

Cadets Complete Pilot Training

J. L. ROBERTSON JR.
1018 NE 28TH AVE
GAINESVILLE
FLA
S 37 2 ROBERTSON JR
32601

CAP Times

Civil Air Patrol



USAF Auxiliary

Vol. VIII, No. 7



SEPTEMBER, 1966

\$1.00 Per Year
By Mail Subscription

Flying Adventure Offsets Summer Doldrum Days

By TSGT. DON F. GILBRIDE, USAF

NATIONAL HEADQUARTERS — "Those lazy, hazy days" may fit the bill for songwriters describing the doldrums of midsummer but not for active young Americans attending the Civil Air Patrol second annual cadet flying encampment. For these busy boys and girls, all seeking a private pilot's flying ticket, the sun, sky and soaring offered challenge and adventure. Taking to the air simultaneously

July 17 at encampment sites located in Lawton, Okla., Chester, S. C. and Elmira, N. Y., 148 cadets, yearning for new horizons, reached for the earth's thinner atmosphere in powerless gliders and conventional aircraft.

Flight training preparations had actually begun months before when each of the young pilot-hopefuls studied the fundamentals of weather, air navigation, aerodynamics and instrumentation. Applying themselves to the task diligently, the cadets then undertook the Federal Aviation Agency's written examination for pilots, a prerequisite for flight training selection.

UPON successful completion of the FAA written exam, glider students received three hours of training in powered aircraft to become familiar with banks, stalls and turns under various power conditions to "get the feel" of flying before soaring aloft in powerless Schweizer 2-22 gliders. Two glider courses, lasting two weeks each, were conducted at each of the three sites and students flew for nearly nine hours during which time they performed approximately 35 aerotow flights.

In the case of students in the powered aircraft phase the course duration was four weeks of intensive training. Each cadet received approximately 40 flying hours in aircraft of the 95-200 horsepower range equipped with tricycle landing gear. In addition to flying the aircraft with visual reference, they were required to understand basic instruments techniques to the degree that they could control the attitude of the aircraft solely by reference to instruments.

At each of the encampment sites weather and topography varied sharply. Cadets at the Chester location enjoyed fine weather throughout the encampment and were greeted by lush, green rolling hills, while others at Elmira were at the mercy of whimsical and inclement cloud build-up which

(See CADETS, Page 14)

Chaplains Hold Annual Confab

NATIONAL HEADQUARTERS — The National Chaplain Committee convened here August 31 for its yearly meeting, under the direction of Staff Chaplain (Lt. Col.) George M. Hickey, USAF, and his assistant, Chaplain (Lt. Col.) Victor H. Schroeder, USAF.

The annual conference gives committee members an opportunity to learn from each other and give of their experience for the betterment of the Civil Air Patrol Chaplain Program. Chaplain Hickey stressed that the direction

(See CHAPLAINS, Page 14)

IACE Ends in Washington

Visitors Met By Humphrey

WASHINGTON, D. C. — Two of the largest cadet organizations in North America — both celebrating their 25th anniversary and both participating in their 19th International Air Cadet Exchange — departed here August 17 after concluding one of the most successful exchange programs ever held.

The Air Cadet League of Canada and the Civil Air Patrol joined forces for a military ball at Bolling Air Force Base that climaxed three weeks of sightseeing and tours in the two countries.

The final days of the tour for the Air Cadet League provided possibly the biggest thrill for the 15 cadets and two senior escorts. During the final day, the group met with Vice President Hubert H. Humphrey and also had the honor of talking with five U.S. Senators: Sen. Jacob K. Javits (Rep.), New York; Sen. A. S. Mike Moroney (Dem.), Oklahoma; Sen. Eugene J. McCarthy (Dem.), Minnesota; Sen. Thruston B. Morton (Rep.) Kentucky; and Sen. Mike Mansfield (Dem.), Montana.

Vice President Humphrey took 27 minutes off from his busy schedule to greet the group of cadets. He personally welcomed each of the cadets into his office. He then recalled for the guests the historical background of the various furnishings within the office.

Earlier in the Washington phase of the IACE, the cadets visited the Federal Aviation Agency

(See 1965, Page 15)



Veep

VICE President Hubert H. Humphrey takes time out from his busy schedule to meet with the Canadian cadets and escorts during the final Washington phase. The vice president spoke to the group for 27 minutes in his office.

Special Upgrading Program Concluded at Oklahoma City

WILL ROGERS FIELD, Okla. — Civil Air Patrol's fleet of 10 incentive aircraft, all sporting new and distinctive paint jobs, were massed here for two of CAP's most important programs — the

jointly sponsored Federal Aviation Agency-Civil Air Patrol pilot orientation and instructor upgrading programs.

Pilots and instructor pilots throughout Civil Air Patrol's 52 wings arrived at Will Rogers Field, home of the FAA Academy, to participate in one of two special programs designed to provide CAP with better mission pilots and upgrade flight instructors who teach the organization's members to fly the T-34 aircraft.

Activities were divided between flying sessions in the morning hours and classroom exercises in the afternoons. Each of the groups received approximately 15 flying hours in the T-34 and 40 academic hours in classrooms.

Capt. John A. Mead, USAF, and Lt. Henry E. Carmine, USAF, were project officers for the dual program, said that "members participating in both phases of the operation have been unanimous in their praise of the FAA personnel and, from the comments passed on to me, recommended that every Civil

(See PILOTS, Page 15)



Student

MAJOR Roy Arroll of the Northeast Region staff checks the compass of the T-34 before beginning a flight at the FAA/CAP Pilot Orientation.

Wyoming, Civil Defense Join Radio Network

CHEYENNE, Wyo. — An emergency state-wide radio network plan that would tie together all 23 counties in Wyoming was announced jointly by the Wyoming Wing and the Wyoming Civil Defense Agency.

The proposed network plans are now being presented to county commissioners, county civil defense directors and city officials around the state by CAP officers and CD representatives.

If the plan is adopted, Wyoming will be the first state to have a complete emergency and civil defense network.

According to Lt. Col. Cal Fager, plans and programs officer for the Wyoming Civil Defense Agency and CAP coordinator for Civil Defense, areas in the state that have been isolated because of small, scattered populations, would come under the network.

It would give the state civil defense setup the capabilities of Civil Air Patrol communications, air and ground personnel capability.

Col. Robert E. Foster, wing commander, reported the network would operate on Civil Air Patrol channels on equipment installed

(See WYOMING, Page 13)

Flying
Encampment
Page 8-9

IACE
Coverage
Page 6-7

Jet Orientation
Course
Page 10

FAA Cadet
Program
Page 11

AAOC
For Girls
Page 12

CAP News in Brief

Two Receive Promotions

SAN FRANCISCO, Calif.—Senior Members Barbara Steele and Sharon Burgess of Golden Gate Cadet Squadron 30, California Wing, were recently promoted from master sergeant to warrant officers at a regular weekly meeting of the unit.

Both take an active part in all squadron projects and have generously given much of their spare time to further squadron goals. At the present time Steele is serving the squadron in two capacities as adjutant and finance officer, while Burgess is personnel officer of the San Francisco unit.

NCO is Interim Commander

RANDOLPH AFB, Texas—SSgt. George I. Carpenter III has been named interim commander of the Randolph Composite Squadron, Texas Wing, replacing Maj. Charles W. Leatherman, who is temporarily in an unassigned duty status with the squadron. Sergeant Carpenter has been senior advisor to the commander. He is also a member of the U.S. Air Force assigned to the 3510th USAF Hospital at Randolph AFB as an airman second class.

Other recent changes announced was Cadet Bradford D. Mercer being named information officer, replacing AIC Carol Smith, who assumed the duties of finance officer. A future change will be made when Cadet Olga Barrett replaces Capt. Mary Leatherman as administrative officer.

CAP Group Visits Base

CATONSVILLE, Md.—Twenty-five members of the Catonsville Composite Squadron, Maryland Wing, recently visited Andrews Air Force Base as guests of 459th Troop Carrier Wing. A highlight of the visit was an orientation flight in a C-119 aircraft arranged by Lt. Colonel Diggs and Hutcheson of the Air Force Reserve unit's operations section.

In addition to the flight over Baltimore and surrounding counties, cadets and senior members of the Catonsville squadron were given a briefing, followed by a tour of the personal equipment section.

While touring wing facilities CAP members met Capt. David R. Warfield, AFRes, a pilot with the 459th who at one time was executive officer of the Catonsville Composite Squadron.

Hear Civil Defense Official

HIALEAH, Fla.—Ted Lewis, local Civil Defense communication coordinator, recently spoke to members of the Hialeah Cadet Squadron, Florida Wing, about the different types of Civil Defense shelters and what kind of protection the one he works in affords.

Instructor Jay Greenberg took eight cadets, who are studying to be radio operators, to the basement of the Miami Beach Auditorium, where Lewis told them of rules associated with operating radios, showed them how to tune to the right frequency and gave them hints on how to tell whether or not a radio is transmitting.

One important word of advice they learned is that it is against federal regulations to tell anyone anything heard over a Ham radio.

Squadron Completes Move

PLYMOUTH, Wis.—Capt. Phillip Kraus, commander of the Plymouth Composite Squadron, Wisconsin Wing, recently announced that the unit has completed its move to new quarters in the Plymouth Youth Center.

The move resulted from a city council decision to allow the CAP squadron exclusive use of the Center each Tuesday evening. Cadet Tom DeTroye, cadet commander, helped Captain Kraus make it official by hanging a squadron sign on the youth center building. Prior to the move the Plymouth squadron met at the VFW Post 5612 clubhouse in Plymouth.

Unit Gets USAF Award

PITTSBURGH, Pa.—The North Hills Cadet Squadron, Pennsylvania Wing, recently received a commendation award from the Air Force Recruiting Service in recognition for "... consistent and devoted service in assisting the United States Air Force Recruiting Service and in appreciation of conscientious efforts towards the advancement of peace through air power."

Capt. Peter Marchant, USAF, of the USAF Recruiting Service, presented the award to Cadet Richard Frownfelter and Lt. Marie L. Fork on behalf of Maj. A. G. Bennett, North Hills squadron commander. Lieutenant Fork is the unit information officer and Cadet Frownfelter is assigned duties of cadet IO.

Aircraft Executive Cited

FARMINGDALE, N.Y. — John B. Rettaliata, vice president of Grumman Aircraft Engineering Corporation, Bethpage, N.Y., was recently named recipient of a CAP Certificate of Appreciation by Nassau Composite Squadron V, New York Wing.

Presentation of the certificate was made by Cadet Robert Mazzara of the Bethpage Flight in recognition of the generous support Rettaliata obtained from the Grumman company which resulted in the activation of the CAP flight in Bethpage.

Tour NASA Complex

AUSTIN, Texas—Ten cadets and two senior member escorts of the Travis County Composite Squadron, Group VIII, Texas Wing, recently toured the NASA complex at the Manned Spacecraft Center near Houston. The tour included visits to the control center, the simulated moon grounds, the centrifuge and the simulated orbital docking room.

Included in the group were Cadets John Thaxton, Tom Urbanek, Clayton Smity, Phillip Barr, Doug Plaisted, Will Davis, Jimmy Canada, Vance Watt, Bob Hudspeth and Ronald Ramsey. Escorts were Lt. E. W. Schenk and SM Mike Pendley.



Family Affair

THE JON H. HILL family of Ashland, Va., is exactly 75 percent Civil Air Patrol. Lt. Col. Jon H. Hill, left, is Group I (Virginia Wing) commander and his wife, Maj. Bernice R. Hill, serves as his administrative, information and communications officer. Son Jay is a cadet. Another son, Christopher, is the only non-CAP member of the family; however, he is only 12 and is anxiously awaiting his 13th birthday and his cadet membership card. (Ray Hash photo)

Airplane Buying Involves More Than 'Tire Kicking'

(Reprinted from FAA Magazine)

If you were in the market for a used car, chances are that you'd go to a dealer's lot, look over some of the models, kick a few tires, check under the hood and then take the one that catches your eye for a short test run. You would probably call this a "routine" inspection. Fortunately or unfortunately, depending upon how you look at it, this isn't the way to purchase a used aircraft.

Buying a used airplane is not a "do-it-yourself" project. It is highly recommended that you have the plane you choose inspected by a qualified person before you buy. The condition of the aircraft and the state of its maintenance and records can be determined by a certificated airframe and powerplant (A&P) mechanic, an approved repair station, or someone otherwise qualified on the particular make and model aircraft.

After receiving assurance the aircraft is safe, determine if it has a "clear title." This means seeing that there are no encumbrances such as liens, chattel mortgages or other unsatisfied claims against the plane. You can make sure it has a clear title by searching the aircraft records yourself, or having it done by an attorney or an aircraft title-search company. **Don't count on the dealer to take care of this chore.**

All aircraft public records maintained by the FAA are on file in Oklahoma City. Lists of title-search companies and attorneys who perform this service may be secured by writing to FAA, Aircraft Registration Branch (FS-965), FAA Building, 5300 South Fortland Ave., Oklahoma City, Okla. 73119.

THERE is no substitute for examining the aircraft's records to secure a complete history of ownership and to determine if there are any outstanding liens or mortgages. This simple procedure will

eliminate many delays in registering an aircraft and the headaches many aircraft buyers suffer because they fail to take this one important step before signing on the dotted line.

On closing the deal, you should receive the following documents:

- Bill of sale.
- Certificate of Airworthiness (FAA Form 1362B).
- All logbooks, aircraft and engine records.
- Equipment list.
- Weight and balance data.
- Maintenance manual, service letters, bulletins, etc.
- Airplane flight manual or operating limitations.

Keep in mind that the current 100-hour or periodic inspection does not mean that the aircraft is necessarily "first class." It only indicates that the aircraft was found to be in a condition for safe operation at the time of inspection.

Buying an amateur-built or experimental airplane is a different story. You should contact an FAA maintenance inspector at your local General Aviation District Office before you buy. The FAA inspector will explain the requirements for experimental certification.

The same thing is true if you are considering the purchase of a surplus military airplane. You will find that some are not eligible for FAA certification in the standard, restricted or limited classifications. Since no civil aircraft may be flown unless certified, your FAA inspector will advise you of eligible aircraft and certification procedures.

Once the deal is closed, don't figure that you can don the goggles, knot the scarf and take off. Something else has to take place. Before you fly it as your own, you must apply for a Certificate of Registration.

When applying for this certifi-

cate, FAA Form 8050, Aircraft Registration Form, you must complete Parts 1, 2 and 3. Part 1 is the Application for Registration, 2 is the Bill of Sale and 3 is the Certificate of Aircraft Registration. Instructions for preparing and submitting the form are attached to the form. A bill of sale form equivalent to Part 2 of Form 8050 may also be used as proof of ownership.

It should be emphasized that before the airplane can be legally flown you must send the completed Form 8050 and the proper fees to the FAA Aircraft Registration Branch in Oklahoma City. The yellow copy of the Application for Registration, Part 1, should be kept in your aircraft until the FAA returns Part 3, the Certificate of Registration.

THE Certificate of Registration immediately expires when (a) the registration of the aircraft is cancelled at the written request of the owner; (b) the aircraft is destroyed or scrapped; (c) the ownership of the aircraft is transferred; or (d) the aircraft is registered under the laws of a foreign country. (An aircraft is eligible for registration only if it is owned by a citizen of the United States and is not registered under the laws of any foreign country.)

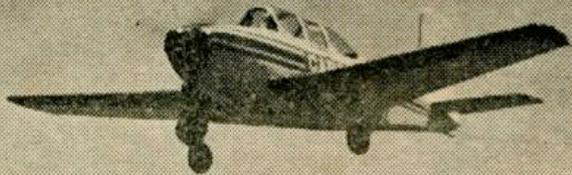
When selling his aircraft, the owner must notify the FAA by filling in the back of his Certificate of Registration and mailing it to the Aircraft Registration Branch. The chain of title must be unbroken.

CAP TIMES

Published monthly by Army Times Publishing Co., 2201 M St., N.W., Washington, D.C. 20037. \$1.00 per year by mail subscription. (Civil Air Patrol membership dues include subscription.)

Second class postage paid at Washington, D.C. and at additional mailing offices.

Vol. VII, No. 7 September, 1966



Nevada Supplies Tow-Planes For National Soaring Meet

By CAPT. DOROTHY McCABE
Information Officer

RENO, Nev.—Civil Air Patrol was everywhere during the recently concluded 33rd National Soaring Championships at Stead Air Force Base here. The seniors and cadets wearing the blue and white shoulder patch of the Nevada Wing were under the leadership of Col. Frank D. Landes, wing commander.

The wing daily provided aircraft, jeeps, communications equipment and personnel during the ten days of flying. Center of attraction were the two T-34s and one L-17 Navion bearing the distinctive paint jobs designed at National Headquarters. The three craft were used as towplanes, route checking and communications service.

Each morning the aircraft arrived prior to the glider pilots briefing and at takeoff time were ready to begin launching operations.

Each of the sailplanes entered in the competition were towed to 2,000 feet and released. The CAP planes were constantly making one-tow-after-another. As quickly as one plane was released, the powered craft would return for another sailplane.

DURING the event, an average of 65 gliders were airborne daily. In order to expedite the towing operations, the sailplanes were assembled in rows of three across, with the tow plane on the extreme edge of the runway.

Each towplane was then signaled to move in for hook-up by ground crews, the tow-line was attached and takeoff was made.

In addition to flight line duty, the communications section directed by Maj. Robert Hoover, set-up a public address system in the briefing hangar and another system for outside paging and field use.

A mobile communications van was on the field and power mikes and bullhorns were furnished, as well as radio equipped jeeps. Uniformed cadets were on duty to assist in the sales of programs, pamphlets, maps and other material made available to the public by the Soaring Society.

CAP jeeps from the Washoe Jeep Squadron were used for transporting field personnel, picking up dropped tow lines, towing in landed gliders and general courier service.

In order to adapt the T-34s to tow-plane duty, a special shaped spring steel with a glider release was bolted on to the plane replacing the tail skid.

The releases were activated by a control cable which was run through the fuselage and out the tail in a piece of 3/16 inch tubing. This, in turn, was secured to the left side of the cockpit.

By merely reaching up with his left hand, the pilot could either ditch the sailplane in emergency, or as normally done, the sailplane was released over the designated point.

AFTER each afternoon's flying, the CAP L-17 flew the general route course for the day and with radio on, intermittently tried for contact with downed gliders that might have lost contact with the ground crews.

During the Sailplane Championships, the T-34s logged 81 sorties and the L-17 flew hundreds of miles of check flights. At no time during the competition were less

than 25 CAP personnel on the airfield every day.

Nevada Wing was praised for its efforts by sailplane flight officials during an awards dinner held in Reno after the event was completed. Attending the dinner and representing the Nevada Wing were Colonel Landes, Maj. David Anderson of the wing staff and Maj. L. W. Hay-Chapman, USAF, wing liaison officer.

Pastor Attends Confab In Vancouver, Canada

HURLBURT FIELD, Fla.—Chaplain (Capt.) Robert G. Balnicky, Group 4, Florida Wing, was the official Civil Air Patrol representative at the General Council Meeting of the Christian and Missionary Alliance in Vancouver, British Columbia, Canada.

Chaplain Balnicky attended the meeting with the approval of Chaplain (Lt. Col.) George M. Hickey, USAF, national chaplain.

The CAP chaplain is pastor of the Trinity Bible Church in Pensacola and was formerly chaplain of the Pensacola-Hagler squadron.

He attended Columbia Presbyterian Theological Seminary at Decatur, Ga., and held pastorates in both North and South Carolina before moving to Florida.

Main purpose of Chaplain Balnicky's trip to Vancouver was to publicize the aims of Civil Air Patrol chaplain program and to recruit ministers to serve in CAP at local levels.

McCHORD AFB, Wash.—Chaplain of the McChord Cadet Squadron, Washington Wing, has been named American Veteran of the Year for the State of Washington.

Dutch-born Chaplain (Capt.) Rits Tadema received the honor for his untiring activities in the American Veterans organization. Although he has only been an AMVET member for a little over two years, he has also been appointed state chaplain of AMVETS for the third time. He has been McChord squadron chaplain for four years.

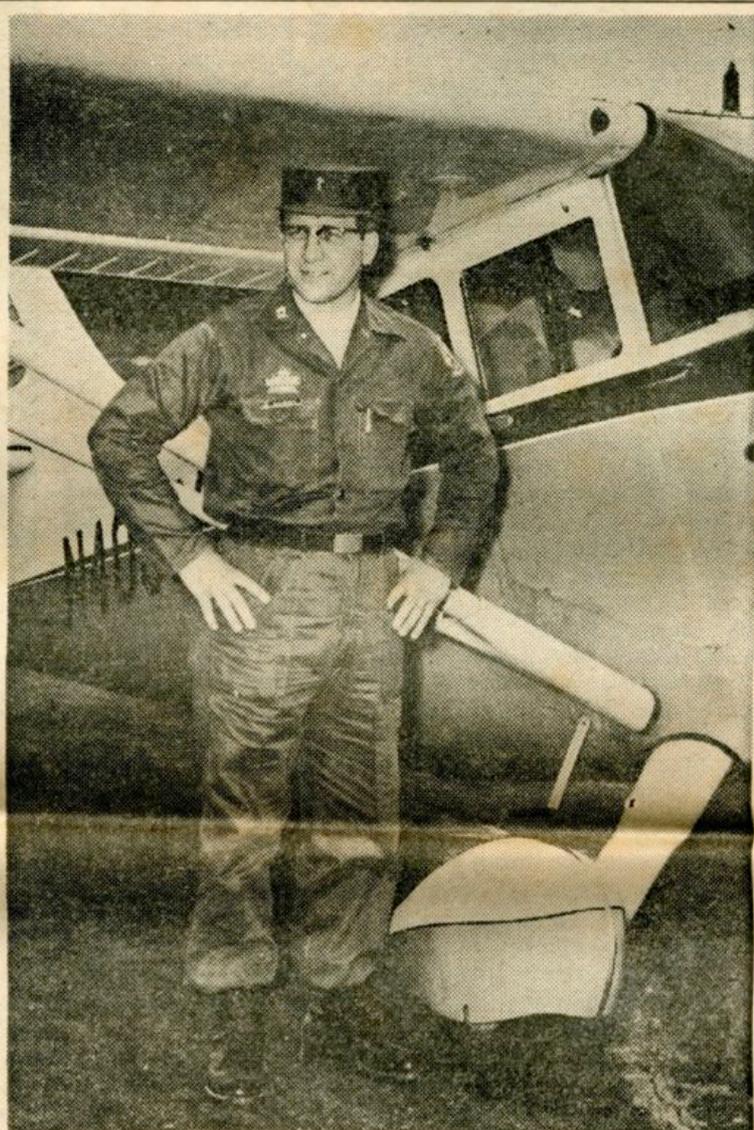
It took special consideration by Washington, D.C., to accept Chaplain Tadema, a non-American veteran, into the organization and to make him eligible for this honor.

During World War II he fought in his homeland, The Netherlands, with the underground movement. He served as a messenger and later, after the liberation, as interpreter where his knowledge of German, French and English proved to be beneficial.

HIS interest in aviation and desire to help young people brought him into the Civil Air Patrol. From the time he joined the McChord squadron in 1962, until present, the 37-year-old chaplain has donated much of his time and energy to counsel and educate CAP cadets.

SAN ANTONIO, Tex.—Chaplain (Capt.) G. P. Antoine Van Daelen, USA, is now serving with the United States Army in Vietnam. Chaplain Van Daelen was a former chaplain with the Alamo Cadet Squadron, Texas Wing, prior to his departure for Vietnam.

For his service with CAP in San Antonio, the chaplain earned the Meritorious Service Award. He also holds the CAP observer rating.



Traveling Recruiter

CHAPLAIN (Capt.) Robert G. Balnicky, Group 4, Florida Wing, stands beside one of the unit's aircraft. Chaplain Balnicky recently took his recruiting efforts to the General Council Meeting of the Christian and Missionary Alliance in Vancouver, B.C. (Photo by Parker Studio, Inc.)

Maryland Cadet Unit Holds Training Test

CUMBERLAND, Md.—Maryland Wing's first cadet ranger detachment held a two-day field training exercise here under the watchful eyes of observing officers from wing staff. The 19 rangers, drawn from the 60 cadet members of Cumberland Composite Squadron, are training for extended search and rescue operations in difficult terrain and weather conditions.

Their training ground: 4,775 acres of wooded Western Maryland hills, loaned for their use by the Harry J. Barton family, operators of a dairy farm.

Their training exercises: search and rescue of two simulated Air Force pilots — dubbed General Bosco and General Oscar — which were to have been dropped in the woods from the squadron L-5 airplane.

Foul weather prevented CAP Capt. Joseph W. McGreevy, squadron executive officer, from making the drop of the "missing" crew members.

INSTEAD, Cadet Calvin Tracy, ranger detachment commander, concealed the two "survivors" in the thick woods. Cadet William Dawson, of Ranger Team "A," was given a general area of several hundred acres in which to search.

The team's compass and search work proved so good, General Bosco was found in approximately 30 minutes. His companion was located in similarly quick fashion after a lunch break.

In each case, Cadet Fred Koerner, a Red Cross first aid instructor, took charge of the "injuries" noted on a slip of paper attached to the "survivor."

Soaring Meets

September 3-5: Midwestern Regional Soaring Championships, last half (5th Illini Soaring Contest), University of Illinois, Willard Airport, Champaign, Ill.

September 3-5: Southern California Regional Soaring Championships, last half, El Mirage Field, Adelanto, Calif.

September 3-5: 11th Annual Labor Day Soaring Meet, Hiller Airport, South Barre, Mass.

September 3-5: 12th Annual 1-26 Regatta, Harris Hill Soaring Center, Elmira, N. Y.

The Civil Air Patrol Times is an authorized publication of the Civil Air Patrol, a private benevolent corporation, and an auxiliary of the USAF, existing under and by virtue of acts of the Congress of the United States—Public Law 476, 79th Congress, Chapter 527, 2nd Session, July 1, 1964 (36 U.S.C. 201-208) and Public Law 557, 80th Congress, Chapter 249, 2nd Session, May 26, 1948, as amended (5 U.S.C. 626, i & m). Opinions expressed herein do not necessarily represent those of the U.S. government or any of its departments or agencies.

Published by the Army Times Publishing Company, 2201 M Street, N.W., Washington, D.C. 20037. Editorial offices: 2201 M Street, N.W., Washington, D.C. 20037. Editorial copy should be addressed to Editor CAP TIMES Information Office National Headquarters, Ellington AFB, Tex. Subscription inquiries from other than senior members of the Civil Air Patrol, and all inquiries concerning advertising matters, should be directed to the Army Times Publishing Company.

National Commander Col. Joe L. Mason, USAF
Director of Information Maj. Louis J. Combs, USAF
Managing Editor Capt. R. E. Willoughby, USAF
Editor TSgt. David Snyder, USAF
Assistant Editor TSgt. H. E. Shaw, USAF
Photographer John Elmore

Vol. VIII, No. 7 \$1.00 Per Year SEPTEMBER, 1966
By Subscription

Spirit Reflects Performance

TEAM spirit, athletic coaches aver, has a great deal to do with actual performance . . . that the difference between winning and losing hinges mainly on whether a team is "up" or "down" on a certain day. Civil Air Patrol, like the athletic team, often has its ups and downs too.

The Cadet Flying Encampment, began last year at Elmira, New York, was increased to provide powered flight and glider training to nearly five times as many youngsters this year. The response from applicants to attend the power course were extremely gratifying. However, many wings and regions had difficulty qualifying cadets for the glider course. Nearly one-third of all glider applicants were provided by the Texas and Rhode Island wings while the Southeast Region furnished seven applicants.

It was no accident that these organizations led the field in glider training participation. A lot of hard work was required by responsible individuals in preparing the cadets for qualification. For example, realizing that problems would be encountered by young pilot-hopefuls endeavoring to pass the Federal Aviation Agency's written examination, officers in Texas and Rhode Island took the bull by the horns and had both the power and glider pilot examinations administered to themselves. By thus gaining an understanding of the areas most likely to present problems to wing applicants they set up special training sessions in various communities throughout their respective states to prepare the youngsters. The Rhode Island Wing effort produced three qualified powered flight and twelve glider applicants and the Texas Wing provided still another dozen glider students.

While the actions taken by these wings were of a singular nature, the Illinois, Hawaii and Kansas wings were busy instituting and conducting extensive glider orientation and flying courses to cadets throughout the earlier part of the year. The New York wing has had such a program underway for a number of years.

RECENT surveys of other wings unable to produce applicants for glider training listed reasons for non-participation such as lack of sufficient time and ground school instructors as well as preference of cadets for powered flight training.

To overcome such obstacles requires that responsible individuals in every unit take the initiative and literally carry the ball to the cadets. This is the time to begin training next year's applicants for the written examinations. As for the preference of cadets for the power course, it should be noted that among the cadets enrolled this year in glider training, the majority were in the 16-year-old age bracket and unable to qualify, age-wise, for other special activities. Thus, the sailplane program is a natural target for the sixteen-year-olds. Having achieved this, they will have both the motivation and the opportunity to move on to the powered flight program in ensuing years.

Where a lack of qualified instructors occurs in CAP units, there are many alternatives which should be considered. Some of these are the use of Air Force Reservists in your area, or, where an Air Force Base is located nearby, use of the instructional capabilities of Base aero clubs or possibly a local fixed base operator would volunteer to instruct. The possibilities are limitless.

If we are to establish Civil Air Patrol with general aviation as an organization which can provide an annual manpower pool of aviation-minded and oriented youth it is going to take the best efforts of each of us. We have no "crucial game" every Saturday to sharpen enthusiasm and certainly no conclusive "win" over the opposition to provide that strong tonic so necessary for the spirit. The satisfaction of our efforts will only come on the day that these youths with whom you have so diligently worked take their place somewhere in the nation's airfleet.

Joe L. Mason

Letters

Gratitude

Dear Captain Benefiel:

On behalf of the staff and personnel of the Fort Hays Kansas State College Aerospace Education Workshop, we wish to express our gratitude for the service which you rendered to us . . . at the Hays Municipal Airport.

The fact that you were willing to take time from your busy schedule to assist a group of school people in learning better educational methods is certainly a tribute to you and your fellow workers, and we wish to thank you sincerely.

Very truly yours,

Valls Rockwell
 Squadron Leader
 Aerospace Education Workshop
 Ft. Hays Kansas State College

Dr. Gordon W. Price
 Assoc. Professor of Education
 Director, Aerospace Education
 Workshop
 Ft. Hays Kansas State College

Letter of Thanks

Dear sir:

The members of the Common Council's committee for the Fourth of July celebration consisting of Alderman Arpke, chairman, and members Schild, Cairns, Grube and Boeldt extend to you their appreciation for participation in the parade.

To the appreciation of the committee I wish to add my personal thanks to the Civil Air Patrol and to the cadets who also participated.

Very Truly yours,
 Eugenie B. Baumann
 4th of July committee

THE LITTLE HANGAR

INFORMATION MATERIALS—During recent region conferences, information officers at all levels have complained that they are not receiving IO materials distributed by the National Information Office. The Office of Information at National Headquarters mails a special IO distribution to region and wing information officers only. The remaining information officers (group, squadron, flight) receive IO materials through unit distribution. This distribution is mailed by National Headquarters to the unit address. It contains material from all staff sections. It is the unit commander's responsibility to be certain each staff officer of the unit receives their appropriate material. The unit IO should receive the IO Newsletter, CAP News Service, printed spot announcements and any other material marked for his attention.

1967 Scholarship Applications — National Headquarters plans to revise CAPP 20 "CAP Academic Scholarships and Grants" early this year, if possible by late summer. This early publication date is necessary so that scholarships and grants for the 1967-68 school year can be awarded before National Headquarters transfers to Maxwell AFB, Ala., next spring. In addition to outlining CAP's 1967 scholarship program, the revised CAPP 20 will contain the following three major changes in application procedures: (1) application must be at National by February 15; (2) partial transcripts of credits that do not include 1966-67 grades will be accepted, and (3) applications may be submitted without a letter of acceptance from a college, however, this letter must be provided when the scholarship is accepted.

CAP AIRCRAFT MAINTENANCE — About 15 percent of CAP aircraft and vehicle accidents have been caused by faulty materiel and poor or no maintenance. These accidents could have been completely eliminated. CAP aircraft must be maintained in accordance with applicable Federal Aviation Regulations. All CAP aircraft are considered in the same category as civilian aircraft and are licensed as such by the FAA. It is necessary that each CAP unit acquire the services and assistance of an FAA licensed A&P mechanic to supervise and certify the FAA required maintenance on CAP aircraft other than the "preventive maintenance" as defined in FAR Part 43 (old CAM 18).

CAP TIMES DEADLINE — Articles and photographs for consideration in the October issue of CAP TIMES is September 14. Unit information officers are urged to submit copy and pictures of their activities and special interest features to Editor, CAP TIMES, National Headquarters, CAP-USAF, Ellington AFB, Texas, 77030.

CONAC TO CAC — Effective August 1, 1966, abbreviation for Continental Air Command is changed from CONAC to CAC. CAC is the parent major air command for National Headquarters, CAP-USAF. Any future reference to the Continental Air Command should reflect the new abbreviation. Also on August 1, Lt. Gen. Henry Viccellio assumed command of the major air command. (See editorial cartoon, this page.)

Vermont Squadron Joins Search for Missing Youth

RUTLAND, Vt.—Members of the Rutland Cadet Squadron, Vermont Wing, recently joined more than 300 volunteers in a search effort to locate Robert Mazza, 14-year-old son of a Pittsford, Vt., couple, who was reported missing while on a fishing trip with his parents.

After learning of the missing boy, 17 members of the cadet squadron reported to unit headquarters equipped to participate in the search for as long as they were needed. The cadets joined searchers from surrounding fire departments and Rutland County Sheriff's Department. About 60 teenagers and other private citizens also joined the search party.

Transportation to the search headquarters at Pittsford Fire Department was provided by the Vermont National Guard, which also furnished a helicopter for aerial observance.

Cadets performed an important task by aiding State Police visit each house in Brandon along Route 7 and adjoining streets. They asked questions at each house to determine if anyone had seen the missing boy. One cadet located a resident who had seen a youth of Mazza's description hitch-hiking north. Squadron members also spent many hours helping search woods and mountainous areas near Brandon.

The search was suspended after a full day's activity without further leads.

Later Cadet Commander William Ellwood reported that the father revealed that his son, who was under strain and anxiety, had

Two Survive 'Copter Crash

FRESNO, Calif.—Capt. John P. Didier, commander of Group 2, and Lt. William A. Mattingly, commander of Chandler Composite Squadron, California Wing, crashed into icy waters of Sierra Lake recently and both CAP pilots lived to tell the tale.

They were participating in a REDCAP called by Western Aerospace Rescue and Recovery Center officials and were on a helicopter flight to identify the wreckage of an Air Force plane that had gone down in the high Sierra Mountains near the 13,200 foot Forester Pass.

Finding it impossible to get at the crash site, which had been spotted by fishermen, Didier and Mattingly were set down about a mile from the scene. It was then decided that they could not reach the wreck and return to their 'copter before dark, so they planned to return to the search base and try again the following day.

With a Lemoore Naval Air Base pilot at the controls, the helicopter suddenly lost power soon after it was airborne and crashed into Sierra Lake.

The cabin where Captain Didier and Lieutenant Mattingly were seated filled with ice-cold water almost immediately. After escaping with some difficulty they managed to reach shore through about 75 yards of 35 degree water. They spent the night huddled together as the temperature dropped to about 27 degrees.

The following morning SM Ernest Lerma, flying as observer, spotted the submerged helicopter from a C-45 and radioed the Fresno base, requesting another 'copter to search for survivors.

They were rescued about 12 hours following the crash and, except for a few cuts and bruises, were in excellent condition. The report received at National Headquarters did not mention the fate of the pilot of the crashed helicopter.

hitchhiked well into Addison County, far north of the search effort. After spending the night in the open the youth had started the return trip the following morning.

Rutland County Sheriff J. Fred Carbine complimented CAP members for their cooperation during the search effort.

Tennessee Wing

MEMPHIS, Tenn. — Members of the ground search team of the Whitehaven Cadet Squadron, Tennessee Wing, were requested by FAA officials to help locate the wings of an Aero Commander that had crashed in rural Mississippi, about two miles from the Tennessee line.

It was determined that structural failure caused the accident when about 10 feet of the right wing and a foot of the left wing separated from the rest of the plane while in flight.

While on a flight from Twinkletown airport at Walls, Miss., to Akron, Ohio, the plane disappeared from radar scopes at Memphis. After being notified of the incident, Tennessee Wing headquarters dispatched a search plane. The wreckage was soon spotted and the information was relayed to FAA officials.

FAA personnel at the scene requested CAP assistance in locating the missing wing parts for CAB officials who were flown in from Miami, Fla. The squadron search team found the wings the following afternoon in a wooded area near the wreck. Men from the DeSoto County Sheriff's Office recovered the pilot's body.

Oregon Wing

HILLSBORO, Ore. — Pilots of Washington County Composite Squadron 1, Oregon Wing, flew 15 sorties in a recent search and rescue operation in which a young Seattle mother and her two-month-old baby were rescued from the

snow-swept heights of Mt. St. Helens. They were trapped for two days and two nights amid the wreckage of a single engine plane on the northwest Washington mountain.

The mother and baby were first spotted and ultimately rescued by a Ft. Lewis, Wash., helicopter from the 6,000-foot level of Mt. St. Helens.

Washington County squadron pilots participating in the mission were Maj. John Frank, George Polgar, Bill Wolf, Ernst Massey and Edward Carney. Maj. Bob Evans of the wing staff and Wes May, Beaverton Composite Squadron, also took part, flying the Washington squadron's newly commissioned T-34.

Clouds hampered search efforts the evening of the crash and continued to force search planes to stay low the following day, but the next day the sky opened up bright and clear, enabling pilots and observers to explore the higher slopes, leading the rescue.

Search operations were coordinated by Lt. Col. Larson of Wing Headquarters from a base established at Groves airport in Washington.

Even with the successful rescue, there was a sad note connected with the mission when it was learned that the baby's grandparents perished in the crash.

New York Wing

HUNTINGTON STATION, N. Y. — A telephone call from Long Island Group Commander Lt. Col. Howard L. Wirtz to Maj. Lewis P. Gaines, commander of the Suffolk Senior Squadron, New York Wing, activated squadron seniors following a recent crash of a light plane at Brookhaven airport, Mastic, N.Y.

Major Gaines used his business office for a temporary central communications center to contact squadron members and news

CAP Helps After Mid-Air Collision

NEWPORT NEWS, Va.—Capt. A. S. Evans, commander of the Hampton Roads Composite Squadron, Virginia Wing, alerted members of his unit to stand by to offer possible assistance recently when two planes were involved in a mid-air collision. A Marine plane, one of the stricken crafts, fell as a result of the collision over the Chesapeake Bay. The resultant explosion of the A6A jet damaged an estimated 17 homes and brought death to at least five persons.

Shortly after the incident occurred State Police requested the assistance of the Civil Air Patrol unit and 26 members assembled at base operations in Hampton.

Members of the squadron were on the scene from Monday evening until 2 A.M. Tuesday and again during the day Tuesday. They set up communications for the Red Cross officials, assisted police in controlling traffic and helped Salvation Army representatives serve sandwiches, soft drinks and coffee to rescue and clean-up men working in the area.

While there were dozens of eyewitness reports of the crash of the jet, only a few persons were known to have seen both aircraft immediately after the collision over the bay. When the A6A exploded upon impact with the ground an automobile on the lawn at a Marion Road home was sheared in half.

Firemen and other rescue workers searched throughout much debris to free possible survivors and locate bodies.

Members of the CAP squadron assisted the Red Cross with communications until about 5 P.M. Tuesday, when the mission was closed and Captain Evans released squadron personnel to return to their homes.

Photographs and a story of the incident was published in the Newport News DAILY PRESS, giving the Hampton Roads Composite Squadron very favorable publicity for its assistance during the emergency.

media. He later transferred this operation to the search center at Brookhaven airport where Lt. Harold Wesley, squadron air operations officer, was mission coordinator.

The plane, a Piper Comanche 400, crashed minutes after taking off at 10:30 P.M., claiming the lives of a Washington attorney and an airlines dispatcher. Fog forced suspension of search activities until the next morning.

Heavy woods afforded limited access to the crash scene until Lieutenant Sipala used his bulldozer to clear a road to the area. Then, at the request of CAB officials who were present to investigate the crash, Lts. Joe Borgess and Vincent Barbato, Suffolk Composite Squadron 7, and Lt. Frank Scheri, Suffolk Composite Squadron 2 commander, loaded the wreckage on a truck for removal from the area.

Cadet Praised For Assisting Injured Child

ORRVILLE, Ohio — Cadet Kathleen A. Hofacre, 14, a member of the Wooster Cadet Squadron 1604, Ohio Wing, recently administered first aid to six-year-old Donna Jean Franks, who had been injured in an automobile accident, and was credited by doctors with saving the child's life.

Cadet Hofacre was in Applecreek, Ohio, and witnessed the accident in which the child was injured severely. She responded immediately and, remembering what she had learned as a Civil Air Patrol cadet, gave necessary first aid to the unconscious and apparently strangling child.

Her actions resulted in keeping the injured child alive until the arrival of the Applecreek fire chief and ambulance service. Little Miss Franks was admitted to the Wooster Community Hospital where she could get proper medical treatment and she was reported to be improving daily.

IN recognition of her prompt action in the emergency, Cadet Hofacre has been recommended for the Civil Air Patrol Meritorious Service Award by her squadron commander, CWO James Scalia. The letter of recommendation has been forwarded to National Headquarters with an indorsement recommending approval from Col. William K. Kight, Ohio Wing commander.

The recommendation from CWO Scalia said Cadet Hofacre has been an active and honorable member of the Wooster squadron since the unit was chartered. At the present time she is a squad leader in the CAP organization.

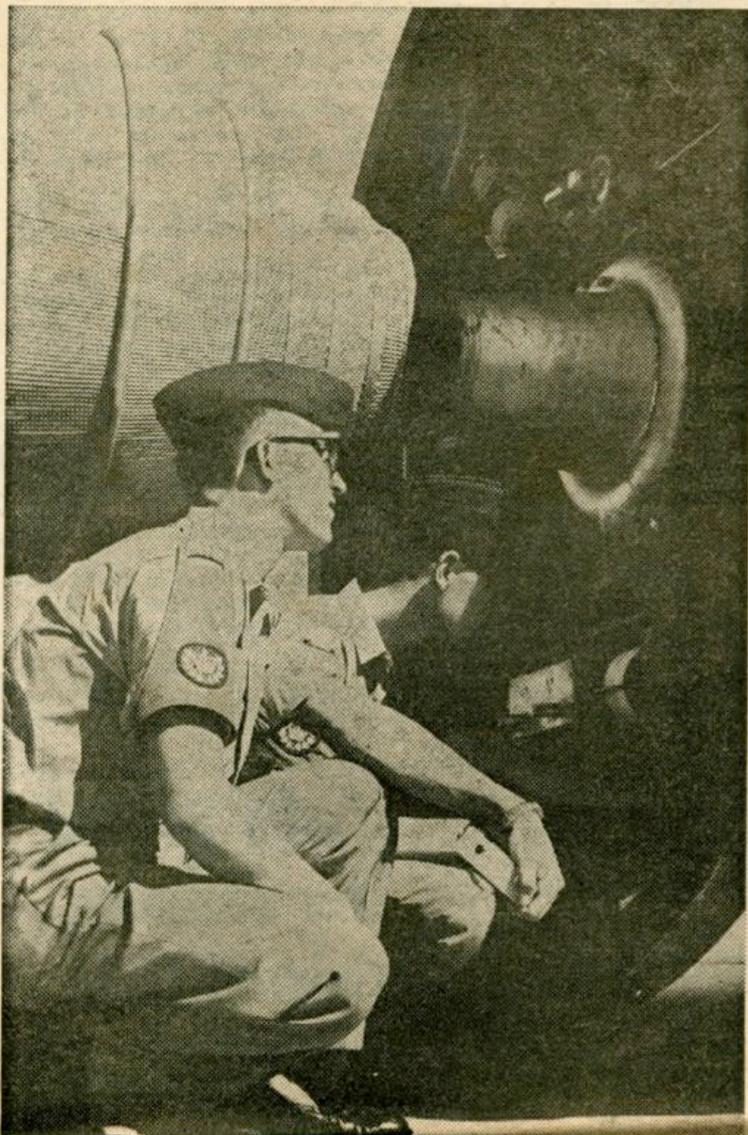
Attached to the letter were clippings of stories from local newspapers praising Kathleen for coming to the assistance of the injured child. Many more people in the local community are now aware of the existence of Wooster Cadet Squadron 1604 and the capabilities of its members.



Tornado Tears Topeka

DESTRUCTION in wake of recent tornado in Topeka, capital of Kansas, is shown in this photograph taken by Morris Sowards of Commercial Photos, Inc. Civil Air Patrol members assisted in clean-up and rescue activity following the storm. According to information received from Lt. Col. Herbert L. McVey, Wing 10, Maj. Henry T. Hastings, commander of Group V, Kansas Wing, has made a long study of tornadoes in that area. Major Hastings was recently cited by Topeka Radio Station WREN for his initiative and help in establishing a tornado watch in Topeka. The major devotes much of his time to speaking and showing slides to educate the public on precautionary measures to take during tornado-producing weather.

IACE in Florida



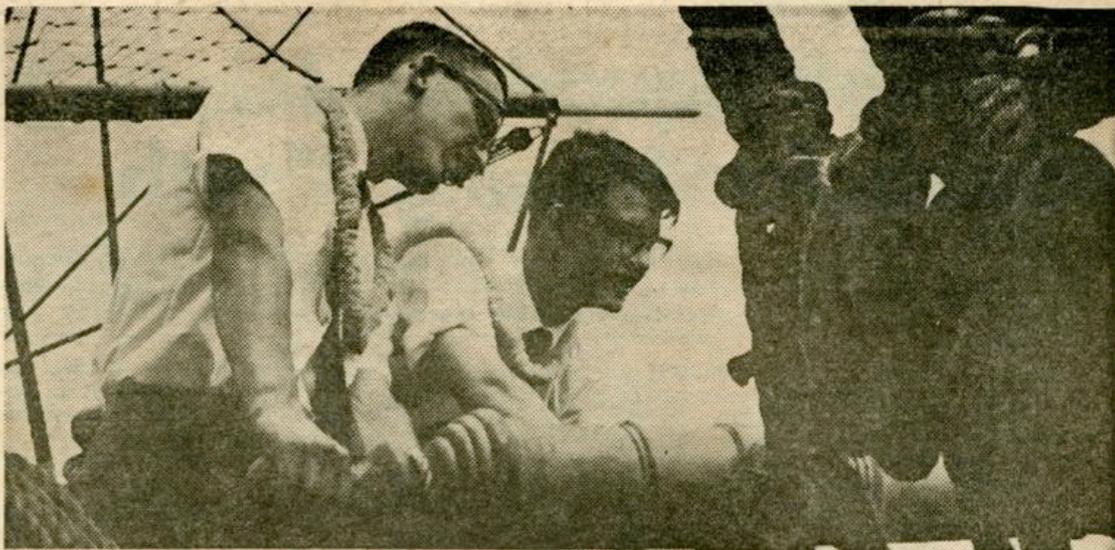
At the Cape

THE INNER working parts of a giant launch vehicle attracts the attention of Canadian Cadets Theodore Sawchuk, left, and William Oxman during a visit to the Air Force and NASA facilities at Cape Kennedy. The cadets also received a detailed briefing on the Air Force Titan III-C during the visit.



Off to Canada

PRIOR to departing Andrews Air Force Base, the 15 Civil Air Patrol cadets, bound for their trip to Canada, pause on the steps of the aircraft. While in Canada, the CAP cadets were treated to one of the most elaborate tours possible. The cadets then returned to the states and attended the annual military ball held at Bolling AFB, Washington, D.C.



Four Inch Gun

WHILE in Florida, the Canadian cadets visited the Bounty, a ship built in Canada for use in the movie "Mutiny on the Bounty." Here Cadets Theodore Sawchuk and William Oxman examine one of the ship's guns. Also during the Florida leg of the trip, the cadets visited the Wax Museum, world-famous Webb City, Aquatarium, U.S. Coast Guard Station at St. Petersburg, Pepsi Cola Bottling Company and Busch Gardens.



Military Discussion

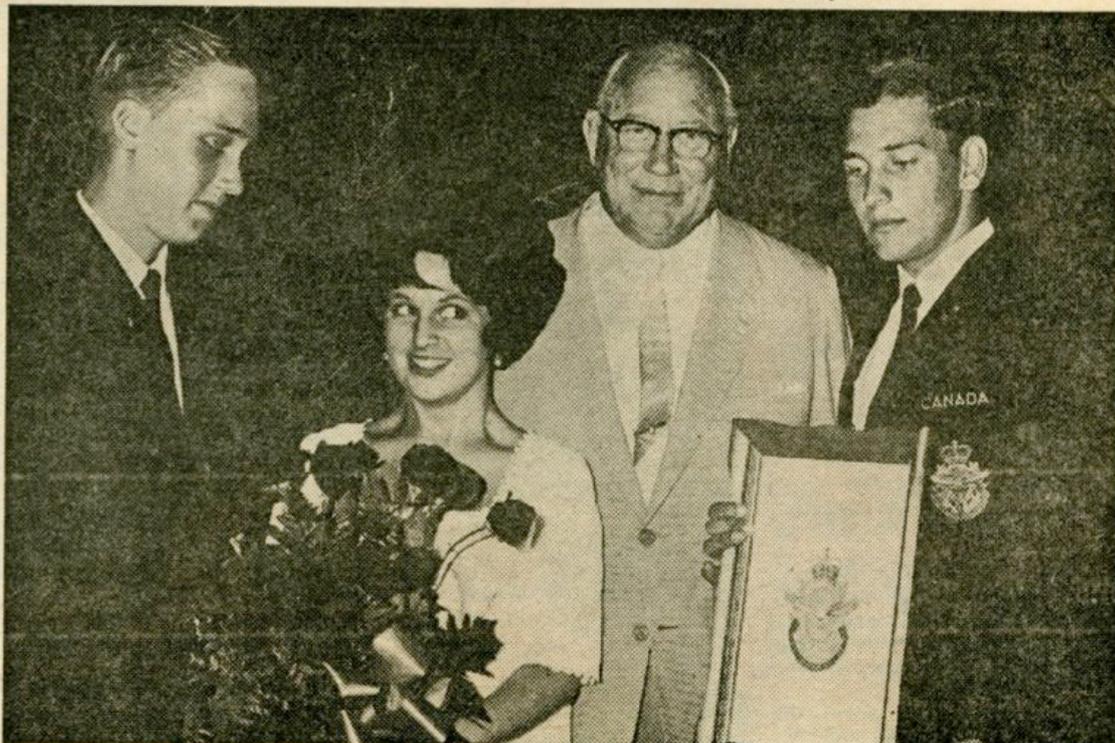
COL. Joe Martin, USAF, commander of MacDill Air Force Base, talks with Flight Lieutenant Ross Taylor, RCAF, during the Canadian visit to the base. Flight Lieutenant Taylor was the only RCAF escort with the Air Cadet League of Canada members. Philip W. Hastings, a national director of the league, also accompanied the cadets.



Oxygen

CADET Gary Curtis of the Air Cadet League fits his oxygen mask during a "flight" in the MacDill Air Force Base altitude chamber. Prior to entering the chamber the visiting cadets were given a briefing by highly skilled Air Force technicians on use of the mask and the ejection seat. Following their flight, the cadets were welcomed to the flight line for a special tour of an F-4 jet plane, during which time they were permitted inside the cockpit.

... in Texas



In Appreciation

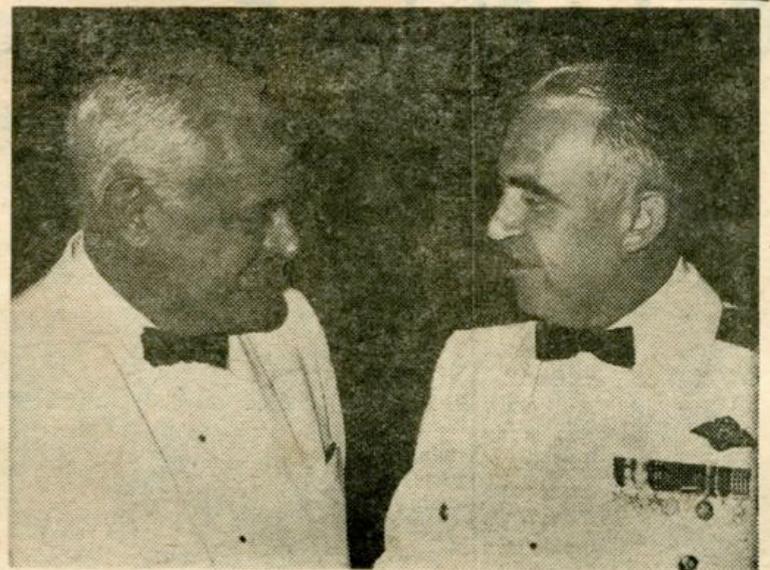
REPRESENTING the 15 Canadian cadets, Pierre Tanguay, left, and Robert Newton, right, present a vase of red roses and a framed Air Cadet League of Canada crest to Col. D. Harold Byrd and his daughter-in-law, Mrs. Craruth Byrd. Presentation was made during the IACE trip to the Dallas-Ft. Worth area.

..in Colorado and Washington



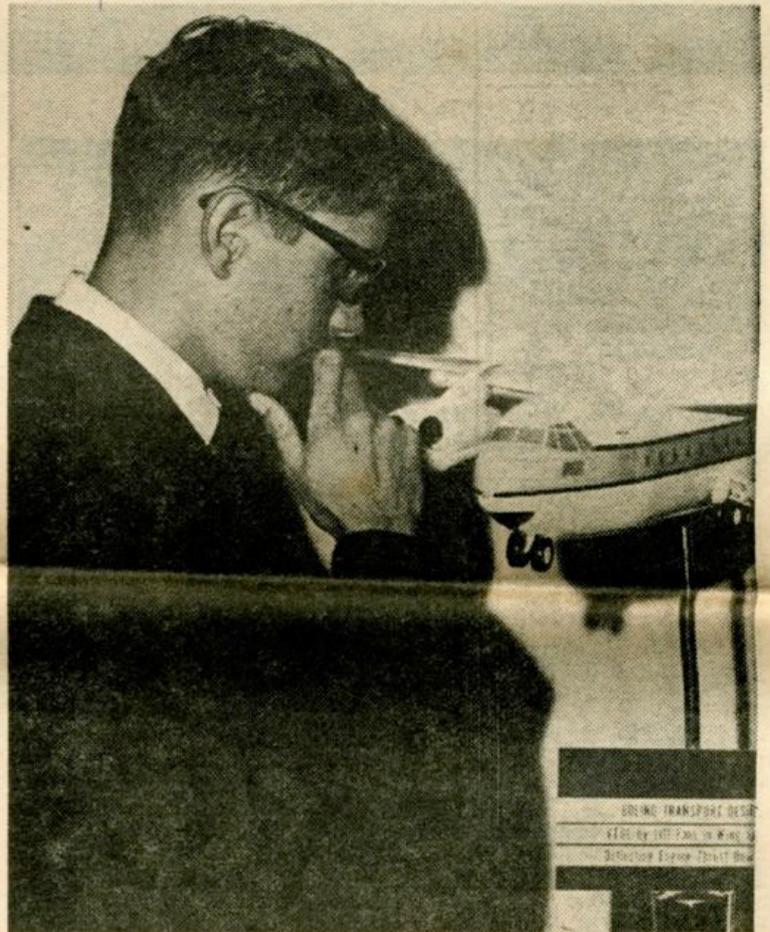
Great Place, Colorado

CADET Adam Brown of the Air Cadet League is all smiles and well he should be by the four beautiful Colorado girls helping make him enjoy the Colorado area. Cadet Peggy Fernandez, right, straightens the tie as Sandy Traylor, left, prepares to assist. In the rear are Linda Wiggins and Sandy Johns.



VIPS

THE HONORABLE John Lang, assistant to the Undersecretary of the Air Force for Manpower and Reserve Affairs, talks with Group Commander Cameron McNeill, RCAF, Canadian Air Ministry. The meeting took place during the Military Ball held at Bolling Air Force Base.



Thought

AT THE Federal Aviation Agency, Cadet Pierre Lizotte shows deep interest in the VTOL aircraft model designed by Boeing Airplane Company. The 15 cadets received a detailed briefing of the FAA including the supersonic transport program by Jerry Chavkin.



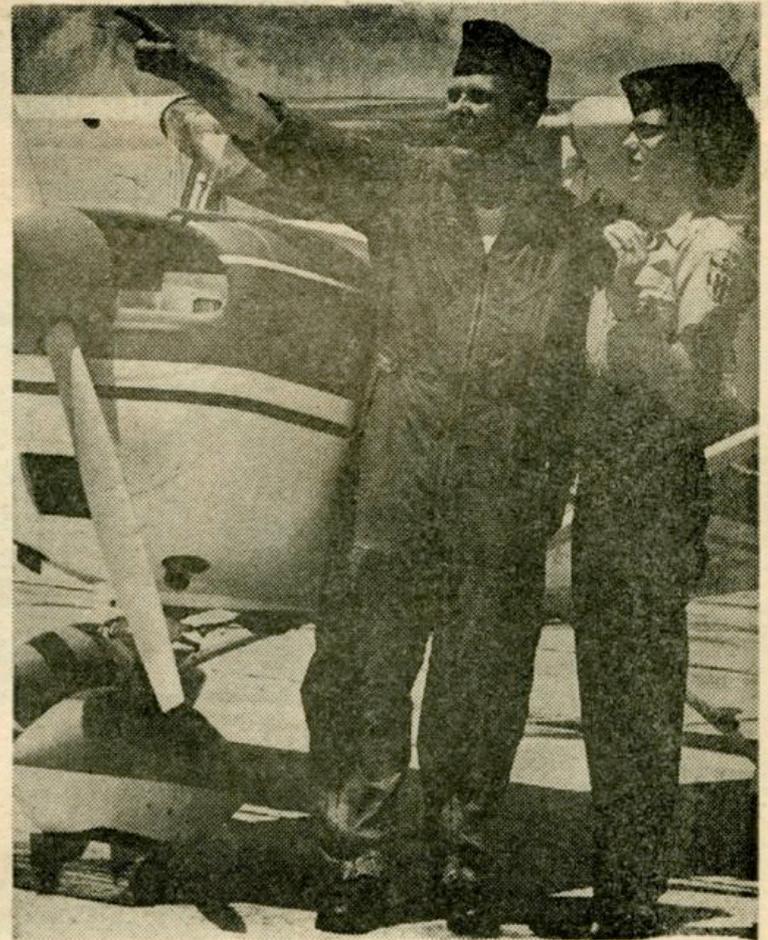
Senator McCarthy

UPON DEPARTING the Capitol Building, the 15 Canadian cadets were greeted by Senator Eugene J. McCarthy (Dem.) Minnesota. The senator was one of five senators who took time out from their busy schedules to meet with the cadets. Talking with the senator is Cadet Theodore Sawchuk.



Vice President's Flag

DURING the 27 minute visit with Vice President Hubert H. Humphrey, the distinguished Veep explained the various furnishings of his office. Here he explains the vice president's flag to Philip W. Hastings, a director of the Air Cadet League and escort officer and Cadet Roland Note. The meeting proved to be one of the high spots of the 1966 IACE tour.



Training

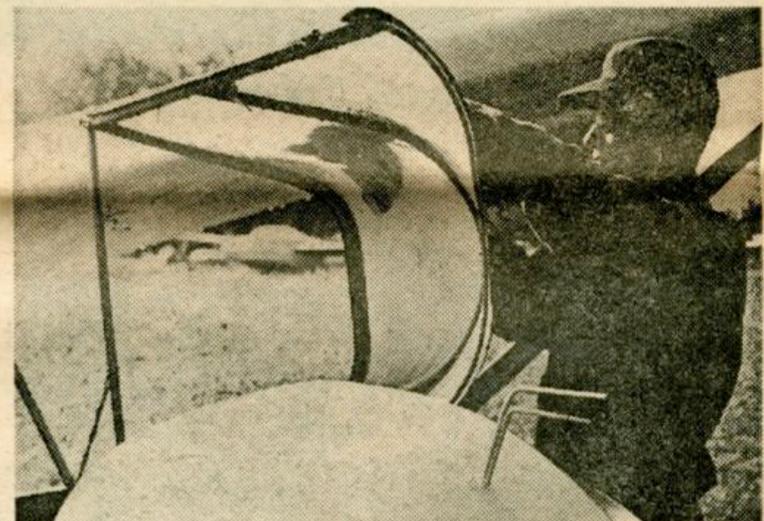
POWERED flight (above) and glider training (left) were offered at each of the three flying encampment sites. The students were quick to learn all flying is not learned in the cockpit, but they must listen to the instructors and study the books.

Eyes on the Sky

CADETS at the three flying encampments had their eyes on the sky most of the time — either flying their aircraft or rooting for their classmates in their attempts to earn the coveted pilots licenses.

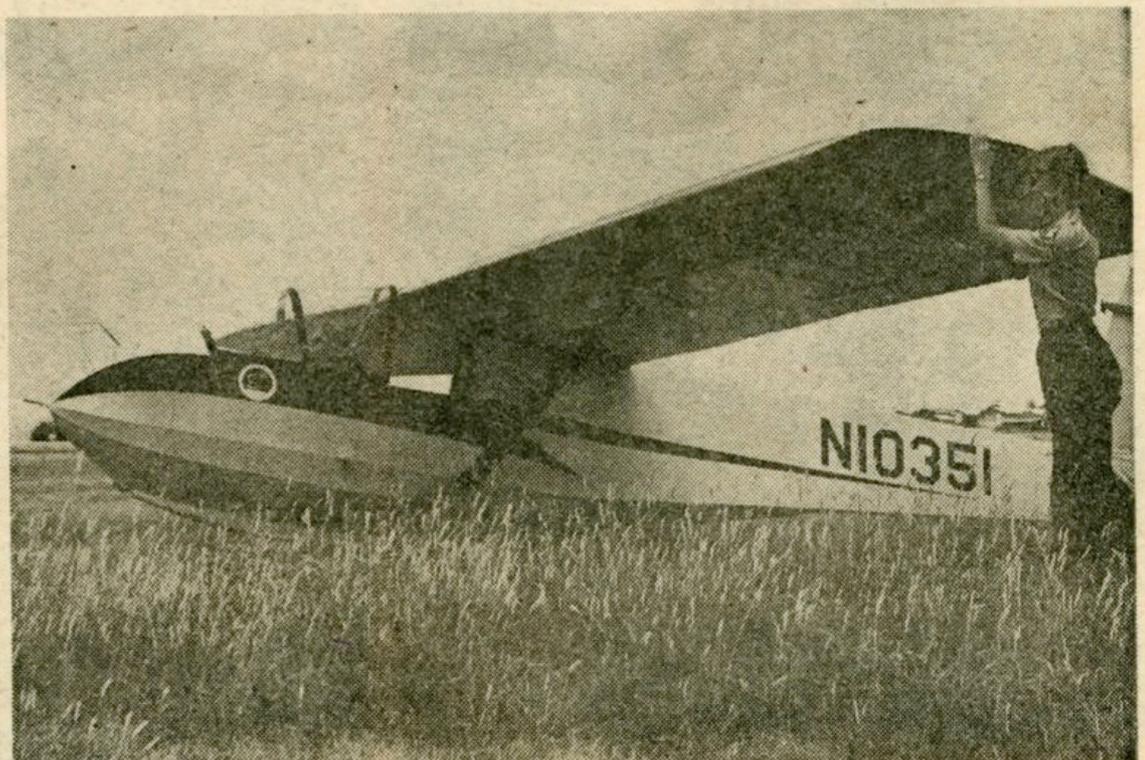
Safety

BEFORE the days flying, the cadets assisted in getting the aircraft ready. A lesson taught early in the program was flying safety and each instructor stressed this fine point to the students. Here a canopy is cleaned to provide greater visibility.



Preflight

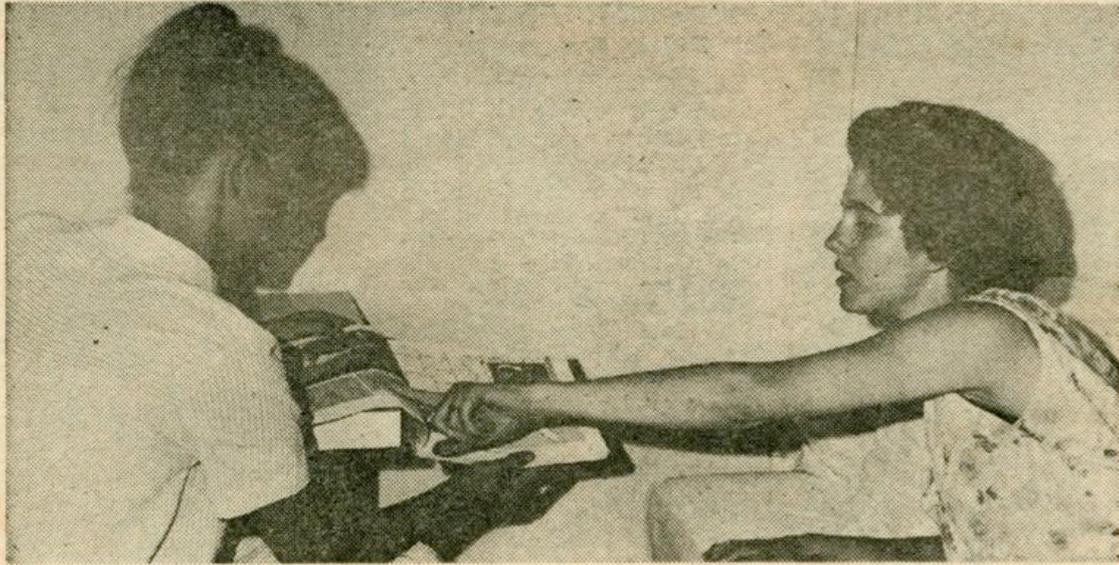
FLYING the plane can only come after preflight has been performed. Here two female cadets observe the correct procedure for preflighting a glider. The instructor checks the underside of the wing.



Team Work

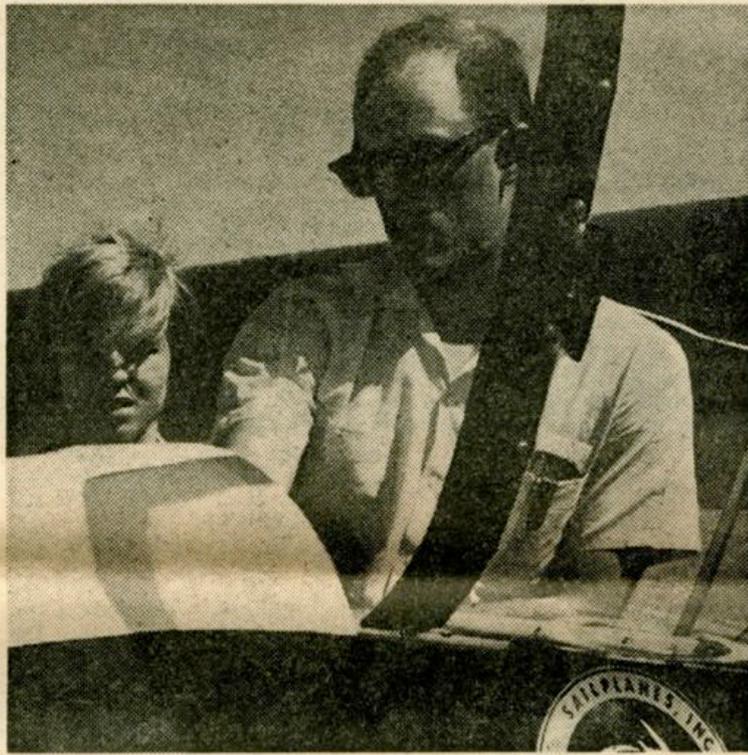
IT'S SOLO time for a cadet, but equally important is the wing-walking. Sailplanes require good teamwork on the ground. When not flying, the cadets served as the ground-crew for their fellow-cadets. Female cadets participated at the Lawton encampment site only; male cadets were enrolled at all three locations.

At Elmira, Chester and Lawton



Study

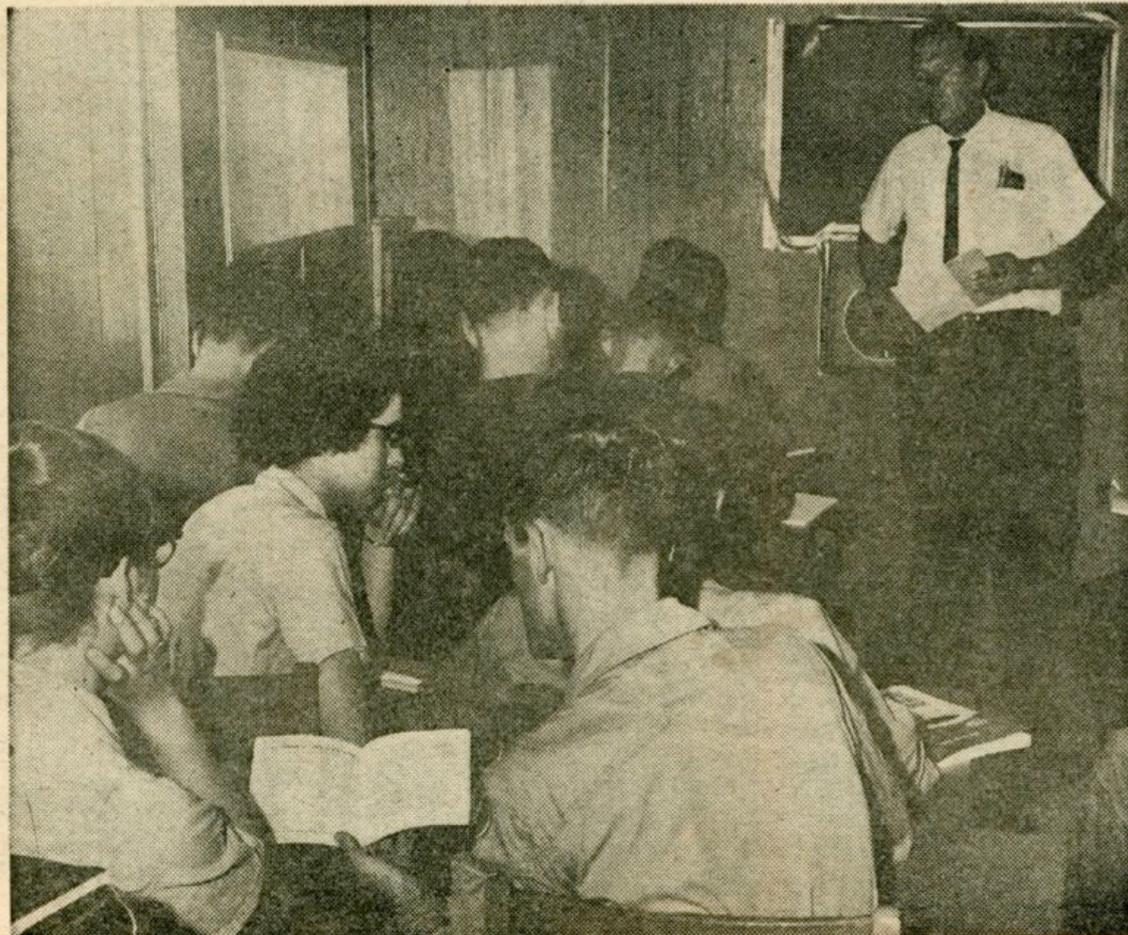
EVEN after the flying is over (above), the cadets continue to learn flying. Many hours of midnight oil were burned in order to win the coveted pilot wings.



Flying Encampment
Photographs
by
National Headquarters
Staff

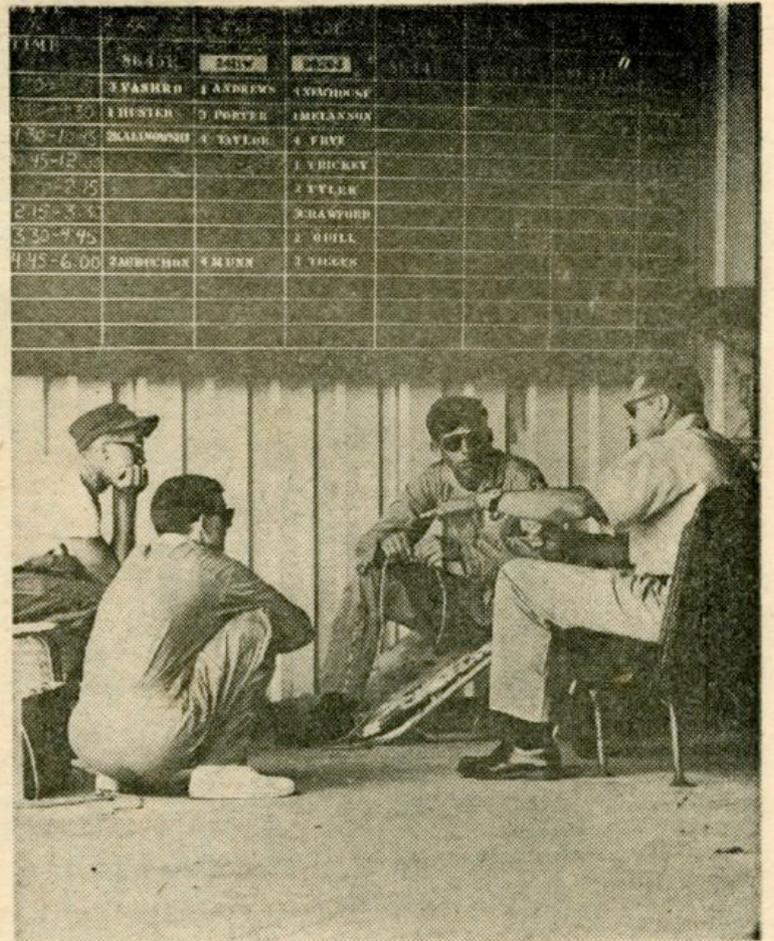
All Set

AFTER preflighting the plane, the student is ready to fly. Here the instructor gives a final word before the female cadet prepares to climb into the plane.



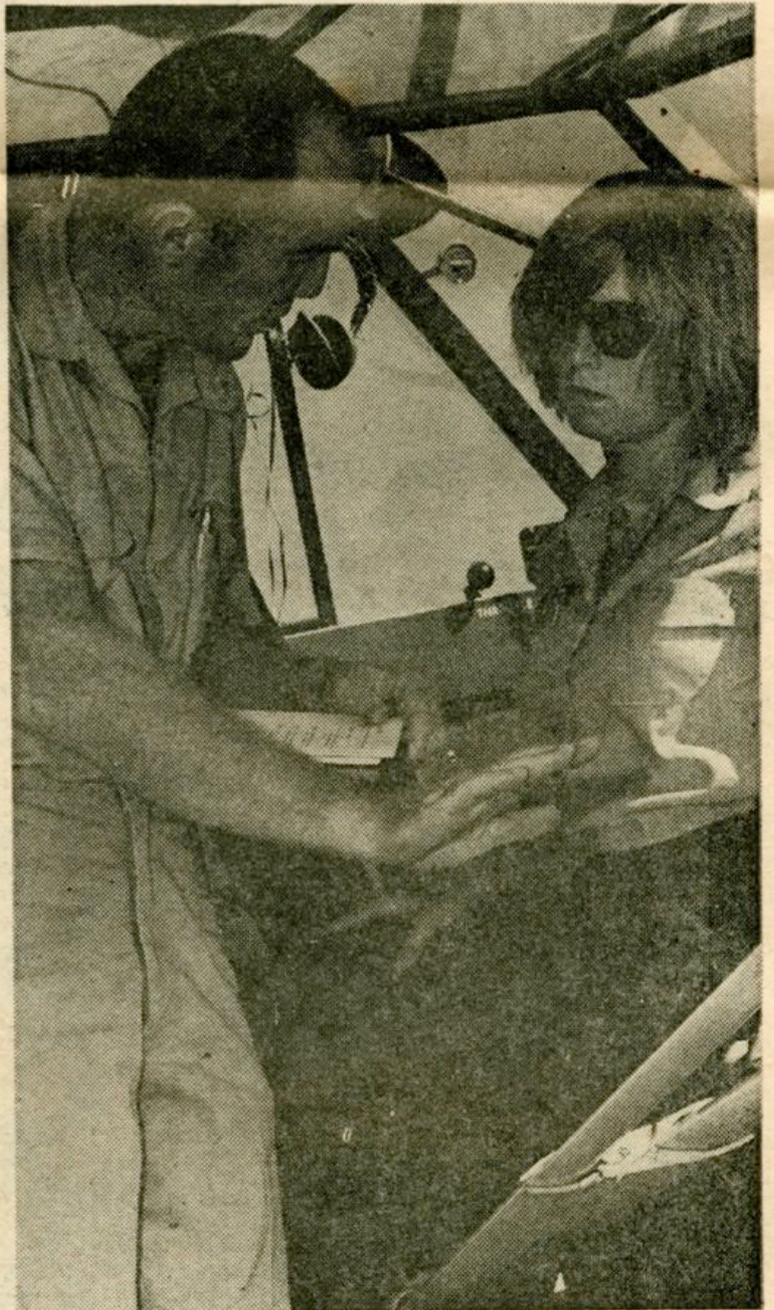
Classroom Work

IT WAS back to school for the cadets attending the three flying encampments. All instructors at the sites were fully accredited Federal Aviation Agency instructors. For each hour of flying the cadets had to spend the same amount of time in the classroom.



Hangar Talk

THE FLYING is finished for the day but the aviation-minded cadets stay around the hangar and grasp for any bits of knowledge that may help them the following day. Here an instructor gives the cadets a few pointers on the proper approach while attempting a landing.

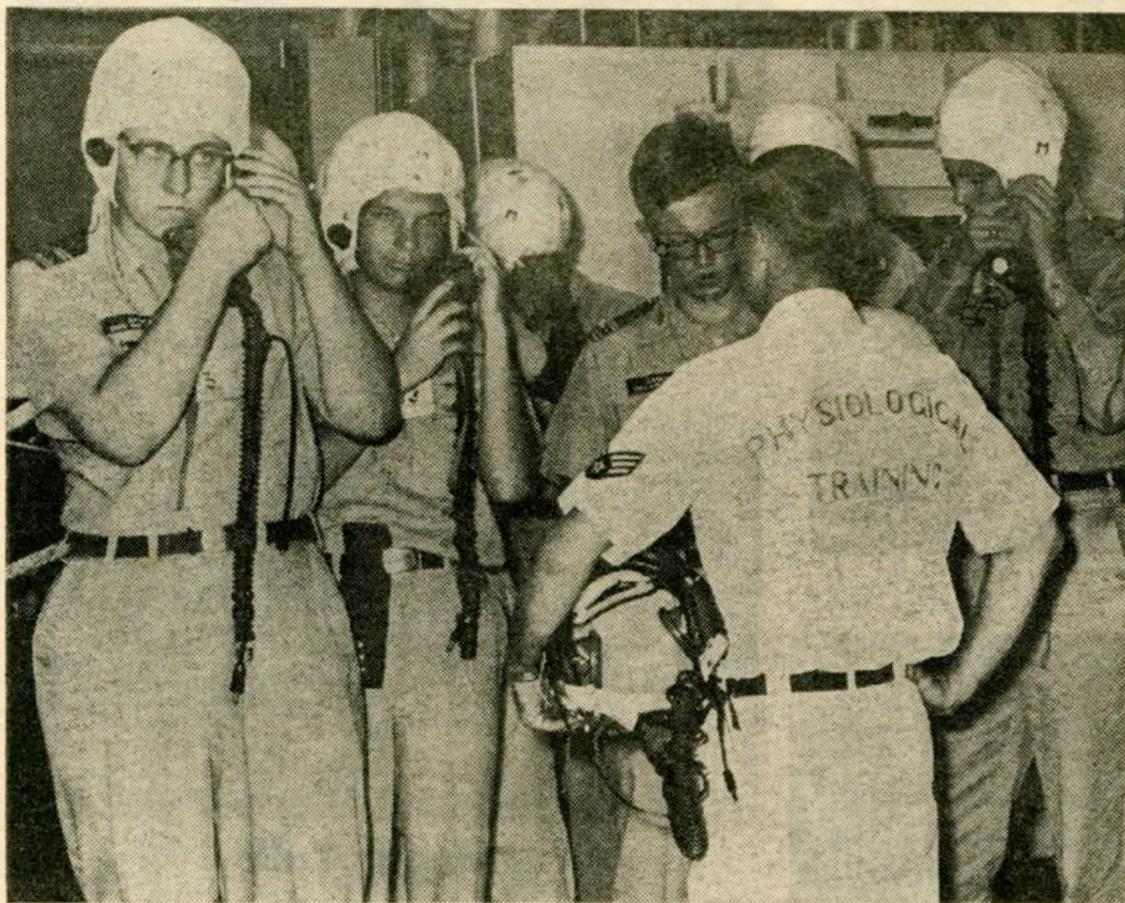


Flying Beauty

FEMININITY forgotten? Only during flying hours. The female cadets worked as hard as the boys in order to earn their solo wings and pilot's ticket. This marked the first year female cadets were enrolled in the flying program and their early record was highly commendable, instructors report.

JOC Cadets Receive Jet Training at Perrin AFB

By JOHN MAHER
National Headquarters



Chamber Briefing

PHYSIOLOGICAL training technician briefs the cadets prior to their entry into the altitude chamber where they were given a "ride" to 43,000 feet. All cadets were found physically qualified to withstand high altitude flying and each received a card certifying they had passed the rigorous test.

PERRIN AFB, Texas—Fifty-two outstanding Civil Air Patrol cadets representing all 52 CAP wings attended the 10th annual Jet Orientation Course here as guests of the 4780th Air Defense Wing, Air Defense Command. The group of cadets were hosted to not only ground and flying schools but received true "Texas Hospitality" from the neighboring cities of Sherman and Denison.

The ground school consisted of such matters as physiological training, including the altitude chamber "ride" to 43,000. Each cadet earned a card indicating he had qualified to ride in the high-flying aircraft of the United States Air Force.

Other subjects covered during the ground school periods were general aircraft capabilities as pertaining to the T-33 jet trainer, engineering, weather, flight instruments and navigational aids, flight planning and flying safety. Perrin prides itself on the outstanding flying safety it has logged during the past years.

Although the cadets did not actively participate in the ADC life support school activities, they were given an opportunity to witness several demonstrations of parasailing and parachuting into water.

AFTER COMPLETION of ground school, each cadet received two flights in the T-33 jet trainer. The first was an orientation flight, the second a high altitude mission where they flew as targets for the F-102 interceptors. All flights were under the close supervision of highly qualified Air Force instructors who, if the student seemed capable permitted the CAP cadet to actually fly and control the trainer.

Cadet Malcolm A. Chang of Hawaii Wing was selected as the outstanding cadet attending the course and was rewarded with a 1½ hour flight in a TF-102 flown by one of the expert Air Force pilots.

DURING the stay in the Sherman-Denison, Texas area, the cadets were guests of the Military Affairs Committees of the twin



Ejection

PROCEDURES for the ejection seat are explained by AIC Hiott of the Perrin Air Force Base staff. Every cadet attending the Jet Orientation Course was required to become familiar with emergency procedures prior to flying the T-33 jet trainer.

cities. An elaborate swimming party and barbeque was held at the Tanglewood Hills Country Club with dates for the visitors from both cities.

The week-long stay at this top Air Defense Command installation was concluded with a banquet where each of the attending cadets was awarded a certificate of completion.

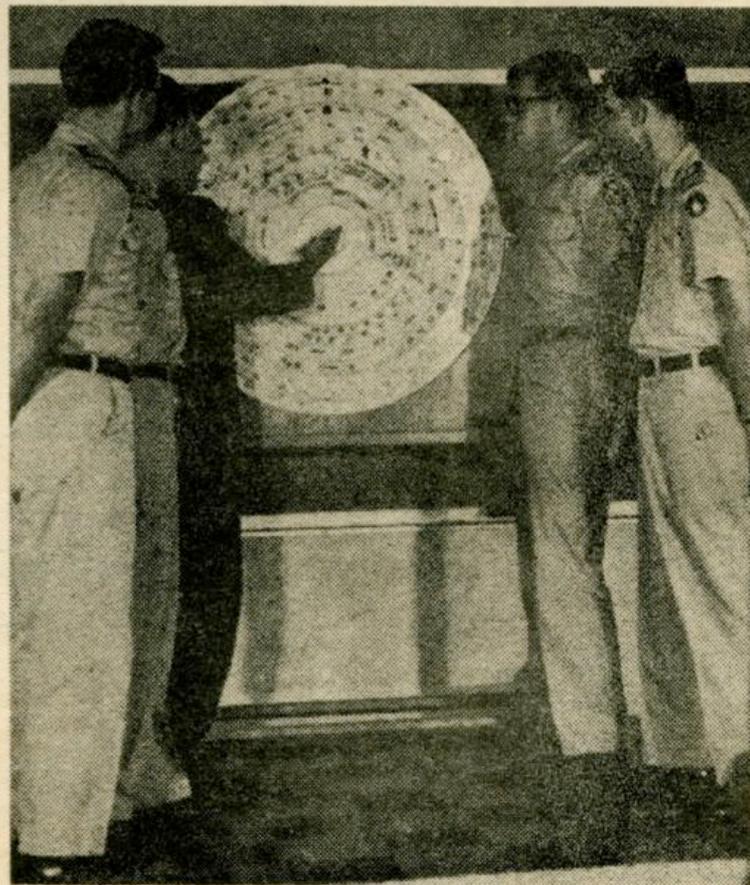
During the banquet, Col. Dale D. Brannon, USAF, former chief of staff at National Headquarters and presently chief, liaison officer, Great Lakes Region, was guests speaker.

Also at the speaker's table was Col. Rexford H. Dettre Jr., USAF, commander of the 4780th Air Defense Wing and official host for the orientation course.



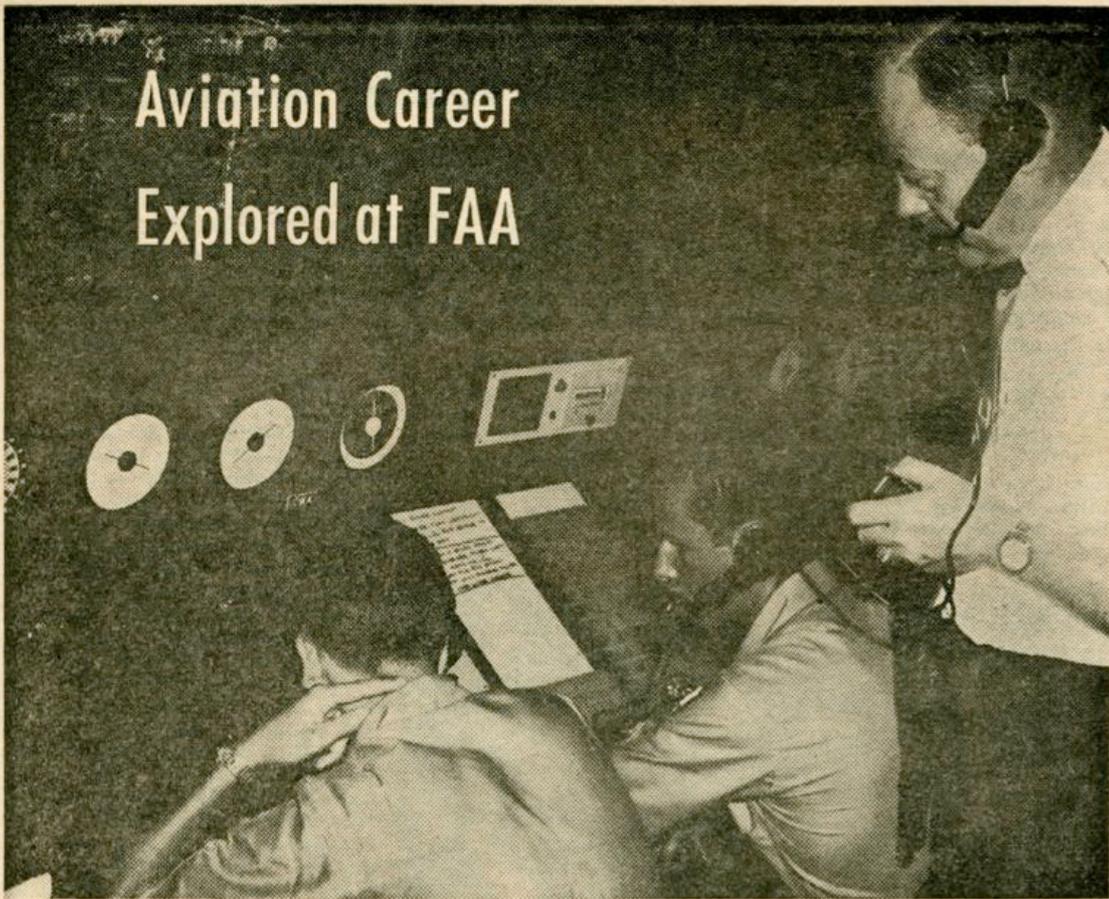
Awaiting Flights

SWEATING it out on the flight line, two cadets discuss their up-coming flights in the T-33 jet trainer. With the two cadets is one of the highly skilled Air Force pilots who was selected to fly the visiting cadets.



Navigation Aid

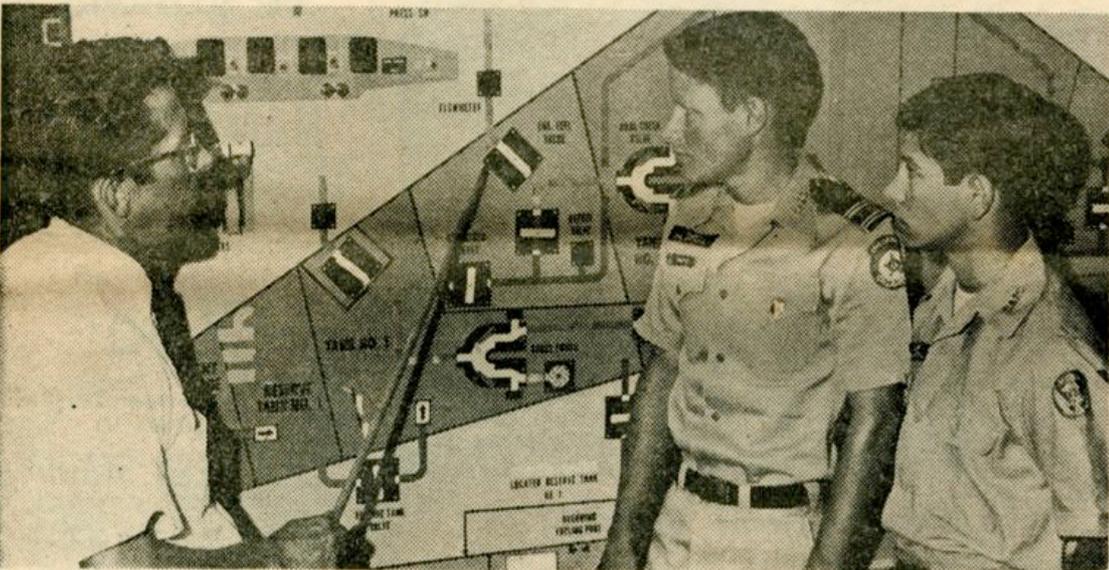
ONE OF the civilian instructors from the Air Defense Command training base explains the use of the navigational computer to a group of the visiting cadets. The cadets received an extensive familiarization during their five-day stay at Perrin.



Aviation Career Explored at FAA

Radar Control

CADETS attending the 1966 Federal Aviation Agency Cadet Orientation Program at Will Rogers Field, Oklahoma City, Okla., perform actual radar approach control functions (RAPCON) at the huge radar consoles. Under the watchful eye of an experienced FAA instructor, cadets bring simulated aircraft flights into terminal IFR landing approaches and directed en route traffic.



Fuel System

FRANK FUHRER of the FAA Academy staff at Will Rogers Field, Oklahoma City, explains in detail the complexities of the fuel system of a 720 jetliner to Cadets Doug Danvers of Oklahoma Wing and Jim Caron of Massachusetts Wing.

Glen Taylor Family Loyal To Bishop, California Wing

BISHOP, Calif.—When Bruce Taylor recently became old enough to join CAP cadets, he was following in a fine, family tradition. He is the youngest member of the Glen Taylor family to join the Bishop Composite Squadron, California Wing.

Besides his father, Maj. Glen Taylor, young Bruce has two brothers who have preceded him in the California unit.

Major Glen Taylor is a World War II veteran having served as a fighter pilot. He is presently squadron transportation officer.

A brother, Stephen Taylor, was a former cadet but is presently serving with the Air Force at Truax Field, Wis. Another brother, Allan Taylor, is with the combat engineers of the U.S. Marine Corps. He also held a CAP cadet membership.

Mrs. Mary Taylor is not a member of CAP but has been a willing worker for several years. Besides

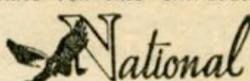
her personal relationship with Civil Air Patrol through her family, she is office nurse for Dr. Carl Muth who is squadron operations officer.

WHAT WE HAVE TO OFFER

COMPLETE STOCK OF C.A.P. SUPPLIES

Try Us For Prompt Service!
DISCOUNT PRICES on SQUADRON ORDERS

POSTAGE PAID on all orders amounting to \$5.00 and more.
WRITE FOR FREE CATALOGUE!



DEPARTMENT STORE
242 SO. STATE ST.
Salt Lake City, Utah
Zip Code 84111

FREE CITABRIA FOR YOUR CAP UNIT JUST FOR DISTRIBUTING 295 CASES OF PERMALITE LONG LIFE LIGHT BULBS

NO RISK NO INVESTMENT



NEW CITABRIA by Champion

Squadrons and Groups of half the Wings in the country are already raising funds with PERMALITES.

Write for full information. No obligation.



AMERICAN PERMALITE CORP. • BEDFORD, VA. DEPT. 12

Send me, under absolutely No Obligation, complete facts about the Permalite Program prepared specifically for the Civil Air Patrol.

Your Name _____
Squadron _____
Commander's Name _____
Squadron _____
Mailing Address _____
No. of Members _____ City _____ State _____

*How many is 295 cases? Hundreds of organizations report averaging one case sold per three hours of selling by teenagers, whereas adults average one case per two hours of campaigning.

17-JEWEL PILOT'S CHRONOGRAPH AIRMAILED FROM SWITZERLAND AT 1/2 THE U.S. PRICE!

ONLY \$46 POSTPAID U.S. RETAIL VALUE \$90.

Note all these expensive features: Stop Watch records seconds, minutes, hours with rotating bezel. May be stopped and started without affecting recorder. Records average speed over measured mile directly on Tachometer scale. Standard calibration (60 sec. to 1 min.) and decimal calibration (100 parts to 1 min.). Special 12-hour rotating bezel times specific operations . . . shows hour in 2 time-zones simultaneously for air-line and military personnel, travellers, etc. . . . shows elapsed time for SKIN DIVING, PARKING, CONFERENCES. Pressure-proof to 600 ft. underwater—perfect for skin diving. Anti-magnetic; 17 jewels; luminous hands and markings; shock-protected; unbreakable crystal. Stainless steel Case. Your choice of Stainless Steel band or "Tropic" strap. Rugged, dependable precision watch for pilots, divers, technicians, trainers, sportsmen at less than 1/2 the U.S. retail price! Immediate shipment postpaid via Registered Airmail. Send dollar bills, postal or bank money order or bank check (no personal checks, no CODs). To airmail your order place 15c postage on envelope. Free Catalog on request via ordinary mail. For airmail catalog enclose 50c stamps.



OLLECH & WAJS, DEPT. YF-10, 8039 ZURICH, SWITZERLAND

52 Cadets Complete Course at Maxwell AFB

By CADET DIANE C. ALEXANDER
El Dorado Composite Squadron, Arkansas Wing

MAXWELL AFB, Ala.—I attended the Aerospace Age Orientation Course at Maxwell Air Force Base conducted by the Air University during the week of August 7-13. Fifty-two girls representing all Civil Air Patrol wings attended the course this year.

Upon our arrival at Maxwell we received a warm welcome from Lt. Ruth Ellis, USAF, project officer. She and her staff of WAF processed the necessary paperwork, made sure we were comfortably quartered in a dormitory and escorted us to the officers' dining hall for the evening meal. We all got a good night's sleep in preparation for a full schedule of activities during the course.

On Monday, after being welcomed to the base by Colonel Benoid Glawe, USAF chief of staff, Air University, and Colonel Wilson R. Wood, USAF base commander, we were given a briefing on the Air University and taken on a tour of the base. That afternoon we toured the capitol building in Montgomery and shook hands with Alabama Governor George Wallace.

A picnic at the Airman's Lodge climaxed the first day's activity.

Tuesday morning we were briefed by Major Burns on the mission and organization of the Air Force, and learned of the different USAF commands. We also heard a talk by Major Donald Zurawski, USAF, on the factors of national power.

Major Dahle told us about our involvement in Vietnam. He showed a film of actual combat and explained the many types of planes used in Southeast Asia.

A HIGHLIGHT of our Wednesday morning activity was a tour of the flight line when we visited the control tower and saw the radar approach control (RAPCON) facilities. At each stop, highly qualified Air Force technicians explained the operation of the flight line facility. While in the tower we heard actual radio conversations between the control tower operator and crews of airborne planes.

Following the flight line tour, Mr. Little briefed us on the Federal Aviation Agency (FAA) and explained the various career opportunities for women in Civil Service jobs. That afternoon we were taken on a tour of the base physical therapy facility.

Thursday we attended an Allied Officers Panel conducted by four allied officers: Lieutenant Colonel Canto of the Philippines, Majors Takamura of Japan and Cambolor of Argentina, and Captain Maunula of Finland. They discussed various aspects of their countries and answered many questions for us. Later we heard briefings on the Air Force Reserve Officer Training Corps (AFROTC) and the Angel Flight program. We were treated to a demonstration in water survival Thursday afternoon.

Friday Lt. Col. James Wall and Majors Donnie Hoskins and C. S. Fossum told us about the nation's manned and unmanned space program. Mr. Parks from NASA discussed the different missiles of the U.S. The talks on the space program concluded our classes for the week.

GRADUATION ceremonies were held Friday afternoon and we were all thrilled to receive our diploma for completing the course from Colonel Glawe. The highlight of the ceremony was a talk by our guest speaker, Col. Alvin E. Hebert, Air Force liaison officer for the Southeast Region, who attended as the personal representative of our national commander, Col. Joe L. Mason.

Friday night all girls enjoyed a graduation party and stunt night at the Airman's Lodge. Stunts ranged from Calypso dancing to drill demonstrations. The party ended a wonderful week for all of

us and we made some wonderful friendships.

I would highly recommend the AAOC to any girl cadet interested in aerospace activity. It is a very worthwhile course and I feel very honored in being selected to attend this Civil Air Patrol summer activity.

For all of the female cadets who attended the AAOC, I want to thank CAP and the Air Force, especially Lieutenant Ellis for a job well done as the project officer. We also thank our senior escorts, Maj. Bobette L. McMillan, Missouri Wing, and Maj. Joyce Williams and Capt. Rosemary Evans, both of the Oregon Wing staff, for giving of their time to make our week at Maxwell Air Force Base enjoyable and an experience that we will long remember.

(Editor's note: This first-person account of the Aerospace Age Orientation Course was written by one of the cadets who attended the course. The author, Cadet Diane C. Alexander, has been a member of CAP for four and a half years and holds the rank of cadet captain. She is currently cadet commander of the El Dorado Composite Squadron, Arkansas Wing. To supplement her story, the following paragraphs include additional details about the week-long course for female cadets.)

THE AACC is sponsored jointly by the Civil Air Patrol and USAF and conducted by the Air University each year. The purpose of the course is to acquaint the teenage female cadets with career opportunities for Women of the Air Force and to provide a broader knowledge of the aerospace world.

Colonel Glawe, USAF, representing Lt. Gen. John W. Carpenter, III, USAF, Air University commander, opened the AACC with a welcome address and participated in the course-ending graduation ceremony by presenting diplomas to the cadets. A welcome speech was also given by Colonel Wood, USAF.

Main speaker at the graduation was Colonel Hebert. He attended the AAOC function as personal representative of Colonel Mason.

In his talk, Colonel Hebert urged the cadets to apply their knowledge acquired during the course through the skills and experience of the many highly-qualified men and women dedicated to selfless service to their profession and to their country.

For the cadets, a comprehensive program on various subjects was presented by experts in their respective fields. In special lectures and demonstrations, cadets learned about WAF careers, nursing opportunities, recruiting, mission and organization of the Air Force, Allied Nations, activity in Viet Nam, physical therapy, the national space

program and factors of national power.

One of the interesting presentations, "Factors of National Power," was given by Major Zurawski, of the Air Command Staff College, and former USAF escort for the International Air Cadet Exchange in Portugal.

PRECEDING his scheduled lecture, Major Zurawski showed colored slides taken last year in Portugal, as well as Gibraltar and Germany. He accompanied six American cadets to Portugal, where they were joined by two cadets from Belgium for the three-week tour

of the European countries.

Cadets received an up-to-date briefing on this nation's space program by Colonel Wall, Major Hoskins and Major Fossum, members of the Air University aerospace presentations team, which has appeared before a total audience of more than 35 million persons in the last three years. Their program included slides and movies of our manned and unmanned space activities, including an interesting movie in color of Astronaut Ed White's historic walk in space.

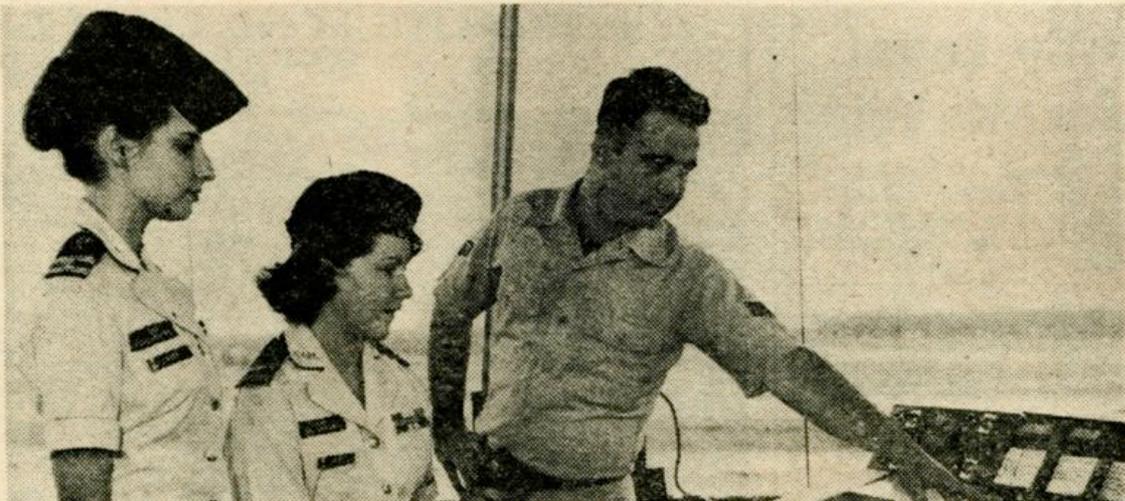
In another stimulating session, cadets heard talks by an Allied Officers Panel. During an informal question and answer period the eager cadets learned interesting information about foreign countries from members of the panel. They were Lieutenant Colonel Canto, the Philippines; Major Takamura, Japan; Major Cambolor, Argentina; and Captain Maunula of Finland.

Second Lieutenant Ruth M. Ellis, Hq. 3800th Air Base Wing, served as project officer for the sixth annual AAOC and was very successful in arranging and conducting a well-rounded program. She was assisted by a group of WAF airmen who were with the cadets almost constantly.



Graduation Time

DIPLOMAS were presented to cadets completing the Aerospace Age Orientation Course at Maxwell AFB, Ala., by Col. Benoid Glawe, USAF, chief of staff, Air University. Cadet Diane Alexander, El Dorado Composite Squadron, Arkansas Wing, accepts her diploma from Colonel Glawe. The AU chief of staff also welcomed the 52 female cadets at the beginning of the course.



Visit Control Tower

HIGHLIGHT of tour of Maxwell Air Force Base during Aerospace Age Orientation Course was the control tower where the female cadets received a briefing on flight line operations. Here AIC Lawrence Meaux, USAF, an air traffic controller, explains the tower control panel to Cadets Sandy Shore, left, Forest Hills Composite Squadron, New York Wing, and LaVon Pippy, South Salt Lake Composite Squadron, Utah Wing. While in the control tower, cadets listened to the air controller give radio instructions to aircraft crews on the ground and in the air. Other base facilities were also visited during the base tour.

FREE CATALOG
WORLD'S LARGEST PUBLISHER & DISTRIBUTOR OF AVIATION & SPACE BOOKS
Aero Publishers, Inc.
313 Aviation Road, Fallbrook, Cal. 92028

**AUTHORIZED MFRS.
C.A.P. INSIGNIA
AND ACCESSORIES**

Newly
Authorized C.A.P. 39-1
NAME PLATE

1-11 pcs. \$1.25, 12-23 pcs. \$1
24 or more **75c** EA.

"Personalized
Engraved"
C.A.P. DESK STAND

• Name Engraved on Chrome Plate, 12" Mahogany Base
• Rank and C.A.P. Crest in Cut-Out AF Blue Background \$ **5.95**

**EMERGENCY SERVICES
PATCH**

1-12 pcs. 40¢ 1.25
13-49 pcs. 35¢ 1.00
50 or more 25¢ 75¢
DECALS
2 1/2" size 15¢ ea., 5" size 25¢ ea.
Special Discount on 12 or more

C.A.P.
LAPEL PIN
or Tie Tack
• Enamelled Metal Pin
• Clutch or Screw Back

Now! 65c ea.
Special Discount on 50 or more

FREE ILLUSTRATED BROCHURE
AND ORDER CHART
(Enclose stamped & addressed return envelope)
TERMS: Send Check or Money Order when Ordering (Sorry No C.O.D.)
BROOKS ENTERPRISES
172 Crosby St., N.Y.C. 12

Arkansas Educators Travel To Florida for Workshop

LITTLE ROCK, Ark.—Air Force personnel from the 78th Military Airlift Group (Reserve) from Barksdale AFB, La., provided the transportation for the Arkansas Wing senior members attending the annual aerospace workshop. A group of 132 members of the wing were flown to Cape Kennedy where they viewed many of the largest missiles in the United States inventory.

Members of the tour, led by Col. Bob James, wing commander, and guided by Lt. Col. Jack Allen, USAF, chief of the Atlas-Agena Division at Kennedy, were given a close look at the Atlas-Agena Rocket target satellite for the Gemini 10 rendezvous in space. They also visited the Gemini-Titan II Rocket which lifted the team of NASA astronauts into space for their 3-day mission.

The wing members were also allowed to enter the Cape's Minuteman, Atlas, Titan, Titan III-c, and Saturn complexes, all of which were normally closed to visitors.

In addition to touring the complexes, the Arkansas group also entered the Atlas bunker from which all Mercury Manned shots were launched, received a briefing on the Titan III-c Air Force facilities and toured all the Kennedy Space Center facilities (NASA).

Colleges represented on the field trip included the University of Arkansas, Southern State College, Henderson State Teachers College and Little Rock University.

APPLETON, Wis. — Educators from Northeastern Wisconsin heard about the Civil Air Patrol aerospace education program and its potential for young people and cadets of the CAP during a meeting of the Third District CSA here.

Lt. Col. Alvin Novotny of the Wisconsin Wing staff and Major Erwin Roberts, Fox Cities Composite Squadron commander, presented to the superintendents and principals the story of Civil Air Patrol and its aerospace education program for youth. The educators are considering a suggestion that the Civil Air Patrol course be recognized as a credit-earning, extra-curricular activity for high school and junior high school students.

PORTLAND, Ore. — A campus ranging from Portland Ore., in the north, to Edwards AFB, Calif., in the south, proved to be as broad as the range of curriculum for the Portland (Ore.) Summer Term aerospace education workshop.

The workshop was aimed at teachers with an objective to inform these educators of the vital role aviation and space travel plays in the world of today and tomorrow.

Curriculum included all important phases of the aerospace age, involving economics, social, geographical, political, military and technical aspects.

Included in the program were field trips to Edwards Air Force Base where the educators viewed the X-15 and U-2 aircraft. At Vandenberg Air Force Base they explored the aero-ballistics laboratory, the supersonic sled and new

techniques for nuclear warheads. The staff of the workshop was headed by Ray J. Haas, director of this workshop for 10 years and

head of adult education at Forest Grove (Ore.) high school. He was assisted by three other educators from Oregon schools.

Women in CAP

California Unit Senior Has Devotion to Duty

EUREKA, Calif.—A woman who has devoted a great deal of time and effort to Civil Air Patrol and has helped make her unit, Eureka Composite Squadron 34, California Wing, one of the nation's top squadrons is SM Katherine Goetz. She is considered by her unit and wing colleagues as an "out-

standing" CAP woman. She has earned this respect.

During a 1964-1965 flood disaster, she spent long weeks assisting the Army, Navy and Marines in many phases of their operations. She flew missions as an observer.

Adverse weather conditions made the already difficult job even more dangerous and exhausting.

Praise and gratitude for her assistance in the disaster came in from military groups, government agencies, Civil Air Patrol and private concerns.

ANOTHER tremendous task undertaken by SM Goetz was the reorganization of Eureka Composite Squadron 34. This required extensive effort in recruiting new members, bringing files up to date, serving as administrative officer, finance officer and information officer, and assisting with the cadet program.

Last summer, SM Goetz acted as assistant mission coordinator and operations officer during a search for a hiker lost in the Marble Mts. wilderness area.

The senior member enjoys her activities in the Eureka squadron, particularly working with the cadets. She plans and directs the CAP training program for the cadets in the unit. She does much of the teaching herself and administers the tests.

SHE OPERATES a speakers bureau which provides individuals (including herself!) who can speak on the CAP program. The speakers are available to any interested groups.

SM Goetz learned to fly in 1953 and joined CAP in 1961.

In appreciation of her outstand-



Outstanding

SM Katherine Goetz, Eureka Composite Squadron 34, shows off the trophy which honored her as the outstanding female member in the California Wing.

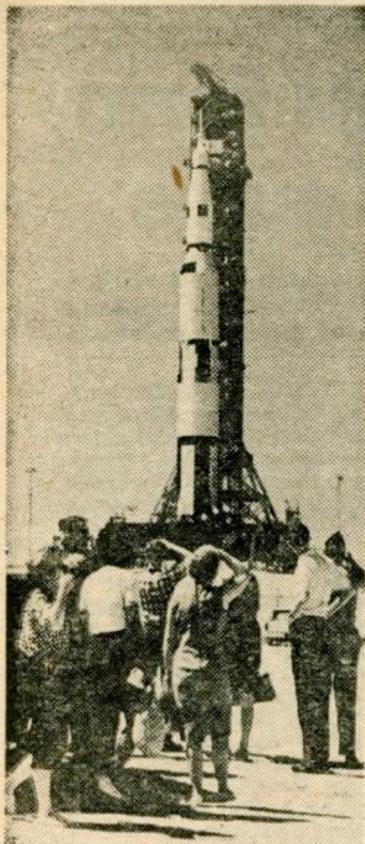
ing contributions to the Eureka squadron, the California Wing commander honored her with a trophy as the "Outstanding Female Member in the California Wing during 1965."

Also for her work in Civil Air Patrol and the community, she has been named "Woman of Achievement" by the Quota Club.

She supports many fund raising activities and is currently busily engaged in raising funds for a new CAP building which will be erected in honor of the squadron's late commander.

MINIATURE CAP WINGS

9/16" silver, 1/2 size as illus. For pilots, observers and cadets. Use as tie tac or lapel pin: \$1.10. Tie bar \$2.10. Cuff links \$3.00. Charm for bracelet \$2.50. Wings for self mounting \$1.10. Cash, check, M/O to: Miniature Wings, P.O. Box 151, Concord, Calif. 94522



Visit

"A LOOK at the future" can best explain the feeling received by members of the Arkansas Wing during their Aerospace Education workshop tour of the Cape Kennedy Space Center in Florida. Here the group observed the Saturn mock-up in the launch facility.

Wyoming Wing Joins with CD In Radio Net

(Continued from Page 1)

and operated by CAP communications personnel.

TRANSMITTERS and receivers of 50 watt power would be installed in every county seat with a CAP-CD director in charge. The network base stations in the counties would broadcast on CAP channel 4602.5 with a capability of reaching out from 50 to 400 miles.

The information then would be relayed from station around the state. Mobile ground units and planes operating on CAP channel 2662 could in turn be contacted without interruption.

It was pointed out by officials that the network would be in constant daily use as it now is under the CAP, to carry regular CD and CAP traffic as well as emergency information on air search and rescue operations. It would also be used for carrying emergency weather information.

COLONEL Fager said that the weather information alone would be of great value to cattlemen and sheepmen around the state, as severe weather warnings could be issued over the network quickly and without interruption resulting in the savings of thousands of dollars from weather losses alone.

Colonel Foster said under the new CAP-CD coordinated plan all VHF gear issued to CAP squadrons and units around the state would be called in.

Mobile units of the CAP are being equipped as necessary with mobile radio equipment that would tie into the CAP-CD network.

Both of the colonels pointed out that civil defense setup in the state needs a network capability that is uninterrupted. It pools the resources of the CAP and CD units toward achieving a common goal in the state civil defense and emergency setup.

Scholarship To Preserve Cadet Memory

SCRANTON, Pa.—A scholarship has been established by the Scranton Composite Squadron, Pennsylvania Wing, in memory of a former cadet member of the squadron who was killed in the crash of a C-130 aircraft earlier this year.

Lt. Jerome S. Roginski joined Civil Air Patrol as a cadet in November 1958. He transferred his membership to senior status in October 1960 and attained the grade of chief warrant officer. He enlisted in the Air Force for navigator training in August 1963.

The 23-year-old flyer was killed in the crash of a C-130 while making an approach to an airfield at Bardu, Norway.

In announcing the scholarship, Maj. R. C. Merriman squadron commander, said the purpose was two-fold: to preserve the memory of Lieutenant Roginski in CAP and to give some cadet each year the chance to attend summer encampment.

The major went on to say the lieutenant had a "keen interest in the CAP cadet program and it is fitting that his memory be preserved through establishment of this scholarship which is a vital part of the program."

A squadron cadet will be chosen annually by competitive means based on their interest in the cadet program and participation in local activities. Selection will be made by a special board of officers composed of a chairman plus two senior officers and two cadet officers.

ADDRESS CHANGE?

Mail this form to:

National Headquarters, CAP
Attn. CPPC
Ellington AFB, Tex. 77030

From: (We must have your old address)

Name _____

Street _____

City _____ State _____

Zip Code _____

CAPSN _____

Charter No. _____

Check one: Senior _____

Cadet _____

Effective date _____

SUPPLY OFFICERS

We carry a most complete stock of CAP supplies at guaranteed savings. All new items in stock. Send now for your free CAP catalog.

S. MITCHELL

8 W 26th St., New York 10, N.Y.

A Perfect Gift for the Private Pilot



\$1.95

Profusely illustrated, Written by Experts

MODERN AIRCRAFT SERIES

- Your Pilot's License Christy & Johnson
- Classic Military Biplanes P. Bowers
- Instrument Flying Robert T. Smith
- Bomber Aircraft Pocketbook R. Cross
- Aviation Radio for Pilots Jim Halehan
- Agricultural Aviation A. Hoffhammer
- Guide to Homebuilts Peter Bowers
- Used Plane Buying Guide Jim Triggs
- Parachuting For Sport Jim Greenwood
- Modern Aerobatics Krier
- Antique Planes Guide Peter Bowers
- Lightplane Engine Guide Wieden
- Navigation Guide Don Downie
- The Piper Cub Story Triggs
- Classic Biplane Guide R. T. Smith
- Pilot's Weather Guide L. Bayes
- Cessna Guide Thomason
- Beechcraft Guide Joe Christy
- Air Traffic Control R. T. Smith
- Computer Guide Frank Kingston Smith
- Racing Plane Guide Joe Christy
- Fighter Planes Pocketbook R. Cross

SPORTS CAR PRESS

East Norwalk, Conn., Dept. CAP-1

Enclosed \$..... Send me books checked prepaid. Money refunded if not satisfied.

Name _____

Street Address _____

City _____ State _____

Cadets End 1966 Flying Encampment

(Continued from Page 1)

would alternately provide much-needed soaring thermals, then do a turnabout to saturate the flying field with rains nearing cloudbursting intensity.

THOSE cadets attending the Lawton encampment literally broiled in 100-degree plus temperatures taunted by the thunder-line sounds emanating from nearby Ft. Sill, the U.S. Army artillery and missile training grounds, and the cool shadows cast by the far off Wichita Mountain range.

How do the cadets feel about it all? "Bring on more of those lazy, hazy days of summer and I'll be instrument rated in no time at all," said one exuberant cadet.

Region Colonel Escorts Officer

LOWRY AFB, Colo. — Lt. Col. Carman P. Felice, USAF, Rocky Mountain Region USAF-CAP liaison office director of training, was escort officer for Lt. Gen. Gastone Valentini, vice chief of staff of the Italian Air Force, during a three-week cross-country tour of the United States. While escorting the Italian general, Colonel Felice was the personal representative of the U.S. Air Force chief of staff, Gen. John P. McConnell, USAF.

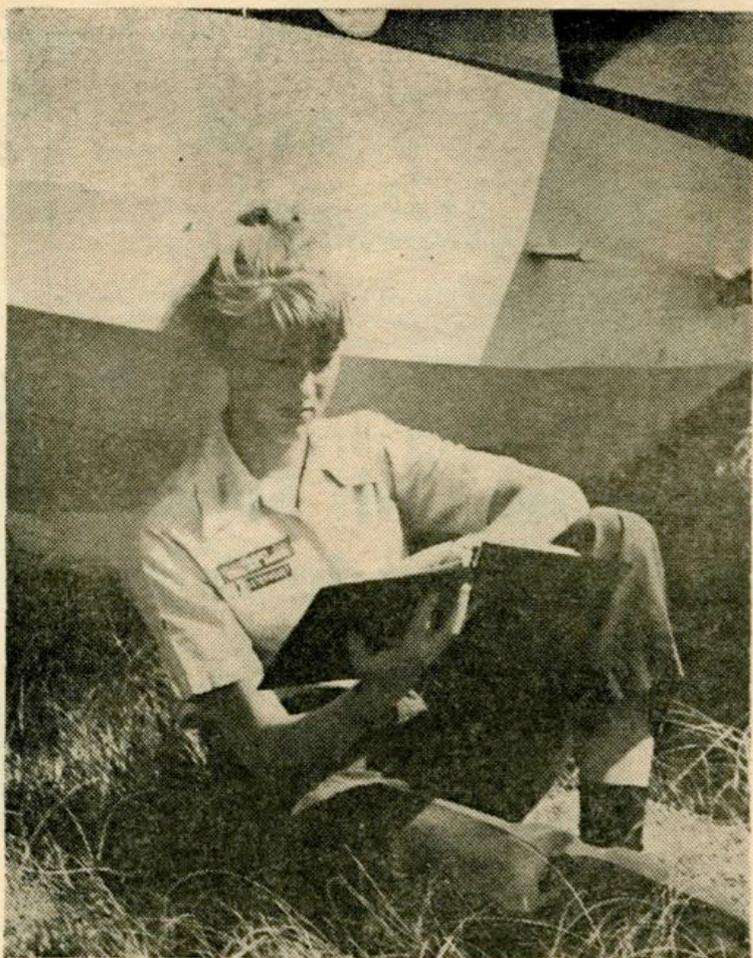
Colonel Felice was chosen for the assignment because of his background and experience obtained from 1961 to 1964 when he was the assistant air attache in Rome, Italy.



COLONEL FELICE



CADET John N. DiNardo has solved a big problem. He was named recipient of four different scholarships, but selected the Air Force Academy because of his CAP affiliation in the Pennsylvania Wing.



... Not all Flying

THERE was more than just flying at the 1966 cadet flying encampments as Cadet Linda Osterhoudt of Lanham Cadet Squadron, Maryland Wing, discovers. Cadet Osterhoudt learned that for every hour in the cockpit, an equal hour must be spent with the books. The same FAA authorized course was offered at all three encampment sites — Lawton, Okla., Chester, S.C. and Elmira, N.Y. (Photo by MSgt. Bob Monson)

Cadet Regains Form Won at '65 Course

HARRIS HILL, N.Y.—Picking up where he left off last year Cadet Michael H. Schrameyer of Sheboygan Composite Squadron, Wisconsin Wing, was one of the first cadets to solo at the 1966 cadet flying encampment here.

Cadet Schrameyer was one of 64 cadets who received a two-week soaring orientation course here last year when the Civil Air Patrol launched its first flight training program for its 40,000 cadet members. This year the program was expanded to 148 youths in both powered and glider with training also being offered at two other sites, Chester, S.C. and Lawton, Okla.

The Wisconsin youth attributes his pace setting solo achievement to the "excellent orientation training I received last year." Declared ready for solo after just six soaring flights with an instructor, Schrameyer said "everything I learned last year fell into place and handling and flying the sailplane seemed to be almost second nature to me after those first few flights with an instructor aboard."

In addition to his CAP activities, Cadet Schrameyer is an Explorer Scout and holds Scouting's Eagle Award and order of the arrow. He also holds an FCC restricted radio telephone and CAP radio operator's license.

He lists flying, camping and electronics as his principal interests.

HARRIS HILL, N.Y.—The nine-man staff of U.S. Air Force and Civil Air Patrol officers who supervised the 1966 cadet flying encampment here was unique in that each is a proficient flyer — and three are professional educators.

Capt. George T. Boone, USAF, Pennsylvania Wing USAF-CAP liaison officer, was the project officer for the encampment. He was assisted by four Air Force Reserve officers — Lt. Col. Louis L. Nangeroni of the 9274th Air Reserve Squadron; Lt. Col. Leroy E. Partridge, 9312th Air Reserve Squadron; Lt. Col. Patrick Scarano of the 9274th Air Reserve Squadron and Maj. Roland A. Ball of the 9313th Air Reserve Squadron.

The encampment commander was Capt. John J. O'Connor of Pennsylvania Wing. Other CAP officers who served as tactical officers included Lt. Col. B. Leslie DeClue, New York Wing; Capt. Holly Nelson, New York Wing; and Chaplain Robert J. Reed, Pennsylvania Wing.

Chaplains Hold Annual Confab

(Continued from Page 1)

and momentum of the program is generated by the National Chaplain Committee.

Chaplain (Col.) James E. O'Connell, committee chairman, opened the meeting with an invocation. He was followed by Col. Joe L. Mason, USAF, national commander, who welcomed conferees to CAP headquarters.

Special guests were Chaplain (Maj. Gen.) Edwin R. Chess, Chief of Air Force Chaplains, Hq USAF, Washington, D.C.; Chaplain (Lt. Col.) John M. Hughes, command chaplain at Hq Continental Air Command; and six representatives from national ecclesiastical endorsing agencies.

Committee members, in addition to Chairman O'Connell, include Chaplain (Col.) Robert M. Shaw, Oklahoma City; Chaplain (Lt. Col.) Harold M. Best, San Francisco; Chaplain (Lt. Col.) Albert Plotkin, Phoenix, Ariz.; and Chaplain (Lt. Col.) Kenna Trout, La Junta, Colo.; all members-at-large, and the following region chaplains:

Northeast Region — Chaplain (Lt. Col.) Reuben M. Katz, Freeport, N. Y.; Great Lakes—Chaplain (Lt. Col.) Daniel Scovanner, Columbus, Ohio; North Central—Chaplain (Col.) Herbert H. Stahnke, Clarinda, Iowa; Rocky Mountain — Chaplain (Lt. Col.) Joseph M. O'Malley, Denver, Colo.; Middle East—Chaplain (Lt. Col.) Lyman Lance, Gastonia, N. C.; Southeast — Chaplain (Lt. Col.) Milton N. Popp, University, Ala.; Southwest—Chaplain (Lt. Col.) Harold S. Miles, Fort Worth, Texas; and Pacific — Chaplain (Maj.) John A. MacDonald, Mill Valley, Calif.

CIVIL AIR PATROL
SENIOR MEMBER ACCIDENT INSURANCE
APPROVED BY
CIVIL AIR PATROL'S NATIONAL INSURANCE COMMITTEE

YOU ARE FULLY PROTECTED
IN THE AIR - AND - ON THE GROUND
WHILE ENGAGED IN
ALL CIVIL AIR PATROL ACTIVITIES
PLUS
WORLD WIDE AVIATION ACCIDENT COVERAGE
PLUS
WORLD WIDE COMMON CARRIER PASSENGER COVERAGE

Available Only To Civil Air Patrol Senior Members
YOU CAN BUY FROM 1 TO 5 UNITS
Choose Number of Units Desired

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

COMPLETE AND MAIL APPLICATION

I hereby make application for Civil Air Patrol Senior Member Accident Insurance under Hartford Accident & Indemnity Co. Master Policy on file at National Headquarters, Civil Air Patrol.

DATE WING

NAME

ADDRESS

CAP SERIAL NO. PILOT NON-PILOT

BENEFICIARY RELATION

NO. UNITS APPLIED FOR PREMIUM \$

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

SIGNED

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

FREE CAP DECALS! with every purchase

JAY'S
H.Q. for AF and CAP Uniforms
134 MAIN ST. HEMPSTEAD, N.Y.

brand new — first quality
AUTHENTIC AIR FORCE
L2B JACKETS

These are overstock from a prime government contract... exactly as issued to all A. F. pilots, except that QM labels are omitted. Extra heavy sage green Nylon shell, reversible to orange, 2 way zipper, all worsted knit cuffs and waistbands, pencil pocket on sleeve.

16⁹⁵ +50c pp

THE REAL MCCOY

All Sizes available . . . S; M; L; XL

YEAR 'ROUND BLUE TROPICALS

BLOUSES
reissue, like new all sizes available **\$19⁹⁵**

TROUSERS,
BRAND NEW sizes 30 to 42, inseams 29, 30, 32 COMPLETE POST PAID

COMPLETE SET CAP BUTTONS
L-2A INTERMEDIATE FLIGHT JACKET

Sizes S-36-38, M-40-42, L-44-46, XL-48-50 **\$8⁹⁵** +50c pp

Windproof, water-repellent, 12 oz. wool quilt lined with #7 jumbo zipper, flap pockets, zippered cigarette pocket on sleeve, Sage Green or AF Blue.

SPECIAL! COMPLETE
REGULATION CADET OUTFIT
Includes: • Reg AF Khaki shirt w/ spauettes • khaki trousers sanzorized & vat dyed • all wool tie • AF Blue all wool flight cap • Belt & buckle • CAPC cutouts, patches, (CAP cadet, state).

\$9⁹⁵ add \$0c pp

B-15 FLIGHT JACKETS

Water repellent, wind-proof, satin twill shell. Extra large Dynel Fur Collar, #7 jumbo zipper, zipper sleeve pocket. Sizes S-34-36; M-38-40; L-42-44; XL-48-50. AF Blue or Sage Green. . . . add 50c pp

\$9⁹⁵

Special Purchase

AF RE-ISSUE SPECIALS!

Blue Wood Serge AF BLOUSES, all sizes to 42. **\$2⁹⁸** +50c pp

C.A.P. Blouse **\$1⁵⁰**

BUTTONS set

AF TROUSERS, sizes 28 & 30 add 50c pp **\$4⁹⁵** pair

Write for Free Catalogue

JAY'S
H.Q. for AF and CAP Uniforms
134 MAIN ST. HEMPSTEAD, N.Y.

Cadet News Briefs

Green Berets Instruct Cadets

HQ, ALABAMA WING—When 14 cadets from the Birmingham and Anniston areas attended a survival campout at Ft. McClellan recently, instructors were wearers of the Green Beret.

Members of Company A, 20th Special Forces taught cadets in first aid, shelter construction, food and water procurement, trap building and general survival techniques.

Maj. John P. Ward of the Alabama Wing staff headed the CAP group. He was assisted by Captain Swindall, the Army officer who commands the Green Beret company.

Cadet Scores High on OQT

EAST AMHERST, N.Y.—Cadet James Schueckler, a freshman at the University of Buffalo, recently passed the Air Force Officer Qualifying Test by achieving the highest possible score in four of the five areas covered: The test includes five phases: pilot, navigator, mathematics, officer and verbal aptitude. Cadet Schueckler made 95 percentile in all but one of the areas.

In addition to being a cadet major in CAP, he is also a cadet in the university AFROTC program. Upon completion of his AFROTC work he may enter Air Force and receive further training as a pilot, navigator or electronics engineer.

He attributes his high scores on the OQT test to the training and experience he has received as a member of TAK Composite Squadron, a New York Wing unit from the Tonawanda-Amherst-Kenmore area. He attended the CAP Space Age Orientation Course at Chanute AFB, Ill., held last year.

Flies High on Birthday

CHESTERTOWN, Ind.—Cadet John Diebold spent his 17th birthday 2,500 feet above the Porter County Airport proving his flying skill to FAA examiner Robert Love and became the first cadet member of the Valparaiso Composite Squadron, Indiana Wing, to earn his private pilot license. He had passed his FAA written test earlier this year at South Bend.

The new pilot, who is a technical sergeant in the cadet program, became interested in flying through his CAP membership and began his flight instruction in July of 1965. In fact, he learned to fly before getting a driver's license and fellow cadets teasingly claim that he got the driving permit just because he needed transportation to the airport for his flying lessons.

FAA Examiner Love, who professes to having taught many people to fly—even grandmothers—commented that Cadet Diebold did exceptionally well on the examined flight.

ROAL Assists Cadet

DES MOINES, Iowa—At a recent meeting of the Des Moines Composite Squadron, Iowa Wing, members of the scholarship committee of the Des Moines Reserve Officers Ladies Club presented a check to Cadet David Brennan.

A new member of the Des Moines squadron and currently in Phase I of the cadet program, Brennan was chosen as recipient of the check on the basis of his theme, one of many submitted on the subject, "What CAP Means to Me."

The check was presented by Mrs. Dorothy Towne, secretary of the Des Moines ROAL. A letter accompanying the check expressed the "wish to encourage the youth of our country to be keenly aware of the many goals which the Space Age has brought to education."

Awed by First Flight

SALT LAKE CITY, Utah—"Groovy!" exclaimed one exuberant cadet in describing her first ride in a Goony Bird. Fifteen cadets of the Midwestern Composite Squadron, Utah Wing, were treated to an orientation flight in an Air Force C-47 aircraft.

For most of the cadets it was their first plane ride and they were excited and somewhat uneasy before the flight. Their nervousness soon disappeared when they were in the air and saw things from a bird's viewpoint.

In addition to enjoying aerial views of Salt Lake City and the Great Salt Lake, each cadet took a turn in the cabin to see how the plane was flown. All were interested to see how aircraft principles they were studying could be put to practical use.

After touchdown the cadets were united in their feelings that the flight was a lot of fun. The universal comment was "When can we go again?"

FAA Upgrading

Pilots Complete Program

(Continued from Page 1)

Air Patrol take advantage of these programs.

APPLICATIONS for the dual-program were slow arriving at National Headquarters but once the word got to the field, the interest showed a steady increase.

Col. John F. Miller, USAF, director of operations and senior activities in the office of DCS/Operations, said CAP units and members are to be congratulated for the great interest generated toward the orientation program. He also urged qualified senior members, who were not selected to fill one of the 50 vacancies at

this year's activity, to submit their applications to attend the 1967 FAA/CAP Orientation program as soon as the criteria is announced.

THE pilot orientation program was held in three phases with 10 CAP mission pilots attending each phase. Instructor pilots attending the upgrading program were divided into two classes of 10 pilots each. The programs got underway July 5 and ended August 26.

At the completion of the Instructor Upgrading Program, the CAP pilots were qualified to instruct students in T-34 operations and guide them through solo, private, commercial and instructor phases of training.

1966 IACE Tour Climaxed With Visit by Vice President

(Continued from Page 1)

where they were greeted by Gen. William McKee, USAF ret., director of the FAA. They also received a detailed briefing on the agency by Dr. Mervin Strickler, of the FAA staff.

A special dinner was hosted by Mr. and Mrs. Frank Abbo, owner of the Roma Restaurant. During the course of the evening the cadets received autographed copies of the book "My Twelve Years with John F. Kennedy" from the author Mrs. Evelyn Lincoln. Mrs. Lincoln was personal secretary to the late JFK.

ALSO attending the dinner was Miss Carol Ness, Miss Cinderella USA. Arrangements for the dinner were made by Mrs. Helen Morgan, assistant to Col. Barnee Breeskin, Washington phase project officer.

Colonel Breeskin also served as master of ceremonies during the military ball. He represented Col. Joe L. Mason, USAF, national commander, who was unable to attend the ball.

Among the many guests attending the ball were the Honorable John Lang and Mrs. Lang, assistant to the Undersecretary of the Air Force for Manpower and Reserve Affairs; Dr. and Mrs. Theodore C. Marrs, deputy for Reserve and ROTC Affairs; Brig. Gen. Stephen D. McElroy, USAF, commander GEEIA and past national commander, CAP; Group Commander and Mrs. Cameron McNeill, RCAF, Canadian Air Ministry.

EARLIER in the tour the Canadians had visited Florida where they were hosted to a week of sightseeing. At Cape Kennedy they toured both the Air Force and NASA facilities.

Project officer in Florida was Lt. Col. Frank Fallon. He was assisted by Lt. Earnie Littlejohn, Lt. Col. William Schule, SM George Schurte and WO Wyndham Morton.

In Texas the group visited the Manned Space Craft Center, NASA, in Houston where they were greeted by Astronaut Edgar

Mitchell, who presented each of the cadets with an autographed picture of one of the original seven astronauts.

Also on the Texas tour was the Astrodome; Col. D. Harold Byrd's ranch near Dallas; Ling-Temco-Vaugh; Bell Aircraft Company and Six Flags Over Texas.

In Colorado it was the Air Force Academy that proved most interesting for the cadets.

CAP TIMES CLASSIFIED

NAMEPLATES

MANUFACTURERS OF NAMEPLATES, DESK PLATES, ETC. ATTENTION SUPPLY OFFICERS: WE ARE NOW MAKING RUBBER STAMPS TO ORDER AND WE OFFER SPECIAL SAVINGS ON ALL C.A.P. INSIGNIA AND ACCESSORIES EXTRA SPECIAL — REGULATION C.A.P. NAMEPLATE \$0.85 each ORDER NOW! WRITE FOR FREE BROCHURE (QUANTITY DISCOUNTS AVAILABLE).

GREEN NAME PLATE CO.
11837 VALLEY BLVD.
EL MONTE, CALIF. 91732
PHONE 442-7130

ADDRESS LABELS

NEW! DIFFERENT! Strictly C.A.P.! Your name, rank, and address plus C.A.P. crest printed on each label. 500 for \$2.00. Add 25c for airmail. Ken Nolan, Inc. CAP Address Labels, San Clemente, Calif. 92672.

BUSINESS OPPORTUNITY

OPERATE Collection Agency. "Little Gold Mine." Franklin Credit, Roanoke, Virginia 24004.

FOR SALE

FAMOUS SPITFIRE MK IX FOR SALE
Ex Battle of Britain, impeccably maintained Spitfire. Three years care and attention have produced an aircraft which will satisfy the most fastidious pilot.
NEW Merlin 76 engine and prop. Long range tanks, full IFR radio and T/P, two electric 16 mm movie cameras, full oxygen. 2 mins. to 10,000', cruise 390 m.p.h. at 30,000'. PLUS THE LARGEST STOCK OF SPITFIRE SPARES IN THE WORLD including a/h engine and prop.
For sale as complete unit—\$54,000. Ex Europe FOB present airfield.
ONLY ROMANTICS SHOULD APPLY TO BOX 225, c/o C.A.P. Times, 2201 M St. N.W., Washington, D.C. 20037

PERSONAL

SECRET LAW Wipes Out All Debts. Immediate relief. Free details. Counselor, Herlingen 29, Texas.

EDUCATION & TRAINING

GET A BRITISH DIPLOMA, Divinity, Philosophy, Radionics. 35 courses. Prospectus free. "Branridge Forest School" "Lodge" Branridge Forest, Balcombe, Sussex, England.

AUTHORS, BOOKS

PUBLISH your book! Join our successful authors. All subjects invited. Send for free appraisal and detailed booklet. Carlton Press, Dept. YAH, 84 Fifth Avenue, New York 10011.

MISC.—FOR SALE

AEROBATIC BIPLANES! Open-cockpit, 2 place, MCMD Custom Special Steamers. The World's finest. From \$11,500. Literature on request. Mid-Continent, Hayti, Mo. 63851. Phone 314-359-0500.

AIRPLANE photographs, beautiful large 14x17 color reproductions. Decorate dens, etc. with war planes in action. Six assorted. Send \$1.50. Jarvis, Box 2427C, Bostonia, Calif.

NEW! Be the first to give "First Flight" cards or certificates to commemorate your passengers' first airplane ride. Send \$0.50 for samples of each and price list. Bolin, Box 4753, Cleveland, Ohio 44126

FLYING INTO THE SUN? Best sunvisor available. \$1.98. Sunspot, Box 2, Orcas, Wash.

PUBLICIZE the CAP in your area with colorful place mats for restaurants describing its activities and advantages. Ream of 500 for \$8.30 postpaid. Sample on request. 1400 Hamilton Drive, Brookfield, Wis.

EDUCATIONAL OPPORT.

HIGH SCHOOL Diploma at home. Licensed teachers. Approved materials. Southern States Academy, Professional Bldg., Dept. 444, Decatur, Georgia.

PARACHUTES—MISC.

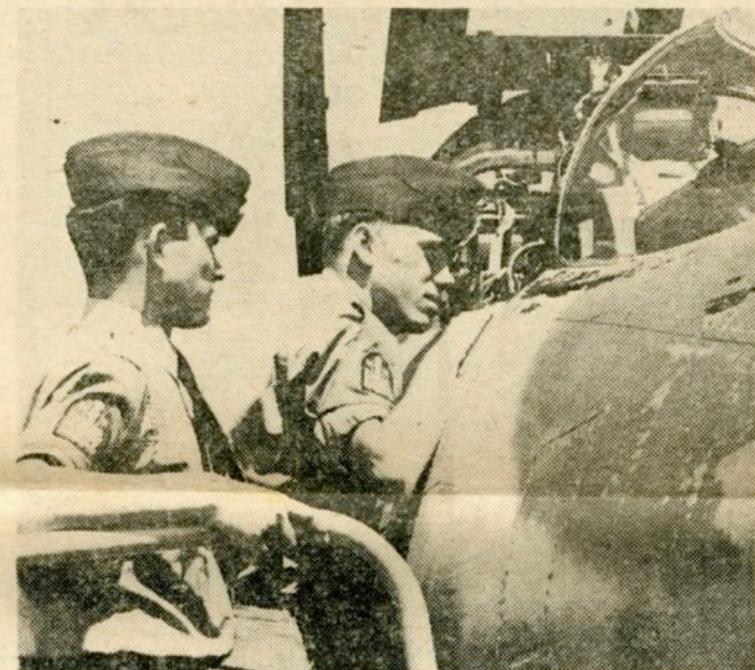
FINEST PARACHUTES: Our FAA licensed riggers average more than 500 intentional jumps each. Complete line of emergency and sport chutes in stock. New surplus 24' or 28' thin back to seat type. \$70.00; with extra soft harness and ejector hardware \$80.00. For fast shipment or free catalog write or phone: The Chute Shop, Inc., Dept. E-6, P.O. Box 445, Flemington, New Jersey. Phone (201) 782-5758.

PHOTOS

HUNDREDS of aircraft photos at new low prices. Send 10c for illustrated catalogue. Astro Photographers, Box 243, Kennedy Airport, N.Y. 11430.

AERIAL PHOTOGRAPHY

PILOTS, flying expensive? Be as I do week-ends. Take aerial pictures for \$30. My new edition "Profits in Aerial Photography" written from personal experience and including sample photographs explains all details. \$2.00. Roberts, Gardner Lake Park, Colchester, Connecticut.



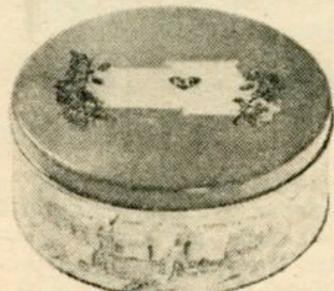
AT MACDILL Air Force Base, the cadets toured one of the USAF's most valuable weapons, the F-4 jet. Here Cadets Michael Kuczuk, left, and Gary Curtis, examine the interior of the plane. (See additional IACE pictures, pages 1, 6 and 7)

Emergency Services

NATIONAL HEADQUARTERS—The August issue of CAP TIMES reported the new Emergency Services Patch, as approved by the National Executive Committee, will be available in two sizes.

The article should have stated that the patch will be in only one size, suitable for either the flight suit or cap.

NOW! FAMOUS MANOR FRUIT CAKE



MORE MONEY FOR YOUR TREASURY

NO INVESTMENT—Manor forwards your first order without prepayment. When you place your second order, you pay for the first, etc.

AN EASY SELLER—Manor Fruit Cakes contain only the finest ingredients. They're delicious! Packaged in beautiful tins, they sell on sight—often 3 or 4 to a customer.

MONEY BACK GUARANTEE—If Manor Fruit Cakes fail to please the most discriminating taste, full purchase price will be refunded.

NO DELIVERY COSTS—Manor prepays quantity shipments.

Write for descriptive brochure

MANOR BAKERS
4050 Pennsylvania, Kansas City, Mo. 64111

SPECIAL DECALS for CAR - TRUCK - PLANE

	Pressure Vinyl	
	3"—15c	12"—\$1.40
	8"—55c	18"—\$2.60
		24"—\$2.90

Postage Paid on Orders over \$1

FREE CATALOG

COMPLETE LINE
INSIGNIA AND UNIFORM ACCESSORIES

SHERWOOD CO.
P.O. Box 525, Kendall Station
MIAMI, FLORIDA 33156

• Free Catalog •

Inclement Weather Fails To Dampen Region Fly-in

ATLANTIC CITY, N.J.—Rain and overcast skies failed to dampen the efforts of the Northeast Region as it kicked off its Silver Anniversary celebration with a mass fly-in at the National Aviation Facilities Experimental Center (NAFEC) of the Federal Aviation Agency here.

The light drizzle that hit the landing field in the morning and the overcast that lingered into the mid-afternoon only provided a cooler for the otherwise aviation minded gathering.

Despite the weather, 150 aircraft from throughout the region, some from as far away as Maine Wing, converged on the field. Planes without two-way radio were required to land at nearby Bader Field.

Besides the 150 pilots, more than 500 guests, many of whom represented other flying organizations—Aircraft Owners Pilots Association, Air Line Pilots Association and Flying Farmers—were represented.

One of the many highlights during the day was the awarding of the Applegarth Foundation Scholarship.

In 1962, Capt. Rufus Applegarth, a member of both the Pennsylvania and New Jersey wings, set up a special scholarship fund for cadets from the two wings.

UNDER the procedures of the Foundation, the recipient will be alternated between the two wings. During even numbered years, New Jersey will receive the scholarship and during odd-numbered years, the recipient will be from Pennsylvania.

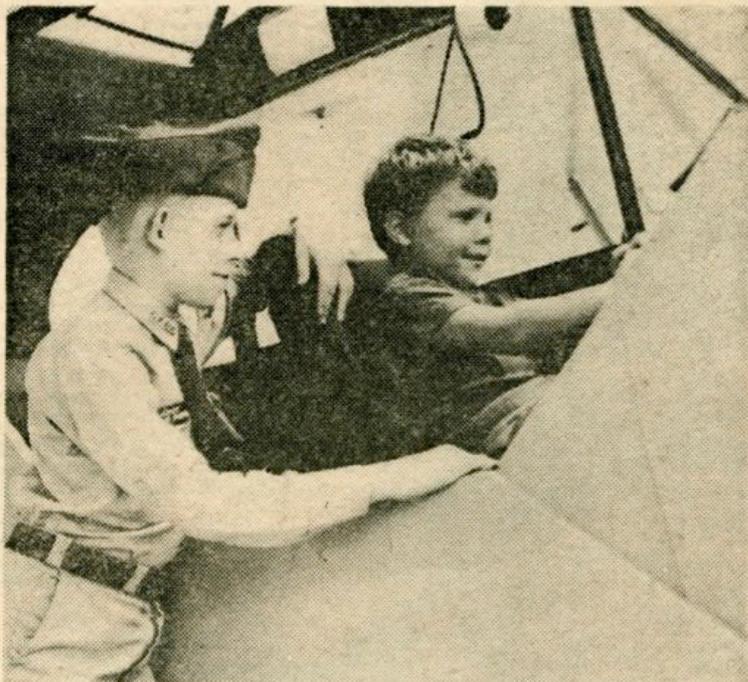
According to Col. N. A. Spears, New Jersey Wing commander, this is believed to be the largest single scholarship available to CAP cadets. Although it is listed as \$1,000 per year, it is designed to carry the individual through his graduate study years, including doctorate. The total amount of the scholarship can be as high as \$7,000 Colonel Spears explained.

The 1966 winner of the award was Cadet Bruce Perozzi of the Gloucester Composite Squadron, New Jersey Wing. Captain Applegarth and his wife personally made the presentation to Cadet Perozzi.

PRIOR to the award presentation, two special drill teams, one from Pennsylvania Wing and the other from New Jersey Wing, performed before the reviewing stand.

On the stand were Col. Edwin Lyons, Northeast Region commander, host for the fly-in; Colonel Spears; Jack Webb, NAFEC director; Patrick J. O'Shea, FAA Airport Manager; Captain and Mrs. Applegarth; and Cadet Perozzi.

During the flying portion of the days events the Helio Aircraft Company gave an aerial demonstration of its single-engine turbo-prop Stallion.



Learning Young

FOUR-YEAR-OLD Matthew Shore, son of Dr. (WO) Irving Shore, Pennsylvania Wing, tries the seat of a Civil Air Patrol plane on for size. Assisting the future pilot is Cadet Gregory Cuttic of Linden Composite Squadron, New Jersey. The activity took place during the Northeast Region fly-in at Atlantic City, N.J.



Scholarship Winner

CAPTAIN Rufus Applegarth, left, presents the Applegarth Foundation scholarship to Cadet Bruce Perozzi, valued at nearly \$7,000. Each year Captain Applegarth awards a scholarship to a New Jersey or Pennsylvania wing cadet designed to carry the individual through his doctorate study. At right is Mrs. Applegarth.

Girls Exchange Col. Castle Helps Host 'Lucky 13'

CINCINNATI — Eleven cadets and two senior escorts were given the "blue-plate special" during their recently concluded visit to the Great Lakes Region as part of the annual Regional Exchange Program for female cadets. The lucky 13 are members of the Northeast Region.

After being greeted upon their arrival here aboard an Air Force transport, they were officially welcomed by Col. Robert Herweh, Great Lakes Region commander.

During a banquet at the famous Finneytown Inn, the visitors also were welcomed by members of the Great Lakes Region USAF-CAP liaison office staff.

First stop on the thrill-filled trip was in Lexington, Ky., for a visit to the home of Henry Clay and Spendthrift Farms, home of the world famous race horse, Nashua.

That evening the group watched the "hometown" Cincinnati Reds play the Atlanta Braves.

On Saturday it was the Cincinnati Zoo, the Museum of Natural History and a dinner-dance hosted by the Ohio Wing Group I. Special guest were the "Hap Arnold Society" ROTC members from the University of Cincinnati.

NEXT on the agency was a trip up the Old Ohio as guest of Col. Lyle W. Castle, chairman of the

National board. Also accompanying the group was Dr. Andrew Cannava, a newly appointed member of the National Medical Board, Civil Air Patrol.

During the remaining days of the tour, the 13 Easterners visited the Avon Cosmetics Factory, the Air Force Museum, the Science and Industry Museum, the State House in Columbus, Ohio, the Ohio State University campus and other top sightseeing attractions.

HQ. ALABAMA WING — Eight cadets and their senior escorts from Florida were hosted by the Alabama Wing during the annual Southeast Region Girl's Exchange (SERGE). In the Southeast Region, an exchange of female cadets is held between the various wings from within the region. This exchange program enables the female cadets to better understand their region.

During the Florida visit to Alabama the guests toured the most interesting sights within the state.

MEMPHIS, Tenn. — During the Florida Wing' SERGE visit to Tennessee, the girls toured the Millington Naval Air Station, Delta Air Lines and Brooks Memorial Art Gallery. Climaxing their Tennessee visit the Florida cadets were guests of a special party by the Whitehaven Cadet Squadron here.

HQ for CAP

WRITE FOR FREE CAP WALLET AND CATALOG!

COMPLETE REGULATION CADET UNIFORM \$9.95

- Khaki Shirt with Epaulettes
- Khaki Trousers with Zipper
- AF Wool Flight Cap
- All Wool Tie
- Blue Web Belt & Buckle
- CAPC Cutoffs
- Cap, Pocket & Wing Patches

AF REISSUE UNIFORMS BLUE WOOL SERGE

- Blouses, sizes 36 to 42 .. \$2.95
- Trousers, sizes 28, 30 & 32 .. \$4.95
- CAP blouse buttons set .. \$1.50
- AF NYLON RAINCOATS .. \$4.95
- Used — All Sizes .. \$4.95

WAF UNIFORMS SHADE 84

- JACKETS, SHADE 84, \$8.00
- Some used
- SKIRTS, SHADE 84, \$8.95
- Tropical or Serge, new

WAF DACRON & COTTON CORD UNIFORMS

Jacket and Skirt, Deluxe tailoring, finest quality "easy care" washable Dacron and cotton fabric. Sizes 5 thru 20, S, R, & L. \$17.95

WEISS & MAHONEY, INC.

142 Fifth Avenue, New York 11, N.Y.
Also at: 2715 Hempstead Tpk., Levittown, L.I. N.Y.

R-5B FLIGHT JACKET

100% NYLON 2 Ply taffeta outer-shell. Pencil zip combo sleeve pocket. Reversible zipper to reverse jacket to Orange quilted lining in case of emergency. Cotton elastic knit, 10 oz. re-processed wool quilting. 7 Giant Zipper. Colors: Sage Green, Navy. Sizes: S, M, L — \$9.95 (extra large — \$10.95)

BUSH JACKETS like new, with belts .. \$3.95

B-15 FLIGHT JACKETS

Dynel fur collar windproof heavy wool quilt lining, big zip per. All sizes. AF blue or sage green. \$9.95

plus 50c postage

O.D. SATEEN FATIGUES

- Men's 2-piece .. \$6.50
- Boys' 2-piece .. \$4.95
- RIDGEWAY CAPS .. \$1.50
- 1505 DACRONS .. \$2.49
- Short sleeve shirts (14 to 17) .. \$2.49
- Trousers (28 to 36) .. \$3.49

plus 50c pp per set



AF Year Round UNIFORMS BLUE TROPICALS SHADE 84

Blouse & Trousers Used, Excellent Condition \$14.95

Complete with CAP Buttons

OFFICERS TRENCHCOAT

Brand New Rayon Cap \$7.95 Shade 84 \$7.95

with all \$12.95 wool zip-out liner requires & lings 36 to 44 (no 42 regulars)

Orange Flight Suits Used—Small, Med., slight repairs \$7.95

2 plus 50c p.p.

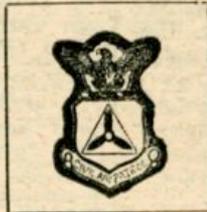
THE C.A.P. COLLECTION FROM KEN NOLAN, INC.



LIGHTER

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

\$1.50



BLAZER CREST

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

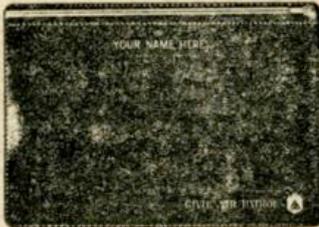
\$6.00



LAPEL PIN

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

65c



BRIEF CASE

Rich blue vinyl in a leather-like finish

Your name embossed in silver (20-letter limit). For two lines of printing add 25c to the price. Circle #1 on the coupon

\$1.75



NAMEPLATE

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

\$1.25

HOW TO ORDER

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

CIRCLE NUMBER (S) OF ITEMS WANTED

1 2 3 4 A B

CAUTION: THIS IS YOUR SHIPPING LABEL PLEASE PRINT CLEARLY

KEN NOLAN, INC., CAP DIV.
SAN CLEMENTE, CALIF. 92672
SHIP TO:

Zip Code