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CIVIL AIR PATROL NEWS

VOLUME NO. 5 NO. 4

APRIL 1973

MAXWELL AFB, 36112

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APPRECIATION — Air Force Brig. Gen. Leslie J. Westberg (left), Civil Air Patrol national commander presents a CAP Certificate of Appreciation to Maj. Gen. Homer I. Lewis, chief of the Air Force Reserve, for his support to CAP, including chairman of the CAP Advisory Board and Air Force Reserve Assistance program.

Air Force And CAP Officials Hold Annual Advisory Panel

MAXWELL AFB, Ala. — Air Force and Civil Air Patrol officials gathered in Washington, D.C. during late February for the seventh annual meeting of the Civil Air Patrol Advisory Panel.

The panel, originated by the Honorable Norman S. Paul, under secretary of the Air Force in 1966, is held annually to insure a free exchange of information concerning support, employment and problems of CAP.

The assistant chief of staff for Reserve Forces, Maj. Gen. Homer I. Lewis conducted the meeting.

Among those items discussed during the one-day meeting were: International Air Cadet Exchange; The CAP Cadet Program and Air Force Junior Reserve Officer Training Corps.; The Cap Cadet as a potential airman; CAP Aerospace Education Projects; 1973 National Congress on Aerospace Education; Proposed CAP Supply Bill; Maintenance Appropriation; CAP Material Support and USAF Airlift Support for CAP Programs.

Panel members included Brig. Gen. Leslie J. Westberg, USAF, CAP National Commander; Col. William A. McLaughlin, USAF,

Hq. CAP-USAF vice commander; Col. John E. Blake, Hq. CAP-USAF chief of staff; John V. Sorenson, Hq. CAP-USAF deputy chief of staff for Aerospace Education and Cadet Programs; Col. William M. Patterson, CAP, vice chairman of the National Board, Brig. Gen. Paul W. Turner, CAP, national finance officer; Brig. Gen. Lyle W. Castle, CAP, national legal officer.

Dr. James P. Gilligan, deputy for Reserve Affairs and Education Office of the Assistant Secretary of the Air Force along with several members of the Air Staff also attended the meeting.

Col. James W. Shattuck came to Maxwell from Korat Royal Thai Air Force Base, Thailand, where he served as assistant deputy commander for operations for the 388th Tactical Fighter Wing (TFW). The colonel has had two tours with the Navy. The first was as an enlisted man during World War II when he served 30 months aboard a destroyer in the South Pacific. The last was in 1962 when he participated in the Navy Exchange Program. He spent 18 months at Sherman Field Naval Air Station, Pensacola, Fla., flying the T-2J aircraft instructing carrier landings and

air-to-air gunnery.

Following World War II, Colonel Shattuck attended the State College of Washington (Washington St. University), where he earned a degree in Education and received his commission through the Air Force ROTC program.

Following his graduation, he served a year in Korea and flew

Unit Formed For Involvement

See Page 9 for story and photos on how a Pennsylvania unit was formed to get youth involved in aviation.

Staff College Set For August

MAXWELL AFB, Ala. — Senior operations officials have announced that the Civil Air Patrol National Staff College will be held here August 19-25.

The objective of the Staff College is to develop more effective commanders and staff members by offering a program based upon experiences in all aspects of the CAP program.

The curriculum includes lectures, seminars, and nationally recognized guest speakers covering such topics as communicative skills, leadership, management, staff organization and the future of aerospace in the modern world.

Because attendance at a National Staff College is mandatory for completion of Level III, applications this year will be limited to senior member officers and warrant officers. Senior members desiring to attend should apply on CAP Form 17, Application for Senior Activities, CAP Regulation 50-9, Senior Member Activities, prescribes detailed instructions for completing CAP Form 17 and specifies the following critical dates for processing applications:

a. Applications must be received by the respective wing at least 120 days prior to starting date.

b. Wings will forward approved applications to their region headquarters 100 days in advance of starting date.

c. Region headquarters forwards approved applications to National Headquarters 75 days in advance of the college starting date.

d. National Headquarters will notify applicants of receipt of their applications. In addition, National Headquarters is responsible for selecting attendees 55 days in advance of the course starting date and

advising applicants of their selection or non-selection 50 days prior to the beginning date.

The 200 applicants selected to participate will be billeted in air (See College, Page 2)

2 Rescue Briefings Scheduled

MAXWELL AFB, Ala. — The Eastern Rescue Center at Eglin AFB, Fla., has scheduled two presentations of the Aerospace Rescue and Recovery Service — Civil Air Patrol Mission Coordinator Course.

The first will be in the Eastern Rescue Center facilities at Eglin on April 28-29. This course will be for CAP members of the Southeast, Middle East, and Northeast Regions.

The ARRS instructor team from Eglin will go on the road for the second course. They will present it on a one-time only basis at Wright-Patterson AFB, Ohio on May 12-13. This is a special presentation for CAP members of the Great Lakes Region. CAP members from any wing in the Great Lakes Region are eligible to attend regardless of whether the wing is located geographically within the jurisdiction of the Eastern or Central Rescue Centers.

The Eastern Rescue Center will notify the respective region liaison officers of quotas for each course. The RLO will, in turn, allocate quotas to wings within the region.

CAP members who wish to attend the course should submit CAP Form 17 through their wing to region at the earliest possible date.



COL. SHATTUCK

35 combat missions in the F-86 Sabrejet. He was next assigned to Luke AFB, Ariz., as a fighter-gunner instructor.

His next assignment was as an instructor for basic pilot training at Webb AFB, Tex. This was followed by the Naval exchange program and a tour with the 81st TFW, RAF Bentwaters, United Kingdom where he flew the F-101 Voodoo and later the F-4 Phantom.

Returning to the U.S. in 1967, Colonel Shattuck served with the 4531st TFW, later the 31st TFW at Homestead AFB, Fla., until transferring to Korat RTAFB in December 1971.

The veteran of more than 5,300 flying hours is married to the former Kathleen Bauder. They have four children, Shari, Nancy, Susan and Ann.

CAP Cadets Take Part In Heart Fund Drive

EVERETT, Wash. — Civil Air Patrol cadets from the Paine Composite Squadron recently participated in a drive for the National Heart Fund at the Bank of Everett.

Participants had to bicycle on a stationary bicycle 100 miles to earn \$10 for the heart fund.

Four cadets members from

the unit — Jim Russell, Steve Neuman, Don Berry and Barbara Ward — went to the bank to participate and were interviewed by a local radio station. A local Sea Scout unit heard the interview and challenged the CAP cadets.

The CAP cadets came out on top in the contest, pedalling 160 miles to the Scout's 150.

Uniform Committee Approves Emblem

MAXWELL AFB, Ala. — The Civil Air Patrol National Uniform Committee recently approved a new emblem for the senior member flight cap.

Two devices will be employed — one for officer personnel and another for senior member airmen and senior members without grade. The CAP Bookstore is currently in the process of procurement and an announcement will be made as soon as they become available for purchase.

All members are encouraged to obtain the new emblem as soon as possible, but not later than July 1, 1973.

College

(Continued from page 1)

conditioned quarters at Maxwell AFB. Meals will be available at the Officers' Field Ration Dining Hall. Books, registration, and tuition fees will be paid for by the CAP Corporation. Attendees will pay for their own meals and quarters, which will be approximately \$30.

In addition to limiting applications to senior member officers and warrant officers, attendance at this year's college has been eliminated as a criterion for award of National Commander's Evaluation points. Applications by prior attendees are permitted but precedence will be given to first-time applicants.

ADDRESS CHANGE?

MAIL THIS FORM TO: NATIONAL HEADQUARTERS, CAP ATTN. DPYD MAXWELL AFB, ALA. 36112

NAME _____

STREET _____ ZIP _____

CITY _____ CIRCLE ONE: SENIOR / CADET

STATE _____ EFFECTIVE DATE _____

CAPSN _____

CHARTER NO. _____

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

SW Region Conferees Receive Briefings; Present Awards

OKLAHOMA CITY, Okla. — Headed by their National and Region Commanders, some 300 Civil Air Patrol members from the Southwest Region's five-state area recently registered for the annual conference here.

Following registration on Friday afternoon and Saturday morning attendees went through a full day of activities which concluded with a dinner dance in the evening.

The conference opened with a general assembly welcome from Col. Mark Barnes, Region's deputy commander. Remarks by

the Region's Commander, Col. Luther C. Bogard, and Vice Chairman of the CAP National Board, Col. William M. Patterson, followed.

A slide presentation was given by Brig. Gen. Leslie J. Westberg, USAF, CAP's national commander. Safety and Logistics briefings were given by Lt. Col. Edward E. Harrison and Capt. Claude B. Slaughter,

respectively, from the National Staff. Sectional meetings were held during the afternoon.

Lt. Col. Andrew G. Lontai, assistant senior program officer and assistant Civil Defense coordinator of Southwest Region, received two top awards at the Saturday night dinner program. He was presented the Gill Robb Wilson and the National Commander's Citation Awards.

Winner of the Civil Defense award was the Texas Wing, while Arkansas wing walked off with both the SAR Effectiveness Test and the Communications awards. Recognition was paid to Capt. Beverly Harp, Arkansas Wing Operations officer who was voted outstanding woman pilot by the National Pilots Association.

Speaker at the dinner was Dorsey Buttram, independent oil and gas operator who briefed CAP members on "The Gas Energy Crisis."



Lt. Col. Lontai

Females Get New Uniform

MAXWELL AFB, Ala. — Female participants (cadets and escorts) in the International Air Cadet Exchange (IACE) will wear a new blazer uniform while enjoying their three-week visit to one of seven foreign countries that will exchange girls with CAP during this summer's annual exchange program.

The new uniform is the result of exhaustive research to replace the regular female CAP blazer and skirt combination which is no longer available in the range of sizes required for female IACE participants. The new uniform consists of a navy blue blazer, classic in appearance, yet contemporary in design, a bright red, A-line skirt, and matching slacks. These three items of polyester double-knit fabric, along with a white, short sleeve blouse, and a scarf with the official IACE pin, are required items for each female IACE cadet and escort.

Instructions on how to order this uniform will be sent to each female cadet and escort selected to participate in the 1973 IACE.



NEW UNIFORM — Second Lt. Brenda Carr, USAF, models the new female uniform which will be worn by cadets and escorts participating in the 1973 International Air Cadet Exchange. Also pictured is 2d Lt. Mark Thompson, USAF, wearing the male IACE uniform. Both lieutenants are assigned to Headquarters CAP-USAF, Maxwell AFB, Ala.



CONVENTION SITE — The sign tells it all. This will be the site for Civil Air Patrol's 1973 National Convention on Oct. 12-13. All CAP members are urged to make their plans now to attend and make this the "biggest and best ever." See more details in future editions of the Civil Air Patrol NEWS.

In Memoriam

MAXWELL AFB, Ala. — Maj. Gen. John F. Curry, Civil Air Patrol's first National Commander died March 4, 1973 at the age of 86.

General Curry assumed command of CAP on Dec. 8, 1941. His task was to organize untried civilians into a unit capable of carrying out duties which were usually performed by the military services. After having established the organization he relinquished command to Capt. Earle L. Johnson, U. S. Army Air Corps, on May, 29, 1942.

During the four month period that General Curry was in command, CAP proved its usefulness by flying coastal patrol and anti-submarine patrol along the eastern and southeastern shoreline of the United States.

General Curry was born on Apr. 22, 1886 in New York City. He was graduated from the U. S. Military Academy and commissioned a second lieutenant of the infantry on Feb. 14, 1908.

In May 1916 General Curry was assigned to the Aviation Section, Signal Corps in San Diego, Calif. In July 1917 he became Assistant

in Charge of Training in the Office of Chief Signal Officer, Washington, D. C. He was later assigned as Commander of the Aviation School, Ellington Field, Tex.

In April 1918 he was assigned to the Division of Aeronautics, Office of Chief of Staff, Washington, D. C. He was promoted to the temporary grade of major general in October 1940.

After leaving CAP in 1942 he assumed command of Headquarters, District 4, Technical Training Command, Denver, Colo.

In November 1944 he was decorated with the Distinguished Service Medal. He retired on Oct. 31, 1945 in the grade of major general as a rated command pilot.

He was director of aviation for Colorado in 1946 and for Denver in 1947.

He was a member of the American Meteorological Society, Alpha Delta Phi, the Aeronautics Club of America and the Early Birds of Aviation. In 1972 he was named to the Colorado Aviation Hall of Fame.



Members Attend Seminar

MCCORD AFB, Wash. — Maj. Virginia F. Ritzman recently represented the Washington Civil Air Patrol Wing at the National Security Seminar series of World Affairs Lectures at San Diego, Calif.

The 10-day seminar was conducted by the Industrial College of the Armed Forces, the highest level of our military educational system in the study of management and resources for national security.

Topics for presentation and discussion were areas of the world, national security including emergency preparedness, world resources and our environment, world agriculture and oceanography.

Each lecture was a factual and analytical discussion of topics and problems of the times which have a direct bearing on our national security.

Major Ritzman is the Cadet Programs Officer for the Washington Wing.

She has been in CAP for more than 10 years.

Other CAP members attending included Lts. Martha Perkins Pauline Shappley from Huntsville, Ala., and Lt. Col. Myron Rogers, Majors Tedd Lange, Marilyn Rogers and Richard Fullerton, Capt. Jean Rogers and Lt. Arlyn Van Atta from San Diego, Calif.

Many Groups Attend National SAR Meet

MCCORD AFB, Wash. — The Washington Civil Air Patrol wing's director of emergency services and administrative assistant were among the many delegates who recently attended the annual meeting of the National Association of Search and Rescue Coordinators (NASRC) in Sacramento, Calif.

Lt. Col. Harry Davenport and Maj. Evelyn Lundstrom attended the three-day meeting with representatives from state, federal, local and volunteer organizations from nine western states and British Columbia.

The meeting was called to order with a welcoming address by Hal A. Foss, president of NASRC and Washington State Department of Emergency Services SAR Coordinator.

Lt. Col. Byron Lawrence, USAF, director of emergency services at Headquarters CAP, Maxwell AFB, Ala., gave a briefing on CAP.

In addition to CAP, other volunteer groups represented

were Explorer Search and Rescue, Mechanized Units, Mountain Rescue Association, National Ski Patrol, SCUBA and Search Dogs.

CAP To Host Samford Education Workshop

MAXWELL AFB, Ala. — This year, as last year, Civil Air Patrol will host the teachers who will be attending the June Alabama Aerospace Education Workshop at Samford University, Birmingham, Ala. The teachers will spend the morning of June 20 visiting Headquarters, CAP-USAF.

They will be briefed by John V. Sorenson, CAP's Deputy Chief of Staff for Aerospace Education and Cadet Program, on the general subject of the Air Force and aerospace education.

The teachers will be preparing to teach a high school course in aerospace science in 1973-74, and most of them will be attending

the workshop with the aid of CAP's Alabama Wing which has taken the lead in the trend toward designing workshops specifically for junior and senior high school teachers.

The Alabama Wing established 15 one-hundred-dollar scholarships for Alabama teachers last year, and they are available again this year.

Director of the workshop will be Dr. John T. Carter, Professor in the School of Education at Samford. He will be assisted by Col. John R. Douglas, USAF Reserve Officer who is a member of the 9004th Reserve Assistance Squadron.



WINNER — Cadet TSgt. Susan D. Wootton of Hanscom Field Composite Squadron, Mass., was recently named top cadet of the fourth quarter in her unit. Since joining CAP in 1971 she has participated in the tri-state regional summer encampment where she was named "Best Female Cadet." She is presently serving as administrative officer on the cadet staff and as a flight sergeant.

SMILIN' JACK

NEXT WHO MADE THE FIRST NON-STOP FLIGHT ACROSS THE ATLANTIC OCEAN, WHEN AND IN WHAT?

ASKED BY EVELYN BOLTON-ASHVILLE N.C.

AERO-ASTRO ANSWERS (15)

ALL SPEED RECORDS, AT THE TIME, WERE BROKEN, OCT. 23 1934

SUPERSONIC SUE READS

NAVY LT. FRANCESCO AGELLO FLEW AN ITALIAN MACCHI-CASTOLDI 72 SEAPLANE 440.6 M.P.H.

THE PLYWOOD COVERED PLANE WAS POWERED BY A 24 CYLINDER 2800 H.P. FIAT A.S. 6 ENGINE!

IT HAD COUNTER ROTATING PROPELLERS!

THE RECORD WAS SET ON A 3 KILOMETER COURSE OVER LAKE GARDA ITALY!

IF WE CAN ANSWER YOUR QUESTIONS WE'LL GIVE YOU A CREDIT LINE!

From The Commander

Law Day-U.S.A.

By Brig. Gen. Leslie J. Westberg
USAF National Commander

Law Day USA was conceived in 1957 by Charles S. Rhyne, a Washington, DC, lawyer and then president of the American Bar Association.

President Dwight D. Eisenhower, in instructing the first observance of Law Day on 1 May 1958, said "It is fitting that the American people



should remember with pride and vigilantly guard the great heritage of liberty, justice and equality under the law. It is our moral and civil

obligation as free men and as Americans to preserve and strengthen this great heritage." Civil Air Patrol members are engaged in preserving and protecting this great American birthright.

Law Day USA is observed not as a "Lawyers Day" but as a day to emphasize the value of living under a system of laws and independent courts that protect individual freedom and make possible a free society. The average citizen layman has a vital interest in his rights under the Constitution and Bill of Rights. These rights such as free speech, free press, free assembly, freedom of religion, the right to legal counsel, and a trial by one's peers in a criminal trial are protected by the law and the courts. All of these rights are practiced by CAP members every month.

This year the motto for Law Day USA is HELP YOUR COURTS — ASSURE JUSTICE. The focus this year has been directed toward the courts and the crowded condition of our dockets. Within a short span of years, the number of cases being brought to trial each year has increased many fold and the scope of actions which can be tried in a court of law has expanded to include many fields of law such as space law, environmental law and public law. The Civil Air Patrol, a private nonprofit corporation, is created by a public law.

Our laws today virtually extend not only into every business enterprise but into the daily life of every citizen; however, we are practicing 20th century law in 19th century facilities. Our courts are proving that despite the many handicaps and increasing

workloads, no one yet has been able to find a surer way of arriving at the truth in disputed matters and applying law to bring about justice than our present judicial system.

Every citizen has a very vital role in this system of justice. When we let one citizen suffer an injustice because of an inadequacy in the system, all society suffers. The public's interest, moral and financial support are needed in efforts to modernize courts and update our administration of justice. To help you hold the most priceless privilege that you own — your rights under the Constitution — support your law enforcement — HELP YOUR COURTS — ASSURE JUSTICE.

I want to encourage the senior and cadet members of Civil Air Patrol to participate in the Law Day observance throughout the land.

Chairman's Comments

Welcome Home!

By Brig. Gen. S. Hallock duPont
CAP Board Chairman

Have you seen that wonderful bumper strip that says...

"Welcome Home — POWs"

I saw my first this morning and it turned my thoughts back about 30 months when Civil Air Patrol put its unified, national muscle into a program to increase public awareness of the POW/MIA tragedy. I've never seen a cause get launched so swiftly as this project. It was clearly a labor of love from both sides of the CAP-USAF structure...



... and a classic example of what can be accomplished when everyone puts everything into a single objective.

... August 21, 1970

I will never forget that moment on Saturday morning when the grand old man from Chattanooga rose to his feet to address our National Executive Committee — and forcefully stated the CAP position.

"I consider this a legitimate and very personal cause," said Brig. Gen. Ward Reilly, CAP Chairman of the Board. For the first time in our long and valued friendship, his soft, Tennessee accent seemed to be missing.

With unusual directness, General Reilly introduced his stinging resolution which has become one of CAP's most important, treasured documents. I think all of us — even as General Reilly was speaking — knew we were witnessing a milestone in Civil Air Patrol history. I'm sure you've seen that document but let me

quote just three of its nine hard-hitting paragraphs:

"... WHEREAS, these hundreds of valiant United States servicemen have sacrificed their freedom, their health, and the peace of mind of themselves and their families in behalf of freedom for others, and

"WHEREAS, Civil Air Patrol, as the official auxiliary of the U. S. Air Force, is vitally concerned with the plight of these prisoners and those listed as missing in action, and

"WHEREAS, Civil Air Patrol has the means, the people, the desire and a congressionally sanctioned mission to help keep the American public informed of aerospace problems as well as progress...."

Immediately following the General's remarks, his resolution was enthusiastically and unanimously adopted by the NEC. At that moment CAP officially began its sustained drive to marshal its people and resources to show the world how it felt about this grave matter.

Response was immediate and outstanding. The Finance Committee — led by General Turner — rushed through a special fund to purchase 200 thousand bumper strips. From across the Nation — in every state plus Puerto Rico and the Nation's Capital — seniors and cadets joined forces to put the drive in high gear... and keep it there.

Welcome Home

Now — for the past few weeks — our prisoners of war have been coming home. As with millions of other Americans, I lost a lot of sleep but gained a never-to-be-forgotten thrill to watch them, via satellite television, arrive in the Philippines.

It seemed like a long dream come true and I've never been more proud of being a member of this organization. I know many of you were watching and I hope you too, shared my pride.

We'll never know how effective our efforts were. There's no way to gauge our influence or even to guess what impact our campaign had in bringing, keeping the issue in a spotlight.

That doesn't matter.

All that matters is that many are already home, more are coming and soon, when the fighting in all of Southeast Asia is ended, there will be

an accounting of all... including our many, many missing-in-action.

As these happy, poignant family reunions continue to move the American public, I hope each of you will take personal pride in your role. None of us had a solo part in this effort but collectively the Civil Air Patrol voice was heard — and respected. Each of you has my gratitude for a long, difficult task well done. I am convinced this movement is destined to remain one of CAP's brightest moments in its three decades of humanitarian service to the Nation.

CIVIL AIR PATROL NEWS

☆☆☆☆ USAF AUXILIARY ☆☆☆☆

National Commander Brig. Gen. Leslie J. Westberg, USAF
National Board Chairman Brig. Gen. S. Hallock DuPont Jr. CAP
Director of Information Lt. Col. Wm. Capers III, USAF
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VOLUME 5 NO. 4

APRIL, 1973

Pilot Locates Downed Craft; Saves 4, Due to 'Good Luck'

GLENWOOD SPRINGS, Colo. — Four men who survived the crash of their light aircraft in snow-filled mountains near here had "just plain old good luck" to thank for their quick rescue, a Colorado Civil Air Patrol member said recently.

The four were spotted only 35 minutes after their single-engine aircraft crashed on a small flat area in the Flattop Mountains. They had left Glenwood Springs airport 15 miles away on a business trip to Rawlins, Wyo.

A CAP plane on a flight from Delta, Colo., to Longmont, picked up emergency locator beacon signals from the downed craft.

"It was just a case of being in the right place at the right time, which doesn't happen very often," said CAP Maj. Jess Marshall. "We weren't even on the emergency frequency, but the beacon led into it. I think when we got the signal, we must have been right over the aircraft."

The CAP aircraft dropped some emergency supplies at the site and then flew to Glenwood Springs to alert authorities. The four men were removed by helicopter an hour and a half after crashing.

Aboard the aircraft were the pilot, John Reeves Sr., Ken Henderson, Bob Headricks and Dan Vlosich, all of Glenwood Springs. Vlosich suffered rib injuries, while the other three

men suffered minor cuts and bruises.

Reeves said it seemed like only "about five minutes from the time of the crash until the CAP aircraft was overhead."

Temperatures in the area dropped to below zero overnight. "I'm very grateful," Reeves said. "We're very fortunate."

The four saves make a total of six for CAP pilots during 1973.

10 Virginians Attend Free Ground School

STAUNTON, Va. — Ten members of Civil Air Patrol's Augusta Squadron are among 25 persons studying for their solo flying license by attending a free ground school being held in Lexington, Va.

The school is sponsored by CAP member James Coiner, the maintenance officer for Augusta Squadron and president of Air Space Inc., and manager of the Lexington airport. He began the school to assist CAP members and other interested persons to obtain their flying license.

The 10-week course is instructed by Jay Donoghue, the airport's full time instructor. Students learn the basic skills by watching slides, listening to recorded lessons and practicing on paper what they have learned in class.

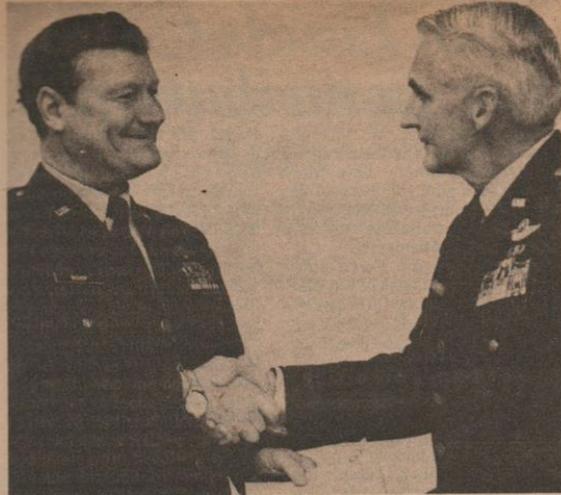
Mr. Coiner explained, "The ground school is to help the student learn all the things necessary to know about flying, without actually flying an airplane. We give them everything we can to help them successfully pass the FAA written test."

The class includes cadets who have received solo flying instruction, but need more study, pilots who are taking the course to refresh their memory, and persons with no flying background, but who are interested in the art of flying.

Mr. Coiner, who began flying while in the Air Force, holds a private license, and is an active pilot on practice and actual search and rescue missions.

"I decided to hold the school to promote flying interest and I've been very pleased with the number of people attending, especially since aviation has not been stressed for some time in the Lexington area," he noted.

The ground school is being held in the Lexington Methodist Church.



COMMENDED — Air Force Lt. Col. Norm Bishop, liaison officer for the Alaska Civil Air Patrol Wing, receives a letter of Commendation from Brig. Gen. Leslie J. Westberg, USAF, national commander, for locating a missing Stinson 108-3 aircraft in a remote area east of Taktetna, Alaska. Without the find, the three persons on board, all injured, would not have survived. His co-pilot, Jerry Brutsche, was killed a week later delivering mail to a remote Alaskan village.

CAP Wing Lauded For SAR Activities

BILOXI, Miss. — Members of the Mississippi Civil Air Patrol Wing were recently lauded for their participation in the search for a missing aircraft.

The letter from Shelby Bass, manager of Marketing for EMR Telemetry Weston Instruments, Inc., of Sarasota, Fla., cited the men and women of the Mississippi CAP for "the outstanding effort performed in the case of Harry R. Johnson and Cessna N80151B."

Mr. Bass continued, "My visit to your headquarters, was my first insight into the operations of CAP. I have been involved in water-borne search and rescue in the Coast Guard Auxiliary for several years, but I must say

that your procedures; organization; and communications for the SAR mission put us to shame. I hope I can begin correcting that — based on the lessons I learned at Biloxi."

He concluded, "I wish I had the time to write a book about the tragic incident — and then a method of forcing every private pilot to read it. The lessons to be learned from experiencing one of these SAR's would be very valuable to the typical pilot."

The Florida, Louisiana and Alabama CAP wings were also involved in the search which lasted 10 days.

CAP employed 146 aircraft, 609 personnel and 121 mobile and 152 mixed radios in the search effort.

Mr. Johnson's body was found by CAP Lt. Raleigh Chaney during a ground search on Ship Island near Biloxi.

Ala. Pilots Go To School

BIRMINGHAM, Ala. — Thirty-four pilots in the Alabama Civil Air Patrol Wing gathered at Woodley Country Club in Montgomery, Ala., recently for a three-day instrument ground school and flight clinic.

Emphasis on the program, taught by Ken Perkins, Southeast Region Director of Aerospace Education, was focused on Instrument Flight Rules (IFR) procedures of the Federal Aviation Administration (FAA), with most of the pilots scheduled to take the FAA written examination soon after completing the school.

Mr. Perkins stressed the added safety factor that instrument rating makes available to pilots, citing the relatively small number of accidents incurred by planes flying IFR.



PLOTTING ROUTE — Augusta Civil Air Patrol Squadron cadets and senior members practice plotting routes during a ground flying school being held in Lexington, Va. The course was started by the squadron's maintenance officer James Coiner to increase flying interest. (Photo by Don Houser)



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

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

(As of Mar. 11, 1973)

Number of Missions	59
Number of Aircraft	1,313
Number of Sorties	2,314
Flying Hours	4,629
Personnel	5,194
Mobile Radios	944
Fixed Radios	1,153
Lives Saved	6



CLASS DISCUSSION — Civil Air Patrol officers discussing the radiological monitoring device with Darwin Lapham (right), an instructor at the Defense Civil Preparedness Agency Staff College. From left to right are: Lt. Col. Robert Ritter, Capt. William Darby and Maj. Robert Blondin.

Co-op Agreement A Reality For CAP And Defense Agency

BATTLE CREEK, Mich. — Defense Civil Preparedness Agency Staff College and Civil Air Patrol personnel believe in the cooperative agreements made by their respective headquarters.

Lt. Col. Robert Ritter, commander of the Forham Park CAP Composite Squadron, N.J., has just completed RADEF I, II, and III at DCPA Staff College. He is also executive assistant to the Morris County N.J. Coordinator/Director of Civil Defense.

Capt. William Darby, commander of the Oswego County CAP Group, N.Y., has completed RADEF I and III. The captain's emergency operational post is in the County Civil Defense Emergency Operations Center where, during Hurricane Agnes, CAP provided communications support.

Maj. Robert Blondin, recently appointed Illinois CAP Wing RADEF Officer has completed RADEF I. His emergency assignment post is in the Illinois State Civil Defense Emergency Operations Center in Springfield.

Darwin Lapham, a Radiological Defense instructor with the DCPA Staff College, could rightfully be called the "father" of the recently released Instructor Guide for Aerial Radiological Monitoring. He not only teaches as a part of his DCPA job, but has gone as far as Batavia, N.Y., to assist with a special course offered on a "volunteer" basis.

Basic concepts of Civil Preparedness Radiation Control (RADEF I) is a one-week course

designed to provide individuals with a basic background in radiological defense and to qualify them for enrollment in RADEF II and RADEF III. Upon completion of the course, individuals will be qualified to assist a RADEF officer in an emergency center and/or act as a radiological monitor.

Radiological Defense Officer (RADEF II) is a three and one-half day course designed to prepare individuals to serve as Radiological Defense officers, emphasizing radiological planning and operations.

Radiological Instructor

51 Receive Training In Search and Rescue

MCCORD AFB, Wash. — Fifty-one Civil Air Patrol members representing 21 Washington and Oregon squadrons attended a two-day training course for search and rescue mission coordinators here recently.

Instructors from the Western Aerospace Rescue Coordination Center at Hamilton AFB, Calif., conducted the course.

The classes included instruction in organization of forces, conducting a SAR mission, mission planning, search methods, calculating probability of detection, safety and reporting.

Workshop (RADEF III) is a one and one-half day instructor workshop designed to qualify individuals to serve as Radiological Defense Instructors for the training of monitors or other radiological defense personnel. The course emphasizes planning and conducting radiological training and safe landing of radioactive training source.

Those interested in enrolling in Staff College resident courses should contact their local or state Civil Preparedness officials for specific information.

The participants also located a simulated "missing" aircraft during group problem solving.

Malcolm J. McIver of the Washington State Board of Aeronautics made a presentation during the second day which included standard procedure following an overdue aircraft report and coordination between CAP and state aeronautics during a search mission.

They also heard from Hal Foss, SAR coordinator for the Washington State Department of Emergency Services on responsibilities and coordination of ground forces in search and rescue and map gridding systems.

Pilot Lauds CAP For Contribution

MORGANTOWN, W. Va. — During a recent Civil Air Patrol awards ceremony here the President's pilot, Air Force Col. Ralph D. Albertazzie cited CAP for its contribution to the "betterment of humanity."

The veteran Air Force pilot said, "I feel that each of you who has participated in CAP can be justly proud of your accomplishments and the fact that you are taking time to serve your fellow man when the need arises."

"The Civil Air Patrol has done an awful lot of things to be proud of in its 32 year history."

He continued, "I know the President recognizes the importance of the Civil Air

Patrol. He has written to CAP headquarters on numerous occasions and on your anniversaries to congratulate you for all the good you have done for us. Not only as citizens, but for us in the Air Force when we needed you."

Referring to Cadet Col. Terry Rice, to whom he presented the Spatz Award, the colonel said, "Terry represents the youth of today, as we the parents would like to see them... Dedicated, interested and motivated to help her fellow man and to do things for which she and all of us can be proud."

Local Editors Cited For Their Service

BALTIMORE, Md. — The commander of the Northwest Composite Squadron made a surprise presentation of two Certificates of Appreciation to the editors of local newspapers, the Community Times and the Jeffersonian, recently.

In making the presentation, Lt. Michael Miller explained that since the relocation of the Northwest Baltimore unit and its redesignation, membership has begun a significant increase. Community awareness has also increased, Miller said, and plans are underway to further educate and enlighten the community on the mission of CAP.

"The Community Times and the Jeffersonian have been particularly helpful in bringing this information to the public's attention and aiding in our recruiting drives," the lieutenant explained.

The certificates were signed by Col. Stanley F. Moyer, Jr., commander of the Maryland wing.



ELECTED — Air Force ROTC Cadet Mary K. Higgins has been elected commander of the Kittyhawk Squadron of the Arnold Air Society. The Civil Air Patrol cadet colonel has earned her Federal Aviation Administration Private Pilot Certificate, and has been awarded the AFROTC Second Honors and Superior Performance ribbons and has been on the Dean's list every semester at Saint Xavier College where she is majoring in Chemistry. She has also been awarded the Frank Borman Falcon Award from CAP, the highest award attainable for a former cadet.

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Accidental Death	\$5,000	\$10,000	\$15,000	\$20,000	\$25,000
Dismemberment	5,000	10,000	15,000	20,000	25,000
Medical Expense	500	1,000	1,500	2,000	2,500

Annual Cost	1 Unit	2 Units	3 Units	4 Units	5 Units
Non-Pilot	\$10.00	\$20.00	\$30.00	\$40.00	\$50.00
Pilot	20.00	40.00	60.00	80.00	100.00

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DISCUSSION — Lt. Delbert Riordan (right), squadron commander of Meadville Composite Squadron 506 discusses aspects of the aviation ground school with Hank Furtwangler (center), course instructor and Kenneth Caldwell, Skyline Motors manager.

Pa. Unit Members Attend Aviation Ground School

MEADVILLE, Pa. — Several members of the Meadville Composite Squadron 506 are attending classes in aviation ground school conducted by Skyline Motors Inc., at Port Meadville Airport.

The course is being instructed by Hank Furtwangler and arrangements for squadron attendance were made through the Skyline manager, Kenneth Caldwell.

Lt. Delbert Riordan, squadron commander, said the course will help CAP members in conducting search and rescue missions.

He said it would give them a better understanding of what may happen, to an airplane and

enable them to conduct search efforts more efficiently.

Riordan noted that any member may also further his education by obtaining flying lessons to receive a private pilot's license.

Among topics covered by the course are pilot rating, aircraft

class and type and what makes an aircraft fly. It also covers communications, instruments, navigation and weather.

The course is being attended by other area residents interested in pilot training and is offered periodically by Skyline.

Washington Members Attend Ed. Workshop

MCCHORD AFB, Wash. — Fifteen Washington Civil Air Patrol members, U.S. Air Force Reserve officers and aerospace educators from the Edmonds and Kelso school districts attended a Pacific Region Aerospace Education Workshop at Hamilton AFB, Calif., recently.

Representing the Washington Wing headquarters were Majors Evelyn Lunderstrom, Eleanor Baker and Virginia Ritzman.

The group was welcomed by Pacific Region commander, Col. Raymond Gaver, then attended a dinner where World War I pilot, Capt. O.C. LeBontillier spoke on his flying experiences including an eyewitness account of the death of the famous "Red Baron."

The program also included presentations on the CAP cadet

aerospace education program, Apollo space program, aerospace and ecology, model rocketry, classroom aids and Junior Air Force ROTC, followed by discussion groups and conference summation.

Station Airls

CAP Program

BEAUMONT, Tex. — A 30-minute television question and answer program, on Civil Air Patrol was presented recently by KBM-TV.

Participating in the program were Maj. R.J. Peters; Maj. G.B. Haines, Lt. J.A. Tarbett and Sawyer Wolsten all with the Beaumont Composite Squadron.

Mr. Wolsten is director of the Jefferson County Civil Defense.

2 Fly Mercy Flight

CROWLEY, La. — Two Civil Air Patrol members recently responded to an emergency call from Civil Defense officials here. Lt. Cois. Lennie Hensgens and Bill Carnes, both from the Acadia Community Senior Squadron flew the mercy mission.

Blood was needed in McComb, Miss., for an emergency operation and only three pints of the rare AB positive blood could be found in Mississippi. After a series of phone calls the needed blood was located in Lafayette.

Hensgens and Carnes flew the mission at night from Crowley to Lafayette to McComb without any problems and made it possible to proceed with the operation.

5 Honored With Award

LOUISVILLE, Ky. — Five members from the Panther Composite Squadron were recently presented the Meritorious Service Award for their work in Civil Air Patrol during the past year.

Those receiving the award were Captains Jerry S. Watkins, James R. Wheatley, Ralph E. Figge and 1st Lt. Roberta Mae Simpson.

The awards were presented by Col. John F. Price, Kentucky wing commander.

Hawk Mt. Summer School Announced

HAWK MT., Pa. — The Civil Air Patrol's most comprehensive school on ground search and rescue has announced its summer school dates. July 7 through July 15, are the dates to remember for 1973. Hawk Mt. Summer SAR School will enter its 15th year of operations.

Thousands of cadets and Senior members, from all over the United States, have participated at Hawk in the past and a large turnout is anticipated for the coming school.

This nine-day school extensively covers all subjects related to ground search and

rescue, survival and leadership. Cadets enter the basic school squadrons and upon successful completion can progress to the advanced squadron the following year.

There is a special school squadron for female cadets and another for male and female Seniors. A special advanced course is given for those pursuing the grade of Expert.

SAR ratings of Ranger, Advanced, and Expert can be earned through hard work, knowledge of, and proficiency in the SAR program.

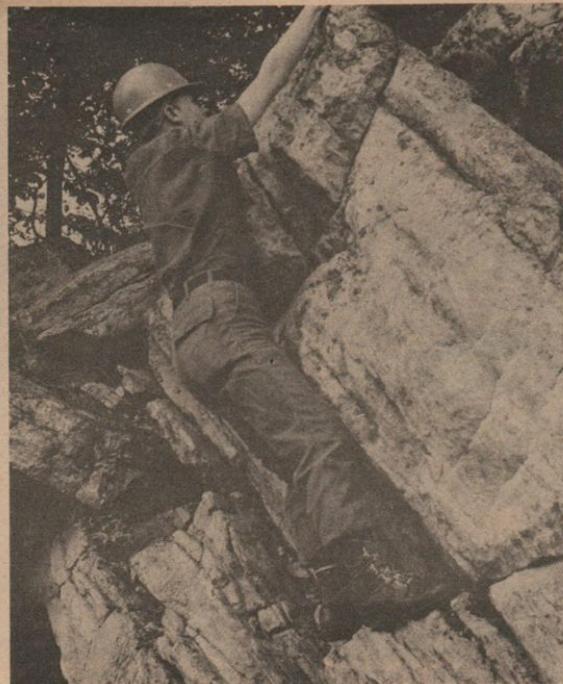
Each year, prior to the summer school, seven weekend staff schools are held. This is where instructors and command staff train for their duties at Hawk. Of the many cadets trying to complete this course, about 40 percent make the grade and are invited to serve during the Summer School.

The school, under the command of Lt. Col. John McNabb, is staffed by competent senior officers who are active in SAR.

Many of these men also hold the grade of Expert.

Now is the time to start your plans to attend this years summer SAR School at Hawk Mt. (near Allentown, Penn.). Address all correspondence to Lt. Col. John McNabb, 526 Acron Street, Philadelphia, Pa. 19128, or send in the coupon for full information.

NAME
GRADE UNIT
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CITY
STATEZIP



ROCK CLIMBING



RAPELLING



DONATION — Los Angeles Wilshire-Downtown Optimist Club President, Norm Dunlap (right), presents Col. Howard Brookfield (center), with a check for a Civil Air Patrol cadet matching funds flight scholarship. Looking on is Pacific Southwest District Governor Jay Attarian. Colonel Brookfield, former commander of the California Wing, is the Youth Activities Chairman of the Wilshire-Downtown Optimist Club. Scholarships for the matching funds flight are for \$150 each.

Home Study Course Available to CAP

WASHINGTON, D.C. — Defense Civil Preparedness Agency officials have announced that the home study course "Civil Defense, U.S.A." has been revised and is available for enrollments.

The revised course consists of five units of programmed instruction and a final examination. The course still serves as an orientation to civil preparedness in the United States, but now features more preparedness from the perspective of the local jurisdiction and the private citizen.

Information on natural disasters has been included, and the weapons effects and shelter sections have been shortened. Titles of the units are:

- Unit 1 - Civil Defense - Protection Against War?
- Unit 2 - Nuclear Weapons Effects and Shelter
- Unit 3 - Natural Disasters
- Unit 4 - Warning, Emergency Operations and Support Program.
- Unit 5 - Governmental Responsibilities for Civil Defense.

Anyone applying for enrollment in the revised course must include his social security number, which will be used as his student number for this and all other Staff College independent study courses in which he enrolls thereafter. The postage paid, self-addressed enrollment form, L-50-B, may still be used; however, it should include, along with the enrollee's social security number, his occupation and the name of the organization which is sponsoring his enrollment, if any.

Unit distribution of the

application form, L-50-B, is being made by Headquarters CAP-USAF. Extra applications will be provided each wing and will be made available to squadron and region personnel if requested. Completion of this course can be credited to the National Commander's evaluation as reflected in Item 7 of the 1973 criteria.

Lt. Wins Info Award

MARSHALL, Mo. — Second Lieutenant Hilda Garner is one of three Civil Air Patrol wing information officers to receive a National Award for Excellence for 1972.

The award was presented to Lieutenant Garner by Col. Donald N. Fulton, Missouri Wing commander during a recent ceremony.

The lieutenant credited the excellent cooperation of the local and national news media with helping her attain the award.

She has been in CAP for two years, but 1972 was the first year she has been involved in the information program, which rose from 33d to 23d during the year.

Other information officers receiving the award were Maj. Stephen F. Kajawa from the Illinois Wing and Lt. Col. Herbert F. Gray from New Hampshire. Both are veteran information officers in CAP.

The awards were made based upon excellent wing information program ratings given during wing inspections.

Cadets Add Training Dimension

RUTLAND, VT. — Cadets from the Rutland Cadet Squadron have added a new dimension to their training. They are currently undergoing training in the safe and proper use of scuba equipment as part of their unit's activities program.

Instructors for the course are Maj. Thomas Repeta and Senior Member Stanley Curran, both experienced skin divers.

The course is divided into two parts. The first consists of classroom sessions which stress safe diving practices and explains how scuba gear functions.

In part two of the course, the cadets had the opportunity to put their classroom knowledge to work as they used the scuba gear in the Rutland Travel Lodge pool.

The use of the diving equipment proved to be the most challenging part of the course. As part of the course, each cadet had to jump into the pool, swim to his scuba gear and then put in on underwater.

Photos and Story
courtesy of Rutland
Cadet Squadron



FITS MASK — CAP instructor Maj. Thomas Repeta adjusts mask on Cadet Brian Wetherby during a squadron scuba diving course. The course is one of the many activities sponsored by the Rutland Cadet Squadron. (Photos by Robert Curran)

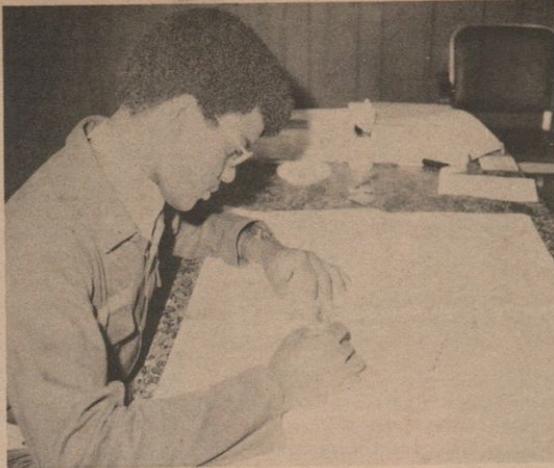


FLIPPER ADJUSTMENT — Cadet Jeff Icken of the Rutland Cadet Squadron adjusts his flipper prior to diving into the water during the squadron scuba diving course.



INSTRUCTION — Maj. Thomas Repeta (left), instructs Cadet Jim Hall in the proper use of scuba equipment as part of the Rutland Cadet Squadron's activities program.

Pa. Unit Formed For Youth Involvement



EXAM — Cadet 2d Lt. Victor Croker tries his hand at map reading during a practice mission.



COMPUTER TIME — 1st Lt. Albert Thomas (center), shows members of the Squadron 3111 how to use the flight computer. Lieutenant Thomas is deputy commander for seniors and a rated CAP pilot and senior rated observer. Receiving the instruction is Cadet 1st Lt. Ken Wells (left) and Cadet 2d Lt. Victor Croker.

PHILADELPHIA — In 1971 the Pennsylvania Region of Negro Airmens International (NAI), under the leadership of Civil Air Patrol 1st Lt. James P. Fisher, was searching for a way to deal with some of the problems of the inner-city youth.

The International Membership Chairman of NAI and State Air Surgeon of Hq. Pennsylvania Air National Guard, Dr. (Col.) Harold E. Pierce, suggested that one way to deal with the problems and at the same time expose the youth to aviation, would be to sponsor a CAP squadron.

As a result of the idea, a charter was applied for and received in November 1971, to form the West Philadelphia Composite Squadron 3111.

This squadron not only teaches Aerospace Education, but the seniors have also undertaken the task of career counseling with an emphasis on aviation and its allied industries. Assisting Dr. Pierce and NAI in this endeavor were the principal and teachers of Sayre Junior High School.

Approximately 35 seniors and 30 cadets comprised the charter members of the unit, with the majority of the cadets coming from the Sayre school.

Assembly programs at Sayre Jr. High School and at Barrett Jr. High School, in South Philadelphia, were used as the major means of recruiting cadets. The recruiting program was also supplemented with a fly-in, at Wings Field in Ambler, Pa., hosted by the Pennsylvania Region of NAI, where free rides were given to interested youths and their parents.

This all paid off as the cadet membership now stands at approximately 50.

Not long after the squadron was initiated, a private pilot ground school was held for interested cadets, taught by a Federal Aviation Administration rated advanced ground instructor, who is also a member

of the unit. Due to the interest shown by the cadets, a New England Industrialist donated \$2,000 for two flight scholarships.

Squadron 3111 has been successful in recruiting highly qualified people from the community, such as a Philadelphia Police Academy Instructor to teach a 10-hour course in First Aid; Air Traffic controllers to discuss careers in the FAA; a black major in the Womens Army Corps spoke to the cadets and showed photos of her travels throughout the world emphasizing the educational opportunities in the armed services.

A very active first year was capped off by two exciting and memorable events according to the unit commander, 1st Lt. Al R. Ingram. The first was the unit's first Annual Military Ball. It was held at the Officers' Open Mess at the Philadelphia Naval Yard, to commemorate the units first anniversary. More than 200 people attended, including the Pennsylvania Wing commander,

Col. A.A. Milano. The keynote address was delivered by the late E.A. Gibbs, Founder and International President of NAI.

The second event was a trip to the Air Force Museum at Wright-Patterson AFB, Ohio.

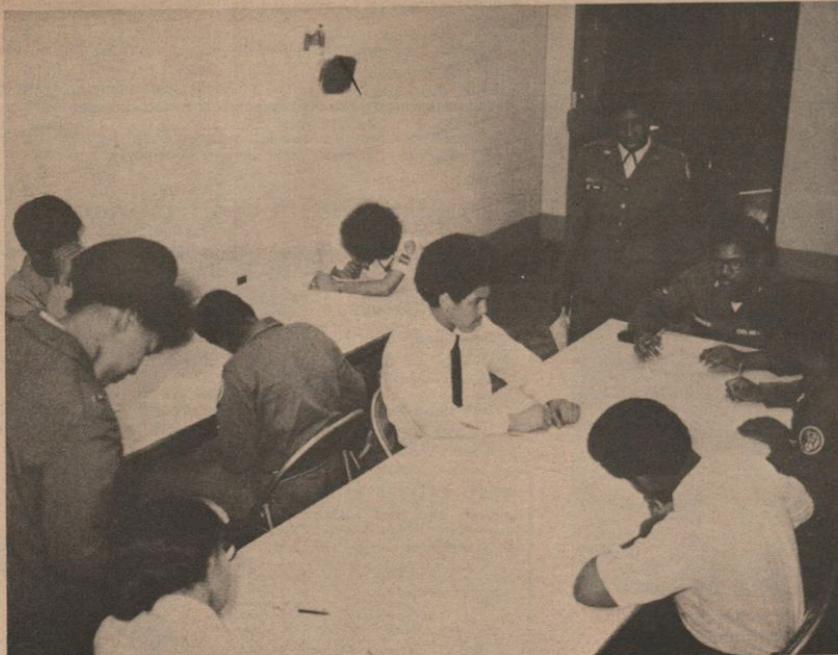
"All of this exposure to and interest in aviation has paid off," said Lieutenant Ingram. Two of the cadets of the squadron won their solo wings, the cadet commander has won a nomination to the Air Force Academy; the former cadet executive officer is currently a freshman at the University of Pittsburgh studying engineering and two more of the cadets will soon be undergoing flight training at Florida Institute of Technology.

"The first year of the squadron's existence has been a very productive and challenging one," the lieutenant commented.

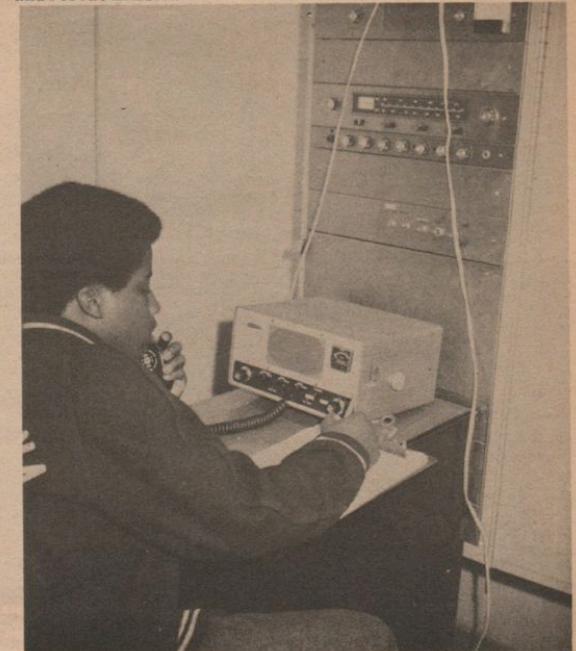
"We are now looking forward to new challenges in future years."



MAP READING — Cadet Commander 1st Lt. Kennard Weels explains map coordinates during a practice squadron search and rescue mission.



TESTING — Cadets from Squadron 3111 take their achievement tests under the supervision of 2d Lts. Cinthia Thompson and Marietta Brown.



RADIOMAN — Cadet Cornelius Brockenborough operates the squadron radio during a squadron alert exercise.

Ala. Wing Holds Annual Conference

BIRMINGHAM, Ala. — Civil Air Patrol officers and cadets from throughout Alabama recently gathered at Woodley Country Club in Montgomery Ala., for their annual wing conference.

Lt. Col. Loring Jones, commander, of the Pete Peterson Squadron in Montgomery served as host for the two-day event.

Areas covered included commanders, communications, cadet program, information, safety, administration, personnel, logistics, chaplains and finance. Col. Lee F. Smith, wing commander presided over

the general session and commander's call while Lt. Col. Charles Collins, John T. Carter and Joan Hill conducted session meetings.

Awards presented during the conference included the Exceptional Service Award to Lt. Col. Forrest Raymond and the Meritorious Service Award to Lt. Col. A. Camadello Jr.

The Pete Peterson Senior Squadron was named the outstanding unit in the Alabama Wing while Lt. Sue Bazzell of Tuscaloosa Composite Squadron was named Outstanding Senior Member. Cadet Col. J. Bradford Lynn, also of the Tuscaloosa unit, was named "Top Cadet."

Hoosiers Hold Largest Sr. Clinic

GRISSON AFB, Ind., — Seventy-five senior members of the Indiana Civil Air Patrol Wing recently registered for the largest Level One training clinic to be held in Indiana.

Lt. Col. Donald Holmes, wing chief of staff, was monitor for the meeting and 1st Lt. Janet Robbins, assistant wing Senior Training Officer, gave the Level One test following the seminar.

Maj. Patrick DeCallier, Groups 5 commander; Lt. Col. William Miller, USAF, Indiana Wing Reserve Assistance Officer; Lt. Col. Alan Trester and Maj. John Marquis presented the various subjects.

Great satisfaction was noted by all 75 members when notified they had passed the test with "flying colors."

Commander Pays Visit To Islands

HONOLULU — The national commander of Civil Air Patrol recently made his first official visit to the Hawaii Wing.

During his visit, Brig. Gen. Leslie J. Westberg, USAF, participated in a breakfast meeting with Hawaii's Senior Advisory Council which includes such members as retired Air Force Gen. Hunter Harris, Maj. Gen. Benjamin Webster, adjutant general of Hawaii and Col. W. E. Y. Paxton, USAF, commander of Hickam Air Force Base.

The general also participated in glider flying with the Mokuleia Squadron and visited Kailua-Kona.



SPECIAL PRESENTATION — Retired Air Force Gen. Carl A. "Tooley" Spaatz, (third from left), receives portrait of himself from Civil Air Patrol in a recent special ceremony at the general's home in Chevy Chase, Md. The portrait honors General Spaatz on being one of the first 10 persons chosen to CAP's Hall of Honor. General Spaatz, first Air Force chief of staff, served as the first chairman of CAP's national board. Making the presentation are, from left, Gordon T. Weir, CAP executive director; Air Force Brig. Gen. Leslie J. Westberg, CAP national commander; and CAP Col. William M. Patterson, vice chairman of CAP's national board. Presentation of portraits to the other nine Hall of Honor selectees was made at CAP's national convention last fall. General Spaatz was unable to attend the original ceremony.

Senior Develops School Program

SAN DIEGO, Calif. — The Senior Programs officer for the Gillespie Field Senior Squadron 97 recently put one of her hobbies together with her professional work and developed an experimental unit in Self Defense for Girls for students at a local high school where she is gym instructor.

Maj. Patricia Osmon, a 30-year veteran of Civil Air Patrol, wrote the curriculum guide for the school district on Self Defense, and appeared on a local TV station in the Looks at Learning program with four students who are involved in the experimental program.

The major is a member of the San Diego Chapter of 99's Inc., and was secretary for two years and Chapter Chairman for one year.

Cadets Tour NASA Laboratory

PASO ROBLES, Calif. — Members of the Gen. J. P. McConnell Cadet Squadron 62 and Five Cities Flight 94 received a guided tour of National Aeronautics and Space Administration's Ames Research Laboratory at Moffett Field, Calif., recently.

Among the sites visited by the 18 cadets were Ames' 40 by 80 foot wind tunnel, its computer-controlled flight simulator, and its wide variety of VTOL/STOL aircraft.

Future tours are planned for the IBM Corporation's San Jose plant and for the aeronautical engineering department of the California Polytechnic State University at San Luis Obispo.



DEMONSTRATION — Two Civil Air Patrol members of the Suncoast Senior Squadron in Florida demonstrate the proper way to perform mouth-to-mouth resuscitation to a police officer and his six-year-old son. Senior Member C.E. Avery (left) and WO Mary E. Warner (Center), both with the unit's land rescue unit, devote much of their time demonstrating proper First Aid at Civil Defense exhibits throughout their area.

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How it works.

What its problems are.

What the legal profession, the legislatures and the public can do to solve the problems.

On May 1, join Americans everywhere in observing Law Day.

For 197 years our courts have helped the people out of jams.

Now the shoe's on the other foot.

Help Your Courts Assure Justice.



Catonsville Unit Garners 2d Clasp

CATONSVILLE, Md. — The Catonsville Composite Squadron recently received their second Bronze Clasp to the unit citation.

The award, made by Col. Stanley F. Moyer Jr., commander of the Maryland Wing, was in recognition of being named the best squadron in the state.

The citation accompanying the medal noted that the squadron was successful in every area of endeavor they have attempted. It cited the unit for its support to the cadet program, including maintaining a high level of proficiency in completing cadet contracts, special activities personnel and support of local wing activities for cadets.

This was the second

consecutive year the unit had won the award.

Colonel Moyer, in addressing the unit stated, "To the best of my knowledge, this is the first unit of the Maryland Wing to receive a third citation streamer."

Minn. Cadets Earns License

GRAND RAPIDS, Minn. — Three Civil Air Patrol cadets from the Grand Rapids Composite Squadron recently received their Private Pilots License.

They are Lt. Col. Debbie Wilson, Col. Jim Daley and 1st Lt. Jim Kelley.

Senior Member Tim Harristhal, who is the chief flight instructor at Mesaba Aviation, was their instructor throughout the course.

Cadets Wilson and Daley were two cadets selected from six contestants as recipients of a scholarship established for cadet flying training.

All three are active in the communications section of their unit.

Wilson and Kelley are seniors at the Grand Rapids High School while Daley graduated last year.



BRIEFING — Cadets from the Marineland Cadet Squadron, Hendersonville, Tenn., receive a briefing on the Main Control Room of the Propulsion Wind Tunnel at the Air Force's Arnold Engineering Development Center at Tullahoma, Tenn., by Air Force SSgt. George W. Malone. From left to right are Cadets Robert P. Strine, Russell W. Polk and Steve L. Allen. Thirty-one members from the unit participated in the tour.

Captain Named Publicity Chairman

TRACY, Calif. — A member of California's Group 16 has been named Publicity Chairman for the Aviation Day celebration in Stockton, Calif., during May.

Capt. Betty Storey, information officer for the California unit, will handle all publicity for the event which is held annually to benefit two local charities.

The full day of aviation events

is sponsored by the California Army National Guard and the Greater Stockton Chamber of Commerce.

Civic groups, industrial and business firms, military and civilian organizations are cooperating in the event by providing volunteers to support the airport operations.

The famed Thunderbirds, U.S. Air Force's precision flying

team, will be featured along with acrobatic flying by stunt pilots. In addition there will be flying demonstrations, antique and experimental aircraft displays and aviation exhibits.

Captain Storey has been in CAP for 15 years and was previously information officer for the Hawaii Wing. She has also served with Group 3 in San Diego, Calif., from 1967 to 1972.

Test Turns Into Actual

OCEANO, Calif. — The Five Cities Flight of the Civil Air Patrol changed from a simulated communications test to an actual citizens assistance mission recently.

CAP cadets, under the direction of Lt. Martin C. Staudenraus, were having a simulated mission using low-powered handy-talkies for communications in the area around the Oceano Airport.

Suddenly flames were seen coming from a nearby storage trailer. The cadets, under the direction of Lieutenant Staudenraus immediately went to the scene and assisted in watering down nearby threatened property until the fire department arrived.

The cadets then returned to their simulated drill exercise.



QUEEN TERESA — Miss Teresa Tubbs, a civilian helper for the Columbia Composite Squadron, Oregon Wing, was recently crowned Queen of the Ball at the 1973 Oregon Wing Cadet Military Ball. Miss Tubbs is being crowned by Gina Crowell, outgoing Queen of the Ball.

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**Fly Safe—
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Have You Had Yours?

There are approximately 800 aircraft in the CAP inventory and they flew over 97,000 hours in 1972. About one out of every ten aircraft was involved in an aircraft accident or incident last year.

Have you had yours? You've heard the old wives' tale that there are those who have had an accident and those who are going to have one.

Don't you believe it! Only two percent of all accidents are classed as acts of God, all the rest are people caused; ones which we normally bring upon ourselves. The main underlying cause of most of these accidents is complacency. Now, before you say "hogwash," let us define what we are talking about.

The origin of complacency is found in confidence, an indispensable trait for the successful pilot. All pilots have confidence levels which are determined by their past experiences, training, and types of personalities. As a pilot's learning curve in a new machine begins to flatten out, decisions become easier and flying becomes more routine.

Take the case of the new student pilot or the old head transitioning into a different aircraft. The stresses inherent in this transition period are a strong motivating force in acquiring the skills and knowledge necessary to master this new bird. As the combination of training and experience gives rise to confidence, stress is no longer a factor and complacency frequently moves in to fill the void left by stress. Complacency, then, may be defined as a state of confidence plus contentment.

The earliest effects of complacency are subtle erosions in proficiency. The preflight becomes less complete and more automatic "kick the tires, light the fires" attitude. Because of his success in mastering his new

challenge, he becomes increasingly likely to play a flight by ear rather than plan ahead for possible contingencies. It would appear that complacency is a state too far removed from spring fever.

The complacent pilot is unaware of the gradual deterioration in his performance. That's the big reason FAA has instituted the courtesy check ride — to point out the little faults that have crept into a pilot's flying.

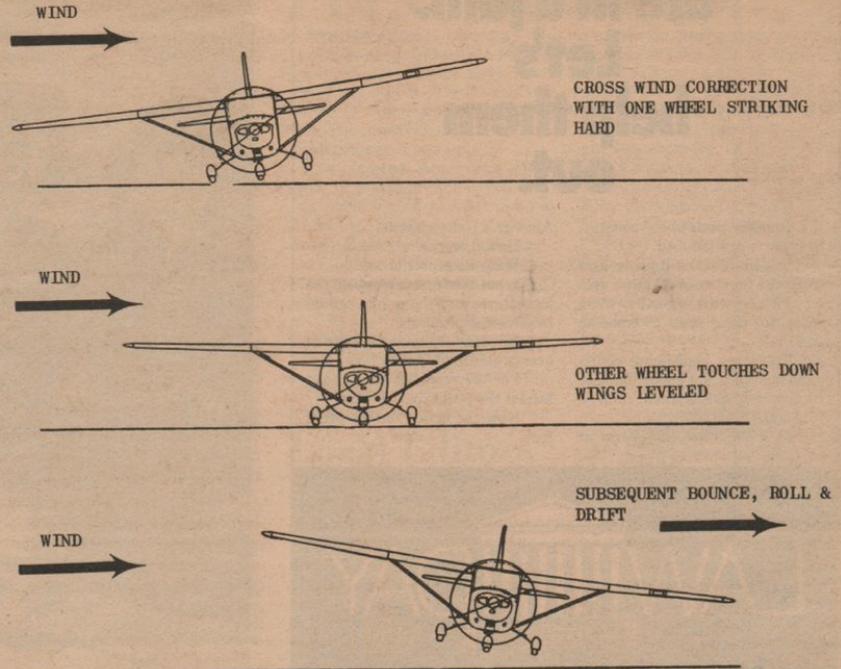
So far we've been dealing with words, ideals, and intangibles; now let us turn to facts. Twenty-five percent (8) of the 32 aircraft accidents within CAP in 1972 involved pilots with less than 15 hours in the last three months and less than 15 hours in the total flying hours varied between 100 and 2,000. This just about fits the picture of "I've got this airplane hacked" attitude. The stress of learning the new bird is past, the adrenaline glands don't pump so much on the landing approach; complacency has set in. The other interesting factor in those eight accidents is that six of the eight were conventional versus tricycle gear. This shows that the conventional gear is less forgiving of complacent pilots.

Now that you've got the picture, what's the music? It's this: Accidents are not inevitable, they are caused by people. If you haven't had your accident, don't. Remain alert, don't be lulled into a false sense of security by a good safety record and past performance of your airplane. Things change.

The crosswind may be a little stronger than you think; the density altitude may be a little higher than you think; or the strip may be a little shorter than you remembered. Be a little less complacent.

Increased vigilance and determination on your part may make the difference between an enjoyable flight and a smoking hole!

CROSS WIND BOUNCE



CROSS WIND CORRECTION WITH ONE WHEEL STRIKING HARD

OTHER WHEEL TOUCHES DOWN WINGS LEVELLED

SUBSEQUENT BOUNCE, ROLL & DRIFT

Cross Wind Correction. Many times when a balloon or bounce occurs, the inexperienced pilot is too attentive to his height above the runway, and little thought is given to maintaining or re-establishing proper cross-wind correction. **CROSS WIND CORRECTION SHOULD BE CONSIDERED AS AN INTEGRAL PART OF THE LANDING ATTITUDE.** Any crosswind correction will almost invariably be lost if the aircraft bounces. When one main wheel strikes the runway, the other main wheel will touch down immediately afterwards, and the wings will be leveled. Then, as the airplane bounces, it will normally roll with the wind, thus exposing even more surface to the crosswind, and, of course, drifting starts immediately.

Whether you are attempting a landing, either with or without any crosswind, and the airplane has ballooned or bounced — **DO NOT ALLOW THE AIRPLANE TO TOUCH THE GROUND UNLESS YOU HAVE THE LONGITUDINAL AXIS STRAIGHT WITH THE RUNWAY AND ALL DRIFT STOPPED.** In other words, **THE COMPLETE LANDING ATTITUDE ACHIEVED.** If all of these factors cannot be corrected before touchdown, there should be no indecision — **Go Around.**

FAA Proposes Rule For Safety Harness'

The Federal Aviation Administration of the Department of Transportation has issued a notice of a proposed rule which would require installation of shoulder harnesses on all new small airplanes for which a type certificate application is filed after the effective date of the adopted rule.

As an additional protective measure, cockpit and cabin areas surrounding each seat would have to be free of potentially injurious objects, sharp edges, protuberances, and hard surfaces.

The proposal also would require shoulder harnesses on all small planes manufactured one year after the effective date of the adopted rule and on small planes now in use equipped with tie-down points for attaching shoulder harnesses. In the latter case, owners would have one year from the effective date of the adopted rule for installing the shoulder harness.

The proposal also would require:

- * Passengers to fasten shoulder harnesses, as well as seat belts, for takeoff and landing;
- * Flight crewmembers to have seat belts and harnesses fastened while at their stations; their harnesses would have to be designed to provide freedom of movement in performing all necessary operation functions;
- * Provisions for securing harnesses and seat belts when not in use to prevent interference with the operation of the airplane or with rapid evacuation under emergency conditions; and finally,
- * In the case of airplanes not

required to have shoulder harnesses, installation of a placard informing the pilot that a shoulder harness is not required in that plane.

Under the proposal, existing FAA rules governing installation of shoulder harnesses and occupant protection in small planes (those under 12,500 lbs. certified gross takeoff weight) would be considerably updated and strengthened. Installation of both safety belts and shoulder harnesses would be required in all forward- and sideward-facing seats. In addition, a sideward facing seat that is angled toward the rear of the airplane would have to have an energy absorbing rest for supporting the arms, shoulders, head and spine. A rearward-facing seat would have to have a safety belt and an energy absorbing rest, but not a shoulder harness since the seat would prevent an occupant from pitching forward in the event of a crash.

Existing rules offer manufacturers several alternatives for providing occupants with the required protection against head injury. These are: (1) a safety belt and shoulder harness that would prevent the head from contacting any injurious object, or; (2) a safety belt plus an energy absorbing rest that will support the arms, shoulders, head, and spine, or; (3) a safety belt plus the elimination of any injurious object within striking radius of the head.

Comments on the notice of proposed rule making (Notice No. 73-1) should be submitted by 30 April 1973 to FAA Rules Docket, AGC-24, 800 Independence Ave. S.W., Washington, D.C. 20591.

Accident Corner

February was a busy month with three aircraft accidents and three incidents being added to the roles. The first accident was a stall, spin accident involving an L-16 while practicing minimum control speed coordination maneuvers. Altitude was not sufficient for a safe recovery when the aircraft was inadvertently stalled and entered a spin. The lesson here is to have adequate recovery altitude for type maneuvers being performed. FAR's state minimums for items such as aerobatics, but much is left to pilot discretion.

The second accident involved an L-4 on a forced landing with engine problems. Pilot thought he had the field made, then decided he was high and initiated a slip. Pilot felt he was caught by a downdraft and landed short. Pilot's flight time in last 90 days was 1.3 hours. Proficiency in forced landings is a must. Each year many aircraft receiving excessive damage from forced landings due to pilots not being proficient in this emergency maneuver.

The last accident brought to

light a problem some of you may know about. On the third touch and go landing in a Birdog (305-A), the pilot lost control and groundlooped it. One of the problems discovered was that the tailwheel free swiveled one direction and was steerable in the other direction!

Do you know the proper preflight of the tailwheel on the Birdog, or how many degrees the tailwheel is steerable before it free casters?

More on aircraft accidents, their causes, and lessons learned next month.

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ASSISTANCE — Civil Air Patrol members from the 13th Group, Texas Wing, recently provided support of the Houston Prisoner-of-War/Missing-in-Action Concern Inc., which promotes the cause of Americans missing in Viet Nam. Cadets assisting in the project are, left to right: 2d Lt. Donna L. Osgood, Space City Squadron; MSgt. Robert D. Eaton, Shamrock Squadron and A1C Stuart D. Darby of Deer Park, Tex. The CAP members along with members of the Junior Officers Council of Ellington AFB, Tex., manned the Gulf Gate Shopping Center gate from 9 a.m. to 9 p.m.

OBJECTIVE — Maj. Richard Runyan (second from left), Pennsylvania Wing Ranger Section Winter Survival School commander, points out a navigational objective to members of Pennsylvania Squadron 9012 and Maj. Alphonse Ozosky, (left), Group 90 Ranger commander and school security officer. The event was the Ranger Winter Survival School at Hawk Mountain, Pa., where more than 175 senior cadets from Pennsylvania, New Jersey and New York received two days of training.

Cutler Named Best In Florida Wing

SOUTH MIAMI, Fla.—The Cutler Cadet Squadron has been named the "Best Civil Air Patrol Cadet Squadron" in Florida.

The announcement was made by Col. Robert Owen, wing commander, at the recent Florida Wing Conference and Awards Banquet at Orlando.

Maj. Fred P. Graham, squadron commander, attributes the success of his unit to the varied activities carried out by the Cutler Cadets and the high caliber of the cadet officers.

The main activities of the squadron are the Glades Search and Rescue School, which operates as a Class B Encampment each month; the Cutler Cadet Federal Aviation Administration Ground School at the Tamiami Airport; the Cutler Cadet Modeling School, which operates once a month for the female flight and the flight scholarship program that allows Cutler Cadets to earn their wings.

The squadron also has its own emergency services vehicle for Practical actual search missions which is utilized for cadet transportation.

During 1972 the Cutler cadets earned 10 Mitchell and eight Earhart Awards and a certificate of Merit from the Florida Wing and three certificates of Merit from the U.S. Air Force, whom they assist weekly at the Cutler Ridge Recruiting Station.

CAP Planes Fly Monitor For '500' Snowmobile Race

ST. PAUL, Minn.— As the more than 300 snowmobiles jumped from the Winnepeg starting line recently to begin the Winter Carnival International "500" Snowmobile Race, not far away another motor began racing as a Civil Air Patrol aircraft took off.

Its purpose was to monitor the race for some 500 miles and four days.

The eye-straining task of keeping a birds eye view of the contestants below has belonged to the South St. Paul CAP Squadron for the past six years.

Although providing emergency services was the primary objective, the observation team of Lt. Jean Prangborn and Maj. Stan Pruss also assisted in reporting race progress via radio relays to race headquarters and making sure no interpid

contestant took a short cut.

This year 85 contestants of the original 325 made it to Alexandria where the race was terminated due to dense fog.

"From the viewpoint of the snowmobilers shooting along the meandering course in desolate country, the CAP plane means a lot, perhaps even their life," commented Lieutenant Prangborn after the race.

"When an injury or accident happens, and there's a lot of them, it's vital to get medical help fast," the lieutenant added.

Ky. Unit Marks 30

LONDON, Ky.—The London Composite Squadron will celebrate its 30th anniversary of service as an active squadron in Civil Air Patrol this year.

The unit was organized and chartered in 1943 by the late Maj. Roscoe Magee of London. Since that time it has grown, declined and grown again, but never became inactive.

It reached its lowest ebb in 1964 when it had only 15 members on its roll, but for the past five years membership has remained fairly stable at 65 to 70.

In addition to having an active cadet program, the unit has participated in all of the many search and rescue missions for lost aircraft in the Cumberland mountains along the Kentucky-Virginia border. The squadron received the Unit Citation for its assistance during the disastrous floods in southeastern Kentucky in 1957.

The squadron first met at a private airport, Magee Field, for several years, then moved to the London Airport, when it was built in the early 50's.

The members have set a goal to exceed all previous years in active membership during their 30th anniversary year.

Calendar Of Events

- | | |
|--|----------------------------|
| Apr. 14-15 AOPA SKY-SAFE Flight Clinic | Ft. Lauderdale, Fla. |
| Apr. 23-27 Allied Officer Space & Missile Course | Maxwell AFB, Ala. |
| Apr. 28-29 ARRS-CAP Mission Coord. Course | Eglin AFB, Fla. |
| May 5 GLR Conference | Chicago, Ill. |
| May 12-13 ARRS-CAP Mission Coord. Course | Wright-Patterson AFB, Ohio |
| May 26-27 AOPA SKY-SAFE Flight Clinic | Rockford, Ill. |
| June 2 NEC Meeting | Maxwell AFB, Ala. |
| June 2-3 AIC Circuit Rider Course-RMR | Ft. Douglas, Utah |
| June 16-RMR Conference | Salt Lake City, Utah |
| June 18-22 Thousand Oaks Christian Encounter Conference | Thousand Oaks, Calif. |
| June 18-21 Hawaii Wing Christian Encounter Conference | Hawaii |
| June 21-22 AOPA SKY-SAFE Flight Clinic | Albuquerque, N. M. |
| June 25-29 Holden Village Christian Encounter Conference | Chelan, Wash. |
| July 9-13 Silver Bay Christian Encounter Conference | Silver Bay, N. Y. |
| July 9-13 Squaw Valley Christian Encounter Conference | Squaw Valley, Calif. |
| July 11-15 Estes Park Christian Encounter Conference | Ester Park, Colo. |
| July 16-20 Ouachita Christian Encounter Conference | Arkadelphia, Ark. |
| July 16-20 St. Olaf Christian Encounter Conference | Northfield, Minn. |
| July 21 SER Conference | Nashville, Tenn. |

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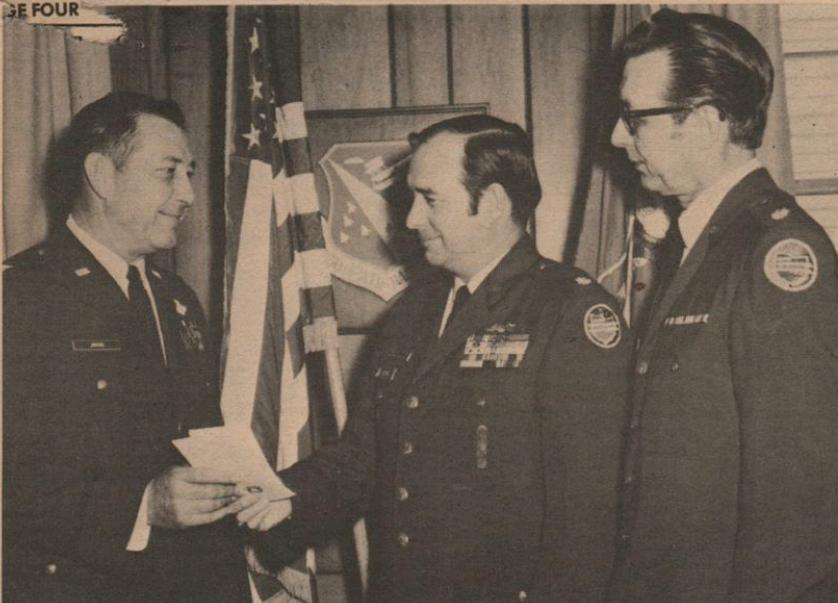
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OF FOUR



NEW CAP COMMANDER — Maj. James A. Gedra (center), newly named commander of Group VII, Ohio Civil Air Patrol Wing, is formally introduced to Col. Irby B. Jarvis Jr., (left), base commander at Wright-Patterson AFB, Ohio, by Lt. Col. Frederick E. Kettering, outgoing commander of Group VII. Colonel Kettering becomes area commander, which includes seven CAP Groups. Group VII, begun in 1957, has five squadrons and includes 45 senior members and 135 cadets. Gedra is a program analyst, Plans and Operations, Headquarters Air Force Logistics Command while Kettering is a computer system analyst, Comptroller, Hq., AFLC. (U.S. Air Force Photo)

CAP Official Chairs 1973 Congress Of Aerospace Ed.

MAXWELL AFB, Ala. — Civil Air Patrol will join with numerous other governmental, educational, and aerospace industry organizations to convene the 1973 National Congress on Aerospace Education at Holiday Inn West, Oklahoma City, Oklahoma, Apr. 5.

Chairman of this unique annual national aerospace education event is CAP's John V. Sorenson, deputy chief of staff for Aerospace Education and Cadet Program.

The Congress theme is: Aerospace Education/Action Essential.

CAP is one of four co-sponsors. The others are the National Aeronautics and Space Administration (NASA), the Federal Aviation Administration (FAA), and the National Aerospace Education Association (NAEA).

Among Mr. Sorenson's planning staff at CAP National Headquarters (Hq, CAP-USAF) is Robert E. McMinn, assistant

deputy chief of staff for Aerospace Education and Cadet Program; Harold R. Bacon, director, Editorial and Curriculum and Capt. John D. McMahon, director of Aerospace Education.

Hosts this year are Oklahoma Governor David Hall and Keith W. Lutz, director of the Oklahoma Aeronautics Commission.

Governor Hall will speak at a special Governor's Luncheon. His dedication to aerospace education was demonstrated when he urged all Oklahoma educators to consider including aerospace education at every academic level and in every field of study in Oklahoma's public schools.

Keynote speaker is Frank J. Brennan, prominent Jacksonville, Fla., insurance executive. The closing session on Apr. 7 will feature Professor George Walter, Dean of Education, Lawrence University, Appleton, Wis.

Congress delegates will hear other outstanding speakers including CAP's National Commander Brig. Gen. Leslie J. Westberg USAF, and Dr. James P. Gilligan, deputy assistant secretary of the Air Force for Reserve Affairs and Education.

The Congress will feature a field trip to the Federal Aviation Administration Aeronautical Center. The Center is a major aviation development and training facility.

Cadets Reminded Of Travel Obligations To Activities

MAXWELL AFB, Ala. — As the summer months approach, cadets throughout the country are making plans to attend the 1973 Civil Air Patrol cadet special activities.

National Headquarters officials have reminded cadets who are selected for special activities and accept the selection, must do so with the understanding that Air Force airlift to and from the various activity sites is authorized on a space available basis only. The only exception to this is the International Air Cadet Exchange.

Selected cadets (and their parents) must understand that they are obliged to provide their own transportation if military airlift is not available.

When military airlift is available, CAP commanders are reminded that travel authorizations must be signed by an active-duty military officer or non-commissioned officer, and no longer can be signed by a CAP officer.

This requirement was brought about by recent changes to Department of Defense, Air Force and CAP directives governing military airlift. Travel authorizations must therefore be forwarded to the appropriate liaison office in sufficient time to be authenticated.

All IACE participants will be provided with space required airlift or a U.S. Air Force funded commercial airline ticket for this activity.



Mr. Sorenson

2 Films Available To Units On Loan

WASHINGTON, D.C. — Defense Civil Preparedness Agency (DCPA) announces the release of two new 16mm color motion pictures. Each has a running time of 19 minutes.

The first, "Environment for Education," is narrated by motion picture and TV star E.G. Marshall. This film shows the extent of the vandalism and noise pollution problems faced by schools all over the Nation. It shows how good architectural design can provide protection against these problems and how the same designs will also protect against natural disasters and fallout radiation.

The second film, "The People and Apollo," tells a unique story of civil preparedness at the local level (Brevard County, Fla.) in connection with the Apollo 16 moon shot at Cape Kennedy. With a half million visitors attending the event, the civil defense office of Brevard County organizes a task force of volunteers and local, State, and Federal agencies to plan and coordinate arrangements for handling the massive traffic jams and crowds which arrive by auto, boat and airplane.

These new motion pictures are now available on loan or purchase for public exhibition, including nonsponsored television.

When ordering copies of these films, please refer to the following titles and numbers:

2 Va. Cadets Earn Spaatz

ROANOKE, Va. — Two Civil Air Patrol members of the Roanoke Composite Squadron were recently presented the Gen. Carl A. Spaatz Award - the highest cadet award in CAP.

They were CWO Paul A. Willard and Cadet Col. Richard Anderson.

Warrant Officer Willard is a graduate of Lord Botetourt High School and is presently majoring in Business Management at Virginia Western Community College in Roanoke while Anderson is a senior at Northside High School.

Willard entered CAP in 1969 and completed the Mitchell, Earhart and Spaatz Awards all during 1972. He has also soloed through the CAP's flying scholarship fund and is presently serving as information officer for the Roanoke unit.

Anderson also entered CAP in 1969. He is the cadet training officer for the unit and chairman of the Virginia Wing Cadet Advisory Council.

These two awards made the Roanoke unit the only organization in the Virginia Wing to have two recipients.

The awards were presented by Virginia Governor Linwood Holton.

Environment for Education—DDCP 5-272
The People and Apollo—DDCP 50-279
Copies may be obtained on loan from:
First U.S. Army, Audio Visual Support Center, Fort Meade, Md. 20755
Third U. S. Army, Audio Visual Support Center, Fort McPherson, Ga. 30330
Fifth U.S. Army, Audio Visual Support Center, Fort Sam Houston, Tex. 78234
Sixth U.S. Army, Audio Visual Support Center, Presidio of San Francisco, San Francisco, Calif. 94129

You may also purchase copies from the National Audio Visual Center, National Archives and Records Service, Washington, D.C. 20409

The price per copy of each film is \$78. Shipping cases are each \$2 extra.

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Cadet Directorate Answers Questions

Question — Why are squadrons no longer permitted to use group study/class in teaching the aerospace education portion of the cadet program?

Answer — We don't know where this misconception started, but it appears to be fairly widespread. The primary method of accomplishing the aerospace education portion is intended to be self-study. The aim is to develop the cadet's sense of responsibility, self-reliance, and initiative. However, the group study or classroom approach may certainly be used as a supplementary technique. In fact, for some of the more difficult subject matter, and in the case of the younger cadets who have not yet developed self-study abilities or habits, group sessions are a very desirable method.

Questions — If our wing is unable to get an Air Force base to support an encampment, why can't we use Army bases?

Answers — You can. Type B encampments are arranged and

planned by the respective wing through its Air Force liaison officer, and may be held at Department of Defense installations, community, state, or national facilities.

Question — I recently applied for a CAP scholarship for the 1973-74 school term. Along with my application I sent a letter of acceptance, from the junior college in my hometown. Since then I have received a letter of acceptance to an out-of-state university and have decided to go there instead. Will this affect my chances for a scholarship?

Answer — No. The particular school you plan to attend is not a matter for consideration in selecting scholarship provided it is an accredited institution. However, if you are notified that you have been selected to receive a scholarship, you should immediately notify National Headquarters, Civil Air Patrol / ED, of your change in plans, and send a copy of the letter of acceptance so that the funds will be sent to the correct institution.

Question — I have heard that travel authorizations may no longer be issued by CAP unit commanders. Is this true?

Answers — Yes. Only Department of Defense officials may authorize travel on military aircraft for CAP members. Region and wing liaison officers have been designated to authenticate and sign travel authorizations for CAP members within their respective units traveling by military air. Further guidance may be found in CAP-USAF Regulation 76-2, dated 15 November 1972.

Question — Our squadron has been unable to get many of the cadets to an encampment. Is it permissible for us to conduct our own Type B encampment?

Answer — It certainly is, provided you meet the specified minimum course requirements and have your wing liaison officer certify the encampment report. Your squadron commander should coordinate with his wing commander first, however. Encampment procedures are found in CAPM 50-10.

Question — I have just ordered my next achievement packet, but after mailing the order I found that I had forgotten to attach the previous completed contract. I immediately mailed it to National Headquarters in a separate envelope. Will this cause any delay in my receiving the materials I ordered?

Answer — Yes. Completed contracts and Bookstore order forms for achievements packets which are received separately cannot be processed and must be returned. Attachment 5 of CAPM 50-16 contains a checklist for contract completion. Careful use of the checklist will avoid any such delays.



SPAATZ WINNER — Cadet Col. Stanley Edwards received the Spaatz ribbon (and a kiss later) from Maj. Rebecca Hudgins, North Carolina Wing Cadet Training officer while North Carolina Governor James E. Holshouser looks on approvingly. Cadet Edwards, a member of the Raleigh Squadron, received CAP's top cadet award in a ceremony in the Governors office recently. Edwards, the second cadet to receive the award in North Carolina, has been in CAP since 1970.

Squadron Holds Awareness Drive

SALINAS, Calif.—Cadets and seniors from the Salinas Composite Squadron recently spent 540 manhours at Salinas' North Ridge Shopping Center as part of the unit's community awareness drive.

The volunteers talked to an estimated 5,000 shoppers about CAP, its function and how it contributes to the community. The display included the unit's mountain rescue and communication equipment and photographs of both cadet and senior activities.

In addition to the display, cadets from the squadron appeared on television, at local schools and clubs to tell CAP's story.

Cadets Receive Helicopter Ride

MCCHORD AFB, Wash. — Some 27 Civil Air Patrol cadets received a helicopter orientation ride from the Army at Fort Lewis' Gray Field recently.

Cadets from McChord, Olympia and Seattle squadrons were given a ride in the OH-58A helicopter piloted by Army Warrant Officer Mike Arndt of the 58th Signal Battalion. He is also deputy commander for cadets of the McChord AFB Composite Squadron.

The cadets were also given a tour of the installation's weather station, crash and rescue center and the control tower.

The tour and helicopter ride were arranged by Arndt and coordinated by the Air Force Liaison Officer Lt. Col. Clinton A. Clark.

CADET AWARDS

Earhart Awards		Mitchell Awards	
James G. Ross, 29092	John J. Morelli, 37068	Richard J. Kopf, 06041	Robert M. Hanson, 05135
Karen Feil, 31948	Judy L. Reed, 37127	Thomas P. Wmuk, 06015	William G. Ogilvie, 43047
Paul W. Stemmer, 31976	Edward L. Klapska Jr., 38025	Andrew Wmuk, 06015	Robert W. Sankey, 46068
James A. Kilmer, 31292	Alfredo Lopez, 52035	Terry L. Lacrosse, 17038	Kenneth G. Gibbs, 46068
Richard L. Bodnar, 37207	Hiram Michals, 52035	John R. Schwartz, 29029	Gregory G. Riggs, 46068
Stephen V. Boone, 18044	Edwin Monte, 52035	Bryan F. Newman, 29003	
Nanette C. Johnson, 25038	Alfredo Roman, 52035	Stephen Popp, 29079	
Walter M. Gray, 32082	Ismael Muniz, 52035	Salvatore Galluzzo, 31130	
Ian M. Wright, 45014	Victor Rios, 52035	Brent E. Bryson, 31153	
William Styczynski, 11154	Ismael Rodriguez, 52035	Eileen M. Slattery, 31228	
Steven M. Dikcis, 11187	Edeardo Dominguez, 52059	Sharon A. Fisher, 37009	
Bill E. West, 12100	Nelson D. Cruz, 52060	Daniel W. McCullion, 37017	
Robert J. Davidek, 34139	Elsa Y. Puentes, 52060		
Gregory A. Pecyk, 34060	Jose A. Medina, 52060		
John A. Palese Jr., 46061	Edwin Sepulveda, 52067		
Michael Ottenberg, 48135	Warren H. Almodovar, 52067		
John A. Dishman, 08103	Jose L. Detres, 52067		
Richard C. Hill, 08159	Julio H. Jusino, 52067		
Christopher Cundiff, 08267	Stacey R. Milan, 52067		
Erik L. Whitehead, 08293	Magaly Santiago, 52067		
Frankie E. Dishman, 08297	Luis M. Soto, 52067		
Raul Rosa, 52055	Angel L. Ramos, 52067		
Israel Avila, 52055	David R. Mastin, 41073		
Javier Morales, 52045	David F. Swafford, 41094		
Angel M. Aviles, 52060	William J. Zangs, 21006		
Raymond Lopez, 52062	Candace D. Davenport, 21060		
Modesto Rosa, 52062	Gail M. Lofthol, 21060		
Angel L. Cruz, 52071	Lawrence D. Bill, 23024		
Ruben Sepulveda, 52071	Michael L. Kenslow, 23028		
Victor Arias, 52071	Stephen L. Adams Jr., 26002		
Francis M. Caro, 52094	Wayne A. Michaud, 26020		
Paul R. Leuthausser, 13002	John C. McAlpin Jr., 26029		
David J. Froiseth, 13051	David L. Bradley, 26055		
Duane B. Filkins, 14061	Kevin I. Kennedy, 40027		
Behora A. Reandeanu, 26010	Lawrence D. Bill, 23024		
Joann Hoeningner, 02085	Michael L. Kenslow, 23028		
Ricky M. Koon, 03042	David S. Adams Jr., 26002		
Michael W. Cole, 03061	Wayne A. Michaud, 26020		
Jeffery F. Gray, 16017	Jerry T. Hattori, 16007		
James C. Breidenbach, 35071	Randall H. Underwood, 16010		
Scott A. McCay, 04007	Bryon L. Rambo, 16021		
Richard H. Lathrop, 04107	Willie M. Guillot, 16079		
Ross A. Phillips, 51028	Bradley S. White, 30034		
Miles A. Pritchard, 51005	Robert W. Edwards, 42026		
Jean P. Steffen, 39028	Edward E. Evans, 42034		
	Alfred H. Cooke, 42187		
	Keith L. Elliot, 05015		
	Bernard W. Asia, 05030		
	Robert M. Hanson, 05135		
	William G. Ogilvie, 43047		
	Robert R. McGair, 04029		
	Thomas J. Seidler, 04180		
	David E. Sweeney, 04190		
	Jeffrey R. Luntzell, 04284		
	Rick A. Barker, 04334		
	Amy L. Lattrell, 51031		
	Bradley S. White, 30034		
	Daniel J. Wieland, 30013		
	Donald G. Olds, 38019		
	Douglas A. Lincoln, 36037		
	Robert W. Sankey, 46068		
	Kenneth G. Gibbs, 46068		
	Gregory G. Riggs, 46068		

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Airborne Fire Fighter Tests Are Completed

KIRTLAND AFB, N.M., Development testing has been completed on a new airborne forest fire fighting system that works somewhat like an aerosol can, painting a chemical fire line up to half a mile long in front of an advancing blaze. The retardant — which is harmless to vegetation — coats trees, bushes and grass so combustion cannot take place.

Developed by the FMC Corporation under contract to the Air Force Weapons Laboratory at Kirtland AFB, Albuquerque, N.M., the system means a greatly expanded national capability to control large fires, especially those in areas which are hard to reach on the ground.

The Tactical Air Command used Lockheed C-130 Hercules in tests near Tuscon, Ariz., to evaluate system characteristics during flight and effects on the aircraft, loading and unloading procedures, system reserving, and ability to meet Forest Service ground laydown criteria.

The system consists of pressurized tanks, pipes and nozzles through which 3,000

gallons of a Forest Service liquid combustion retardant can be air dropped.

The system has been palletized to fit the Air Force 463 cargo loading system. This and design of the system eliminates the need to modify the aircraft. The retardant can be mixed right on the flight line and pumped into the five pressurized tanks aboard the plane.

Once the Forest Service buys enough systems (10 to 12), they will be stored near areas vulnerable to forest fires.

They will be flown in regular Air Force, Air National Guard or Air Reserve cargo aircraft only after all civilian contractor and Forest Service resources are exhausted. The equipment can be carried by any large Air Force cargo aircraft.

C-130 Hercules are in service with the Air Force, Air National Guard, Air Reserves, and commercial cargo carriers. They have been produced in 45 different versions, including that of a flying tanker to refuel helicopters.

Development of the airborne system started two years ago.

AF Unveils T-43

WASHINGTON (AFNS) — Air Force navigation training took a modernized, cost-saving step forward with the unveiling of the T-43 aircraft in ceremonies held recently in Seattle at the Boeing Company.

The rollout marked the debut of the first of 19 T-43s which the Air Force will purchase from Boeing. A military version of the Boeing 737 aircraft, it will be used in conjunction with 52 ground simulators. Together they will make up the Air Force's new Undergraduate Navigator Training System (UNTS).

Each T-43 will have 12 stations for navigation students, three for instructors, and four proficiency stations. The new planes will replace about 57 T-29 aircraft which have been in use since 1952. The T-43s will be equipped to train navigators for the operational environment of the Air Force's newest strategic, tactical and transport aircraft.

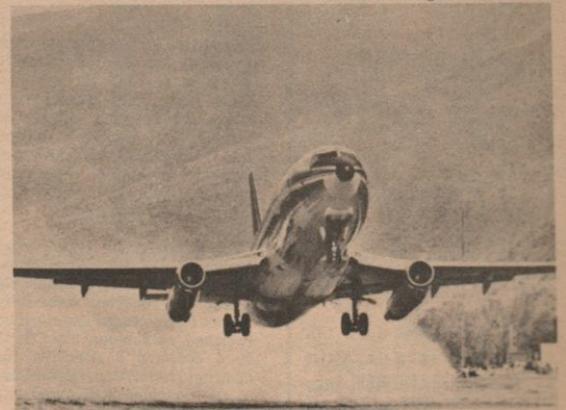
UNTS ground simulators, developed by the Honeywell Corp., West Covina, Calif., will replace those in use since World

War II and will duplicate on the ground all the navigation equipment aboard the T-43A aircraft. This new system will enable the Air Force to shorten the undergraduate training program by three weeks. Once the system becomes operational, annual savings of about \$27 million are anticipated.

A medium-range jet transport with swept wings, the T-43A has a conventional tail, and is powered by two-underwing-mounted Pratt and Whitney JT8D-9 engines with 14,500 pounds thrust each. The only exterior difference from the 737 is the addition of a number of small antennas, sextant ports, and a wire antenna for high frequency radio. Also, there are fewer windows.

The T-43 has a wing span of 93 feet, is 100 feet in length, with a height of 37 feet at the tail.

The aircraft's normal cruise speed is 535 mph with a range of 2,730 nautical miles at 35,000 feet altitude makes possible approximately six hours of airborne training time.



T-43

Air Force In View

FOREST FIRE FIGHTER — A Lockheed C-130 Hercules from the Tactical Air Command discharges combustion retardant in Arizona as development tests are completed for the Forest Service on a new airborne forest fire fighting system. The plane carries tanks containing 3,000 gallons of retardant fluid, which is sprayed to the ground from two discharge pipes at the rear of the aircraft. The system was developed by the FMC Corporation under contract to the Air Force Weapons Laboratory at Kirtland AFB, N.M. It can paint a chemical fire line up to a half a mile long in front of an advancing blaze.

F-15 Production Approved



WASHINGTON (AFNS)—The Air Force has received approval to proceed with the fiscal year 1973 production program of 30 F-15 Eagle air superiority fighters, Secretary of the Air Force Robert C. Seamans Jr. recently announced.

Dependent on Congressional

approval, production of an additional 77 F-15s is planned for FY 74 to complete the first wing.

The decision to proceed with the F-15 production was made following a Defense Department review of the program. Procurement of the aircraft is to begin using limited funding and

will be placed on a fully funded basis upon successful completion of the 150-hour endurance run on the F-100 engine now in process.

Four of the test aircraft are currently flying and since the first flight in July 1972, they have logged more than 270 successful flying hours.