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CIVIL AIR PATROL NEWS



NO. 10 MAXWELL AFB, ALA. 36112 OCTOBER 1974



PRESTIGIOUS AWARD—Mrs. Jean S. Parsons, wife of the late CAP 2d Lt. Harold P. Parsons, accepts the Carnegie Medal posthumously awarded to her husband from Alabama's Lieutenant Governor Jere Beasley (left), and National Commander Brig. Gen. Leslie J. Westberg, USAF. The presentation was made in a recent ceremony at National Headquarters. (Photo by MSgt. Russ Brown)

Carnegie Medal Awarded To CAP Lt. Posthumously

MAXWELL AFB, Ala.—Civil Air Patrol, 2d Lt. Harold P. Parsons was recently posthumously awarded the Carnegie Medal by Alabama's Lieutenant Governor Jere Beasley and Air Force Brig. Gen. Leslie J. Westberg, national commander in a ceremony here.

Lieutenant Parsons, who was killed in a aircraft accident in 1973, was cited for his heroism in rescuing the injured pilot of a plane which crashed and burned at an air show near Alabaster, Ala., in 1972.

Parsons, a spectator at the air show, rushed to the aircraft and pulled the pilot to safety just seconds before the fuel tank exploded.

He is believed to be the first member of Civil Air Patrol ever to receive the prestigious Carnegie Medal.

The medal is awarded by the Carnegie Hero Fund Commission of Pittsburgh, Pa.

It was created in 1904 to recognize outstanding acts of

selfless heroism performed in the U.S. and Canada.

Recognition in all acts considered worthy by the Commission consists of a medal. It may also include, in acts in which disabling injuries are sustained by the rescuer, a supplemental

continuing grant; in acts in which the rescuer loses his life, financial assistance for the widow and children; and in acts in which no disablement is sustained, grants for education or other worthy purposes in lives of the rescuers.

La. Governor Pledges Support To CAP Wing

BATON ROUGE, La. — The Governor of the State of Louisiana recently signed an executive order which provides support to the Louisiana Wing Civil Air Patrol.

Louisiana now joins several other states which provide support to CAP. The executive order provides for the state to reimburse the Louisiana Wing for fuel, oil, lubricants, aircraft maintenance and insurance on state generated missions. These are missions where federal assistance or Air Force mission authorizations can not normally be authorized.

Commenting on the agreement, Col. William H. Cahill, CAP, Louisiana Wing commander, states that this is the culmination of years of hope for the Louisiana Wing and will improve the CAP image in Louisiana.

Also commenting on the agreement, Lt. Col. Tommy E. Rice, USAF, chief of Disaster Activities, HQ CAP-USAF, said, "It will significantly shorten the lines of communication and allow the Louisiana CAP Wing to quickly respond to requests from state authorities and participate in missions which they otherwise may not be able to support."

"Before the Air Force can grant mission authorization and thus provide CAP with reimbursement," he explained, "all civil resources must be utilized to the maximum."

The executive order (Number 69) was signed by Governor Edwin W. Edwards on August 6.

Cadet Activity Schedule Inside

The 1975 Cadet Activity schedule is printed in this issue of the Civil Air Patrol NEWS for your convenience and planning purposes. It is recommended that you retain this copy for future reference.

'74 Save Record Extended To 27

MAXWELL AFB, Ala.—Civil Air Patrol units from Nebraska, Pennsylvania and Wisconsin were recently responsible for saving a life in each state and pushed the total saves this year to 27.

Pennsylvania's Group 1100 was called upon to provide ground search teams when an elderly lady was reported missing from a nursing home in Danville, Pa. The unit put two search teams into action and coordinated the entire search operation.

The lady was located in less than one hour after the search began lying in deep underbrush near the home. She was transported by ambulance to a near-by medical facility for treatment.

This search and rescue effort was under the command of CAP Capt. John Blue, commander of the Danville Composite Squadron.

A prompt response by Wisconsin members resulted in saving the life of a youth in a 10 foot fishing boat on a remote lake in Bayfield County. When he failed to return home, his family notified local law enforcement officials who in turn called upon CAP for assistance.

Search aircraft spotted the youth and directed a ground team to his aid.

A student pilot from Omaha, Neb., who was attempting a cross country flight was recently saved by that state's CAP Wing. She was flying from Millard Neb., to Lincoln and return when she became lost, disoriented and low on fuel.

A CAP aircraft, which was airborne at the time, was monitoring a radio distress

frequency and intercepted her distress call. After making voice contact with her, CAP pilot Capt. Theodore Suchecki, gave the lost pilot instructions to hold down her mike button enabling him to home-in on the plane using a DF 88 Direction Finder.

The CAP aircraft then intercepted the distressed craft and escorted the student pilot to Council Bluffs Airport.

Dates Set For Course

MAXWELL AFB, Ala. — Senior training officials have announced that the Weapons Employment Course for Allied Officers will be conducted here on Jan. 6-10, 1975 and again on Mar. 31 - Apr. 4, 1975.

The five-day course is conducted by the U.S. Air Force's Air University Institute for Professional Development, to provide attendees with a knowledge of current U.S. weapons and their employment, a familiarity with the fundamentals of space operations and an appreciation for the U.S. national space effort.

For Civil Air Patrol Aerospace Education Officers, the course (See DATES SET, Page 2)



For details on what is happening here, see story and other photos on Page 7.



MOTIVATION — This is the theme for the Northeast Region Conference which is scheduled to be held at Concord Hotel, Kiamesha Lake, N. Y., November 1-3. The newly appointed NER chief of staff, CAP Lt. Col. Art Loechner, has indicated that he will carry this theme throughout in an effort to make his region the best in the country.

CAP Chaplain Of The Year Aids Escaped Polish Seaman

PORTLAND, Ore. — Civil Air Patrol's Chaplain Of The Year, Lt. Col. Chester Wrzaszczak, offered "sanctuary" to an escaped Polish seaman and helped him gain asylum in the United States last year.

On July 4th, Independence Day, Jerzy Konrad jumped ship off Coos Bay, Ore., when he saw a U.S. Coast Guard cutter nearby. For 20 years, he had planned to escape from the Communist-regime ruling his native Poland. The opportunity came when he signed for sea-duty aboard the Polish fishing trawler "Whelen". He had hoped the vessel would come close enough to a free port or vessel so he could make a successful escape.

He was taken by Immigration officials to Portland where Chaplain Wrzaszczak, Oregon wing chaplain, offered sanctuary at his St. Anne Catholic Church

and acted as an interpreter for the escapee who knows no English.

When the Immigration Department announced it intended to deport Konrad, the chaplain appealed to the state department as did hundreds of other people all over the country, who had read the story or saw the man on TV.

The State Department reversed the decision of the Immigration Department and allowed seaman Konrad to

remain in the U.S. for a year. The permission is renewable every year thereafter.

In the meantime, a member of the chaplain's church offered a job to the refugee in his trade of carpentry.

Chaplain Wrzaszczak received the "Chaplain Of The Year Award" at the National Board Meeting in San Francisco during September for leading Oregon to the top spot in the national standing for CAP wings. He won second place in 1972.

Correction

Editor's Note: In the "Units Get Control of Cadet Test" article on page 3 of the September issue of the Civil Air Patrol NEWS we inadvertently dropped a word from the eighth paragraph.

The para should have read...Once the squadron has the test, there will be NO requirements to submit CAPF 55's on any other eligible cadets.

We apologize for the error and hope that it caused no undue hardships on anyone.

ADDRESS CHANGE?

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

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STATE _____ ZIP _____

CAPSN _____ CIRCLE ONE: SENIOR/CADET

CHARTER NO. _____ EFFECTIVE DATE _____

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

We Need H-E-L-P!

MAXWELL AFB, Ala. — National Headquarters is preparing a full color descriptive brochure on the International Air Cadet Exchange. This brochure will be used to explain our IACE Program to U. S. State Department officials, U. S. Embassy personnel, and foreign dignitaries.

Assistance is requested from anyone who has participated in IACE as a cadet, escort, or host, in obtaining color photographs or slides for use in this pamphlet. Our greatest need is for color photographs showing either CAP cadets in the oriental nations or the oriental cadets in our host wings. These photographs should be of good quality and should show some type of group activity. Please include a descriptive statement with each photo.

Send all photos to National Headquarters, Civil Air Patrol/EDE, Maxwell AFB, Al 36112. All slides, negatives, or color prints will be returned to the sender.

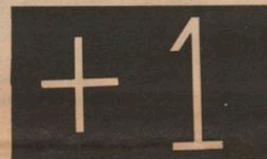
Dates Set For Course

(Continued from Page 1)

provides supplemental information in the internal implementation of the aerospace education portion of the cadet program and the aerospace education program for senior members and the general public.

The course is open to CAP senior member officers in the grade of captain through colonel. Interested applicants should apply on CAP Form 17, Application for Senior Member Activities, through their respective wing and region headquarters to HQ CAP-USAF/DOT in accordance with the provisions of CAP Regulation 50-9.

Deadline for receipt of



applications for the January class is Dec. 6, 1974. Selectees of this class will be announced on Dec. 13, 1974. Deadline for receipt of applications for the March-April class is Mar. 7, 1975. Selectees will be announced on March 14.

Wash. Cadets Pay Visit To Canada

McCHORD AFB, Wash. — Sixteen cadets from McChord and Olympia Squadrons recently paid a three day visit to the Royal Canadian Air Cadets of Squadron 513.

During the visit they toured Vancouver Harbor and surrounding waters via a Canadian Forces vessel, watched the Queen Elizabeth Parade and attended a banquet at the Royal Canadian League.

The cadets were housed by the Royal Cadet League cadets and their families.



THEY WENT THAT-AWAY — Cadets William R. Bowman and Steven Rethemeyer of the St. Joseph Composite Squadron (Missouri Wing) clean up the litter which trailed more than 2,000 walkers who participated in a recent March of Dimes Walkathon held in St. Joseph, Mo. Other cadets and senior members from the CAP unit assisted the Walkathon by checking the walkers' cards, passing out meal tickets and serving refreshments.

First In CAP MER Holds IO Workshop

ANDREWS AFB, Md. — The Middle East Region recently conducted the first region-wide Information Officer (IO) Training Workshop here. Air Force Reservists from the 9009th Air Reserve Information Squadron (ARIS) planned, coordinated and instructed at the workshop.

The four-day course incorporated classroom instruction and practical exercises with information field trips in the Washington, D.C., area. Representatives from the local media were guest lecturers for the workshop.

Reserve Majors Gerre Jones, John Wilson and Paul Knapp conducted the classroom sessions. The training first covered the basic areas, recognizing a story, gathering the facts, writing the story and placing the story in either newspapers or on radio or television. More advanced areas, such as speech writing, conducting an interview and holding a press conference, were covered later.

The 16 CAP seniors and cadets who attended the workshop were given a tour of the Pentagon where they heard briefings on the functional areas of the Secretary of the Air Force Office of Information (SAF/OI). The SAF/OI division chiefs made the presentations. A special nighttime briefing was presented to the CAP members by the Command Services Unit at Bolling AFB.

Each class member was also

allowed to participate in a practical application period at the Nation's Capitol. Congressman Jerry Pettis, (Rep.-California), was interviewed in his office by three members of the workshop while the other classmembers observed and took notes. Congressman Pettis is the deputy commander of CAP's Congressional Squadron and is a firm believer and backer of Civil Air Patrol's programs. During class the next day, the CAP IOs reviewed what they had learned during the interview.

The media guest lecturers talked to the group on how a CAP IO can best service each distinct media (newspapers, radio and television). The most prevalent theme was "Get to know and learn to work with your local city editors and program directors."

Air Force Captains Brad Thomas, a USAF recruiter in the Washington area, and Al Alderfer, Andrews base information officer also spoke to the class. Captain Thomas, in discussing his job, emphasized the advantages both groups gain when "CAP and local Air Force recruiters work together." In explaining the various facets of his position, Captain Alderfer urged the IOs to "get to know and cooperate with their local military base IO."

The CAP IOs were housed at the Andrews AFB Visiting Officers Quarters (VOQ) during the course and meals were available at a nearby dining hall

or the Officer's Club. All formal classes were held in a meeting room provided by HQ Air Force Systems Command.

Sparkplugs behind this training program were CAP Capt. Barbara Morris, MER Director of Information, and Air Force Lt. Col. Walter Straughan, Director of Training, USAF-CAP MER Liaison Office. Captain Morris, who had the original idea for the workshop, is already looking ahead. "Next year, we want to conduct a two-level workshop with both a basic course and an advanced course for those who attended this year," she said. "Also, we hope to be able to invite IOs from other regions to attend, but that is dependent upon the availability of housing."

Colonel Straughan feels that this workshop was an important beginning. "I'm firmly convinced that you can't buy the quality of instruction the 9009th ARIS provided. My hope is that the IOs who were here this year will go back to their units and wings and encourage other IOs to attend," he commented.

Was the Workshop worth all the time and effort? 1st Lt. Jim Maloy, CAP, Morgantown Cadet Squadron (West Virginia Wing), thinks so. "Members are always asking "What does CAP do for me?" Well, this was just one of the things that CAP does for its members," he said.

Capt. Marion Hess, National Capital Wing IO, summed up the workshop's benefits when she said. "The knowledge gained and the enthusiasm of the group should prove invaluable to their respective units as well as the entire Middle East Region."

(FOOTNOTE: Other CAP regions are encouraged to consider conducting similar workshop/training programs. Air Reserve Information Squadrons (ARIS's) are located in Philadelphia (9010th), Newburgh, New York (9011th), Los Angeles (9012th), Miami (9013th), Chicago (9014th) and New York City (9015th). Additionally, there are Information Flights under these squadrons across the country.

Naturally, the resources of the Washington, D.C. area are not available elsewhere. However, the basics needed to conduct the course (professional information reservists, media "guest lecturers" and local civic officials to interview) are nationwide commodities.)



OUTSTANDING CADET — MSgt. Mickey McCullough (right), receives the cadet of the quarter award from 2d Lt. Ken Mason, leadership officer of the Mid-Cities Composite Squadron, Bedford, Tex. Sergeant McCullough is presently a junior at Trinity High School where he is a member of The National Honor Society.

AFR-CAP Hold Open House

WARREN, Ohio—Civil Air Patrol's Group III (Ohio Wing) joined with the Air Force Reserve's 910th Tactical Fighter Group to hold an open house at Youngstown Air Reserve Base recently.

Featured in the program were Group III rangers rappelling from a hangar roof, static displays and a first aid tent.

The Air Force had C-123, A-37 and KC-97 aircraft on display while the Navy brought in a T-34 and the Army an O-87 helicopter. In all, 12 aircraft were on hand, including four CAP aircraft.

Unit Supports Frontier Days

CHEYENNE, Wyo. — Civil Air Patrol participated in the 78th Annual Frontier Days in Cheyenne this year. They provided an ambulance which was stationed at a First Aid Station in the grandstand.

Francis E. Warren AFB was tasked with supplying ambulances for this year's event. They were supported by CAP's Laramie County Cadet Squadron and the Air National Guard who each supplied an ambulance.

28 Visit F-111, YF-16 Plant

FORT WORTH, Tex.—Twenty-eight cadets from Texas' Group Six recently visited the General Dynamics Corporation here where they visited the home of the F-111 and YF-16 aircraft.

The tour, sponsored by the Hustler Composite Squadron, included 20 male and 8 female cadets who were accompanied by 6 senior members.



WORKSHOP DISCUSSION — During a break in the Middle East Region IO Training Workshop, Air Force Reserve Maj. John Wilson (center), discusses some points from his presentation with two of the CAP IO's who attended the course. CAP 2d Lt. Jo Ann Pierce, (left), represented the Tri-City Composite Squadron (Virginia Wing), while Cadet Lt. Col. Michael Smith was from the Middle River Composite Squadron (Maryland Wing).

BOX SCORE	
Seniors	34,460
Cadets	24,090
GAM	470
Total	59,020
(As of Aug. 31, 1974)	
(1,652 decrease since Jan. 1, 1974)	

S M I L I N' G B A C K

AERO-ASTRO ANSWERS

DURING WORLD WAR I THE CURTISS JN-4D, JENNY WAS AN ARMY AND NAVY PRIMARY TRAINER!

AFTER WW I, THOUSANDS WERE DECLARED SURPLUS--

--AND SOLD TO THE PUBLIC AT A VERY LOW COST!

THE JENNY BECAME ALMOST AS POPULAR AS THE MODEL-T-AUTO!

NEXT ---

WHAT RUSSIAN PLANE CALLED THE ANT SET A NON-STOP RECORD IN 1937?

ASKED BY WADE HAMPTON MOSLEY-- --HOOD RIVER OREGON

From The Commander

The Reservist And CAP

by Brig. Gen. Leslie J. Westberg, USAF, National Commander

In my travels around the CAP circuit, I have met and observed many Reserve Assistance personnel in action. I am impressed with their qualifications and the fine role they play as advisors to CAP. The professional advice and specialized knowledge they possess can be a valuable resource to the unit commander in assisting him with his training programs and other functions. There are a variety of tasks Reservists perform that parallel their Air Force experience and training.



To name a few:

- Instruct technical courses in the

cadet and senior member training programs.

- Recruiting new members by appearances before civil groups, high school assemblies and the like to explain the CAP program and what it has to offer.

- Working with high school principals in an attempt to have CAP cadet programs as part of the school curriculum.

- Help in all phases of unit administration and give advice in all areas pertaining to their specialties.

In that connection, I am frequently asked by unit commanders and Reservists, "Can a Reserve member be utilized in CAP staff positions

including command appointments?" The answer is "Yes".

However, any duty performed by Reservists while serving in CAP staff or command positions will not allow point credit in the Reserve Assistance Program (RAP). This stems from the Air Force requirement that any point gaining activities a Reserve member may be engaged in must be controlled or supervised by the Air Force. This would not be the case while performing in a purely CAP capacity, since CAP is a private, non-profit corporation with bylaws and policies set forth by the National Board (CAP) and its National Executive Committee. Another restriction imposed is that the member must be wearing the proper uniform when performing special tours of active duty or earning inactive duty training points—in other words, the standard Air Force uniform when performing in pursuit

of Air Force or Reserve activities, and the CAP uniform while serving as a CAP officer.

It should be noted that the success and continuation of the Reserve Assistance Program depends entirely on acceptance and support of the CAP member. Since its inception in 1968, the RAP has won wide acceptance by the membership at large. Toward that end, I am also pleased to find that a significant number of our Reservists are CAP members. This is notable since membership is not a requirement, but does reflect personal dedication to CAP and its mission.

I encourage unit commanders to accept the help offered by Reservists serving in the RAP. Ask them to pitch in—the Air Force training and experience they possess can be a valuable benefit to the unit.

Chairman's Comments

C.A.P.-- About Face!

by Brig. Gen. William M. Patterson, CAP, National Board Chairman

(Following are the remarks of Brig. Gen. William M. Patterson, CAP, Chairman, National Board, to the General Assembly of the National Board Meeting on Sept. 20, 1974)

We want to extend a special thanks to each of you for making this San Francisco convention an important event in a critical time.

I enjoyed hearing General Westberg recap some of the great things your individual and collective efforts made possible this year. On many of those visits so well remembered, I had the pleasure of being with your National Commander.



My thanks and personal endorsement is added to his congratulations.

Your contributions, your professionalism and your progress in emergency services, communications, aerospace workshops, electronic search techniques, and other areas has again projected a proudful national image.

But, if we're completely objective, that is, honestly looking at the entire picture we're somewhat like that professional baseball team that had to change uniforms. The club had several superstars including the league's most valuable player. They won several individuals awards—But...

- The team lost the big games;
- They lost the pennant;
- The manager lost his job.
- The fans lost interest
- —And the city lost its franchise.

The story is clear. Civil Air Patrol has three primary missions...and until each of them is functioning satisfactorily...we've got to be concerned.

—And when our problems are in the area of one of our top priorities—youth

motivation—it must be considered by each of us as a personal challenge.

Have you seen that bumper-strip which reads: "The population explosion is everybody's baby?"

That's how we feel about our cadet activities. We have a tremendous wealth of people in Civil Air Patrol who are skilled in highly selective areas.

- Pilots who can fly intricate criss-cross search patterns over irregular terrain.
- Skilled technicians who can move into a stricken area and in a matter of minutes establish the only air/ground communications.

- Educators who can implement programs at state levels while earning the respect of their associates.

- Administrators who continually demonstrate executive abilities for which industry would, and does, pay handsomely.

Now these are just a few of our many more rare skills which require years of training, experience and a large amount of innate abilities. These are critical positions and very selective. Not everyone is blessed with the attributes required for these jobs.

But it's a different ballgame in youth motivation—Everybody has something to contribute right now.

We can no longer dump this on the

shoulders of our people who are directly, primarily concerned. We can no longer ask our national staff; or our squadron commanders; or our director of cadet activities or the cadets themselves to go it alone.

This, my friends, is everybody's baby!

It was this compelling need that motivated our special session of the National Executive Committee—

In my program message reference was made to the NEC meeting in St. Louis as extraordinary. The word extraordinary was used for several reasons. In the first place, we don't usually hold such meetings in the month of August.

As you know, our bylaws provide that, and I quote: "The National Executive Committee shall meet at least three times annually, at times other than when the National Board is in session." unquote. Except for isolated incidents, we have traditionally adhered to the bylaw by scheduling NEC meetings in December, March and June.

Your committee was called into this special session last month because we felt time was running out on us. Our long, frustrating efforts to halt a dangerous cadet membership decline had gotten us nowhere. We felt we needed a final, top-level, no-nonsense, shirt-sleeved, work session before we met in San Francisco. We felt we had to come here and present to you something new; something promising; and above all, something workable! We feel we've done just that. In a few moments, you will be introduced to these modifications.

Again, reminding you these changes are not revolutionary...they are evolutionary. They're not even new. Two years ago, in August of 1972, General duPont asked me to chair a special meeting which directed itself to the problem of declining cadet membership. We thought we had problems then because our cadet census had dropped to 28,427.

Since then we've continued to nose dive and have lost an additional 4,300 cadet members.

(See Page 6)

NEWS
CIVIL AIR PATROL

☆☆☆☆☆ USAF AUXILIARY ☆☆☆☆☆

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THUMBS UP — Philadelphia Disaster Exercise Chairman, Stephen W. LeBoutillier (left), gives CAP Lt. Col. Paul R. Kocynski (right), Philadelphia Group Ten Commander, the "thumbs up" on his group's participation in the annual disaster exercise which took place this year at the Philadelphia International Airport. Looking on are CAP Lt. Col. Herbert Carrier (second from left), and Capt. Raymond Blickle, both on the Group Ten staff. The group was commended on their excellent performance during the exercise. (Photo by CAP Capt. William H. Larkin Jr.)

Controllers Lauded For Quick Action

COLORADO SPRINGS, Colo.—Civil Air Patrol Capt. John F. Cullen was so thankful for the prompt reaction of two controllers in the Santa Fe, New Mex., tower that he recommended them for special recognition by the Department of Transportation.

The action took place on a recent flight from Santa Fe to Colorado Springs, Colo., when the plane Cullen was piloting suddenly and without warning lost its engine.

Recalling the incident, Cullen wrote, "Instinctively I set up a glide, looked over the rugged terrain for a place to land, and called Santa Fe tower to declare an emergency and advise them of my position and intentions.

"Fortunately," he continued, "the ensuing forced landing was accomplished without further incident. The selected landing area was a sandy, dry creek bed. As we slid, gear-up, to a stop on the sand, my passenger and I looked at each other and realized that we were uninjured.

"It was at this point that the efficiency of the two controllers, which could have been life saving, became apparent. Within minutes they had two National Guard helicopters on the scene, and shortly after that the State Police arrived."

He concluded, "I feel that these two men should be singled out for special recognition...their prompt mobilization of the rescue team could have saved my life had I been injured in the landing attempt."

Cullen is a member of Colorado's Pike's Peak Emergency Services Squadron.



AIRPORT TOUR — Cadet Terri Davis and Dave Harms of the Grand Rapids Composite Squadron (Minnesota Wing) watch as Ed Simpson of the Hibbing Flight Service Station shows how information is received and recorded when talking to aircraft in flight during use of directional finder equipment. The two cadets were among 16 from their unit who toured the station recently.



Charts Prove Success During Unit SAR Test

BELLE VERNON, Pa. — New topographical charts prepared by two members of the Rostraver Senior Squadron 1301 have been proven successful during tests run by the unit.

Designed by CAP Lieutenants Emery Plesko and Thomas Riley, the charts were tested during a recent practice search and rescue mission. They are not for navigation, but only an instrument to locate a target in any search and rescue mission.

The charts were the idea of Lieutenant Plesko who said, "After locating a downed aircraft in the air we must direct the ground units to the site by

using charts. With the old charts, the plane would appear as a dot, which could cover many square miles in mountainous terrain. The new charts enlarge the area seven and one half times or the dot becomes approximately a quarter inch square and along the contour lines for locating a target, the area could be pinpointed within the size of a football field. This enables ground units to immediately select the easiest and fastest access route and to arrive at the site in much shorter time."

Assisted by Lieutenant Riley, Plesko began work on the charts as a winter project. After eight months of work the project is now completed.

Iowans Assist During Outing

IOWA CITY, Iowa — Members of the Iowa City Composite Squadron became involved in the rescue of a man who nearly drowned during a recent squadron family picnic.

While enjoying the picnic, designed to promote unity among the squadron members and their families, some of the squadron saw a man who had nearly drowned brought to shore. They sent out a distress call over their radio for an ambulance and assisted in emergency traffic control until the man was taken to a hospital where he was pronounced in good condition.



STUDY PROGRAM — Cadet Tom Collins of the Easton Composite Squadron (Maryland Wing) is one of several cadets and seniors to attend a combined private pilot and CAP observer group study program, organized and conducted by CAP Lt. David Gauden, squadron aerospace education officer and a certified flight instructor.

IDEA MART

ONE SHEET 3/8" PLYWOOD
44 FINISHING NAILS
GLUE ALL JOINTS
PAINT OR STAIN
ADD SHEED 12"

EASY-BUILD SPEAKER'S PODIUM MAJ. ED CRANKSHAW, CAL. WING RECRUITER

1/4" Quarter-Round Trim

33" 43" 13" 9" 11" 9" 13"

CAP Maj. Ed. Crankshaw of the California Wing would like to share with other CAP members his idea for constructing a speaker's podium at little cost.

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BEAMS WITH PRIDE — SM Ann Wostel (center), beams with pride as she holds the Gen. Carl A. Spaatz Award earned by her son, Cadet Col. Randall P. Wostel of the Helena (Montana) Cadet Squadron. The presentation was made by Montana Governor Thomas Judge (right), at public ceremonies in the State Capital building. Ann is Finance Officer for the Montana Wing, while her son serves as chairman of the Montana Cadet Advisory Council.

Calif. Cadets Support Fly-In

PALO ALTO, Calif.—Civil Air Patrol members from the Palo Alto Cadet Squadron 100 were on hand to lend support for the first Helicopter Fly-In held here under the sponsorship of the American Helicopter Association of San Francisco.

Helicopters on display included military helicopters flown by the U.S. Army and U.S. Navy.

History Is Alive In Texas Unit

GRAND PRAIRIE, Tex. — Civil Air Patrol history came alive here recently for the Crusader Composite Squadron when Warren Mastin, now a CAP second lieutenant, and his son joined the unit.

Lieutenant Mastin's brother, Dick, was one of the 64 CAP members who were killed in the line of duty during World War II.

He died in 1944, in the crash of his aircraft while on a routine courier flight from Topeka, Kan., to Kearney Neb. The 29-year-old Civil Air Patrol officer was stationed at Salina, Kan., at the time.

Warren Mastin and his son Dick, named for his uncle, have proven enthusiastic members of the squadron. Mastin has taken a staff position and his son has already completed one achievement in the cadet program. In addition, Dick has been selected for solo flight training.

The addition of the two Mastins to the squadron has allowed many cadets and seniors to partially relive the early history of CAP much more easily than most members can.



GIFT — Mike Polley (right), Awards Chairman of the Exchange Club in Santa Maria, Calif., presents a check to CAP Lt. Col. L. H. Powell, deputy commander Group 11, California Wing as Cadet Michael Ulin looks on. The donation, which will be used for cadet encampments, was made when CAP was honored by the Exchange Club at a recent luncheon in Santa Maria.

Calendar of Events

Oct. 9-17	IACE Planning Conference	Tel Aviv, Israel
Oct. 24-26	National Drill Competition	Dallas, TX
Nov. 2	NER Conference	Kiamesha Lake, N.J.
Dec. 13-14	NEC Meeting	Maxwell AFB, AL

C.A.P.—About Face!

(continued from page 4)

That August 1972 meeting lasted two days. It was attended by many dedicated, knowledgeable and experienced people from both sides of the CAP-USAF team and highly respected educators.

They included: Major General Locke; Brigadier General Ellis; Colonel Casaday, Colonel Goldman, Colonel Lyons; Mr. Sorenson; Dr. Merv Strickler and many others. All that firepower was brought to bear on one target—cadet membership—and we missed the bull's eye, and here's why!

We were reluctant to bite the bullet and admit to each other that our program had lost its general appeal. We could not—or would not—admit that the time had come to deemphasize some areas and broaden others.

Oh, we discussed them far into the night—but when nitty-gritty time came, we appeased each other and stayed with a limited appeal program.

These programs obviously have grown less appealing as the life styles of today's young men and women became more diversified.

Let me be completely candid.

I think we'd been spoiled. Not too many years ago, our young men and women came to us in a tidy package, all in step, and receptive to our youth motivation programs.

All that changed—not overnight—but so abruptly that we weren't able to call an audible at the line of scrimmage. We went with the same game plan that was already losing the big one.

We weren't the only ones caught short. In civilian life, selling is my business. Forget my other fancy titles—in the final analysis, you can call me a salesman. A distressing number of business firms go under because they did not adjust in time to the times. Let me give you just one example. A manufacturer used to produce

just one pen...the pen. He almost had a monopoly—and he got complacent. But when his accountant showed him a sharp two-year decline, he got the message. He studied the problem. He took the right action. His company now produces sixteen types of pens.

In other words, he broadened the appeal. The life-styles of American youngsters have burst into more varieties of blossom than the Botanical Gardens. Everyone's on his own trip...they can't be reached with one pen.

We've got to offer a broader platform, a variety of attractions, that blend more easily into their individual life style.

That's what we've done! To reduce it to a business nutshell...We're applying the psychology of selling in a splintered market without winding up in splints. There is no way, today, that we can succeed in selling our program...as it stands now...to an acceptable number of today's young men and women.

Again, reminding you that you will see no radical changes. All of us in St. Louis felt that Civil Air Patrol's present program was well conceived, well structured, and very solid. We agreed that as an aerospace education vehicle, it is second to none. However, we felt that we must recognize those changes that have, and are, taking place in our social structure. We had to evaluate the effects such changes are having on those young people who could—and should—be in Civil Air Patrol. Your NEC further felt that there was a need for a greater amount of activity in the programs as well as a need for diversification insofar as career fields and career objectives were concerned.

With these basic objectives clearly delineated, General Westberg returned to National Headquarters and briefed the staff. That was the beginning of painstaking research and lots of work. It was a crash project of monumental proportions but they did it. All of us are

very grateful to Mr. Sorenson, Mr. Bacon, Mr. McMinn and the rest of the aerospace education staff for getting this important briefing together for its premiere this morning.

What you're about to see and hear has the full endorsement of your entire National Executive Committee. We don't have time for debate. You will see a conceptually sound program. I want you to sit back, relax, and put everything else out of your mind. Give this your undivided, unbiased attention. I ask you to begin here and now—even as these modifications are presented—to start thinking of what you can do, in your back yard, to get things rolling. These changes will become effective on the first of January, 1975. There's much work left to do for all of us—But there's also 90 days left to put the new look into high gear from the opening gun.

These changes will not, by themselves, magically solve our problems. It does mean, however, that we will no longer have our hands tied behind us while tackling a giant which, as General Westberg says, threatens the very existence of this great organization.

Now, we've got some new ammunition to fight back with and if we apply our unified strength, we are going to win this battle!

Ladies and Gentlemen, it is with personal pleasure and professional pride that I present the director of Editorial and Curriculum at National Headquarters...our own Hal Bacon.

(Briefing)

Thank you, Hal...and please extend my appreciation to everyone who worked so hard to create this excellent presentation.

I think you can see why your individual support, your personal interest and your self-generated ideas, always so important, are now vital.

This concept literally takes the lid off our cadet activities ceilings.

It deserves the best that is in each of us to get it moving and keep it rolling...back up the hill!

Of course, our squadron commanders will be—as they always are—right in the middle of the action...carrying the biggest load. I know how they feel...I've been there! and the tough job I had 20 years ago has grown progressively tougher.

To many of our squadron commanders—and again sympathizing with them—their job is like that guy on the mission impossible show.

Week after week impossible problems are shoved at him when a stentorian voice emerges from a tape recorder. Bristling with authority and immeasurable wisdom, it defines the newest problem. The voice reduces earthshaking situations to crisp words of advice—and then the unseen genius cops out...*"If anything goes wrong,"* he warns, *"forget you ever knew me."*

Finally...and this is the clincher...the whole works blows up!

Having been a squadron commander, I can readily understand why our commanders identify themselves with the big blonde hero.

Well, we've come a long way this past year in tangibly expressing our appreciation for the job they do; we've developed some correct and timely tools to help him get the job done; and there's more coming! We've captured the incessant, demanding and varied tasks they accomplish on film.

It's the slide presentation I discussed last April in my editorial.

That's a long—overdue, well-deserved and factual tribute that can, if properly used do many things.

I'd like all our squadron commanders; former squadron commanders and those who plan to become squadron commanders to stand for a moment.

Ladies and gentlemen, how about joining me in a salute to the most valuable people in all of Civil Air Patrol.

Cadets Complete Two Courses



Communications Equipment Briefing

MAXWELL AFB, Ala. — More than 80 cadets from throughout the United States recently completed a one-week Space Flight Orientation Course and a two-week Communications Electronics Course in Alabama and Mississippi respectively.

During their stay at the George C. Marshall Space Flight Center at Huntsville, Ala., 52 male and female cadets completed a course designed to further their aerospace education and to motivate them toward careers in aerospace and its allied sciences.

The course consists of classroom lectures and seminars covering the history, philosophy and objectives of space flight; propulsion and structural design of space vehicles and guidance. They also received information on instrumentation and communications of space flight with the remaining time devoted to visiting points of interest in the area.

Keesler AFB, located near Biloxi, Miss., was the site where 34 cadets completed the communications course planned and conducted by U.S. Air Force instructors.

The course included communications principles, radio operator training, tours and practical laboratory exercises involving the latest types of Air Force electronics equipment and systems.



Electronic Communications Training



Missile Museum Visit



Experimental Aircraft

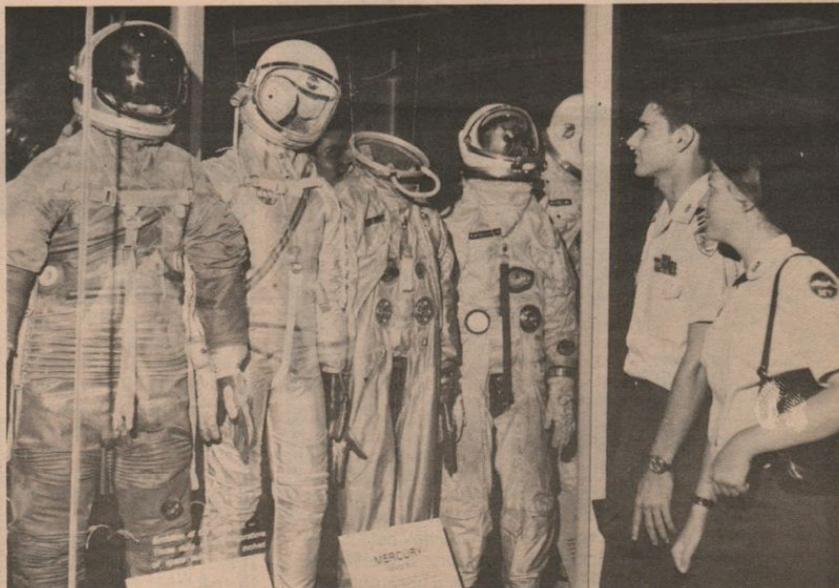


'One Small Step For Man!...'

Photos by MSgt Russ Brown



Close Examination



Space Suit Exhibit

Temperature And The Pilot

by Lt. Col. S. W. Raymond, CAP Illinois Wing Medical Officer

Temperatures over or under comfort level can be a serious matter. All flying carries an element of stress; add to this a thermal environment causing discomfort and the elements of physiological upset are present.

Discomfort and loss of efficiency are cumulative — the colder one is the colder one gets; and the hotter one is, the hotter one gets. One may fly well but overlook the ancillary tasks such as forgetting leaning, carburetor heat, full rich, or even putting the gear down.

The effects from cold vary from chilliness to freezing. Frost bite of exposed parts of the body is actually freezing and can occur especially on the tips of the ears and nose on a cold windy day during the preflight inspection. The frozen part turns white and becomes numb. As they thaw they become red and painful. A word of caution, never rub the frozen part with snow; warm it up gradually.

Heat and sun cause a variety of conditions. Excess sweating causes the body to lose salt and water. This can lead to heat exhaustion in which there is weakness, dizziness, nausea, thirst, cramps, tingling of hands and feet, pounding of the heart,

shortness of breath, and a cold pale clammy skin. In extreme cases coma and death can result.

Sun-stroke occurs in direct sun during hot weather where the head has been unprotected. The skin becomes flushed, hot, and dry. There is little or no thirst. There is a rapid pulse, restlessness and possibly convulsions. Both heat exhaustion and sun-stroke require water, salt and cooling.

Sunburn is possible in winter or summer and it can be so severe as to be fatal as with any other burn on large surfaces of the body. The survivors of a South Pacific ditching suffer more from sunburn than they did from hunger or thirst.

Forced landings are always a possibility and the prevailing temperature, wind, and weather play their parts. A landing may be in zero temperature and deep snow or on a burning desert. Be comfortable before you start. Don't rush the preflight and check-list in an effort to get the heater working or the ventilator to blowing. A cold pilot may become drowsy when the cabin warms up and a sleepy pilot has no place in an airplane. Be well dressed in winter and ventilate the cabin in summer.

Clothing should be selected

with the thought of a forced landing in mind. It is better to have too much rather than too little. Even in summer, nights can be chilly. Extras can be carried in the baggage compartment. In winter, mittens, overshoes, and earmuffs are a must. Stay in the cabin; it will protect from wind and precipitation. In summer stay in the shade of a wing and if water and salt tablets are available use them freely.

We can't control the temperature of our environment, but the pilot can remain comfortable and protected with proper clothing and planning ahead.

Roles Reversed During Mission

HOUSTON, Tex. — The roles were reversed for seniors and cadets during a recent practice search mission for Texas' 13th Group. The cadets ran the search while the seniors looked on.

Col. Calvin Reese, group commander, served as the senior advisor and Cadet Lt. Col. Paul Owens, Thunderbird Composite Squadron and Cadet Maj. Donna Osgood, Ellington Composite Squadron, served as mission coordinators.

The planning and implementation for this mission was the work of the Group Cadet Advisory Council. The cadets were given their choice of which positions that wanted to hold. This was followed by two training sessions to show the cadets what their respective duties would be.

The cadets flew as observers, manned the mission headquarters and communications networks, while the seniors flew the planes, observed the cadets performance and ran errands.

Following the mission the cadets were given orientation rides.



TOP SENIOR — Capt. David P. McIntosh (left), commandant of cadets for the Duluth, Minn., Squadron received the Outstanding Senior Member Award for the Minnesota Wing from Col. John T. Johnson, wing commander. Also honored by the Minnesota Wing was the Skyhawk Squadron, which was named the Outstanding Squadron of the Year. Colonel Johnson made the presentation to Lt. John Wakefield, commander of the unit. (Photo by Maj. George H. Tucker, CAP)

Correction

A proofreading error was made in one of the answers in the "Cadet Directorate Provides Solution" column in the September issue of the Civil Air Patrol NEWS. It is repeated here in its correct form.

PROBLEM: Can a cadet who is also in AFJROTC and who has completed the first three AE books start his CAP program with the fourth packet and as a C/Sgt?

SOLUTION: Only the aerospace education and leadership portions of the achievement contract can be accredited for AFJROTC participants. It will be necessary for you to progress through all of the achievements in sequence to meet CAP requirements. As stated in CAPM 50-16, this means you must complete the physical fitness, moral leadership, and activities requirements for the achievements with the leadership and aerospace education portions being credited. Your CAP rank is earned on the basis of achievement contract completion.



SPAATZ AWARD — Alabama's Lieutenant Governor Jere Beasley presents CAP Cadet Col. Michael Ericksen his Gen. Carl A. Spaatz Award during recent ceremonies held at the State Capitol Building. Ericksen is a member of the Mobile Composite Squadron in Mobile, Ala., and has been active in Civil Air Patrol for more than three years. (Photo by CAP Capt. Art Frasier)

Cadets Do It All

(Editor's Note: Last December we reported that the Ohio Wing was holding their Type B encampments in conjunction with their SAR/CD tests. It was indicated then that this provided an outstanding opportunity to train cadets in all positions during a SAR/CD test. We have received a report from 1st Lt. Richard J. Curran, encampment commander of a recent Ohio encampment. Following are a few excerpts from that report.)

"The Ohio Wing Cadet Advisory Council picked and assigned encampment cadet officers and these would in turn assign all cadets to their duties. This pre-selection of all important cadet jobs is important, provided all selected cadets arrive and do their jobs.

"Those cadets who were on hand and assigned to leadership roles were used in same with some lateral switching taking place. The two squadron, two-shift approach was used and the cadets were assigned to either Squadron A or B as they came aboard.

"With the development of two squadrons, the duty assignments progressed the same way. Squadron A would be on the mission 8 to 12 and Squadron B would be in class 8 to 12. All cadets broke for lunch 12 to 1 and the roles were reversed in the afternoon.

"In total review I feel that the cooperation I received from the Mission Staff was the best in CAP. We worked together with no discourse and in total harmony. It was a wonderful sight to see so many happy cadets. And they felt they had accomplished something in being there — NOT JUST BEING USED.

"It is my hope some of the lessons learned by my staff will be put into policy, but at the same time we must remember that too rigid planning will not make for a better mission. You must be flexible."

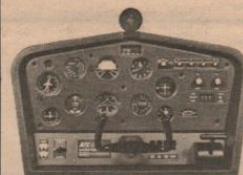
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FAA Issues Requirements To Enhance Operational Safety

In one of the most extensive regulatory actions ever undertaken to enhance operational safety in the skies, the Federal Aviation Administration of the Department of Transportation recently issued new and more stringent requirements covering the training, testing and certification in virtually all pilot categories.

A biennial flight review also will be required for the first time for all pilots not engaged in airline or other commercial operations where FAA already required periodic flight checks. Both flying skill and aeronautical knowledge will be covered in the review providing the examiner with a opportunity to evaluate the overall ability of the subject pilot and comment on any problems detected.

The changes in Part 61 of the Federal Aviation Regulations, which covers certification of pilots and flight instructors, were effective Nov. 1, 1973. However, applicants for pilot certificates and ratings will have the option of meeting either the existing or new Part 61 standards for one year after the effective date, or until this November. The biennial flight review requirement also becomes mandatory after Nov. 1, 1974.

Affected by the new FAA regulations are the requirements for student, private and commercial pilot certificates as well as those for instrument and flight instructor ratings. The requirements for airline transport pilots will not be changed.

Underlying the broad scale revision of Part 61 is the adoption of a new "total operational training concept" of pilot certification which gives a

flight instructor full responsibility for all phases of required training. Under this concept, all of the procedures and maneuvers now required by Part 61 for the various pilot certificates and ratings will be dropped and replaced by a general outline of much broader pilot operational areas in which flight instruction is required.

In contrast to the present system of rating a student purely on his ability to pass a written test and demonstrate practiced standard maneuvers, the student will now have to show overall piloting proficiency in all of the flight operational areas before his instructor can find him eligible for the prescribed flight test. The test itself will be only on the procedures and maneuvers selected by the FAA inspector or designated examiner giving the test.

In recognition of the flight instructor's increased responsibilities, the requirements for this rating are to be significantly upgraded. Applicants will need a commercial pilot certificate, and instrument rating, ground instruction as well as flight instruction capability, and class rating for instruction given in multiengine airplanes and helicopters. At present a private pilot with 200 hours can qualify for a flight instructor's rating.

In the private pilot category, the flight time requirements will remain at the present 40-hour minimum level in accordance with the ICAO (International Civil Aviation Organization) standards, but there will be a new emphasis on flight instruction, night and operational problem areas.

The requirement for flight instruction from a certified flight instructor, for example,

will be raised from 3 to 20 hours. There also will be a new requirement for 3 hours of night flying with provision for granting a "Day only" certificate to those who fail to meet this requirement. In addition, the flight legs for solo cross country flights are being increased although there is no change in the total 10-hour requirement.

Under the new total training concept, applicants for private pilot certification must demonstrate ability to conduct such operations as the following: controlling and maneuvering an airplane solely by reference to instruments; airport and traffic pattern operation, including collision avoidance practice; flight at critically slow speeds, including recognition and recovery from imminent and full stalls; and emergency operations, including simulated aircraft and equipment malfunctions.

To qualify in the commercial pilot category, applicants will need an instrument rating for certification with unrestricted privileges. The total flight time requirements also will be increased from 200 to 250 hours although 50 of the total hours may be logged in a ground trainer. The number of hours of flight instruction required also is being increased from 20 to 50 hours and applicants also will have to have 10 hours of training in complex aircraft — those having flaps, controllable propellers and retractable gear.

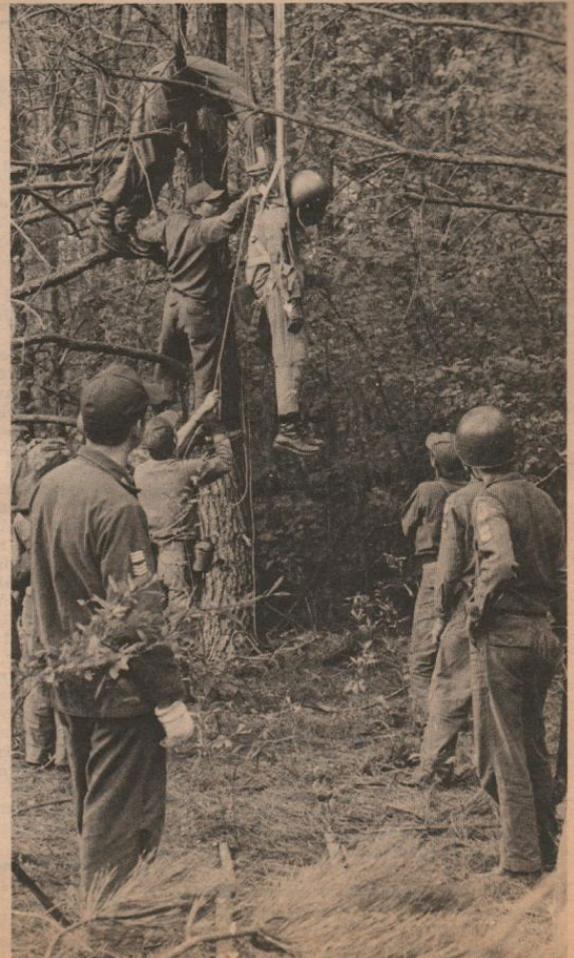
Requirements for instrument ratings also are to be strengthened. Applicants will have to demonstrate proficiency in the use of three types of navigational aids — VOR, ILS, and ADF — instead of just one. The ILS and ADF approaches, however, may be demonstrated in a ground trainer.

Among other new certification requirements are:

- Flight instructor endorsement each 90 days for student solo flight. Presently, student pilots with 40 hours of flight time may be permitted unlimited solo privileges;
- Completion of appropriate ground instruction in prescribed aeronautical subjects for each type of certificate. Credit is allowed for approved home study, high school, and Civil Air Patrol courses;
- IFR checks for instrument pilots whose recent IFR experience lapses;
- Mandatory flight instruction for applicants taking tests for multiengine ratings; and,
- Annual proficiency checks for pilots acting as pilot-in-command of airplanes type certificated for more than one pilot flight crewmember.

To facilitate implementation of the new Part 61 requirements, FAA will issue new flight test guides designed around the new pilot operational training concept and its objectives.

The new rules are based on an FAA Notice of Proposed Rule-Making (No. 72-9) issued Mar. 16, 1972 and on analysis of 1603 public comments submitted in response to that notice.



SIMULATED VICTIM — Cadets from Texas' Group 7 lower an "injured" pilot down from a tree during a recent search and rescue training encampment at Rusk County Airport. The 3-day encampment involved 24 cadets from both the Gregg County and Tyler Squadrons. Activities included setting up camp headquarters, handling communications equipment, a search for two simulated victims of an airplane accident, and first aid treatment for the two victims.



HONORARY MEMBER — Missouri's Governor Christopher S. Bond accepts the CAP Seal from CAP Lt. Col. William J. Wenkert after the governor recently proclaimed a month as "Civil Air Patrol Month" in the state. The governor was also awarded an honorary membership in the organization. The meeting marked the beginning of CAP's summer recruiting campaign throughout the state. Also present during the ceremony was CAP Col. Donald N. Fulton (center), former Missouri Wing Commander.



Contributed By Lt. Col. A. R. Creighton, CAP, Michigan Wing

People In The News

Fourteen members of the Winston-Salem Composite Squadron were recently awarded the Federal Aviation Administration "Safety Pin" during a FAA Flight Safety Seminar sponsored by the CAP unit. The members received the "Safety Pin" after completing a safety flight check from an FAA Aviation Safety counselor... Cadet Alvin W. High from the Paine Field Composite Squadron (Washington Wing) was recently awarded the Reuben H. Fleet scholarship. High plans to use the \$500 scholarship as part of his tuition at the University of Washington where he is working on a BSAA in Aeronautics and Astronautics.

The cadet communications and information officer of Hickory Composite Squadron (North Carolina Wing) Richard Moser was recently named to the eighth annual edition of Who's Who Among American High School students. Cadet Moser has been active in CAP for more than two years... Cadet MSgt. Paul Kirby, a member of the Bowie-Belair Composite Squadron (Maryland Wing) was recently voted the "Most Outstanding Male Cadet" during the wing's annual summer encampment. More than 140 cadets from throughout the state participated in the training...

CAP Chaplain Maj. Kenneth Siefert (Great Lakes Region) recently addressed more than 500 clergymen attending the national meeting of Campus Street Worker Clergy held in Indianapolis, Ind... A change of command ceremony was held recently in Farmingdale, N.Y., to honor CAP Maj. Irving Friedman who retired after serving for 12 consecutive years as commander of the Nassau Composite Squadron 5... Five cadets from the Paine Field Composite Squadron, Everett, Wash, recently joined the U.S. Armed Forces. The cadets included Andrew Jeschke, Tom Olson, Steve Newman, Daniel Winnie and Randy Stearns.

Cadet TSgt. Bob Johnson recently became the first cadet from the Muscle Shoals Composite Squadron (Alabama Wing) to complete the Radiological Monitoring Course and qualify as Radiological Monitor for Civil Defense... Cadet Thomas Atkinson of the Forest Hills Cadet Squadron (N.Y. Wing) recently received an appointment to the U.S. Naval Academy at Annapolis, Md... CAP Capt. Allan Kelley recently served as encampment commander during the Kentucky's Wing summer encampment... The oldest member of the Rhode Island Wing CAP Lt. Col. Alfred DiCicchio was recently presented a certificate of appreciation for his performance by Air Force Col. Bill Tsufis, North East Region Liaison Officer. Colonel DiCicchio joined CAP in 1944.

Twenty-year-old Cadet Dale J. Heaton, was recently awarded a federal student grant of \$876. Heaton, who is a member of the Paine Field Composite Squadron, Everett, Wash., will use the money to further his training in aircraft and power plant mechanics at Everett Community College... A navigation class

for future cadet pilots was recently conducted by Capt. Wilbert L. Sawyer, Jr., USAF reserve assistance officer, for members of the West Richmond Cadet Squadron, Richmond, Va... Four senior members of the Thunderbird Senior Squadron, Pueblo, Colo., recently increased the number of pilots in the wing following their private rating flight checks. Receiving their Civil Air Patrol Wings were Capt. Joan M. Alyea, 2d Lieutenants James Castle, Shannon Hawthorne and Theo D. Griffin... CAP Lt. Col. Rafael E. Irizarry, Puerto Rico Wing Civil Defense coordinator was recently awarded the Outstanding Information Award at a ceremony at the National Office of the Civil Defense Preparedness Agency... Two Civil Air Patrol Chaplains were recently named to head the Chaplain's Ecclesiastical Endorsing Agency for Old Catholic and Non-Conference Orthodox Clergy in America. Senior Administrator is Very Rev. Kenneth Siefert, deputy chaplain for the Great Lake Region, who holds the rank of CAP major. The Junior Administrator is Rt. Rev. John D. Fesi who serves two CAP units in the Chicago area and holds the rank of CAP captain.

Cadets Lt. Col. Eddie Billman and Maj. Larry Battin both of the Crusader Composite Squadron, Grand Prairie, Tex., recently participated in a two day riot control exercise along with U.S. Army personnel. The training was conducted in the city of Honey Grove, Tex... TV viewers in Southwest Virginia recently were informed about CAP when three members of the Roanoke Squadron appeared on 'Kaleidoscope' a public affairs program aired by WBRA-TV. CAP Capt. Paul Willard, Cadet Col. Richard Anderson and Cadet Lt. Col. John Powers answered questions concerning CAP in the Roanoke area.

Cadet Dennis Spencer recently became the sixth member of his family to join the ranks of Civil Air Patrol. Dennis, along with his four brothers and father, are members of the Prescott 209th Composite Squadron, Prescott, Ariz... The Bellows Cadet Squadron, Kailua Hawaii recently lost a member when Cadet Lt. Col. Michael Palencia was sworn into the U.S. Navy. He had been a member of CAP for more than four years... A radiological Monitoring Course was recently conducted by CAP 1st Lt. Francis M. Phillips of St. Mathews Composite Squadron, Louisville, Ky., with 11 personnel completing the training... B Don Johnson, Reid McKay and David Underdown all of the Hickory (North Carolina) Composite Squadron have received their Standard First Aid Certificates.

Cadets from California's Central Coastal Group 11 recently put their rockets on display under the supervision of Capt. Alfred Williams, McConnell Squadron and Lt. LeRoy Fauset, San Luis Obispo Cadet Squadron 103... Lt. Col. Delaine Emons, the first female chief of staff of the Indiana Wing recently received the Gill Robb Wilson Award in special ceremonies in Indiana.



SIMULATED INJURY — Cadet William P. Husted of California's Rialto Cadet Squadron 49, was one of 20 Civil Air Patrol members who acted as "patients" during an Operation MA (Mutual Aid) exercise. Here, he receives necessary aid from firemen during the exercise, which was sponsored by the Apple Valley Fire Department and involved all fire departments in the desert area as well as the forest service and George AFB.

Florida Group Active In Various Functions

GAINESVILLE, Fla. — Cadets and senior members of the Gainesville Composite Squadron have been kept busy with tasks ranging from controlling ground operations for a fly-in lunch to tree trimming.

Cessna 150 provided by the fixed base operator.

Also during the bivouac, the cadets discovered that many of the runway lights were not operating. The unit members returned them to working condition.

The cadets were used extensively during the fly-in to park aircraft, refueling and clean-up operations.

Army-CAP Train Together

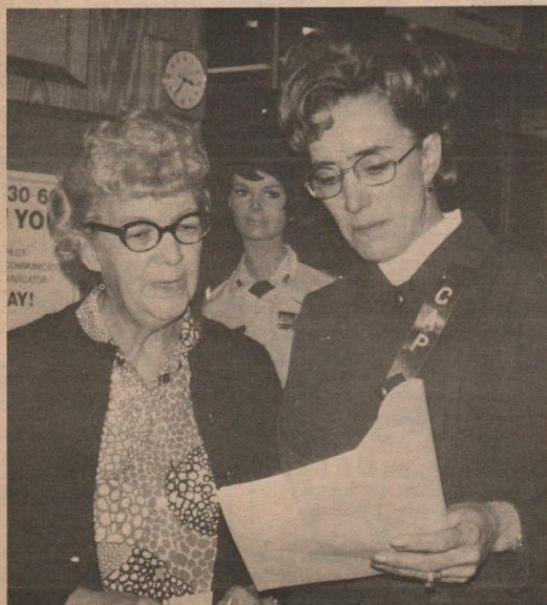
Following the fly-in the unit bivouaced on the airport property to mark off a area for a tree trimming operation. Cedar and oak trees, some as high as 8 feet, had grown up adjacent to the runway creating a hazard to aircraft operations. The Federal Aviation Administration ordered the runway closed or the trees cleared.

FORT DEVENS, Mass. — The U.S. Army Reserve's 399th Civil Affairs Group from Danbury, Conn., recently were re-enforced by CAP members when they conducted a training exercise here.

Cadets and seniors worked through the weekend to clear the area. During breaks in the operation, cadets were given flight instructions by the squadron commander, CAP Capt. John L. Barber, using a

The 399th Danbury Composite Squadron pitched-in and assisted the Army unit with their daily duties, performing functions in the administrative section, dining hall and supply section.

Members of the 399th Civil Affairs Group sponsors the CAP unit. Upon completion of this training, they made the cadets honorary members of their organization.



SUCCESSFUL DRIVE — Senior Member Del Arema (right) discusses the Civil Air Patrol program with a visitor to the auction and drawing held by the Polaris Group (Alaska Wing) recently. The group raised more than \$20,000 during the day-long event which also included static displays and a recruiting drive by members of the group.

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Two Wings Hold Joint Encampment In Indiana

GRISSOM AFB, Ind.—Two Civil Air Patrol wings recently converged on this Air Force installation for their joint summer encampment. The one-week encampment attracted 80 cadets and 12 seniors from the West Virginia and Indiana wings.

The cadets lived the military life for one week and got to see how the Air Force operates on a day-to-day basis.

A number of tours were arranged for the cadets including the control tower, radar approach control, fire department, life support, and various other training divisions. A special highlight of their visit was a tour of the Strategic Air Command alert facilities and an inside view of an EC-135, one of SAC's airborne command posts.

The cadets also received orientation flights.

Encampment commander was Capt. Harding Kennedy from the Indiana Wing while his deputy was Lt. Col. Frank Higginbotham from the West Virginia Wing. Cadet commander of the encampment was West Virginia Wing Cadet Lt. Col. Robert Smith.

CADET AWARDS

EARHART AWARDS		AUGUST 1974	
Gretchen M. Hotmann	01034	Gene W. Harder	02070
Charles R. Melton	01034	Stewart T. Devine	02070
Robert D. McCord II	02086	Neil R. Calmes	04316
Keith D. Brooks-Smith	04158	Laurence F. Haines	04334
C. A. Vanderlek	07015	Douglas J. Bryce	05026
Harry A. Sepp	07016	Joan E. Anthony	05030
William C. Vola	08049	Ronald G. Horton	05070
Lorne S. Whiting	08160	Hans A. Lichtfuss	05072
Gary J. Baird	08176	Gail L. Thompson	06015
Ronald G. Geroux	08227	Joseph R. Branciforte	06016
James R. Cox	08227	Joseph R. Lester	07011
Melquiades Lamelas	08296	Jocelyn K. Hancock	08103
Timothy T. Prill	12168	Larry W. Anderson	08104
Joseph E. Baka	20096	Garry R. Malow	08104
Dean D. Woods	20139	Robert E. Hails	09033
Mark D. Bare	20176	Leonard D. Flowers	09038
Pamela D. Sibert	20235	Louis C. Bryniaraki	11074
William J. Corliss	20237	William G. Hunoway	11113
Dean O. Smith	21066	Joseph A. Skibinski	11113
William G. Bowden	24031	Boyd K. Bender	11189
William J. Harlicka	29022	Evelynn F. Zima	11189
Skye M. Mitchell	30012	Lisa M. Hobbs	12012
Norman L. Dingmore	32048	William S. Collins	12086
John G. Sladen	34096	Gary G. Noll	14031
Thomas R. Kauffman	34139	Keith K. Kriesel	14100
Sharon A. Fisher	37009	Vivian A. Phelps	15058
Daniel Stanicar	37025	Rodney L. Horn	16005
Rachel R. Vucic	37025	David W. Alexander	18039
Leonard E. Nadelny	37191	Lawrence G. Charles	18052
Larry W. Jones	37193	Ronald G. Pitzner	18052
Fred R. Rauch II	39019	Garrett H. Daegan	18071
Lynette R. Callahan	40050	John A. Phillips	19055
Lowell K. Burger	41013	Kelly S. Carney	20072
S. Craig Davis	42023	Patricia A. Bok	20182
Stephen T. Rojceki	45095	Frederick W. Krauss	20238
Gary R. Scott	46002	David D. Cleary	21044
Eric D. Didomenico	46002	Peter M. Vozzo	22057
Jonathan R. Bonds	47020	Brian E. Schmidt	22061
Mark E. Wilson	48037	Mary A. Kurosz	23084
Robert J. Wagner	48046	R. M. Prestipino	25053
Joseph G. Orlovski	48064	Steven M. Korcheck	27040
Eli H. Walters	51014	Leona M. Boesen	27040
Gladys M. Rosario	52017	Joe A. Johnson	27046
Joseph Alverio	52062	Ralf E. Straub	29037
Benito Baez	52068	Ronald S. Merriman	29059
		James S. Natale	29037
		Thomas P. Dirmittis	29080
		Edward F. Sullivan	29080
		James R. Bielik	29080
		William J. Davis	29090
		James G. Geruntho	29093
		Charles D. McNamee	31052
		Stephen Hunter	31088
		Robert G. Johnson	31141
		Douglas J. Paluszak	31187
		Enrico L. Montesa	31224
		Marilyn R. Petri	31238
		Michael S. Todd	32048
		Floyd E. Prophet	32111
		Kevin K. Crawford	34016
		David J. Miells	34016
		Mark R. Allen	34046
		Rhonda L. Reeder	34146
		Barbara J. Obermeyer	34146
		Clifford R. Dinnis	34185
		Linda D. Kristof	35015
		Stanley D. Wallace	35074
		Holly D. Bennett	35019
		Mark J. Stephens	37011
		Steve C. Hasselberg	37025
		Thomas H. Krause	37086
		Geoffrey A. Donatelli	37172
		John M. Gordon Jr.	39061
		Margaret R. Simmons	40037
		Cecil G. Julian III	41056
		David E. Bowen	42076
		Doos R. Seilhan	42251
		Jane A. Crenshaw	43027
		Douglas J. Jacques	44005
		William Oliver	45025
		Lawrence E. Collins	45064
		Daniel A. Pepper	45095
		William C. Redeen Jr.	45117
		John C. Spalding	48055
		Michael G. Speel	48055
		Mark A. Drews	48061
		John A. Romero	49018
		Tom R. Cook	50017
		William L. Wilcox	50062
		Daryl T. Exstrom	51028
		Johanna K. Chang	51031
		Avelino Gonzalez	52054
		Eczar Acosta	52054
		Justiniano Albino	52051
		Gladys Catala	52051
		Sisto Martinez	52051
		Carlos A. Torres	52051
		Javier Velez	52051
		Jose M. Berrios	52076
		Lola Rivera	52090

MITCHELL AWARDS	
Dennis J. Rancout	01034



'DOWNUNDER' WELCOME—Cadets MSgt. Coral Manners and SSgt. Jerry Walton of the Spokane Cadet Squadron (Washington Wing), receive a press book on the living conditions and lifestyles of Australia from Kerry Thomas (left), and Charlotte Blackburn (right), of the Australian Exhibit at EXPO 74 in Spokane, Wash. CAP cadets have been assisting the Air Force in manning their exhibit at the World's Fair.

Guidance Offered On Prices

MAXWELL AFB, Ala. — Aerospace education officials at National Headquarters have issued the following guidance to alleviate confusion as the pricing of cadet packets and the new aerospace education text "Your Aerospace World."

packet and the new text. The cost of the new text for individuals ordering it without ordering an achievement packet is \$2.00. The catalog number for the new text is 37.

The reason Achievement Packet 1 remains \$2.50, even though the aerospace education text has been removed, is that the Aerobics Book has been added to Packet 1.

Achievement Packet	Cost
1	\$2.50
2	2.50
3	1.00
4	1.00
5	1.00
6	1.00
7	1.00

Achievement packets 8-15 are not affected by the new text and, therefore, their prices remain unchanged.

Achievement Packet 2 has the new text in it and; therefore, the \$2.50 price includes the cost of the text. However, Packets 3-7 do not contain the text; and cadets currently in Achievements 2-6 will have to purchase the text separately when they order their next packet.

The cost of the text in these cases is \$1.50 if the cadet is ordering Packet 3 or 4 and \$1.00 if the cadet is ordering Packet 5, 6 or 7. The check which accompanies the order form to National Headquarters must be made out for the total cost of the



BEST IN PROGRAM — Cadet. Lt. Col. Larry Jon Battin (right), of Texas' Crusader Composite Squadron was named the outstanding cadet of the Civil Air Patrol Medical Services Orientation Program at Sheppard AFB, Tex., recently. Making the presentation is Air Force Col. Donald Wagner, deputy commander of School of Health Care Sciences. Sixty-two cadets from 35 states and Puerto Rico attended the week-long orientation program which emphasized the importance of health care sciences and showed the cadets programs that are available as possible future careers. (Air Force Photo by A1C Larry Orr)

INSURANCE

Choose Number of Units Desired

Benefits	1 Unit	2 Units	3 Units	4 Units	5 Units
Accidental Death	\$5,000	\$10,000	\$15,000	\$20,000	\$25,000
Dismemberment	5,000	10,000	15,000	20,000	25,000
Medical Expense	500	1,000	1,500	2,000	2,500

Annual Cost	Non-Pilot	Pilot
Non-Pilot	\$10.00	\$20.00
Pilot	20.00	40.00

I Hreby Make Application For Civil Air Patrol Senior Member Accident Insurance Under Hartford Accident & Indemnity Co. Master Policy On File At National Headquarters Civil Air Patrol.

Name Date of Birth

Address

CAP Ser. No. Pilot Non-Pilot

Beneficiary Relation

No. Units Applied For Premium \$

I Certify I Am A Member Of The Wing, CAP

Signed Date

Make Check Payable To Turner-Weaver-Wilson
P.O. Box 6010, Nashville, Tennessee 37212

H.Q.
FOR UNIFORMS
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1549 TROPICALS
1550
HALF SLEEVE SHIRTS
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FASTEST SERVICE

JAY'S
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HEMPSTEAD, N.Y. 11550
PHONE (516) IV 3-6159



ELT Signal Located In Mail Sack

LEBANON, N.H. — Would you believe a 'lost' airplane in a mail sack? Not hardly, but it happened when the New Hampshire Wing dispatched a search crew to locate an emergency locator transmitter (ELT) signal which had been picked up by the Flight Service Station at Lebanon's airport.

The crew, consisting of CAP Lt. Col. Calvin Stiles and CAP Capt. J. Blair Watson, were scarcely airborne when their direction finding equipment indicated that the ELT's signal emanated from the vicinity of an intersection in the business district of the neighboring Vermont town of White River Junction.

A ground team, headed by CAP Maj. Raymond Mitchell, was dispatched and, aided by postal employees, traced the signal to the local U.S. Post Office. They found a sack of mail in which an ELT was being shipped and had been accidentally activated.



'AT THE CONTROLS' — Cadet SSgt. Tim Seckel takes his turn "at the controls" of a C-141 aircraft that members of his unit — the Green River Composite Squadron (Washington Wing) — toured during a recent visit to McCord AFB. In addition to touring the C-141, the 15 cadets also visited the Radar Approach Control facilities and the control tower.

CONTRIBUTION — CAP Col. Frank L. Swaim (left), commander of the Rocky Mountain Region, accepts a \$500 contribution from United Airlines to cover the cost and installation of a direction finding unit on a Civil Air Patrol aircraft. United Capt. James Cross, director of United's flight operations at Denver, Colo., makes the presentation to Swaim, who also is a veteran United pilot. The DF-88 unit is necessary to receive and pinpoint signals transmitted from emergency locator transmitters now required by law on most general aviation aircraft.

Cadets Are Water Oriented

SEATTLE, Wash.—Cadets from the Sandpoint Cadet Squadron are learning water survival instructed by CAP 2d Lt. Richard E. Cote, unit member and First Aid instructor.

The activity, sponsored by the squadron, takes place during the regular squadron meeting time.

The transmitter package was temporarily removed from a truck which was being loaded with mail destined for various points in Vermont. The find spared authorities a frustrating chase across the Vermont countryside.

The Bookstore, National Headquarters, Civil Air Patrol, Maxwell AFB, Alabama 36112

Please send _____ copies of Hero Next Door to:

NAME _____ RANK _____

STREET AND NUMBER _____

CITY _____ STATE _____ ZIP _____

My check/money order for \$ _____ @ **\$6.95** per copy is enclosed.

SIGNATURE _____ RANK _____

CAPSN _____

Here is your story!

The **WHOLE** story of Civil Air Patrol told by the men and women who have lived it — all 33-plus years — and a look at the future through the eyes of those selected to guide it into still another decade of public service.

Written by an award-winning, aviation writer/editor who also is a 15-year CAP veteran and former Air Force Information Officer assigned to National Headquarters.

The first **NEW** book about CAP in 25 years! Hard bound, in handsome blue and gold, with new, easy-to-read type, Hero, Next Door was made available to Civil Air Patrol members, beginning at the National Convention in San Francisco.

You can reserve your copy now by filling out the order blank (left), and sending it with your check or money order for **\$6.95** to The Bookstore, National Headquarters, Civil Air Patrol, Maxwell AFB, Alabama 36112.

* Already picked by the Jeppesen Aviation Book Club as its November 1974 selection.





1975

CADET SPECIAL ACTIVITIES

Application and Selection

The 1975 Cadet Special Activities have been developed to provide incentive programs for qualified cadets. In addition to the cadets, senior members are afforded an opportunity to act as escorts. This brochure is directive and all requirements must be fulfilled by the cadet and the commander as listed.

CADET SPECIAL ACTIVITIES:

1. The cadet special activity program was established as a motivational force to encourage greater participation in the cadet program. Selection for any one of the cadet special activities is a reward for having attained achievement and advancement.

2. Special activities broaden the scope of thinking and experience of each cadet selectee. In fact, certain activities contribute directly to the cadet's knowledge of career opportunities, not only in the Air Force, but also in civilian aerospace career fields. Participation in this most active program can be a high point of a cadet's life and contribute immeasurably to the formulation of life goals and ambitions.

3. Many cadet activities have been established and are controlled and conducted at squadron, wing, and region level. This pamphlet describes only those activities sponsored by National Headquarters.

CADET APPLICATION PROCEDURES:

1. For all activities except IACE cadets will apply on CAPF 31, dated June 1974. Each qualified cadet must complete two copies of the form, Sections I and IV, and have parent complete Section V of the application in addition to the applicant's signature. He must submit one copy to his squadron commander by 1 March. The squadron commander will complete Section II and forward all applications to the wing. The remaining copy must be retained by the cadet for presentation at the activity should he be selected to participate. This is the only paper work required of the cadet to make application for a special activity.

2. Before applying, the cadet should check the qualifications and entrance requirements for the selected activities, as listed in this brochure.

a. Current CAP cadet/STP membership at time of application, selection, and during the activity.

b. Proper sex.

c. Required minimum age by 1 July in the year in which the activity is held.

d. Minimum required achievement level by 31 December 1974. (Completed Earhart and Mitchell contracts, when required, must be dated and postmarked on or before 31 Dec 74).

3. For IACE, comply with procedures in CAPM 50-16 and special instructions to be dispatched by National Headquarters/EDAS to all units and Earhart cadets.

THE CADET SELECTION PROCESS. For all activities except IACE squadron commanders will forward all CAP Forms 31 submitted to them (with Sections I, II, IV, and V completed) to wing selection boards so as to arrive not later than 20 March. Wing selection boards will make the selections and notify the squadrons and cadets of their choice by the first week in May, at which time arrangements for physical examinations should be made. Selection boards may require a personal interview with cadets who apply since selection factors include military bearing, appearance, attitude, general knowledge, and interest in the activity. No requirements will be waived, and cadets with the highest earned grade will be considered first. After verifying qualifications of all selectees, the wing commander will submit CAPF 7 (original copy) of primary selectees and alternates by course as listed in this brochure to National Headquarters/EDAS by 1 May 1975, with copy to region commander, region liaison office, and wing liaison office. Rosters will include charter number, CAPSN (SSAN), course, primary, alternate, sex, name (last name, first name, middle initial), and complete address with ZIP code. All applications will remain with the wing to be used in the event the wing quota increases, decreases, or vacancies occur. (Reallocation of unfilled quotas will not be made by wing/region without National Headquarters approval.)

ACTIVITY ENTRANCE REQUIREMENTS:

1. Physical examinations shall be completed after the cadet is notified of selection but not later than 30 May. Cadet will immediately report the results to his squadron commander who will in turn notify wing headquarters so that the wing may select alternates if necessary.

2. The cadet will handcarry a copy of the physical examination form (CAPF 32 or the FAA form, as required) to the activity, and present it to the activity director upon arrival.

3. The cadet will also handcarry and turn in to the activity director his copy of application, CAPF 31, with Sections I, IV, and V completed.



CADET SPECIAL ACTIVITIES



IACE

INTERNATIONAL AIR CADET EXCHANGE: A one-month program to foster international understanding, goodwill, and fellowship. CAP exchanges cadets with similar organizations in Canada, Central and South America, Europe, and the Middle and Far East. Approximately 200 cadets and a like number of foreign participants representing some 26 countries will participate in the exchange. The IACE uniform (\$75.00) and registration fee (\$18.00). *Cost \$93.00 **Personal funds \$135.00



COS

CADET OFFICERS' SCHOOL: A two-week course designed to increase the effectiveness of cadet officers. Curriculum includes psychology of leadership, problem solving techniques, public speaking, physical fitness, and orientation trips. Instruction is divided between lecture and seminar. There is also a field exercise and a graduation parade. *Cost \$66.00 **Personal funds \$30.00



AFASC

AIR FORCE ACADEMY SURVIVAL COURSE: A one-week course planned and conducted by USAF personnel at the AF Academy, Colorado. Course is designed to acquaint cadets with the art of survival. Training includes water survival, sustenance of life while living off the land, and the development of life-sustaining techniques in mountainous country. *Cost \$35.00 **Personal funds \$20.00



CEC

COMMUNICATIONS ELECTRONICS COURSE: A two-week course planned and conducted by USAF personnel at Keesler AFB, Mississippi. Course includes communications principles, radio operator training, tours, and practical laboratory exercises. *Cost \$56.00 **Personal funds \$30.00



FAACOP

FEDERAL AVIATION ADMINISTRATION CADET ORIENTATION PROGRAM: A one-week program planned and conducted by the FAA Academy at Will Rogers Field, Oklahoma City, Oklahoma. The course is designed to acquaint cadets with the history and organization of the FAA and to develop an understanding of the functions and responsibilities of its various units. It also provides information on career opportunities in the FAA and entrance requirements. *Cost \$28.00 **Personal funds \$20.00



SFOC

SPACE FLIGHT ORIENTATION COURSE: A one-week course designed to further the aerospace education of cadets and to motivate them toward careers in aerospace and allied sciences. Course includes history, philosophy, and objectives of space flight; propulsion and structural design of space vehicles; guidance, navigation, instrumentation, and communication; systems engineering and visits to an astronautic and manufacturing engineering laboratory. *Cost \$28.00 **Personal funds \$20.00



ATFCF

ATC FAMILIARIZATION COURSE: A one-week course planned and conducted by USAF personnel. Course provides familiarization training at ATC Undergraduate Pilot Training bases to stimulate an interest in the USAF as a career. Course includes briefings on mission and operation of a training wing; academics; visits to control tower, maintenance, propulsion, parachute and aero repair shops; air search and rescue indoctrination, and physiological training. *Cost \$28.00 **Personal funds \$20.00



AFLCOP

AIR FORCE LOGISTICS COMMAND ORIENTATION PROGRAM: A one-week program designed to provide cadets with briefings and presentations on the global aspects of AFLC support. Cadets will observe air-frame maintenance, component repair and overhaul. *Cost \$28.00 **Personal funds \$20.00



MSOP

MEDICAL SERVICES ORIENTATION PROGRAM: This is a one-week program planned and supervised by USAF personnel, and is designed to acquaint cadets with various medical fields both in the USAF and civilian life. *Cost \$28.00 **Personal funds \$20.00

**ALL CADETS
CSC**

CHAPLAIN SPONSORED CONFERENCE: The Christian Encounter/Spiritual Life Conference is a USAF Chaplain sponsored activity designed to augment the spiritual and moral aspects of the CAP Cadet Program and to stimulate active participation in the church of the cadet's choice. *Cost \$20.00 **Personal funds \$20.00

**ALL CADETS
NDC**

NATIONAL DRILL COMPETITION: Drill competition conducted on the national level. One team from each CAP region competes after wing and region level competition. Drill teams are organized and competition is conducted in accordance with CAPR 50-12, CAPP 65, and AFR 46-3. Additional competitive events of aerospace significance are conducted concurrently with the national drill competition. These events plus dates and location of the competition will be published by National Headquarters.

*ESTIMATED COST. THIS INCLUDES THE COST FOR MEALS, PLUS \$2.00 PER NIGHT TO COVER THE COST OF WITH THE EXCEPTION OF THE CHAPLAIN SPONSORED CONFERENCE. INSTRUCTIONS FOR THE CHAPLAIN

**RECOMMENDED PERSONAL FUNDS. FUNDS WILL BE HANDCARRIED AND ARE THE PERSONAL RESPONSIBILITY OF THE CADET. CLEANING, TOURS, AND PERSONAL ITEMS.

***CADET WILL HANDCARRY TO THE ACTIVITY A COMPLETED COPY OF THE FOLLOWING: CAP FORM 31 AP

- Male or female cadet 17 years of age minimum Amelia Earhart Award by 31 Dec 74 required (Spaatz preferred). National Headquarters approval required prior to selection without Earhart Award
 ***CAPF 31 - Application ***CAPF 32 - Physical Note additional clothing requirements on back page.



- Male or female cadet Billy Mitchell Award by 31 Dec 74 ***CAPF 31 - Application



- Male cadet 16 years of age minimum Billy Mitchell Award by 31 Dec 74 ***CAPF 31 - Application
 ***CAPF 32 - Physical Note additional clothing requirements on back page.



- Male or female cadet 16 years of age minimum Billy Mitchell Award by 31 Dec 74 FCC restricted radio-telephone operator permit CAP radio operator's permit (CAPF 76) Served as squadron cadet communications officer at minimum of 11 meetings ***CAPF 31 - Application
 Served as a communicator in one CAP operational mission, search and rescue test, or Civil Defense test.



- Male or female cadet 15 years of age minimum Four achievements in Phase II ***CAPF 31 - Application.



- Male or female cadet 15 years of age minimum Four achievements in Phase II ***CAPF 31 - Application



- Male cadet 15 years of age minimum Four achievements in Phase II 10 hours of pilot flying time highly recommended ***CAPF 31 - Application ***FAA Class III Medical Certificate
 Note additional clothing requirements on back page.



- Male or female cadet 15 years of age minimum Four achievements in Phase II ***CAPF 31 - Application



- Male or female cadet 15 years of age minimum Four achievements in Phase II ***CAPF 31 - Application.



- Male or female cadet ***CAPF 31 - Application.

**ALL CADETS
CSC**

- Male or female teams Phase II, III, or IV cadets under contract Wing and region commanders will conduct competition to select teams for national competition.

**ALL CADETS
NDC**

ALLETS, SHOULD THIS CHARGE OCCUR. FUNDS WILL BE HANDCARRIED TO THE COURSE SITE FOR ALL ACTIVITIES, SPONSORED CONFERENCE WILL BE PUBLISHED BY THE OFFICE OF THE NATIONAL CHAPLAIN.

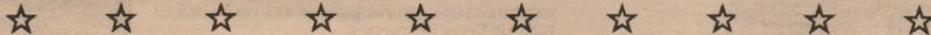
Y OF THE CADET. FUNDS WILL BE USED AT THE DISCRETION OF THE CADET FOR SUCH ITEMS AS LAUNDRY AND

CATION, APPROPRIATE PHYSICAL EXAMINATION (CAP FORM 32 OR FAA FORM, ALL ITEMS SUCCESSFULLY PASSED).

CADET SPECIAL ACTIVITIES CONTINUED . . .

TRANSPORTATION FOR CAP PARTICIPANTS ATTENDING CADET SPECIAL ACTIVITIES. Wing commanders are responsible for preparing and distributing travel authorizations, properly authenticated by the wing liaison officer, which indicate points of departure and destination for all special activities. Exceptions: The IACE and those cadets and senior members who require MAC air transportation to attend a national activity (Alaska, Hawaii, Puerto Rico). These orders will be published and distributed by Headquarters CAP-USAF. Due to the coordination and time involved in publishing and distributing orders, no alternate will be accepted after 30 days prior to the starting date of an activity for which Headquarters CAP-USAF is responsible for publishing the orders.

NOTE: Cadets who are selected for special activities and accept the selection must do so only with the understanding (1) that USAF airlift may not be provided (except IACE) and (2) that they are obligating themselves to provide their own transportation to and from the activity site if necessary. Parents/guardians of cadets selected shall be made aware of the above condition.



Clothing List FOR CADET SPECIAL ACTIVITIES

MALE CADET UNIFORM ITEMS

3 complete uniforms shade 1549/1550
(with accessories)
1 blue flight cap
6 pair black socks
1 blue raincoat
1 pair black low quarter shoes
1 utility uniform

FEMALE CADET UNIFORM ITEMS

2 shade 1549/1550 service uniforms
(with accessories)
1 blue flight cap
3 pair neutral shade hose
1 blue raincoat
1 pair black smooth leather pumps
1 black handbag with shoulder strap
1 utility uniform (blue)

RECOMMENDED PERSONAL AND MISCELLANEOUS CLOTHING ITEMS-MALE & FEMALE

Appropriate civilian suit/party dress and accessories
Sweater or jacket
Undergarments
Sports wear including gym shoes
Handkerchiefs
Swimsuit
Bath towels and wash cloths
Pajamas/nightgowns
Sewing kit
Sun glasses
Shoe shine kit
Flashlight and extra set of batteries
Iron
Toilet articles/cosmetics
First aid kit (kaopectate)
Camera

ADDITIONAL CLOTHING REQUIREMENTS BY COURSE

IACE - Blazer outfit. NOTE: No military uniform required for IACE except utility uniform or flight suit when specifically directed for certain countries.
AFASC - 3 sets 1- or 2-piece utility uniforms with cap.
1 pair combat boots/brogans with 4 pair heavy socks.
1 field jacket. 1 pair work gloves. (Also, one stocking/ski cap or equivalent warm head covering.)
ATCFC - 1 flying suit with leather gloves. 1 pair combat boots/brogans with heavy socks. 2 sets 1- or 2-piece utility uniforms with cap.