The Civil Air Patrol News

VOLUME NO. 4 NO. 1

JANUARY, 1972

MAXWELL AFB, ALA.

REED PIGMAN

Gen. Ellis To Present
4th Scholarship Grant

A special section on the "New Senior Member Training Program" and a look at senior activities for 1972 are included on pages 7 through 10 in this issue of your Civil Air Patrol News.

MAXWELL AFB, Ala. - The Civil Air Patrol was one of a number of youth organizations which marked the 30th anniversary of their 72nd National Convention resolution.

HELPING HAND - Brig. Gen. Paul W. Turner (left), receives a helping hand from 2nd Lt. Brenda R. Carr, USAF, in cutting the 30th anniversary cake during luncheon commemorating CAP's "Three Decades of Volunteer Service To The Nation." General Turner, a former national board chairman, presently serves as national finance officer, while Lieutenant Carr is assistant chief of special cadre activities, Headquarters CAP-USAF. (USAF Photo by TSgt. Al Gurskaske)

VFW Lauds CAP For Youth Work

MAXWELL AFB, Ala. - The Civil Air Patrol was one of a number of youth organizations recently re-elected or appointed to eight wing commanders, nine interim wing commanders and 35 permanent wing commanders highlighted at the recent meeting of the National Executive Committee here.

Brig. Gen. Lyle W. Castle, a former national board chairman, was re-elected national legal officer. Brig. Gen. Paul W. Turner, also a former national board chairman, was re-elected national finance officer and Lt. Col. Kelly S. Nelly, was promoted to colonel and re-elected national comptroller.

Promoted to colonel and named new wing commanders were George A. Cox, National Capitol; William R. Gold, Iowa; Raymond B. Mahrey, Georgia; Paul E. Martz, Oklahoma; E. Lee Morgan, South Carolina; Stanley E. Meyer Jr., Maryland; Cecil E. Ratliff, Mississippi; and Lawrence F. Wilkinson, Montana.


Elected permanent wing commanders were Col. Lee F. Smith, Alabama; James E. Carter, Alaska; Bob E. James, Arkansas; Eugene G. Isaac, Arizona; Donald D. Dixon, California; Max Fountain, Colorado; Joseph B. Wilkin, Connecticut; Louisa S. Morse, Delaware; Richard T. Davis, Florida; Eugene J. Lynn Jr., Kentucky; Burt G. Platter, Maine; Carl J. Pyatt, Massachusetts; Gerald M. Quilling, Minnesota; Donald N. Faltus, Missouri; Barry L. Thompson, New Hampshire; Donald R. DeFoe, New Mexico, Joe Strauss, New York, Richard A. Salzman, North Dakota; Gerald M. Tartaglione, Ohio; Roy G. Loughry, Oregon; A. Milan, Pennsylvania; Chris L. Livingston, A. Milton, Virginia; Edger M. Bailey, Rhode Island; Palmer M. Kirkland, South Dakota; Marvin S. Donnand, Tennessee; Joseph L. Cramer, Texas; Thomas C. Jackson, Utah; Howard B. Burley, Vermont; Robert E. Gobol, West Virginia; Ben D. Silko, Wisconsin; and Ronald R. Kelso, Wyoming.

The NEC also approved a number of awards for presentation. (See Region and Senior Awards on Page 6).

It was also announced at the meeting that the Air Force is removing limitations on manpower for Wing liaison offices and plans to permit 100 percent manning. In making the announcement, Maj. Gen. Luther, deputy chief of staff for personnel, said that all Air Force offices would be fully manned by July 1.

The meeting was capped off with a cake cutting ceremony commemorating CAP's 30th anniversary of volunteer service to the nation. The cake was cut by General Turner and 2nd Lt. Brenda R. Carr, USAF, assistant chief of special cadre activities.

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The winner whose name will be announced in Air Force News is selected from 100 applications.

Past CAP Chairman To Head Commission

AUSTIN, Tex. - Brig. Gen. D. Harold Byrd, CAP, Chairman Emeritus, one of the founders of the Civil Air Patrol in 1941, has been named chairman of the new Civil Air Patrol Foundation.

The legislature created the nine-man commission to help improve and promote the use of CAP in search and rescue missions, to assist in improving Civil Defense disaster capabilities and to obtain money for the CAP. It is also charged with continuing aerospace education and training programs.

Gov. Preston Smith and Brig. Gen. Richard N. Ellis, national commander, were among guests at the meeting.

IACE Countries Announced

MAXWELL AFB, Ala. - Headquarters, Civil Air Patrol officials announced recently that 36 countries, including nine United States, are expected to participate in the 25th Annual International Cadet Exchange program.

This year's program begins on July 13 when foreign cadets arrive in New York and California for a 21-day visit to the states.

Participating foreign countries are Australia, Austria, Belgium, Canada, Republic of China, Costa Rica, El Salvador, France, Germany, Hong Kong, Israel, Japan, Malaysia, Netherlands, Netherlands Antilles, New Zealand, Norway, Peru, Philippines, Portugal, Singapore, Spain, Sweden, Switzerland and the United Kingdom.

The exchange program, started in 1947, was designed as an exchange of airminded youth to promote international understanding, goodwill and fellowship among youths of the world.

Civil Air Patrol wings have the opportunity of hosting a group of visiting foreign cadets thereby gaining firsthand knowledge of their country and customs.

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Civil Air Patrol News
Oregon Names Cady Top Cadet In State

ASHLAND, Ore. — C. Maj. James Cady of the Ashland Sq. was honored as the "Most Outstanding Cadet" in the state at the Oregon CAP Wing Conference held in Portland.

Major Cady, currently enrolled in the Air Force Reserve Officers Training Corps (AFROTC), at Oregon State University, received a large engraved trophy and prize for his outstanding service record from Col. Roy L. Laughery, wing commander, who awarded him a special certificate signed by Brig. Gen. Richard N. Ellis, CAP national commander.

Cady, who joined the Ashland unit five years ago, quickly passed the various training phases, was one of the first in the squadron to receive the Billy Mitchell award, was the first to receive the Amelia Earhart award and was selected to attend a number of U. S. Air Force sponsored encampments in various states.

After receiving his cadet solo wings more than a year ago, he was selected for a month tour of Sweden last summer with the IACE program. At the time of his selection he was serving as cadet commander of the squadron.

Cady's parents, Mr. and Mrs. John R. Cady, Ashland educators, have long been active in CAP, and he and his wife are a captain.

Correction

Due to a typographical error, the December issue of the Civil Air Patrol News reported that Col. William Ramsey, a member of the National Board Chairman's staff, had died.

The editors regret this error and wish to report that the colonel is very much alive today and active in CAP matters.

The article should have read: "Colonel Ramsey delivered an informative speech on today's world, and the changes that have occurred in it."

Also during the banquet, Col. Peter J. Stave, former Nebraska Wing commander who died last Spring, was awarded posthumously the Distinguished Service Award, First Bronze Clasp. His son accepted the medal on behalf of his late father.

Gill Robb Wilson

Top Senior Honor Goes To New Yorker

WHITE PLAINS, N.Y. — Lt. Col. Seymour Bornstein of Westchester Group was recently presented Civil Air Patrol's highest honor for senior members — the Gill Robb Wilson Award.

The then Major Bornstein also received his promotion to lieutenant colonel from Col. Jesse Strauss, N.Y. Wing commander during the same ceremony.

Joining CAP in 1962, Colonel Bornstein progressed through the ranks, holding most positions through squadron commander. He accomplished the task of acquiring permission of the closest surviving relatives of Amelia Earhart and CAP National Headquarters to rename his squadron in her honor.

Colonel Bornstein is currently serving as training officer of the Westchester Group and is conducting a training course for senior members which will qualify them to successfully handle various mission responsibilities during actual emergencies.

New Manual Designed As Valuable Pilot Aid

By The Numbers, by P. C. Hughes, is a pocket size manual that should appeal to all pilots. The charts and illustrations are a great aid to the pilot who owns his plane or flies one type aircraft.

The pilot who has a twin will also find the manual a valuable aid. The safety factors stressed on engine-out procedures help to show situations not frequently encountered.

WAF Clothing Items Critical

MAXWELL AFB, Ala. — Civil Air Patrol Logistics officials have announced that due to the critical supply position of many of the new WAF items, CAP members cannot obtain the new items from Air Force clothing sales stores until further notice.

The announcement stated that the Shade 1004 may still be obtained if desired. If this particular shade is not available at clothing sales stores, refer to the Air Force Service Office, 2800 South 20th Street, Philadelphia, Pa., 19101, who in turn will attempt to secure the requested items.

CAI Application Criteria Changed

MAXWELL AFB, Ala. — Personnel officials have announced that effective immediately new Civil Air Patrol applicants will no longer be required to be a high school graduate.

They also stated that the age 45 restriction has been lifted. Unit commanders are encouraged to resubmit membership applications which were not accepted since July 1, 1971 because of the high school or age criteria.

INSURANCE

Choose Number of Units Desired

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<th>2 Units</th>
<th>3 Units</th>
<th>4 Units</th>
<th>5 Units</th>
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<td>10,000</td>
<td>15,000</td>
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<td>25,000</td>
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I hereby make Application For Civil Air Patrol Senior Member Accident Insurance Under Hartford Accident & Indemnity Co. Master Policy On File At National Headquarters Civil Air Patrol.

Name

Address

Date of Birth

CAP Ser. No

Pilot

No. of Units Applied For

Relation

Premium

I certify I Am A Member Of The Wing, CAP

Signed

Date

Make Check Payable To Turner-Weaver-Wilson

P.O. Box 6010, Nashville, Tennessee 37212

CALENDAR OF EVENTS

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<tr>
<th>Date</th>
<th>Subject</th>
<th>Location</th>
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<tr>
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<td>LO Orientation</td>
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<td>Jan. 5-7</td>
<td>RIO Conference</td>
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<td>Feb. 18</td>
<td>MER Ministry to Youth Lab</td>
<td>Langlev AFB, Va.</td>
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<td>Feb. 15-19</td>
<td>SER Ministry to Youth Lab</td>
<td>Orlando, Fla.</td>
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<td>Feb. 18-20</td>
<td>Academic Circuit Rider Course</td>
<td>Hamilton AFB, Calif.</td>
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<td>Mar. 6-7</td>
<td>SWR Ministry to Youth Lab</td>
<td>Dallas NAS, Tex.</td>
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<tr>
<td>Mar. 18</td>
<td>NEC Meeting</td>
<td>Maxwell AFB, Ala.</td>
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</table>
Dignitaries Salute CAP's 30 Years

It is significant that the Civil Air Patrol was founded just six days before the attack on Pearl Harbor in 1941.

Hopefully, Pearl Harbor will continue to be a vivid reminder to Americans that constant preparedness against military aggression is required to keep this Nation safe and secure.

The Civil Air Patrol was built upon the principles of vigilance, preparedness, and effective action in time of emergency. These principles established CAP as part of the total U.S. defense structure, and made CAP of great value to State and local governments in coping with peacetime disasters.

We in civil defense - - at national, State, and local government level - - regard the Civil Air Patrol as a great asset to our Nation, and a valued partner in protecting Americans from the effects of both peacetime and wartime disasters.

John E. Davis
Director of Civil Defense

During the past thirty years the Civil Air Patrol has written its name indelibly on the history of American Aviation. It has been the one organization dedicated to training young people in the importance of aviation to this country. The Civil Air Patrol has never failed to respond when called to aid in an emergency, whether local or national.

As Chief of the Air Force Reserve, I am extremely proud of my association with CAP. On behalf of the Air Force Reserve I send our heartfelt congratulations to the Civil Air Patrol on this its 30th anniversary. I have no doubt that this great organization will continue in helping to build a better America.

HOMER I. LEWIS, Maj. Gen., USAF
Chief of Air Force Reserve

Hearty congratulations and best wishes on the occasion of your forthcoming 30th anniversary of Civil Air Patrol.

It is especially appropriate and fitting that you have designated Sunday, 5 December, Civil Air Patrol Sunday, as part of your anniversary celebration. I sincerely hope that the Nation-wide observance will be an outstanding success.

We can all be justly proud of the splendid accomplishments of Civil Air Patrol throughout its 30 years of service to our Nation. On your 30th Anniversary, I extend warm greetings to you and your staff and a salute to all members of your great organization.

With every best wish,

Clarence E. Hobgood
Bishop for the Armed Forces

Thirty years ago on Dec. 1, 1941, an organization of airminded civilians was formed to help "at the home front" during World War II. After the war it could have faded away but it didn't. Rather it grew and some foresighted aviation leaders realized the need for such an organization of adults and youths for peacetime emergency.

This organization, the Civil Air Patrol, has worked hand-in-hand with the Air Force community in Alaska since 1948. Ever since the CAP came to Alaska they have assisted immensely in search and rescue missions. In the past ten years CAP in Alaska has flown more than 40 percent of the flying hours devoted to searches. This is an accomplishment of which they should be proud.

We in the Alaskan Air Command are proud of them for their continuing contribution to this vital mission. Without CAP's assistance Alaskan searches would have been greatly hampered. On behalf of the men and women in the Alaskan Air Command I wish to extend congratulations to the Civil Air Patrol on the occasion of their 30th anniversary and wish them continued success for the future years.

JOSEPH A. CUNNINGHAM, Maj. Gen., USAF
Commander
Alaskan Air Command
From The Commander
Safety--AStateOfMind

You've probably heard me make this statement concerning safety—both flying and ground—at region wing conferences. I usually amplify my statement by expressing the truism that there are darn few activities in which an amateur can be a professional.

Accordingly, I can always, if somewhat facetiously, apply "Miles Method of Reasoning." We are all familiar with that formula: "When one phenomena occurs at the same time or in close proximity to another, it may be assumed that one is the result of the other—or that one is directly related to the other.

Got that? OK, here's an example:

Senior Member John Doe, a low-time, non-instrument rated pilot, stucks his nose into a cold front and ends up having his feet published in the obituary columns.

Question: The phenomena of coldness and death, though related in some sense, are not directly related. How else?

The truism of the military profession is pride in one's own competence. A desire to excel. The reason why I am bringing this to your attention is to insinuate that you may be asking a question about this—flying is a profession! It is a demanding profession, satisfying, exploiting profession and an unforfeitable one.

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A PAIR OF ACES

CAP's poor flying safety performance is especially discouraging to me because we have a pair of true professionals—in the finest sense of the word—heading up our National Safety Programs.

Colonel Swaim, CAP, is Safety Advisor to the Board Chairman and Lt. Col. Al Hilton, USAF, is National Headquarters' Director of Safety. This is an active position, the highest caliber. Everyone who has met these men will tell you their sincerity, their understanding of the problem, their common sense approach, their obvious competence, their concern for their fellows in their responsibilities and their candor in "telling it like it is." Their evaluations are dedicated and totally committed to the task of saving the lives of our fellow man. Both are combat pilots of high-level flying proficiency. It is their mandate to examine the training programs...and that's really the subject of this column.

We've had a great year in our SAR tests. While most scores haven't been as high as in the past, four states did register a flawless 100% on their finals. They were:

Arizona
Indiana
Michigan
Massachusetts

New Hampshire is steadily improving the recipe which produces a perfect SAR product. But you can bet your paycheck that two key ingredients—planning and attention to detail—were prominently displayed.

Conversely, a recurring factor is all units being thoroughly diluted by a poor SAR grade. Some of these, it is noted, would have been much higher had they not been diluted by a poor SAR grade.

PERSONNEL QUALIFICATIONS

Perhaps the greatest singular problem remaining is the person's qualifications. Some units have had personnel qualifications. Many have had emergency service qualification cards (CAP Form 101) if they had one, it wasn't current, not signed or current specialties not indicated. Another recurring problem was getting personnel to complete their emergency service qualification card. The end result was that they never completed them. The solution is that the annual SAR evaluation is vital but simply not enough vehicle to provide with all of Jack Frost's goodies. These are the problems which failed to do as well as they could—as they should—was failure to comply with instructions. This also has been the case over and over. I'm really not being as frustrating to you as it is to me to have a wing's year of progress diluted by a poor SAR grade.

CRUCIBLE OF EXPERIENCE

These philosophical gems in relation to flying safety were not arrived at overnight. I don't suppose they are as immutable as Newton's Laws, or Einstein's Theory of Relativity, but I can tell you this. I've been a pilot for some 30 years—more than half that time as a flying commander of tactical flying units. During this time I have seen these axioms tested by non-believers and the results have been discouragingly catastrophic. Over the years I've spent many a degrading hour trying to convert the ignorant and children of p voluntary whom were close friends—who strove to prove the validity of these truths.

FIRE-FLIGHT IS VITAL

You may have heard me make this statement as often as a secondclasspostman. It is the most crucial facet of flying. It is a major part of the problem. It is a part of the solution. If you don't fly, you can't help us.

Sloppy maintenance, careless pre-flight inspections, poor weather, flying without the sun to determine the wind, flying in the wrong direction, flying with less than the correct fuel, flying without proper navigation equipment, flying without being able to read a mechanical weather map, flying in the wrong area at the wrong time...these are examples of poor flying, lack of discipline, lack of knowledge of the aircraft to be flown, lack of pre-flight planning to anticipate the weather, flying at the same time!

It's not a question of confidence, it is a question of knowledge and competence. The Lethal formula: "When one phenomena occurs at the same time or in close proximity to another—then one is directly related to the other— or—one is the result of the other." It has been my experience that when you catch a man of unquestionable personal integrity and professional competence, the placement of responsibility that cannot be delegated—on a wing commander and flying members. Safety is a command responsibility.

It goes without saying that there should not be a command that has not an open mind to better his techniques and skills, to absorb and implement technological improvements. He doesn't need to be told--as I've frequently stated--that his limitations then operate within the former while working to eliminate the latter.

In closing, I would like to state my reason for writing these articles. As long as we all fly, there is a need for our efforts to become more far reaching. As long as we all fly, there is a need for our efforts to become more far reaching. As long as we all fly, there is a need for our efforts to become more far reaching. As long as we all fly, there is a need for our efforts to become more far reaching.
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 Direction of Operations at CAP National Headquarters.

(CLARKE, DECE. 13, 1971)

Number of missions 368
Number of aircraft 955
Number of participants 62,302
Fixed Radio 6,409
Lives Saved 18
Persons Evacuated 108
Persons Assisted 121
SAR Objective Located 97

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Wreckage Located By CAP Pilots

SANTA BARBARA, Calif.—In less than four hours after the mission was started, CAP pilots located the wreckage of a small aircraft which claimed the lives of three California State Polytechnic college football coaches and pilot.

The pilots were Bill Hannah, "Dallas" Moon and Joe O'Hara. Ironically, it was just a year ago to the day that an entire football team died in a crash of a chartered airliner in West Virginia.

The CAP pilots who located the wreckage, Maj. Bob Hermann, California Wing deputy for operations, and Larry Heberman, Wing air operations officer, guided a CAP ground team to the scene. The ground team was led by Lt. Joe Byrd, commander of Santa Barbara Squadron 131, and confirmed the wreckage to that of the missing Cherokee 180.

The pilot of the downed plane had flown the day before to San Diego to scout a football team there and then flew to San Luis Obispo to scout the Cal-Poly game that evening. Family members reported the plane missing and CAP was activated by 42nd Aerospace Rescue and Recovery Squadron.

Alabama Advisor Named Manager

MARSHALL SPACE FLIGHT CENTER, Ala.—An advisor for its contractors. The Marshall Center and the plants of fault-free workmanship throughout the state.

Patrol Wing commander, has been named manager of the center's Civil Air Patrol-related activities.

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The coaches were Bill Hannah, "Dallas" Moon and Joe O'Hara. Ironically, it was just a year ago to the day that an entire football team died in a crash of a chartered airliner in West Virginia.

The CAP pilots who located the wreckage, Maj. Bob Hermann, California Wing deputy for operations, and Larry Heberman, Wing air operations officer, guided a CAP ground team to the scene. The ground team was led by Lt. Joe Byrd, commander of Santa Barbara Squadron 131, and confirmed the wreckage to that of the missing Cherokee 180.

The pilot of the downed plane had flown the day before to San Diego to scout a football team there and then flew to San Luis Obispo to scout the Cal-Poly game that evening. Family members reported the plane missing and CAP was activated by 42nd Aerospace Rescue and Recovery Squadron.
200 Missouri Members Praised By Air Force Team

JEFFERSON CITY, Mo. — As some 200 Civil Air Patrol members returned home from their emergency services locations in Missouri, they did so with the firm reassurance that their actions had earned them high praise.

Their reassurance was not unfounded. Support of the recent state-wide Civil Defense exercise...
Senior Member Program Explained

Training Curriculum Consists Of 4 Levels

MAXWELL AFB, Ala.—The “New Senior Member Training Program” and its origin at the 1969 National Board Meeting when Brig. Gen. Samuel H. du Pont Jr., CAP national board chairman (then colonel and vice chairman), established the National Senior Training Committee.

This committee, which included region and HQ CAP-USAF representatives, worked for approximately 13 months outlining a training program to meet the Civil Air Patrol mission requirements and, concurrently, the desires and needs of senior members.

The formal outline of the new program was presented at the 1971 National Convention. Subsequently, it has been discussed at region conferences and the National Executive Committee meetings. The purpose of this article is to inform each senior member of the highlights of the program. It must be cautioned at the outset, however, that changes may take place since portions of the program’s implementation details are not finalized at this writing.

DEVELOPED FOR SENIORS

The new program will consist of four levels of training versus the five phases in the “old” program. Level I is the Entry/Upgrade Level, designed for the new senior member and as refresher training for present senior members. It replaces Phase I and II in the old program and is required training. Level II is titled the Skill Acquisition Level, wherein the new member acquires the knowledge and skills necessary to perform effectively in a CAP position or mission task. This training replaces Phase III and IV. It offers the individual the opportunity to train in an area of interest to him rather than being required to follow one established course, as in the old program. Level III has been structured for those members holding CAP command and staff positions. It will replace Phase IV. Level IV, a new concept, is titled Retaining Level. It is intended for members who have completed Level I but are not actively engaged in Level II or III formal training.

FAMILY FLYING

MAXWELL AFB, Ala.—National Headquarters officials have reminded members that family flying is encouraged in the Civil Air Patrol.

However, they explain, each member who flies his family in Corporate aircraft must assure that Corporate policy concerning membership status is observed.

If the member’s family is eligible for CAP membership, they must be members before riding in CAP aircraft. If they are not eligible for CAP membership (by reason of age or citizenship), they will be granted associate membership status provided their name, date, and place of birth is recorded on the senior member’s membership records in the unit and at National Headquarters.

Associate members may participate in appropriately authorized CAP activities, including flying activities, providing the aircraft used is approved and insured for associate membership and the associate member is accompanied by his CAP senior member sponsor.

CAP Staff College Set For Aug. 24-26

MAXWELL AFB, Ala.—The fifth annual Civil Air Patrol National Staff College will be conducted here August 24-26. The course is developed for 200 commissioned/warrant officers and Cadet Sotaai Award winners understudying a senior member staff position.

The objective of the college is to develop more effective CAP commanders and staff members by offering a program based on experience in all aspects of the CAP program. The curriculum is divided into three areas.

The first is devoted to the personal development of the individual. Guest lecturers from the Air University will give presentations on communicative skills, instructional techniques, leadership principles and group processes.

Part two is concerned with the commander, his staff, and the mission. It covers a comprehensive analysis of the CAP mission and in response to suggestions from previous classes, will include expanded presentations from National Headquarters personnel.

The third part will investigate the nature of aerospace. Students will hear guest lecturers and discuss the achievements, potential and promise of the aerospace age in which we live.

The National Staff College will be housed in the Air University’s Squadron Officer School with use of all its audio-visual facilities. Attendees will be housed in the student dormitories on Maxwell and will have access to most base facilities.

Members desiring to attend the 1972 National Staff College should apply through channels on National Headquarters personnel.

A CD Course Scheduled

MAXWELL AFB, Ala.—Civil Air Patrol officials have announced that the Disaster Preparedness Indoctrination Course will be held at Lowry AFB, Colo., from March 6-9, for senior members.

This three-and-one-half day course, which includes a field trip to the Office of Civil Defense Region Headquarters in Denver, has the basic objective of assuring that commanders have an in-being response to disaster situations in peace and war.

The course will be conducted at Lowry AFB by experts in the Disaster Preparedness program. Only 15 spaces are available to CAP lieutenants and above for this prestigious course. Therefore, commanders should assure that only members who will be working with Civil Defense officials at federal and state level be recommended.

Anyone interested in attending the course should apply through channels on CAP Form 17 to Headquarters, CAP-USAF (DOT), Maxwell AFB, Ala. 36112. If CAP Form 17 is not yet available at your unit, apply by letter through channels by January 31.

LONG HAUL.—A wet WARRANT Officer Robert A. Dell, from Massachusetts, struggles to make it over a water trap during Project X, a portion of the annual Civil Air Patrol National Staff College held at Maxwell AFB, Ala.
Civil Air Patrol Senior Members

1. NATIONAL HEADQUARTERS STAFF COLLEGE: The objective is to develop more effective CAP 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, staff organization, and the future of aerospace in the modern world.

2. NATIONAL SEARCH AND RESCUE (SAR) SCHOOL: A course designed to provide competent, professional CAP mission coordinators. The curriculum includes all aspects of organization, planning, communications, and operations involving inland search and rescue.

3. DISASTER PREPAREDNESS INDOCTRINATION FOR SENIOR CAP OFFICERS: A special USAF Air Training Command course designed to acquaint senior CAP officers with the national disaster preparedness program and the requirements for an integrated and effective disaster control program. A three and one-half day course with 21 hours of instruction, including a field trip to the Office of Civil Defense Region Headquarters in Denver. Recommended for region and wing commanders and others who will be working with Civil Defense officials at the federal and state levels.

4. FLIGHT CLINICS: CAP regions and wings have considerable latitude in development of flight clinics. They may be CAP generated such as the CAPSULE clinics or joint efforts such as the AOPA SKY SAFE clinics. Nationally approved clinics that meet the goals of improving the flying safety posture of CAP may qualify for financial support by the Corporation.

5. AIR MOBILITY EXERCISES: Air mobility exercises are designed to exercise Civil Air Patrol's capability to airlift key people to central operating locations and to perform enroute aerial surveillance. They are usually conducted in conjunction with conferences or emergency services activities and, depending on the circumstances, may qualify for Air Force reimbursement for fuel and oil.

6. EXTENSION COURSE INSTITUTE (ECI): ECI is the correspondence school of the USAF. Its services are available without cost to CAP members. Two broad areas of study are available: General Military Education and Specialized Courses. Military courses are provided to improve the knowledge of command and leadership. ECI specialized courses are designed to provide training for CAP members in the performance of specialized duty (e.g., communications, aircraft maintenance, etc.).

7. INDUSTRIAL COLLEGE OF THE ARMED FORCES CORRESPONDENCE SCHOOL: This school directs its educational effort toward support of the national interest through enhancing the knowledge of military and civilian executives who are, or will be, engaged in managing key national security programs.

8. NATIONAL SECURITY SEMINARS: These seminars are sponsored by the Industrial College of the Armed Forces to foster, among Reserve Officers and interested citizens, a better understanding of the many interrelated and complex national and international problems associated with national security.

9. JOINT EMERGENCY OPERATIONS SEMINARS: These seminars represent a joint effort by the American Red Cross, Office of Civil Defense, Federal Aviation Administration, State Aviation Agencies, and HQ CAP-USAF. The seminars deal with the roles of these agencies during emergencies, their respective missions, and how they can develop capabilities for the effective use of non-air-carry aircraft and supporting systems.

10. OFFICERS SPACE AND MISSILE ORIENTATION COURSE: This course covers comprehensive familiarization with basic space language and principles, fundamentals of astronautics, technology, and concepts which will affect future operational space capability.

11. ACADEMIC INSTRUCTOR COURSE: This course prepares its graduates to instruct and to supervise instructors. Four major areas of the teaching process are covered: learning theory, communications skills, training methods, and evaluation.

12. ACADEMIC INSTRUCTOR CIRCUIT RIDER COURSE: This course is conducted at the regional level by a team of instructors from the Academic Instructor School at Maxwell AFB. The purpose is to present basic instructional methods to better prepare CAP senior members to act as instructors and counselors in the cadet program and to present instruction to their fellow senior members.

13. INTERNATIONAL AIR CADET EXCHANGE ESCORT: Annually, CAP sponsors a one-month program to foster international understanding, goodwill, and fellowship. CAP exchanges cadets with similar organizations representing some 26 foreign nations. Selected senior members act as escort officers for the cadets during the exchange program.
Activities Schedule Announced

1. National Headquarters CAP
   Maxwell AFB, AL
   20-26 August
   (BOQ quarters.)

2. Apply through channels on CAPF 17 to Hq CAP-USA F (DOT), (Reference CAPR 50-9.)

3. Lowry Technical Training Center
   Lowry AFB, CO
   6-9 March

4. Various locations within the eight regions. Dates and places to be announced by Region Headquarters.

5. Apply through channels on CAPF 17 to CAP Region Headquarters.

6. Each ECI course consists of one or more volumes. Applicants must enroll for a complete course and enrollment is limited to one course at a time.

7. Two major courses: National Security Management, 12-15 months for completion, and Management in the Department of Defense, 4-6 months for completion.

8. Dates and locations to be announced by HQ CAP-USA F.

9. Various locations within the eight regions. Dates and places to be announced by Region Headquarters.

10. Maxwell AFB, AL
    3-7 January
    24-28 April
    (Quarters reserved.)

11. Maxwell AFB, AL
    7 August - 8 September
    (Quarters reserved.)

12. Various locations within the eight regions. Dates and places to be announced by Region Headquarters.

13. Locations and dates will be announced by HQ CAP-USA F.

* Following is the senior member selection process for escort or staff duty. Before any senior member may apply for escort or staff duty, he/she must satisfy the following prerequisites:

- Have active membership in CAP prior to application (January 1).
- Be at least 21 years old by July 1 in the year in which activity is held. EXCEPTION: For IACE, 25 years of age is preferred.
- Be in acceptable physical condition.
- Have an acceptable personality and moral character so as to command cadet respect and be able to lead effectively.
- Special provisions – applications must be for the duration of activity.

Civil Air Patrol Form 70:

- Senior members should obtain two copies of CAP Form 70, dated March 1969, “CAP Escort Application for Special Activities,” from their unit.

- The senior member must complete all applicable sections, and attach a photograph to both copies of the CAP Form 70.

- Senior members may select more than one activity to enhance his/her chance of being selected for one. This is done by writing rank order numbers (1, 2, 3) by order of preference, in the activity block of CAP Form 70.

- Senior member applications must be submitted in two copies to the squadron commander by January 1.

Processing Applications and Records:

- Squadron commanders will attach a letter of evaluation with recommendations and a duplicate copy of the individuals CAP Form 45, “Senior Member Training Record,” to both copies of the CAP Form 70, and forward to the wing commander by January 20. All applications will be forwarded.

- The wing commander will attach a letter of evaluation and indicate his preference, (1,2,3), for the activities selected on CAP Form 70 with signature and forward both copies with attachments to the region commander no later than January 30.

- Region commanders may make remarks and will sign the CAP Form 70 in the remarks section, and forward both copies of the CAP Form 70 with attachments to National Headquarters by February 20.

Selection Board for Senior Members:

The selection board will be appointed by the NATIONAL COMMANDER and will include one member of the NEC. Members of this selection board have the authority to delegate to EDAS selection authority for programs other than IACE.

The selection board will be convened by the National Commander after all applications are received (February 20), but not later than March 30.

The selection board will consider the individual’s application, CAP Form 70, his/her “Senior Member Training Record” and the evaluations and remarks of the squadron, wing, and region commanders when choosing primary selectees and alternates. An effort will be made to select those senior members who are graduates of the National Staff College.

By April 15, National Headquarters will notify all selected senior members of the activity for which they will be an escort or staff member, and provide them with a list of duties.

If, for any reason, a senior member should become ineligible or unable to participate in the activity for which he/she was selected, he/she should notify National Headquarters immediately.
Senior Members

(CONT. FROM PAGE 7)

LEVEL I—ENTRY/UPGRADE

The study materials for Level I will be contained in the new Senior Member Handbook, which must be purchased by members. Effective July 1, 1972 all new senior members, except former cadets who have earned the Mitchell Award and apply for senior membership, will be required to successfully complete Level I training.

Present senior members will be required to complete the training prior to becoming eligible for consideration for their next promotion but not later than Dec. 31, 1972. As a part of this training, wings will sponsor quarterly Level I training clinics. Here senior members, both old and new, will gather for instruction on materials in the Handbook plus practical demonstrations of all qualifications, courtesies, wear of the uniform, etc. National Headquarters will furnish nine, 16mm, black-and-white, silent movies for use at the clinics but region and wing commanders will be encouraged to adapt the training material to the local situation and requirements. Members must attend a clinic and pass an open-book written examination, in order to successfully complete Level I. New members will not be authorized to wear the uniform until then. Upon successful completion of a Level I training they will be eligible to wear the uniform.

training with some formal courses. The Leadership Award, with bronze and silver stars, will be directly related to the three skill ratings, respectively. These three level II ratings also will be directly related to eligibility for promotion to first lieutenant, captain, and major, respectively, subject, of course, to the requirements of time-in-grade and unit vacancies established by CAPR 35-5 and CAPM 20-1.

appointed for senior members to the positions described in CAPM 20-1.

Once the knowledge base is established, the member will order his training materials from the Bookstore. Each track will follow a logical progression of increasing skills leading to three ratings: Technician, Senior and Master. The training method will vary somewhat from track to track but typically will be self-study and on-the-job training with some formal courses. The Leadership Award, with bronze and silver stars, will be directly related to the three skill ratings, respectively. These three level II ratings also will be directly related to eligibility for promotion to first lieutenant, captain, and major, respectively, subject, of course, to the requirements of time-in-grade and unit vacancies established by CAPR 35-5 and CAPM 20-1.

There are two additional senior awards which should be mentioned. Criteria for both the Gill Robb Wilson Award and the National Commander’s Citation will be changed to fit the new training program in a revision to CAPR 39-3.

PREIMPLEMENTATION ACTIVITIES

It is planned that the basic directives outlining the new program (including CAPR 39-3 and 50-10 and CAPM 50-17) will be distributed to units several months in advance of the July 1, 1972 implementation date for Level I training. The slide sets for use in conducting the new Level I training clinics will be distributed as soon as they are available. Each region and wing is scheduled to receive a "kit" containing seven or eight slide sets and companion slide narratives for their permanent retention and use. The slide sets will support and supplement the contents of the Senior Member Handbook. Further, plans are being made for National Headquarters personnel to conduct Level I training clinic workshops for region/wing senior training personnel this coming spring at designated locations across the nation.

TIME OUT - Even adult members of CAP occasionally take time out for a lighter moment of fun and recreation. This scene is the graduation banquet at CAP's National Staff College.

ECI Inquiries

Being Misrouted

MAXWELL AFB, Ala. - In recent weeks National Headquarters has received a large number of inquiries concerning the distribution of the ECI catalog and guide.

Officials explain that the basic distribution of the ECI catalog and guide is presently to the CAP wing level; however, a proposal has been submitted to ECI whereby all units of CAP would receive the catalog and guide.

Until the time that all CAP units are included in ECI distribution, members interested in enrolling in an ECI correspondence course should contact their respective wing senior program officer for the necessary enrollment information.

MISSILE COURSE - Two senior CAP members join with a Turkish Air Force officer in familiarizing themselves with the Agena missile during the Allied Officer Space and Missile Orientation Course at Maxwell AFB, Ala. From left to right are: Col. Robert Owen, commander, Florida Wing; Lt. Col. Thomas V. Elder, chief of staff, California wing; and Lt. Col. Nevzat Cohanoglu.

HAND FULL - Maj. Gary D. Crawford, assistant director of senior training, holds some of the pamphlets which explains the "New Senior Training Program."
6Pa.RangerTeams Take Part In Meet

SUNBURY, Pa.—Six ranger teams recently participated in a state-wide Ranger Team competition at Camp Brockway Scout camp near Glen Iran, Pa. Hosted by Headquarters Group 1100 the event.

20 Complete Cadet School

WRIGHT-PATTERSON AFB, Ohio—Some 20 cadets recently completed the first Group VII Cadet Command and Staff school to be held here.

Cadets from Squadrons 703, 704 and 706 attended the 14-hour course designed to upgrade the quality of cadets through leadership, experience, classroom training and symposiums.

The students received instruction on psychology of leadership; role of a cadet commander; administrative and information officer; role of a leader; noncommissioned officer and junior officer; organization of a cadet squadron; command voice; speech, correspondence and communication; and symposiums "From student to teacher to leader."

Instructing the cadets were four cadets, four cadets and two senior members (including one active duty Army officer).

U.S. Located Cadets Have Mail Option

MAXWELL AFB, Ala.—All Civil Air Patrol cadets within the continental limits of the United States now have the option of selecting first class mail service to expedite achievements packets ordered from the Educational Materials Center (Bookstore).

The change became effective on Sept. 1.

This special first class service will cost the cadet and additional 50 cents for handling and postage, and will be available for all packets No. 1 (Carrier Achievement).

First class service is not available for this one because of its weight and because it should be bulk-ordered and stocked by squadrons.

The purpose of this first class service is to eliminate the long delays in receiving packets which many cadets have experienced. It is emphasized that the 50 cent fee is entirely optional.

To take advantage of this service, a cadet need only add 50 cents to the 11.50 check when ordering the next packet, and write in the first option in the space on the Bookstore order form marked added postage.

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JAY'S CIVIL AIR PATROL NEWS PAGE ELEVEN

CIVIL AIR PATROL NEWS

JANUARY, 1972
Editor's Note: The first article in this series appeared in the September issue of FAA AVIATION NEWS and described the systems that would help prevent midair collisions. Early investigations by FAA, later coordinated with industry research, led to development of a "cooperative" time/frequency collision avoidance system (CAS) now being installed for evaluation in air carriers. More recent developments in non-synchronous systems are discussed today.

FAA's primary mission is the safe and efficient movement of air traffic, and as such the entire air traffic control system may be thought of as a CAS. The philosophy behind the CAS/PWI (Pilot Warning Indicator) programs has been to search for a collision avoidance system which could serve as a backup to air traffic control and provide protection in areas not served by FAA--and which would produce minimal interference with the flow of air traffic and the workload of controllers.

The only CAS equipment which has actually been built to date is the time/frequency or so-called "ATA" CAS which consists of a transmitter and receiver: an altitude, a timing device, a time propagator, a decoder and transmitter, a doppler analyzer, and a tau computer (tau determines the time to closest point of approach). This CAS, however, involves an abrupt or sudden change in wind velocity. Since the flow of air itself is perfectly invariable, the movement of air can be affected by changes in air motion. In stable air wind has little effect on aircraft performance, and aircraft attitude are maintained. The change in airspeed may not last more than a few seconds, but it can be critical under certain landing or takeoff conditions.

For any given type of airplane, the influence of wind shear on the landing operation is related to how quickly the airplane can be adjusted to the new operating conditions with reasonable safety margins. Naturally it is more noticeable with large airplanes having large inertia factors than with smaller general aviation types, but it is a phenomenon that should be understood by all pilots.

Wind shear during landing is a matter of concern because it introduces an uncontrolled variable into a critical flight operation. While airborne it is little affected by stable movement of air it can be affected by abrupt changes in air motion.

CAS and Mini CAS

Honeywell's concept was developed originally as a pilot warning indicator in response to a request from the Army for a means of preventing midair collisions at Ft. Rucker, Ala., where intensive training in helicopters takes place within a limited airspace. The PWI was produced for this special environment, which weighed six pounds installed in the aircraft, provided the pilot with audible and visual warning signals whenever one or more similarly equipped aircraft came within a selectable range (1,000, 2,000 or 3,000 feet) and within an altitude band of plus or minus 300 feet. The panel display simply indicated whether the intruder was above, below or level with the protected aircraft. Since the delivery of 285 Honeywell PWIs to Ft. Rucker in August 1970 the equipment has functioned continuously and satisfactorily, according to Honeywell.

The full time/frequency CAS is intended for air carriers and high flying jets. A lesser version not capable of air-to-air time synchronization will be available for high performance general aviation aircraft. For aircraft normally fly below 10,000 feet and under 200 knots there are separate time/frequency subsystems expected to be priced within the range of $500 to $1,000, including several types of PWI's capable of simply warning the pilot that other aircraft are nearby.

Pilots are also looking at the non-synchronous (not depending on synchronized clocks) systems developed independently by RCA, and by Honeywell, Inc. Honeywell uses a radio frequency interrogator/transponder which interrogates continuously (about 50 times per second), deriving position and altitude data in much the same manner as is done with beacon radar. This is also a "cooperating" system, requiring a compatible device in each participating aircraft.

In contrast to the time/frequency CAS, which allows only one aircraft to transmit at a time, this concept is to make use of extremely short transmissions which take place within a few hundredths of a second. This assures, according to Honeywell, that even if several hundred aircraft are transmitting within range of each other the likelihood of simultaneous reception is small--and would be inconsequential even if it did occur occasionally, since threat evaluation is based on a continuing flow of pertinent data.

Honeywell's concept is to develop a basic system that would help prevent midair collisions at Ft. Rucker. The basic system is being expanded to include a full-fledged CAS incorporating the Tau principle. Towards this goal, equipment is now being flight tested by the Army which would identify collision threats at an extended range (more than two miles) and indicate altitude as well as bearing within one to four 90 degree quadrants. The appropriate evasive maneuver could be displayed as a command to the pilot.

RCA's version of a non-synchronous CAS is currently being developed for separation and control of Aircraft by Non-synchronous techniques, like Honeywell's system. In stable air wind has little affect on aircraft performance, and aircraft attitude are maintained. The change in airspeed may not last more than a few seconds, but it can be critical under certain landing or takeoff conditions.

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Wind Shear Revisited

The inertia of the airplane is responsible for a momentary lag in airspeed during wind shear encounters. It can be critical.

If such a wind shear took place during a landing approach, the rate of descent would be adjusted to the new operating conditions with reasonable safety margins. Naturally it is more noticeable with large airplanes having large inertia factors than with smaller general aviation types, but it is a phenomenon that should be understood by all pilots.

Wind shear during landing is a matter of concern because it introduces an uncontrolled variable into a critical flight operation. While airborne it is little affected by stable movement of air it can be affected by abrupt changes in air motion.

FAA Aviation News
Learning to fly fixed wing aircraft

4. SERVICE ELIGIBILITY. Any veteran is eligible for the program if he has had a minimum of 181 days of continuous active military service, any part of which occurred after Jan. 31, 1955. The former serviceman must also have been released from service because of health conditions other than dishonorable.

5. CASH PAYMENTS. The Veterans Administration will pay 90 per cent of the flying school's established charges. (Under the program after the Korean conflict, the VA paid only 75 per cent of the charges.) The former serviceman is entitled to one and one-half months of training for each month of active service, and if he had at least 36 months of service he is automatically entitled to the full maximum, 90. Three months training. The VA pays $715.75 a month for each month of entitlement. This means that a person who is eligible for the full 36 months could receive a total of approximately $36,300 for his training.

V. ADVANCED PILOT TRAINING

Some of the many positions in corporate pilot, or a flight instructor, or a drop duster, or in any area of the country where the temperature drops below freezing during extra preflight preparations and some changes in ordinary flying procedures may be needed to ward off mechanical mishaps brought on by Old Man Winter.

Perhaps the most common (and most ignored) occurrence that can take place in an airplane is the condensation of moisture in the closed cabin or within air ducts. Many a pilot has been frustrated by loss of visibility caused by frost on his windshield. Preheating saves delay.

For the winter pilot, preheat the cabin before takeoff. Many unavoidable, the best precautionary measure is to prevent the cabin from takeoff. Many airports have portable de-icing devices and will, on suitable notice, have both the engine heat and the cockpit interiors warmed for you when you arrive on the scene. If you arrive in time to oversee the preheating operation, make sure that hot air blasts are directed at the cockpit windows, not at landing gears, etc.

The pilot's warm breath is also a source of moisture which can cloud up instrument panel glass, as well as the windshields used in cold damp weather. Since breathing is unavoidable, the best precautionary measure is to pour hot water over the windshield before takeoff. Many airports have portable de-icing devices and will, on suitable notice, have both the engine heat and the cockpit interiors warmed for you when you arrive on the scene. If you arrive in time to oversee the preheating operation, make sure that hot air blasts are directed at the cockpit windows, not at landing gears, etc.

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Fuel shortages are common cause of no-start on wintry mornings. Preheating saves delay.

A full discussion of this subject is available in "Cold Weather Operation of Aircraft," (FAA Advisory Circular 91-13A).

Send a mailing label to DOT Distribution Unit, TAD-644, Washington, D.C. 20591, when requesting your free copy.

Frosted plugs are a common cause of no-start on wintry mornings. Preheating saves delay.
Senior Enrollment In AWC Increases

MAXWELL AFB, Ala.--Civil Air Patrol education officials have announced that some 325 senior members are now enrolled in the Air War College correspondence course. Prior to this year only 26 members had graduated from the program.

The course is open to CAP personnel who are in grades of lieutenant colonel and above and majors who have completed the Air Command and Staff College either in residence or by correspondence on either a group or individual basis.

The correspondence program was devised especially for members of the National Guard, Air Force Reserve and Civil Air Patrol.


300 Members Join Exercise

McCOBD AFB, Wash.--More than 300 members of the Civil Air Patrol recently participated in a Civil Defense training exercise throughout the state of Washington.

The exercise was held in Olympia. Six support bases, Olympia, Paine Field, Bellingham, Centralia-Chehalis, Wenatchee and Spokane, provided support.

The emergency operations center was located at Olympia. Six support bases, Olympia, Paine Field, Bellingham, Centralia-Chehalis, Wenatchee, and Spokane airports provided support.

The exercise was designed to provide a safe radiation level to permit personnel in small aircraft to survey radiation at ground level by air detection equipment.

The exercise was commanded by Lt. Col. Stephen E. Mills, Washington wing commander, who expressed the importance of such a training exercise and emphasized the importance of safety for all operations within the various phases of operations.

REALISTIC TRAINING—The use of make up helps Senior Member Pat Hawkes add realism to a first aid training exercise. Maj. Fred P. Graham, commander of the Glades Survival School, believes the realistic approach will interest more cadets in the school’s search and rescue program.

Minn. Cadet Of Year Serving In Germany

MINNEAPOLIS, Minn.—A lot has happened to John L. Reider since 1967 when he was named the Minnesota Wing Cadet of the Year. The 17-year old was then a senior at the Coon Rapids High School in suburban Minneapolis and was a member of the Anoka Squadron.

He is now a second lieutenant in the U.S. Army serving in West Germany. Stationed at Biedingen, 28 miles from Frankfurt on the Main, Lieutenant Reider heads an armored tank platoon, a reconnaissance unit that helps protect the border separating West and East Germany.

When John, the son of Mr. and Mrs. Emil Reider, Coon Rapids, Minn., graduated from high school in 1967, he was a civilian cadet, the highest ranking cadet in his unit. That fall he enrolled at the University of Minnesota, Minneapolis, and in the Army’s Reserve Officers Training Corps (ROTC) program.

Amid his studies and ROTC training John found time to court a Minneapolis, and in the Army’s Serving In Germany.

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JANUARY 1972

The Year Is New

by Chaplain (Col.) Ralph R. Pace

It is most appropriate that we celebrate our thirtieth birthday and almost immediately enter into the New Year. The old Romans had a two-faced god of the gates called Janus, for whom the first month of the year is named. It isn’t difficult to get the message, for we must concurrently maintain the backbone and the forward view. We are not properly prepared for the future unless we read the past accurately.

This exercise is called evaluation, inventory, and self examination. The idea of stepping into the new year as if we didn’t know what happened last year is proper, but it is also proper to review our experiences to benefit for the future.

The year is a point of departure, presents the idea of stepping into the new year as if we didn’t know what happened last year. It is proper to review our experiences to benefit for the future. This exercise is called evaluation, inventory, and self-examination.

PAINTING PRESENTED—A caricature was presented to Maj. Gen. Ntis O. Ohman, national commander, by Chaplain (Col.) Ralph R. Pace, to celebrate our thirtieth birthday and to express our appreciation for the leadership and guidance you have given us these past 30 years. We look forward to your continued direction and hope this gift will serve as a reminder of the highlights of our association.

OUTLOOK

The Year Is New

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Virginia Islands Hosts CAP Planning Group

MAXWELL AFB, Ala.—Col. Chester H. Sohier, vice commander, CAP-USAF and Col. Tom Casaday, Southeast Region commander, headed a contingent of Civil Air Patrol and CAP-USAF representatives on a recent visit to St. Thomas, Virgin Islands.

The purpose of the visit was to explore the possibilities of a CAP unit being formed in the Virgin Islands. Expressions of interest had been received from several Virgin Islands sources for such a unit.

Hosting the contingent was Omar Brown, administrative assistant to the Governor of the Virgin Islands, and Charles Blair, president of Antilles Air Boats, Inc., regarding actions necessary to charter a unit in that area.

FECA Benefits Are Explained

MAXWELL AFB, Ala.—Word has reached National Headquarters that there has been some confusion concerning the right of 18 year old cadets, who convert to a senior membership category, to receive Federal Employees’ Compensation Act (FECA) benefits. Age alone has no bearing in determining whether a CAP member is entitled to FECA benefits.

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