

Cover Girl

CLIMBING from the cockpit of Schweizer 2-22 sailplane at the Lawton, Okla., flying encampment is Cadet Linda Osterhoudt of Lanham Cadet Squadron, Maryland Wing. The 16-year-old blonde cadet became one of the first female cadets to participate in the 1966 expanded cadet flying program. While Cadet Osterhoudt was receiving her flight training at Lawton, other cadets were undergoing authorized Federal Aviation Agency schooling at flying encampment sites at Chester, S. C., and Elmira, N.Y. See story, page 3. (Photo by MSgt. Robert Monson)

CAPTAIN

Civil Air Patrol



USAF Auxiliary

Vol. VIII, No. 6



AUGUST, 1966

\$1.00 Per Year
By Mail Subscription

S 37 2 ROBEJ1098 32601
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FLA



CAP News in Brief

Display Model Space Station

FARMINGDALE, N.Y.—A satellite station similar to what American astronauts may live in on future space missions was the subject of a model displayed at a recent meeting of the Bethpage Flight, Nassau Composite Squadron 5, New York Wing.

The model, built with precision and detail by Cadet James Gruber Jr., won a second place ribbon in the space-science division (for ninth graders) of the North Nassau County Science Congress. More than 500 students in grades four through 12 participated in the competition.

The model had six main compartments, all furnished and planned to allow for efficient work by occupants. It was a project developed out of Cadet Gruber's interest and hobbies, including astronomy, rocketry, communications and electronics.

Educators Tour Headquarters

NATIONAL HEADQUARTERS—Forty instructors of public and parochial schools across the nation recently toured National Headquarters. The group is terminating a six-week workshop in literature and linguistics for classroom teachers (6th grade inclusive), under the sponsorship of the National Defense Education Act, at Lamar State College of Technology in Beaumont, Texas.

The group, accompanied by three Lamar Tech professors, toured the Aerospace Education and Training Division of National Headquarters and the 147th Fighter Group (Texas ANG).

At the Education Office the group was briefed on the goals and operations of the program, and were encouraged to ask any questions they might have concerning aerospace education offered by CAP.

The briefing of the 147th Fighter Group included a slide presentation which told the mission of the TANG, and a guided tour of the unit's F102 "Delta Dagger" aircraft.

Starts 3rd Ranger School

NORTH HAVEN, Conn.—The Hamden 6041st Cadet Squadron, Connecticut Wing, recently opened its third annual ranger school with approximately 40 cadets participating. Classes in the school—which will run through October—are held in land navigation, map reading, first aid, radio communications, phonetic alphabet, emergency ground to air signals and physical training.

Students are cadets representing the Hamden squadron, and General Curtis LeMay, Danbury, Bridgeport and Stratford cadet squadrons.

Instructors for the classes, held on alternate weekends, include Maj. Liam S. White, Hamden; Lt. Joseph J. Higgins, LeMay squadron; WO David Hoyt and WO David Jaundrill, Bridgeport.

The program, the itinerary calls for several bivouacs in the training area and two training weekends in the mountains of New Hampshire.

Participate in 'Buddy Flight'

HQ, INDIANA WING—Thirty members of the Indiana Wing participated in the Air Force's second annual "Buddy Flight," one of the many programs held in connection with the Indianapolis Memorial Day 500 Mile Race.

Since the Buddy Flight ceremony is the swearing in of new recruits, it is administered by the Air Force Recruiting Service, which has a detachment in Indianapolis. The Air Force had set a goal of 150 recruits for this year's Buddy Flight, helping to call attention to the 150th anniversary of statehood for Indiana, which is being celebrated this year.

The goal was met and the Buddy Flight was filled as a young lady and 149 men were recruited and took the oath of enlistment in an appropriate ceremony which included a color guard from Bunker Hill Air Force Base. The 150 new airmen are now in basic training at Lackland Air Force Base, Texas.

Assist in Fund Drive

HUNTSVILLE, Ala.—Members of the Rocket City Cadet Squadron, Alabama Wing, joined other volunteers who assisted during a fund-raising campaign conducted by the North Alabama Branch Chapter for Multiple Sclerosis.

When the fund drive was kicked off in Huntsville by Harold Williams, chapter chairman, CAP members helped by door-to-door canvassing and by collecting donations from motorists at key points established at several of the city intersections.

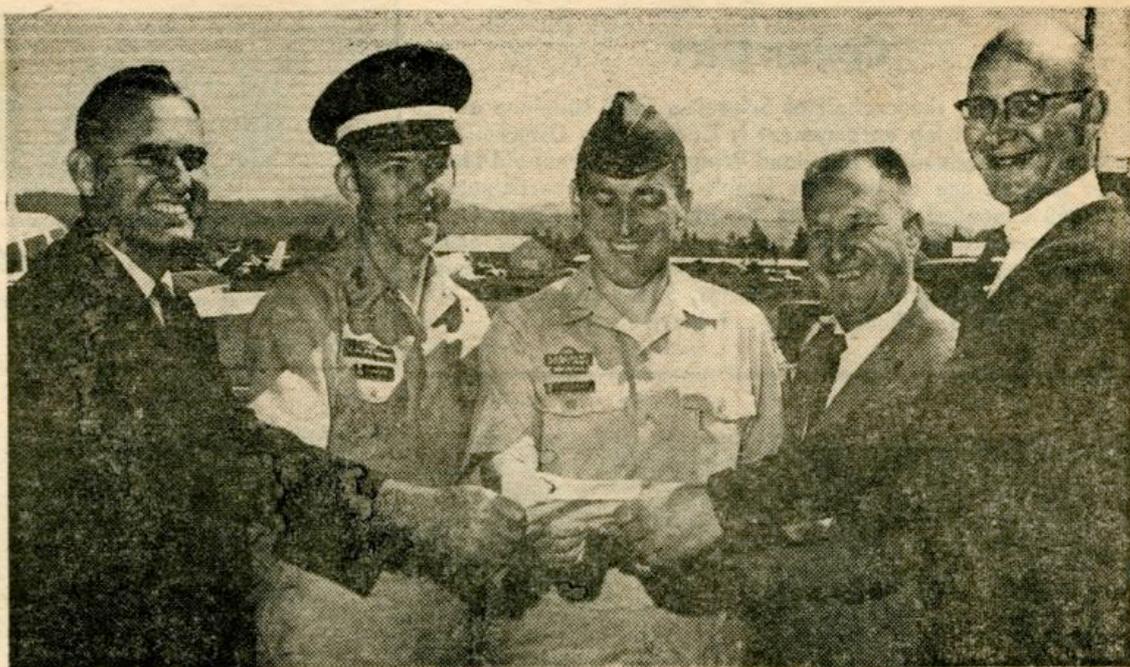
Austin Roberts, campaign chairman, reported that the CAP members, together with other volunteers from all walks of life, contributed much toward making the fund drive successful.

Help Mark Aviation Week

BOYERTOWN, Pa.—As part of their observance of Pennsylvania's "Aviation Week," proclaimed by Governor William W. Scranton, members of the General Carl A. Spaatz Composite Squadron attended one of the first showings in the Northeast Region of "The Wings of Youth," a new film produced by Douglas Aircraft Company depicting CAP's first Flying Encampment held last year at Elmira, N.Y.

A delegation of CAP officials from the General Spaatz unit and Bangor and Bethlehem composite squadrons accompanied Lt. Col. Herbert R. Frye, Pennsylvania Wing executive officer, to Alpha, N.J., where he was the main speaker at Memorial Day services.

The Bangor "Yellowjackets," a drum and bugle corps, directed by Lt. John E. Williams, that recently joined the Bangor squadron, marched in the Alpha parade. Spaatz squadron members were led by Capt. Arthur G. Magners Jr., and those from Bethlehem were escorted by Maj. Donald E. Heckert, Group 80 commander.



Flight Scholarships

THREE aircraft operators at Felts Field, Spokane, Wash., join in presenting flight scholarships to two members of the Spokane Composite Squadron, Washington wing. The flight training is being provided by Mamer-Shreck Air Transport, Mifflin Aircraft Co., and Price Piper, Inc. Attending the brief ceremony were, from left, J. J. Loranger, Cadet Bernie Johnson, Lt. Ryland Foster, Russell Swanson and Richard Lathrop. (Spokane Squadron photo)

Flying Safety

Aerial Fuel Tank Switching Is Not 'Knob Flipping' Job

It seemed routine. The doctor-pilot, flying over mountainous terrain, decided to switch fuel tanks. Within minutes, the engine quit and the doctor was fortunate to survive a crash landing. Investigation showed one fuel tank empty and one full. The pilot had manipulated the electrical switch controlling the fuel gauge system (one gauge for both tanks), but he failed to operate the fuel tank selection valve.

The incident illustrates the cardinal rule of good fuel management: Know your plane's fuel system inside, outside, backward and forward. And think about what you're doing when you do it.

In many accidents, investigators find a full tank on one side and an empty one on the other, with the fuel selector on the empty tank. In the confusion of experiencing loss of power, pilots often fail to pinpoint the trouble.

Short-time pilots are not the only ones involved in such incidents. In one recent case, the pilot involved had more than 17,000 hours. Yet, the old, sad refrain of "unfamiliarity" runs through accident after accident. A 1963 crash involving a single-engine plane near Holbrook, Ariz., killed three persons. Prior to the crash, radio calls to Prescott were made by the pilot stating the engine was "cutting out."

A full main fuel tank was found in the wreckage. Investigation showed that the fuel system had been modified and the fuel management system differed from the standard system detailed in the operator's manual. The pilot had rented the airplane and, while he had previous experience in the same model plane, he had little in the aircraft involved in the accident.

Diversity of cockpit arrangements calls for close attention. On some planes, the multiple fuel selector valve is in one place and the selective, manually-operated electric fuel tank quantity indicator is in another, with no explanation to the pilot regarding use.

Some models of the same aircraft have at least three different types of fuel selector valves. Two of the types look alike, but there the similarity ends.

One type requires the pilot to push the handle down to engage the tank selector "detents"; the other type engages by turning the

handle without pushing down. In one case, a plane in this "family" had to be crash-landed short of a California airport after all four occupants tried their luck at shifting tanks. All had flown models which required a simple turn to the full tank, but none knew the aircraft in question was equipped with a type requiring considerable pushing of the handle to get the needed fuel.

Various types of selector handles are used in light planes. Some are mounted at the factory to point at the selector position desired by using the handle as a pointer. Others are mounted in such a manner as to point away from the position desired.

SERIOUS problems can and do arise at the time fuel tanks are switched. A pilot descending from cruising altitude to locate the airport ran out of fuel on one wing tank.

He had to make an emergency landing at night on a street in a residential area, although the other tank was full. He should have switched fuel tanks prior to his descent from his en route cruising altitude.

Not long ago, the selector valve handle broke off in a pilot's hand when he was switching fuel tanks on a cross-country flight in a single-engine, high-performance aircraft. One tank was just about dry and the pilot was switching to the half-full tank.

He did not know whether the selector handle broke off while on the empty tank, or had made it to the other tank. This caused him a good bit of anxiety as he was over rugged terrain where a safe forced landing would have been impossible.

Fortunately, the selector was on the fuller tank and he made it to his intended fuel stop. In the future, he said he would do his tank switching over an airport, whenever possible. (And try the tank selector on all tanks prior to take off to be sure it's working.)

IN A SIMILAR incident, a flight instructor shut the fuel off so his student might experience an in-flight emergency. When the engine quit, the student quickly spotted the difficulty and switched the fuel selector on again.

The engine didn't catch right away and they lost altitude rapidly. The instructor, not noticing the student's action, became apprehen-

sive about the altitude loss and switched the fuel selector again, in error, to the off position. The plane went in for a crash landing.

In another incident fuzzy instructions proved expensive. One cold, snowy day in Colorado a low-wing single-engine plane taxied to a fuel island. The pilot told the service boy to "top all the tanks."

The youngster filled the wing-tanks and then, with his parka over his head and his back to the wind, filled the auxiliary fuselage tank. About 50 gallons of fuel were pumped into the fuselage belly before the service boy realized the auxiliary tank had been removed for repairs!

CERTAIN LIGHT aircraft with gravity-flow fuel systems are placarded against taking off or landing on one-tank position. Takeoffs and landings must be made with the fuel selector on the two tank position.

This placard is required because the left-right fuel tank position does not meet the fuel flow requirements for full power climb. In most cases, these planes can successfully perform on the one-tank position. However, under certain conditions, fuel starvation takes place at takeoff.

One engine manufacturer of a popular light aircraft fuel injection engine has a high and low fuel boost position. The aircraft owner's handbook clearly states use of "low boost" for start and "no boost" for take off. "High boost" for takeoff is specifically prohibited.

But several accidents have resulted when pilots disregarded this warning and used high boost for takeoff. The high boost is for a hot weather "vapor lock" condition.

Pilots should be alert to the problem of water in the fuel. At strips where planes are refueled by hand pump from barrels, condensation within the barrels can add water to the fuel. The only solution is careful monitoring and use of chamois as a water filter for all refueling operations.

CAP TIMES

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

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

Vol. VIII, No. 6 August 1966

Flying Encampment

Airplane, Glider Pilot Courses Reach Mid-Point

Site Chosen For National Board Meet

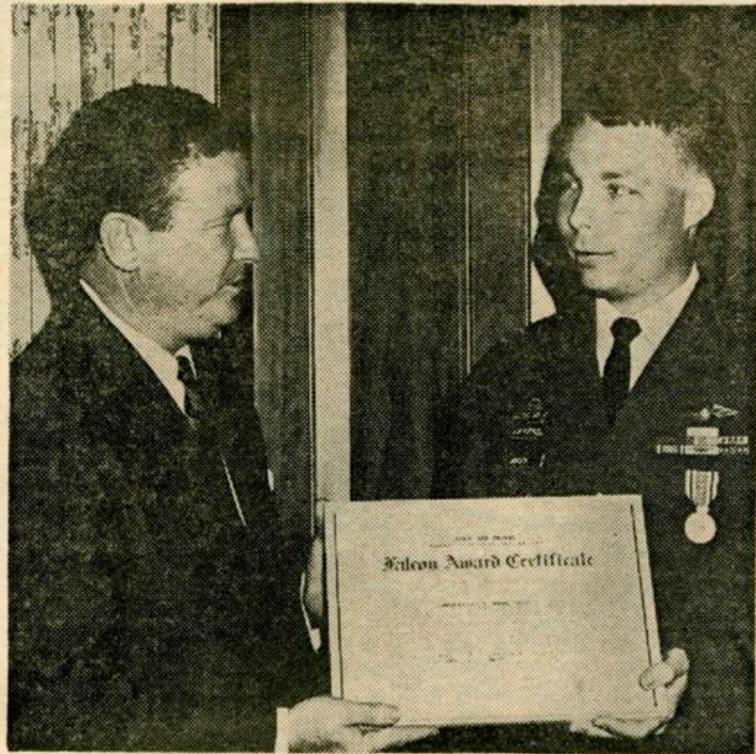
NATIONAL HEADQUARTERS—For the first time in the history of the Civil Air Patrol, the National Board meeting, held annually to formulate CAP policy, for this year will be held in Galveston, Texas, an island resort city on Interstate 45 approximately 50 miles southeast of Houston and about 35 miles from Ellington Air Force Base, home of National Headquarters.

The annual board meeting is scheduled for October 28-29 at the Jack Tar Hotel, according to a recent announcement made by Col. Joe L. Mason, USAF, national commander.

A nationally-famous hotel, the Jack Tar is located at Sixth Street and Seawall Boulevard, just across the street from Stewart Beach, a popular tourist attraction in the upper Texas Gulf Coast city.

In a letter to all USAF-CAP region liaison officers, Colonel Mason advised that necessary airlifts for board and committee members

(See SITE, Page 14)



Falcon Winner

WARRANT Officer Michael J. Jansen becomes the third Civil Air Patrol cadet to win the Falcon Award as he receives the coveted certificate from South Carolina Governor Robert McNair. WO Jansen was the seventh cadet to ever earn the Spatz Award, highest academic award of the cadet program. See story, page 14. (USAF Photo)

Canadians End Florida Leg Of '66 Air Cadet Exchange

ANDREWS AFB, Md.—Fifteen Civil Air Patrol cadets and one senior escort departed here July 28 aboard a Military Airlift Command (MAC) aircraft for a two-week tour of Canada as guests of the Air Cadet League of Canada. The trip is part of the abbreviated 1966 International Air Cadet Exchange between United States and Canada.

Due to limited Department of Defense funding for overseas air-

lift, the IACE this year was reduced to only two countries—United States and Canada.

During the visit to the States by the Canadian cadets, they will be hosted by three Civil Air Patrol wings—Florida, Texas and Colorado.

One day after the CAP cadets departed here, the same MAC aircraft returned with the Air Cadet League representatives. After a short layover, during which time the visitors cleared U.S. Customs, the cadets boarded a USAF plane for the first stop of their "three-wing" circus—Florida.

WHILE in the land of sunshine, the cadets toured the mammoth Cape Kennedy missile launch facility. After nearly six hours at the installation, during which time the cadets viewed missile launch pads, various block houses and other key parts of the installation, they departed for St. Petersburg and the second leg of their Florida trip.

Here the cadets visited some of the most interesting sights offered by the city and surrounding communities—Bahia Beach, Wax Museum, Aguarium and Bounty exhibits.

After a short trip to nearby Tampa, the cadets toured Ybor City, a city within a city, and nearby MacDill Air Force Base. Ybor City, located within the city limits of Tampa, is the home of the famous cigar manufacturing industry of Tampa and MacDill is the home of the U.S. Strike Command.

After a reception and dinner at St. Petersburg Yacht Club, the group departed for Houston, Texas, where they became the guests of the Texas Wing. Florida Wing hosted the group during their entire visit to that state.

With only one-third of the three-wing trip completed the visiting

Canadians have an eventful schedule ahead. While in Texas the cadets and seniors will tour the Manned Space Craft Center, NASA, training center and "home" of the astronauts.

Next they will attend a dinner-dance at the Ellington AFB, Officers Open Mess as guests of the Houston area CAP units.

After a boat trip up the world

(See IACE, Page 14)

GENERAL CHESS

Chief Chaplain to Attend Meeting

NATIONAL HEADQUARTERS—Chaplain (Maj. Gen.) Edwin R. Chess, USAF, chief of Air Force Chaplains, will be a special guest at the National Chaplain Committee Meeting at National Head-



General Chess

quarters, August 30 through September 1. Chaplain Chess received his appointment as chief of chaplains and his promotion to major general August 1.

The annual meeting will be under the chairmanship of Chaplain (Col.) James E. O'Connell and hosted by Chaplain (Lt. Col.) George M. Hickey, USAF, National Chaplain. Helping Chaplain Hickey will be Chaplain (Lt. Col.) Victor H. Schroder, USAF, assistant staff chaplain.

Chaplain Chess is no stranger to the National Chaplains meeting, having attended in 1964. This will make his first appearance, however, before a CAP unit, since assuming the chief of chaplains position.

CHAPLAIN Chess, born in Chicago, Ill., earned his B.A. degree from St. Mary of the Lake Seminary in Mundelein, Ill. He was ordained a priest of the Roman Catholic Church on April 3, 1937, by the late Cardinal Mundelein, Archbishop of Chicago.

On Dec. 24, 1962, His Holiness Pope John XXIII appointed Chaplain Chess a Domestic Prelate with

NATIONAL HEADQUARTERS—Civil Air Patrol's second annual Flying Encampment—expanded to three separate sites this year to accommodate more cadets—is at the mid-way point in powered flight and glider training programs at Lawton, Okla.; Chester, S.C.; and Elmira, N.Y.

Graduation ceremonies were held July 29 at the three sites for cadets completing the first two-week glider pilot course, which started July 17 and ran through July 31. Enrolled in the course were 16 cadets at both Lawton and Chester and 12 at Elmira. The same number of cadets are enrolled in the second two week glider pilot course which began July 31 and scheduled to end August 14.

A full four week program is being held at each of the three sites for cadets enrolled in the powered flight pilot course. A full quota of cadets—24 at both Chester and Lawton, 12 at Elmira—is enrolled in the powered flight course, being held from July 17 through August 14.

Cadets successfully completing the month-long powered flight course will be qualified for their FAA Private Pilot certificate. Those graduating from a two-week glider pilot class will qualify for their FAA Private Glider Pilot certificate and the FAI "C" award.

QUALIFIED instructors from six companies who signed contracts with CAP officials earlier this year are teaching cadet flying and soaring enthusiasts at the three sites.

At Elmira Aeronautical Corporation is providing airplane training and Schweizer Aircraft Corporation is responsible for glider training. Glider training at Chester is being provided by Bermuda High Soaring, Inc., while Aero Flight, Inc., is furnishing powered flight training. Sailplanes, Inc., and Southern Aviation are handling the instruction for the Lawton encampment.

Cadets enrolled in the first glider pilot training course were:

• Lawton, Okla.—Jo A. Alexander, W. Va. Wing; Joanne M. Braxton, Md.; D. J. Eisenmenger, Mont.; Robert C. Ireland, Texas; James R. Manion, Nebr.; James V. McEwen, Nev.; Paul E. Nickel, Nebr.; Charles F. O'rean, Texas; Daniel R. Osborn, Ore.; Linda L. Osterhoudt, Md.; Morris A. Pierce, Colo.; David Richmond, Calif.; Carol L. Rogers, Calif.; Don J.

Schwarzrock, Mont.; Gail P. Sessions, Wash.; and Laughlin M. Tanaka, Hawaii.

• Elmira, N.Y.—Lester C. Aeder Jr., Mich. Wing; Robert A. Benzinger, Mich.; David A. Dann, R.I.; Richard A. Filbey, N.J.; Joseph J. Gelling, N.Y.; Jeffrey D. Ives, Conn.; Paul R. Knieriem, Ohio; Ernest L. Lockwood, Ill.; Carl V. Marzocchi, R.I.; Michael Schrameyer, Wisc.; David B. Scriven, N.Y.; and James C. Wayne Jr., R.I.

• Chester, S.C.—James R. Aubuchon, Tenn. Wing; Doug W. Andrews, Mo.; Donald S. Crawford, Va.; Kevin M. Frye, Fla.; William

(See PLANE, Page 13)

8 Cadets End Flight Course With Cessna

WICHITA, Kan.—Eight cadets from throughout the North Central Region received their solo badges at the graduation ceremony of the sixth annual Cadet Flight Training Program sponsored by Cessna Aircraft Company here.

The cadets, representing the seven wings from within the region, are either high school students or recent graduates. They were selected for the special region activity through screening boards at all levels of command—squadron, group, wing and region.

The course is a demanding two-weeks of study and requires day and night work of the students. Included in the curriculum were approximately 40 hours of classroom work and nearly eight hours of dual flight time. Regular Federal Aviation Agency ground school was also provided.

The entire training course was under the direction of M. V. Harris, Air Age Education Specialist for Cessna. The actual flight training was given through

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Seniors Earn Valor Medals

NATIONAL HEADQUARTERS—Three men have been cited for "distinguished and conspicuous heroic action" when, as members of the Hawaii Wing land rescue team, they were dispatched to the Island of Maui on Nov. 14, 1965, after a Skyway Air Cargo Beech aircraft crashed in mountainous terrain.

Orders were recently published by National Headquarters awarding the CAP Bronze Medal of Valor to Capt. Herb H. Hardin, team leader, CWO Leonard Freitas and SM Guy H. Piltz. The awards were based on a recommendation from Lt. Col. Francis G. Gomes, interim commander of the Hawaii Wing.

A CAP-OPS helicopter located the crash on a treacherous mountain ridge in the Iao Valley of western Maui. It was not known if there were survivors of the crash. CAP's mission was to determine if there were survivors, confirm registration numbers of the crashed plane and rescue survivors or recover bodies.

Members of the CAP land rescue team were dispatched to the

(See HAWAII, Page 15)

the title of Right Reverend Monsignor.

He was appointed a chaplain, with the rank of first lieutenant, in the U.S. Army Reserve on January 17, 1942 and entered active duty on March 4 of that year. Following his attendance at the chap-

(See GENERAL, Page 15)

Puff Racers Give Favorable Showing

TETERBORO, N.J.—A final tabulation of the Powder Puff records report WO Judith Ann Immele and SM Beth Oliver, pilot and co-pilot of the Washington Wing entry in the 20th Annual Powder Puff Derby, finished in 28th place from a field of 91 starters.

The wing-duo recorded an average speed of 145.4803 miles per hour and earned an overall score of 8.4803. Another CAP member, SM Mary Ann Noah of Kansas Wing, finished 25th. Bernice T. Steadman won the race with an average speed of 181.4995.

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

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

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Vol. VIII, No. 6 \$1.00 Per Year By Subscription AUGUST, 1966

A Moment to Think

THIS MONTH I am departing from my usual editorial to share with you one of the most appropriate messages I have seen. It is an editorial which was published in the SAN ANTONIO LIGHT, May 31, 1966. It has since been adopted for use in the Air Training Command.

I am so impressed by it that I am sure you will agree it has meaning for all of us who are concerned with good citizenship and the other goals of Civil Air Patrol.

INDELIBLE WORDS

A judge in Grinnell, Iowa, who had the duty of sentencing two youths found guilty of auto theft, decided to grant parole instead of sending them to the penitentiary.

Before doing so, he gave the pair the kind of lecture that ought to stick in anyone's mind for a long time. Following are the Iowa judge's comments:



MASON

"Now you have been convicted of a felony. A felony is a crime for which you might be sent to the penitentiary. In this case, I do not have to send you to the penitentiary . . . I am permitted to give you a parole.

"But if you never see the inside of a penitentiary or jail, you will not have escaped from the penalties of your crime. The record of your conviction will be here as long as the courthouse stands. No amount of good conduct in the future can erase it.

"Next year or 10 years from now or when you are old men, if you are ever called to be witnesses in any court of law, some lawyer will ask this question. Have you ever been convicted of a felony? And you will hang your head and admit that you have. Because if you should deny it, then the record of these proceedings will be brought up from vaults and read to the jury. And the question will be asked for the purpose of casting doubt on your testimony. Convicted felons are not believed as readily as other persons.

"Think of this. It may be that some day you will have a chance to get in one of the expanding countries of South America and you will apply for a passport. You will not get it.

"Canada might allow you to come in for a two-week fishing trip, but you will not be allowed to stay. No country will allow you to become a resident. Your world is, oh so much smaller than it was.

"Some day you may seek a position in civil service of your state or your nation. On the application blank you will find this question: Have you ever been convicted of a felony? Your truthful answer will be detected because appointments are made only after investigation. The record is here to be found by anyone interested.

"You cannot vote. In a few years you will be 21 and others of your age will have a right to vote, but you will not. Your father may be a candidate for public office, but you will not be allowed to vote for him.

"The members of your political party will not be interested in you because you will have no vote to give. It may be that some day the governor will pardon you and restore your rights, but it is going to be humiliating to ask him. He'll want to know your record. It is a bad one.

"YOUR COUNTRY is calling men to the colors. Its need is such that men are being drafted. Military men are proud of the service; they will not permit it to be debased by the enlistments of convicted felons.

"You are on parole. I am granting you a parole. A parole is in no sense a pardon. You will report to the men who have accepted your parole as often as they may ask. Your convenience is not a matter of importance.

"You will also obey your parents. If your parents send you to bed at 9:00 o'clock, you will go without complaint. You will perform such tasks as are assigned to you."

The consequences of a single rash, unthinking act which can so affect an individual's entire life should impress upon all of us the responsibilities and values of good citizenship. This article speaks for itself.

Joe L. Mason

Judith A. IMMELE
 Yakima Composite Squadron
 Washington Wing

IS A COMMERCIAL PILOT WITH MORE THAN 250 HOURS FLYING TIME AND A MEMBER OF THE 99'S. AS A FORMER CAP CADET HELD ALL CADET STAFF POSITIONS.

PLANS TO ATTEND CENTRAL WASH. STATE COLLEGE TO STUDY CHEMISTRY.

GRADUATE OF YAKIMA VALLEY JUNIOR COLLEGE WASHINGTON
 HOMETOWN IS * YAKIMA

PLANS TO BE AN AEROSPACE INSTRUCTOR AS WELL AS A COMMERCIAL FLIGHT INSTRUCTOR

PLACED 28th IN A FIELD OF 91 ENTRANTS IN THE "POWDER PUFF DERBY" (ALL WOMEN TRANSCONTINENTAL AIR RACE)

Letters

Vice President

Dear Colonel Mason:

Thank you very much for sending me a copy of the 1965 CAP Annual Report. You are all doing a great job.

I am sorry that we lost the Department of Defense money for the IACE program, but we tried twice for reinstatement without success.

Sincerely,
 Hubert H. Humphrey
 The Vice President

ROA Thanks

Dear Lieutenant Cole:

. . . I wish to express my sincere appreciation and thanks of the willingness of the Civil Air Patrol Group (III, Ohio Wing) to have participated in displaying and carrying the states flags at Youngstown Air Base . . . ceremonies. It was also my honor to have the opportunity to appear with your fine group . . .

As a member of the United States Army Reserves . . . I would like to take this opportunity to salute your group for its great effort in educating the youth of our surrounding communities . . . I am sure the efforts of the . . . last 20 years in assisting the armed services has been a credit to your organization . . .

Sincerely yours,
 Joseph Louis Sacchini
 Major USAR
 Chairman States Flags Committee
 Mahoning Chapter,
 Reserve Officers Association

Buddy Poppy Day

Dear Captain Osterhoudt:

I wish to express my thanks and the appreciation of the entire

(See LETTERS, Page 14)



RESERVE OFFICERS—All reserve applications for training with Civil Air Patrol must be approved by the USAF-CAP liaison officer. Applications for full-time training attachment must be submitted on AF Form 1288 and Ready Reservists must complete AF Form 1051. The liaison officer has all the necessary forms and can determine whether or not individual reservists are eligible for training with Civil Air Patrol.

TV SPOT ANNOUNCEMENT—The National Chaplain's office and the Office of Information have joined forces in preparing a new 30-second television spot announcement. Plans call for the film to be distributed to wing chaplains for circulation throughout the wing where local TV stations can use it as a public service. This is the first film spot produced expressly for the purpose of interesting clergymen in the CAP chaplaincy.

20-YEAR VETERANS—Captain F. Ellen Langston of the Massachusetts Wing is in the process of compiling a complete list of CAP members with 20-years or more service. Personnel wishing to assist Captain Langston should mail their full name, address, grade, serial number of unit to: Capt. F. Ellen Langston, Group IV, Massachusetts Wing, 134 Main Street, Quincy, Mass. 02100.

CAP TIMES—Deadline for articles and pictures for publication in the September issue of CAP TIMES is August 17. Information officers of all levels urged to send material to: Editor, CAP TIMES, National Headquarters, CAP-USAF, Ellington AFB, Texas 77030. Early submission of materials will allow sufficient time for proper handling and consideration for publication.

AF VICE CHIEF OF STAFF—General Bruce K. Holloway has been appointed Air Force vice chief of staff by President Johnson. General Holloway, 53, was serving as commander-in-chief United States Air Forces in Europe (USAFE) at Lindsey AS, Germany, at the time of his appointment. He replaces Gen. William H. Blanchard who died May 31 following a heart attack. The appointment is effective August 1.

FREEDOMS FOUNDATION — "Defending Freedom Safeguards America" is the topic chosen by the Freedoms Foundation for its 1966 letter writing contest. Letters of 500 words or less are solicited for the contest. The top 10 letter writers will be invited to receive their awards in person at the Freedoms Foundation Headquarters at Valley Forge, Pa. Additional information by writing the foundation at Valley Forge, Pa. 19481.

Emergency Services

Wing is Active in Three Simultaneous Missions

SEATTLE, Wash. — Like bananas, search and rescue missions seem to come in bunches for the Washington Wing. Recently the wing was called upon to participate in three REDCAPS—all at the same time—with 164 seniors and cadets getting in on the acts.

One of the missions involved searching for an aircraft missing on a flight from Nea Bay to Seattle; in the second instance an aircraft was lost over the Cascade Mountains; and in the third case a man was lost in a kayak in the Yakima River. All three missions ended with finds — one by CAP members—but there were no survivors.

The first mission was largest in scope of the three REDCAPS. Thirty-six CAP and member-owned aircraft flew 139 sorties for a total of 163 flying hours on the three missions. Lt. Col. Clayborne Elmore, Seattle Composite Squadron, was mission coordinator.

After several days of searching for a Kurtzer Flying Service plane missing on the flight from Nea Bay, Capt. William Saunders of Group II was dispatched to the area to obtain leads from Nea Bay residents.

Questioning local citizens has proved to be valuable in the Washington area where the terrain is very rugged and it is difficult to spot a crash from the air.

Leads obtained by Captain Saunders and a small piece of metal found by a Zellerback Paper Company employee led to the sighting of the wreckage by Capt. Glen Field of the Skagit Composite Squadron.

CWO Lester Ellis of the Seattle squadrop took a ground rescue team to the scene. They helped search the wreckage for survivors and stayed on to help guard the area until a Civil Aeronautics Board arrived. The CAB officials

were pleased and surprised by the capabilities and performance of CAP.

Also participating in the missions were personnel from sheriff departments, state aeronautics and Coast Guard.

Georgia Wing

MARIETTA, Ga.—The Georgia Wing was also busy SAR-wise recently when it was asked by Eastern Aerospace Rescue and Recovery Center to assist in two search missions on consecutive days.

Object of the first search was a BE-35 Bonanza missing between Evansville, Ind., and Waycross, Ga. It was determined that the pilot landed at Lawrenceville, Ga., for the night and proceeded to Florida the following day. He claimed that he closed his flight plan, but the Robins AFB center had no record of such closing.

Maj. E. C. Demmond, mission coordinator and wing deputy commander for operations, established mission headquarters at Valdosta, Albany, Macon and Marietta.

Eleven aircraft were used in searching 60 miles on either side of a line from Chattanooga, Tenn., to Waycross, Ga. A total of 32 CAP personnel participated, including 16 ground searchers who used nine land radio units for communications. Other agencies assisting were Civil Defense and FAA. The missing aircraft was located.

On the following day EARRC called on the wing to help search for a Cessna 150 missing between Atlanta, Ga., and Cross City, Fla.

Thirty-four senior members — including 16 ground personnel — utilized 11 aircraft, 1 surface vehicle, 5 land radios, 7 aircraft radios and 1 mobile unit in searching 50 miles east and west of a line from Atlanta to Valdosta, Ga.

Major Demmond was again mission coordinator and mission headquarters sites were at Griffin, Macon, Albany and Dobbins AFB.

It was determined that the aircraft crash-landed in a wooded area near Cross City and the crew walked out, escaping serious injury. Other agencies participating were FAA and Daugherty County Sheriff's Department.

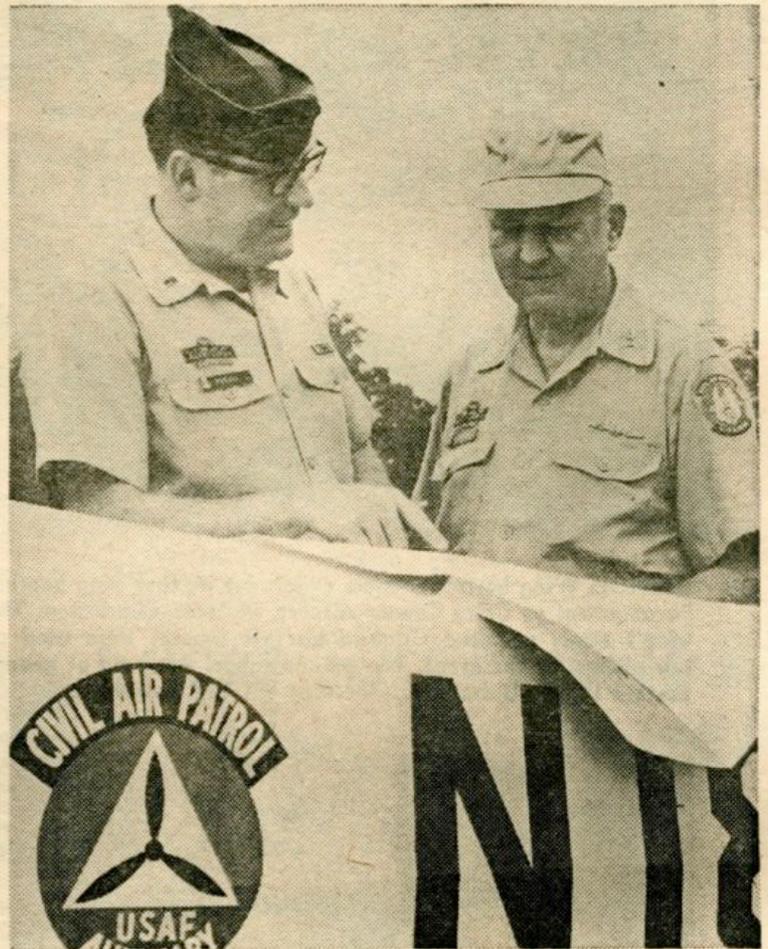
New York Wing

NEVERSINK, N.Y. — When a six-year old boy from this Sullivan County town walked into the woods near his grandparents' farm on a recent Saturday afternoon, his only object was fun.

Before he was brought out of woods two days later, CAP cadets and senior members of New York Wing units and Civil Defense officials had joined more than 1000 volunteers, including frogmen who searched ice-cold ponds, had combed the densely wooded area.

Finally, on Monday afternoon, radios used by the searchers crackled with the welcome news that the boy had been found alive and unhurt. A military ambulance rushed the boy to nearby Liberty hospital for overnight observation.

Grateful parents expressed heartfelt thanks to CAP and CD and other volunteers who contributed their efforts during the search mission.



MARS Mission

LT. WINSTON S. Purvis, left, briefs Capt. A. J. Fielder on flight plan for airlift of Army Military Affiliate Radio Station (MARS) as part of a project authorized by both the Pentagon and the FCC. Both CAP officers are members of the Lynchburg Composite Squadron, Virginia Wing. The airborne radio relay station enables a MARS-Army ground control station to contact other stations over a wide area. When a U-6A was diverted to another mission, MARS-Army asked CAP to complete as much of the mission as possible. As the CAP pair were returning to Lynchburg from Charlottesville with the MARS unit their aircraft radio failed. The MARS ground control station contacted the control tower and brought the CAP crew in safely. (Photo by Lynchburg Composite Squadron)

Three Women Missing

Chicago Area Focus of Search

DUNES STATE PARK, Ind. — Three young women disappeared from Indiana's Dunes State Park near Chicago recently and members of Illinois and Indiana wings joined the search.

Missing are Miss Renee Bruhl, 19, Chicago; Miss Patricia Blough, 19, Westchester, Ill.; and Miss Ann Miller, 21, York Center, Ill. Miss Blough is the daughter of Lt. Col. Harold Blough, commander of Group 23, Illinois Wing.

The women were last seen boarding a boat just east of Porter

Beach near the park lodge and hotel. Debris from a boat wreckage was found four or five miles west near a water intake crib.

An intensive search was launched, centered in the Dunes area of Northwestern Indiana and including an area of Lake Michigan south of a line from downtown Chicago to Benton Harbor, Mich.

BOTH CAP wings are participating in the mission, joining Indiana State Police, Dunes Park Rangers, Coast Guard, National Guard (from a nearby Nike site), Porter County (Ind.) Sheriff's Department and Civil Defense officials. CAP assistance was requested by Central Aerospace Rescue and Recovery Center, Richards-Gebaur AFB, Mo.

Mission headquarters was set up at Gary (Ind.) municipal airport. Lt. Col. Paul Stokesberry, Group 2 commander, was in charge of Illinois Wing efforts, while Lt. Col. Alexander Corado and John Volk and Maj. Barry Beers worked shifts as Indiana Wing mission commanders.

Taking part in the Illinois Wing portion of the search were 17 pilots and observers and 13 cadets.

INDIANA Wing participation included seven pilots, eight observers and 30 senior members and cadets—all from Group I and Gary Municipal Senior Squadron. The two Hoosier CAP units also furnished five aircraft and two emergency vehicles.

Also, two Army helicopters and Civil Defense SCUBA divers were pressed into service.

The Chicago TRIBUNE and SUN-TIMES both carried page one accounts of the mission, giving CAP credit for its assistance.

At last reports, actual search ac-

tivity has been suspended, but officials are continuing to investigate in efforts to find new leads.

Railway Dispatcher Closes Flight Plan

RENO, Nev.—At the request of the Western Aerospace Rescue and Recovery Center, Hamilton AFB, Calif., the Nevada Wing joined Idaho and Oregon wings in searching for a pilot missing on a flight from Boise, Idaho, to Reno.

This was one mission that ended with a novel twist when a railroad dispatcher closed out the flight plan for the missing pilot, who had made last contact with Reno radio but had not given a position report.

CAP officials, after flying two aircraft on three sorties for a total of seven flying hours, learned that the pilot had made an emergency landing on a dirt road, resulting in minor damage to his plane. He and his passenger boarded a Western Pacific freight train at Gerlach, Nev., bound for Portola, Calif.

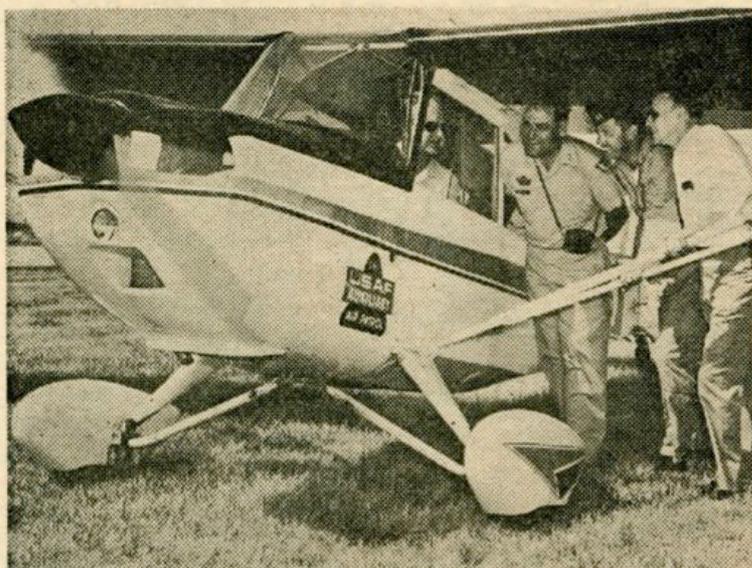
The railway dispatcher notified the Elko (Nev.) Flight Service Center what had happened and the missing pilot's flight plan was closed and CAP's search was ended.



Cadets Join Search

THIRTY-SIX cadets of the Lowry Composite Squadron, Colorado Wing, led by their commander, Capt. Gary Schulz, prepare to join search for a nine-year-old girl missing from her Aurora (on Denver's west side) home. When Aurora police chief Spencer Garrett called for volunteers to stage a widespread search in an area north of Stapleton Airfield (Denver Municipal Airport) the Lowry cadets were among more than 350 persons who responded. Spread in a long line, they searched open fields, ditches, fence rows and disposal areas westward to Commerce City. As other Group I units were on standby alert, Lt. Col. Nathan L. Baum, group commander, praised cadets for their voluntary search effort. No clues had turned up and the search was continuing in what was termed the most baffling case in Aurora history. (Photo by Lt. Dan Madsen)

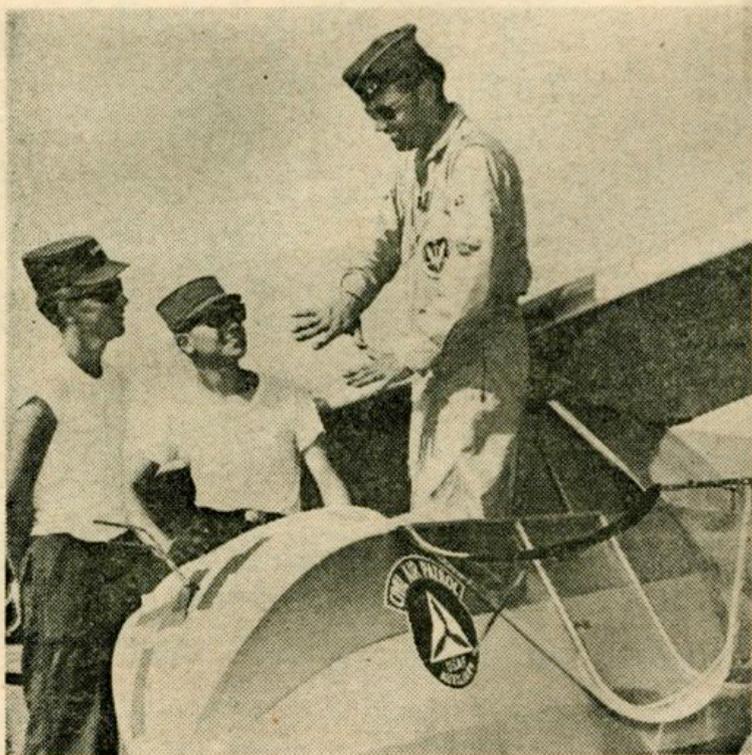
Mattoon Miracle



ILLINOIS Wing hosted 17 male cadets for its first wing Soaring Encampment at Coles County Airport, Mattoon-Charleston. The wing's newly acquired Citabria aircraft (above) were used as tow planes for the event. The ground school was held at nearby Eastern Illinois University. (Photo by SM Ted Koston)



DURING the 10-day encampment, Illinois Wing soloed all 17 cadets attending. Six of the outstanding cadets were then recognized for their efforts and will attend an up-coming powered flight course at Cessna Aircraft Co., Wichita, Kan. Encampment commander was Col. R. Shangraw, former wing commander. (Photo by SM Grant McCabe)



A LITTLE more to the right Capt. V. Heurlin, AFRes, tells Cadets Frank Roth and Greg Bettis. The captain was one of two Air Force Reserve officers and seven CAP officers who served as tow-plane and glider pilots. Cadet Bettis was one of six cadets selected for the Cessna course. (Photo by SM Ted Koston)

Women in CAP

Former 'Gooney' Builder Heads Milesburg Squadron

BOALSBURG, Pa. — A woman who has brought the U.S. Air Force and Civil Air Patrol closer together in her family is Capt. Naomi J. Smith. While her husband, Richard, works for the Air Force, she takes an active interest in the activities of the local CAP unit. She is commander of the Milesburg Composite Squadron, Pennsylvania Wing.

Another favorite interest which keeps her occupied is flying.

Captain Smith's early childhood interest in airplanes prompted her to work for Douglas Aircraft at Tinker Field, Okla., upon graduating from high school. The company was then building C-47 "Gooney Birds" for World War II.

She began her flying career in 1944 and applied for training with the Women's Air Force Service Pilots (WASP), an organization made up of women pilots who in WW II performed noncombat military flying missions for the Army Air Forces. She passed the organization's physical exam and was ready to go when she received a letter informing her that the WASP had been deactivated. For Captain Smith, it was a "dream shot full of holes."

LATER that year, she married



Captain Smith

Richard R. Smith, who was assigned to the Army Air Corps stationed at Tinker Field. Shortly after their marriage, he was sent overseas.

It wasn't until after the war that she was able to resume her flying. Fortunately, her husband was again stationed at Tinker, and she went to work for a local fly-

ing outfit where she was able to get a few hours of free flying time.

An Air Force wife for 22 years, Captain Smith has had to move around a great deal. She has accompanied her husband to Japan, Germany and numerous locations in this country. "I have enjoyed every minute of it," she states, particularly "meeting new people and learning new ways of life."

It was while her husband was stationed at Grandview (now Richards Gebaur Air Force Base) AFB, Mo., in 1954, that she was introduced to Civil Air Patrol. Asked to join the Harrisonville Squadron, she did so, and later helped activate a squadron in Belton, Mo., which was closer to the air base where there was more interest in flying.

Some of her awards include the certificate of proficiency, encampment ribbon, red service ribbon, ECI ribbon, and air search and rescue ribbon with two clasps.

COMMANDER of the Milesburg Composite Squadron, she has worked hard to inform the public about Civil Air Patrol and the wonderful training it offers teenagers through the cadet program. She has started two scholarship programs for Pa. Group 1300 cadets.

Right now, Captain Smith is busy packing the family belongings as she again prepares to accompany her husband who is being reassigned overseas this month. She intends to maintain her CAP membership "in absentia" during their stay in Europe.

"There is nothing outstanding about me," says the modest woman. "I am an average Air Force wife who enjoys my two children (Vicki Lynn, 8, and Vernon, 19) and my interest in Civil Air Patrol."

83 New York Cadets Hold Canada Exchange

By LT. GERTRUDE A. TITCOMB
Information Officer

ARMONK, N.Y.—Eighty-three Civil Air Patrol personnel from Westchester County, New York, departed the county airport recently for a visit to #16 Wing of the Royal Canadian Air Cadets of Montreal, Canada. This was the first half of an exchange between No. 16 Wing and the North Castle Composite Squadron, New York Wing, arranged jointly by Wing Commander Eric E. Simms, RCAC, of Montreal and Major Louis D. Wolff, North Castle squadron commander.

On arrival at Canadian Forces Base St. Hubert, the CAP group was taken to CFB St. Jean by Canadian Forces buses, where they were billeted through the courtesy of Group Captain W. L. Baynton, base commander. The female members of the visiting CAP unit were housed in the Protestant Sunday School building.

After supper in the enlisted men's mess hall, the cadets were taken to "Le College Militaire Royal de Saint-Jean" (CMR) for a tour of the college by Flight Lieutenant Sam Kingdom. The group visited the ice rink where the Montreal Canadiens hockey team practice when they want to get away from the crowds.

NEXT on the agenda at the College was a film describing the Canadian equivalent of our military academies.

CMR, built on the site of old Fort Richelieu, is one of the three military colleges in Canada and is particularly interesting in that it is a bilingual school where young Canadians take courses in their mother tongue (French or English).

During out-of-class hours, French is spoken for half of the month and English the other half. CAP cadets and senior escorts spent the rest of the evening as guests of the base personnel.

The second day of the visit the group toured "EXPO - 67", site of the World's Fair, on St. Helen's Island in Montreal. In the lounge of the Helene de Champlain Restaurant, Miss Dierde McIlwraith, a Fair hostess, described the general

scheme of the Fair, which will open next year.

SHE described the U.S. exhibit which will be across a river branch from the U.S.S.R. exhibit, the two to be connected by a foot-bridge named "Cosmo Walk."

She conducted the group to the Observation Tower from which could be seen the City of Montreal, the first locks of the St. Lawrence Seaway and the Russian Ship "Pushkin" which was then in port.

The CAP cadets joined with Royal Canadian Air Cadets for a television appearance on CBC-TV. The television studio taped a portion of the show earlier in the day and the cadets previewed themselves during the actual telecast. Several of the cadets and escorts were interviewed during the program.

The CAP members were guests of Canadair, the company which sponsors No. 16 Wing RCAC, for dinner at the Canadair Plant in St. Laurent and then a special reception and dance was hosted by both RCAC and Canadair.

Flight Lieutenant Brian Darling, RCAC, was project officer for the visit and received high praise from the CAP members.

Ohio Cadet Wins Apprenticeship

TOLEDO, Ohio — Cadet Roger DeGood of the Toledo Squadron 601, Ohio Wing, has received an appointment as apprentice to Samborn, Stekete, Otis and Evans, a Toledo architectural-engineering firm.

Instituted by Alfred H. Samborn, SSOE partner, the program is a highly competitive annual event. It includes a classroom type of educational program with summer on-the-job training.

Active Unit — Active People

JACKSONVILLE, Fla. — For cadets who want to go "Where the Action Is," the answer is Forrest View Cadet Squadron, Florida Wing.

With the schedule of extra events held by the squadron in the past few weeks, the unit rates the title as the "Go-Goingest Squadron in CAP."

The schedule started with a Group 24 drill practice and competition.

Next on tap was a fly-in at Herlong Field. This event included an air show and various types of competition. Following the fly-in, the squadron held its aircraft familiarization and orientation flights each Saturday morning at Herlong Field.

Then came the Sector "C" drill competition at the Jacksonville Naval Air Station. The competition included teams from throughout Duval County and Northern Florida. The winner progressed to the Wing Drill Meet held at a later date.

Next came a tour of Cape Kennedy and the Kennedy Space Center for all the cadets of the unit over age 16.

The activity schedule was rounded out with:

- A Type "B" Encampment.
- The wing CD exercise.
- Wing drill competition.
- A beach party.
- Finally the Cadet Command and Staff School and four weeks of summer encampments at Tyndall AFB, Fla.

National Information Chief, Comptroller Retire in July

NATIONAL HEADQUARTERS — July was a busy month as far as personnel changes were concerned. A total of 20 personnel changes of Air Force officers and enlisted men during the month included six losses due to retirement, eight losses due to reassignment or discharge and six gains.

Heading the list of retirements were Lt. Col. Lloyd H. Garland Jr., and Frederick J. Whittle, Director of Information and Comptroller, respectively, at National Headquarters.

Colonel Garland, who had been Director of Information at National since August 1963, retired July 31 after 30 years of military service.

The colonel completed high school in Clearwater, Fla., and earned a BS degree in industrial engineering at Virginia Polytechnic Institute, Blacksburg, Va.

In July 1936 he was commissioned a second lieutenant in the Corps of Engineers and has been on continuous active duty since September 1940. After completing pilot training in August 1942 he received his wings at Kelly Field, Texas. He is now a command pilot with more than 4,000 hours flying time.

SINCE integrating into the Regular Air Force in 1946, Colonel Garland has held several positions as an Information Officer. These assignments included:

Public Relations Office, Hq ATC, Washington, D.C., June '46-Aug. '48; Chief, Field Branch, Public Information Office, Hq MATS, Washington, D.C., Sept. '48-July '49; Public Information Officer, Hq NEAC, July '49-June '52; Information Officer, USAF Flight Test Center, Edwards AFB, Calif., Jan. 52-June 56;

Chief, Speakers and Public Appearances Branch, Office of the Secretary of Defense, Washington, D.C., July 56-Aug. 57; Chief, Security Review Branch, Office of Information Services, Office of the Secretary of the Air Force, Sept. 57-Aug. 58; Chief, Policy Section, Plans & Policy Branch, SAFIS, Office of the Secretary of the Air Force, Sept. 58-July 60.

Prior to coming to National Headquarters, Colonel Garland was Deputy Director, Office of Information, Hq PACAF, Hickam AFB, Hawaii, from July 1960 until July 1963.

COLONEL Whittle, a graduate of Arkansas City (Kansas) high school and a former student at Arkansas City junior college, retired after more than 24 years of service. During his military career he held what probably amounts to two of the most unusual assignments in the Air Force.

In 1953, after completing a two year tour with Hq Far East Air Forces in Tokyo, he was reassigned to the Philippine Islands as executive officer and commander of the Port of Manila, the only deep water port operated by the Air Force. The AF Port was closed in 1959.

The colonel had a more recent and equally unusual assignment while stationed at Alaskan Air Command Headquarters, Elmendorf AFB, Alaska. In addition to being assistant deputy chief of staff/comptroller, he also commanded the 5009th Support Squadron (comptroller services). This squadron was comprised of all comptroller, finance, statistical service and related career field personnel in the command. It is the only squadron of its kind in the entire Air Force.

COLONEL Whittle served in the European Theater of Operations during World War II, followed by overseas assignments in Japan, PI and Alaska. He earned the Bronze Star during the Korean conflict and holds both the Army and Air Force Commendation Medals. He was awarded an oak leaf cluster to the AF Commendation Medal

upon his retirement from the Air Force.

Another July retirement was Lt. Col. Harry C. Bradshaw Jr., of the Middle East Region USAF-CAP liaison office. He was assigned to the region LO from Maxwell AFB, Ala., where he graduated from the Air Force Command and Staff College, Class of 1960.

After receiving his pilot wings in 1944, he was assigned to the 20th Air Force on Guam, from which he flew combat missions in B-29 bombers. He also has had two other overseas tours — one in Germany and one in Newfoundland.

During his more than 20 year career, Colonel Bradshaw had assignments as an aide-de-camp, a two year tour at Strategic Air Command Headquarters as Air Rescue Service liaison officer, and as squadron commander on six different occasions, including an Air Rescue squadron and a MATS squadron.

A command pilot, the colonel flew many types of aircraft, ranging from transports to amphibians to helicopters.

Others who retired in July were:

MAJ. Edward H. Butts of the Idaho Wing USAF-CAP liaison office; Maj. Samuel J. Hooper, West Virginia Wing USAF-CAP liaison office; and MSgt. George W. Outlaw, who was assigned to National Headquarters (CPA) as the sergeant major. Succeeding Sergeant Outlaw is MSgt. Edgar Hall, who moves into the sergeant major position from CPI.

A native of Section, Ala., Sergeant Outlaw completed high school in Dutton, Ala., and entered military service in 1935. His service career of 29 years, 8 months and 29 days includes World War II duty in the European Theater of Operations from July 1942 until September 1944.

LOSSES due to reassignment were:

Lt. Col. Harry E. Brandes from Southwest Region USAF-CAP liaison office to Hq Seventh AF (PACAF), APO San Francisco 96307.

Maj. Lavoy E. Lasiter from National Headquarters (CPS) to 317th Troop Carrier Wing (TAC), Lockbourne AFB, Ohio. He was Director of Safety during his assignment at headquarters.

Maj. Edward F. Borsare from Northeast Region USAF-CAP LO to Hq 7350th Support Group (USAFE), APO New York 09611.

Maj. Octavio Jordan to Hq 363d Combat Support Group (TAC), Shaw AFB, S.C., from Georgia Wing USAF-CAP LO.

Maj. Karl P. Kenyon from Alaska Wing USAF-CAP LO to Hq 2750th Air Base Wing (AFLC), Wright-Patterson AFB, Ohio.

Capt. Robert L. Graham, Missouri Wing USAF-CAP LO to 317th Troop Carrier Wing (TAC), Lockbourne AFB, Ohio.

SSgt. Alton G. St Cyr to 7234th Ammunition Supply Squadron (USAFE), APO New York 09607, from National Headquarters (CPP).

SSgt. Paul H. Gembaroski, Puerto Rico Wing USAF-CAP LO, who was discharged July 21 to accept a warrant officer commission with the U. S. Army.

Officers and airmen newly assigned to either National Headquarters or liaison offices in the field, and the unit reassigned from follow:

Lt. Col. Guy H. Foster to National Headquarters (CPC) from 81st Combat Support Group (USAFE), APO New York 09755.

Maj. James H. Bothwell to Southwest Region USAF-CAP liaison office from Det. 10, APO San Francisco 96309.

Maj. John G. Stewart to National Headquarters (CPOSO) from 5700th Operations Squadron (USAFSO), Howard AFB, Canal Zone.

Maj. Willis S. Dunks to Alaska Wing USAF-CAP liaison office from 3565th Navigator Training Wing (ATC), James Connally AFB, Texas.

MSgt. Robert O. Monson to National Headquarters (CPN) from Hq 3415th Technical School (ATC), Lowry AFB, Colo.

SSgt. James S. McGee to National Headquarters (CPOC) from Det. 9, 2223d Instructors Squadron, Ellington AFB, Texas.



Colonel Garland



Colonel Whittle



Colonel Bradshaw

Letters Reaffirm 'Support of CAP'

NATIONAL HEADQUARTERS—Two letters have been received here regarding Air Force support of the Civil Air Patrol. The first letter, signed by General J. P. McConnell, USAF, Chief of Staff, was sent to 12 major air commands—10 located within the States plus the Alaskan Air Command and the Pacific Air Forces.

The second letter is from Maj. Gen. J. S. Holtoner, CONAC commander. General Holtoner's letter was directed to all subordinate of Headquarters, Continental Air Command.

The Air Force is authorized by public law to provide support to the Civil Air Patrol (CAP) to aid in its mission accomplishment. The extent to which you can assist this Air Force auxiliary is outlined in current Air Force directives. It is Air Force policy to provide the maximum support authorized.

The aerospace education and emergency services programs of the CAP have contributed invaluable service to the Air Force and the nation. Continuation of this contribution is directly dependent upon strong, continuing support by the Air Force. Recent circumstances such as increased support for operations in Southeast Asia, a continuing reduction of the troop housing at many bases, and the decreasing availability of aircraft to provide airlift have seriously reduced our support of CAP activities. As a result we have curtailed summer encampments which help many cadets to select Air Force careers; have deferred some cadet summer activities which offer incentives available from no other source, and have eliminated some field trips of educators and school administrators which highlight their indoctrination in aerospace subjects as a part of the curriculum of aerospace education workshops. The overall cut in support is not good.

I fully understand that varying command missions and commitments will directly affect the degree of support which can be given to the CAP. However, I urge each Commander to provide the best support possible . . .

J. P. MC CONNELL, General, USAF
Chief of Staff

Air Force policy of providing the Civil Air Patrol (CAP) maximum authorized support was recently restated in the attached letter from the Air Force Chief of Staff. Since this command is responsible for supervising the CAP program, I expect each of you to do everything you can to support the CAP. As a starter, please insure that the Chief of Staff's letter is disseminated to all subordinate units. Your responsiveness to opportune airlift needs for CAP within your capability and measures to increase the availability of facilities are specific examples of concrete support that might be rendered CAP. Air Force Reserve region commanders can obtain realistic appraisals of CAP requirements within their regions by communicating with the respective USAF-CAP region liaison officers. Names and addresses of these officers are attached.

J. S. HOLTNER,
Major General, USAF
Commander

California Completes New Zealand Exchange

HQ. CALIFORNIA WING—Six California Wing cadets and one senior escort have returned home after completing one of the most extensive exchange programs ever attempted by this wing—a 27-day visit to New Zealand as guests of the Air League of New Zealand Inc.

Arrangements for the program were made between California Wing and the Royal New Zealand Air Force (RNZAF) and the Air League. The program called for six cadets and one senior from California to visit New Zealand and California, in turn, to host an equal number from the island-country.

The proposed visit was initiated by the RNZAF in late 1965. After many months of correspondence and coordination the exchange became a reality in mid-June. The RNZAF furnished roundtrip airlift for both the CAP cadets and the Air League cadets.

The schedule for the visiting CAP cadets included a trip to both North and South Islands, a visit to Parliament, and other sightseeing attractions on the islands. Arrangements for the visit were made by Wing Commander M. S. H. Innes-Jones, RNZAF Air League commandant.

HERE in the States, California Wing officials also developed an equally complete sightseeing schedule. After the New Zealand-

ers had processed at NAS Moffett, Calif., they toured some of the most interesting attractions within the Golden State.

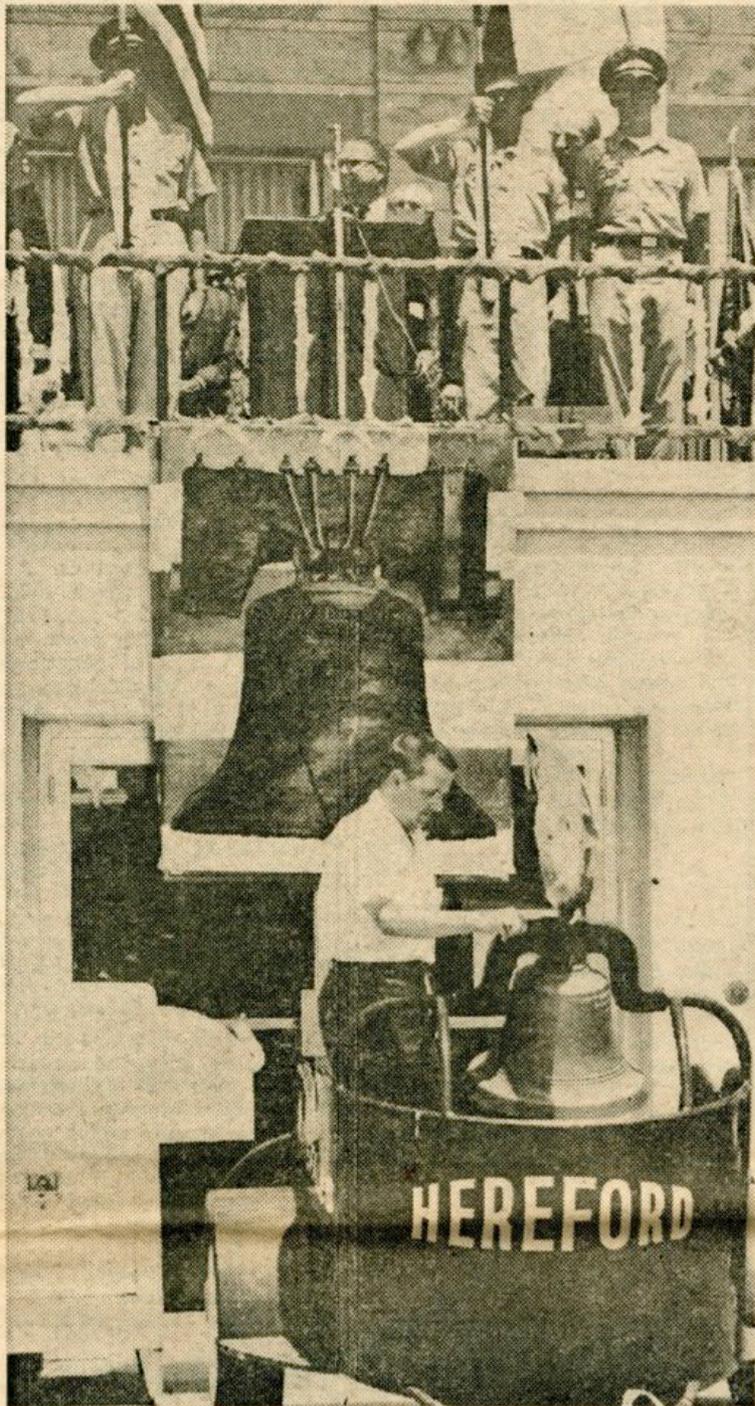
While in Los Angeles the visitors toured the Lockheed facilities, jet propulsion lab in Pasadena, Los Angeles International Airport, Disneyland, and enjoyed a Dodger baseball game.

Soaring Meets

- August 14-20: Second annual North American 1-26 championships, Guthrie, Okla., Municipal Airport.
- August 28: Altitude and Spot Landing Contest, Ionia, Mich., County Airport.
- September 3-5: Midwestern Regional Soaring Championships, last half (5th Illini Soaring Contest), University of Illinois, Willard Airport, Champaign, Ill.
- September 3-5: Southern California Regional Soaring Championships, last half, El Mirage Field, Adelanto, Calif.
- September 3-5: 11th Annual Labor Day Soaring Meet, Hiller Airport, South Barre, Mass.
- September 3-5: 12th Annual 1-26 Regatta, Harris Hill Soaring Center, Elmira, N.Y.

Join Community Efforts

Squadrons Report Memorial Day Activities



Bell of Freedom

COLOR GUARD of Hereford (Texas Wing) Composite Squadron participates in Fourth of July Independence Day observance at Deaf Smith County Courthouse. Cadet Ray Oglesby was in command of the detail and holds the American flag, while Cadet Dale Minor carries the CAP flag. Other members of the color guard, not shown in picture, were Cadets Jim Owen and Mark Roberson. The ceremony concluded with ringing of bells city-wide, led by the Hereford high school victory bell shown in foreground. (Photo by Hereford squadron)

WYTHEVILLE, Va. — The Wytheville Cadet Squadron, Virginia Wing, was represented by a cadet drill and ceremonies team led by Cadet Merrill W. Perkins in this year's Memorial Day parade. The parade was a combination of civilian and military organizations and was praised by spectators as the best ever.

When the parade terminated at the East End Cemetery an impressive ceremony was held. The squadron chaplain, Capt. Tom Sproule, AFRes, gave the invocation. The CAP contingent stood at rigid present arms while the National Anthem was played, followed by a rifle salute and taps by the Green Berets.

Concluding the ceremony was a fly over salute by Capt. Larry D. Waller, USAF, of the 334th Tactical Fighter Squadron at Seymour-Johnson AFB, N.C., and a veteran of 100 combat missions in Viet Nam. As Capt. Waller did victory rolls in the distant skies the audience stood in reverent silence, then quietly departed.

ANNAPOLIS, Md. — The cadet marching unit of the Annapolis Composite Squadron, Maryland Wing, earned compliments from spectators during the Memorial Day parade here. Several rounds of applause came as the cadets performed a series of drill maneuvers before the reviewing stand at the Veterans of Foreign Wars headquarters building.

Maj. Allison Terry, Group VIII commander, and Maj. William J. Curran, commander of the Annapolis squadron, were among officials selected to review the Memorial Day activities.

In another memorial service at the National Cemetery here, cadets of the Annapolis unit paid honor to a late member of the local cadet corps, Harry M. Morse, who was killed in action January 28 in Viet Nam.

Lt. Martin Hayes, deputy commander for cadets, gave a brief address and Cadet Bruce E. Masters placed a wreath at the grave during the memorial service.

ST. LOUIS, Mo. — Group II and St. Louis Composite Squadron II, Missouri Wing, participated in Memorial Day activities here by dropping flowers, donated by local funeral homes, over the veterans cemetery.

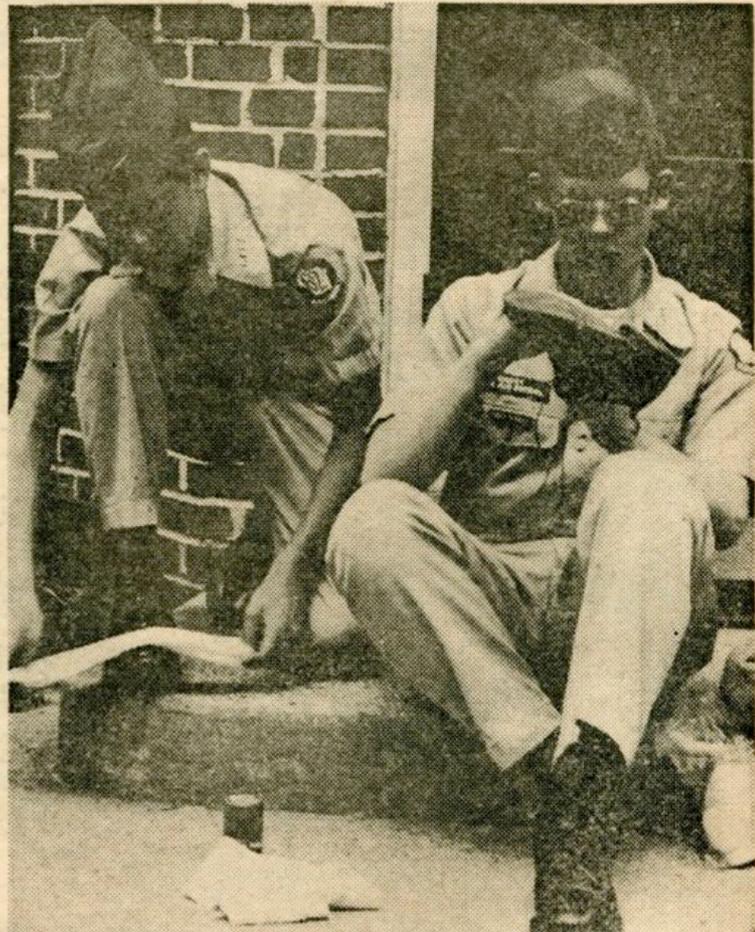
Flight "A" included two Piper Colts and a Tri/Pacer piloted by members of Group II and commanded by Capt. Dale Odom, group operations officer. Capt. Robert Cieslak, Squadron II commander, led Flight "B" consisting of three Cessna 172 planes piloted by squadron members.

The mission was successful as hundreds of flowers floated through the air to fall upon the graves and spectators. Among the spectators were Governor Warren E. Hearnes and several state senators.

CEDAR RAPIDS, Iowa — Cedar Rapids Optimist Composite Squadron (Iowa Wing) cadets formed a color guard which, followed by senior members, was one of 28 marching units in the Memorial Day parade here.

Main speaker at the Memorial Day ceremonies was Capt. Richard Head, USAF, a former CAP member of the Cedar Rapids squadron, a graduate of the Air Force Academy and a veteran of Vietnam.

MILFORD, Mich. — Group 10, Michigan Wing, personnel marched in the Memorial Day parade at Walled Lake, Mich. Units included in Group 10 are Milford and Walled Lake composite squadrons, Pontiac Cadet Squadron and Drayton Flight.



Spit 'n' Polish

PRIOR to marching in Sheboygan, Wis., Fourth of July parade, Cadets David Kovacic and Ross Snoeyenbos gave a final shine to their shoes. Both cadets are members of Sheboygan Composite Squadron, Wisconsin Wing, which went all out to help city officials stage one of best Independence Day parades in history of Sheboygan. Squadron color guard led the parade and boys drill team and newly-organized girls flight also participated. (Photo by Sheboygan squadron)

After the parade had ended, CAP cadets and senior members and families were invited to a luncheon at the Walled Lake VFW home.

BONNERS FERRY, Idaho — A marching unit from the Bonners Ferry Senior Squadron, Idaho Wing, participated in the fifth annual community Memorial Day program here planned and organized by American Legion Boudry Post 55. More than 25 fraternal, civic and service groups took part to pay homage to those who have made the supreme sacrifice for their country.

Lt. Frank Kerns, commander of the Bonners Ferry squadron, was in the parade, driving a car carrying the guest speaker, Chaplain (Capt.) Robert McPherson, USAF, from Fairchild AFB, Wash., and Chaplain (Lt.) Donald Hippe of the Bonners Ferry CAP unit. Chaplain Hippe gave the invocation at the ceremony which followed the parade, and also gave the benediction following Chaplain McPherson's talk.

SILVER SPRING, Md. — Cadets of the Wheaton-Silver Spring Cadet Squadron, National Capital Wing, formed the color guard for Memorial Day services at the Brightwood National Cemetery. Senior members and cadets of the CAP unit also attended the services.

In addition to participating in Memorial Day activities at Brightwood National Cemetery, members of the Wheaton-Silver Spring Cadet Squadron took part in the annual Fourth of July parade in Takoma Park, Md.

DAYTON, Ohio — The drill team of the Dayton-Gentile Composite Squadron, Ohio Wing, marched in the annual Memorial Day parade at West Alexandria, Ohio.

Under the command of Cadet Raymond Floyd, the 16-member drill team included five female cadets: Jessica Bales, Debbi Mix, Connie Tamplin, Audrey Urszuy and Rhonda Wade.

Male cadets who were members of the team included: Jeffrey Barth, Randy Clendening, Tom Clendening, Joe Iolcomb, Mark Knox, Bradford Mix, David Moore, Charles Rutherford, Larry Sipple, John Steele and William Trushel. The parade, which covered a two-mile route, ended at Sugar Grove cemetery, where appropriate memorial ceremonies were held.

BETHESDA, Md. — Members of the Bethesda-Chevy Chase Cadet Squadron, Maryland Wing, participated in a Second of July parade in Bowie Bel Aire and the annual Fourth of July parade in Takoma Park.

CLARKSTON, Mich. — An American flag recently presented to the Clarkston Composite Squadron, Michigan Wing, by local American Legion Campbell-Richmond Post 63 weathered its first official duty. The parade size flag, donated as part of the American Legion support of CAP's cadet program, was held high as the Clarkston squadron color guard led the Memorial Day parade, sponsored by the Legion post.

Lt. James B. Hubbell, commander of the Clarkston unit, recently accepted the American colors from John Lynch, who heads the local Legion organization.

CATONSVILLE, Md. — As part of its community service program, members of the Catonsville Composite Squadron, Maryland Wing, assisted in the 1966 Miss Independence Ball and Crowning Ceremonies held July 2 at the Knights of Columbus Home here.

Local Soaring Clubs Assist Maryland Unit

By BERNARD E. SITTER
Cumberland Squadron 10
CUMBERLAND, Md. — Two local soaring organizations provided the lift that got Maryland's first cadet glider orientation flight program off the ground.

Cumberland, surrounded by the peaks and ridges of the Allegheny Mountains, has in recent years become a favorite playground for sailplane enthusiasts.

Normally, flights in the Algonquin Soarers' trainer (Schweizer 2-22) are available only for Algonquin members or for the Cumberland Soaring Group.

BUT when Cumberland Composite Squadron, Maryland Wing, expressed interest in launching a sailplane orientation program for cadets, both soaring organizations offered their help.

As a result, Maj. Richard F. Cody, squadron commander, re-

cruited sailplane enthusiasts William C. Holbrook, chief pilot for Kelly-Springfield Tire Company, and Franklin H. Young as CAP members.

Before taking their first rides, cadets learned something about handling the engineless aircraft on the ground—hand signals, wing-walking, handling the tow-line and watching where to step in the lightly-constructed sailplanes.

With Capt. Joseph W. McGreevy, squadron executive officer, as tow-plane pilot in Holbrook's Piper PA-18, the program was launched with seven squadron members flying the first few days.

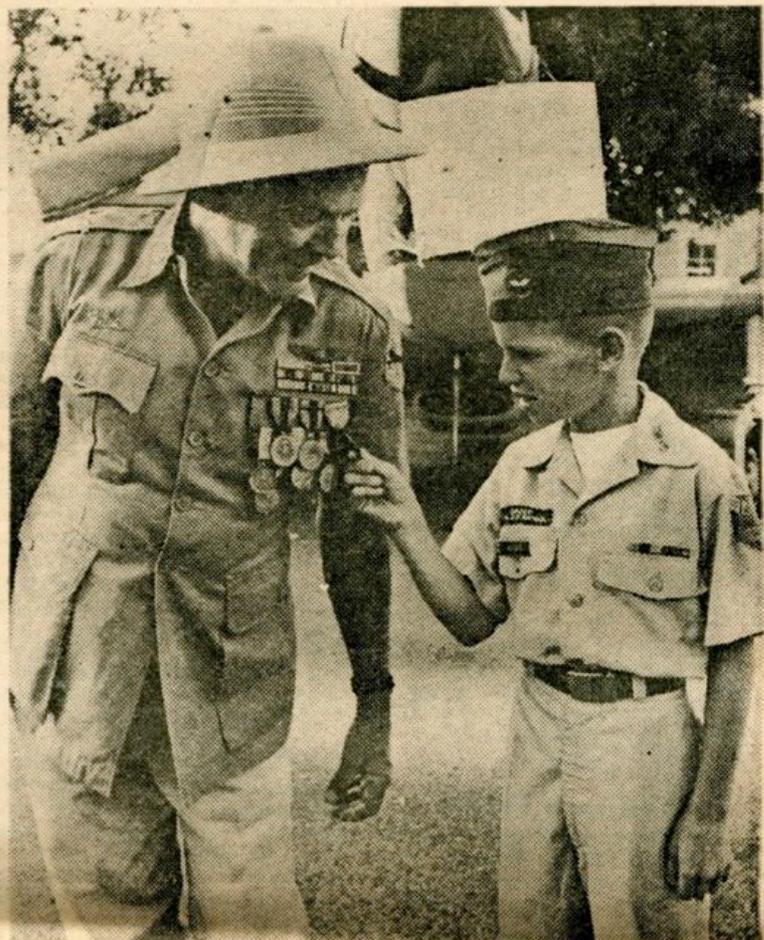
Although the program is designed only to acquaint cadets with soaring and is not intended as a course of flight instruction, the cadets each get a feel of a different kind of flying—silently, almost eerily at 40 miles per hour.

CAP News In Views



Feathered Infiltrator

DURING Virginia Wing SARTest at Petersburg airport CWO William Hooper, alias Little Chief Red Cloud, communications officer for McGuire Senior Squadron, was caught while trying to infiltrate a camp to attend a group function. Smoking the peace pipe to pacify the "spy" is Lt. Col. Douglas Hicks, wing deputy commander. Rep. John Hanson of the Virginia House of Delegates observed the exercise. (Photo by Lt. M. Clay Hall Jr.)



'For China, Son'

A TRIBUTE for enlisted men retired from the Air Force, Army, Navy, Marine Corps and Coast Guard was held recently at the McClellan AFB, Calif., Noncommissioned Officers Club. During the festivities C. D. Kenner, retired from the Air Force, wore his Flying Tiger uniform of World War II vintage. Admiring his medals is Cadet Dennis Wagner of the California Wing. The affair is an annual event dubbed "Project Retread." (Bee Photo)



Flight Scholarship

RECEIVING a flight briefing is Cadet Dennis Wiltzius of the Sheboygan Composite Squadron, Wisconsin Wing, after the cadet was informed he was named winner of the unit's flight scholarship. Cadet Wiltzius will receive 12 hours of flight instruction at the Sheboygan County Memorial Airport. Giving the briefing is Harry Chaplin, airport manager. (Photo by Capt. Lu Giefer, IO)



Retirement

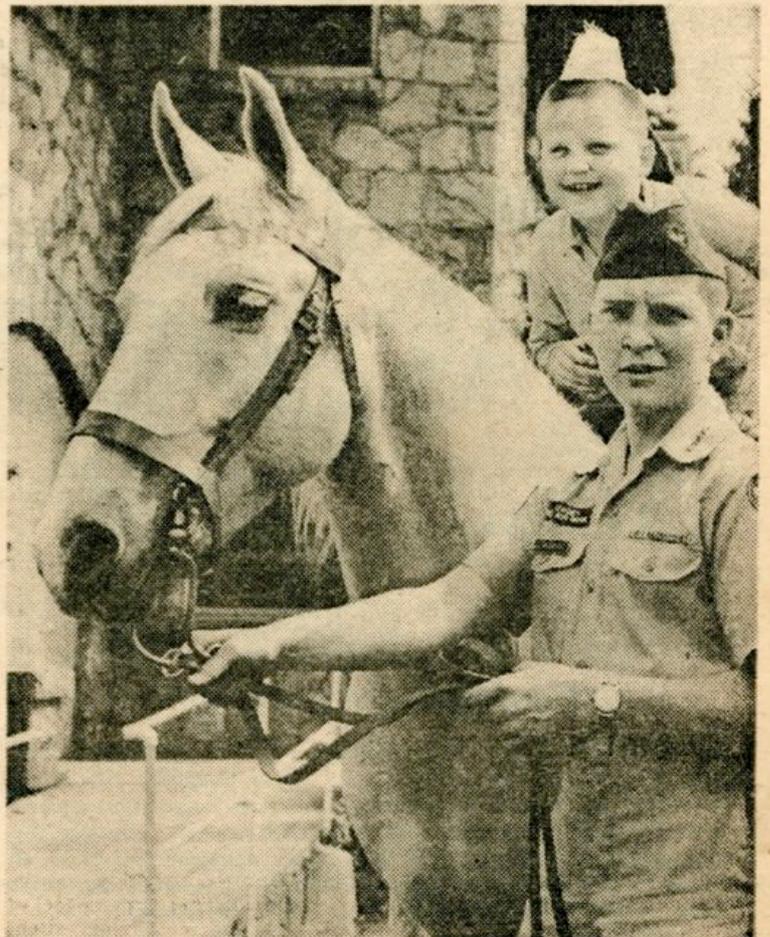
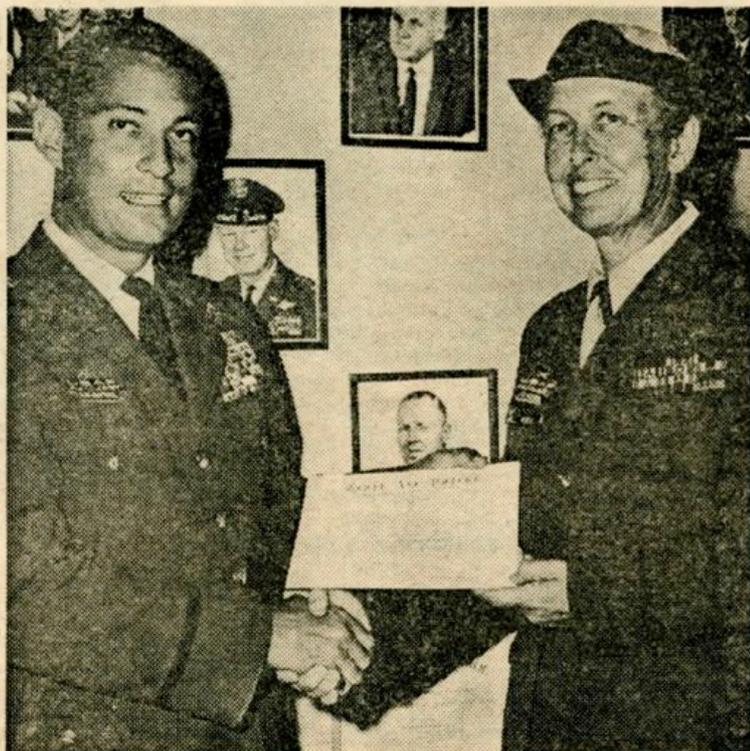
LT. COL. Don Dreyer, a veteran of World War II and winner of the Bronze Star, has retired from the Civil Air Patrol after more than 15 years of service. Joining CAP in Milwaukee, the able colonel retired as commander of the Deer Valley Squadron, Arizona Wing, a unit he helped found.

Helpers

YOU DON'T have to give a child a lollypop to make him happy—just try a horse or pony. Cadet Stevan F. Meserve of the Asheville Composite Squadron, North Carolina Wing, was one of several members of the squadron who joined with the Saddle and Bridle Assn. in providing rides for children of the Asheville Orthopedic Hospital.

For Service

COLONEL Louisa S. Morse, Delaware Wing commander receives the Distinguished Service Award from Col. S. Hal du Pont, vice chairman of the National Board, during his recent visit to the wing. It was a homecoming for the vice chairman who joined CAP as a cadet in the Delaware Wing and later moved to Florida where he became wing commander. (Delaware Wing photo)



SAR Tests

South Carolina Wing Earns Score of 97 in Search Exercise

HQ. SOUTH CAROLINA WING—An annual search and rescue effectiveness test was recently held by the South Carolina Wing at Owens Field, Columbia, with Lt. Col. Robert W. Hemphill acting as mission coordinator. He is also a U.S. district judge. In the simulated problem, a T-33 jet trainer had supposedly left Charleston Air Force Base bound for Ft. Knox, Ky., by direct route, carrying an Air Force instructor and a student pilot. The plane had enough fuel for a two and a half hour flight, but 20 minutes after taking off the pilot radioed that he and the student were bailing out. Eastern Aerospace Rescue and Recovery Center officials asked South Carolina Wing aid in searching for the crewmembers.

About an hour and a half after CAP pilots and observers began aerial search flights, word reached mission headquarters that a high-way patrolman had seen a bailout near Eastover, and later one of the pilot/observer teams spotted a parachute near that point. The team circled the area, guiding a mobile unit and ground rescuers to the spot and the parachute was recovered.

The mission was rated 97 per cent effective by Maj. R. D. Guyton, USAF, director of operations for the Middle East Region USAF-CAP liaison office, who set up the problem and observed and evaluated the mission.

The test involved 31 pilots, 45 observers, 130 senior members, 110 cadets, 9 trucks, 4 buses, 44 cars, 1 land based radio, 24 mobile radios and 16 aircraft radios. The wing flew 16 aircraft on 38 sorties for 58 flying hours.

Indiana Wing

INDIANAPOLIS, Ind. — Group 5, Indiana Wing, recently completed the first in a series of command post exercises by holding a two-day training session in Bradford Woods near Martinsville. The exercises are intended to acquaint senior members and cadets with selected parts of the Civil Defense-Emergency Services manual.

Classes were held in mission administration and leadership, task force concept, communications and radiological detection.

AIC William Bond of Indianapolis Composite Squadron 7 instructed cadets in proper use of radiation detection instruments. Although cadets would not be able to use them in a real situation, the course was given for a field prob-

lem, using a safe radioactive source.

Capt. Patrick T. DeCallier traced basic duty assignments necessary to execute a CD mission, emphasizing the function of each job in relation to the over-all mission.

Capt. Hunt, commander of the Franklin Field Composite Squadron, explained mission procedures and leadership to CAP members, covering mechanics of a mission and problems encountered.

Wisconsin Wing

RACINE, Wis. — A SAR Test was recently held by Group 12, Wisconsin Wing, with 65 cadets and 20 senior members from Burlington, Kenosha, Racine, River Bend and Waukesha composite squadrons attending the weekend event.

Friday night was devoted to setting up camp. Equipment included a radio tent with HF and VHF radio units, a radio truck, an ambulance, two platoon tents, mess tents with stoves and messing utensils, many pup tents and a bus. Power was provided by two portable generators.

Classes were held on search and rescue, communications, information, first aid, sanitation, food service and field operations.

A practice target was set up Saturday afternoon and two search teams were dispatched. The "victim" was found after two hours of searching, treated with first aid and rushed back to headquarters at the R. I. Bong Air Force Base camp site west of Kenosha.

The practice mission, under the command of Major Papke, proved successful and cadets

learned what would have to be done in a REDCAP.

Illinois Wing

SAVANNA, Ill. — Members of Group 10, Illinois Wing, were on television recently when Ed Hadley filmed a practice search and rescue mission which resulted in a 15-minute feature on WQAD-TV here.

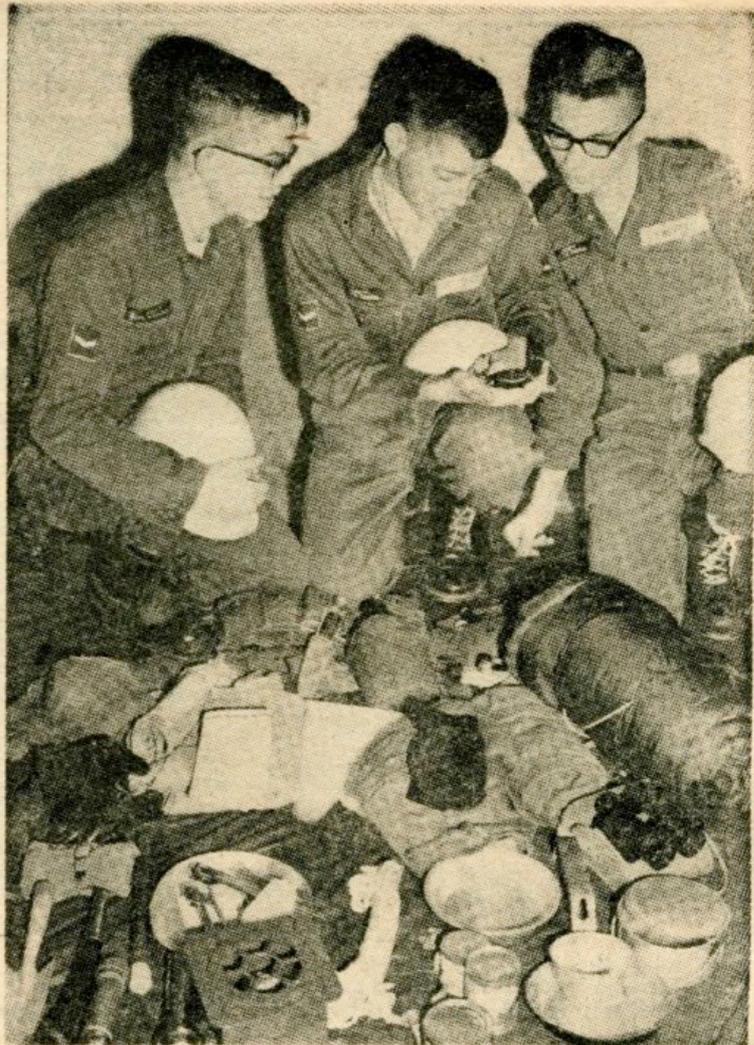
When the Group 10 commander called an unexpected SAR Test, two transmitters and receivers were set up at the Savanna airport mission headquarters by seniors and cadets of newly-organized Savanna Composite Squadron 148. John M. Weber, group communications officer, took charge and placed two mobile transceivers on the air. They were powered by a portable gasoline generator.

In addition to the Savanna squadron, units participating included Quad City Cadet Squadron, Dixon Composite Squadron and Quad City Senior Squadron.

Alabama Wing

HUNTSVILLE, Ala. — Huntsville Composite Squadron joined other Alabama Wing units and Civil Defense in working out problems during a simulated nuclear attack recently. Civil Defense had asked CAP to determine radiation levels at certain locations throughout the state.

Although it was impossible to take ground readings because of high radiation, CAP pilots and observers flying in radio equipped aircraft with radiological monitoring instruments converted aerial readings and converted these meas-



Equipment Check

INSPECTING equipment and supplies prior to a practice search and rescue mission are, from left, Cadets Richard Gray, Tom Baily and Ivan Vaupel, members of the Auburn Cadet Squadron, Washington Wing. Cadets received basic field training under simulated emergency conditions during exercise at Ranger Creek "Proving Grounds" near Enumclaw, Wash. Maj. Jerry Keesee is commander of the squadron. (Photo by Auburn Cadet Squadron)

urements into ground level radiological intensities.

Civil Air Patrol planes carrying medical supplies and uncontaminated food were dispatched from wing command headquarters at Talladega airport and seven sub-command posts. Four such flights were made from the Huntsville squadron sub-command post at the Huntsville-Madison County airport where Capt. Robert Johnson was mission coordinator.

Huntsville unit pilots, flying their own aircraft, were Glen Sanford in a Cessna 170; O. D. Johnson, Cessna 172; and Roy Blackburn, also in a Cessna 170. Observers on the flights were Charles L. Jack and Paul A. Byrge, both Civil

Defense officials, and V. J. Hodgson of the CAP squadron.

Twenty-two members of the Huntsville squadron participated in the CAP-CD exercise which was rated 100 per cent effective by an Air Force evaluating team, according to officials of the Huntsville unit.

Florida Wing

JACKSONVILLE, Fla. — Florida Wing's Jacksonville Search and Rescue Squadron, which for the past several years has provided air support for every actual and practice search mission held in the northeastern part of Florida, recently started a project to reactivate a VHF radio net for CAP use.

Catonsville Unit Helps Army National Guard

CATONSVILLE, Md.—Members of the Catonsville Composite Squadron, an element of Group 6, Maryland Wing, recently joined

other Group 6 units in a joint CAP-Army National Guard exercise at the Liberty Dam area near here.

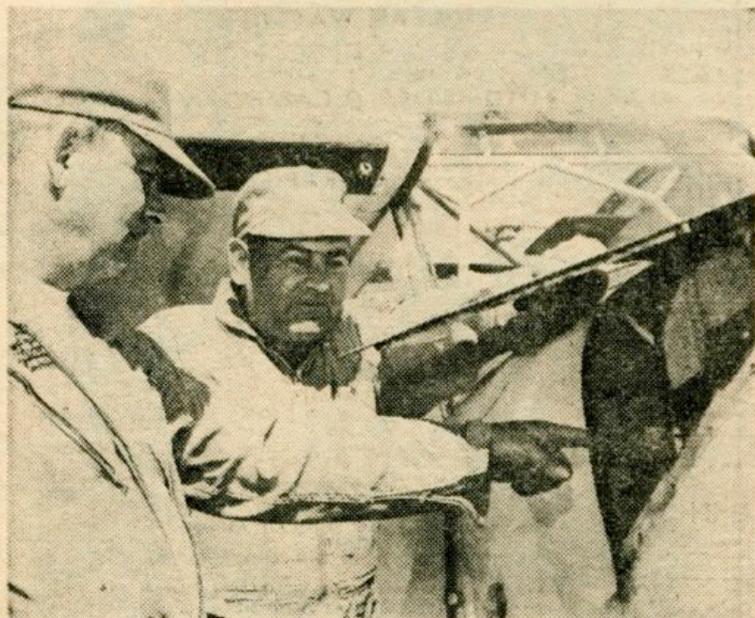
Civil Air Patrol was called upon to furnish aerial and ground coverage during the National Guard mission.

Representing the Catonsville squadron were Lt. Col. Edward C. Feilinger, commander; Capt. Bryan F. Mosberg, operations officer; and Cadet Donald A. Vore, who holds the cadet grade of lieutenant colonel. Catonsville personnel supplied and operated ground mobile communications equipment for the exercise.

The mission of the National Guard was to cover a predetermined course on the ground and to avoid detection from the air. CAP pilots and aircraft covered the area in an effort to spot the ground movement and relay their position via CAP radio. To accomplish this phase of the operation, CAP used three radio-equipped aircraft.

At the base of operations, National Guard liaison personnel with NG radio stations, were positioned to relay any traffic that may be originated by the guard battalion commander, who was in the command plane.

The mission lasted approximately four hours and was successful in all aspects, according to National Guard reports. CAP communications worked effectively, as did the aircraft.



Preflight Inspection

CHECKING an L-16 prior to making a flight are Ed Tauzer, left, and Bill Hollman, members of Yolo Senior Squadron 106, California Wing. Northern units of the wing participated in a Civil Defense Training program at West Sacramento. During the simulated mission, squadron 106 pilots delivered six pints of blood to a full sized emergency hospital. They made an aerial drop by parachute. Photo by Yolo Senior Squadron)



Mission Discussion

DURING a search and rescue test Maj. John Sylvanus, left, Long Island Group (New York Wing) operations officer, discusses a mission plan with Capt. Irving Friedman, Nassau Composite Squadron V commander, in the operations section of mission headquarters. Capt. Myrtle Geddes, in background, lists current flight information on blackboard. (Photo by James Whitely)

Cadets Enter Service Academies and Others Enlist

HONOLULU—Representative Patsy T. Mink of Hawaii has appointed Cadet Brian J. Spitzer as her principal nominee to the United States Military Academy. Cadet Spitzer is a June graduate of Maryknoll high school and was a member of the Maryknoll Group staff.

The son of CMSgt James Spitzer, USAF, Cadet Spitzer attended the Hawaii Wing summer encampment last year and was also the wing's selection for the Jet Orientation Course.

DES MOINES, Iowa — A cadet member of the Des Moines Composite Squadron, Cadet John L. Williams, has been appointed to the Air Force Academy by Congressman Neal Smith of this state.

Cadet Williams has been in Civil Air Patrol three years and has earned his Certificate of Proficiency, been active in SARCAP's, attended summer encampment and filled various staff positions within the squadron.

PITTSBURGH — Cadet Douglas H. Kirkpatrick of North Hills Cadet Squadron, Pennsylvania Wing, has been selected by Congressman Robert Corbett for appointment to the Air Force Academy.

Cadet Kirkpatrick has been cadet commander of the North Hills squadron for the past year.

ST. LOUIS, Mo.—Former cadet Jack D. Mueller has received an appointment to the Air Force Academy. Mueller is presently attending the academy preparatory school and earned his appointment from Congressman Thomas B. Curtis.

The former cadet joined CAP in 1961 and worked his way to cadet commander of St. Louis Composite Squadron 1.

SANTE FE, N.M.—James T. Jeffus, a former CAP cadet and a 1966 graduate of the New Mexico Military Institute has been nominated for the Air Force Academy by Congressman E. S. Johnny Walker of this state.

During his years at the institute he excelled in both academic and military training, having earned a place on the school's Dean's List, Commandant's List, Superintendent's List and the Military Science and Tactics List.

FREMONT, Ohio — A3C Jon Kangas, former cadet commander of Fremont Composite Squadron 602, Ohio Wing, has recently completed Air Force basic training at Lackland Air Force Base and is now enrolled at Keesler AFB, Miss., in an Air Force electronics course.

FORT McCLELLAN, Ala. — A four and a half year veteran of the Philadelphia Cadet Squadron, Cadet Ann Klitsch, as enlisted in the Women's Army Corps (WAC) and is undergoing basic training here.

Cadet Klitsch won many honors during her CAP years and was selected for the Inter-Region Exchange; Operation Snowflake; two wing encampments, cadet officer candidate school and female Survival school.

SANDSTON, Va.—CWO Thomas J. Robinson of the Byrd Cadet Squadron, Virginia Wing, is presently undergoing U.S. Marine Corps basic training at Parris Island, S.C.

Prior to his departure from Civil Air Patrol, CWO Robinson was honored by the squadron at a special ceremony during which he was awarded the Meritorious Service Award.

BUENA VISTA, Va. — A cadet who will participate in the 1966 Inter-Region Exchange and the Aerospace Age Orientation Course this year has enlisted in the Uni-

ted States Air Force and will depart for basic training in early September.

Cadet Patricia Ann Byers, Blue Ridge Cadet Squadron, Virginia Wing, cadet aerospace education officer, enlisted in the Air Force but has delayed her departure date in order to participate in the two summer activities.

CHICAGO, Ill.—The Air Force's gain is Civil Air Patrol's loss.

Two outstanding cadets from the Garfield Ridge Squadron, Illinois Wing, have enlisted in the United States Air Force.

Cadet Jon Brockman, squadron cadet commander, and Cadet Ron Kowalski, squadron cadet executive officer, will both enter the Air Force as airman third class, one grade higher than most enlistees. The higher grade is awarded by the Air Force for having attained their Certificate of Proficiency as CAP cadets.

YONKERS, N.Y. — Commander of the Yonkers Composite Squadron, New York Wing, has resigned his CAP position to accept a commission in the Air Force. Air Force Lieutenant John J. Boese earned his commission through the AFROTC program at Manhattan College and holds the unit's Distinguished Military Student Award.

Lt. Allan F. Pogorzelski has been named to replace the departed lieutenant.

LEVITTOWN, Pa.—Two former cadets of the Mercer Composite Squadron who earned their Air Force Commission through the Air Force Academy are now taking an active part in "Aerospace" work.

Lt. William E. Ebert, USAF, is a pilot instructor at Vance AFB, Okla., and Lt. Henry F. Kramer, USAF, is an F4 pilot. Both officers

were members of the Class of '63 at the academy.

SHEBOYGAN, Wis.—Petty Officer First Class David Houston, USN, a construction electrician with a Seabee Technical Assistance Team, was a recent speaker at the Sheboygan Composite Squadron, Wisconsin Wing. Petty Officer Houston, of New Castle, Pa., showed slides and spoke on his recent



In Air Force

CADET William C. Cross Jr., a former member of Hustler Cadet Squadron, Texas Wing, has enlisted in the Air Force and will be trained as jet mechanic. Cadet Cross joined CAP in 1961 and earned many awards during his service. His father is Maj. William C. Cross, Hustler squadron commander.



Enlistment

A THIRD generation airman, James K. Gordon, a former CAP cadet and a member of the AFROTC at Michigan State University, is sworn into the Air Force by his father, Maj. Herbert Gordon, USAF. Airman Gordon's grandfather, Lt. Joseph S. Batt, was a balloon pilot with the Army Signal Corps' Aviation Section during World War I. Looking on right is SSgt. Douglas E. Cline, USAF, Battle Creek, Mich., recruiter. The former CAP Cadet took an active part in the Cadet program prior to his Air Force enlistment.

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tour of duty in Thailand for the purpose of training members of the local population in modern construction methods. He is presently assigned to the Naval Reserve Training Center here.

FORT SILL, Okla. — During a family night celebration by the Lawton Composite Squadron, Maj. Harvey Stewart, USA, trimmed the shirt tail of Cadet Mike Langford. The "trimming" was in the tradition of aviation as Cadet Langford recently soloed. Major Stewart is the U.S. Army Aviator of the Year for 1965 and is one of the most decorated officers at Fort Sill.

DRAYTON PLAINS, Mich. — Clarkston Composite Squadron, Michigan Wing, can stake a claim to having one of the most well qualified instructors for the course "Aircraft in Flight" and never have to worry about their claim.

Major Robert G. Lawson, USAFR, who served in the Pacific

Theater from 1942 to 1946 and was a photo-reconnaissance pilot in a P-38 during the bomb drop at Nagasaki, Japan, has joined the teaching staff of the squadron. The major is assigned to the 9613th Air Force Reserve Squadron.

SANTA ANA, Calif. — Cadet Gary Wonneberg of Santa Ana Composite Squadron 73, California Wing, has been appointed to the Air Force Academy. Cadet Wonneberg was a cadet for four years, having joined as a member of the Wheaton Composite Squadron, Illinois Wing, and later transferred to the California Wing.

SAN ANTONIO, Texas — The former cadet commander of the Alamo Cadet Squadron, Texas Wing, is now serving with the U.S. Marine Corps in Vietnam.

PFC Pete V. Gonzales, USMC, joined Civil Air Patrol in 1961 and held the commander's position prior to entering the Marines.

Cadet Survey Quizzes Members on Interests

BETHESDA, Md. — What are Civil Air Patrol cadets besides young people with an interest in aviation?

This question recently caused Cadet Dana Kletzker, information officer of the Bethesda-Chevy Chase Cadet Squadron, Maryland Wing, to take a short impromptu survey of the cadets in her unit.

Cadet Lester Patterson, former cadet commander, is a local disk jockey on radio station WINX. He has a 15-minute program where he gives local youth activities news.

This past year, Cadet Frank Brezina acted in the Washington National Ballet production of the "Nutcracker Suite." He is also the president of Walt Whitman high school Astronomy Club and vice president of the newly created Rocketry Club.

Cadet Brezina has received notification of his acceptance to the University of Southern California where he will major in pre-med. His father is Dr. Edward S. Brezina of Bethesda.

Cadet Melanie Valbert is presi-

dent of the American Field Service Abroad Club at B-CC high school. She is a former exchange student also.

One of the most outstanding of the activities the cadets have undertaken is tutoring at Southwest Settlement House in Washington, D.C. Cadet John Yattean, former cadet commander, visits the house once-a-week and offers tutoring service.

Cadet Kletzker, who took the survey, is also active outside Civil Air Patrol—she has been chosen for the YMCA planning committee of the Youth Governor's National Convention to be held in Washington, D.C. in June.

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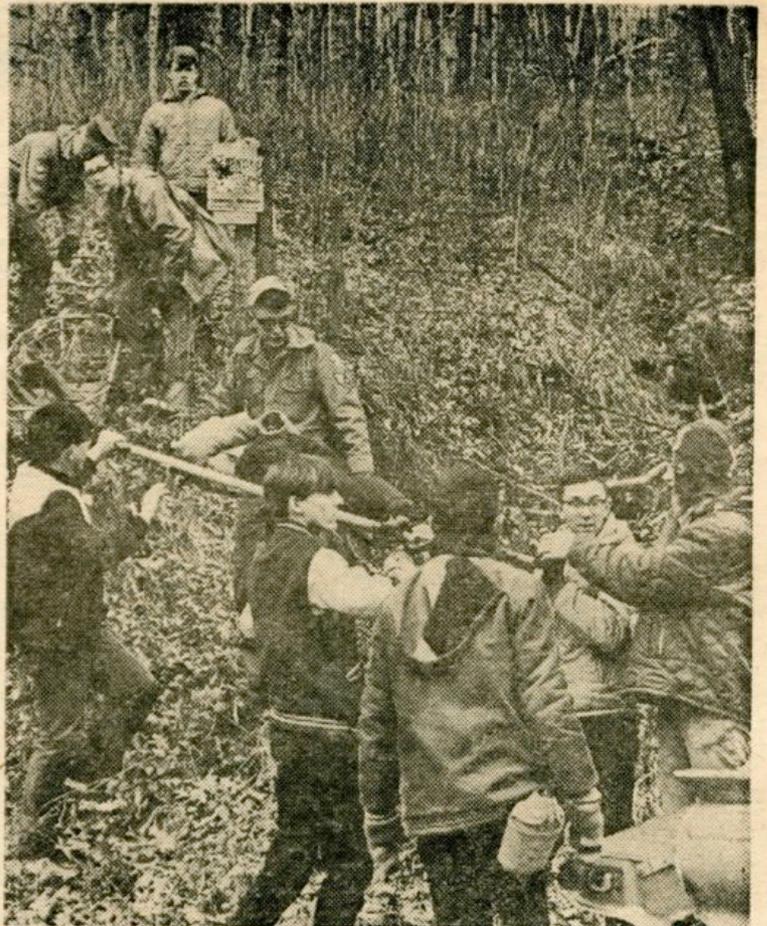
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Briefing

CAP MEMBERS are briefed by Capt. James Halverson, second left, on situation and available data prior to practice search and rescue mission. Captain Halverson is La Crosse Composite Squadron commander, Wisconsin Wing. (All photos by La Crosse TRIBUNE)



Rescue

AFTER searching a wooded area during SARTest, a La Crosse Composite Squadron ground crew brings a rescued "victim" out of the woods to await transportation to a local hospital. Team members are trained to administer required first aid until medical assistance is obtained.

Wisconsin Unit Improves SAR Through Practice

LA CROSSE, Wis.—Capt. James C. Halverson, commander of the La Crosse Composite Squadron, Wisconsin Wing, schedules frequent SARTests to improve and maintain the search and rescue proficiency of the senior members and cadets of his CAP unit.

In a recent exercise held in the Mohawk Valley between La Crosse and Stoddard, the simulated problem involved a hunter who, according to his wife, had not returned from a hunting trip the day before. She said he was a diabetic and feared that he was in trouble.

A pilot, SM James Bottorf, and observer, SM Walter Kelly, took off in the squadron L-4 in an attempt to locate the missing hunter from the air. At the same time ground rescue teams searched

through heavily-wooded areas for the "victim."

The area was searched where the hunter had intended to hunt and the missing man's car was located by the pilot-observer team in the radio-equipped plane. Ground search efforts were then centered around the car.

In spite of the heavy woods and slippery hills, the simulated victim, which was a dummy, was located, administered first aid, loaded on a stretcher, then taken by ambulance to a hospital for further treatment.

Captain Halverson, in evaluating the exercise, said, "Of course we make mistakes, but our overall effort is excellent. We expect mistakes on our simulated emergencies so we may correct them. In a real emergency, there will be little room for error."



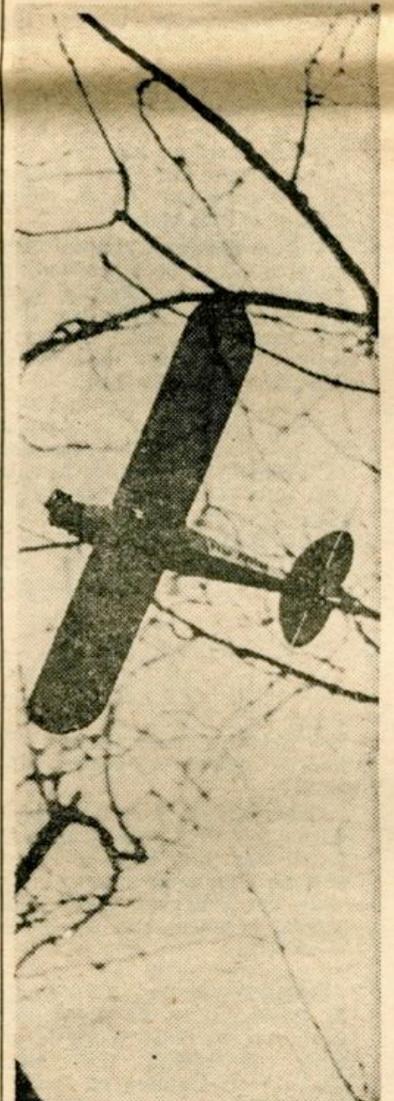
Communications

RADIO contact from vehicle to Pilot Bottorf and Observer Kelly in aerial search plane is maintained by Lt. David J. Christel, who directs practice mission from base set up near search area.



Start of Sortie

WITH A SPIN of the prop, Lt. David J. Christel gets an aerial search team started on an observation mission. Preparing to take off in the L-4 are Senior Members James Bottorf, pilot, and Walter Kelly, observer. All are members of the La Crosse Composite Squadron, which strives to improve its search and rescue proficiency by conducting frequent practice missions.



Aloft

AERIAL search is underway by Pilot Bottorf and Observer Kelly. Observation from the air, coupled with effective ground search, helps assure a successful mission.

Texas Pilot Builds Own 4-Place Craft

ODESSA, Texas—"Up to stay" is the best way to explain the second, and most successful venture of an Odessa Civil Air Patrol member and his airplane building hobby.

In 1959, SM Tommy Dempsey, operations officer for Group XVII, Texas Wing, noticed an advertisement in a magazine urging people to build their own aircraft. Dempsey ordered the plans for a small, single place, low-wing aircraft.

Twenty-eight months later Senior Member Dempsey had finished a sleek red and white, 19½ foot-wing spread racer which would travel at 185 miles per hour, powered by an 85 horsepower engine.

A novice pilot Dempsey attempted nine flights in the plane and cracked it up three times. He then sold the plane and started plans for a plane of his own design.

Dempsey wanted a plane he could fly and feel safe to carry he and his family of four. Construction on the new plane started in August 1964 and on year later he soled.

Approximately 100 persons were on hand at Ector County Airport for the Federal Aviation Agency (FAA) granted test flight. First making several runs on the main runway, Dempsey executed a smooth take-off, climbing out at 2500 feet per minute at 110 miles per hour.

The first 30 minutes of the flight

were made directly over the field at 7,000 feet. The first day SM Dempsey logged about three hours of the 50 hours required for an experimental licensed plane.

Now nine months later, Dempsey has flown the TD 162 168 hours with no trouble, no major changes and few minor adjustments.

Plane, Glider Courses Reach Mid-way Point

(Continued from Page 3)

W. Husted, Iowa; John C. Kalinowski, Fla.; Harold G. Melanson, N.D.; Samuel P. Munn, S.C.; James O. Newhouse, N.C.; James H. Porter, Fla.; Leo P. Quill, Del.; Julian E. Taylor Jr., Tenn.; Michael A. Tigges, Minn.; Tyler W. Trickey, Mo.; Geoffrey H. Tyler, Md.; and Thomas A. Vashro, Minn.

Cadets who are participating in the second two-week glider pilot training course ending August 18 are:

• Lawton — Roger C. Bloom,

Pennsylvania Marching Unit Begins Wing Envoy Duty

Drums and Bugles

By MAJ. TOM DAVIS
Pennsylvania Wing, 10

BANGOR, Pa. — Devotion to a friend who died in an airplane accident 28 years ago, was climaxed for Lt. Col. Herbert Frye, Pennsylvania Wing

executive officer recently in this small Slate Belt community in eastern Pennsylvania, when one of the nation's top drum and bugle corps joined Civil Air Patrol. The impressive ceremony was staged in the E. H. Evans Post American Legion Hall.

The famed musical organization — the Bangor Yellow Jackets — is widely known throughout the Middle Atlantic and New England States where it has appeared over the past 40 years. The Yellow Jackets have been declared Pennsylvania State champions on numerous occasions.

SIXTY members strong, the drum and bugle corps is directed by John Williams. Its engagements this year will take it to many cities

along the eastern coast, state fairs, parades and various civic celebrations where it is in constant demand during the summer months.

The corps' entry into Civil Air Patrol came about through the efforts of Colonel Frye. In 1938, a close friend of the colonel's died in an airplane crash in the old Easton, Pa., airport. Colonel Frye was manager of the field at the time. The friend was Lt. Harold Dietz of Bangor, who was then a pilot in the Army Air Corps.

Colonel Frye, who arranged the funeral services for Lieutenant Dietz, told Dietz' family that each year as long as he lived in the area, he would fly over the Bangor cemetery on Memorial Day and drop a wreath.

He kept the vigil for 28 consecutive years.

Bangor townspeople, long aware of Colonel Frye's devotion to his friend, wished to honor him in turn. The colonel suggested that the drum and bugle corps join Civil Air Patrol. The suggestion was mulled over for a time; though the corps knew it had many commitments, it decided to join.

Anniversary Issue Material Needed

NATIONAL HEADQUARTERS — Only 30 days remain for information officers at all levels of command of Civil Air Patrol to furnish National Headquarters with historical feature material for the 25th anniversary issue of CAP TIMES scheduled for December of this year. Deadline for accepting material has been set for September 1.

All geographical locations will be allotted space in the special issue. Since most of the material received will be of a historical nature, it will be returned to the sender provided it is appropriately marked. When mailing material, insure that all photographs are properly identified and adequately protected.

Mail all material to: Editor, CAP TIMES, National Headquarters CAP-USAF, Ellington AFB, Texas, 77030.

Calif. Wing; John W. Bennett Jr., Texas; David L. Chovanak, Nev.; Deborah A. Dagley, R.I.; April K. Gray, Kan.; Paula M. Kuhn, Texas; Michael J. Langford, Okla.; Larry D. Lile, Colo.; Mary O. McCann, R.I.; Susan F. Peters, R.I.; Michael H. Pliner, Texas; Carl D. Shultz, Nebr.; Steven K. Scott, Ariz.; Theresa K. Tout, Texas; Martha L. Wayne, R.I.; and William A. Worsnop, Ore.

• Elmira — Robert H. Candido, Conn. Wing; John R. Kachenmeister, Ohio; Donald B. Kenyon, N.J.; Maurice P. Lepage, Mass.; Kenneth A. Luse, Iowa; Paul A. Palmisciano, Mass.; Howard G. Robinson, Conn.; William C. Sloyer, R.I.; Loran W. St. Denis, R.I.; James E. Smolen, Mass.; Michael E. Nebesni, Ill.; and Richard P. Zillich, Nebr.

• Chester — James C. Acton, Texas Wing; James A. Berryhill, Fla.; Charles Brigance, Tenn.; Wayne S. Briggs, Texas; Kenneth A. Dyess, Texas; Bruce W. Elliott, Texas; Alan P. Hernandez, Texas; Ramsey T. Jordan, Texas; David B. Kohler, Texas; Robert A. Lippincott, Fla.; Kenneth L. McCall, Tex.; William S. Rasch, Texas; William E. Rogers, Tenn.; Jerrell L. Wade, Texas; Walter L. Wade, Texas; and Lawrence G. Wenzel, Fla.

A list of names of cadets attending the powered flight pilot course at all three sites was published in the July CAP TIMES.

Vintage Planes Sought

FORT RUCKER, Ala. — Assistance of the Civil Air Patrol in locating restorable L-5G, L-16 A or B and L13 aircraft is being solicited by the U.S. Army Museum here. In its plea for CAP help in the unusual "search" mission, the Army museum has asked the Air Force Auxiliary to notify the museum if any of the needed planes are located which could be made available to the museum, which plans to restore them for museum display.

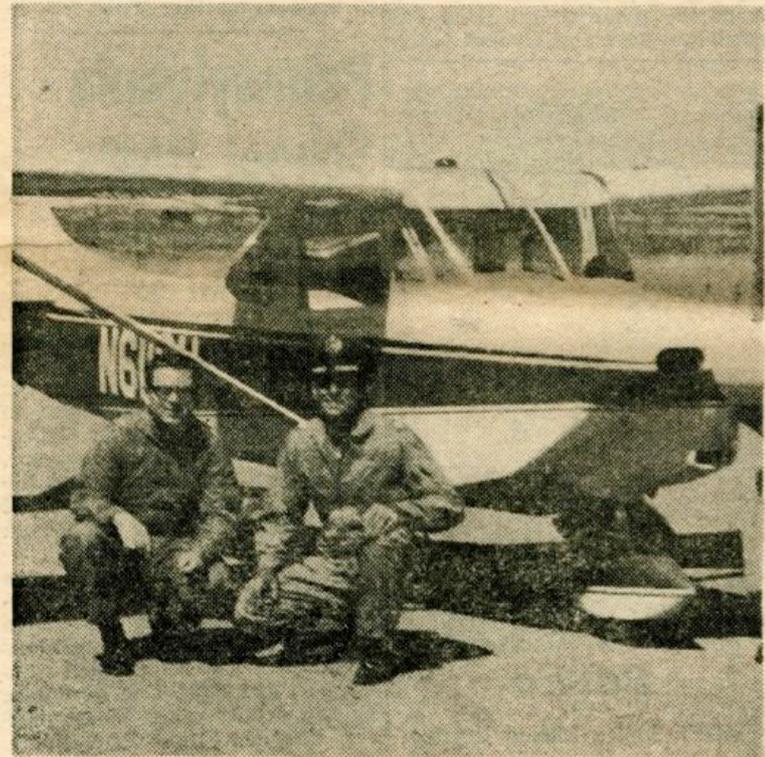
In a message to all region and wing commanders Lt. Col. Roger L. Wobbe, USAF, deputy chief of staff for Materiel at National Headquarters, asked wings to "... review corporate aircraft inventory for above aircraft which are no longer considered flyable and beyond reasonable expectancy of return to in-commission status."

The message also advised that "aircraft should be as complete as

possible" with respect to major components. Wings having possible candidate aircraft for this purpose should contact Mr. James S. Kishi, US Army Test Board, Fort Rucker, Ala. 36360, by mail or telephone area code 205-774-5131 or Autovon 431-1570, Ext. 2107 or 2404, giving as much information as available concerning aircraft being offered.

"Army will make all arrangements for movement of aircraft selected. Transfer to Army without reimbursement is considered appropriate. Full credit will be given by Army to donating CAP unit by suitable placarding of aircraft in museum display. Normal accounting for property dropped from CAP inventory will be followed. ..."

Wings were further asked to advise National Headquarters and the appropriate region liaison office of positive or negative results resulting from this request.



New Directive Now Available

NATIONAL HEADQUARTERS — A new regulation, CAPR 35-8, has been published and was sent to the field in July's unit distribution. It establishes procedures for processing fingerprint cards and for issuing the new identification cards which will be available within 30 days, according to DCS/Personnel here.

The new regulation clearly defines the responsibility for processing fingerprints at national, regional and wing level. It also gives in detail the ground rules which must be followed in issuing ID cards to senior members. These two new procedures are radical departures from those followed in the past and, therefore, CAPR 35-8 is MUST reading for all unit commanders and personnel officers.

An initial distribution of ID cards will be made to each region and wing headquarters in sufficient quantity to permit issuance to each senior member. Regions and wings may elect to wait until the new membership year to commence issuing the new ID cards.

Home-made

SENIOR Member Tommy Dempsey, left, and Lt. Col. Joseph I. Johnson—Group XVI commander, kneel beside the home-designed, home-made TD 162X. The plane, with a wing span of 27 feet, weighs but 1750 pounds and cost Dempsey only \$2600 to build.

Idaho Cadets Join Roundup

HQ., IDAHO WING — Nearly a hundred cadets from throughout the Idaho Wing attended the Caldwell Cadet Roundup held at the municipal airport here.

A parade, banquet and dance highlighted the first day of the meeting.

A class on civil defense was instructed by the Canyon County Civil Defense director and Capt. A. P. Meaks, USAF, of Mountain Home Air Force Base, taught a class on survival. Cadets were instructed in proper search and rescue techniques by Lt. Col. Ronald Masoner, Twin Falls Cadet Squadron.



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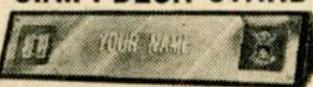


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IACE Tour Of 3 Wings Underway

(Continued from Page 3)

famous Houston Ship Channel, the cadets will attend a baseball game at the Harris County Domes Stadium. The stadium with its massive "lid" is the only stadium in the world that is the home of a major league baseball team—Houston Astros of the National League—and all games are played in air conditioned comfort, inside the famous "Astrodome."

DEPARTING Houston, the next stop is Dallas and a visit with Col. D. Harold Byrd, former chairman of the National Board, at his ranch near "Big-D."

Other points of interest in the Dallas-Ft. Worth area will include: Ling-Temco-Vaugh; Bell Aircraft; and Six Flags Over Texas. While at Bell Aircraft the cadets will be hosted to a helicopter orientation flight and a dinner with company officials.

Next on the whirlwind tour will be Colorado and a scheduled trip through the underground headquarters of NORAD; the Air Force Academy and a flying tour of western Colorado. The group will be guests of Colorado Wing while in that state.

Finally the group will return to Washington, D.C., for a three-day visit to the Nation's Capital. Here trips are planned to the White House, Capitol Building and Federal Aviation Agency. Climaxing the entire 1966 IACE will be an International Ball at the Bolling Air Force Base Officers Open Mess.

Music for the dance will be furnished by the "Airmen of Note" made up of members of the United States Air Force Band. The Airmen of Note is the official dance orchestra of the United States Air Force.

One of America's leading dance orchestras, it was organized in 1950 to carry on the tradition of the famous Glenn Miller Army Air Corps Band which toured the United States and Europe during World War II.

America's leading jazz magazine, "Downbeat," has termed the Airmen of Note, "One of the best bands anyone interested in big band jazz or good dance music can hope to hear today."

LETTERS

(Continued from Page 4)

post (Free State Post No. 8950, Veterans of Foreign Wars) for efforts put forth in our 1966 Buddy Poppy drive, by you and the volunteers of your cadet group (Lanham Cadet Squadron, Maryland Wing). The drive grossed over \$600 through the efforts of your group, our Post Auxiliary and post members.

As post chairman for this year's drive, may I say that I believe the success of the campaign this year can be credited to your group and the hours they put in . . . The volunteers from your organization were a credit to you, to your organization and the community in their spirit, conduct and appearance.

It was certainly my pleasure working with you and the young ladies and gentlemen of your squadron and my official report of the campaign reflects your outstanding efforts and cooperation.

Very sincerely yours,
F. P. O'Reilly Jr.
1966 Buddy Poppy Chairman
VFW Post 8950



Emergency Services Patch

Former Cadet Earns Third Falcon Award

SHAW AFB, S.C.—Chief Warrant Officer Michael J. Jansen has joined the smallest and most elite group of former CAP cadets—Falcon Award Winners. CWO Jansen recently received the highest award of the cadet program from South Carolina Governor Robert McNair (see photo page 3) and became only the second former cadet to ever qualify for the honor.

Douglas C. Roach, currently an officer in the United States Air Force, was the initial winner, having received the award while attending undergraduate pilot training at Webb AFB, Texas.

Jansen is a student at the University of South Carolina. He joined Civil Air Patrol in 1961 and rose through the cadet ranks to colonel, a grade earned in conjunction with his winning the Spatz Award earlier this year. He is now serving as assistant to the deputy for cadets, South Carolina Wing.

SINCE joining CAP, CWO Jansen has received the Amelia Earhart Award and the Certificate of Proficiency (COP). He also wears silver observer wings.

Site Selected For Meeting

(Continued from Page 3)

should be arranged and scheduled so as to arrive at Scholes Field-Galveston Municipal Airport prior to 4 PM Thursday, October 27. The Galveston airport will be very convenient for those arriving by air.

NATIONAL Headquarters will furnish transportation from the airport to the hotel. Upon departure following the board meeting, return transportation will be furnished from the hotel to the airport.

A banquet will be held Friday evening, October 28. The guest speaker has not yet been announced.

Last year the board meeting was held at Houston's Rice Hotel. Special guest and featured speaker was the late Air Force Vice Chief of Staff Gen. William H. Blanchard. The Shamrock-Hilton Hotel, also located in downtown Houston, was site of the National Board meeting in 1964. Guest speaker then was the Honorable Eugene M. Zuckert, who was at that time Secretary of the Air Force.

AS IN recent years, several committees and sectional meetings will be held in conjunction with the National Board meeting in October. These will include meetings by the National Finance Committee, the National Communications Committee and the National Aerospace Education Advisory Committee, plus a National Information Officers conference.

Additional detailed information, hotel reservation cards and CAP registration cards will be distributed to the field in the near future.

As a member of the Alaska Wing he was selected to attend the Jet Orientation Course at Perlin. In the South Carolina Wing he had served as Columbia Composite Squadron cadet commander.

He plans to enter the Air Force after graduation from USC where he is majoring in business administration. Military life is not new to the former cadet.

BESIDES the years he has donated to CAP, his father is a chief master sergeant in the Air Force.

Ohio Squadron Aids Airport

OXFORD, Ohio — One of the major summer projects of the Talla Ami Ox Cadet Squadron, Ohio Wing, was the painting of air marking symbols at the Miami University airport here.

The project was sponsored by the Oxford Kiwanis Club through the efforts of Dr. Kenneth Glass, commander of the Talla Ami Ox squadron. He was assisted in making the arrangements by Mike McDonough, squadron executive officer and a Miami University student; and John Cocanougher, professor of aeronautics at the university.

Cadets who participated in painting the eight-foot yellow symbols were Mary Armbruster, Randall Circle, Steven Corbin, Kenneth and Richard Glass, Robert McCann, Jackie McLaughlin, Charles Smith, Dean Wiley and Ron Wroblewski.

ST. AUGUSTINE, Fla. — The Santa Rosa Cadet Squadron, Florida Wing, recently planned and carried out a clean-up and beautify project for Radio Station WFOY here. Purpose of the project was to show appreciation for many public service announcements made by the station publicizing CAP activities.

To show gratitude for the friendly attitude station employees have had toward the local CAP squadron, cadets asked if they could clean a fountain area of the station's front lawn and plant flowers.

The station manager accepted the offer to improve appearances of the station, but asked that the fill around the fountain be removed so it could be converted into a fish pond.

With shovels, spades, wheelbarrows and brooms, the cadets labored for three days from 3:30 to 6:30 PM to complete "operation clean up." Smiles, compliments and a round of Cokes from the station operators made the job seem light.

Cadets handling the earth-moving tools were Stephen Broudy, Rita Howland, Bill Richbourg, Jerry Creedon, Brenda Harper and Mark Albrecht.

NEC Meeting Held At Colorado Site

NATIONAL HEADQUARTERS — A new emergency services emblem was approved by the National Executive Committee (NEC) at its meeting in Colorado Springs held in conjunction with the Rocky Mountain Region conference.

The new patch was unanimously adopted and will include the T-34 aircraft on the emblem. As in the past, the patch will come in two sizes, one for the breast pocket and a smaller one to be worn on the cap.

At the previous meeting of the NEC, an emergency services patch was proposed but the committee recommended changes in the design.

The design has been let to several manufacturers and the availability and cost of the patch is unknown at this time.

Other key issues discussed by the NEC included:

- The next National Executive Committee meeting will be held September 9 at Minneapolis. The meeting will be held in conjunction with the North Central Region conference.

- A one week National Staff College for senior members to be conducted at Headquarters CAP as soon as feasible.

- A \$1,000 increase in funding for painting of incentive/training aircraft (T-34s) as allocated in the 1966 CAP National Budget.

- A new Long-Range Plan geared to five-year increments. Col. S. Hal duPont, vice chairman, who made the proposal, reminded the committee that the present Long-

Range Plan showed unrealistic 1966 goals for cadets and seniors. Under his proposal the goals would be considerably less.

New Wing commanders elected during the meeting were:

Col. Clark Johnston of Missouri Wing replacing Col. Sterling R. Kennedy.

Col. Bob E. James of Arkansas Wing replacing Col. Ervin O. Dorsey.

Col. Jack R. Harper of Montana Wing replacing Col. Joseph B. Reber.

Col. Robert E. Foster of Wyoming Wing.

Col. Ralph T. Gwinn of Florida Wing replacing Col. S. Hal duPont.

Col. Pieter W. Burgemeestre of Mississippi Wing replacing Col. John P. Bridges.

Named as interim wing commanders were:

Lt. Col. Kenneth C. Allison of Arizona Wing.

Lt. Col. Julius Goldman of Massachusetts Wing.

Lt. Col. Francis G. Gomes of Hawaii Wing.

Lt. Col. Frank D. Landis of Nevada Wing.

Lt. Col. Morgan J. Maxfield has been named interim wing commander of Texas Wing to serve until the next meeting of the NEC.

Pennsylvania School Hosts 175 Officers

INDIANTOWN GAP, Pa.—More than 175 Pennsylvania Wing officers were urged to make an all-out drive in upcoming months to recruit new members and to get reports in on time in order to gain a higher standing in National Headquarters rating systems. The appeal was made during the recently concluded wing annual staff school held at the Indiantown Gap Military Reservation.

Speakers during the school were Lt. Col. Rupert Much, wing deputy for training, Lt. Col. John Rackus, wing REDCAP missions commander and acting wing commander, and Capt. George Boone, USAF, deputy wing liaison officer. Chaplain (Maj.) John Hinkle, USA, base chaplain, gave the invocation at the assembly.

Addressing the gathered CAP members, Colonel Much went over the various wing activities and called attention to the fact that National Headquarters goals were not being met in certain categories.



Doolie

CADET Janice Maxon is truly "one in a hundred." She earned the Doolie Award as the outstanding cadet attending a Florida Wing encampment for the first time. The pretty cadet from Hagler Composite Squadron earned the title over 101 other cadets. Selection was made by a board of senior members.

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Hawaii-Wing Members Win Medals for Rescue Efforts

(Continued from Page 3)

area by the Coast Guard and lowered by a Marine helicopter to Puu Kane Peak, above and to the east of the crash site. From there the team worked its way down to a saddle ridge of 3,200 feet elevation, overlooking the crash.

The precipitous saddle ridge, with a fatal drop on one side and a dangerous slope on the other, provided the only working platform from which the wreck could be reached.

Establishing a tie-off point for the ropes, CWO Freitas and SM Piltz lowered the team leader, Captain Hardin, over the slope. He descended about 300 feet, to within 100 feet of the wreckage.

About this time it started to rain hard. Soon the rain let up and CWO Freitas received a radio message that the Marine helicopter would evacuate them off the ridge immediately or not at all because of bad weather conditions.

FREITAS advised the base camp by radio that Captain Hardin was down the cliff and the team would remain until he was safely back on top.

The rain resumed and quickly reached torrential downpour proportions. Captain Hardin, unable to proceed to the wreckage due to the rain, crumbling footing and

lateral angle of the rope, began to climb to the top.

It took more than two hours to get the team leader back up the cliff. At two places, the rock gave way and he fell, putting his entire falling weight on Piltz and Freitas, who held his dead weight until Hardin could get some solid footing and hand holds.

The downpour continued all day Sunday and Monday and by Monday night it was apparent that the team would have to walk out. They relocated at the Puu Kane Peak, where they remained until Tuesday morning. Then they left and after four hours of walking through dense undergrowth, came out of the clouds. The Marine helicopter, still looking for a way to get into the team spotted their flare and picked the team members up.

Col. Wayne Smith, Pacific Region commander, reported that the mission received front page coverage in the local press and favorable publicity through other news media. In his letter supporting the recommendation, Colonel Smith said the prestige of the Hawaii Wing and Civil Air Patrol was greatly enhanced by the actions of these dedicated young men.

"These three men distinguished themselves on a mission where the dangers to self were well known," Colonel Smith said. "In accomplishing their mission all three

demonstrated heroic action above and beyond the normal call of duty. I might add that I have personal knowledge of the fact that these same men have been involved in a number of perilous missions. These missions were passed on as 'routine.'"

Legion Meeting

DES MOINES, Iowa—At a regular meeting of the Argonne Post of the American Legion, a demonstration of drilling was given by a team composed of members of the Des Moines Composite Squadron, Iowa Wing. The exhibition was the climax to a CAP presentation given by Lt. Cynthia Runciman, squadron administrative officer.

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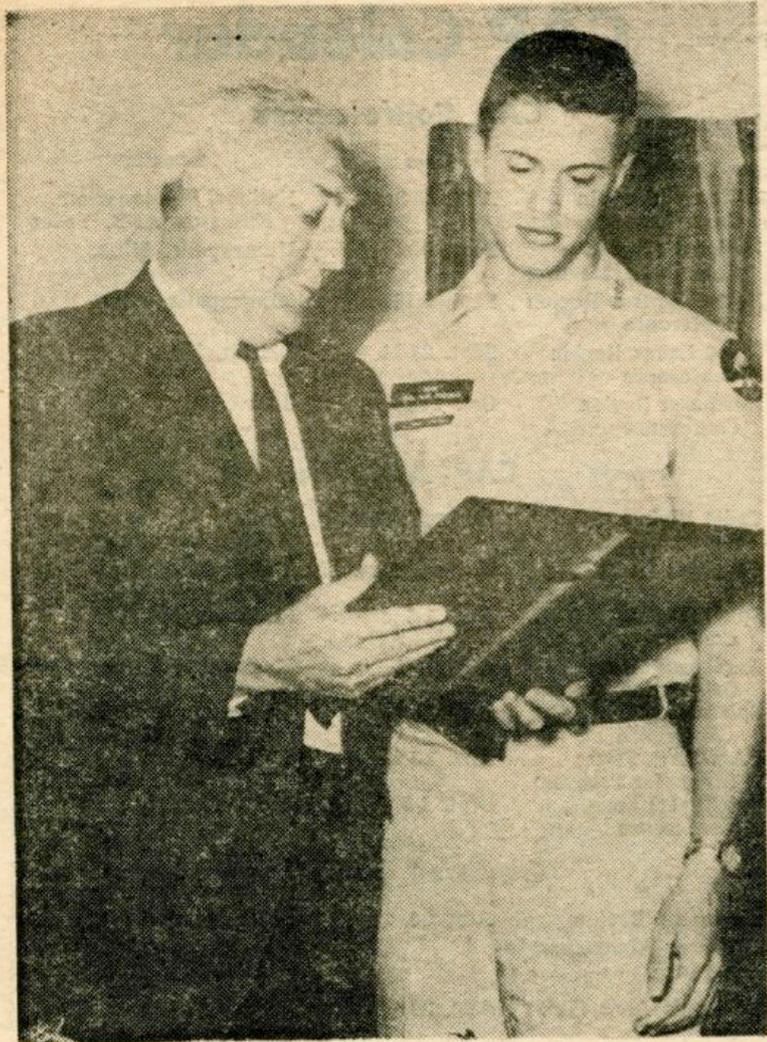
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Outstanding Cadet

CADET Alan A. Mueller of Missouri Wing, receives the "Hal Clark Award" for his being named the outstanding cadet during the recently concluded Cessna Aircraft Co. Cadet Flight Training Program. Making the presentation is Hal Clark, manager of the Cessna Employees Flying Club, who directed the flight portion of the course. (Kansas Wing Photo)

Eight Cadets Complete Cessna Flight Course

(Continued from Page 3)

the Cessna Employees Flying Club headed by Hal Clark, club manager.

General Chess Visits Clergy

(Continued from Page 3)

lain school at Fort Benjamin Harrison, Ind., he was assigned with the 47th Bombardment Group (L). Following the assignment with the 47th, he was reassigned to 12th Air Force.

In November 1945 Chaplain Chess was separated from military service and returned to the Archdiocese of Chicago. He attended DePaul University in Chicago for post graduate work in education and served as assistant pastor at St. Benedict's Church in Blue Island and St. Bridget's Church in Chicago. He was recalled to active duty in the Air Force in 1948.

Since returning to active duty the chaplain has served assignments at James Connally AFB, Texas; 20th Air Force in Okinawa; 67th Tactical Reconnaissance Wing, Korea; Headquarters, 5th Air Force, Korea; Randolph AFB, Texas; Williams AFB, Ariz.; and deputy command chaplain, Air Training Command at Scott AFB, Ill.

After four years in the States, Chaplain Chess was named staff chaplain, Spain Air Material Area, Seville, Spain. From there it was to Headquarters, United States Air Forces in Europe (USAFE).

Chaplain Chess was integrated into the Regular Air Force while serving as staff chaplain at Headquarters, 12th Air Force. In 1961 he became command chaplain with Security Service.

The cadets flew the club's Cessna 172 planes.

The course ties in with the Cessna program to acquaint more people with flying. All expenses were borne by the company with the exception of transportation, board and housing which were paid by the North Central Region.

The awards dinner was held at the Ramada Inn in Wichita with Colonels James J. Laidlaw, region commander; Charles W. Matthis, Kansas Wing commander; and Paul Threlfall, former Kansas commander, in attendance.

Receiving their solo badges were Cadets Richard P. Zillich and Henry Angle, both of Nebraska Wing; Richard J. Kalm, Minnesota Wing; Grant R. Gold, Iowa Wing; Mike J. Donnelly and Charles W. Wilson, both of North Dakota Wing; and Alan A. Mueller and Robert B. Williams of Missouri Wing.

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

COMPLETE AND MAIL APPLICATION

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

DATE WING

NAME

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CAP SERIAL NO. PILOT NON-PILOT

BENEFICIARY RELATION

NO. UNITS APPLIED FOR PREMIUM \$

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

SIGNED

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

Southeast Region Conference Successful: Col. F. W. Reilly

HOLLYWOOD, Fla.—Despite minor weather and airlift problems coupled with a CAP-alerted rescue of two persons off a burning yacht in full view of conferees quartered in the Diplomat Hotel, the annual meeting of the "Great Southern Region" (SER) was a huge success according to Col. F. Ward Reilly, Southeast Region commander. Nearly 500 CAP members and some 50 corporate and member-owned aircraft made it to Ft. Lauderdale-Hollywood International airport and the Diplomat Hotel June 23-26 to participate in the conference and the first region-wide CAP-CD exercise.

On Saturday afternoon a 42-foot yacht caught fire a scant half-mile off shore and its two occupants jumped overboard. Maj. Ed Johnson, Group I commander, Florida Wing, alerted the U.S. Coast Guard. Within minutes a helicopter was on the scene, picked up the survivors and flew them to a hospital.

The real-life rescue effected by CAP came at the height of the CAP-CD simulated "nuclear attack" exercise being held in conjunction with the conference. The exercise involved the six wings of the Southeast Region, and in cooperation with the CD, conducted communications and airlift missions following the simulated "nuclear attack" on the eastern coast of Florida. According to reports, CAP and CD communications in support of the exercise was effective in all six wings.



Lt. Gen. Viccellio

The Federal Aviation Agency provided all necessary air traffic control services.

Lt. Gen. Henry Viccellio, USAF, who just assumed command of Continental Air Command, was the principal speaker at the banquet Saturday evening. General Viccellio had just returned from an inspection visit to Vietnam and told his audience, with the aid of slides, of some of the problems encountered by the Air Force and ground troops in trying to fight a war under "unbelievable" conditions.

"It will be of interest to you CAP members who are interested in aviation to know that 80 percent of our military airlift capability is committed to hauling troops and supplies to Southeast Asia. In addition to that, we are spending some 22 million dollars a month contracting for civilian airlines to do the same thing. The war in Vietnam is a massive—and expensive—operation," he told the CAP-ers.

He paid high tribute to the troops in Vietnam and particularly to the outstanding job being done by jet aircraft, helicopters and light liaison aircraft. "The jet plane and the helicopter have changed the whole medical aspect of warfare," he declared. "As an example, a soldier severely burned in combat action in Vietnam was evacuated and receiving treatment at Brooks Hospital in San Antonio, Tex., just 15 hours after he had been injured."

Another important highlight of the Southeast Region conference was the FAA Pilot Refresher Course held all day Saturday coupled with standardization flights conducted at the airport. The refresher course was arranged by James G. Rogers, director of FAA's Southern Region. He was assisted by John A. Graffius, chief, Air Traffic Branch, Miami area, and selected FAA personnel who conducted portions of the program.

Colonel Reilly presided over the CAP conference and welcomed conferees to Hollywood. Col. Joe L. Mason, USAF, national commander, and members of his staff, participated in the conference and monitored the CAP-CD exercise. Col. Lyle Castle, National Board chairman, and Col. Paul Turner, national chairman emeritus were also present. Colonel Castle addressed the conferees at the general assembly.

AMONG awards presented during the banquet were the Chaplain's Trophy which went to the Florida Wing for the second consecutive year; the award for the best wing in 1965 CD Evaluation went to Tennessee; the annual evaluation award for search and rescue went to Florida; the Col. Harry Dyer Award for Safety was presented to Florida.

Maj. Ben Wakes, former Florida Wing IO, received the second place National Information Achievement Award and a plaque was presented by the Southeast Region to Lt. Col. Lloyd H. Garland, Jr., national director of information, "for outstanding services."

CAP Fly-in Set by Region

ATLANTIC CITY, N. J.—North-east Region will host a 25th Anniversary Fly-in at the National Aviation Flight Experimental Center here August 20.

Invitations have been extended to all CAP members, friends and other flying organizations. Nearly 500 aviation enthusiasts are expected to attend.

Oscar Bakke, FAA Eastern Area Region director, has extended the invitation to Civil Air Patrol for use of the NAFEC facilities and informative exhibits and demonstrations have been planned.

Atlantic City Aviation Commission is cooperating with NAFEC and CAP and there will be no landing fee on this commemorative day.

Conferee Wins Medal of Valor

HOLLYWOOD, Fla.—A Florida Wing captain who attended the Southeast Region conference here was cited during the banquet for his heroic action.

Captain Walter N. Kent was presented the Bronze Medal of Valor for distinguished and conspicuous heroic action.

The citation accompanying the medal read in part "While participating in a tri-squadron bivouac . . . Captain Kent heard a loud noise from the vicinity of the highway and upon investigating found a car inverted in a canal some ten feet in depth. Captain Kent, without regard to his own safety, jumped into the canal, forced open one of the jammed doors and brought the occupants to safety. It was Captain Kent's quick action that saved the lives of the five trapped occupants."

CAP Calendar

CAP Conferences

Event	Date	Location
National Chaplain Committee Meeting	Aug. 30-Sept. 1	National Headquarters, Ellington AFB, Texas
National Executive Committee Meeting	Sept. 9	Minneapolis, Minn.
North Central Region Conference	Sept. 9-10	Minneapolis, Minn.
Great Lakes Region Conference	Sept. 23-24	Detroit, Mich.
Northeast Region Conference	Oct. 14-15	Stowe, Vt.

CAP Activities

Cadet Flying Encampment	through Aug. 13	Elmira, N. Y., Chester, S. C., Lawton, Okla.
Canadian IACE	through Aug. 17	Texas, Colorado, Washington, D.C. Silver Bay, N.Y.
Spiritual Life Conference	Aug. 1-5	
Aerospace Age Orientation Course	Aug. 7-13	Maxwell AFB, Ala.
Spiritual Life Conference	Aug. 15-19	Warm Beach, Wash.
FAA/CAP Flight Instructor Program	Aug. 15-26	Will Rogers Field, Okla. City, Okla.
Spiritual Life Conference	Sept. 1-5	Ridgcrest, N.C.

General Aviation

Northeast Region 'Silver Anniversary' Fly-in	Aug. 20	Nat'l Aviation Fit. Experimental Center, Atlantic City, N.J.
St. Louis Aero Club Annual Race NPA Sanctioned	Aug. 20	Write: Air Race Box 6052, Lambert Field, St. Louis Mo. 63145
NPA Annual	Sept. 2-5	Mackinac Island, Mich.
Air Show Sponsored By Mississippi Wg.	Sept. 24	Municipal Airport Gulfport, Miss.
Air Show Sponsored By Mississippi Wg.	Sept. 25	Bruce Campbell Field, Madison, Miss.

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AF REISSUE UNIFORMS BLUE WOOL SERGE

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