

Civil Air Patrol Found

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CAP Times

Civil Air Patrol



USAF Auxiliary

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Aerospace Education

Teacher Reports Workshop Value

NATIONAL HEADQUARTERS—Each year a number of educational institutions across the nation, conduct aerospace education workshops in coordination with Aerospace Education and Training Office here. Aerospace Education Workshops are designed to give educators latest technical advances made in the aerospace age and a better understanding of the economic, scientific and vocational implications of aviation and learn how these implications affect students.

CAP Leaders Announce Plan For New Fleet

MINNEAPOLIS, Minn. — Disclosure of a possible million dollar deal between Civil Air Patrol and general aviation aircraft manufacturers in the near future was made public here Friday, September 9. The million dollar proposal, involving fleet purchase of 100 plus new modern aircraft, was made by representatives of Cessna, Piper and Aero Commander aircraft corporations to CAP's National Executive Committee holding its fall session here at the Pick-Nicollet Hotel.

Bill Stinson of Cessna Aircraft Corporation and Ray Johnson of Piper Aircraft Corporation made individual presentations to the NEC members. Lou Davis of Aero Commander, Inc., who was unable to attend the business session of the NEC, made his presentation to the National General Aviation Committee the previous evening.

In general, these representatives took the posture that the time is ripe for Civil Air Patrol to embark on a mass aircraft acquisition program to modernize its air fleet with the latest, new type training and utility aircraft.

CAP officials made it known that they were primarily interested in two-place trainers, four-place normal utility and four-place mountain utility (greater horse-power) aircraft.

Significantly, largely due to CAP's positive stand on "getting CAP back into the flying business"

(See CAP, Page 10)

The program enables elementary and high school teachers to provide better instruction, counseling and guidance to students in terms of what the technical advances in aviation symbolize and the impact of this technology upon all aspects of society.

Workshops combine the contributions of many agencies and schools into a single, integrated program covering the complete range of aviation and fields related to aeronautics.

One such workshop was sponsored this summer by Memphis (Tenn.) State University and the Tennessee Aeronautics Commission attended by Frances S. Timbs, an elementary teacher of Arlington, Tenn. But Frances Timbs is different because, as educators say, "Her behavior has been changed."

CAP helped bring about this change, for she attended one of the more than 200 CAP-supported aerospace education workshops in which at least 30,000 teachers will have participated by the end of this year.

Teacher Timbs, well aware of the impact the workshop has made on her, wrote to National Headquarters on, "How I expect to use what I have learned in the Aerospace Workshop."

In her report Frances said, "... I expect to teach the same children I taught last year, but they will not have quite the same teacher!

"Last year I was the teacher who could talk about buggies, ear-phone radios and Model T's ...

(See TEACHER, Page 10)

LBJ Proclaims Dec. 1 As Civil Air Patrol Day

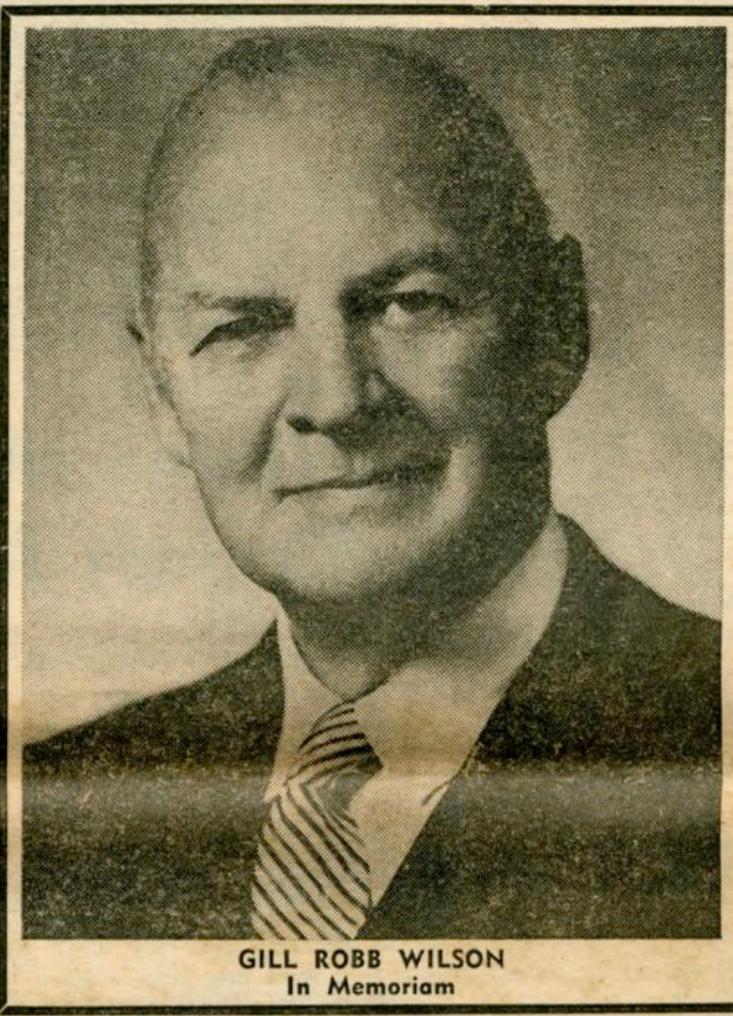
WASHINGTON — President Lyndon B. Johnson has proclaimed December 1, 1966, as National Civil Air Patrol Day marking the 25th anniversary of this all-volunteer civilian auxiliary of the United States Air Force.

Organized one week before Pearl Harbor, the Civil Air Patrol is devoted to the development of aviation in the community and the maintenance of the nation's air supremacy.

The President cited the Civil Air Patrol for providing "... an outstanding example of voluntary contribution of private citizens to the public welfare."

Among the notable achievements of Civil Air Patrol is the performance of search and rescue missions and providing assistance during local and national emergencies and disasters.

Appropriate civic ceremonies in communities across the land will mark the historic occasion.



GILL ROBB WILSON
In Memoriam

Gill Robb Wilson Saw Need for CAP Concept

NATIONAL HEADQUARTERS—Gill Robb Wilson, one of the original group who founded Civil Air Patrol, died September 8 at Pomona Valley Community Hospital in Los Angeles. He was 73. In 1939, Mr. Wilson, a nationally eminent aviation authority, approached Gov. Charles Edison of New Jersey with a plan for Civil Air Defense Services. The CADS of New Jersey became the model for Civil Air Patrol.

Wilson, Thomas H. Brock and Guy P. Gannett were among principal founders of Civil Air Patrol.

Mr. Wilson's interest in a CAP-type program was conceived as early as 1936 when he toured Ger-

Photo Highlights From Career of Gill Robb Wilson On Page 6

many and studied the frightening growth of their air power ... he knew first hand the capability of our new enemy ... Germany was building air power and Wilson knew it.

It was at this time that the author, editor, columnist, publisher and airman began to muster support for U.S. airpower. He felt America needed an organization to assist our inadequate air defenses and air communications missions.

Mr. Wilson had been on many airpower crusades from the beginning. Among his personal friends was Billy Mitchell. The ever modest Wilson always credited Hap Arnold, Fiorello La Guardia and many others with the role of founder for Civil Air Patrol.

Lt. Gen. Henry H. Arnold appointed a board consisting of Brig. Gen. George E. Stratemeyer, chairman, Col. Harry H. Blee, Maj. A. B. McMullen and Lucius P. Ordway to study the proposal made by Wilson. The findings of the board were favorable and on December 1, 1941, the director of Civil Defense signed the order creating CAP and designated Maj. Gen. John F. Curry as CAP first national commander.

Wilson's aviation interest dated back long before Civil Air Patrol. The World War I aviation pioneer served as a pilot with the famous French Escadrille and the United States Army Air Squadron 163. As a war correspondent, he covered combat operations in Africa, Europe and Pacific areas during World War II.

His activity in Civil Air Patrol has continued through the 25-year history of the organization. In the late '40's Maj. Gen. Lucas V. Beau, USAF, then national commander, and Gen. Carl A. Spaatz, USAF, serving as chairman of the National Board, jointly presented Wilson

(See GILL, Page 6)

Aviation Leaders Laud '66 Flying Encampment

NATIONAL HEADQUARTERS—Civil Air Patrol's second annual cadet flying encampment, the organization's largest flying program undertaken in its 25-year history, has drawn acclaim and praise from aviation leaders across the nation.

The CAP program is designed to help alleviate a looming critical pilot shortage among the airlines, military and general aviation. It began at Elmira, N. Y. in the summer of 1965 with flight training provided for 28 cadets and sail-plane orientation administered to another 64 cadets.

This year's program, however, included flight training for all selected cadets, and for the first time, was made available to girl cadets. Nearly five times as many

young people were given flight instruction this year and Civil Air Patrol officials are well pleased with the results.

Cadets enrolled in the powered flight course achieved a perfect record. Each of the 60 boys and girls in that phase of the program successfully passed a check ride with an examiner of the Federal Aviation Agency and earned the wings of a private pilot at the conclusion of the four-week course.

Those cadets learning the art of powerless flight also achieved an enviable success rate as 82 of the

(See NATIONAL, Page 13)

To Update Education

NATIONAL HEADQUARTERS—Major actions have been proposed by National Headquarters to update the cadet aerospace education program.

The CAP National Board will be briefed on the proposed updating actions during its meeting at Galveston later this month.

A complete news story will be carried in a future issue of CAP TIMES after the proposals have been approved by the appropriate agencies.

Under Secretary Paul Named Guest Speaker

NATIONAL HEADQUARTERS—Norman S. Paul, under secretary of the Air Force, will be special guest and featured speaker at the National Board meeting October 28-29. This year's meeting will be held at the Jack Tarr Hotel, Galveston, Texas.

The Jack Tarr is located across from the famous Galveston Seawall and fronts on Stewart Beach, a popular tourist attraction on the upper Texas Coast.

National Headquarters advises that airlift should be made to Galveston Island with arrival at Scholes Field prior to 4 p.m. on October 27. Transportation will be furnished from the field to the hotel. At the conclusion of the meeting, National Headquarters will again furnish transportation back to the airport.

The annual NB banquet will be (See PAUL, Page 15)

CAP News in Brief

Three All-CAP Families

MOBILE, Ala.—The Spring Hill Composite Squadron, Alabama Wing, membership includes three entire families that attend meetings at the U.S. Naval and Marine Corps Reserve Training Center here. Each member of the McDevitt, Speed and Vincent families is also an active member of the CAP unit.

Members of the McDevitt family are Lt. Gola C. and her son, Capt. Joseph J. The Speed family consists of CWO Menton F., his wife, Violet, and sons Charles K. and Marcus. Also squadron members are Dr. Nicholas Vincent, his wife, Jean L., and their son, Gregory.

Gets National Unit Citation

COMMACK, N.Y.—Suffolk Cadet Squadron VI, New York Wing, received a National Unit Citation, representing the hard work and excellent cooperation from and between all personnel of the unit. It was the second such award to be given to a Long Island squadron, the first being in 1958, according to squadron officials.

Lt. Col. Howard Wertz, Long Island Group commander, presented the award to Capt. Joseph J. Scirica, commander of the Suffolk squadron. Also present at the ceremony, in addition to representatives from the Northeast Region, were Maj. B. Blue, Capt. Frank Fisher and Maj. I. Kole of the Long Island Group staff, and Maj. Louis Gaines, commander of Suffolk Sector, Long Island Group.

Cadet Featured in Life

ORLANDO, Fla.—Cadets of the Orlando Cadet Squadron, Florida Wing, recently helped build a Viet Cong village for use in training Green Berets and other members of the Armed Forces prior to reassignment to Southeast Asia.

One of the cadets, 13-year-old Thomas O'Hare, plays the role of a Viet Cong soldier in the training sessions and, as he was instructed by his father, a Korean veteran and an Air Force Reserve NCO who was instrumental in transforming a swamp into a training area, harasses and sometimes captures the trainees.

The young jungle warfare expert was featured in the August 5 issue of LIFE magazine.

Appear on TV Show

LOUISVILLE, Ky.—Maj. James Grady, commander of the Louisville Cadet Squadron, Kentucky Wing, and Cadets Gary Rogers, cadet commander, and Cathy Hirsch, cadet information officer, recently appeared on WAVE-TV here as guests on the "Morning Show."

The trio, during a 15-minute question and answer session, gave brief explanations about the Civil Air Patrol, including the cadet program, age limit for membership, search and rescue operations, flying, and mission and cost of CAP.

Commentators on the TV show were Ryan Halloran and Julie Shaw.

Complete First Aid Course

GOLETA, Calif.—Six members of Santa Barbara Composite Squadron 131, California Wing, recently completed a course in first aid and have received their Advanced Red Cross First Aid Cards.

Completing the course, taught by Capt. Lou Dartanner, squadron information officer, were Lt. Ed Holcomb, MSgts. James Dick and Joe Byrd, SMs Al Brabene and Elizabeth Early, and Cadet Richard O'Hara. All are members of the squadron's newly-formed ground rescue team.

Operation CAN-AM

McCHORD AFB, Mass. — In a program, termed Operation CAN-AM, designed to further Canadian-American relationships in a common goal of educating youth in aviation and other military sciences, about 25 members of the Washington Wing visited Victoria, B.C., by invitation of the Canadian military cadet corps.

The trip marked the initial phase of a newly-established program calling for interchange of personnel and ideals which will profit administrators and cadets of both countries.

Included on the itinerary were: a tour of Victoria; a visit to the Work Point Garrison and Her Majesty's Canadian Dock Yard; refreshments at the 1st Battalion of the Queen's Own Rifles Officers' Club; a tour of the Maritime Museum and a dance.

Sponsors of the visit were the Royal Canadian Navy League, the Royal Canadian Air Cadet Corps and the Royal Canadian Air Force Association.

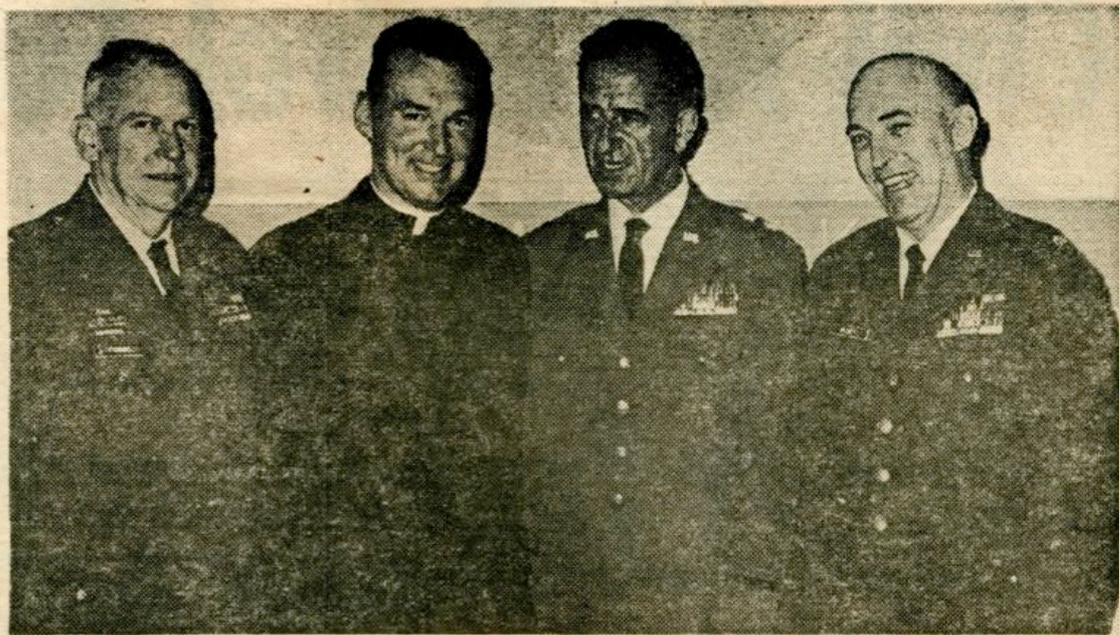
Following the CAP members' trip to Canada, a return trip is being planned for Canadian cadets to visit Seattle and Tacoma.

Honorary CAP Member

SAN ANTONIO, Texas—Col. Manfred J. Wetzel, USAF, commander of Brooks AFB here, recently presented Maj. James Edwards, USAF, with an honorary membership in the Civil Air Patrol.

Major Edwards, who is assigned to the base personnel office, is also the base CAP project officer and works closely with the Alamo Cadet Squadron which holds its regular meetings on the base.

Alamo squadron representatives present at the ceremony were Maj. Robert L. Camina, commander, and Cadet John W. Bennett Jr., who serves as cadet commander.



Four Monsignors

AT THE recent National Chaplain Committee meeting at National Headquarters four distinguished Monsignors of the Roman Catholic Church were in attendance. From left are Col. James E. O'Connell, chairman, National Chaplain Committee; Rt. Rev. Msgr. James J. Markham, S.T.L., J.C.D. vice-chancellor, military ordinariate; Maj. Gen. Edwin R. Chess, USAF, chief of Air Force Chaplains, Hq. USAF; and Lt. Col. George M. Hickey, national staff chaplain. (National Headquarters photo)

Flying Safety

Winter Months Ahead Add Aircraft Maintenance Woes

(Reprinted from FAA Magazine.)

Birds with any sense at all go south for the winter, away from the frigid, meddlesome clutches of Jack Frost. However, a goodly part of the civil air fleet of some 92,000 general aviation planes registered in the United States must stay put and flyable during the months that snow blankets the ground and freezing temperatures add a new dimension to aircraft maintenance.

In a short time span, a plane can leave one temperature and humidity level on the ground, enter another while in flight, and return to still a third upon landing. The cycle of freeze—thaw—freeze can be damaging.

As part of your winter preflight, remove wind-blown snow that might have entered the fuselage. Pay special attention to the tail section and flight controls and to linkage before heating aircraft interiors. Otherwise the heat might cause the snow to melt, only to reappear as ice in flight. It's a good idea, too, to move the control surfaces in flight periodically to break up any ice formation before it becomes a deadly vice.

Condensation, turned to ice, can create hazardous strains due to expansion of the internal structure of wings, control surfaces, fuselage bulkhead areas, and other enclosed spaces. To prevent or at least minimize condensation in the fuel system, keep the tanks topped. Drain the sediment bowl before flight, particularly if the plane has been idle for any length of time.

During the walk around, pay special attention to the pitot tube and the venturi, carefully removing snow and ice. Just a little bit of water, frozen in the airspeed line, can block the tube so that the airspeed indicator, sensitive altimeter, and vertical speed indicator will give incorrect readings or fail completely. When flying in snow or rain, there is the danger of "runback" which can freeze the pitot and static air pressure sources with disastrous results.

Landing gear, particularly those with wheel fairing of any kind, such as "pants," are particularly vulnerable to mud, ice, and snow. For winter operation, especially from sod or packed earth runways,

the trouble involved in removing fairing from fixed gear craft is worthwhile when balanced against the potential hazard. Removing the fairing eliminates the very real possibility of mud and slush building up between tires and streamline covers.

On retractable gear aircraft, shields, boots, and curtains used to protect actuating devices, switches, and linkages demand special scrutiny. Stick with the manufacturer's recommendation for lubricating retraction mechanism.

Snow should be removed from surfaces with a broom or soft brush, taking care not to bang antennas and other protruberances. Brush snow and ice out of clearances between flight surfaces and hinges. Finish up by applying an approved deicing fluid, spraying from the top down and from nose and leading edge of wings aft. Slush resulting from this operation should be cleared away from all control surfaces cavities since these may later freeze solid, immobilizing the controls.

(Note: Most deicing fluids are a mixture of ethylene glycolpropylene glycol. It is somewhat toxic. Avoid getting it on the skin or in your eyes. It should not be used in heat and vent systems since it may produce toxic fumes.)

The aircraft performance during takeoff with snow, frost, or ice on the wings cannot be predicted. The craft often becomes unmanageable shortly after leaving the ground. Even a thin deposit on the wings or tail surfaces can cause difficulties. Keep the surfaces as clear of ice and snow as possible.

Oil gets sluggish in cold weather and an engine may build up excessive pressure immediately after starting. This may strain the lines and connections between the oil tank and engine. Preheat both engine and oil, using an approved heater. Never use an open flame of any kind. Pull the prop through a few times before firing up.

The time for carburetor heat is before, not after, the ice begins to form. Unless carburetor heat is used in ground runup and taxiing, the cylinder head temperatures may be too low to completely vaporize the fuel. Raw fuel accumulation may foul the spark plugs,

causing misfire during runup or takeoff.

All engines adjusted for proper mixture control at sea level will run too lean in cold weather. Carburetor heat applied during takeoff and flight enriches the mixture because of the reduced ram of air and higher inlet temperature. The higher air temperature will give more complete vaporization of fuel. However, excessive carburetor heat can cause detonation and possible damage to the engine.

Of primary importance is the cabin air heating equipment. It's well worth the time and effort to make regular—summer and winter—inspections of the entire exhaust system. Carbon monoxide (CO), a product of incomplete combustion, is a colorless, odorless, tasteless, and highly poisonous gas. A little bit of CO goes a long way—as little as 0.06 percent concentration in the blood system can cause unconsciousness within two hours. Depending on the physical condition of the pilot, 0.1 percent can result in death within an hour. Any deterioration in the heating system is a wide open invitation to an accident (FAA Aviation News, October 1965).

Things to look for during inspection of the cabin heating system—worn or defective exhaust stack slip joints, exhaust system cracks or holes, openings in the engine firewall, "blowby" at the engine breather, defective gaskets in the exhaust manifold, defective mufflers, and inadequate sealing of fairing around strut fittings on the fuselage or cabin.

Winter flying is often more hazardous than fair weather flying. Recognition of this fact is the first step in safe flying when the temperatures drop and snow blankets the landscape. A safe flight begins on the ground, with the elimination of mechanical hazards. This is a job for both the mechanic and the pilot.

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Future Challenges Foreseen in CAP

By Col. Lyle W. Castle
National Chairman

THIS 25TH anniversary year of Civil Air Patrol has been one of change and challenge. Change because, in my view, our image is taking on new facets. Challenge because we have been required to perform certain functions in support of our programs which were previously performed for us. At the same time, with this new found strength, we look confidently to the future, where further change will very likely occur.

This year we saw temporary cancellation of the International Air Cadet Exchange and certain other cadet activities which require Air Force support. These cancellations were certainly understandable in view of our country's global commitments. We also saw inter-region exchanges which were essentially planned, staffed and executed by CAPers. We conducted three extremely successful flying encampments, in which 148 cadets participated. We have seen the Kansas Wing carry on an experimental project involving the purchase of three new aircraft and a liberalization of aircraft use regulations for the purpose of this experiment. This included flight training for cadet and senior members in these aircraft on a controlled basis. Changes have been adopted in our uniform which include new buttons, anodized cut-outs and a metal badge which replaces the breast patch. The United States Air Force, through the Secretary's Office and the Chief of Staff, has reaffirmed its policy of supporting the Civil Air Patrol. Perhaps most important, we are seeing a new determination on the part of the members of Civil Air Patrol to make our organization a strong, dynamic and aggressive force in the field of general aviation.

Looking to the immediate future, the members of Civil Air Patrol are urged to explore every means which will enable us to enlarge our flying encampment program in 1967. Our cadet training program is currently undergoing certain revisions which will make it more meaningful and at the same time more fun. There will be presented to the National Board a proposal which will expand the Kansas Wing experiment to additional wings and stimulate new aircraft acquisitions.

The committee which was appointed some months ago to study the need for and feasibility of the Civil Air Patrol employing a full time executive to be assigned at the National level will also make its report to the National Board. The need for consistent and cooperative liaison between our organization and the general aviation community is immediate. Such a full time employee could fulfill this requirement. The steps just referred to will give substance and purpose to the plan to enhance the Civil Air Patrol's role in general aviation.

As history is measured, 25 years is a very short time. Yet as the history of aviation is recorded, Civil Air Patrol has been in existence for more than one-third of the time man has possessed the ability of powered flight. Today, Civil Air Patrol stands on the threshold of great new opportunity, opportunity which will require change and opportunity which will challenge us to fulfill the promise of our birth in a richly productive maturity. With the inspired dedication, loyalty and industry which is so characteristic of the Civil Air Patrol member, our organization will accomplish its noble purpose and become an acknowledged force in the aerospace community.

Spiritual Conferences Attended by Cadets

NATIONAL HEADQUARTERS — One-hundred and six CAP cadets discovered this summer that participating in the newest cadet special activity—the Air Force Spiritual Life Conference—was as challenging and rewarding as any of the other cadet special activities.

For the first time in the 14-year history of the Air Force program, designed to augment the spiritual and moral lives of Air Force airmen, CAP was invited to participate.

Cadets, both boys and girls, attended each of the six conferences which were conducted at sites in Glorietta, N.M.; Estes Park, Colo.; Forest Home, Calif.; Silver Bay, N.Y.; Warm Beach, Wash., and Ridgecrest, N.C. The Air Force

held its SPL assemblies during the summer months, June through September, with the final conference at Ridgecrest ending September 5.

Forty-four cadets attended the Ridgecrest conference, the largest single contingent of CAP personnel to participate in the new activity, and they drew warm praise from Chaplain (Col.) E. Wayne Minor, USAF, of the Air Force Chief of Chaplain's Office for their "enthusiasm and eager participation in the activities of the conference."

Chaplain Minor, who spent two days with some 800 Air Force personnel and their families participating in the Ridgecrest assembly, took time to make a special
(See CADETS, Page 10)

Pilot Upgrading Program Praised by Senior Members

OKLAHOMA CITY, Okla. — "Civil Air Patrol owes the Federal Aviation Agency and its Academy Staff at Oklahoma City a special vote of appreciation for the excellent program presented us in their FAA/CAP Pilot Orientation Courses."

Those words by Col. Bob E. James, Arkansas Wing commander, reflect the unanimous opinion of senior members attending Pilot Orientation and Instructor Pilot Orientation courses offered by the FAA at its academy here this summer.

Colonel James went on to say that the course "... was excellent in content and presentation ... the classroom material contained the latest developments in aviation information and was presented by highly qualified instructors."

He also remarked that the flight instructors were of the highest caliber, extremely capable and conscientious, and effectively uti-

lized every minute toward making CAP students more qualified pilots by increasing their knowledge of the aircraft and upgrading their proficiency as skillful airmen.

Lt. Col. Charles R. Thulin, Ohio Wing deputy commander, said the program was "... one of the finest and most beneficial activities that I have had the privilege of participating in during the 16 years I have been active in Civil Air Patrol."

"As a pilot with over 25 years experience, I firmly believe that all CAP personnel who are fortunate enough to participate in this program will be much better qualified to perform their CAP flying duties. It will certainly update their flying and safety techniques ..."

The flight instructor phase was held in two parts and the pilot orientation phase was held in three parts, with FAA instructors being used for the entire program. In each phase, CAP students re-

ceived about 40 hours of ground instruction and 15 hours of flying orientation.

Aircraft used for the program were the 10 incentive T-34's, which were recently refurbished and carry CAP markings and distinctive color schemes. (See T-34 facelift story in the April CAP TIMES.)

One of the senior members attending the pilot orientation course was Lt. Col. Betty W. McNabb, director of cadet programs, Southeast Region.

"School bells are ringing all over the land," she said, "but this summer they rang for a different group of students—Civil Air Patrol pilots with certified flight instructor ratings."

"When Col. Joe Mason, national commander, and the National Executive Committee decided to put the Civil Air Patrol back in the air, they established the new and vastly popular power flight and glider cadet encampments which are turning out dozens of eager young private pilots each summer—but the powers that be didn't skip senior members, either."

"Getting their heads together with the Federal Aviation Agency, they came up with the Flight Orientation Courses in T-34 aircraft for CAP pilots and flight instructors."

Of the FAA program, Colonel McNabb went on to say that "... the course was excellently organized, administered and executed. The instructors, air ground and Link (trainer), were very high caliber ... warm friendships developed among the CAP members themselves and the FAA people as well ... Unanimously, the members of this class urge Civil Air Patrol to continue these courses in the interests of upgrading CAP proficiencies and helping general aviation."

It was estimated that CAP personnel attending the FAA program received orientation valued at about \$3,000 each.

National Headquarters officials urged qualified CAP pilots to submit applications for the FAA/CAP Orientation Program early next year—as soon as the criteria is announced. Those who applied this year but were not accepted will have priority if they apply to attend the activity in 1967.

Senior members completing the FAA Pilot Orientation Course were:

- Lt. Col. Charles R. Thulin, Fairborn, Ohio.
- Lt. Nicholas R. Tanga, Salt Lake City, Utah.
- Lt. Delmar Roberts Jr., Anthony, Texas.
- Col. Bob E. James, Little Rock, Ark.
- Capt. G. R. Hanrahan Jr., Elizabeth City, N.C.
- SM Robert C. Thomas, Charleston, W. Va.
- Capt. Jack B. McElveen, Georgetown, S.C.
- CWO Marion Lay, Centerville, Ohio.
- Lt. Col. C. E. Neal, El Paso, Texas.
- SM Robert L. Davis, Hot Springs, Ark.
- WO Bernard J. Watson, Clark, N.J.
- Maj. Roy I. Arroll, Forest Hills, N.Y.
- Maj. Francis P. Dianna, Wilmington, Del.
- Lt. Col. W. H. Everett, Kennett Square, Pa.
- Lt. Richard R. Dooley, Louisville, Ky.
- Lt. Col. H. J. Katzenberger, Omaha, Neb.
- Capt. Eugene R. Cedar, Lowry AFB, Colo.
- Lt. Col. G. M. Quilling, St. Louis Park, Minn.
- Lt. Henry C. Orfner, Moorhead, Minn.
- Maj. W. M. Kirby Jr., Williamstown, Mass.
- Maj. Marion C. Tankersley, Denver, Colo.
- Maj. Nicholas Mainiero, Bridgeport, Conn.
- Capt. Kurt A. Jadassohn, New York, N.Y.
- CWO Robert E. Walker, St. Louis, Mo.
- Lt. Col. Henry T. Seegers, Mineola, N.Y.
- SM George A. Mercurio, East Quogue, N.Y.
- Capt. Toby Elster, Wichita, Kan.
- Lt. Robert H. Lewis, Ephrata, Wash.
- Maj. Howard N. Pratt, Claymont, Del.
- Capt. Howard Deanto, Hartsdale, N.Y.

Those completing the FAA Instructor Pilot Orientation Course were:

- Lt. Bernard Harris, Briarcliff Manor, N.Y.
- Capt. R. M. Morrison Sr., Spantburg, S.C.
- Lt. Homer W. Nowery, Parkersburg, W. Va.
- CWO Marvin E. Easter, Columbus, Ohio
- Lt. Col. Donald N. Fulton, Kansas City, Mo.
- Lt. Col. James C. Spraggins, LaPorte, Tex.
- SM Bernard Godlove, Aurora, Colo.
- SM Forrest R. McFall, Bountiful, Utah
- Lt. Col. D. R. Bultram, Oklahoma City, Okla.
- SM Jacklyn S. Faulkner, Ada, Okla.
- Lt. Col. Cecil J. Baer, Shippensburg, Pa.
- Maj. A. H. Saunders, Columbia, S.C.
- SM Ronald A. Slutz, Dayton, Ohio.
- CWO Charles B. Wilson, Columbus, Ohio.
- Lt. Col. Betty W. McNabb, Albany, Ga.
- Capt. J. D. Montgomery, Ada, Okla.
- Capt. Roy D. Cleveland, Hurst, Texas.
- Lt. Robert C. Klear, Los Alamos, N.M.
- SM Stanley H. Brown, Pasadena, Texas.

Vital Change Initiated At Glider Encampment

NATIONAL HEADQUARTERS — A major change in cadet requirements for attending the annual flying encampment (glider) has been initiated by the Cadet Activities Division of the DCS/Operations at National Headquarters.

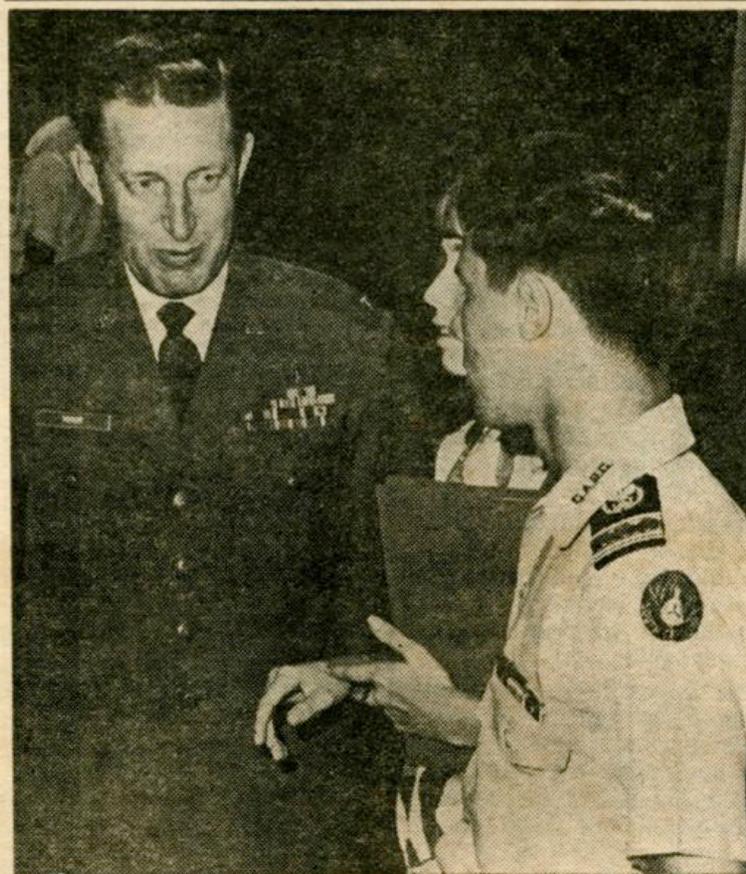
The cadet must complete four achievements in Phase II of the cadet aerospace education program prior to January 1 of the year of participation or have attained a passing grade on the FAA Private Pilot Written Examination (Glider). In passing the FAA test this score will satisfy the aerospace education requirements for the following Phase II achievements: Lindbergh, Wright Brothers, and Doolittle.

The cadet must also possess FAA

Student Pilot Certificate (Glider), FAA Restricted Radio-Telephone Operators Permit, successfully complete the FAA Private Pilot (Glider) Written Examination and complete either the CAP Form 32 physical examination of an FAA class III physical examination.

The glider program is open to all male and female cadets who are 16 years of age prior to July 1 of the year of participation.

All cadets interested in attending the 1967 flying encampment (glider) or needing assistance should send his name, address, unit (with charter number) and age to the wing liaison officer. Prompt mailing of the above information will better insure the cadet's attendance at the course.



Spiritual Life

CHATting with Chaplain (Col.) E. Wayne Miner of the USAF Chief of Chaplains office are Cadets David Thompson of South Carolina Wing and Rebecca Dyer of Mississippi Wing. Chaplain Miner spent two days with the more than 800 Air Force and CAP personnel participating in the Spiritual Life Conference at Ridgecrest, N.C. (National Headquarters photo)

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Flying Encampment Successful

EACH and every member of Civil Air Patrol can be justly proud of the accomplishment made this summer by the outstanding group of young people attending the private pilot training courses, both power and glider, recently completed at Lawton, Okla.; Chester, S.C., and Elmira, N.Y. Of the 60 cadets enrolled in powered flight training, 100 percent of the group qualified on the Federal Aviation Agency flight examiner's check ride and received private pilot (S-E Land Rating) licenses. In the glider phase 82 of the 88 cadets attending earned their private pilot (Glider Rating) licenses, thereby achieving a 93 percent success rate. Furthermore, 49 of these new glider rated private pilots went on to qualify for the Federation Aeronautique Internationale's coveted "C" badge, awarded for soaring achievement.

The tenacity with which these young men and women went after their licenses qualified them in my book as very real "tigers". The opportunity was there and they seized it. Long hours of study had to be devoted to manuals. The principles of flight, air navigation and weather were studied diligently enabling them to successfully pass the Federal Aviation Agency written examination for pilots, the major prerequisite for flight training selection. The success of this year's program, our largest flying training program undertaken to date, is a tribute to the initiative and aptitude of our cadets.

The selection of professional instructors by the fixed-base operators also helped to insure that our cadets received the finest training available in gliders and powered aircraft. Instructors at each of the flying sites were high in their praise of the cadets' motivating ambitions and academic ability to learn rapidly.

It should be remembered at this point that we are not simply teaching these youngsters to "bore holes" while joy-riding in the air. We are actually educating young pilots in the aviation/aerospace arts and sciences so they may be able to follow this lead and begin a lifelong career in aviation and at the same time utilize the self-discipline learned in the cockpit to become better and more responsible citizens.

Although our program is barely a year old we have already produced 160 licensed private pilots, 70 with S-E land rating and 90 with glider rating. It is my firm belief that any youngster that has the desire to fly and proves his mettle by passing the FAA written examination for pilots should be provided with the opportunity to win his wings.

The significance of first passing the FAA written examination is underscored by the fact that during our initial effort in 1965 at Elmira only 62 percent of the cadets enrolled in flight training leading to FAA private pilot certification achieved FAA licenses. The nearly perfect record achieved this year was the direct result of requiring cadets to undertake the study needed to pass the appropriate written examination before selection.

Thus, the complete summer session was devoted to providing practical flying instruction, thereby insuring that each cadet received the individual flying time and instruction needed to qualify him for a private pilot license. By getting away from any group therapy method of turning out pilots we have produced a better individual pilot.

In the year to come Civil Air Patrol hopes to further expand the Cadet Summer Flying Encampment to include at least one more site. This expansion rate is now consistent with the timetable outlined at the beginning of the 1965 program and will eventually lead Civil Air Patrol to the point where in this decade CAP will be producing 1,000 private pilots annually.

Civil Air Patrol will, in this way, fully discharge its responsibility to the nation by providing airline, military and general aviation fleets with the necessary source of skilled manpower needed to assist in maintaining America's air supremacy.

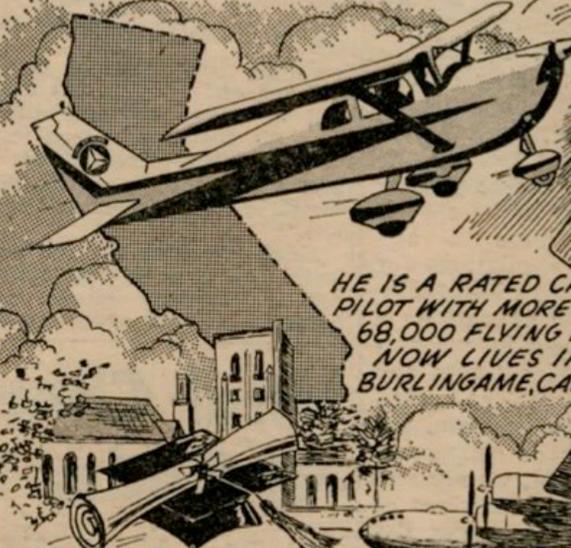


MASON



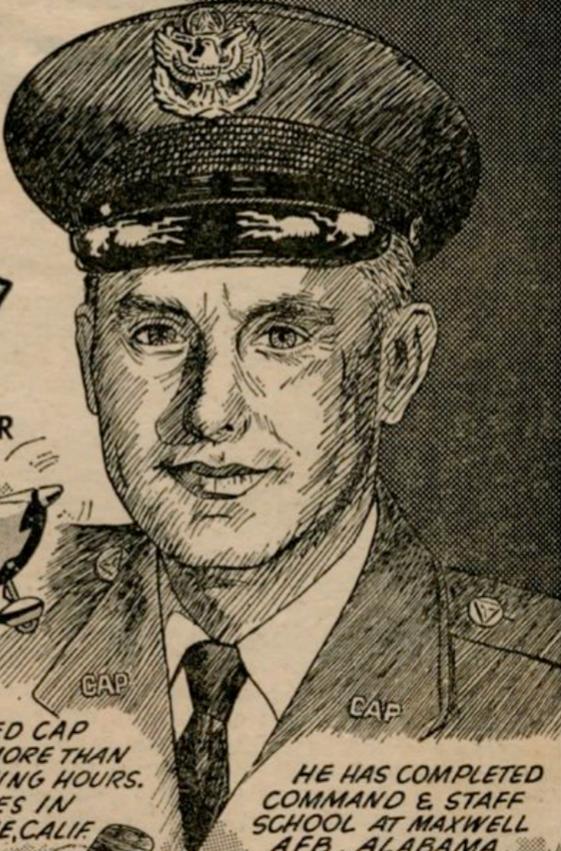
Wayne E. SMITH

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Letters

Alaskan Thanks

Dear Mr. Cross:
 We wish to express our thanks for the support which the Civil Air Patrol squadron in Kotzebue (Kotzebue Composite Squadron) rendered to the Alaska Disaster Office and the community of Buckland during the period of the (recent) flood.
 The prompt and efficient operations of your group provided accurate and timely information which increased the ability of this office to perform its mission of rendering assistance to communities in natural disasters. We are grateful that no loss of life occurred or serious damage to property, but had this been more likely, we are sure that additional service would have been rendered by the Civil Air Patrol as necessary.
 Please extend our thanks to all members of the group. If there is any way in which we can be of assistance in return, please let us know.
 Sincerely,
 John C. Doore
 Northern Regional Director
 Department of Public Safety
 State of Alaska

Oldtimers

Dear Editor:
 This being the 25th Anniversary year of Civil Air Patrol, would you please print the following article entitled "Search for Original Members of the First Patrol."
 The 225th Group, New Jersey Wing is trying to locate the original members of the First Patrol, CAP, that was formed in Atlantic City, N.J., at Bader Field in 1941. Anyone having the present names and addresses of the original members please contact Lt. Col. David W. Haining Jr., 5 South Virginia Ave., Atlantic City, N.J.
 Thank you,
 Virginia Reynolds
 Lt. CAP
 Information Officer

(See LETTERS, Page 12)

THE LITTLE HANGAR

NATIONAL PILOTS ASSOCIATION—Two Civil Air Patrol members have been nominated for office of the National Pilots Association. A. Martin Macy of Virginia Wing has been nominated for secretary and Dwight P. Joyce of Ohio Wing has been nominated as a director. Macy is president of Holladay Aviation and manager of the Charlottesville operation of that corporation. He is commander of the Monticello Senior Squadron. Joyce is chairman of the board of The Glidden Company of Cleveland. He was NPA president in 1955. His CAP activity is in the Cleveland area.

HIGHER UNIFORM COSTS—Rising costs among defense clothing manufacturers is resulting in increased uniform prices of male uniforms and some female uniforms. Latest price list information is published in attachment 1 to AFR 67-57, 20 June 1966. If your unit does not already have this information, the USAF-CAP liaison officer can obtain a copy.

CAP TIMES DEADLINE—The final deadline for the November 1966 issue of CAP TIMES is October 12. An early deadline has been established because of the National Board meeting during the final week of the month. Also, all information officers are reminded that copy for consideration in the 25th anniversary issue of the CAP TIMES is still being accepted by the editor. All copy and photographs will be returned to the sender following use by the editorial staff. Send all copy to Editor, CAP TIMES, National Headquarters, Ellington AFB, Texas 77030.

CHANGE TO CAPR 39-3—The senior participants in the Flying Encampment Program are performing services in Cadet Special Activities which are more than equivalent to those services performed by the senior escorts in other cadet programs. CAPR 39-3 provides for escorts to be awarded a ribbon for participation in the JOC, IACE, and other activities; however, there is no provision for the Flying Encampment Basic Ribbon to be awarded to senior encampment staff personnel. Therefore, the following pen and ink change should be made to CAPR 39-3: In paragraph 17b (1) after the word cadets, add, "... and Senior Encampment Staff Officers ..." CAPR 39-3 will reflect this change when revised.

PEOPLE AND PLACES—Frederick Composite Squadron, Maryland Wing, has ended a 20-week rifle marksmanship instruction course provided by the 6319th Rifle Company, U.S. Army. . . . New York Wing's Manhattan Senior Squadron 1 attended the Brookhaven Atomic Laboratory radiological monitoring course. . . . North Hennepin County Squadron in Minnesota logged 495.30 flight hours in its two aircraft, 60 per cent of which was on SAR missions. . . . A tornado in South Dakota recently destroyed the wing's L-16 aircraft.

Joe L. Mason

Emergency Services

Five Wings Join in Search for Missing Aircraft

NATIONAL HEADQUARTERS—Reports keep filtering through to National Headquarters of a multi-wing search effort which developed after a Mooney Mark 21 was reported missing on a flight from Mitchellville, Md., to Las Vegas, Nev.

Eastern Aerospace Rescue and Recovery Center officials learned of the missing plane flown by Stanley Bennett of Silver Spring, Md., and requested CAP assistance. Ohio, Maryland, Virginia, West Virginia and National Capital wings joined the wide-spread search effort.

The pilot had departed Freeway (Md.) airport but did not file a flight plan to Las Vegas, therefore no records of take-off time, route to be flown, en route stops, etc.,

were available. When Bennett failed to show up in Miami, Fla., on his return trip from Las Vegas for a passenger pick-up stop, the intended passenger notified the Miami Flight Service Station.

It was also learned that Bennett had a German Shepherd dog aboard and would probably have had to land about every three hours. The pilot was to have taken a test for his private license upon arrival in Nevada.

Before requesting CAP assistance, EARRC officials cooperated with FAA and FSS in conducting an intensive communications check 250 miles on either side of a direct line between stops, with negative results.

In the Ohio Wing 77 senior members and 30 cadets took an active part. A total of 24 aircraft was used in searching 6,000 square miles of the southern part of the state. Search bases were established at Harrison airport and Ohio State University airport with Lt. Col. Charles R. Thulen serving as mission commander. Sixteen surface vehicles were used and radio equipment included 12 land stations and 32 mobile units.

The search area assigned to the Ohio Wing was from Huntington, W.Va., to the western border of Ohio and 10 miles north and south of the Ohio River.

West Virginia Wing searched

the entire state in an effort involving 50 senior members, 26 cadets, 4 pilots, 4 observers, 4 aircraft, 14 land radio stations and 8 mobile units. Col. Robert E. Gobel was mission commander and mission headquarters was set up at Kanawha airport, Charleston.

Maryland Wing established mission headquarters at Winchester and searched around Warrenton, Remington and Culpepper and areas southwest of Roanoke and Hot Springs. Ground personnel included 28 seniors and 18 cadets. Aerial search was conducted by 12 rated personnel using seven air-

craft. Communications equipment consisted of 1 base, 2 mobile units and 2 walkie-talkies.

Detailed information about other wings participating in the search mission was not available at press time. After three days of searching with negative results on all clues and no additional leads EARRC suspended the mission.

HQ, LOUISIANA WING—Seniors and cadets of Louisiana Wing, including members of the Lake Charles Composite Squadron, participated in a search for two Navy aircraft at the request of the Cen-

tral Aerospace Rescue and Recovery Center, Richards-Gebaur AFB, Mo.

CAP participation, according to wing headquarters, included 11 pilots and 4 observers, 11 aircraft, 3 radio stations and a ground force of 10 cadets and 5 seniors.

The wreckage of both aircraft was found about four miles north of Louisiana Highway 12, midway between Dequincy and Starks.

Mission headquarters was at Lake Charles Municipal airport and mission commander was Maj. Clifford Courville.

Orientation Flight

SALEM, Mass.—Cadets of the Salem Cadet Squadron, Massachusetts Wing, were recently treated to an orientation flight in an Air Force C-119 "Flying Boxcar." After taking off from L. G. Hanscom Field in Bedford, cadets were able to spot the houses, schools and other points of interest in the North Shore area. Flying over Logan Airport and many other historical places in Boston was a memorable experience for the cadets.

Texas Squadron Earns Praise for Crash Aid

AMARILLO, Texas—Units of Group I, Texas Wing, received a letter of praise from the Amarillo Police Department for "the prompt, efficient and effective manner which was displayed at the scene of the plane crash at the Amarillo Air Terminal."

The crash occurred during a celebration observing National Aviation Day and involved a World War II Grumman F8F Bearcat that was

being used for an aerial acrobatic demonstration.

Addressed to Lt. Col. Pete (O. G.) Minden, Group I commander, the letter went on to say "The initiative displayed was typical of the services offered by your fine group at the Civil Air Patrol.

"The prompt efficient assistance was greatly appreciated by Sergeant Mondloch and his officers. If it had not been for the action of your men at the time of the plane disaster, Sergeant Mondloch's men would have been run over by the people attending the air show.

"Again I wish to say 'thanks' for a job well done. We, of the Amarillo Police Department hope you are successful in maintaining your group here in Amarillo."

The letter was signed by J. R. Colwell, assistant chief of police.

CAP Times Ownership Statement

STATEMENT OF OWNERSHIP MANAGEMENT AND CIRCULATION REQUIRED BY ACT OF OCT. 23, 1962 (SECTION 4369, TITLE 39, U.S. CODE)

AS OF SEPT. 1966 OF

CAP Times, published monthly at 2201 M Street, N.W., Washington, D.C. 20037, general business office, same address.

1. Names and addresses of the publisher, editor and managing editor are: Publisher, Army Times Publishing Co.; Editor, TSP David W. Snyder; Managing Editor, Capt. R. E. Willoughby; all of Hq. Civil Air Patrol, Ellington AFB, Texas 77030.

2. Owner (The corporation and stockholders holding 1 percent or more of total stock): Happy Days Publishing Co.; Raymond W. Hunsehe, Louis M. Dorsch, Laurence S. Lynch, Joseph B. Pollock, Allan S. Waldo, Donald Mace and William F. Donnelly, all of 2201 M St. N.W., Washington, D.C. 20037.

3. Known bondholders, mortgagees and other security holders owning or holding 1 percent or more of bonds, mortgages or other securities: Perpetual Building Association, 11th & E St., N.W., Washington, D.C.; Alton & Co., Nominee for National Savings and Trust Co., 15th and New York Ave., N.W., Washington, D.C.; Melvin Ryder, Joseph E. Keller and W. H. Norris, co-trustees of pension plan at the 2201 M Street address.

4. Following in the left-hand column is the average number of copies of each issue during the preceding 12 months and in the right-hand column the number of copies of the single issue nearest to the above filing date. In the categories shown:

Table with 3 columns: Category, Average 12 Months, Issue Nearest Filing Date. Rows include Total printed, Paid circulation, Thru dealers, Mail subscriptions, Total paid circulation, Free distribution, Total distribution, Office use, and Total.

(signed) WILLIAM F. DONNELLY Business Manager

Eye Tissue Flights Asked

JACKSONVILLE, Fla.—Although CAP is an active part of every community's air defense picture, many times the wide variety of work accomplished by local squadrons escapes public notice.

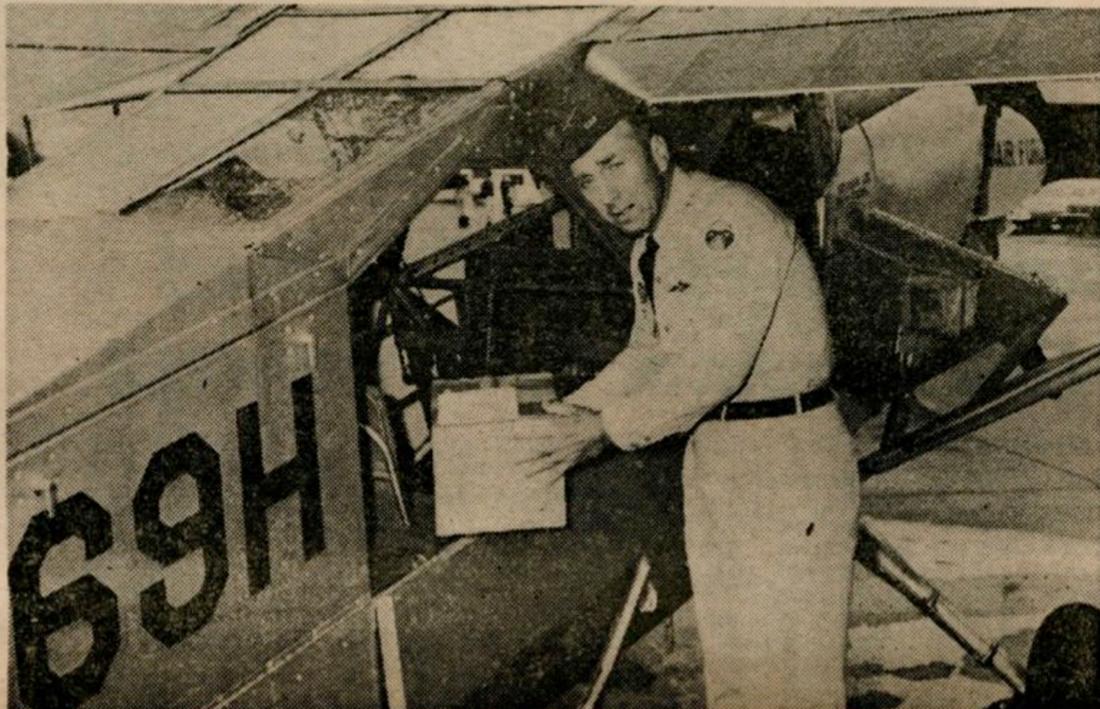
Built around versatility, on which it thrives, Florida Wing's Sector C will soon be called upon to provide a new and unique link in its chain of life-saving functions.

Fliers of the Air Force Auxiliary have been requested by the North Florida Eye Bank, located in the J. Hillis Miller Health Center at the University of Florida, Gainesville, to transport precious eye tissue from where it is available to its destination when the need may arise. A possible seven trips a month has been forecast.

In instances where tissue becomes available in areas remote from Gainesville, it is anticipated that a commercial airline will carry the "rush" cargo to the nearest large city. From there it would be CAP's responsibility the rest of the way in.

With a time limit of 24 hours from tissue procurement to transplant, time would be of the essence. Weather permitting, light aircraft of the Florida Wing would fit the commitment in a first-class fashion.

As plans await final approval, the Florida Civil Air Patrol stands ready and willing to assist the eye bank.



Oregon Operation

AN AIRLIFT of blood was one of two missions recently performed by members of the Oregon Wing. Col. Riley O. Montgomery, commander of the Gateway Composite Squadron, prepares to deliver two cartons of blood to Portland (Ore.) Red Cross officials. The blood, collected from donors in Madras and Redmond, Ore., was flown to Portland for use in open heart surgery operations. Madras and Redmond are located about 130 miles southeast of Portland. Colonel Montgomery flew the round trip from squadron headquarters in Portland over rugged mountainous terrain, which includes five to seven thousand foot peaks in the Cascade Range.

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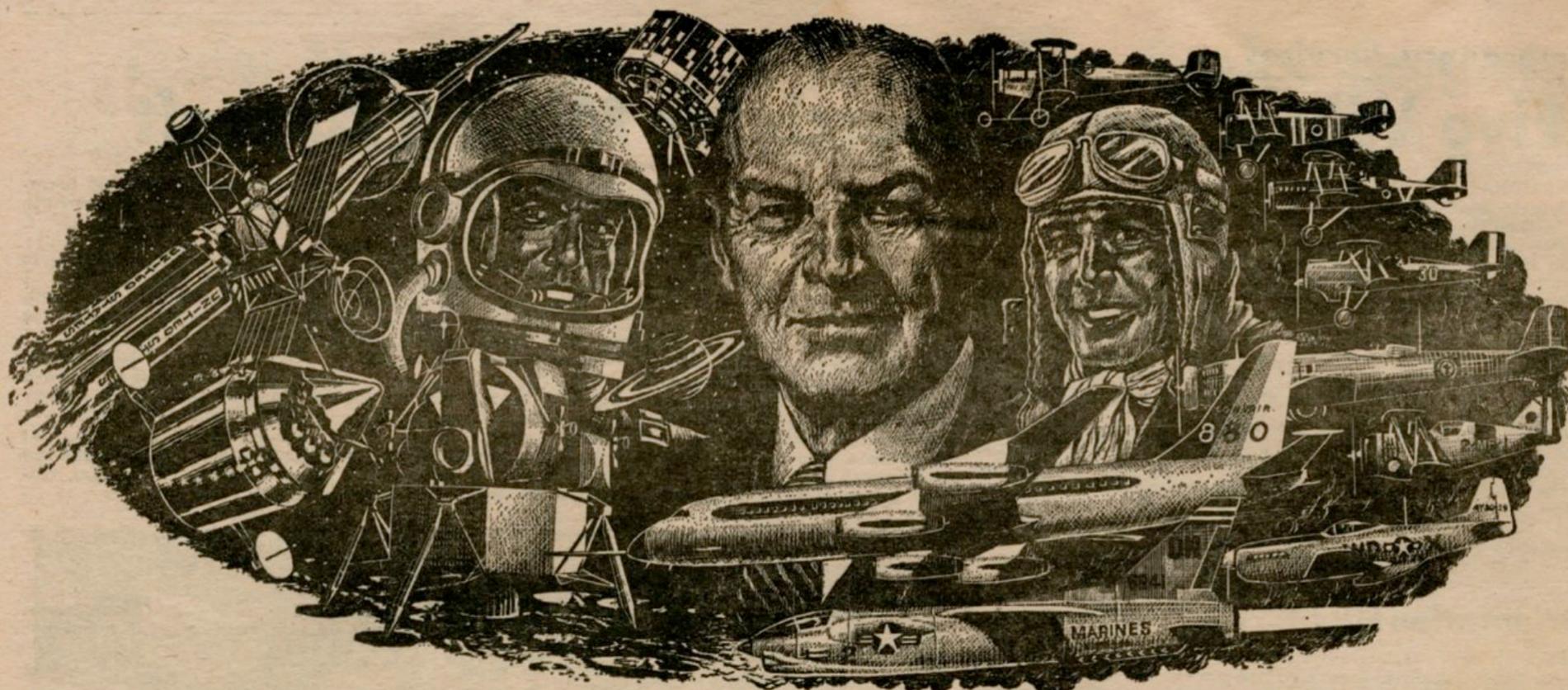


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Send me, under absolutely No Obligation, complete facts about the Permalite Program prepared specifically for the Civil Air Patrol.

Form with fields for: Your Name, Squadron, Commander's Name, Mailing Address, No. of Members, City, State.

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



Gill Robb Wilson Credited With Original CAP Concept

(Continued from page 1)

with a Citation for Outstanding Service. The citation read in part "... recognition for his patriotism, his belief in the importance of civil aviation ... the true concept of air power ... his unstinting efforts in conceiving, founding and organizing Civil Air Patrol ..."

As late as 1955, Wilson maintained his interest in Civil Air Patrol and its program of aviation and cadet education. At that time he was appointed to the National Public Relations Committee. He had held a similar position on the same committee in 1953 and 1954.

Wilson's last appearance at National Headquarters was at the National Board Meeting in 1964. During the banquet closing the annual meeting, Gill Robb Wilson was eulogized as an airman, author and an American, as well as elder statesman for aerospace power and founder of Civil Air Patrol.

The eulogy was written and presented by the DCS/Aerospace Education and Training personnel. The

eulogy was divided into five separate sections—prelude, author-editor, airman, founder and elder statesman of aerospace power.

One of Wilson's last appearances before a Civil Air Patrol audience was in July 1965 at the rededication of the airport in Parkersburg, W.Va. The air field, originally known as Wood County Airport, was renamed Gill Robb Wilson Field in honor of the city's most famous "adopted" son.

During the ceremonies, a monolith bearing the inscription "Gill Robb Wilson Field, Wood County Airport" was unveiled. On the base is the quote "O Human P.c.e, Born to Fly Upwards" by Dante.

During his years in aviation, he was listed as a national officer, founder, co-founder or chairman of the boards for the following: Aircraft Owners and Pilots Association; Civil Air Patrol; Air Force Association; Air Force Historical Society; National Aeronautics Association; National Association of

Aviation Officials; Journal of Air Law; Civil Pilot Training Program; American Legion; Congressional Aviation Policy Board; National Airport Surveys.

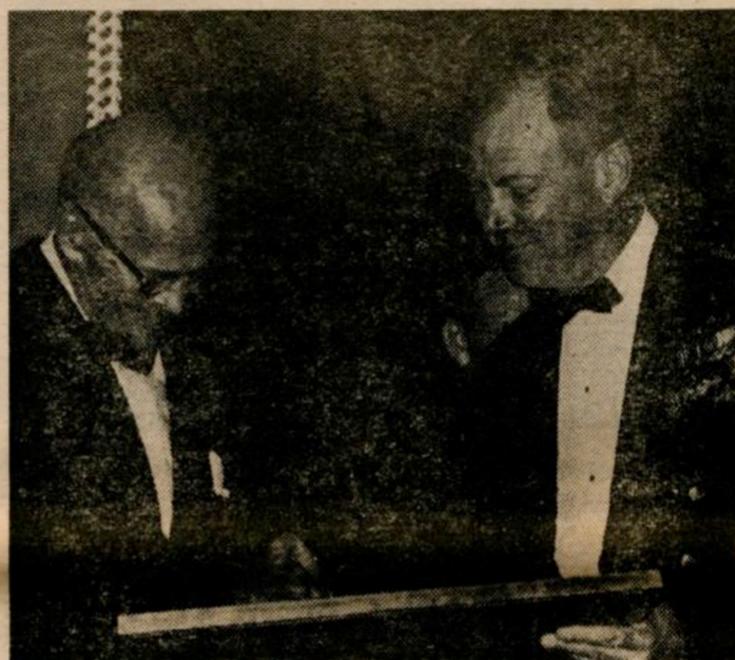
Also, Air University Board of Visitors; Permanent Lecturer, Air War College; and CAP Aerospace Education Workshops.

As a recognized aviation authority, he served for a number of years as editor and publisher of FLYING MAGAZINE and vice-president of Ziff-Davis Publishing Company.

Wilson is survived by his wife, Mary, who accompanied him on many of his trips, and two children; Heath Wilson, of Boston, and Mrs. Margaret Denison, Long Island, N.Y.

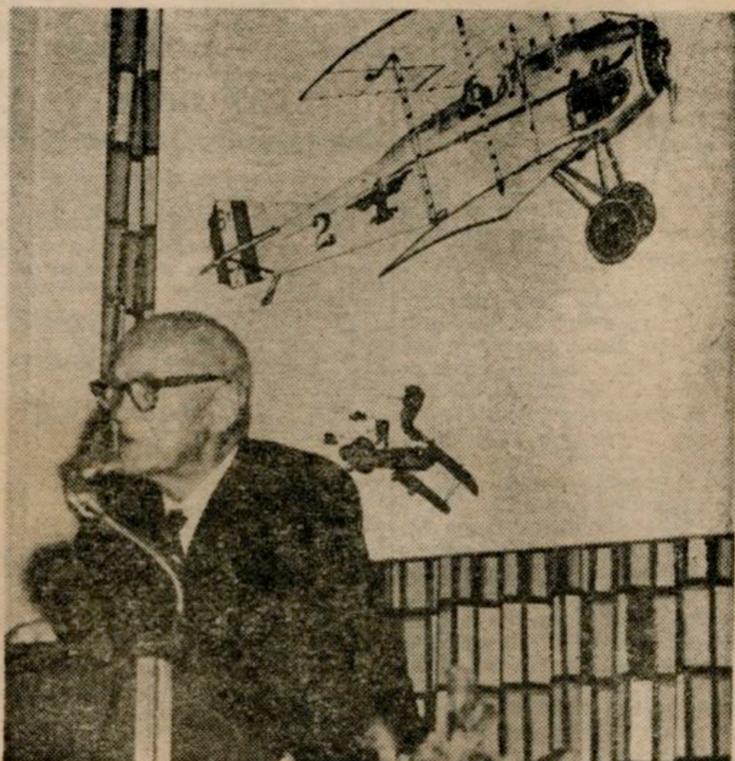
A poem written by Gill Robb Wilson and published in his book "Airman's World" best summarizes the life of the author.

So long as this is a free man's world somebody has to lead;
 Somebody has to carry the ball in word and thought and deed;
 Somebody's got to knock on doors which never have known a key;
 Somebody's got to see the things that the throng would never see.
 Hotter than thrust when the boost is hit, somebody's faith must burn;
 And faster than mach when the rocket's lit, somebody's mind must turn.
 Somebody's got to get the proof for what the designers plan;
 And test the dreams that the prophets dream in behalf of their fellow man.
 Somebody's got to think of pay in terms that are more than gold;
 And Somebody has to spend himself to buy what the heavens hold;
 Somebody's got to leave the crowd and walk with his fears alone;
 Somebody's got to accept the thorns and weave for himself a crown.
 It's ever thus as the ages roll and the record's written clear—
 Somebody has to give himself as the price of each frontier;
 Somebody has to take a cross and climb to a rendezvous
 Where a lonesome man with a will to lead can make the truth shine through.



Symbol of Aviation

DURING his last visit to National Headquarters, Col. Joe L. Mason, USAF, national commander, presented a framed drawing (see photo top) to Gill Robb Wilson. The drawing, created by National Headquarters, depicts Wilson's life in aviation from World War I through the Aerospace age.



'... Faith'

GILL ROBB WILSON tells the gathering during dedication ceremony at Parkersburg, W.Va., airport that "nothing is impossible to people of faith." In the background is a drawing depicting Mr. Wilson as a member of the famed French Escadrille 66 during World War I. (Photo by Lt. Robert M. Porter, CAP)



Aviation Leaders

TWO AVIATION leaders, Col. Paul W. Turner, left, and Gill Robb Wilson talk during a luncheon at the Shamrock Hilton Hotel, Houston Texas, during the 1964 National Board Meeting. Wilson's career as author, airman and statesman was eulogized during the banquet closing the annual meeting.

Air Force Bases Host 1966 Summer Encampments

PERRIN AFB, Texas — Cadets Peggy D. Mayo and Van M. Gates were chosen "outstanding cadets" during the Arkansas Wing summer encampment held at Perrin AFB, Texas. The two were among the 69 cadets from throughout Arkansas who attended the encampment.

A member of the Little Rock Composite Squadron, Peggy joined CAP eight months ago and is cadet first sergeant in the unit. She plans to take flying lessons and become a licensed pilot. Her goal is to become an Air Force commissioned officer.

Cadet Gates has been a member of the Jacksonville Composite Squadron for a year and a half. He has held many positions in the squadron from cadet adjutant to a member of the color guard. At the present time he is a radiological monitor.

COLORADO, WYOMING WINGS

WARREN AFB, Wyo. — Cadet Robert Kimmel, Denver Cadet Squadron 11, won the highly coveted "Outstanding Cadet" award at the joint summer encampment held here for Colorado and Wyoming wings. He won permanent possession of a bronze trophy presented by the Wyoming Wing.

Encampment commander for the 109 cadets was Maj. John H. Johnson, Wyoming Wing executive officer.

Included on the week's itinerary were missile site tours, orientation flights in a C-54 cargo plane, and visits to the small arms range, flight operations, fire department and other base facilities.

CONNECTICUT, RHODE ISLAND WINGS

PEASE AFB, N. H.—Approximately 200 cadets and 30 senior members participated in a joint summer encampment here for Connecticut and Rhode Island Wings.

Maj. Liam S. White, commander of the 6041st Cadet Squadron, Connecticut Wing, served as commandant of cadets, while Cadet Robert Candido, also of the 6041st squadron, was cadet commander.

During the encampment, cadets toured base facilities in the mornings and attended classes in afternoons. All was not work for the cadets, however, as a picnic was held at Hampton Beach and a talent show was held in conjunction with a graduation dance.

Lt. Col. Robert E. Swan, Connecticut Wing staff and encampment commander, presented the Most Outstanding Female Cadet trophy to Cadet Linda Lang, General Curtis E. LeMay Cadet Squadron, Connecticut Wing.

DELAWARE WING

DOVER AFB, Dela.—Delaware Wing held its summer encampment here with 78 cadets from throughout the state attending. Wing commander Col. Louisa S. Morse was encampment commander.

Cadet C. Victor Bak, Dover Cadet Squadron, was selected as outstanding cadet of the encampment, but generously relinquished his claim to a T-33 jet orientation ride to the alternate, Cadet Steve Lieblein, Wilmington Cadet Squadron.

A highlight of the encampment was when cadets were permitted to inspect the interior of one of the Air Force's new C-141 Starlifter jet cargo aircraft.

FLORIDA WING

ORLANDO AFB, Fla.—A summer encampment for cadets from the Florida Wing was held at Orlando Air Force Base. Encampment commandant was Maj. Kerby L. Smith.

In addition to attending various classes and touring base facilities, cadets participating in the encampment also visited Cape Kennedy, Martin Aircraft Company and McCoy Air Force Base.

GEORGIA WING

DOBBINS AFB, Ga.—Georgia Wing held its 1966 summer encampment at Dobbins Air Force Base. To call public attention to the week-long encampment and in recognition of the value of CAP to general aviation and to the youth of Georgia Governor Carl Sanders declared that week "Civil Air Patrol Cadet Week."

Outstanding cadet was David A. Banks, Drexel Cadet Squadron.

ILLINOIS WING

SCOTT AFB, Ill.—The annual summer encampment for the Illinois Wing was held at Scott Air Force Base. Among the cadets attending the encampment were 25 from Pershing Composite Squadron.

INDIANA WING

NIAGARA FALLS, N. Y.—A total of 197 cadets and senior members received certificates at the completion of the Indiana Wing summer encampment held at the Air Force installation at the municipal airport here.

Encampment commander was Lt. Col. Ralph Ehrman, and Cadet Susan K. Ehrman served as cadet commander.

Trophies were presented to the outstanding male and female cadets of the encampment: Cadet Jack Hatfield, Bunker Hill Composite Squadron, and Cadet Joellen Reading, Weir Cook Cadet Squadron.

KANSAS WING

FORT RILEY, Kans.—The summer encampment for the Kansas Wing was held at Fort Riley, Kans. It was the first time an Army post was selected as site for the annual encampment.

Commandant of cadets was Capt. Clinton J. Jaeger and encampment commander was Capt. Perry L. Floyd, wing deputy for cadet training.

Outstanding male and female cadet awards went to Cadets Douglas M. Yanney and Patricia Umscheid, respectively. Cadet Sandra S. Schwab was chosen encampment sweetheart.

MAINE, VERMONT WINGS

LORING AFB, Maine—One hundred and ten cadets attended a joint Maine-Vermont Wing summer encampment at this Strategic Air Command base. In addition to receiving classroom instruction and an orientation flight in an Air Force plane, cadets also visited many base facilities.

MASSACHUSETTS, NEW HAMPSHIRE WINGS

OTIS AFB, Mass.—A combined summer encampment for Massachusetts and New Hampshire Wings was held at Otis Air Force Base with more than 200 cadets and 40 seniors attending the eight-day event under the best weather conditions in many years.

Highlights of the encampment included 19 cadets being chosen for an orientation flight, the CAP unit marching in the base's monthly retirement and awards parade and the presentation of outstanding first and second year cadets.

Encampment commander was Lt. Col. Benjamin Stone, Massachusetts Wing deputy for inspection. His deputy was Lt. Col. Arthur D. Mann, deputy for training, New Hampshire Wing. Cadet commander was Cadet Kenneth A. Goss, South Shore Cadet Squadron, Massachusetts Wing.

Among the audience viewing the parade was Massachusetts Governor John A. Volpe, who is an honorary member of CAP.



Carbine Caper

PROPER method of loading clip for M-1 Carbine is practiced by Cadet Delores Daczowski during Pennsylvania Wing summer encampment at Griffiss AFB, N.Y. Staff Sergeant Lambert, left, was one of the highly-qualified Air Force specialists who instructed cadets during the small arms session. Encampment commander was Lt. Col. Fenton Thompson and Cadet Kenneth Hibbert was cadet commander. Cadets Catherine Showers and John Hatman were named encampment honor cadets. (Pennsylvania Wing Photo)

Outstanding female cadet was Virginia Blood, Jaffrey Composite Squadron, New Hampshire Wing, and the top male cadet was Stempen Brothers, Salem Cadet Squadron, Massachusetts Wing.

MICHIGAN WING

SELFRIDGE AFB, Mich.—Highlights of Michigan Wing's summer encampment held at Selfridge Air Force Base were orientation flights in Air Force aircraft, conducted in connection with the encampment theme, "Get CAP Back in the Air." These flights included six cadets and senior members in helicopters, 28 cadets and seniors in T-33 jet aircraft, and 115 cadets and seniors in KC-97 aerial tankers.

Outstanding male cadet was Douglas Stephenson and the outstanding female cadet was Jeanne Bachmann. Tony Wujcik was chosen outstanding cadet of the entire encampment.

NATIONAL CAPITAL, MARYLAND WINGS

McGUIRE AFB, N. J.—Cadets of National Capital and Maryland wings learned something about military life and participated in various phases of aerospace education at a joint summer encampment held at McGuire Air Force Base. Lt. Col. Edward Feilinger, Maryland Wing, was encampment commander.

The Outstanding Cadet trophy was presented to Cadet Lawrence L. Swann, Frederick Composite Squadron, and Cadet Thomas Wolfe, Catonsville Composite Squadron, won the Outstanding Cadet Officer trophy. Both cadets are in the Maryland Wing.

NEVADA, MONTANA, IDAHO, UTAH WINGS

MOUNTAIN HOME AFB, Idaho—A joint summer encampment

was held here for Nevada, Montana, Idaho and Utah wings to enable cadets to become more familiar with military procedures and Air Force life in general.

During the encampment cadets lived in the recently-vacated SAC alert quarters and ate in the enlisted men's dining hall.

Cadets attending the encampment from the Clark County Composite Squadron, Nevada Wing, were George Bazemore, James Daugherty, William Rowe, Edward Brown, Russell Herndon and Greg Timm.

Attending from Utah Wing were Cadets Allen P. Heal, Jeff Peirce, Travis Black, Lynn Jensen, James B. Clark, Dennis Hansen and Steve Killpack.

NEW MEXICO, TEXAS, ARIZONA WINGS

DYESS AFB, Texas — Cadets from New Mexico, Arizona and Texas wings attended a joint summer encampment at Dyess Air Force Base. Members of the encampment staff were Lt. Col. Robert C. Barbaree, Maj. Henry A. Moculesski and Cadet Gwen D. Sawyer.

Twelve senior members and 105 cadets attended the three-wing encampment.

NEW YORK WING

GRIFFISS AFB, N. Y.—A nine-day summer encampment for cadets of the New York Wing was held at Griffiss Air Force Base.

Among the more than 400 cadets attending the encampment were 11 from Bronx Cadet Squadron 3. They were Cadets William Augustus, Murray Berkowitz, Eugene Bingue, Eugene Burton, Michael Camacho, William Carvajal, Jan DeGraff, John Lopez, Gary Reven,

(See BASES page 15)



Orientation Flight

DURING JOINT summer encampment for Alabama, Mississippi and Georgia wings held at Maxwell AFB, Ala., Cadet Timothy G. Hardy, left, Maxwell AFB Cadet Squadron, receives a briefing prior to riding in an Air Force T-33 jet trainer on an orientation flight. Pilot of the jet during Timothy's flight was his father, Col. Preston B. Hardy, USAF, area commandant for AFROTC detachments in Southeast Region. Encampment commander was Lt. Col. Lee F. Smith, who is also commander of Alabama Wing's southern sector. Base project officer was Capt. Henry M. Phillips, USAF.

Sooner Wing Has Epidemic As 'Flight Bug' Bites Cadets

TULSA, Okla.—Oklahoma Wing has been bitten by the "Flight Bug." This little invisible insect has started a fever throughout the Oklahoma Wing that could very easily turn the cadets and senior members of that wing into the most aviation-minded unit in Civil Air Patrol.

After hosting the national summer flying encampment at Lawton during July and August, the wing immediately set out to host its own flying encampment here.

Nine cadets from throughout the wing were selected to receive the flight scholarships donated by Tulsa and Pryor chapters of Women's National Aeronautical Association, local businessmen from Pryor and the military affairs committee of the Oklahoma City Chamber of Commerce.

Sponsors from the Tulsa area include Richard Lloyd Jones, Tulsa Tribune; Russell Hunt, First National Bank of Tulsa; V. McDonald, Happy Industries; Spartan Aircraft Office of Personnel; and Jess Cook, Rocket Freight Lines.

The encampment was patterned after the Lawton flight encampment, except all instruction was offered in powered aircraft. There was no glider training.

At the wing encampment all students were given about 15 hours of flight training, including both dual instruction and solo time. Eight students qualified for the Amateur Pilots License recently announced by the Federal Aviation Agency. The new license will permit the cadets to carry passengers, but not for commercial flights.

Oklahoma cadets soloing at the encampment were: Ingrid Bahr, Patsy Ann Scherrer, John Davenport, Karen Sobel, Charles R. Culbertson, Karen Davis, Mike Curtin and Larry Hazelwood.

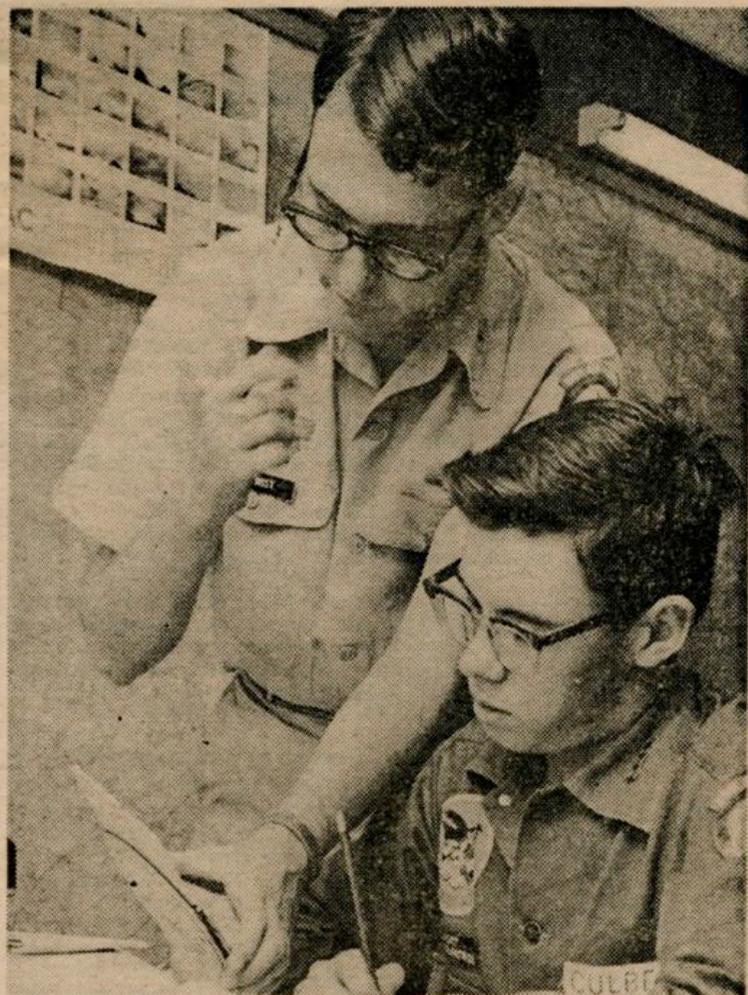
Cadet Gary Kula also attended but did not receive his flight instruction. This is planned for next May, after his 16th birthday. He participated in only the ground school portion of the program during the recent encampment.

CAP officers for the course were Lt. Col. Paul E. Martz, wing administrative and personnel officer; Maj. Lesley Scherrer, wing deputy aviation and aerospace education officer; Capt. Truman Parker, Tulsa Squadron 1 commander; Lt. Frank J. Twist, encampment commander; and WO Roger E. Edens, deputy commander.



Speaker

GENE Knight, president, Osage Aviation Co., Tulsa, Okla., addresses the CAP gathering at the graduation of the first wing flight encampment. Osage provided the flight and ground school for the eight cadets. Monies were provided by North-eastern Oklahoma businesses and individuals. (Photo by Leonard Fly)

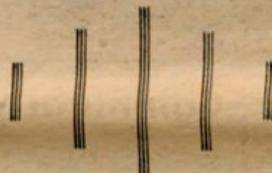


Computer Briefing

FLIGHT encampment commander, Lt. Frank Twist, explains the use of a computer to Cadet Charles Culbertson of Tulsa Composite Squadron 1. The cadets burned the midnight oil and worked long, hard hours during the ground school portion of the course in order to complete the program within the two-week period.

← Mascot

CADETS Ingrid Bahr, left, Patricia Scherrer and Karen Sobel, right, enjoy a few free minutes with their adopted mascot "Tiger." The dog helped the cadets relax during the demanding course provided jointly by the Oklahoma Wing and the Oklahoma businessmen.



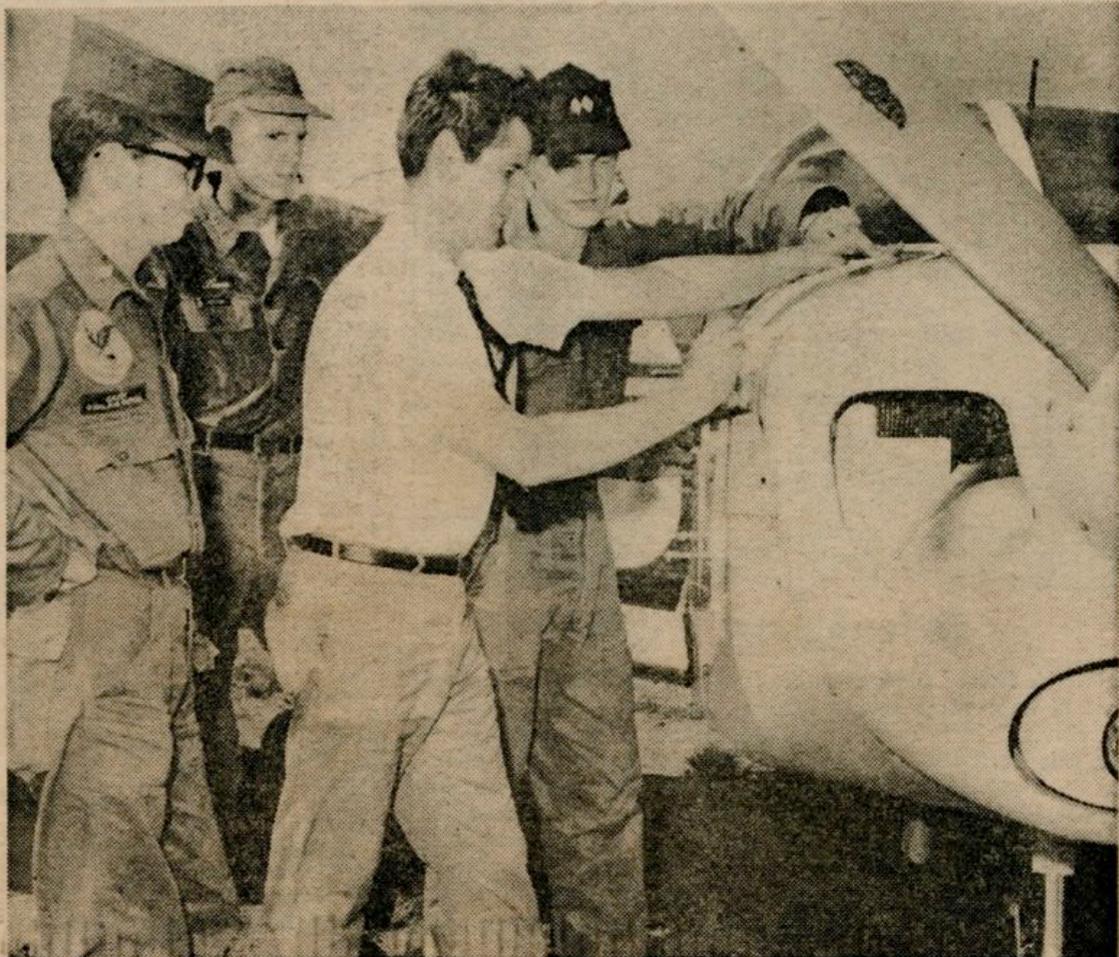
Signature

CADETS (below) watch as pilot instructor Dick Kirk, with white shirt, signs the log sheets certifying the solo flights of the cadets. Eight cadets attending the flight course earned their solo wings.



Reverse Clip

A SNIP of the scissors and history is recorded in reverse. Pilot Dick Kirk, right, has his shirt tail clipped by Cadet Larry Hazelwood, when the instructor soloed his first student. Pilot Kirk is newly certified FAA instructor at Osage Aviation Co., and Cadet Hazelwood was a student at the first Oklahoma Wing flight encampment.



City Dedicates Unit Building

PADUCAH, Ky.—A large crowd of area residents was present at the official dedication of the new headquarters building of the Paducah Composite Squadron, located on Barkley Field, Paducah, Kentucky. The formal dedication, held August 21, followed three years of planning and work by approximately 55 members of the Paducah squadron under the leadership of Lt. Col. Harry H. Hester, Jr.

The 40 by 80 building consisting of 3,200 square feet was modeled after the local Naval Reserve facility, and contains three classrooms, lounge, offices, radio, stor-

age, and kitchen, facilities. It is located on a 300 square foot lot on the northwest corner of the airport, leased to the unit by the Paducah Airport Corporation. The estimated value of the structure is \$80,000.00.

The cement block building was constructed without cost to Civil Air Patrol, and stands as an outstanding example of community support and interest in the CAP program. A typical example of resourcefulness and energetic determination was illustrated by Cadet Robert DeMyer who solicited and obtained a building from the Margaret Hank Cumberland Pres-

byterian Church. The structure, originally scheduled for salvage, was torn down by unit members. Materials were reclaimed or sold; over \$2,000 was realized in this one project alone.

The majority of materials used in the construction of the headquarters were donated by area building suppliers. In addition to numerous cash donations by others, the squadron received the benefit of thousands of manhours of labor and equipment contributed by local contractors and labor unions. However, most of the 18,000 manhours that went into the construction were contributed by squadron members, primarily the cadets.

In addition to the physical labor, the cadets conducted numerous candy, bake and rummage sales to raise cash.

The mothers of the cadets assisted in the interior decorating by making drapes and securing donations of other furnishings. New chairs and work tables were obtained through contributions of trading stamps donated by local housewives.

During the dedication ceremony, Colonel George B. Carter, Jr., Kentucky Wing commander, presented Major Hester with his silver leaves and promotion to Lt. Colonel, and stated that "Colonel Hester had personally spent over 2,000 hours in the project and his dedication to the Civil Air Patrol program was outstanding and an example to be followed by all other unit commanders throughout the nation."

Col. Joe L. Mason, USAF, national commander, was represented at the dedication by Col. Dale D. Brannon, USAF, chief liaison officer for the Great Lakes Region. Col. Hudson C. Hill, USA, of the 101st Airborne Division, Fort Campbell; Col. William G. Ivy, USAF, commander, Blytheville AFB, Ark., and approximately 20 other local and state dignitaries and CAP officials were in attendance.



Community Effort

CADETS put the final touch on the speaker's stand backdrop in one of the most impressive displays of community cooperation in the Kentucky Wing. The occasion was the dedication of the new headquarters building for the Paducah Composite Squadron. Among the many dignitaries were Col. Dale D. Brannon, USAF, Great Lakes Region liaison officer and Col. G. B. Carter Jr., wing commander.

Mississippi Youth Has CAP Plans

NATIONAL HEADQUARTERS — Darryl Harris of Greenville, Miss. has a problem.

Several years ago Greenville Air Force Base was closed as an economy measure. It has since become the municipal airport for Greenville. Now the Civil Air Patrol was planning to inactivate the Greenville unit because of a low degree of activity.

Harris decided to do something about that situation. He drew up a proposal together with an equipment list and a unit manning document that would solve the problem. A sense of urgency dictated that Harris send his idea to someone in a position of influence. He transmitted the 'package' to Secretary of the Air Force Dr. Harold Brown.

Harris requested that the secretary take action to re-open Greenville AFB. Once re-opened, the proposal included the establishment of, as Harris termed it, a CAPATC base. For the uninitiated that stands for Civil Air Patrol Air Training Command base.

The equipment list calls for "21 gliders, 2 fixed wing aircraft, 2 helicopters, 4 trainers and 111 or 100 parachutes." A total of "10 warehouses" would be required to house the CAPATC. The proposed unit manning document called for "a commander and one assistant."

The opening paragraph of Secretary Brown's response said, "I appreciate receiving your letter expressing interest in the Civil Air Patrol and your hope for a career in the United States Air Force."

The Secretary then went on to explain that Air Force had no requirement for Greenville AFB facilities and that it was now the property of the City of Greenville. He also offered encouragement to Harris in retaining the CAP unit there.

Secretary Brown's closing paragraph summed it all up. "I extend my sincere good wishes to you for a rich and rewarding career in whatever line of endeavor you may pursue. Your aggressiveness and interest certainly fit with the tradition of the Air Force."

Darryl Harris is twelve years old!

Sheboygan Unit Studies Rockets

SHEBOYGAN, Wis.—On a recent trip to Milwaukee 22 members of the Sheboygan Composite Squadron, Wisconsin Wing, attended a National Aeronautics and Space Administration Space Mobile Program at the Brooks Memorial Building, Marquette University.

Bolling Smith of the UNITEC Corporation conducted the program, tracing the history of rockets from those used by the early Chinese through the Jupiter V. He explained display models of Tiros,

Explorer 5 and Lunar Expeditionary Module.

The host showed CAP members a basic computer component of eight years ago which was approximately 12 x 18 inches in size and showed various stages of development in which NASA reduced it to aerospace size—slightly larger than a pin head but still able to perform all functions of the larger unit. Included in the miniature unit were 19 transistors and 28 resistors.

Without A Motor

Ex-Liaison Officer Hits 20,000 Feet at Frosty 20-Below

NATIONAL HEADQUARTERS — "At 2:15 p.m. the altimeter indicated 22,100 feet, a gain of 14,000 feet in 25 minutes . . . the outside temperature reading at 20,000 feet was 20 degrees below zero . . ."

A USAF-CAP liaison officer's laconic narrative of his try for the altitude requirement for his soaring badge elicited an equally laconic remark from Col. Joe L.

The two-hour flight earned him his altitude leg for his Gold "C" soaring badge.

Colonel Stanley, who has been soaring nearly two years and still considers himself somewhat of a novice, made his takeoff from Douglas County Airport at 1:45 p.m. on January 25.

He effected his release five minutes later at 8,000 feet above mean sea level, or 3291 feet above the airport elevation of 4709 feet, approximately five miles northwest of the airport.

Ten minutes later he was over the airport at 15,000 feet and climbing at 550 feet per minute. At 2:15 his altimeter indicated 22,100 feet, a gain of 14,000 feet in 25 minutes and an average gain of 564 feet per minute. This was the maximum altitude attained during the flight. At 15,000 feet the outside air temperature was a chilly four degrees below zero, and at 20,000 the temperature had dropped to 20 below.

The wind on takeoff was from 205 degrees magnetic at about 15 miles per hour. Winds aloft at all altitudes above 6000 (MSL) appeared to be about 300 degrees magnetic at about 55 miles per hour.

Colonel Stanley noted that, while flying at 43 miles per hour indicated air speed which seemed to give him the maximum rate of climb, the 2-22 was actually moving backward over the ground. In this

manner he would approach the rotor cloud or the lenticular above it. The base of the lenticular, he reported, was at 16,500 feet and the top at 20,000.

"When the rate of climb was more than 300 feet per minute, I was able to gain altitude at low speed," he said. "Then I'd nose down and move away from the cloud without losing all the altitude gained while flying slowly. December 29, 1963 at the Sky Sail-There were lenticular clouds in all

directions. A thicker, firmer appearing lenticular was over Carson City some 10 miles to the north, so I headed for this area. The 10 miles required 20 minutes, and I arrived over Carson City at 14,300 feet, having dived off some 8,000 feet to get there.

"On arrival over Carson City I indicated 800 fpm rate of climb. However, this soon reduced to 300 fpm which was insufficient to permit a net gain of altitude after the necessary diving penetration required to move windward from the lenticular, so I headed west. Twenty minutes later, at 3:15, I had drifted south 15 miles and was at 18,900 feet with an indicated 600 fpm lift. Another five minutes and I was at 20,500 feet, an average rate of climb of 320 fpm for the five minutes."

The FAA had issued a clearance for Colonel Stanley to be above 24,000 (MSL) in Glider Area Minden West from 1:30 to 3:30 hours. As he was unable to gain further altitude and the clearance was expiring in 10 minutes, he began his descent. He landed at 3:50 after a two-hour flight. During this time he had a gain of 14,000; more than enough to meet the requirements of the altitude leg of the Gold "C" badge which calls for a gain of 9,843 feet (3,000 meters) above the release point or some low point after release.

Colonel Stanley began soaring at Douglas County Airport, Fremont, Calif. He has

a commercial glider license and approximately 80 soaring flights to his credit. He belongs to the North Bay Soaring Association, which has 1-26 and TC-2 sailplanes and a PA-12 tow plane.

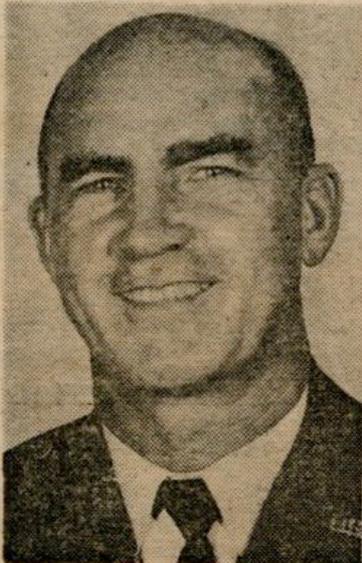
His first interest in soaring dates back to 1931 when he was with the Army Air Corps and stationed at Luke Field, Hawaii. A classmate of his designed and built a sailplane. Another classmate, Lt. John Crane, making his first flight in a sailplane, broke the unofficial endurance record by taking off in the early afternoon and staying up all night. This soaring activity created a lot of interest in the sport, he recalls, and led to a scheduled soaring meet.

Colonel Stanley designed a two-place sailplane in 1932 which boasted a 75 foot wing spread and included a sheet of plywood placed horizontally in the aircraft so that one pilot could lie down and rest while the second pilot flew the craft, in order to dispel some of the discomforts of endurance flying.

"It cracked up on landing at a soaring meet," he reminisced.

But that was a long time ago. Colonel Stanley has rediscovered the uninhibited freedom of silent flight and the challenge of man against the elements in the world of the sailplane enthusiast.

"I'm no expert when it comes to soaring," he says modestly, "but I can say that there is no other sensation like it."



COLONEL STANLEY

Mason, USAF, CAP's National Commander, as he read the report. "How . . . do you keep warm in a sailplane at 20,000 feet when it's 20 below zero?" Warm or not, Col. Joseph B. Stanley, USAF, CAP's chief liaison officer for the Pacific Region successfully completed his altitude try in a 2-22 sailplane in the vicinity of Douglas County Airport, Minden, Nevada, on the 25th of January last year.

Teacher Reports Workshop Value

(Continued from page 1)

But I was not the teacher who could describe the thrill of watching radar track a far-away plane miles high in the sky, for I had never watched it.

"I was not the teacher who could talk of riding in the air, for I was the teacher who had vowed never to leave the ground.

"I was not the teacher who could open children's eyes and imaginations to our great new age, for my own eyes were half-closed.

She went on to say that both consciously and unconsciously she was resisting the aerospace age, that its speed frightened her. She hoped it would go away. She now knows it will not. A whole new world has been spread before her by what she termed the largest group of "... really knowledgeable people that I've ever seen collected into one spot, and it has been a most rewarding experience."

Teacher Timbs said she shall be using what she has learned in the workshop every school day as she communicates her new interest in aerospace to the children.

For example, she expects her students to thrill to the story of the supersonic transport and will probably be lining up, on the side of Boeing or Lockheed, rooting for one design or the other. The control tower at the airport, man's race in space, the Spacemobile, the enormous B-52 are all naturals for her children's enthusiasm.

Her goal is to revitalize curriculum on space, communications and transportation, partly because of the up-dating of her own mind and partly because of the wealth of informational material in her files. And she can keep these materials up-to-date, since she is on the mailing list of CAP and NASA. And also intends to share this information with other teachers.

She planned her workshop projects to be continuous during the year. One, a good English motivation poster, was based upon the layers of atmosphere and including some of the unmanned satellites in their approximate orbit positions. The poster, with accompanying science records, will be used during her space unit.

Another project is a "busy helicopter" scrapbook. Helicopters have a special fascination for children, so this will be an all-year project, with children adding pictures from newspapers and magazines.

"I do not intend to let the space fall wag the educational dog," she said, "but I can think of many ways that aerospace might well be introduced at times into all the subject areas."

In language arts, for example, she and her students are working on a card index file of aerospace talk.

"Aerospace themes are good material for reports or creative writing," she said, "As for reading along these lines, the field is wide

open if I can arouse the children's interest.

Students... will find more meaning in reading the distances of planets from the sun, the apogee and perigee of orbiting satellites, or the cost of supersonic planes, than in simply reading a column of numerals listed on the board."

While attending the workshop, she and other teachers listened to speakers from CAP, NASA, FAA and the military and heard time and again of the necessity of high quality training and education to meet the greater demands of tomorrow's world. She plans to try to transmit something of this idea to her children.

"I shall also try to inspire in them greater pride in our Armed Forces, for I have been much impressed by each of the military bases we have visited and with their dedication to a mission.

"I am very grateful that I could participate in this workshop. I believe that with the clearer vision it has given me, I shall be a better teacher."

Cadets Attend Religious Camp

(Continued from Page 3)

address to the CAP contingent. He told them they were an "exemplary fine group of young people," and said the Air Force was proud to have them join in the Spiritual Life Conference. He especially commended the group for "your conscientious attendance at the workshops and your wonderful spirit of entering into every phase of this program."

The SPL program at Ridgecrest, like the other five, followed a tightly knit schedule of devotional services, bible study, discussion groups and workshops, beginning at 7:15 a.m. each day and concluding with evening worship at 8 p.m.

The cadets were especially pleased to discover that the Air Force planners had set up a wide-ranging program of recreational activities in the afternoon hours of each day and that the Baptist Assembly site at Ridgecrest was a real haven for outdoor recreation. Among the recreational outlets available for choosing were tennis, volleyball, softball, swimming, boating, hiking, and organized tours of the scenic resort area in the famed Great Smokey region in which Ridgecrest is situated.

But most of all, the cadets at Ridgecrest expressed delight at the "comradery and fellowship" which they enjoyed with the Air Force personnel and their families. Without reservation, every CAP cadet gave the conference an "A-1" rating in their evaluation of this newest of cadet special activities.

CAP Committee Announces Program for 100 New Aircraft

(Continued from page 1)

and subsequent actions which launched four cadet flying encampments in 1965-66, general aviation has shown a sudden interest in CAP's flying program and particularly in the revitalization of CAP's aircraft fleet.

Before the meeting adjourned, Col. Lyle W. Castle, national chairman, polled committee members on their anticipated needs for new aircraft. He not only received a positive indication of "at least 100" aircraft, but received unanimous approval from NEC members to "go!" with general aviation. As a result, the committee went on record with a "green light" to study ways and means, specifications, and stand ready to accept detailed proposals from aircraft manufacturers.

A tentative date was set for Saturday, October 8, as the deadline for aircraft manufacturers to present their proposals. CAP officials, including the national commander and national chairman, will receive the proposals at National Headquarters.

The proposals, CAP officials pointed out, should include plans for acquisition of two-place trainers, four-place normal utility and four-place mountain utility aircraft over a 12-month period, financing plans and fleet aircraft purchase costs. It was stressed that these proposals would not constitute "bids," but rather afford CAP with a number of concrete proposals which in turn could be presented to region and wing commanders. They would then make their own selection of a plan which would best suit their needs and situation.

Stinson of Cessna presented some interesting figures. According to FAA, around 46,000 student permits were issued in 1961. By 1966, the figure had climbed to 134,000. FAA estimates this figure will reach 163,000 by 1967. CAP's national cadet flying encampments in 1965-66 have produced 160 private pilot licenses. Hundreds of other CAP senior and cadet members received their pilot licenses through wing and individual efforts. By comparison, however, CAP's efforts thus far have only been a "foot-wetting" exercise when stacked against the 134,000 student permits FAA predicted for this year.

STINSON, Johnson and Davis all stressed the important fact that CAP should get into a national "learn to fly" program, and the

acquisition of new, modern aircraft is the first step. CAP officials agreed enthusiastically, as evidenced by their immediate action to "do something about it!" Colonel Castle declared that CAP is on the threshold of a new "flying era" and that this is only the first step in creating CAP's new corporate image.

Among other agenda items discussed by the NEC was important modifications of the cadet aerospace education program. NEC members were briefed on this subject by Lt. Col. Jack O. McReynolds, USAF director of plans and programs, National Headquarters.

Of immediate interest to all CAP members are the recent approved changes to uniform insignia and ornaments. The controversial red and blue "coca-cola" patch, will disappear from the CAP uniform. In its place will be a neat senior or cadet member's metal breast badge. The badge measures 2 1/2" x 3 3/8", with raised block letters and clutch back. The badge is white bronze with matted oxidized background. The senior badge will read:

Civil Air Patrol
Auxiliary United States Air Force
Cadet badges will read:

CADET
CIVIL AIR PATROL

Col. Joe L. Mason, USAF, national commander, presented Col. Hal duPont, vice-chairman, with the first senior badge to be issued. (see photo page 16).

New oxidized buttons have also been approved for uniform wear, and will replace the present buttons. Buttons are not yet available.

A new collar insignia has also been adopted. This will consist of white bronze cut-out block letters: CAP. The block letter more nearly resemble Air Force insignia, and the new format eliminates the "periods" and the letter "C" formerly used to designate cadet.

All the above new items of uniform insignia will be stocked by the Bookstore, National Headquarters, CAP. Unit price for the cadet and senior breast badge is \$1.00. Cadet and senior collar insignia are 75c per pair. Prices on buttons will be announced as soon as they are available. CAP members may wear the new items of uniform insignia as soon as they obtain them from the Bookstore.

The NEC was advised that arrangements have been completed for issuance of identification and fingerprint cards. Distribution of the I.D. card has been made to all region and wing headquar-

ters, who in turn, will issue to individual members. Each region and wing headquarters will also be provided with a laminating machine which will be used to laminate all I.D. cards. Colonel Mason presented the first two I.D. cards to Col. Paul Turner and Colonel duPont.

Fingerprint cards, too, will be handled by region and wing headquarters. These will be processed by the local police or sheriff's department — not by the FBI as in the past.

Another agenda item of interest to CAP membership was approval of the proposal to hire a Corporation Executive Secretary. This individual would work directly for the National Chairman and would have offices in Washington, D. C.

In closed session, the NEC elected the following individuals as wing commanders and approved their promotion to grade of Colonel: Col. Kenneth C. Allison, Arizona Wing; Col. Julius Goldman, Massachusetts Wing; Col. Francis G. Gomes, Hawaii Wing; Col. Morgan J. Maxfield, Texas Wing; and Col. George P. Upright, National Capital Wing.

Dr. Theodore C. Marrs, Deputy for Reserve and ROTC Affairs, Office of the Secretary of the Air Force, was a guest of the NEC and sat through most of the afternoon business session. He will also be present in Galveston, Texas, October 28-29 for the business meeting of the National Board, as well as the annual banquet.

Meeting in conjunction with the NEC was the newly appointed National Medical Advisory Committee, headed by Lt. Col. Fred Overton, Chairman. The committee includes professional medical personnel from the CAP regions and FAA. In addition to Colonel Overton (SER), the committee members include: Maj. Andrew W. Cannava, (GLR), Vice-Chairman; Col. Jack R. Harper (RMR); Maj. William O. Finch, Jr. (SWR); Lt. Col. Stanislaus H. Jaros (NCR); Lt. Col. Julius Loebel (MER); Lt. Col. Jack W. McElwain (NER); SM Clyde A. Lynn, FAA member. The Pacific Region position is vacant. Maj. John D. Workman is an alternate for the Middle East Region.

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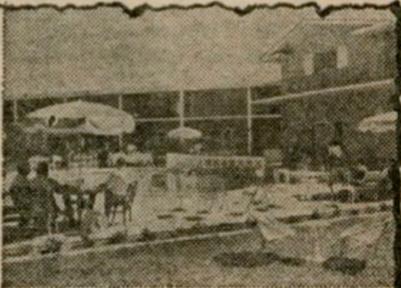
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City Councilmen Participate In Practice Search Mission

SAN FERNANDO, Calif. — Members of the San Fernando City Council participated in a recent simulated search and rescue mission sponsored by the San Fernando Airport Senior Squadron 35, California Wing. Led by Al Arps, councilmen recognized the 25th anniversary of the Civil Air Patrol's service to the nation by becoming "honorary observers" of the local squadron.

The "search mission" was normal in all respects, except that council members took the place of regular CAP observers and rode the "back seat" in the squadron's North American T-6 search planes.

In a pre-mission briefing councilmen were instructed in grid map reading and radio procedures and learned how weather reports for the target areas are obtained. At the end of the briefing city officials were assigned to rated pilots and mission aircraft. A total of six T-6's took part in the mass flight.

They were flown to their assigned search areas as indicated on the grid maps and from time to time advised pilots of compass courses to fly in reaching the target area over the rugged Sierra Nevada mountain range. Once over the search area, they observed the "target" and reported their findings upon returning to San Fernando airport and squadron 35 headquarters.

The San Fernando squadron sponsored and conducted the simulated mission to obtain a better public understanding of the real need for Civil Air Patrol squadrons. The exercise also demonstrated the personal responsibility and relationship squadron 35 felt toward the local community.

By flying as observers in the practice mission city councilmen learned more about the CAP members — that they volunteer their time for squadron functions, maintain their aircraft with no financial assistance and fly in practically any kind of weather searching for lost pilots and downed aircraft or assist people in time of natural disaster.

In addition to Mayor Arps, councilmen who participated in the exercise were Philip Jones, Paul Macey, Manuel Flores and Ralph Harper. Squadron search pilots who flew the mission sorties were Maj. John "Scotty" MacGregor, Capt. Stan Woods, Lt. Hank Otzen, Lt. Bob Herrera and CWO George Cordingly.

Capt. Robert O'Hare, squadron 35 executive officer, urges other units throughout CAP to conduct similar types of practice exercises to orient community leaders to the purpose and mission of the Civil Air Patrol.

Ohio Wing

HQ. OHIO WING — A recent annual search and rescue effectiveness test of the Ohio Wing was evaluated by a team of Air Force officers to be the best ever conducted by the wing.

Soon after the wing was notified of the simulated mission by the Eastern Aerospace Rescue and Recovery Center and learned that it was to help search for an Air Force F-4C missing on a flight from Davis-Monthan AFB, Ariz., to Selfridge AFB, Mich., with a crew of two aboard, mission headquarters was set up at Ohio State University airport, Columbus. Satellite bases were established at Grimes Field, Urbana, and Casement airport, Painesville.

Maj. R. P. West was mission coordinator; his deputy was Maj. J. R. McCormick. In charge of the satellite bases were Maj. W. Ake and Maj. S. Lambert at Urbana and Lt. Col. G. Tartaglione and Maj. F. Rader at Painesville. Lt. Col. A. Vittur and WO G. Forby commanded operations at OSU airport.

In the simulated problem, the fighter pilot had reported smoke

in the cockpit after passing over the Cincinnati area, and requested emergency clearance to Lockbourne AFB at Columbus. An emergency transponder squawk was received on radar at the FAA Communications Center, Indianapolis, Ind., and radar placed the plane in the Urbana, Ohio area.

Additional problems during the exercise involved an overdue and unreported Cessna 140 and a Cessna 182 which was overdue and assumed down due to adverse weather.

All problems were solved and the exercise furnished much valuable search and rescue experience to wing personnel participating, which included nearly 250 senior members and 265 cadets who were active for all or part of the mission. Ten corporate and 48 private aircraft were used for aerial search and a complete communications net covered affected areas of the state.

Members of the Air Force evaluating team were Col. John Thornhill and Dale Brannon of the Great Lakes Region USAF-CAP liaison office; Maj. H. J. Simon, USAF liaison officer for the Ohio Wing and mission controller; Maj. G. S. Priest, EARRC, who was SAR chief; and Maj. J. Pat McCarthy and R. P. Turner of the Michigan Wing liaison office.

Indiana Wing

HQ. INDIANA WING — Area 1, Indiana Wing, recently held a SAR training exercise at Freeman Field, Seymour, Ind., to prepare the southern section of the wing for rescue missions in which both aircraft and rangers are utilized.

A total of 71 CAP members took part in the two-day event, with an advanced party arriving early Saturday to install an antenna to base headquarters building for the emergency communications network station.

Lt. Col. Frank Current, mission coordinator, briefed participants and explained that experienced personnel would be assigned beginners. Each beginner was to do the work, with the experienced member supervising each step. This was even true with Colonel Current's job as he supervised Major Hartlage, his assistant, who actually performed coordinator tasks.

Two ranger teams, one from the Falcon Cadet Squadron and the other from the Bloomington Composite Squadron, joined in ground operations and three aircraft were used for aerial missions.

The exercise was successful as the observer in Bonanza piloted by Lt. Donald Merchant spotted the "wreckage" and directed the ran-

ger teams to the target area by radio. Rangers administered first aid to "victims" before carrying them from thick underbrush to the highway to await a simulated ambulance.

Lt. Col. Gene Gearing, Area 1 commander, was pleased with the exercise and said each member should now be familiar with what actions are necessary during a search mission and know his capability should an actual emergency occur.

Penna. Wing

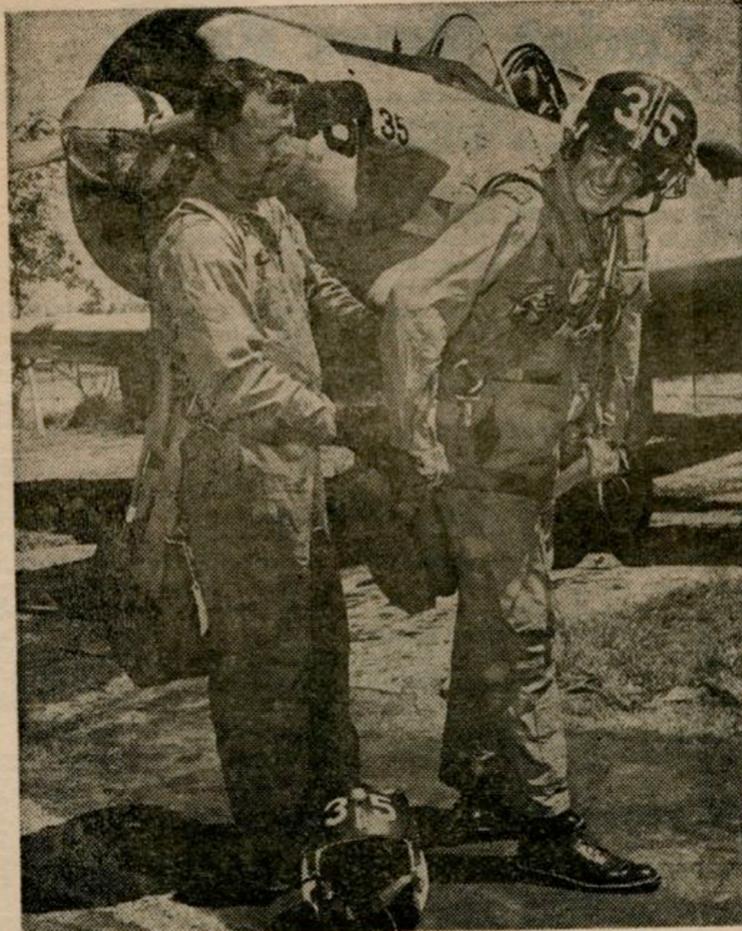
BOYERTOWN, Pa.—Cadets Ted A. Peifer and Richard R. Derr of Carl A. Spaatz Composite Squadron joined nearly 200 Pennsylvania Wing members in a week of rigorous field training in survival and search and rescue techniques at Hawk Mountain near Kempton.

Ranger land rescue team members and candidates from throughout the state attended the survival school conducted by Maj. John McNabb, Philadelphia, and Capt. Thomas Jensen, Bethlehem, ranger training officers for the wing. Many senior members assisted as instructors and squadron commanders for the teenage cadets.

Subjects covered included cliff rappelling, air crash procedures, stretcher relay methods, casualty carry, radio communications, message drop and pick-up, ejection seat disarming procedures, signaling, day and night navigation, shelter construction and survival foods. A helicopter rescue demonstration was also given.

Texas Wing

AUSTIN, Texas — Forty-five cadets of the Travis County Composite Squadron of Group 8, Texas Wing, were treated to orientation flights in the squadron L-16 "Patches," following a weekend inter-squadron SAR Test in which the cadets and 10 senior members searched for a simulated missing aircraft.



Suit Up

SAN FERNANDO Mayor Al Arps gets his parachute harness adjusted by Capt. Robert O'Hare prior to observation flight during practice search and rescue mission conducted by San Fernando Airport Senior Squadron 35, California Wing. Mayor Arps and other city councilmen became "honorary observers" and flew in rear seat of T-6 aircraft during the simulated mission. (Photograph by San Fernando squadron 35)

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Cadet News Briefs

Two Receive Glider Training

TULSA, Okla.—Cadets Ingrid Bahr and J. Culbertson, both members of Tulsa Composite Squadron 1, Oklahoma Wing, are receiving training to become glider pilots. The two future soaring enthusiasts were recipients of flight scholarships sponsored by the Women's National Aeronautical Association (WNAA) here.

Maj. Lesley Sherrer, Oklahoma Wing deputy for aviation education, was instrumental in arranging the flight scholarships while attending a series of fund raising dinners featuring prominent civilians interested in aviation education and CAP members as principal speakers.

In addition to being a member of the wing staff, Major Sherrer is a director of the WNAA.

Cadets Float Down River

HAMDEN, Conn.—Seven cadets of the General Curtis E. LeMay Cadet Squadron, Connecticut Wing, here recently journeyed to Shelburne Falls, Mass., and embarked on a four day trip down the Deerfield River on rubber life rafts.

They camped out each night on the banks of the river and the only real problem encountered was when the dam was shut off and they lacked water to float their rafts.

Accompanying the group were Lt. Joseph Higgins of the LeMay squadron and Frank Schupack, father of one of the cadets.

Cop Three Model Meet Firsts

SANTA ANA, Calif.—Three cadets of Santa Ana Composite Squadron 73, California Wing, won first place awards at a model airplane contest sponsored by the squadron. They received an orientation flight over Southern California in a Cessna 180 for their efforts. The plane was owned and piloted by SM William R. Baier, a member of the Santa Ana unit.

Cadet Randy Bancroft was awarded first place for design, Cadet Glen Weiss for flying ability and Cadet James Woodard for flying distance.

Color Guard Borrows Equipment

MEMPHIS, Tenn.—When the newly-formed Angel Flight Color Guard of the Whitehaven Cadet Squadron, Tennessee Wing, was asked to present the colors at the Children's Ball of the annual Memphis Cotton Carnival, squadron officials were in need of the proper equipment.

The week-long carnival attracts visitors from throughout the nation and abroad in order to take advantage of the opportunity the squadron sent out an SOS to Maj. Jake Jenkins, USAF, Air Force ROTC-CAP project officer at Memphis State University. Through the efforts of Major Jenkins and Col. J. C. Smith, USAF, professor of aerospace studies for the 785th Cadet Air Division at the university, the squadron was loaned the needed equipment.

The performance of the color guard was flawless and was used by several Memphis television stations as an opening to their film coverage of the event.

Toys for Handicapped Children

COLLEGE PARK, Md.—"It's just like Christmas in July," remarked Helen Stahlman, nurse supervisor of the A. P. Morss Nursery in the District of Columbia Child Care Center in Laurel, Md., when Santa Claus, in the person of cadets and seniors of Prince George Composite Squadron, Maryland Wing, arrived with two truckloads of used toys collected for the children.

The mentally and physically handicapped children, ages 1 to 7, are wards of the court and toys just aren't big items on the budget. When the Prince George unit found that this was another way CAP could serve its community, cadets spent several days collecting dolls, games, hobby horses and other toys which brought obvious delight to the tots.

As cadets joined the children and helped them inspect their new treasures, there was a universal feeling of mission accomplished. Capt. Hazel I. Cote, squadron executive officer, said, "It worked out so well, we hope we can do it again next year."

Firms Donate Headquarters Space

FLINT, Mich.—Two Flint area cadet squadrons have a new headquarters building, thanks to four local business firms. Flint Cadet Squadron 631-1, with a membership of 45 boys, and Flint Cadette Squadron 631-2, with 12 girls as members, met recently for the first time in a refurbished quonset hut at Dalton airport.

Hall Roofing and Siding Co., provided materials and the firm's work crews donated their time to help repair the building. The hut had been donated by Dalton to a Flushing CAP squadron which disbanded about 10 years ago and had been unused until now.

Other firms providing material were the Flint Lumber Company, B-B Paint Corporation and the L & M Storm Window Co., Inc.

New siding and windows were installed by the Hall crews and cadets painted the building inside and out. Dorheyn Root, vice president of the Hall firm, turned over a key to the building to Lt. Col. Benjamin F. Miller, 86-year-old commander of Flint Group.

Assist in Recruiting Drive

BIRMINGHAM, Ala.—Cadets Joe West and Janice Missildine, Birmingham Composite Squadron 1, Alabama Wing, recently gave their unit's recruiting campaign a boost by appearing on WAPI-TV, a local television station.

During an eight-minute interview the cadets discussed briefly the origin and purpose of the Civil Air Patrol and the cadet program.

N.Y. Teacher Seeks Commemorative Stamp Honoring Former CAP Cadet

By Bill Olcheski

WASHINGTON—Peg Schroeder is a determined young lady. Miss Schroeder, a teacher in New York, is endeavoring to have a stamp issued honoring aviatrix Joan Merriam Smith. Ordinarily a quest of this type would be a pretty hopeless venture. It takes time, effort, and considerable support to get a stamp issued. But, the planning and determination which have gone into this effort give it at least some chance for success.

In 1964 Joan Merriam Smith flew the equatorial route pioneered by Amelia Earhart in 1937. She became the first person to fly solo around the world at the equator and, in 1965, was presented the Harmon International Aviation Trophy.

Tragedy brought a sudden end to her career. In 1965 the wings were torn from her plane during flight and she was killed in the crash.

Miss Schroeder, an aviation fan and a friend of Miss Smith, began almost immediately to campaign for a stamp honoring the aviatrix. She realized that the chances for issue of a stamp would be better if she had a theme which would attract broad interest. As a result, the proposed stamp would combine a salute to Miss Smith with a plea

for "World Friendship Via Aviation."

The "World Friendship" theme stems from action by Joan Merriam Smith in having thousands of global friends autograph her plane "City of Long Beach" during stops on the 1964 flight.

Sen. George Smathers (Fla.) and Sen. Margaret Chase Smith (Me.) introduced SJ Res. 114 which provides for a Joint Aviation Day on May 12 honoring Miss Smith and Miss Earhart. They also request issue of the proposed world flight stamp.

On the House side, Rep. Don Clausen (Calif.); Paul Fino (N.Y.); Dante Fascell (Fla.); Craig Hosmer (Calif.) and Martha Griffiths (Mich.) have joined in sponsoring HJ Res. 461-5 with the same objectives.

Joan Merriam (her flying name) was born in New York in 1936. She was 16 when she learned to fly light aircraft and went on to the airline transport rating. She had been instructor, charter pilot, and Powder Puff Derby participant. She was a former Civil Air Patrol cadet.

The Navy Museum in Washington has a special display showing a cover flown on one of her flights, a piece of her plane, and a memorial poem in her honor by Miss Schroeder.

Miss Merriam's picture hangs in the Great Women of Aviation Section of the Smithsonian Institution's Air Museum.

Miss Schroeder is seeking your help in getting approval for the proposed stamp and aviation day. Here's what you can do. If you approve of the plan, send me a card or letter outlining your views. Get as many signatures—with addresses—on the letter as possible. These will be forwarded to the Postmaster General along with the plea for the stamp.

For those who gather 25 signatures, Miss Schroeder will provide a picture of Joan Merriam plus a copy of the memorial poem in her honor. Please include a stamped, self-addressed envelope.

Send all letters to: Stamp Editor, Army Times Publications, 2201 M St. NW, Washington, D.C. (20037). They will be forwarded to Miss Schroeder and then to the Post Office Department.

This stamp is a good idea, but it is going to take a lot of signatures to get it approved. If you agree with the idea, send your own cards and those of your friends as soon as possible. It makes an interesting addition to the hobby to be able to say that you had a part in getting a new stamp issued.

Women in CAP

Determination Earns Diploma for Grandma

By MARY LOU ICSEL
National Headquarters

SPRINGFIELD, Ohio—"Whether one is 16 or 60, learning is a matter of motivation," according to CAP 1st Lt. Ferne M. Lubbers, administrative officer, Springfield Composite Squadron, Ohio Wing. Displaying plenty of motivation and determination, she has just earned a bachelor degree in medical technology, climaxing 14 years of day, night and summer studies at Wittenberg University here.

Lieutenant Lubbers is a grandmother of 12 and full-time employee of the C. F. Kettering Research Laboratory in nearby Yellow Springs.

Meeting her academic requirements for the degree required commuting from Springfield to the laboratory in Yellow Springs and then back to Springfield for her classes at the university.

Her work at the Kettering Laboratory involves cultivating bacteria for research use.

A native of Springfield, the lieutenant and her husband, Edward, have four sons and two daughters. Two of their sons are in the Air Force. Tom, a lieutenant, is stationed in South Vietnam. Peter, an airman first class, is stationed in Topeka, Kansas. Younger sons, Nicholas and David, live at home while daughters, Jennifer and Melanie, are both married.

Her son, Tom, is a former member of the Springfield squadron and was the first cadet in the unit to receive a Certificate of Proficiency. Mom, too, has the distinction of being the unit's first senior member to receive the same certificate. Daughter Melanie is also a squadron member.

Speaking of her CAP membership, Lieutenant Lubbers said recently:

"If people who benefit from the activities of an organization do not put something back into that organization, it will become stagnant. I am certain that Civil Air Patrol

has had a big effect on the lives of my children and, therefore, I feel that I owe something to Civil Air Patrol. In addition, I have always been interested in flying."

Lieutenant Lubbers refers to herself as a "compulsive learner." She started college in 1952 as a medical technician student. Later her interests shifted to the field of technology. Although she told herself year after year that she would stop taking courses, she always seemed to find "just one more" course to take.

"The more I learned," she notes, "the more avenues opened up for me."

Does she think that age makes getting an education more difficult?

On the contrary, she believes that older, married students can have an advantage over younger students since they do not have to worry about their social life. She admits, however, that jobs, families and hobbies can make attending school a bit more difficult.

The lieutenant is amazed with today's elevated education. "Students now take courses that are more difficult and challenging than they were in the early 50's. In fact, freshmen seem to begin college with the same amount of knowledge which college seniors once had when they graduated," she observes.

For many, being a housewife, grandmother, CAP member, career woman and student would seem enough; but Lieutenant Lubbers also takes an active part in civic affairs as president of the Springfield Federation of Women's Clubs, member and past president of the local Business and Professional Women's Club and a member of the Ohio Traffic Safety Committee.

Is she through studying now that she has her bachelor degree? Not this busy woman!

"Maybe," she confides with a smile, "with all my free time now, I'll go back for graduate courses."

LETTERS

(Continued from Page 4)

(EDITOR'S NOTE: Anyone having the names of these individuals should contact Lieutenant Reynolds directly. Do not forward the names and addresses to National Headquarters as this would cause a delay for the lieutenant in obtaining the desired data.)

Letter of Appreciation

Dear Sir:

I have been informed by the Air Force technical advisor assigned by this office to work with the producers of "12 O'Clock High" that members of your squadron (Chino Senior Squadron 134, California Wing) acted as security guards for an Air Force C-47 used . . . at the Chino Municipal Airport, during filming of a segment of the show entitled "The Midnighters."

Please express to your members my appreciation for a job well done. The United States Air Force considers that "12 O'Clock High" serves a valuable public relations purpose and your support and cooperation were appreciated.

George Schenkein
Colonel, USAF
Chief, Los Angeles
Office of Information

From England

Dear Editor:

I am writing on behalf of the squadron (Air Training Corps, No. 2121 Squadron, Abingdon & District) to ask if you could inform CAP units . . . that we would like very much to exchange tape recordings with some of them. The basic idea would be to exchange ideas, news and things in general.

If any . . . units are interested . . . please write me at 33 Bradstocks Way, Sutton Courtenay, Abingdon, Berks, England and I will try to sort out some to exchange tapes with.

If we receive a large number of answers then we will try and keep in contact with some by writing if the relevant units are agreeable to this.

Yours sincerely,
David C. Teat, Sgt.

Senior Was Active In Miami Squadron

MIAMI, Fla. — CWO Fred J. Gompers, a long time member of Miami Senior Squadron 1, Florida Wing, died recently. Born in Indonesia, Gompers was an active contributor to CAP activities during the 16 years of his membership, performing duties as commandant of cadets, aircraft safety officer, aircraft maintenance officer, squadron weather officer, intelligence officer, operations officer and training officer.

During World War II, Warrant Officer Gompers distinguished himself as an underground worker in Holland and was engaged in sabotage against German invaders.

For the last several years he was an airline pilot in private life.

LARAMIE, Wyo. — Funeral services were recently held in the St. Laurence O'Toole Catholic Church for Lt. Gilbert Byron Bush, a former Laramie CAP member who was reported killed by sniper fire while on a mission in South Vietnam.

The former CAP member was posthumously awarded the Purple Heart, which was presented to his parents, Mr. and Mrs. Gilbert Bush of Laramie.

WINCHESTER, Va. — Wade Hampton Guard Jr., a member of Group IV, Virginia Wing, died recently as a result of an aircraft accident.

Group commander Maj. R. C. Ritter reported that Guard was well known in the Virginia Wing and will always be remembered for his devotion to duties as a search and rescue pilot. He was quick to respond for any call to aid a fellow airman and had flown many hours in support of CAP search and rescue missions.

ASHEVILLE, N.C. — Earl T. Freeman, Sunday news and feature editor of the Asheville CITIZEN TIMES, was killed recently when his gyroplane lost its propeller and fell into a wooded area. He was 49.

Freeman had been active in Civil Air Patrol for some time and last year retired as commander of Group 4, North Carolina Wing.

His body was found in the wreckage of the combination plane and helicopter which he had brought back from the midwest just two days before the crash. The craft did not burn or explode. Witnesses said it plunged almost straight down about 10 miles south of Asheville.

NORTON AFB, Calif. — The Bronze Star Medal has been awarded posthumously to Lt. David L. Force, USA, who was killed in action in South Vietnam. Lieutenant Force was a former cadet commander of the Norton AFB Composite Squadron here.

The citation accompanying the medal read in part "... distinguished himself by outstanding meritorious achievement ... against hostile forces in Vietnam ... while serving as a rifle platoon leader in Company C, 1st Battalion, 327th Infantry, 1st Brigade, 101st Airborne Division."

As a cadet, Force participated in the Civil Air Patrol program from 1959 to June 1961 when he

left CAP to continue his education and later join the army.

BUFFALO, N.Y.—Maj. A. Cuda-back, former commander of Ken-Ton Squadron, New York Wing, died here unexpectedly August 22. He had been a member of CAP since 1957 and held the Buffalo group commander position at the time of his death.

WINSTON-SALEM, N.C. — Maj. Ronald Milroy, executive officer and commander for cadets of the Winston-Salem Composite Squadron, North Carolina, died here recently of an apparent coronary occlusion. He was 52.

At the time of his death Major Milroy was one of two remaining charter members of the local squadron.

He was employed at Western Electric Co., and was known throughout the Winston-Salem area for his singing. Besides being a member of the choir at Bethania Moravian Church he was also a member of the Winston-Salem Operatic Society.

BLADENSBURG, Md. — Miss Betty Lee Bartlett, a member of the College Park squadron, Maryland Wing, was killed in an auto accident in Boxford, Mass. She was 19.

She was a graduate of Bladensburg Senior high school and was to be a sophomore at the University of Maryland this fall. Active in Civil Air Patrol, Miss Bartlett also participated in Girl Scouts and was a member of Job's Daughters in the Cheverly Bethel.

AMARILLO, Texas — Senior Member Shelby M. Kritser of the Amarillo Composite Squadron, Texas Wing, was killed here when his World War II Grumman F8F Bearcat crashed during a National Aviation Day celebration.

The 52-year-old veteran pilot was chairman of the Texas Aeronautics Commission and president of Tradewind Airport in Amarillo. His membership in aviation organizations represented almost a complete roll call of such groups, including the National Aeronautics Association to the Silver Wings Association which includes persons with 25 or more years as pilots.

CROWN POINT, Ind. — PFC David A. Hammett, USA, was killed while serving with a rifle company 40 miles from Saigon. Private Hammett was a former cadet commander of the now deactivated Crown Point squadron, Indiana Wing.

As a cadet, Hammett had earned his Certificate of Proficiency.

Help at Meet

SANTA ANA, Calif.—Cadets of Santa Ana Composite Squadron 73, California Wing, assisted during a recent model airplane exhibition by helping guard model planes from the grasp of curious visitors and direct traffic.

Held at Mile Square, a Marine Corps helicopter training center, the show was designed to test both man and machine. Medals, built by enthusiasts from Nevada and nearly every part of California, were judged on scale and airworthiness, while "pilots" were scored on their control skills in racing.

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National Air Leaders Praise Cadet Flying Encampment

(Continued from page 1)

88 undergoing soaring training earned the wings of a private glider pilot. Also, 49 members of this group went on to earn the coveted "C" badge awarded by the Federation Aeronautique Internationale for soaring achievement.

According to Col. Joe L. Mason, USAF, national commander, "Civil Air Patrol may soon become the leading source of pilots for the nation's airlines and the military and general aviation fleets through this program. We are striving to expand the summer program to a point where it can produce 1,000 pilots annually."

"The program itself is unique," said Colonel Mason. "It blends the initiative of the cadet with opportunity provided by Civil Air Patrol. The cadet must first pass the FAA written examination for pilots before he is selected for flight training. Then the organization pays all expenses except the incidental cost of meals during the encampment."

The program, this year took place at three widely separated sites: Lawton, Okla., Chester, S. C., and Elmira, N. Y. The individual needs of each cadet are emphasized by professional instructors from fixed operating bases.

Following is a list of the cadets who won their pilot wings during the encampments.

- Elmira Powered Flight**
 Thomas J. Maher, New York
 Michael F. Dibello, Maine
 William E. Doherty, Rhode Island
 David J. Grzebian, Rhode Island
 John A. Moreland, Vermont
 David Munska, Maine
 George J. Norton, Ohio
 Alvin T. Rinkus, Pennsylvania
 Robert E. Roy, Rhode Island
 Anthony J. Sobol, Connecticut
 Charles W. Pfum, Ohio
 Glenn Hackney, New York
- Elmira Glider Pilots**
 Richard A. Filbey, New Jersey
 David A. Dann, Rhode Island
 Lester C. Aeder Jr., Minnesota
 Robert A. Benzinger, Minnesota
 Joseph J. Gellinger, New York
 Jeffrey D. Ives, Connecticut
 Paul R. Knieriem, Ohio
 Ernest L. Lockwood, Illinois
 Michael Schrammeyer, Wisconsin

Illinois Cadet Wins Purdue University CAP Scholarship

By Capt. Virginia Rabung, CAP Illinois Wing 10

HQ, ILLINOIS WING—All members of the Illinois Wing salute Cadet Brett Lamberty, cadet commander of Arlington Heights Cadet Squadron, Group 7, for winning a four-year CAP scholarship to Purdue University, Lafayette, Ind. Cadet Lamberty joined the Civil Air Patrol in 1962 as a member of the Smith Field Composite Squadron, Indian Wing, at Ft Wayne, and transferred to the Arlington Heights squadron in 1964.

In his present squadron assignment, Lamberty has exhibited leadership and inspiration to other cadets. He was valedictorian of his graduating class at Prospect High School where he was vice president of the local National Honor Society chapter.

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- James E. Smolen, Maine
 James C. Wayne, Rhode Island
 Karl Marzocchi, Rhode Island
 David B. Scriven, New York
 Robert H. Cendido, Connecticut
 John R. Kachenmeister, Ohio
 Donald B. Kenyon, New Jersey
 Maurice P. LePage, Maine
 Kenneth A. Luse, Iowa
 Paul A. Palmisciano, Maine
 Howard G. Robinson, Connecticut
 William C. Sloyer, Rhode Island
 Lorán W. St. Denis, Rhode Island
 Michael E. Nebesni, Illinois
 Richard P. Zilllich, Nebraska

- Chester Powered Flight**
 Granville W. Angell, Florida
 Richard C. Bartel, Maryland
 Leroy D. Buel, West Virginia
 Sky M. Brown, Georgia
 Tony L. Buholtz, Florida
 Robert A. Clements, Kentucky
 John L. Croft, Alabama
 Howard R. Curtis, Georgia
 Thomas L. Dahl, Tennessee
 Glen D. Dell, Wisconsin
 Larry K. Dickerson, Tennessee
 Charles D. Drysdale, Alabama
 Terry L. Durham, Alabama
 Parker C. Freeman, Florida
 Charles A. Gannon Jr., Delaware
 Mark D. Haffey, Florida
 Gary Mayer, Wisconsin
 Lloyd Moroughan, Maryland
 Thomas E. Myers, Indiana
 Russell D. Schoof, Missouri
 Gary E. Shrout, Illinois
 James T. Smith Jr., Pennsylvania
 Donald J. Vitz, Ohio
 Dana J. Payton, Florida

- Chester Glider Pilots**
 James C. Acton, Texas
 James A. Berryhill, Florida
 Charles Brigrance, Tennessee
 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, Florida
 Kenneth L. McCall, Texas
 William S. Rasch, Texas
 William E. Rogers, Tennessee
 Jerrell L. Wade, Texas
 Walter L. Wade, Texas
 Lawrence G. Wenzel, Florida
 James R. Aubuchon, Tennessee
 Doug W. Andrews, Missouri
 Donald S. Crawford, Virginia
 Kevin M. Frye, Florida
 William W. Husted, Iowa

- John C. Kalinowski, Florida
 Harold G. Melanson, North Dakota
 Samuel P. Munn, South Carolina
 James O. Newhouse, North Carolina
 James H. Porter, Florida
 Leo P. Quill, Delaware
 Julian E. Taylor Jr., Tennessee
 Michael A. Tigges, Minnesota
 Tyler W. Trickey, Missouri
 Geoffrey H. Tyler, Maryland
 Thomas A. Vashro, Minnesota

- Lawton Powered Flight**
 David A. Adams, Iowa
 Robert D. Anderson, Arizona
 Stephen W. Bowcock, California
 James E. Brauch, Minnesota
 Thomas R. Buecker, Nebraska
 Stephen A. Druzak, Washington
 Dennis A. Cook, Utah
 Susan K. Ehrman, Indiana
 Nancy L. Erskine, New Jersey
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 John E. Barron, Colorado
 Dean R. Poore, Colorado
 Robert G. Moore, California
 Gwen D. Sawyer, New Mexico
 James J. Steele, Mississippi
 Holly Stewart, Missouri
 John L. Thaxton, Texas
 Lance B. Tymniak, Texas
 Jack J. Wolever, Arkansas
 Kenneth D. Kelly, Florida
 Betty J. Althouse, Pennsylvania

- Lawton Glider Pilots**
 Jo A. Alexander, Washington
 Joanne M. Braxton, Maryland
 Robert C. Ireland, Texas
 James R. Mamion, Nebraska
 James V. McEwen, Nevada
 Paul E. Nickel, Nebraska
 Charles F. Oren, Texas
 Danial R. Osborn, Oregon
 Linda L. Osterhoudt, Maryland
 Morris A. Pierce, Connecticut
 David Richmond, California
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 David L. Chovanak, Nevada
 April K. Gray, Kansas
 Paula M. Kuhn, Texas
 Michael J. Langford, Oklahoma
 Larry D. Lille, Colorado
 Michael H. Pliner, Texas
 Carl D. Schultz, Nebraska
 Steven K. Scott, Arizona
 Martha L. Wayne, Rhode Island
 William A. Worsnop, Oregon

Rocketry Meet Held at Tacoma

TACOMA, Wash. — Four . . . three . . . two . . . one. More than 20 times these numbers were echoed across the launch pads as the Narrows Cadet Squadron, Washington Wing, held a model rocket meet at the Washington Model Rocket Range at Silverdale. The meet was under the supervision of Richard Saum, coordinator for the National Association of Rocketry of the Bremerton, Washington Chapter.

During the afternoon, one, two and three stage rockets soared into the sky as the cadets put into practical application what they had learned in their cadet studies.

Rockets deployed either a streamer or a parachute at the end of its flight to make tracking and

recovery easier. Two rockets were not recovered due to the distance and altitude gained before flight end.

Capt. William Endicott, squadron commander, made the rocket meet possible through coordination with the National Association of Rocketry. Prior to launch time the cadets viewed a 15-minute film "Space Age Rocketry."

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Personnel Changes

Five Staff Officers Arrive

NATIONAL HEADQUARTERS—National Headquarters gained five new staff officers as the result of several personnel changes during the last two months at National Headquarters and region and wing liaison offices

Col. Charles S. Overstreet Jr. recently arrived to assume the chief of staff position; Col. Lemuel (Lee) H. McCormack Jr., is now DCS/Operations; Lt. Col. Guy H. Foster is DCS/Comptroller; Lt. Col. Percival B. Hamilton is now the staff judge advocate; and Maj. Louis J. Combs is the new director of information at national.

Other gains at National Headquarters and liaison offices were:

Maj. Lee D. Eisenhart was assigned as National Capital Wing USAF-CAP liaison officer, following an overseas tour with the 1131st USAF Special Activities Squadron, Det. 10.

Capt. Sydney S. Pool Jr., is now the Wisconsin Wing LO. His prior assignment was with the 5010th Combat Support Group (AAC).

Capt. Loy D. Shipp was reassigned as Missouri Wing LO from Hq. U.S. Military Assistance Command Vietnam.

MSgt. Edward C. Lee to Texas Wing LO from the 3646th Organizational Maintenance Squadron (ATC), Laughlin AFB, Texas.

MSgt. Walter F. Beyers to Louisiana Wing LO from Hq. Aerospace Medical Division (AFSC), Brooks AFB, Texas.

TSgt. Frank J. Schultz to Pennsylvania Wing LO from 1001st Civil Engineer Squadron (Hq Comd), Andrews AFB, D.C.

SSgt. John A. Glenboski to North Central Region LO from 41st Aerospace Rescue and Recovery Squadron (MAC), Hamilton AFB, Calif.

AIC Virgil D. Freshour to Hq CAP-USAF (CPJ) from 3504th Recruiting Group (ATC), Lackland AFB, Texas.

AIC Richard Ashley to Hq CAP-USAF (CPN) from 2578th Air Base Squadron (CAC), Ellington AFB, Texas.

LOSSES included four retirements and six reassignments. Those who retired were:

Col. John J. Thornhill of the Great Lakes Region LO; Lt. Col. Roger L. Wobbe, National Headquarters DCS/Materiel; Maj. David M. Johnson, South Dakota Wing LO; and MSgt. Milan Hill, Pennsylvania Wing LO.

Personnel reassigned were: Maj. Van Ness H. Barnard of Florida Wing LO to Hq. 460th Tactical Reconnaissance Wing (PACAF).

MSgt. George F. Balzer from Florida Wing LO to 1141st USAF Support Activity.

MSgt. Robert O. Monson from National Headquarters (CPN) to 2678th Air Base Squadron (CAC), Ellington AFB, Texas.

TSgt. Stanley J. Kuczma from National Headquarters (CPA), to Det. 8, 9th Air Postal Squadron (PACAF).

TSgt. Richard E. Williams from Middle East Region LO to Hq. 315th Air Division (PACAF).

TSgt. Norman R. Hyer from National Headquarters (REPRO) to 3902nd Support Squadron (SAC), Offutt AFB, Nebr.

COLONEL OVERSTREET, a veteran of 28 years, entered the military in 1940 and earned his wings and a commission through the aviation cadet program in 1941.

He completed high school at Brewton, Ala., and attended the University of Alabama at Tuscaloosa.

After attending Air War College in 1954-55, Colonel Overstreet was Chief, Pilot Training, DCS/Personnel at Hq. USAF, 1955-58. He was then assigned to Mather AFB, Calif., 1958-62, as deputy commander of the 3535th Navigator Training Wing (ATC).

Prior to coming to National Headquarters, Colonel Overstreet was commander of Yokota Air Base and the 3rd Bomb Wing, 1962-66.

He is a command pilot with more than 7,500 flying hours to his credit.

COLONEL McCormack was graduated valedictorian from Waddy (Ky.) high school, attended the University of Cincinnati for two years and earned a BA degree in international relations from the University of Illinois. He needs only to complete a thesis to earn his MA degree in political science from the University of Maryland.

The colonel began his military career in January 1942, earned his wings and a commission through the aviation cadet program in 1943 and accepted a regular Air Force commission in 1947.

He was assistant air attache, U.S. Embassy, Rome, Italy, 1952-55, and commander, 41st Tactical Reconnaissance Squadron and deputy commander, 432nd Tac. Recon. Group, Shaw AFB, S.C., 1955-57.

He then was assigned in Washington, D.C. for five years where he was military secretary, J-2, Joint Staff, JCS, at the Pentagon, 1958-60, and assistant chief, Joint Policy Branch, D/Plans, Hq. USAF, 1960-63.

Prior to coming to National Headquarters, Colonel McCormack was assistant DCS/Operations, 10th Tac. Recon. Wing, Toul Rosieres, France, 1963-64, and chief, Policy and Negotiations Div., D/Plans, DCS/Operations, Hq. USAF, Wiesbaden, Germany, 1964-66.

He attended Air Command and Staff College, Maxwell AFB, Ala., 1957-58; Strategic Intelligence School in Germany, 1946.

Colonel McCormack is a command pilot with a total of 4,890 flying hours.

COLONEL Hamilton, staff judge advocate, arrived at National from a three-year assignment as assistant staff judge advocate, Air Reserve Personnel Center, Denver, Colo.

He was graduated from Jerseyville (Ill.) high school and now claims two home towns—Denver, Colo., and Safety Harbor, Fla. He attended Blackburn (Carlinville, Ill.) College for two years, earned a BA degree from the University of Colorado (Boulder) and his LLB degree from the University of Denver Law School.

The colonel, a veteran of 18 and a half years of active duty, originally entered the service in December 1941. He earned a commission through Officer Candidate School (OCS) in 1943.

He was recalled to active duty in December 1951 and in 1958 was appointed a Regular Air Force officer as a judge advocate. From July 1958 to August 1962 he was at Andrews AFB, Md., as assistant judge advocate, chief, Military Af-

airs Division, deputy to SJA and claims officer.

He then went to Korea for a year as assistant staff judge advocate.

Colonel Hamilton is a member of the Bar and admitted to practice before all courts of the State of Colorado, admitted to practice before U.S. Supreme Court and Court of Military Appeals, is designated a judge advocate officer and is certified as qualified to act as Law Officer and Defense Counsel by the Judge Advocate General, USAF.

Military training completed by the colonel include Command and Staff College and Procurement Law Course.

THE NEW comptroller, Colonel Foster hails from Virginia Beach, Va., completed his high school education in Norfolk, Va., and attended Syracuse University. He earned a BBA degree from the University of Oklahoma.

He entered the military in March 1942. He earned his commission through the aviation cadet program and is a command pilot with more than 6,000 flying hours.

Prior to coming to National, Colonel Foster was assigned as comptroller, 81st Tactical Fighter Wing (USAFE) in England, 1963-66. Before that he was director, Data Systems & Statistics, 64th Air Division, Stewart AFB, N.Y., 1960-63.

The colonel was comptroller, Detroit Air Defense Sector Headquarters, Battle Creek, Mich., 1955-59, and a student in Advanced Management, University of Oklahoma, 1959-60.

PRIOR to his coming to National, Major Combs was assigned to the 1131st USAF Special Activities Squadron (Hq Comd), with duty station at Det. 15, Hq. UNC/USFK, as chief, public information division, United Nations Command, Seoul, Korea.

A veteran of 19 years in the military, he was born in Pittsburgh, Pa., and was graduated from Avonworth high school in that city. He earned a BA degree in political science from the Clark Air Base branch of the University of the Philippines.

The major joined the reserves in October 1942 and went on active duty as an enlisted man in February 1943. He soon entered the aviation cadet program and earned his wings and a commission in May 1944 through pilot training. He flew P-38 Lightnings in the European Theater, completing 27 combat missions before the conclusion of the war there.

Following a break in service after World War II, he was recalled and has been on active duty since.

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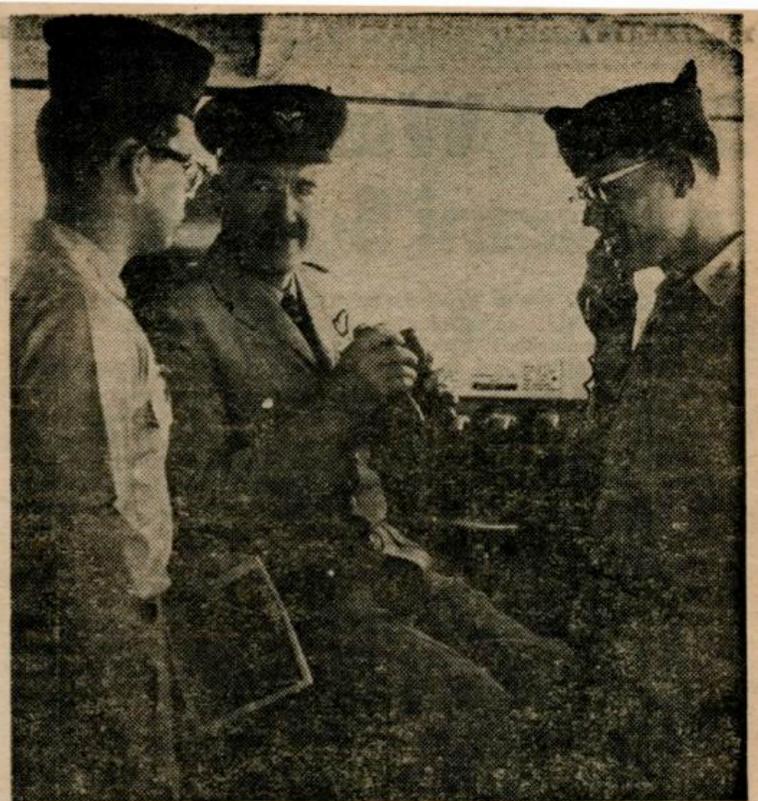
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On Bridge

WING Commander Mel Innes-Jones, Royal New Zealand Air Force, talks with two Civil Air Patrol cadets, David Richmond, left, and Brian Hatton, during a visit to the attack carrier USS Ticonderoga at San Diego, Calif. The visit was part of extensive tour provided by the California Wing during the recently concluded California Wing-New Zealand Air Training Corps exchange. (USN Photo)

Adamic Cited for Asia Action

McCLELLAN AFB, Calif. — Edward H. Adamic, a member of Civil Air Patrol for almost a quarter of a century, has been cited by the Sacramento (Calif.) Air Materiel Area for his outstanding service to the Air Force in Southeast Asia.

A production controller at McClellan, Adamic was presented the United States Air Force's highest civilian award, the Meritorious Civilian Service Award, for his service as chief, rapid area maintenance teams in Vietnam. In this capacity he was responsible for the salvage and repair of battle-damaged aircraft and equipment in Southeast Asia.

Attends Science Fair

NEW ALBANY, Ind. — Cadet John Gilkey of the Falcon Cadet Squadron, Indiana Wing, recently competed in the International Science Fair at Dallas, Texas. He earned the trip after winning awards from the Air Force for work in Aerospace Sciences and Aerospace Medicine here.

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Indicative of the pressures under which the Civil Air Patrol lieutenant colonel worked, four of his civilian employees lost their lives in a terrorist bombing in Saigon during his tenure there.

The meritorious award was authorized by Gen. Kenneth B. Hobson, commander, Air Force Logistics Command, and was presented by Maj. Gen. Chester W. Cecil, commander of the Sacramento Air Materiel Area.

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Soaring Meets

October 1-November 13—1st Annual Madonna Mountain Soaring Association Wave Camp, Morrisville-Stowe Airport, Morrisville, Vt.

October 1-2—The Marsh Hen Meet, NASA Wallops Station, Wallops Island, Va.

November 5-6, 12-13 — Wave Soaring Camp, Cumberland, Md., Municipal Airport.

Bases Host Encampments

(Continued from Page 7)

OHIO, KENTUCKY WINGS
 WRIGHT - PATTERSON AFB, Ohio—Nearly 500 cadets from Ohio and Kentucky wings attended a joint summer encampment at Wright-Patterson Air Force Base. Cadets Scott Johnson, John Jagger and Don Butcher of Ohio Wing's Fremont Composite Squadron 602 were among cadets attending the encampment.

OKLAHOMA, TEXAS WINGS

PERRIN AFB, Texas—A joint summer encampment was held here for Oklahoma and Texas wings. In addition to tours of base facilities, the program consisted of drill, military courtesy, lectures, wearing and care of uniforms and cleaning and care of quarters.

Female honor cadet was Jana Miller, Amarillo Composite Squadron, and outstanding male cadet was Gregory Anthony, Sherman Composite Squadron, both Texas Wing units.

The honor flight was commanded by Cadet Mickey Wiesinger, Shamrock Cadet Squadron, Texas Wing. Shamrock Squadron members constituted half of the senior staff and a third of the cadet staff.

Encampment commander was Lt. Col. Dorsey Buttram, Oklahoma Wing.

PUERTO RICO WING

RAMEY AFB, P. R.—More than 450 cadets and officers of the Puerto Rico Wing attended an annual summer encampment at Ramey Air Force Base. Cadets learned of the organization and functions of the Air Force and the 72nd Bomb Wing, toured various agencies on the base and inspected B-52, KC-135 and WC-130 aircraft.

Encampment commander was Lt. Col. Albert R. Crumley Jr. Col. Clara Livingston, wing commander, and her staff inspected cadets during the week-long encampment.

SOUTH DAKOTA WING

ELLSWORTH AFB, S. D.—South Dakota Wing's summer encampment was held here with an enrollment of 17 senior members and 50 cadets from seven squadrons in the wing.

Capt. Robert Maxwell, wing deputy for cadets, served as encampment commander. He was assisted by Maj. Elmer M. Isaacson, Dakota Point Flight.

The program of films, lectures, tours and demonstrations was prepared by Capt. Charles Ferry, USAF, base project officer, and Maj. Douglas Robertson and Robert Wilson, both AFRes.

Highlights of the encampment included tours of the base flight line and Minuteman missile sites

and a visit to the base altitude chamber, sentry dog kennels and weather station.

VIRGINIA WING

CAMP PICKETT, Va.—During the Virginia Wing summer encampment 77 cadets and 15 senior members were guests of the U.S. Army at Camp Pickett. Encampment commander was Capt. A. Ray Hash, commander of the Tri-City Composite Squadron. Cadet Jerry L. Crawford, Wytheville Cadet Squadron, served as cadet commander.

A high point of the encampment was a tour of the 33rd Air Division Semi-Automated Ground Environment Tracking System, a NORAD installation that provides protection for 135,000 square miles by tracking all aircraft or missiles within the radar scope of a specified area.

Outstanding cadet of the encampment was James B. Stewart of the Byrd Field Cadet Squadron.

WISCONSIN WING

CAMP DOUGLAS, Wis.—Wisconsin Wing recently completed its summer encampment at Volk Field here with Maj. Wallace Jenkins, wing inspector, serving as encampment commander. Cadet commander was Arthur Stroede.

Cadets got a real thrill when they witnessed a fire power training demonstration. Maj. Frank G. Ross, 127th Tactical Fighter Squadron commander, flew the lead plane in a formation of four F-100 Super Sabres in strafing, dive bombing, skip bombing and rocket firing at Petenwell Air-to-Ground firing range.

It turned into a unique encampment on Tuesday when a guardsman died. His death was attributed to meningococemia and the entire camp was quarantined. For the remainder of the week the 170 CAP members attending the encampment were restricted to extremely light activity.

During the quarantine cadets and seniors had to remain in the fresh air as much as possible. Drills, inspections and vigorous training were cancelled and cadets were required to take afternoon naps and sleep with windows open.

CALIFORNIA WING

VANDENBERG AFB, Calif.—Vandenberg Cadet Squadron 101 was designated as host and command for the Class "B" Cadet Encampment held on recent weekends for Central Coast Group 11 cadets and the California Wing.

The main area of study was Civil Defense, with emphasis on CAP's role in CD operations in case of nuclear emergency. Additional instruction was given in leadership

and cadets participated in search and rescue exercises.

Encampment commander was Capt. Michael Larkin and cadet commander was Leon Johnson.



Elbow Grease

SPIT 'N' POLISH is applied by Cadet Diamond Drakopolos, Annapolis Composite Squadron, in preparation for a general inspection during joint National Capital, Maryland wing summer encampment at McGuire AFB, N.J. (Encampment photo)

Paul Set to Speak At Board Meeting

(Continued from page 1)

held Friday night, October 28.

As in recent years, several other meetings will be held in conjunction with the National Board meeting. These will include the National Finance Committee, the National Communications Committee, the National Aerospace Education Advisory Committee and the National Information Officers Conference.

Mr. Paul is the third consecutive Headquarters, United States Air Force, official to address the National Board.

Paul was born in Stamford, Conn., on March 23, 1919. He was graduated from the Choate School in 1936 and from Yale in 1940 with a B.A. degree. He received his LLB degree from the University of Virginia in 1946.

During World War II he served in the Navy as a line officer with the amphibious force, with principal duty in the Southwest Pacific.

From 1946 to 1948, Paul practiced law in New York City, with the firm of Bleakley, Platt and Walker. In April 1958, at the beginning of the Marshall Plan, he joined the staff of the Economic Cooperation Administration as an attorney and subsequently served that agency and its successors in a number of administrative positions, dealing with military and economic assistance matters in

Asia, Africa and Latin America.

From 1955 to 1960 Paul served with the Central Intelligence Agency. In 1961 he was appointed by Secretary of Defense McNamara as assistant to the secretary for Legislative Affairs.

In 1962 President Kennedy appointed Paul as assistant Secretary of Defense (manpower). He became undersecretary of Air Force on Oct. 1, 1965.

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Claims Soaring Mark

ELMIRA, N.Y.—Paul A. Schweizer, vice president of the Schweizer Aircraft Corporation here, has made a soaring flight for which a new national multiplace soaring record is being claimed in the speed over a 500-kilometer (311 miles) triangular course category. Schweizer is well known to the cadets who attended the flying encampment here.

During mid-July he flew around a 318-mile triangle out of Odessa, Texas, with turn points at Snyder, Texas and San Angelo, Texas, at an average speed of 48.25 mph. The sailplane used was a Schweizer 2-32, a 2½-place, all-metal, high-performance design in production by the Schweizer company.

His passenger was Clyde McCarthy of Staten Island, N.Y.

Documentation for the flight must be approved by the Soaring Society of America and the National Aeronautic Association before it can be officially recognized as a new record. There has not been a U.S. national record established for

this category previously. The world record is 52.00 mph, held by West Germany, which was flown in South Africa.

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Confab Held in Minneapolis

MINNEAPOLIS, Minn. — "Civil Air Patrol—right now, this year and this September—is on a threshold which leads to increasing opportunities for service to our nation!"

The speaker was Dr. Theodore C. Marrs, Deputy for Reserve and ROTC Affairs, Office of the Secretary of the Air Force, addressing approximately 400 CAP conferees at the North Central Region confer-

ence banquet at the Pick-Nicollet Hotel. A day earlier he had sat through the business session of the National Executive Committee meeting.

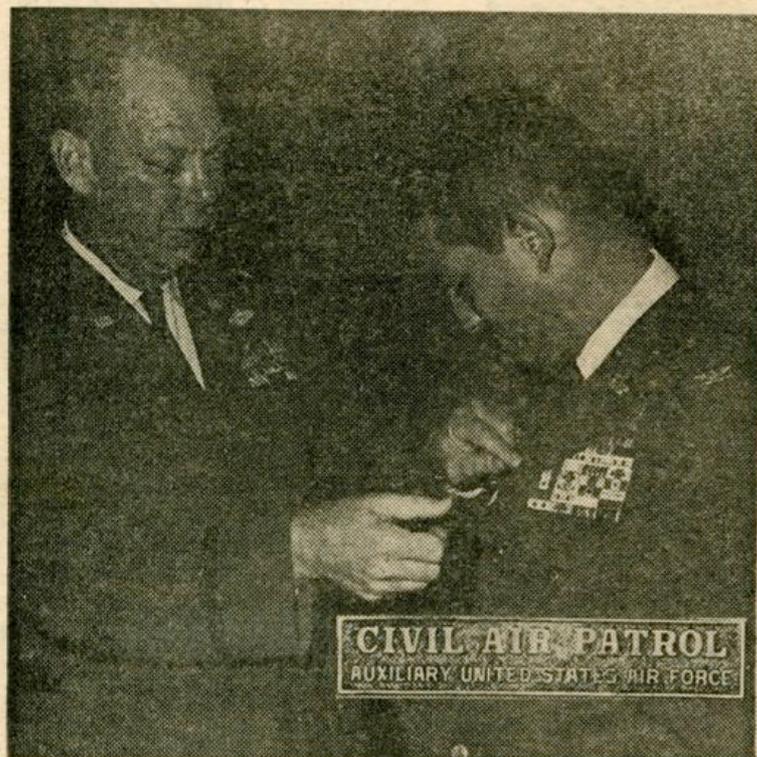
"For 25 years, the members of Civil Air Patrol have been proving each year that they are capable of excelling their own record, whenever the opportunity arises," he declared.

Dr. Marrs emphasized that "it is possible to place an equivalent value on the search and rescue work performed by Civil Air Patrol. According to Air Force figures, CAP search and rescue service amounts to a net profit of almost two million dollars above the annual Air Force investment in the program.

"To me, this is not the important thing about the search and rescue mission," he said. "The important thing is that the capability is there when we need it, and it always comes through!"

The North Central Region conference opened September 10 with a general assembly. Master of ceremonies was Col. David D. Cleary, host Minnesota Wing commander. Col. James H. Laidlaw, commander North Central Region; Col. Joe L. Mason, USAF, national commander; and Col. Lyle W. Castle, national chairman, each made presentations to the general assembly.

The afternoon was devoted to section conferences, including commanders, aerospace education and training and the cadet program, chaplains, operations, materiel, information, personnel and administration, communications, and the cadet advisory council.



Uniform Change

COL. Joe L. Mason, USAF, national commander, pins the first new Civil Air Patrol identification badge (see inset) on the uniform of Col. S. Hal duPont, vice chairman of the national board. A similar bar has also been authorized for wear by the cadets. (See National Executive Committee story, page 1.) (National Headquarters photo)



GUEST speaker during the recently concluded North Central Minneapolis was Dr. Theodore Marrs, Deputy for Reserve and ROTC Affairs, Office of the Secretary of the Air Force. Dr. Marrs has been a longtime friend of Civil Air Patrol and has attended many CAP functions throughout the years.

CAP Calendar

CAP Conferences

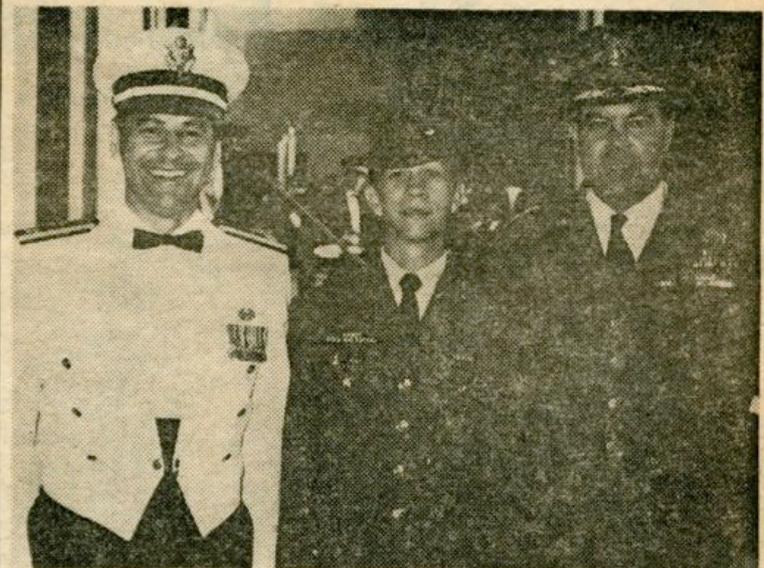
Event	Date	Location
Northeast Region Conference	Oct. 14-15	Stowe, Vt.
Nat'l Finance Committee Meeting	Oct. 27	Jack Tarr Hotel, Galveston, Texas
National Board Meeting	Oct. 27-29	Jack Tarr Hotel, Galveston, Texas
Nat'l IO Conference	Oct. 28-29	Jack Tarr Hotel, Galveston, Texas
Nat'l Aerospace Education Advisory Committee	Oct. 28-29	Jack Tarr Hotel, Galveston, Texas
Nat'l Communications Committee Meeting	Oct. 28-29	Jack Tarr Hotel, Galveston, Texas

CAP Flying Events

Texas Wing Silver Anniversary Fly-in	Oct. 7-8-9	Georgetown Municipal Airport, Texas
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General Aviation

11th Annual Michigan SMALL Race (fems only)	Oct. 1	Phelps Collins Airport, Alpena, Mich.
Confederate AF Annual Air Show	Oct. 22-23	Former Harlingen AFB, Harlingen, Texas
Free Fly-in Breakfast, Air Show, Reunions	Nov. 14, 19	Fairview, Okla.



Usher for USAF Band

A CONCERT given by the U.S. Air Force Band recently at Central Park Mall in New York, attracted an estimated 5,000 listeners. Cadets from the Bronx Group, New York Wing, served as ushers during the concert. In above photo, Cadet Stephen Healy, one of the ushers, poses with Maj. Arndt D. Gabriel, left, USAF, conductor of the Air Force Band, and Maj. Gen. E. B. LeBailly, USAF, Director of Information, Office of the Secretary of the Air Force. (Photo by Bronx Group)

Carolina Unit Aids in Drive

COLUMBIA, S.C.—The Capital City Senior Communications Squadron, South Carolina Wing, recently participated in a two-day fund drive by furnishing vehicles and radios, enabling the Columbia Zoological Society to raise \$46,000, 92 percent of its goal.

the Zoological Society were: Maj. Harry C. Carter, commander, Lts. Joseph Rebman, executive officer, Reginald Wesberry, Martin Lynch, Thomas Faircloth, H. D. Williams, Leon Williams, TSgt. Thomas Zeigler and SM Paul Valentino, information officer, who covered the event for local radio and television station WIS.

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- \$1.50
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