Women's New England Air Race, the Powder Puff Derby and the 1972 Angel Derby.

She has earned a Masters degree in Education from Boston University and is very active in working with children who have

(See MILITARY WIFE, Page 2)



COL. McLAUGHLIN

CAP Senior Records First

MAXWELL AFB, Ala. — Lt. Col. Andrew G. Lontai of Dallas, Tex., has become, so far as records indicate, the first foreign-born member of Civil Air Patrol to complete the Air War College course for CAP members.

Lontai, a native of Hungary, completed the two-year correspondence course in only one year.

He served before World War II, in the Royal Hungarian Army.

During WWII, he served with American intelligence forces and as an interpreter for Lt. Gen. George S. Patton.

He came to the United States in 1952 and joined Civil Air Patrol in 1953. Rated as a mission coordinator, he has held a wide variety of posts in CAP and currently serves on the staff of the Southwest Region.



M-16 ORIENTATION — Air Force SSgt. Ronnie L. Sutphin, 363d Combat Support Group, Shaw AFB, S. C., uses an over-sized model of the M-16 to explain the weapon to a group of South Carolina Civil Air Patrol members who recently held a week-long encampment at Shaw AFB. (U. S. Air Force Photo)

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Capers Named To Info Post

MAXWELL AFB, Ala. — Lt. Col. William T. Capers III recently assumed the duties as Director of Information, Hq. CAP-USAF here. He is replacing Maj. Mervyn E. Roberts who was reassigned to Korea.

Colonel Capers arrives here from Seventh Air Force, Saigon Republic of Vietnam where he served as Chief of the War Plans Office.

He attended Washington and Lee University and was graduated from the University of Maryland in 1964 with a Bachelor of Arts Degree in Business Administration.

He entered the Air Force through the Aviation Cadet program in 1950 and earned his commission in 1951.

He is a command pilot with 22 years of service.

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McCormack

(Continued from Page 1)

Bronze Stars for Northern France, Southern France, Bastogne and Ardennes-Alsace, the Distinguished Flying Cross and the Air Medal with four Oak Leaf Clusters.

Following World War II, the colonel served in a number of assignments in the United States and Germany, including participation in the Berlin Airlift.

In May 1966 he was transferred to the 315th Air Commando Wing at Saigon, Republic of Vietnam, where he served as Wing Director of Operations, earning the Legion of Merit, the first Oak Leaf Cluster to the DFC and six Oak Leaf Clusters to the Air Medal.

The colonel returned to Germany for another tour in 1967 — this time with the 7th Special Operations Squadron at Sembach — prior to his assignment to CAP in September 1970.



SPAATZ AWARD — Cadet Col. Bruce L. Hildreth, Augusta Civil Air Patrol Squadron, recently became the first cadet in the state of Virginia to earn the Gen. Carl A. Spaatz Award. Brig. Gen. S. Hallock du Pont, chairman of the National Board, made the presentation.

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CAP Accepts Responsibility To Promote Education Project

MAXWELL AFB, Ala. — Civil Air Patrol has accepted responsibility for promoting the "Delta Dart Program" in cooperation with several other prominent sponsors including the National Aerospace Education Association and the

Military Wife

(Continued from Page 1)

reading and learning problems. She also works with students with drug problems.

She is currently a consultant on reading and learning problems for the Herndon Intermediate School, Herndon, Va.

National Association of State Aeronautics Officers.

The Delta Dart Program, is designed for use in selected elementary and secondary schools, and consists of model airplane kits which afford participating students the opportunity to build their own individual models.

The student, by assembling and subsequently flying the model aircraft learns some of the basic concepts of aircraft design and principles of flight. Selected schools from all 50 states, the District of Columbia and Puerto Rico are invited to participate in the program. Printed materials explaining

more completely the nature of the program, as well as the model kits themselves, are available to teachers who wish to participate in the program.

Those educators who wish their classes to participate in this project are urged to write to the address below as soon as possible: Miss Jane Paull, Delta Dart Coordinator, The Blakfort Group, 8467 Beverly Blvd., Los Angeles, Calif. 90048.

Leadership

(Continued from Page 1)

and cadet program administration.

The commander of the Cadet Officers School was Lt. Col. Denis M. Porter, who is also Air Force Reserve assistance coordinator for CAP's Alabama Wing. Cadet Col. Douglas M. Hawley of California served as commander of the cadets.

Convention

(Continued from Page 1)

For those who have not yet made room reservations for this year's convention, you have until September 15 to get your request to the Dallas Statler Hilton Hotel.

Attendees will be charged a registration fee of \$15 to cover the banquet and other incidentals.

Required dress for those attending the first annual Hall of Honor ceremony on Friday night will be summer mess dress or tuxedo. Attendance to the event will be by invitation handled through the Region and Wing Commanders. Also that evening will be an informal "get-acquainted" no-host cocktail party at 6:30 p.m.

The convention will conclude on Saturday evening with a formal banquet preceded at 6:30 p.m. by a reception and no-host cocktail party. Summer mess dress, tuxedo or blue uniform with white shirt and black bow tie are required dress for the cocktail party and banquet.

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THE WHITE HOUSE

WASHINGTON

March 21, 1972

Dear Mr. Secretary:

I invite every fellow American to join in honoring the United States Air Force on its Silver Anniversary.

Those who serve today in Air Force blue have abundantly proved their unshakable commitment to meeting the challenges of national defense. They stand ready to respond to any threat to our freedom and security. They represent the highest ideals of America and of a people staunchly dedicated to liberty and peace.

It is my sincere hope that in this anniversary year citizens will find ways of expressing gratitude to the men and women of the Air Force for their selfless devotion to our heritage.

Sincerely,

Honorable Robert C. Seamans, Jr.
Secretary of the Air Force
Washington, D. C. 20330

This month, the U. S. Air Force celebrates its Silver Anniversary. 25 years ago, on Sept. 18, 1947, the Air Force became a separate department and military service with its own secretary and chief of staff.

Air Force heritage, however, did not begin with the National Security Act of 1947. In reality, the U. S. Air Force has had many names and birthdays. It has been an integral part of the military service since the early years of this century.

From the time of the Civil War, military men have ventured into the air in balloons. A mere lifetime ago, heavier-than-air flight occurred on Dec. 17, 1903, when Orville Wright guided his frail stick-and-wire flyer off the sands of Kill Devil Hills near Kitty Hawk, N. C.

Aug. 1, 1907, is another significant birthday in Air Force history. On that date, the War Department created an aeronautical division in the Office of the Chief Signal Officer of the Army.

By 1910, the Air Force had grown to 14 men including three flying officers — Lieutenants Frank P. Lahm, Frederick E. Humphreys and Benjamin D. Foulois. When Lahm and Humphreys were reassigned, it fell to Lieutenant Foulois to accept the first U. S. military airplane. Along with this responsibility, Foulois was simply told: "Assemble this flying machine and teach yourself to fly."

One year later, Foulois was joined by Lieutenant Henry "Hap" Arnold who was to become the only five-star General of the Air Force.

In spite of dynamic personalities and leadership, however, America's love affair at this time was with the automobile, not the airplane. Therefore, military aviation moved forward slowly in the early years. The Nation which gave birth to the airplane entered World War I with a twelfth-rate aviation arm.

The first aerial force the United States sent to France consisted of 55 trainers and 35 officers to fly them. It was a year before they shot down their first sky opponent. But, by the time the war ended, the final score showed what kind of eagle the American pilot really was.

Out of World War I also came hard-won experience, new tactics and equipment, a place for the airplane in the military structure — and leaders like Gen. Billy Mitchell. One of General Mitchell's pilots during the famous test bombing of obsolete naval ships was Jimmy Doolittle.

Between World War I and World War II the Mitchells and Doolittles were not alone. Many pioneers of airpower suffered and sacrificed in staging the events that made the Air Force what it is today. The 20's was the era of the barnstormer, the open-cockpit airmail pilot, and invention.

By the time Adolph Hitler danced a jig after hearing that Paris had fallen, airpower was no longer a question mark in military planning. If there were any doubts, the Japanese quickly erased them with their air attack on Pearl Harbor which drew America into World War II.

Out of the early days of the war came the Doolittle B-25 raid on the Japanese homeland which gave the Japanese an idea of the consequences they were to reap for Pearl Harbor.

In Europe, Allied bombers, fighters, and transports stormed and pounded their way across the continent until the skies belonged to the Allies. Under the leadership of such men as Jimmy Doolittle, Carl Spaatz, Ira Eaker, Hoyt Vandenberg, Nathan Twining and Curtis LeMay, American airpower took control of the skies over Europe. The once formidable German Luftwaffe was grounded.

After victory in World War II, it was clear that the jet age had arrived. Future defense would depend on how well the Air Force maintained its technological superiority.

While most of the Nation's leaders advocated a rapid demilitarization, farsighted air experts following in the footsteps of men like Foulois, Mitchell, Arnold and other early air advocates. They fought against overwhelming odds to develop and produce the giant B-36 Peacemaker, which lived up to its name and never flew in anger.

The time was near; the dream of a separate Air Force became a reality. On Sept. 18, 1947, America's airpower started to operate as a separate military service. There was little fanfare, but much serious planning for the future.

With Spaatz as chief of staff, many Air Force commands were headed by many familiar leaders — LeMay; George Kenney, who led the air war in the Pacific; George Stratemeyer, commander of the China-Burma-India air action; and Ennis Whitehead, who helped Kenney engineer Pacific air activities.

A year later, this new Air Force team saw its first action under its new banner, and a new role.

CAP Salutes The



UNITED STATES AIR FORCE

PRIDE IN THE PAST - FAITH IN THE FUTURE

Berlin was cut off from the outside world. The Soviets stopped all ground traffic in and out of the city. LeMay, now commander of U. S. Air Forces in Europe, and William Tunner, who developed the "Hump" supply route, organized an airlift to supply Berlin's daily needs known as "Operation Vittles." During the 13-month blockade and for the four months that followed, more than two million tons of vital supplies were airlifted into the besieged city.

The Air Force was there, also, when the Korean War broke out in 1950 — first to rally forces for the initial mission — the evacuation of American nationals from the danger zone.

As the tide of ground battle rolled back and forth, the Air Force once again proved the value of hitting the enemy behind the lines. It provided tactical support for ground forces and air supply for isolated land operations.

Korea was also an air war. Jets edged their way into the skies and propeller-driven fighters and interceptors slipped into the past. North Korea sent Soviet-built MIG-15s into the action — only to have them shot down by U. S. F-86 Sabrejets at a 10-1 ratio.

The experience and lessons learned over the past 60-odd years have been applied — with new wrinkles — in the difficult struggle in Southeast Asia.

For the past 25 years, the Air Force has measured up to the tasks it has set out to accomplish.

Six decades of history, rich in tradition and accomplishment, lend confidence and faith that the future of the Air Force will be as distinguished as the past.

Civil Air Patrol salutes the U. S. Air Force on its 25th birthday as a separate service!

THE SECRETARY OF DEFENSE
WASHINGTON, D.C. 20301

Dear Mr. Secretary:

For the past quarter century, Air Force men and women have dedicated their lives to the demanding task of safeguarding America. It has been a challenging responsibility requiring a resourceful and thoroughly professional organization. The United States Air Force may justly feel proud of its outstanding record and contribution to the security of America.

I take great pleasure in saluting the United States Air Force and its men and women during this Silver Anniversary.

Sincerely,

Honorable Robert C. Seamans, Jr.
Secretary of the Air Force
Washington, D.C. 20330

CAP Salutes The



UNITED STATES AIR FORCE

PRIDE IN THE PAST - FAITH IN THE FUTURE

From The Commander

Looking Ahead

During this month of September, the U. S. Air Force will commemorate its 25th Birthday.

As one of more than a million guys who were privileged to be a participant in this era, it's tempting to lean back in the hard-earned glory of days gone by.

But I think I'll skip that pleasant trip down memory lane and use this valuable space to talk about tomorrow instead of yesterday.



I think it is pertinent to pause briefly and examine some of the problems which face the U. S. Air Force as it enters its second quarter-century. These problems are complex and sobering, and they weigh heavily on the shoulders of those who bear the responsibility for the Air Force of the future.

That's not new! That's the way it was in 1947 as Gen. Carl A. Spaatz carried forward the separation from the Army. When General Spaatz took the oath of office as first Air Force Chief of Staff, his assets were not only meager but pitifully inadequate. As just one example, the Air Force staged a maximum effort simulated attack against New York City...the biggest air exercise of 1947. A total of 101 B-29s was all that the newly organized Strategic Air Command could put into the air. The Superfort had performed magnificently in the Pacific and was our front-line heavy bomber but it was already obsolete.

Yet, when the Korean conflict erupted, nearly three years later, it was the B-29 which provided all the heavy bombardment.

SAME TUNE — DIFFERENT LYRICS
Today, an interesting parallel exists

with the Strategic Air Command's B-52 fleet. This great aircraft and I entered the SAC inventory about the same time — nearly 20 years ago. And now, even as I write this, these aging chariots are seeing action in Southeast Asia, as they have been since 1965. At the same time, B-52 crews have continued their constant alert at home as an integral part of our national war plan.

The Stratofortress was brought out to be a high altitude bomber but things have changed drastically since then. We have — as have the Russians — taken great strides in military technology so that original high altitude role became passe'. This required we train crews to sneak our old B-52s in at high speeds down on the deck.

I was a B-52 Wing Commander when SAC pioneered this low-level, evasive tactic and it's real hairy. There is no more demanding, grueling or tougher flying in the world. Planes and people take a terrific punishment. The entire airframe is pounded and crews are jolted about until they can hardly read their instruments.

PEOPLE

There are about 435 B-52s in SAC today — but let's talk about the nearly 3,500 crewmen who put their lives on the line in these aircraft.

These crews are professionals. The best in the world... but any crew can only be as good as the aircraft they fly.

We paid a tough price to learn this by bitter experience in World War II. One of the most poignant incidents took place on Midway Island when 25 crackjack Marine pilots took off to intercept an incoming force of Japanese squadrons.

Six of the Marine pilots were in F4F Wildcats — an obsolescent design — but at least durable. The other 19 flew in

Brewster Buffaloes, a slow, drastically outdated aircraft. But they took off and tangled with the enemy who were flying a superb modern fighter that was both fast and maneuverable.

It was called the Zero.

This air battle was over in a few minutes. Thirteen of the Buffaloes were destroyed, plus two Wildcats. Ten planes made it back to Midway but eight of them were so badly shot up, they never flew again.

My personal axiom is simple. Superior pilots operating inferior aircraft are no match for inferior pilots with superior aircraft. That's why we must strive to give our clearly superior crews the best possible weapons systems. We must insure that they are equipped with aircraft at least as up-to-date and effective as those of our potential enemies.

I ask that you read carefully the article on our new bomber — the B-1 — which appears on Page 12 of this issue. Contingent with continuing Congressional approval, we anticipate a first flight in about 18 months, with operational employment to begin in the late 1970s. By that time, even our newest B-52 will be 16 years old, and that's why we are so dependent upon the B-1 for the 1980s.

There's another vital point I want to again bring to everyone's attention... CAP's completely unacceptable flying safety record. I have recently put into the mail, a letter on this subject to all region/wing commanders. It is reprinted here in its entirety because I want everyone to know the full facts on this situation.

The aircraft accident rate within Civil Air Patrol through June is the highest it has been since 1967! It is almost twice the rate for 1971 (41.0 vs 21.9). Direct repair/replacement costs on these accidents exceed \$35,000, not to mention the loss of three lives (2 CAP, 1 civilian).

The major problem has been with conventional gear aircraft, the taildraggers. Conventional gear aircraft make up approximately half of the fleet, but incurred two-thirds of the accidents. Of the 18 accidents through June, 11 involved landings and nine of these were conventional gear equipped aircraft. Seven of the landing accidents appear to be due to lack of proficiency or inadequate training of the individual involved. Eight of the individuals involved in the eleven landing accidents had from 3 to 15 hours total time in model at the time of the accident. Total flying hours varied from 112 to 2070, with 5 having less than 300 hours. Possible materiel failure was identified in four of the accidents.

These figures point out a degeneration of control by commanders to insure that only qualified and proficient pilots fly corporate aircraft. This trend has continued through July with four additional accidents reported. Twelve wings have incurred the 22 accidents to date.

Each of you must educate your unit commanders, especially those who have recurring accidents, that aircraft safety is an integral part of his responsibilities in commanding a unit. Supervision is the key, especially in the checkout program, standardization, and scheduling of flights.

I trust that the message is clear, accidents are preventable, and proper actions will be taken to put a halt to this needless waste of lives and corporate resources.

Chairmen's Comments

A Guest Speaker

For some time I have been hoping to get Gen. John D. Ryan, USAF Chief of Staff, to do a guest column in this space.

At long last, we're successful.

The following is General Ryan's tribute, on USAF's 25th Birthday, to Air Force people everywhere for their contributions. Similarly it offers a capsule look at the past quarter century of challenges and progress on which the Air Force looks back with a sense of achievement.



This is, in a way, a report to the nation. But I think Civil Air Patrol people will be particularly interested in General Ryan's words because, as he noted in a recent message, "... I hope all of you, as CAP members, will share our pride in these achievements because you are part of the Air Force team."

DEDICATION IS STILL IN DEMAND

This year the United States Air Force celebrates its 25th anniversary as a separate service. Despite our youth in comparison to other institutions and military services, we are mature in experience and achievement. The lessons of four decades of flying had already been logged when we began in 1947. Since then the numerous accomplishments of Air Force people have been significant and varied.

During these past 25 years, the possibility of a direct attack on this country and Western Europe has existed.

That neither has occurred can be attributed in large measure to the ability of the Air Force's bombers, missiles and fighters to make the cost of major aggression too great for even the strongest opponents.

In the limited conflicts that have been fought since 1947, the Air Force contributed much to insuring that they remained limited. The dedication and

sacrifice of airmen in Korea and Southeast Asia stand out as testimony of this fact.

Concurrent with the nuclear threat and the limited conflicts, there also occurred a 25-year string of crises that were never allowed to reach even the limited war level. Most were controlled as quickly as they arose because the Air Force was ready to respond and did. Many airmen

found themselves on the way to Berlin, Lebanon, the Dominican Republic and the Congo with no more notice than the time it took to ride from a ready room to the flight line. Finally, there is hardly a nation of the world that has not benefited from the rescue and disaster relief efforts of our Air Force airlift and rescue forces.

These events, and many others, will be remembered and recounted often during the coming year. But, let's be sure that the commemoration of past accomplishments is done in sober realization that those accomplishments were, after all, part of our job. More important, the job is not finished.

The military power that now confronts the United States and our allies is already greater than any in history and it is growing. The ways it can be employed are many; the way it can be used is unknown. Insuring that it shall not be employed against us depends a great deal on you, the men and women of today's Air Force.

The weapon systems you operate and maintain and the environment in which you must work have grown exceedingly complex. But you are the best educated, best trained and most experienced force ever to serve in the Air Force. What must remain constant as we look forward to the next quarter of a century is the dedication to duty and country that marked the service of Air Force people during our first quarter century.

General, USAF
Chief of Staff

CIVIL AIR PATROL NEWS

☆☆☆☆☆ USAF AUXILIARY ☆☆☆☆☆

National Commander.....Brig. Gen. Richard N. Ellis, USAF
 National Board Chairman.....Brig. Gen. S. Hallock DuPont Jr. CAP
 Director of Information.....Lt. Col. Wm. Capers III, USAF
 Chief of Internal Information.....Capt. J.H. Ragan, USAF
 Editor.....MSgt. Don Bowes, USAF

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SEPTEMBER, 1972 VOLUME 4 NO. 9



DALE JEPSEN

Pilot Locates Plane; Credited With 3 Saves

MAXWELL AFB, Ala. — A volunteer pilot with the Alaska Wing Civil Air Patrol made his second find recently and was credited with his second, third and fourth lives saved this year.

Dale Jepsen of the Anchorage Civil Air Patrol Squadron

located Maj. Gene E. Titzel, USAF, of Elmendorf AFB, Alaska and his two sons, David, 9, and Mark, 7, after their plane sank in Crescent Lake, their destination.

The aircraft lost its floats upon landing on the lake. The three were able to get out of the aircraft and onto one of the floats before their plane sank.

The trio was spotted by Jepsen after spending 12 hours in the remote area with no food or survival gear. They were picked up by a CAP U-6 aircraft and flown back to Elmendorf AFB where doctors reported they were suffering from exposure, but otherwise uninjured.

This brings to eight the number of lives saved by the Alaska Wing and Civil Air Patrol during 1972.



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. 13, 1972)

Number of Missions	184
Number of Aircraft	4,014
Number of Sorties	6,969
Number Hours Flown	13,065
Participating Members	18,964
Mobile Radios	3,166
Fixed Radios	3,210
Lives Saved	8
Persons Evacuated	8
Persons Assisted	68
SAR Objectives Located	52

**Fly Safe!
The Life
You Save
May Be
Mine.**

Member Provides Service

HAWTHORNE, Nev. — Civil Air Patrol stands for many things — search and rescue, aiding in Civil Defense and National Disasters, but a dedicated CAP member will help whenever and wherever needed.

This was proven in the recent experience of Warrant Officer Dick Beck of Walker Lake Senior Squadron of Hawthorne.

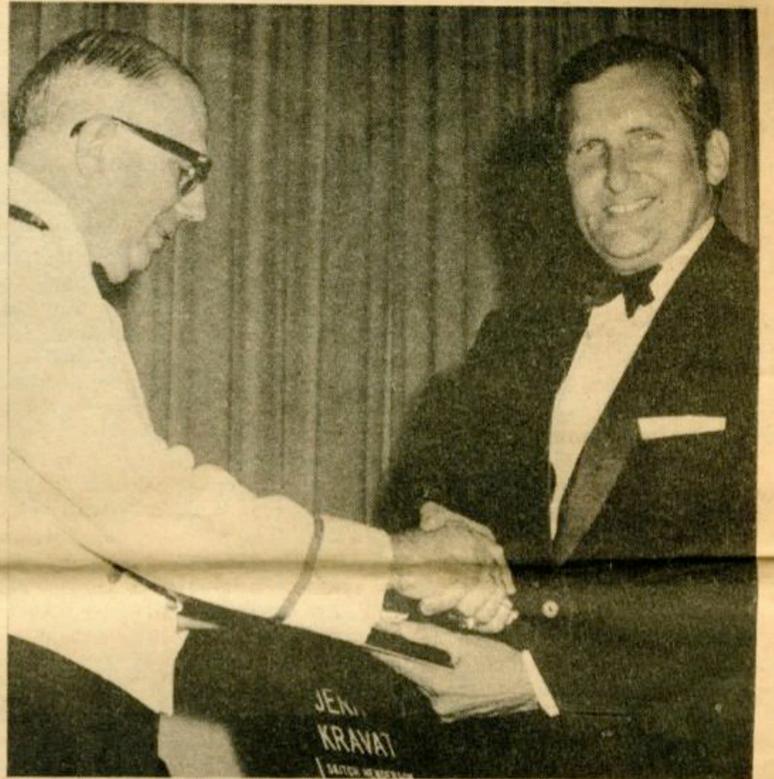
While flying in the southern California — Mexican border area, he noticed a lone motorcycle in the southern desert region, but did not see any sign of life. Upon return to the airport, he reported the incident, to find that a recently wed son-in-law to one of the airline pilots had been missing for two days. Beck agreed to aid in the search for the youth.

They made the find, but were two days too late.

Returning to the air strip, the father-in-law commented that he would take the controls since the winds were coming up and Beck wasn't acquainted with them in that area.

Fate played its hand however, and near the end of the runway the crosswinds caught the aircraft just right and flipped it airborne again, only to loop and come down on its nose.

Fortunately neither of the men were injured. Beck was commended by his unit commander, Maj. Jerry Thornburg Jr., for providing service whenever and wherever needed.



APPRECIATION — Col. Jess Strauss (left), New York Wing commander, presents a plaque to Ralph A. Pfeiffer Jr., an IBM vice president and president of the Data Processing Division in appreciation of IBM support to the New York CAP during the recent floods caused by Tropical Storm Agnes.

Aviation Day Success Due To Yakima Unit

YAKIMA, Wash. — The Yakima Composite Squadron recently played a major role in the success of Yakima Valley Aviation Day.

Cadets and senior members were in charge of aircraft security and crowd control for the event sponsored by the Aviation Committee of the Greater Yakima Chamber of Commerce.

More than 40 civilian and military aircraft were viewed by

an estimated 20,000 people during the day-long event.

Aircraft on display included the Air Force C-141 Starlifter from McChord AFB, Wash. and the Navy A-7 Corsair II from Naval Air Station Alameda, Calif.

The chairman of the Yakima Valley Aviation Day praised CAP's contribution as "outstanding... reflecting the highest qualities of leadership."

Wisc. Unit Saves Youths

OCONTO, Wisc. — The Oconto county sheriff's department has credited the Oconto Civil Air Patrol Squadron with saving the lives of two 13-year old youths recently.

Douglas Bake, CAP pilot and Jerry Gille, his observer, spotted the boys in a 14-foot rowboat, some 12 miles from shore in the Green Bay waters. They alerted the Coast Guard which dispatched a unit to the location and rescued the frightened pair.

Although the waves were several feet in height, the pair had managed to keep their boat from capsizing. However, authorities doubted if the boys could have managed much longer in the turbulent waters.

CAP Members Present At Armstrong Museum Opening

WAPAKONETA, Ohio — Members of the Civil Air Patrol were among those present when Neil Armstrong returned to his hometown for the official opening of the Neil Armstrong Museum.

Also present was Mrs. Patricia (Nixon) Cox, who presented a Moon Rock, taken by the astronauts during their first moon-landing, to the museum on behalf of her father, President

Nixon. The museum is located some 70 miles north of the Air Force Museum at Wright-Patterson AFB, Ohio, and should be of interest in the Aerospace program.

The rock, along with many other aerospace exhibits will be open to the public every day of the year except for Christmas, New Years and Thanksgiving.

SMILING JACK

AERO-ASTRO ANSWERS ⑧

"LUCKY LINDY" — THE LONE EAGLE — CHARLES LINDBERGH MADE THE FIRST NONSTOP SOLO FLIGHT ACROSS THE ATLANTIC

HE TOOK OFF IN HIS OVERLOADED PLANE, FROM ROOSEVELT FIELD L.I.-N.Y. MAY 20 1927

NEXT MONTH: WHEN WAS A CAPTURED, WW II GERMAN V-2, MISSILE LAUNCHED FROM PATRICK AFB FLORIDA?

WHAT TYPES OF WW I AIR-CRAFT WOULD YOU LIKE TO SEE PICTURED HERE?

BY ZACK MOSLEY



SIGN AGREEMENT — Brig. Gen. Richard N. Ellis (right), national commander of Civil Air Patrol and Brig. Gen. B. B. Cassidy Jr., commandant of the Air Force ROTC, sign a joint agreement making both programs mutually cooperative in purpose and practice. (U. S. Air Force Photo)

CAP, AFJROTC Sign Cooperation Agreement

(Editor's Note: Following is text of CAP-AFJROTC agreement.)

1. **Introduction.** Because of the similarities of purpose and certain other aspects of the Civil Air Patrol (CAP) cadet program and Air Force Junior ROTC (AFJROTC), a policy of cooperation can enhance the successful operation of both. Each organization recognizes the constraints under which the other must operate. Therefore, to encourage this cooperation, this document delineates areas of mutual assistance recognized by both parties.

2. **Background Information — AFJROTC.** The AFJROTC program is academically oriented and designed primarily to inform high school students about the aerospace environment and its opportunities and challenges. In addition, it is intended to develop the students' leadership skills and promote habits of orderliness, personal honor, patriotism, self-reliance, and discipline. Instructors for the program are retired officers and NCOs who are employed by the schools with partial reimbursement by the Air Force.

3. **Background Information — CAP.** The CAP cadet program centers on aerospace education, leadership, physical fitness, moral leadership and activities. These factors are structured to provide a program of personal development that will help enable youths to become aerospace leaders and responsible citizens. Cadets progress in the program by completing a series of prescribed achievements which encompass these factors in defined learning phases, and cadet promotions are linked to the prescribed achievements. Instructors in the program are civilian volunteer members of the CAP, many of whom have military backgrounds or are Air Force Reservists.

4. **CAP Policy.** CAP does not consider its cadet program to be in competition with AFJROTC. Rather, CAP believes the two programs are complementary, and can be mutually supporting.

Support of AFJROTC is encouraged by CAP through dual membership of CAP cadets wherever possible. To avoid duplication of certain curricular areas for cadets who are members of both CAP and AFJROTC, and in an effort to recognize the effectiveness and accomplishments of the AFJROTC program, CAP authorizes the following (CAPM 50-16):

a. For the first seven CAP cadet achievements, the AFJROTC instructor may certify satisfactory completion of the equivalent AFJROTC aerospace education and leadership portions on the CAP achievement contracts. All other contract specifications are to be completed under the supervision of CAP personnel in the regularly prescribed manner.

b. The CAP Leadership Test is waived for each achievement completed in this manner.

c. CAP will accept satisfactory completion of two years of AFJROTC, as certified to by the AFJROTC Instructor, as equivalent to completion of Phases I and II of the CAP cadet program in the aerospace education and leadership curricular areas. Therefore, CAP cadets who complete two years of AFJROTC and who complete all of the first seven achievements in this manner will have the CAP Aerospace Education Test waived.

d. CAP cadets may wear AFJROTC ribbons on the CAP uniform (CAPM 39-1).

5. **AFROTC Policy.** Because AFJROTC instructors are employees and agents of their respective schools and must comply with state and local directives, and because academic credit for the AFJROTC curriculum is in accordance with regional accrediting associations and state educational codes, a reciprocal policy to grant full credit for CAP accomplishments is limited. However, AFJROTC instructors are encouraged to consider on an individual basis, and within the guidelines established by the respective schools, a method of credit/recog-

nitition to AFJROTC cadets for their accomplishments within the CAP cadet program. This should not be construed to suggest that CAP participation is academically creditable toward school work, but rather that accomplishments of certain CAP objectives is equivalent to completing similar AFJROTC leadership education objectives, and that recognition of this is appropriate. In addition, AFJROTC authorizes the following:

a. AFJROTC Certificates of Completion may be awarded on the basis of AFJROTC/CAP joint achievements (AFROTCR 50-1).

b. Ribbons designating award of the four major CAP awards: General J. F. Curry, General Billy Mitchell, Amelia Earhart, and General Carl A. Spaatz, may be worn on the AFJROTC uniform (AFROTCM 50-3).

c. Up to 75%, or three semesters or equivalent of the AFROTC college curriculum General Military Course may be waived IAW AFROTCM 45-1.

6. **Benefits of Joint Membership.** Cadets who elect to participate in both CAP and AFJROTC are entitled to options and benefits available to members of both organizations. For example:

a. AFJROTC cadets who join CAP are entitled to such benefits as space available military airlift, summer encampments, CAP scholarships and grants, and many special activities sponsored by CAP.

b. CAP cadets electing AFJROTC participation receive academic credit toward high school graduation, participate in base visitations and orientation flights, and are eligible for AFROTC scholarships and special nominations for Air Force Academy appointments.

7. **Mutual Policy.** It is the mutual policy of AFROTC and CAP that the historically excellent cooperation be maintained and encouraged at all levels. Only through continued cooperation can the two programs complement each other to their mutual benefit.

10 Texas Cadets Earn Wings At Solo Flying Encampment

TYLER, Tex. — Ten cadets received solo wings in "pinning on" ceremonies here recently as Texas Civil Air Patrol Wing's Cadet Solo Flying Encampment came to a close.

The proud fledglings — seven males and three females — were honored at graduation ceremonies by Col. Joseph L. Cromer, wing commander. Also present were Col. Luther J. Bogard, Southwest Region commander, Texas Wing staff officers, representatives from various Texas squadrons and parents and guests of the cadets.

Cadets receiving wings were Maj. Sharon A. Traylor, Corpus Christi; Maj. Carol S. Sladeczek, Houston; Capt. Jack D. McMurry, Grand Prairie; 2d Lt. Mary C. Binig, Houston; WO Larry J. Battin, Irving; WO Dwaine C. Sides, Dallas; MSgt. Gregory G. Clasen, Dallas; SSgt. Daniel L. Carr, Pasadena; First Class William E. Marsh and First Class Donand C. Sanders, Tyler.

For the cadets, the graduation ceremonies were the "frosting on the cake" to a grueling two weeks of work just completed.

While at the encampment, the cadets underwent 48 hours of training which included dual flying, solo flying and ground school.

Flight training was accomplished in Cessna 150's, under the direction of a private flying school. The ground school was conducted by Air Force reservists.

Cadets departed for their homes following graduation ceremonies, all vowing they would "get their private pilot licenses or die" at the earliest possible date.



TRADITIONAL SOAKING

IACE

California Phase



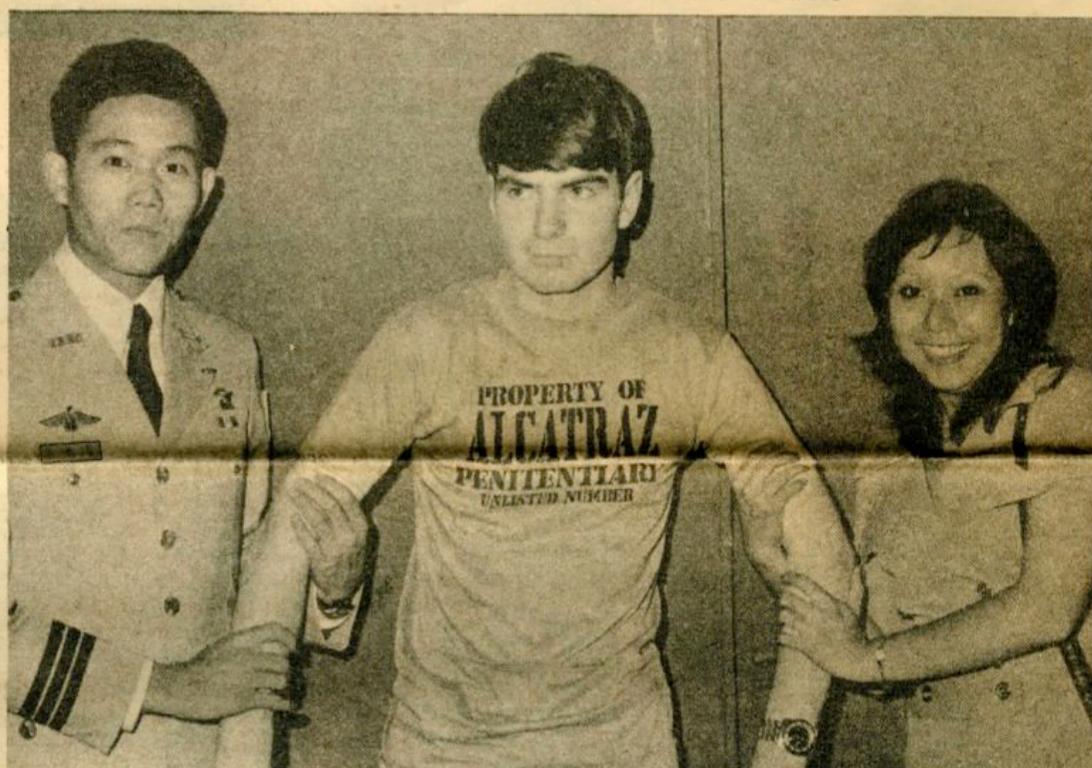
East Meets West



Demonstrate Native Dance



Official Greeter

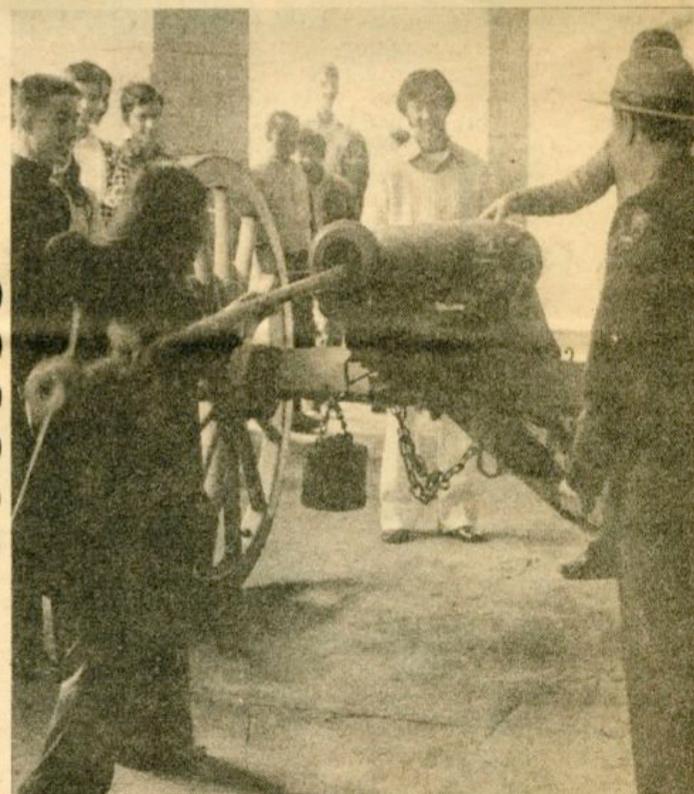


Time For Levity



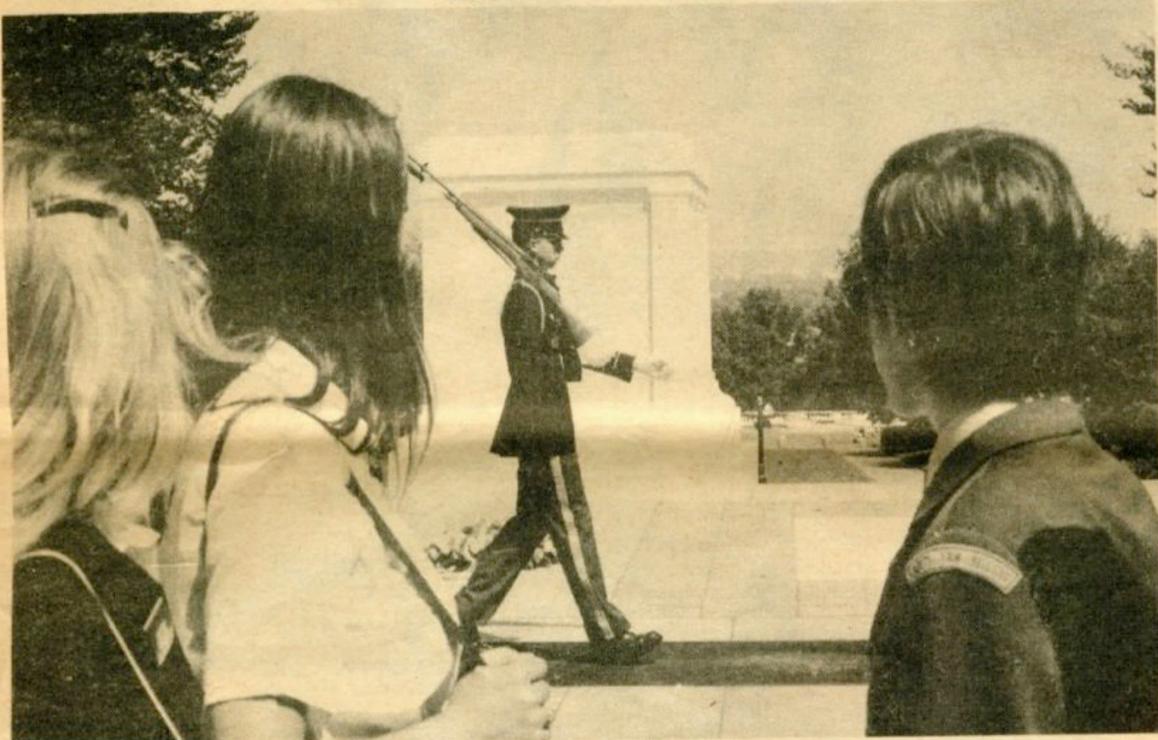
Shopping

USAF Photos
by
TSgt. Russ Brown



Ramming It Home!

25 Foreign Countries Send 200 Cadets



Cadets "Frame" Guard

WASHINGTON, D. C. — More than 200 aviation minded young people and senior advisors from 25 foreign countries returned to their homelands last month after a three-week view of American living, culture and technical knowhow.

They had enthusiastically participated in Civil Air Patrol's International Cadet Exchange, popularly termed IACE.

Their visit also honored the 25th anniversary of the U. S. Air Force.

The cadets from Canada, Europe, Central and South America arrived in New York on July 18 and travelled to their host states from New England to Florida and the Middle West.

Cadets from Australia, Hong Kong, Japan, Malaysia, New Zealand, the Republic of China, Singapore, South Korea and the Philippines visited the western part of the United States. They then gathered in Hawaii prior to the return to their homelands.

One of the highlights for the cadets visiting the eastern half of the United States was a gathering in Washington, D. C., which was arranged and conducted by the Middle East Region CAP members. The cadets were given a tour of the city including the White House, the Capitol, the Air and Space Museum of the Smithsonian Institute, the Lincoln Memorial, and a theater performance at the Kennedy Center of the Performing Arts.

Another highlight of the Washington visit was a formal Military Ball at Bolling Air Force Base. There they met Gen. John D. Ryan, Air Force chief of staff and Brig. Gen. Richard N. Ellis, national commander of CAP. The cadets witnessed the presentation of a momento plaque to Gen. Lucas V. Beau, often called the "Father of IACE." Air attaches from the visiting countries were also present at the ball.

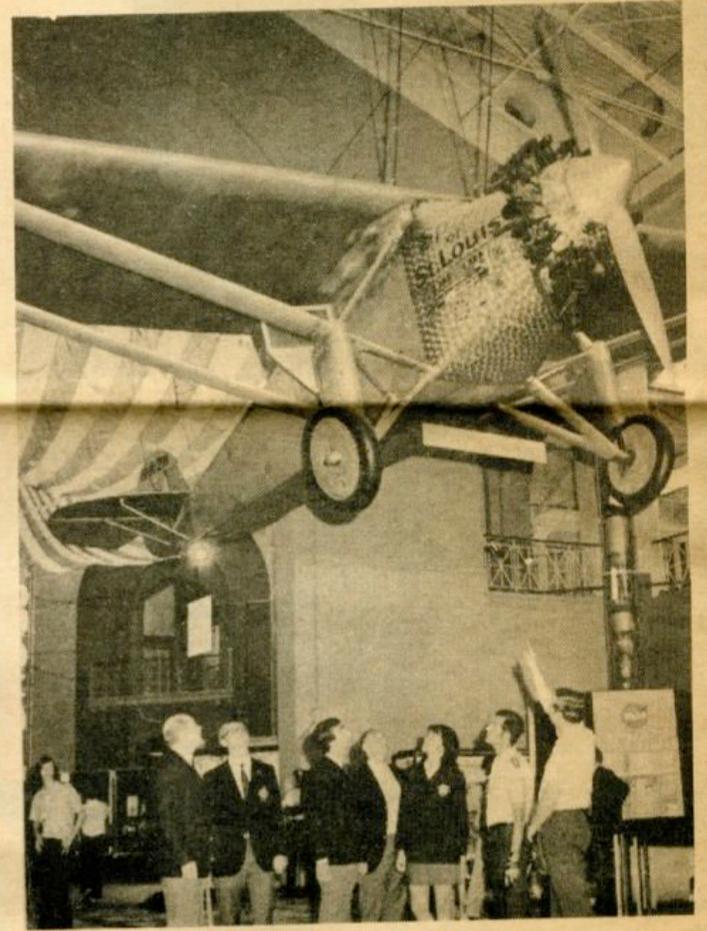
Austria's cadets visited South Carolina, while those from Canada and the Federal Republic of Germany shared busses provided by CAP in touring Florida. A key



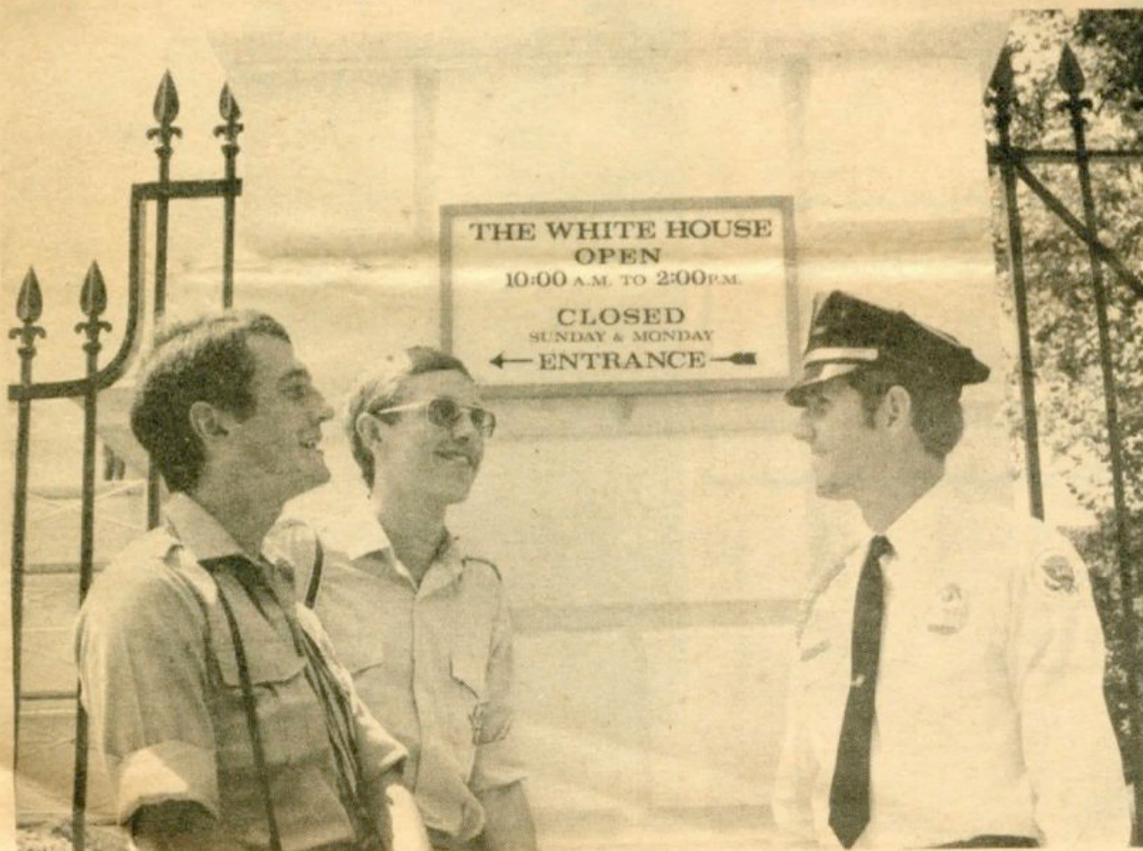
Lincoln Memorial



Medals Galore



Lindbergh's Bird



White House Visit

**U.S. Air Force
Photos
by
TSgt. Russ
Brown**



Eterna

o View American Culture, Way Of Life

of joint interest for them was a visit to the Kennedy Space Flight Center, Disney World, MacDill AFB and other locations.

For El Salvador's cadets the Washington visit was featured by a tour of the Voice of America facilities where they were interviewed for a broadcast to their homeland.

France's cadets visited New Jersey. One key stopover included the Air Research Laboratories of the Department of Transportation's National Aviation Facilities Experimental Center, near Atlantic City. At the Millville site they saw the Federal Aviation Administration's Flight Service Station — one of FAA's newest and busiest — which handles all the air traffic between New York and Florida.

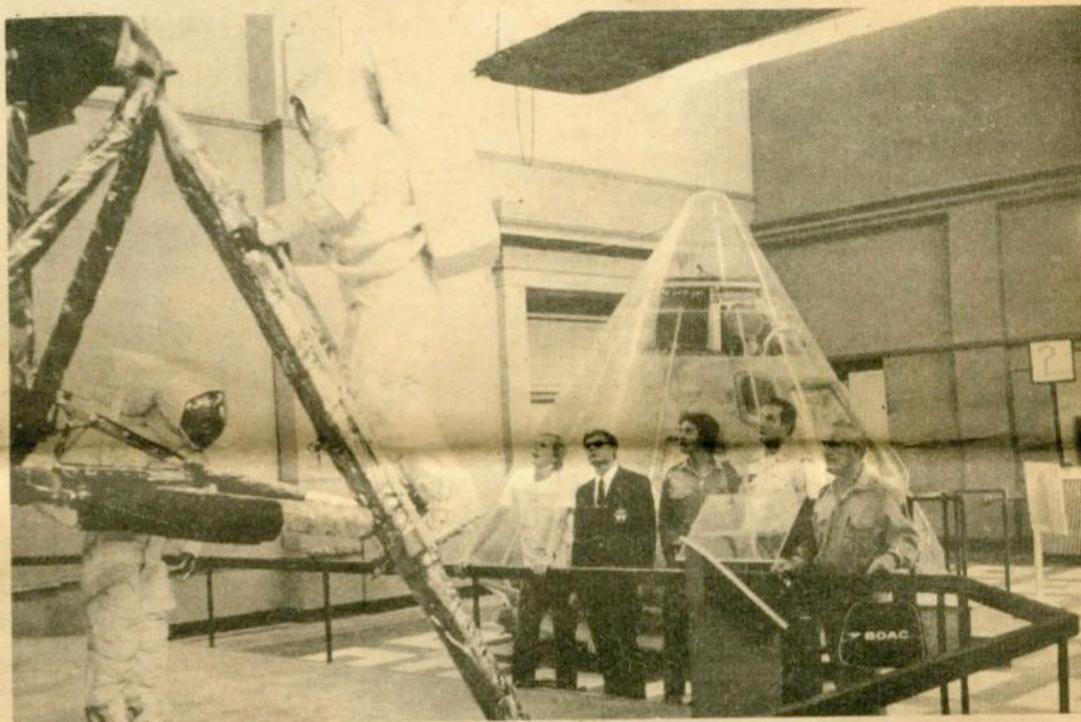
Great Britain's cadets visited Michigan and Ohio. The British Girls Venture Corps and the Norwegian cadets toured North Carolina. The Belgians saw points of interest in Virginia, including the vast Reynolds Aluminum Manufacturing Plant.

For the Swedish group, two key points of their visit to Connecticut included the Pratt and Whitney Aircraft Engine Manufacturing Plant in East Hartford and riding the Air Force B-52 aircraft simulator at Westover AFB.

Peruvian cadets visited Utah while those from the Republic of Portugal joined the cadets from Israel in visiting Massachusetts.

The Swiss cadets visited Illinois. After touring Chicago, they spent three days attending the annual experimental Aircraft Association's meet held at Oshkosh, Wisc. As all Swiss cadets were rated glider pilots, they had considerable interest in the meet. A number of the cadets have built their own gliders and one has helped build a powered aircraft.

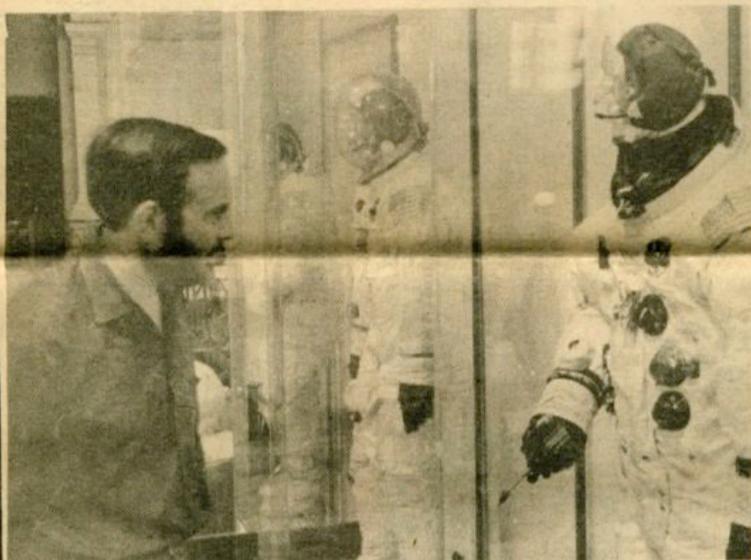
The cadets and escorts commented enthusiastically on their visit, saying that it had greatly added to their impressions of the American way of life. Many said they hoped to return to the United States in the future for another visit.



Moon Landing



Star Struck



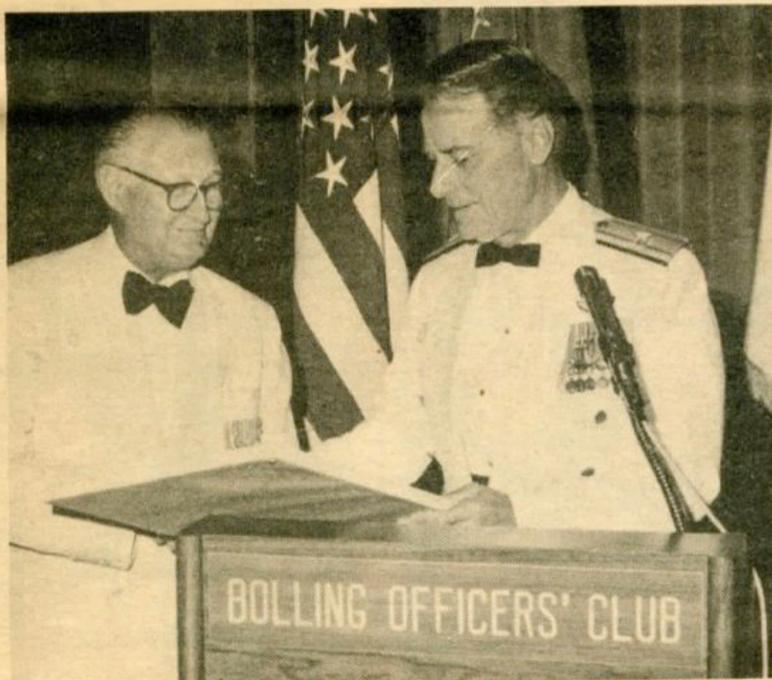
Uniform Of The Day



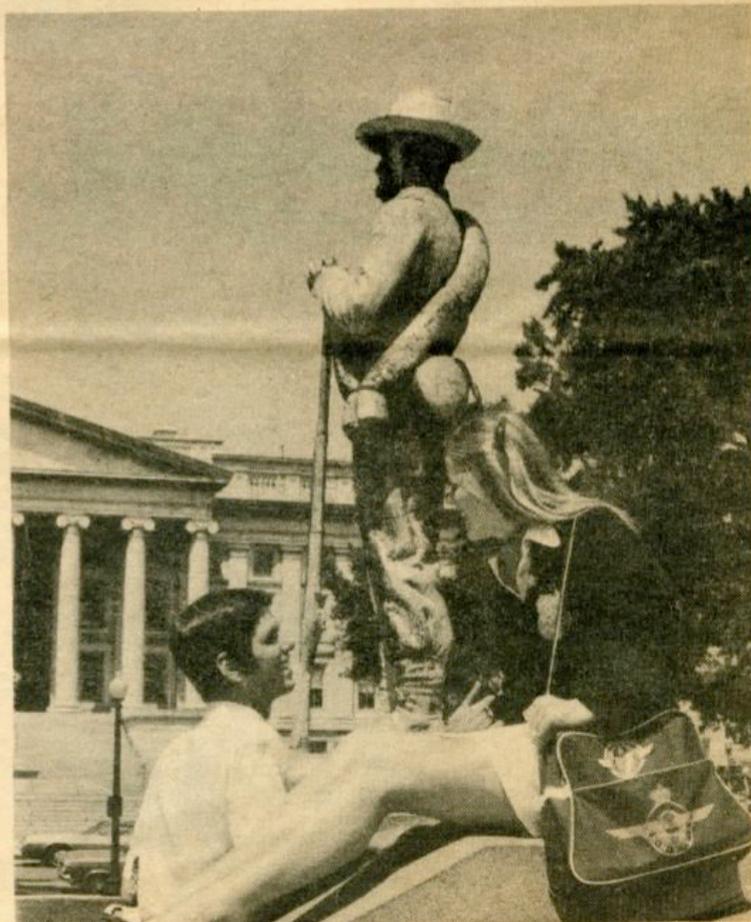
Official Chat



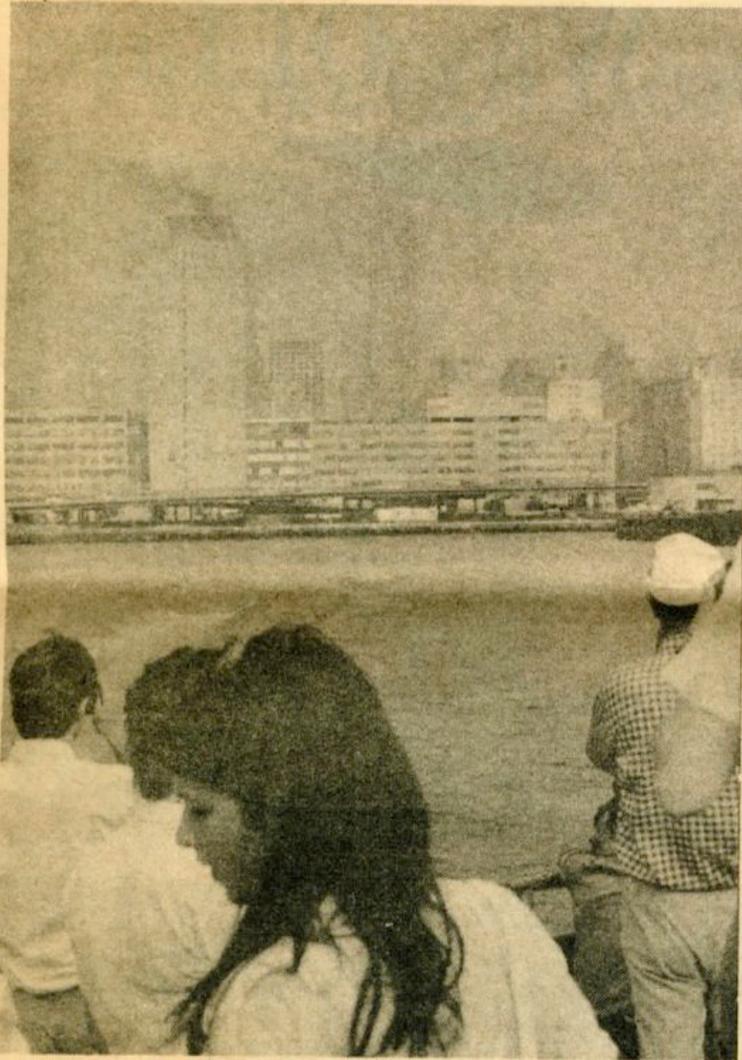
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Honor Thy "Father"



Enjoys Scenery

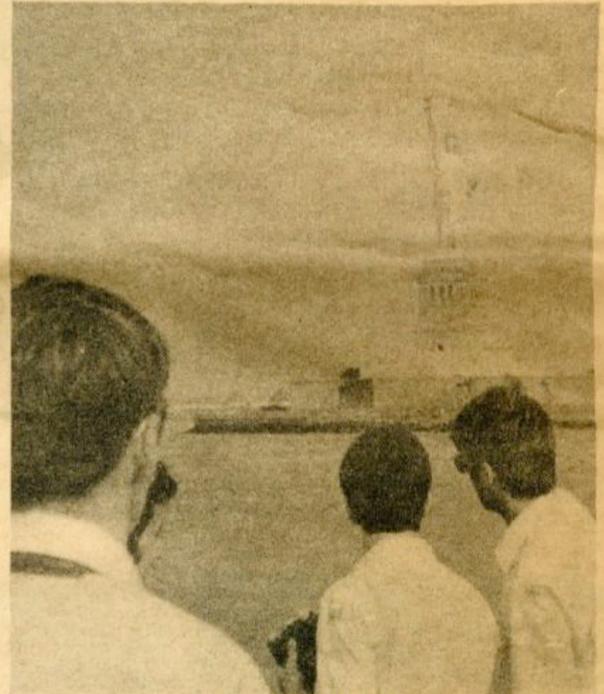


Harbor View



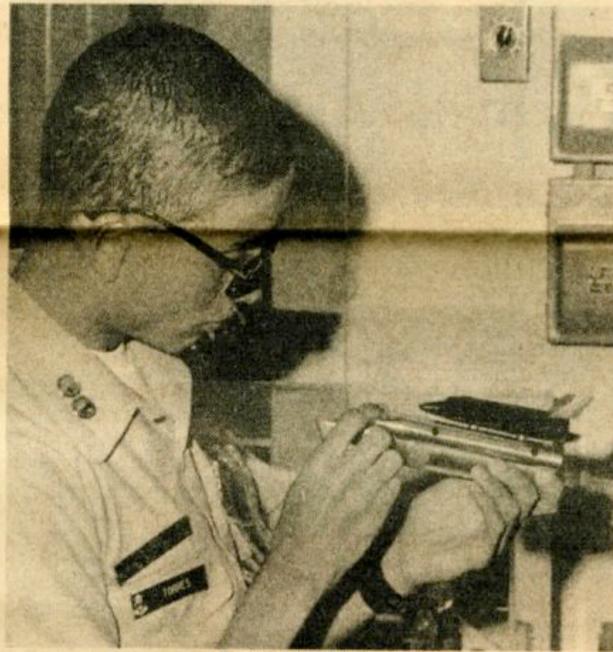
Dance Time

U.S. Air Force
Photos
by
Ben Curry

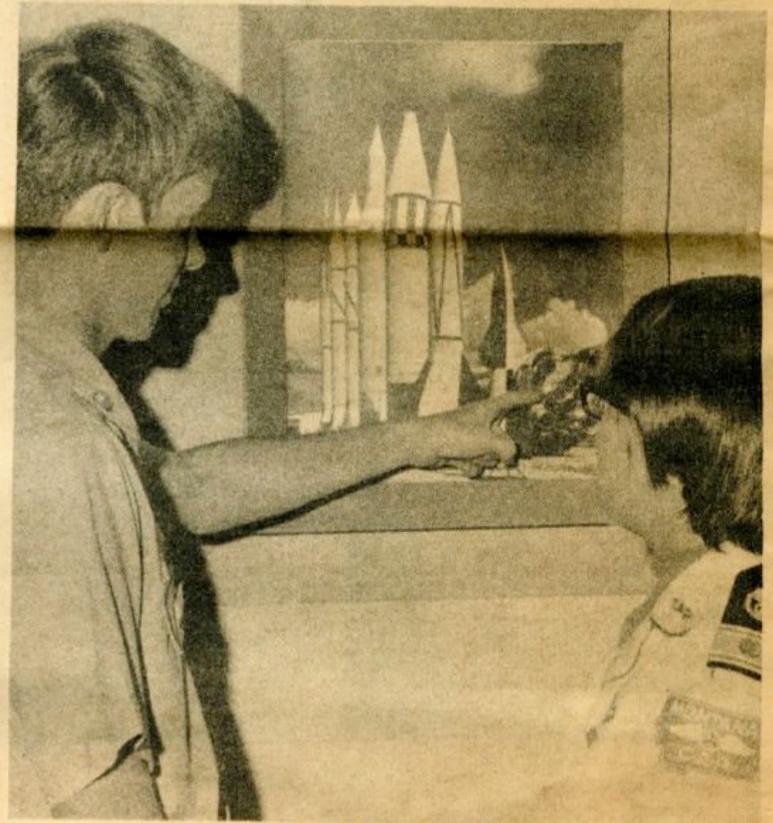


New York Welcome

Huntsville Space Flight Orientation Course



Inspects Model



View Photo Gallery



Moon Rover



Sea and Space

CALENDAR OF EVENTS

Date	Subject	Location
Sept. 9	RMR Conference	Cheyenne, Wyo.
Sept. 9-10	AIC Circuit Rider - NCR	Offutt AFB, Neb.
Sept. 16	NCR Conference	Minneapolis, Minn.
Sept. 29-30	National Convention and National Board Meeting	Dallas, Tex.
Oct. 14	NER Conference	Great Gorge, N. J.
Oct. 21	GLR Conference	Detroit, Mich.
Oct. 21-22	AIC Circuit Rider - MER	Andrews AFB, Md.
Nov. 4-5	AIC Circuit Rider - SWR	Sandia Base, N. M.
Dec. 1-2	NEC Meeting	Maxwell AFB, Ala.



LEADS SENATE PRAYER — Nevada's Wing Chaplain (Maj.) William M. Sharp, (center), chats with Senator Allan Bible of Nevada (left) and Chaplain of the U. S. Senate Dr. Edward L. R. Elson, prior to opening the U. S. Senate in Washington, D. C., with prayer. Chaplain Sharp has also had the unique privilege of opening the U. S. Congress in 1970.



THANKS — Warrant Officer Larry T. Dilver (right) of Maryland's Westside Composite Squadron receives a certificate of appreciation from Dave Norcross, public relations officer for Goodwill Industries, for his part in setting up and directing a clothing drive by his unit. More than 800 bags of clothing were collected during the drive.

Michigan Gets Captain Earns Award New Sr. Unit

LANSING, Mich. — The Michigan Wing Civil Air Patrol recently chartered a new senior squadron dedicated to Scott M. Burgess, a former CAP member killed in Viet Nam.

The charter was presented to Graham and Marilyn Burgess, parents of Scott Burgess, who then presented it to Lt. Tom Joseph, commander of the new squadron.

Mayor Gerald W. Graves of Lansing, the feature speaker, complimented CAP on its devotion to public service. Also attending the ceremonies were officials of the Michigan State Police, Michigan Department of Aeronautics, Lansing Civil Defense, Air Force Reserve Assistance officers and state CAP officials.

The squadron will have its home at Lansing's Capital City Airport in facilities donated by the Michigan Aeronautics Commission and the 9622nd Air Force Reserve Squadron.

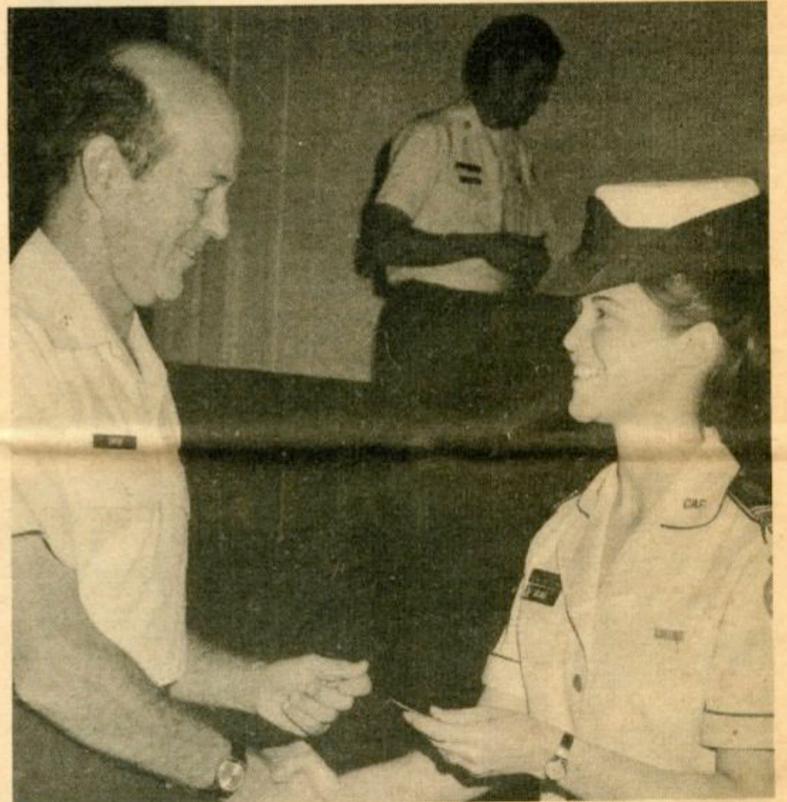
SANDSTON, Va. — The presentation of the Gill Robb Wilson Award — the first in Virginia Civil Air Patrol history — was the highlight of the recent Virginia Wing Visitation Night.

Capt. Maureen T. Lehman received the award for "conspicuously meritorious performance and exceptionally distinguished service in the Civil

Air Patrol senior member program." She was the 51st CAP member to receive the award.

Col. E. T. Van Stavern, wing commander made the presentation of the award and lieutenant colonel insignia to Lehman.

Following the event, members of the wing honored their wing commander with the presentation of a birthday cake.



EARN'S WINGS — Cadet Lt. Pat Glade receives her solo wings from Brig. Gen. W. Y. Smith, USAF, commander of the Oklahoma City Air Material Area during solo encampment graduation ceremonies for 10 Oklahoma Civil Air Patrol Wing cadets. Cadet Glade also received the Flying Excellence Award while the Wing Commander's Trophy went to Cadet James Riley and the Academic Award was presented to Cadet Gary Ackley.

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Powerful WONDER LITE

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Enclose \$1.00 for sample
Your cost per kit: 1 to 4, \$17.40; 5 to 14, \$16.80; 15 to 29, \$16.20; 30 or more, \$15.60.

*NOTE: Do not use P.O. Box or R.F.D. if possible Use school or business address.

Best Fund Raising Item for 1972!

H.Q. FOR UNIFORMS IN STOCK

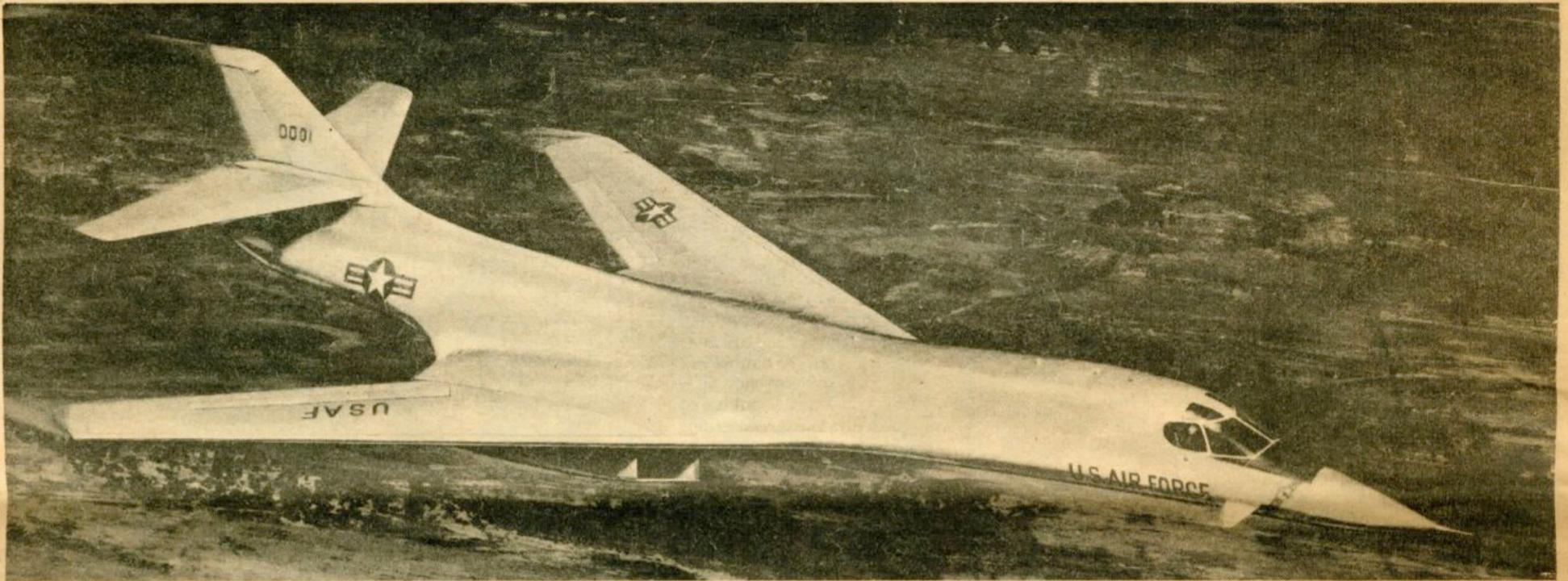
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B-1 Termed Necessary For TRIAD

MAXWELL AFB, Ala. — Commenting on the need for the B-1 Bomber, Gen. John C. Meyer, commander-in-chief, Strategic Air Command, said recently that it will give the United States the ability to continue the strength of the TRIAD into the 1980s, and beyond.

He continued, "these new bombers will be able to disperse faster, and to more airfields. They will be able to get off the ground faster. And, most important of all, they will be able to penetrate the more widespread and heavier air defenses of the 1980s."

The B-1 is a four-jet, intercontinental, supersonic manned strategic bomber scheduled to replace the U. S.

Air Force's B-52. The B-52 was conceived in the late 1940s, and built in the 1950s and 1960s. A testimony to its success is the fact that during its history it has never had to be used for the purpose for which it was designed. However, the last B-52 came off the assembly line in October 1962. Despite the three billion dollars spent to modify these aircrafts; they cannot last forever.

The manned bomber is one third of our TRIAD deterrent force. The TRIAD's three completely independent delivery systems for nuclear weapons (land-based missiles, submarine-launched missiles and manned strategic bombers) provide a strength and flexibility not attainable with any two of the

systems alone.

Since the end of World War II, our basic defense doctrine has been one of deterrence. We have made it clear to any potential aggressor that an attack on the United States will lead to such destructive retaliation on the aggressor's home land that the cost of victory will be too high. This philosophy has been successful for the past 25 years mainly because we have maintained our deterrent posture so well that there could be no doubt as to its effectiveness. This effectiveness rests upon the TRIAD concept.

The strength of the TRIAD is two fold: **One** — the three completely independent delivery systems compound the aggressor's defense problem. He is forced to develop defenses against land based missiles, missile carrying submarines, and manned aircraft. **Two** — the TRIAD reduces, or even eliminates, the risk that some future technological breakthrough will make all our deterrent systems obsolete.

Our land-based missiles (Titan and Minuteman) and the submarine-launched Polaris and Poseidon both play a major role in our defense system. Both are capable of very fast response time, and both are difficult for an enemy to defend against. Both, however, have one feature in common that makes them quite inflexible: Once the missiles are launched toward their targets, the commitment to war has been irrevocably made.

Manned strategic bombers counterbalance this inflexibility. Bombers, together with their accompanying tankers, can be launched at the earliest warning of an attack. If the attack warning proves false, or if the aggressor changes his mind, the bombers can be recalled. The bomber, therefore, greatly reduces the danger that a false alarm could trigger unintended

hostilities.

Secretary of the Air Force, Robert C. Seamans, Jr., has compared the TRIAD to a three-legged stool. "To use a very rough analogy," he said, "our deterrent forces constitute a three-legged stool, and two legs will not give us the same stability even if greatly strengthened and enlarged. A dispersed, manned, bomber force, having a quick reaction, is that third leg."

Advances in aerodynamics, materials, and structures will provide the B-1 with capabilities the B-52 does not possess, and which no amount of modification could give it. For example:

*Despite a maximum takeoff gross weight of 350,000 to 400,000 pounds, the B-1 will be able to operate from relatively small, dispersed airfields. This, in itself, is a marked improvement over the B-52, and will greatly lessen the vulnerability of the "new" bomber force.

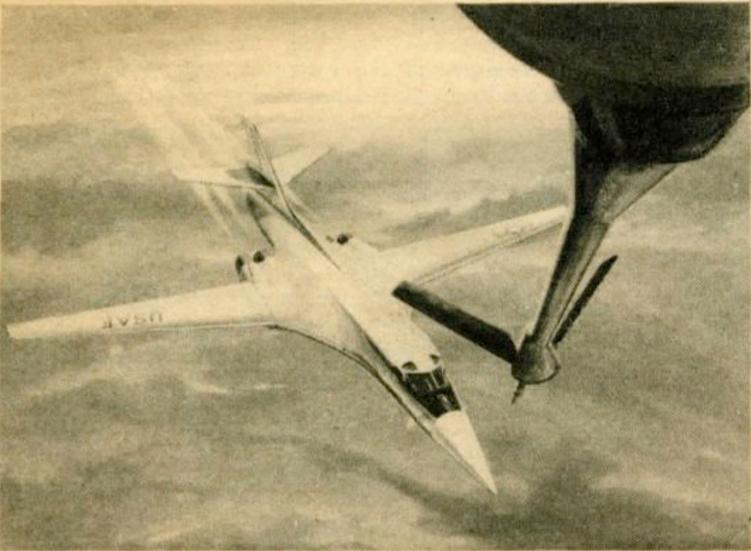
*The B-1 will use four F-101 turbofan engines that will enable

it to fly at high altitudes at more than twice the speed of sound, or close to the ground at very high subsonic speeds. The latter capability will enable it to evade detection by any radar known to exist today.

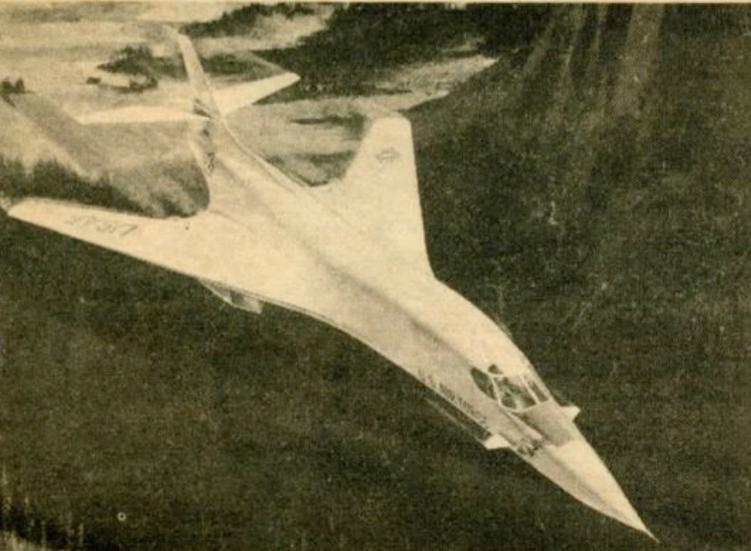
*Although only two-thirds the size of the B-52, the variable-sweep-wing B-1 will carry significantly more payload about twice as fast. And, while designed first and foremost for nuclear deterrence, the B-1 will also be capable of carrying nearly every weapon in the current Air Force inventory. It is expected to be even more efficient and effective than the B-52 as a non-nuclear bomber.

The need for the B-1 is clear. As the replacement to the older, tired but true, B-52, the B-1 will be able to fly faster and farther while evading a wide range of air defense systems. Most importantly, the B-1 will maintain the integrity of our TRIAD deterrent posture.

The B-1 will fulfill a lot of needs.



Air-to-air refueling



Low-level run

THE B-1

WING SPAN	136.7 FT
WINGS FORWARD	78.2 FT
WINGS SWEEP	142.3 FT
LENGTH	33.6 FT
HEIGHT	350-400,000 LB
GROSS WEIGHT	ALMOST MACH 1
SPEED	LOW LEVEL PENETRATION
LOW LEVEL PENETRATION	ABOVE MACH 2
HIGH ALTITUDE	

GREAT LAKES REGION CONFERENCE

October 20-21

Ponchartrain Hotel, Detroit, Michigan

KEYNOTE SPEAKER: Mr. William M. Magruder, Special Consultant to the President of the United States.



AEROSPACE EDUCATION — Civil Air Patrol cadets Karen Bowers (left), and Patrick Dean (center) are joined by Boy Scout Brent Geddes in discussing the Apollo-Saturn rocket as part of the Weber State College aerospace educational workshop held recently.

Ice Is Not Nice

by Maj. Gary D. Crawford, USAF

Maybe we're just jumping the gun a little by talking about ice when it's only September. After all, Fall doesn't start until just before the National Convention in Dallas. Those blistering hot days of August are still fresh in our minds and with any luck it will be a month or two before we see any snow to speak of, so why worry about ice now?

We had a blurb not too long ago on the freezing level and how it represents Old Man Winter's last stand with the coming of Spring. Well, the old rascal is already working on a comeback. The freezing level is slowly coming down even now, waiting for an unsuspecting pilot to pick on. Although this true story happened last April, it still represents quite emphatically what can happen even if one is careful.

An IFR clearance had been filed from Boeing Field in Seattle to Walla Walla. The bird was a Cessna 182. The pilot and crew were CAP veterans from the Washington Wing.

The destination weather was briefed as 800 broken, 1500 overcast, with 3 miles visibility in haze. There were layered

stratus clouds to 10,000 enroute and the freezing level was said to be at 10,000.

Once airborne, our friends soon found that if the stratus clouds were actually layered, each layer was only an inch or two from the next. To them it looked more like one big cloud. There was no big problem though. There wasn't a bump in the air, all the radios were working fine — in plain talk, an ideal time to get some actual weather into the old log book.

Did you ever notice how much easier it is to concentrate on the instruments when flying in real weather. Well, that's just what our troops were doing; keeping all the needles just where they were supposed to be. After awhile, however, they ran into a slight problem. They had been cleared to 8,000 feet but at 7,500 they were indicating 100 MPH with take-off power and getting a rate of climb of ZERO! Yes, what once appeared to be solid grey clouds had been changed into solid rime ice.

Being smarter than proud, they turned around and requested clearance back to Boeing together with a lower altitude. By the time clearance to maintain 8,000 feet came

through they were in a 200 feet per minute descent with take-off power. They were told to do the best they could and that a lower altitude would be forthcoming in five miles. Well, they continued their slow descent with a constant airspeed, were cleared to a lower altitude, and soon broke into the clear and cancelled their IFR.

Some of the ice had melted off but the pilot decided to show his cohorts the reason for not sacrificing too much airspeed trying to maintain their altitude. Giving the stick to the co-pilot, he asked him to check the stall speed. The 182 which usually stalls somewhere around 65 MPH, shuddered and stalled just below 95 MPH!

Think about it. What would happen to you, in the soup and assigned a high altitude? Would you trade airspeed for altitude while picking up ice, only to find the bottom dropping out in a stall at an airspeed where the airplane is not supposed to stall?

How long since you've made an instrument stall recovery? Better yet, don't let yourself get into a real position where you have to execute one.

Cadets Cop Rifle Meet

CAMP PERRY, Ohio — Four Anchorage cadets representing the Glacier Cadet Squadron of the Alaska Civil Air Patrol Wing outshot all of the junior rifle teams competing in the 1972 National Smallbore Rifle Championships here.

The Anchorage youths scored 1,596 out of a possible total of 1,600 points to emerge victorious in the Any Sight Team Match in the Junior Expert Class. Their score was the highest score in the match by any junior team in any class of the tournament.

The high scoring Glacier Cadet Squadron team was composed of Cadets MSgt. Deborah W. Woessner, TSgt. Marc L. Dahl, TSgt. Frank Pagano and Sgt. Dave Fulton.

Cadets from the Glacier unit have participated in the National Smallbore Rifle Matches for the past three years, each time with much success. However, this is the first time that the Anchorage contingent has achieved the distinction of being the highest scoring junior team in the whole match.



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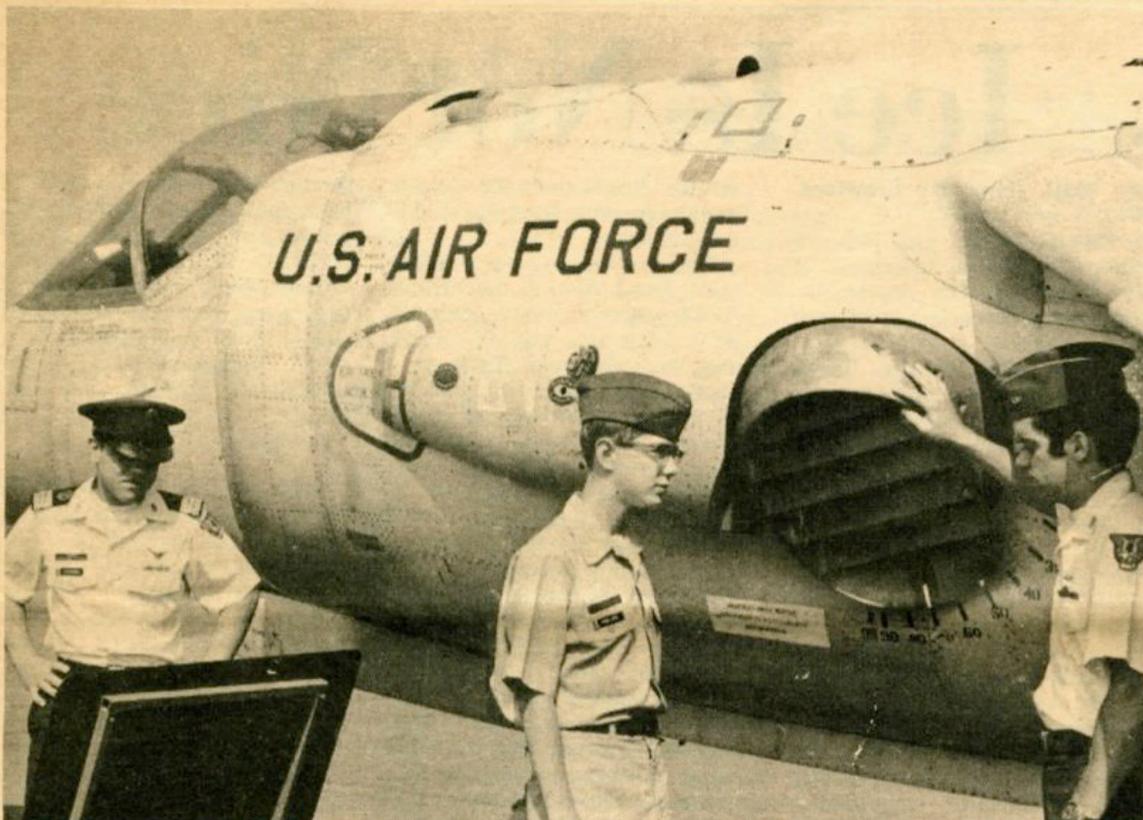
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MUSEUM PIECE — Cadets from several Illinois Civil Air Patrol squadrons view the Hawker-Siddeley "Kestrel" during their recent visit to the Air Force Museum at Wright-Patterson AFB, Ohio. The new museum, dedicated by President Nixon this year, features a large collection of both antique and contemporary aircraft.

Freedoms Foundation Open To CAP Seniors, Cadets

VALLEY FORGE, Pa. — 'Freedom Has A Price', is the theme of this years Freedoms Foundation Annual American Credo essay contest. This is only

one area in which the Foundation presents incentive awards. Other awards are given to Americans who have made outstanding contributions to the nation by what they have written, said or done.

Civil Air Patrol members, both senior and cadet, are eligible to compete for a Freedoms Foundation award and are urged to do just that. For seniors, the Foundation's Community Programs award section offers the most challenging opportunity to win an award. Take a look at what your unit has achieved during the period since Nov. 1, 1971. The program doesn't have to have been unique and outstanding, only a community program which has materially enhanced and abetted a fuller understanding and deepened pride in America among the community's people.

Submit a scrapbook of substantiating materials to the foundation of projects the unit has undertaken and you may win an award for your unit.

Individually, senior members can compete for awards in the General Americana area. This award can be for a good essay, for a poem, letter to the editor or a play or project which you as an

individual accomplished in the American vein.

For cadets, the Youth Award category offers wide opportunity. Freedoms Foundation offers individual awards in this category for student efforts that are not products of class assignments. Public speeches, essays, and letters to the editor on the American Credo are appropriate subjects for award consideration.

For further details write to Freedoms Foundation, Valley Forge, 19481. All submissions for award consideration must be mailed in by Nov. 1, 1972.



Mother Nature Spoils Plans

MANCHESTER, N. H. — 'Old Mother Nature' spoiled the plans of cadets from the tri-state encampment here to provide an honor guard for the Vice President of the United States.

Two days before Vice President Spiro Agnew was scheduled to land at Grenier Airport, the cadets from Connecticut, New Hampshire and Vermont were invited to participate in the event.

The encampment commander, Col. Harry W. Thornton, mobilized every resource to make it a success.

Unfortunately on the day Agnew's plane arrived, the weather was abominable. It rained and rained — causing the ceremonies to be moved into one of the large hangars.

All was not lost however, as the cadets stood at attention and acquainted themselves with the protocol for an arriving dignitary.

Ashland Squadron Tops In Exercise

ASHLAND, Ore. — The Ashland Civil Air Patrol Squadron recently walked off with the honors for the Southern Oregon Group III Search and Training exercise conducted at Kingsley AFB.

Four senior officers and seven cadets from the unit, commanded by Maj. John J. Cady, compiled a total of 88.5 points in competition with CAP organizations from Klamath Falls, Medford and Grants Pass.

Attesting to the closeness of

the competition was the fact that the difference in scores between first and last place was less than 29 points.

Coordinators for the mission, which involved communications, observer techniques, ground and air operations, flight procedure, search records, and other related activities were Lt. Col. James Barrett and Lt. Frank Burton, both CAP officers from Klamath Falls.

Lt. Col. John W. Keener, Group III commander, was in overall charge of the exercise which was "most successful from the training standpoint. It showed our squadrons their strengths, weaknesses, and indicated areas where additional training was needed," he said.

Tables Turned On CAP Major

BATTLE CREEK, Mich. — The Minnesota Civil Air Patrol Wing's Radiological Defense officer had the tables turned on him recently.

Maj. William Feder made a urgent plea at the CAP Regional Coordinating meeting to have CAP make a nationwide effort in radiological monitoring training only to be asked to take a big chunk of the responsibility.

Feder has been active in RADEF training for CAP and the Air Force Reserve for several years. He is proficient in the utilization of the Astro-Electronics Radio-Wave Radiation Simulator for aerial monitor training.

He recently gave a demonstration of the unit to members of the North Central Region staff and Region Four directors.

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2 Cadets To Attend Military Academies

VANDENBERG AFB, Calif. — Two Civil Air Patrol cadets from the Vandenberg Cadet Squadron have received Presidential appointments and reported to the respective military academies.

William C. Hobart Jr., son of retired Air Force SMSgt. and Mrs. William C. Hobart of Lompoc, Calif., reported to the Air Force Academy, while Stephen D. Bonneau, son of CMSgt. and Mrs. Conrad J. Bonneau of Vandenberg AFB, reported to the U. S. Military Academy.

exists between the selected cadets. Both are 17, have the rank of Cadet Captain, and have served as squadron cadet commander.

Hobart also received special recognition from Lt. Gen. A. P. Clark, USAF, Air Force Academy superintendent, for outstanding scholastic achievement and evidence of leadership ability. He was recognized as ranking in the top 10 percent of the 1,500 young men selected to join the academy's cadet wing this year.

When both cadets were asked what bearing CAP had on their appointments, Hobart responded, "I enjoy being in a well organized, well disciplined unit. I believe CAP offers this opportunity."

Bonneau added, "The academies look for activities that build leadership potential. I feel CAP has strengthened me in the area. Also, CAP requires participation in aerobics and moral leadership as well as military leadership. This is much like the academies 'whole man' concept where candidates are selected on a balanced background of academics, athletics and extracurricular activities."



SYMBOLIC UNIFORMS — Civil Air Patrol Cadet Captains William C. Hobart Jr., (left), and Stephen D. Bonneau from the Vandenberg Cadet Squadron, examine the symbolic paraphernalia of the military academies which have become part of their lives for the next four years.

Yonkers Unit Provides Aid

YONKERS, N. Y. — Eleven members of the Yonkers Composite Squadron recently spent their day "on call" at the Pinsley Day Camp in Tarrytown, N. Y.

The Civil Air Patrol cadets and senior members provided First Aid teams for the camp's annual "Family Fun Day Picnic."

W.Va. Rangers Hold Training

WEST UNION, W. Va. — The site for one of the "on scene" locations for the movie, "No Drums — No Bugles," was also the site for the West Virginia Civil Air Patrol Wing Ranger Encampment's base camp

recently.

Those attending the encampment at "Camp Mudduck," located some five miles north of this West Virginia town, had no doubt how the camp got its name. During the week of training, more than five inches of rain fell making the mud ankle deep throughout the encampment area.

Seventeen senior and cadet members participated in the week-long training exercise including, for the first time,

three female members.

After the first day of training, the camp was asked to participate in the search for a missing aircraft, that had gone down on a flight from Junction City, Kan., to Laurel, Md. The aircraft was later located near Bridgeport, W. Va.

Following the training sessions the members met a review board which reviewed how each member did in all areas of training.

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Teenager Wins 'Wings' Through Scholarship

DAYTONA BEACH, Fla. — Laura Wagner, 17-year-old winner of the Gill Robb Wilson Solo Scholarship sponsored by Embry-Riddle Aeronautical University recently completed her solo training.

Laura, a lieutenant colonel and cadet commander of the Daytona Beach Civil Air Patrol Squadron, soloed after 10.5 hours of flight instruction.

When asked about her feelings of flying an airplane all alone three times around the field, she replied, "It was very much like taking the car out for the first time. I wasn't scared at all, but I was excited, especially on the

first take-off." The senior at Seabreeze High School plans to continue her flying and earn a Private Pilot License.

The Gill Robb Wilson Solo Scholarship is an essay contest conducted by the local Civil Air Patrol Squadron. The winner receives 10 hours of ground school and 15 hours of flight training in the name of Gill Robb Wilson, a founding father of CAP.

Miss Wagner indicates she intends to continue her higher education in the religious field with an ultimate goal of becoming a missionary.



SOMETHING MISSING — Laura Wagner has something missing. With the help of her instructor John Anderson, Laura had her shirt tail cut off after her first solo.

CADET AWARDS

These awards were presented during the month of July.

EARHART AWARDS		MITCHELL AWARDS	
Lyndsay A. Campen, 29079	John P. Jones, 38012	Jane E. Reichart, 06054	Francisco A. Hernandez, 52017
Andrew J. Reggie, 31116	Richard T. Van Slambrook, 07006	Donald A. Seavey, 17035	Carlos M. Martinez, 52017
Robert G. Lamond, 31238	Steven B. Lyman, 07011	Normand F. Quillet, 19003	Francisco Mercado, 52017
Ronald E. O'Reilly Jr., 37061	Gene D. Bennett, 18004	Nick T. Colas, 19012	Carlos I. Moreno, 52017
David R. Littlejohn, 07006	Steven K. Long, 18004	Raymond R. Vallee, 28038	Sixto Ortiz, 52017
Jonathan C. West, 07015	Gary E. White, 25038	Bryon E. Schweiker, 29059	Amada H. Pagan, 52017
Wayne D. Davidson, 25053	Charles T. Elmore, 32064	Gwen A. Nolan, 31103	Noemi Pabon, 52017
Rudolph A. DeRosa, 32041	Alan M. Lindsey, 45048	Kent D. Johnson, 31130	Olga I. Perez, 52017
Paul A. Willard Jr., 45048	Ronnie E. Rigney, 45064	David A. Yannello, 31130	Carmen R. Rivera, 52017
Clyde E. Zellers, 11113	David R. Underwood, 45064	Robert B. Girona, 31147	Zoraida Torres, 52017
Susan L. Schulte, 11182	Anthony G. Trisilla, 11020	Brain L. Walker, 31187	Pedro Anaya, 52018
David A. Julius, 11224	Michael W. Christensen, 11205	Kevin B. Hickman, 31247	Efrem Colon, 52018
Nick F. Viggiano, 11230	Vincent J. Krack, 12176	Todd Cohn, 31329	Felix Garcia, 52045
John C. Watkins, 15039	Elizabeth J. Mackay, 15050	Eric P. Olson, 37196	Ruth A. Clintron, 52045
Deborah A. Stevens, 20096	Valerie C. Hager, 20145		Maria M. Cotto, 52045
Michael G. Weddle, 34006	John F. Petkus, 20176		
Luanna F. Merica, 34037	Michael A. Daniel, 20183		
Robert B. Shirk, 34037	James L. Crowe, 34037		
Paul M. Bertrand, 34104	Dave A. Greene, 34037		
Francis J. Leurquin, 48134	Kathryn M. Jones, 34037		
George T. Busby, 08143	Bill C. Scribner, 34037		
Michael Schumacher, 08292	Ronald J. Gizzi, 34051		
Glen A. Dodson, 41054	Gail L. Byers, 34060		
Chrysanthus Acosta, 52060	Steven L. Tartaglione, 34060		
Alvarez Pablo, 52060	James B. Laabs, 48046		
William F. Cody, 21009	Ralph N. Runge, 01016		
Daniel W. Malone, 21009	Karan L. Krna, 08033		
Nelson M. Filipi, 21016	Gary L. Fischbach, 08054		
Charles J. Benjamin, 21030	Gregory R. Williams, 08122		
Sally M. McGee, 03042	Sheldon S. Kohn, 22057		
Daryl A. Rosinbaum, 42264	Jorge L. Fontanez, 52014		
David W. Holm, 05021	Joaquin Huertas, 52014		
David L. Hammond, 10049	Angel L. Rivera, 52014		
Sandra K. Hammond, 10049	Ramon Santana, 52014		
Kim B. Shewmaker, 10058	Heriberto Torres, 52014		
John R. Heimgartner, 04032	Roberto Valdez, 52014		
William C. Olson Jr., 04287	Carmen I. Vazquez, 52014		
Thomas J. Nosack, 36034	Luis A. Vazquez, 52014		
Janet Shannon, 36065	Confesor D. Vega, 52014		
Mark R. Mohney, 46003	Carmen D. Zayas, 52014		
Howie L. Hilliker, 50023	Ana R. Cartagena, 52017		
	Maria I. Davila, 52017		
	Felix Guevara, 52017		
	Pablo Ortiz, 52092		
	Maritza Vazquez, 52092		
	Ana Diaz, 52094		
	Iris D. Melendez, 52094		
	Melba Ortega, 52094		
	Carmen L. Perez, 52094		
	Emma Rodriguez, 52094		
	Luz M. Pina, 52097		
	Josefina Cartagena, 52105		
	Scott B. Zima, 13065		
	Douglas B. Hultberg, 21016		
	Michael W. Otterblad, 21016		
	David M. Sladek, 21017		
	Thomas P. Andrews, 21080		
	Larry J. Lieb, 23004		

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NB Will Elect Vice Chairman

For the first time, delegates to the National Convention will elect the Vice Chairman of the National Board. This change to the CAP constitution was just recently confirmed by ballot of the NB members.



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- Brig. Gen. D. Harold Byrd, CAP
- Brig. Gen. William C. Whelen, CAP
- Brig. Gen. Paul W. Turner, CAP
- Brig. Gen. Lyle W. Castle, CAP
- Brig. Gen. F. Ward Reilly, CAP
- Col. Clara E. Livingston, CAP
- Col. Joseph S. Bergin, CAP
- Col. Allan C. Perkinson, CAP



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- INFORMATION OFFICERS CONFERENCE
- AEROSPACE EDUCATION MEMBERS
- CAP CADET PROGRAM
- NATIONAL CADET PROGRAM ADVISORY COMMITTEE
- NATIONAL AEROSPACE EDUCATION ADVISORY COMMITTEE
- COMMUNICATIONS COMMITTEE
- FAA/CAP COMMITTEE
- SENIOR TRAINING
- LOGISTICS COMMITTEE