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RECEIVES PLAQUE—Air Force Brig. Gen. Leslie J. Westberg, national commander (left), receives an unusual plaque commemorating the 50th anniversary of the 'City of Chicago' historic round-the-world flight from CAP Col. Robert H. Wilson, commander of the Illinois Wing. The presentation was made recently during a wing luncheon held to celebrate CAP's 33rd anniversary. General Westberg was the guest speaker. Some 40 business, civic and government leaders attended the affair along with several CAP members.

Tips On Improving Orientation Program

MAXWELL AFB, Ala. — The fiscal year 75 Flight Orientation Program has just passed its halfway mark and officials state that participation has been very good. However, two complaints about the program are frequently received.

One is the fact that a low percentage of cadets participating show up on the National printout. The other is that most of the orientation

Scholarships Deadline Set

MAXWELL AFB, Ala. — Eligible cadets and senior members are reminded that the deadline for submitting 1975-76 scholarship and grant applications is rapidly approaching. Applications received in National Headquarters after Apr. 1, 1975 will not be considered.

Applicants are cautioned to follow very closely the instructions contained in CAP Pamphlet 20 and to double check that all required documentation is attached to the application form (CAP Form 95). Remember, your application must arrive at your wing headquarters no later than Mar. 15, 1975. "The sooner, the better."

flights are conducted by CAP pilots from squadrons other than the cadet's. Therefore, the reimbursement for the initial orientation flight requires special attention.

One wing experiencing these problems was Louisiana. They came up with the following plan which works very well for their wing and also assists National Headquarters in processing Form 77s:

The cadet arrives to fly, and is flown. His/her Form 77 is filled out by the cadet (or by a senior) and is taken and kept by either the pilot or squadron commander and mailed to wing headquarters where it is checked for correctness of unit charter number, serial number, name, and signature against the National printout. Any information incorrect or not written clearly is corrected. If the serial number is pending, the card is held until the serial number shows up on a later National printout, then it is added, and further processed. Each Form 77 is photo copied and notated on the National printout. The

(See Tips On, Page 2)

CAP Rescue Efforts Save 36 During 1974

MAXWELL AFB, Ala. — Thirty-six persons across the nation lived to see the New Year dawn in 1975 as a result of Civil Air Patrol members performing their duties of air search and rescue and other emergency activities.

These 36 persons included a nursing home resident, pilots, youngsters, fishermen, a snowmobile enthusiast, the desperately ill, an Alaskan prospector, hunters and even a student pilot.

Alaska led all other CAP wings in saving lives. Utah and Wisconsin were second with four each. Idaho and New Mexico recorded three saves each while Arizona and Colorado were credited with two apiece. California, Massachusetts, Nebraska, Nevada, Pennsylvania and Tennessee were each credited with saving a life during the year.

(See Related Info, Page 6)

CAP flying operations were involved in 32 of the 36 lives saved with 25 of these being due to air searches. Ground searches accounted for the other four saves.

The number of lives saved by CAP in 1974 is down somewhat from 1973 when the members saved the lives of 48 persons. Highest number in recent years was 68 saves in 1968.

CAP was engaged in 460 air search and rescue and other emergency service missions in 1974, while in 1973 there were only 429 such missions. However, in other statistics related to its live-saving

operations, 1974 represents a decrease for the organization.

Comparisons between 1974 and 1973 are as follows (first figure is for 1974 and the second is 1973).

Sorties 11,557 - 13,992. Flying hours 21,773 - 27,284. Man-days donated for emergency purposes 30,734 - 32,508. Aircraft involved 6,291 - 7,272.

(This is a cumulative figure and does not mean that CAP has this many aircraft.) Each reduction means a saving of time, fuel and money while CAP completed more missions and made more finds.

In 1974, CAP located its search objective 184 times involving 256 persons in dis-

(See Search, Page 2)

Slogans USA Contest Searching For Winner

WASHINGTON, D.C.—A newly formed non-profit corporation, Slogans USA, is now searching for a slogan to express the sentiments of Americans toward their country on its 200th birthday.

The author of the best slogan will be given a grand tour of America, winding up at the White House. Several other prizes, including five \$1,000 cash prizes have been offered for outstanding slogans.

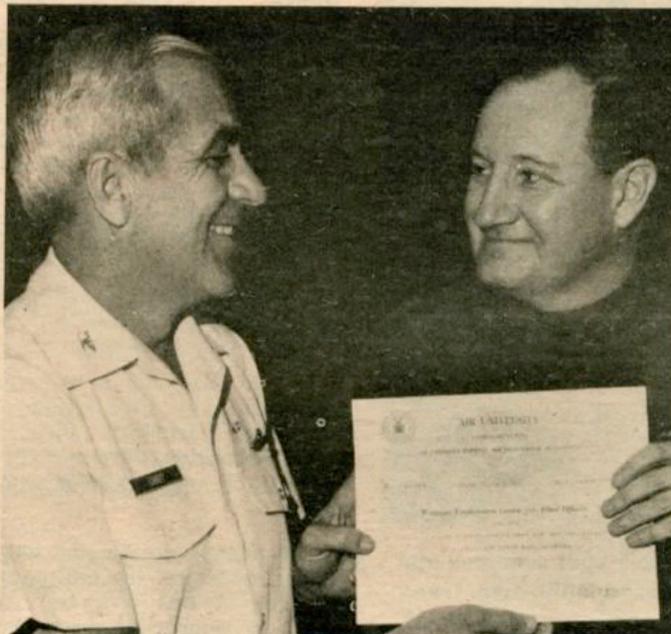
According to officials the slogans are pouring in. They have received hundreds of thousands of slogans, poems and songs from Americans of all ages.

The American Legion, Jaycees, The National Federation of Women's Clubs, Boy Scouts and Girl Scouts are helping process the slogans.

All entries should be mailed to Slogans USA, Box 1976, Washington, D.C. 20013. All entries will become the property of Slogans USA and the contest will close on July 4, 1975.

In case more than one person sends in the same slogan, the prizes will go to those with the earliest postmarks.

Six Complete Weapons Course



U.S. Air Force Photo by MSgt. Russ Brown

Six senior member officers recently completed the Weapons Employment Course for Allied Officers. The course was conducted by the USAF-Air University Institute for Professional Development (AU/IPD) at Maxwell AFB, Ala. The purpose of the course is 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.

Shown here receiving a symbolic certificate of completion for his fellow CAP attendees is Col. William B. Cass, Iowa Wing commander. Presenting the certificate is Air Force Col. Lee L. Ohrt, commandant, AU/IPD.

In addition to Colonel Cass, attendees included Maj. David L. Mikelson, Iowa Wing, Captains Raymond C. Anderson and George T. Davis, Alabama Wing, and Lt. Col. Thomas J. O'Shea and Maj. Dan V. Hunsaker, Illinois Wing.



MEDICAL CHECK — Cadets MSgt. Alice M. Clark (left), and Sgt. Martian C. Olinger of Washington Wing's Spokane Composite Squadron receives their flight physicals from MSgt. Nebraska Stevens a member of the 141st Air Force Clinic of the Washington Air National Guard. Other services provided to CAP cadets by this National Guard Unit include general physicals, orientation flights, issue of dog tags and radio testing and repair.

Search Efforts Net 36 Saves

(continued from Page 1)

tress. In 1973, CAP located its objective 153 times involving 274 persons in distress.

Seven of the 36 persons saved in 1974 can thank their emergency locator transmitters (ELT's). These modern devices were directly responsible for bringing life-saving help to their locations.

Save number 35 and 36 came late in the year with the credit going to members of the Alaskan Wing.

The life of a pilot was saved when he triggered his emergency locator tran-

smitter (ELT) into life, leading a CAP search aircraft to the site. He had made a precautionary landing on the Tok River in East Central Alaska after his aircraft lost oil pressure.

The pilot was not injured in the landing however the below zero temperature made it unlikely that he could have survived very long.

The final save for '74 came on Christmas Day. It involved the emergency medical evacuation of a gentleman reported to be suffering severe abdominal pains and high fever from Granite

Point to Anchorage.

The remote area from which he was flown had no medical facilities available.

ATC Simulator Prices Hiked

MAXWELL AFB, Ala. — National Headquarters has been advised by Analog Training Computers, Inc. of an overall price increase on all ATC products effective Dec. 1, 1974. Since the notice was received after the effective date the management was contracted and prevailed upon to honor all simulator purchase requests received prior to Feb. 1, 1975.

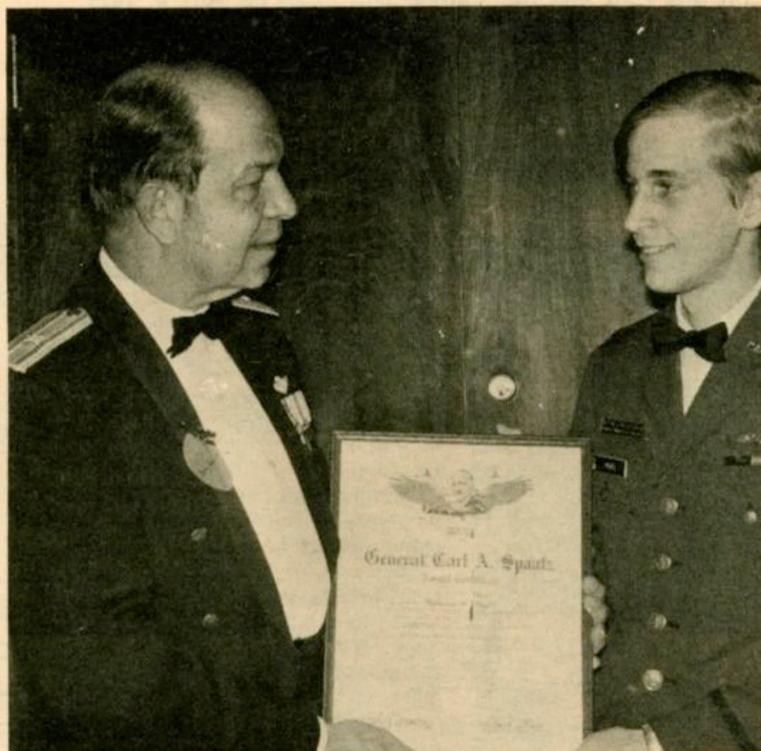
The increase in the price of the simulator is significant but is the first general price increase since the simulators were introduced some three years ago. The old and new simulator prices are:

	Old Price	New Price
ATC 510 A	\$ 898.50	\$1,210.71
ATC 510 G	1,783.58	2,327.96

These price increases are offset to some degree by certain additional benefits that will accrue to Civil Air Patrol units purchasing ATC simulators. All units sold after Feb. 1, 1975 will be thoroughly demonstrated by a local ATC dealer thereby assuring proper understanding of the simulator's operation and capabilities. Follow-on servicing under the warranty will also be performed by the dealer.

Civil Air Patrol units will continue to have the option of financing purchases through National Headquarters at 5 percent add on interest (9.1 percent APR).

The price increase and local dealer servicing are the major changes in this program. All other procedures for purchasing simulators remain unchanged and are outlined in CAPR 173-3.



SPAATZ AWARD — Cadet Col. William Pagel receives his recently earned Gen. Carl A. Spaatz award from Brig. Gen. John Dolney, commander of Minnesota's Air National Guard. Pagel is a member of Minnesota Wing's Skyhawk Composite Squadron.

Students To Design Viking Craft Emblem

MAXWELL AFB, Ala.—When America's Viking spacecraft touches down on the surface of Mars about July 4, 1976, it will be carrying an emblem designed by an American student.

The opportunity to design the emblem is being offered to students by the National Science Teachers Association, in cooperation with the National Aeronautics and Space Administration (NASA), through a nationwide contest.

Along with the student emblem, the Viking lander will display the American flag and the American Bicentennial design. The three will be painted on the dust shield which covers the radioisotopic thermo-electric generators (RTGs) that power the lander.

Any student in U.S. public, private, or American overseas schools in grades 9—12 is eligible. The contest requires an original design and a brief explanation of its significance. Be sure to indicate on your submission that you are a CAP cadet.

Winners will be announced in April, 1975, about four months before the scheduled launch of Viking by Kennedy Space Center, Fla.

Teachers or students may obtain information and entry forms by writing to the Viking Student Project, National Science Teachers Association, 1742 Connecticut Ave., NW, Washington, D.C. 20009.

D CPA Releases Film On 'Winter Survival'

WASHINGTON, D.C. — The Defense Civil Preparedness Agency (D CPA) has just released a new film, "Survival in the Winter Storm," to inform the public of the dangers inherent in severe weather conditions and how they can prepare for them.

The 27-minute, 16 mm, color film serves not only as a refresher course for those living in states where winter storms are common, but also gives valuable information to persons living in areas where such storms, though infrequent, can be devastating because of lack of preparedness. In addition, because of the increasing mobility of Americans, the information can be useful to an ever-growing audience.

The meaning of the terms "watch" and "warning" as related to severe weather, and the necessity for emergency planning by local governments, are discussed in the film.

This film is cleared for public exhibition, including non-sponsored television, and is available on loan or purchase.

Copies may be obtained on

loan from your nearest U.S. Army Film Library. Requests for copies should refer to title and number: "Survival in the Winter Storm" (DDCP20-286).

Gen. Patterson Dedicates Unit

FORK, Md. — The Chairman of the National Board, CAP Brig. Gen. William M. Patterson, was the recent guest of honor at the Maryland Wing Group 1 Gunpowder Base Headquarters.

General Patterson was on hand to dedicate the Gunpowder unit to the Civil Air Patrol program. After his dedication speech he was surprised to find himself in the midst of "This is Your Life, General Patterson." He was the first commander of the old Parkville Squadron, which is now known as the Gunpowder Composite Squadron. Many of his old friends and officers were on hand to reminisce the old days.

Tips On Improving

(continued from Page 1)

forms are bulk mailed to National for processing. This process is somewhat time consuming, however, the results have been rewarding.

To complete the record, the Louisiana Wing is presently considering having the cadet or pilot indicate the tail

number of the plane on the back of the card.

If your wing is having difficulty with the orientation program, perhaps this plan will be of assistance to you. Feel free to use it, modify it, or disregard it. If you feel your wing has a better plan, send it to National Headquarters/EDA.

I.M.S.C.

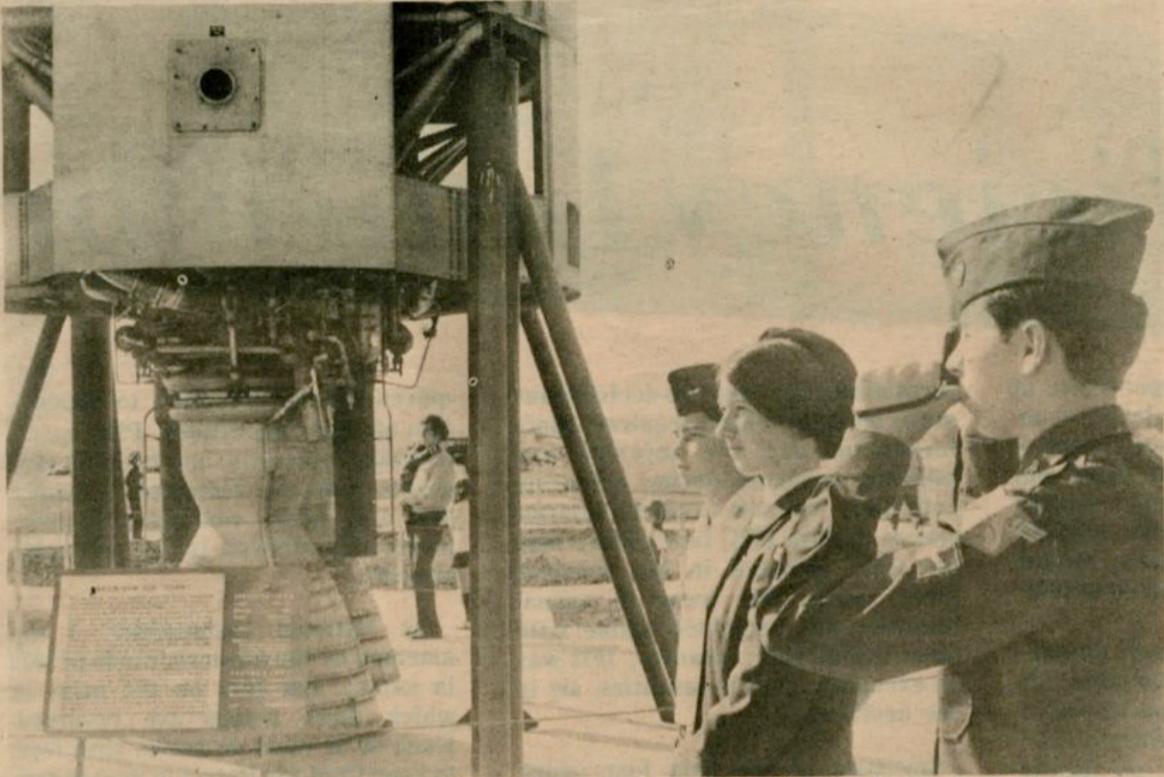
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A CLOSE LOOK — California cadets get a close-up look at a Titan I missile during their visit to the Air Force Museum at Wright-Patterson AFB, Ohio. Eighteen cadets and two senior escorts recently "hitch hiked" a ride aboard an EC-121 aircraft from McClellan AFB's 552d Airborne Early Warning and Control Group to Ohio and return. Getting a good look at the two-stage missile are Cadets Samuel Smith of Mather AFB Squadron 14 (left), Donna Storey of McClellan AFB Squadron 12 (center), and John Hoddad of Mather Squadron 14.

OUTLOOK

In Praise Of Praise

by Chaplain (Maj.) Kenneth W. Henschel, USAF

"That was a tremendous job you did!" Those are beautiful words to speak and to hear. Remember how your heart leaped for joy and how your soul bathed itself in the warmth of that stroke the last time someone said that to you?

What keeps us from praising others more often? Perhaps we simply forget to say the words? Maybe some of us are a little insensitive to the power of praise? It could even be that we have been slighted and forgotten so often that our parched souls and starving egos have no more praise to render others. Whatever the reason for the lack of praising others, no one will deny that every day is a good day to sing a hymn "in praise of praise!"

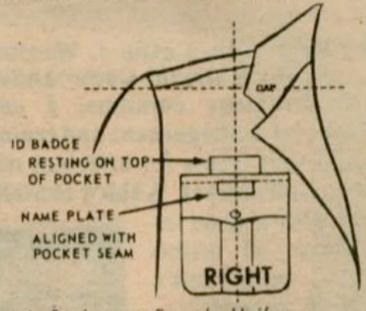
Someone has captured this important dimension in living in the following poem. May its message and spirit capture our hearts today!

Uniform Changes

Civil Air Patrol Manual 35-1, CAP Uniforms, is currently under revision and is not expected to be issued for several months. In the meantime some illustrations on grooming standards and the proper placement of devices on the uniform have been included in the 1975 Squadron Commander's Guide (CAP Pamphlet 51). In addition, the National Uniform Committee has approved the following changes to the uniform:

Placement of the ID Badge and Name Plate on Male Uniform

The ID badge will be worn resting directly on top of the pocket and the name plate will be aligned with the pocket seam as shown in the illustration here.



There will be no change in the placement of these devices on the female uniform. The name plate will be worn centered 1/2 inch below the identification badge.

Placement of the Communicator's Badge on Female Uniform

Females will wear the communicator's badge 1/2 inch above the ribbons and below the wings (in the same position as other specialty insignia). If a female member is also qualified for other specialty insignia, such as a nurse, then the communicator's badge will be worn above the ribbons and below the specialty insignia. The position on the pocket for the male remains unchanged.

Mess Dress Hat

Made optional for both male and female senior members.

New Female Uniform Combination Authorized

Female members, both cadets and seniors, will be authorized to wear gray slacks in lieu of the gray skirt with the blazer combination. The slacks will be plain gray, cuffed or uncuffed, and be purchased commercially.

Uniform Test Item

The lightweight combination ID badge and name plate combination has been authorized for test purposes for members of the National Board and certain selected members of the Middle East Region. This device will be worn on the lightweight summer shirt only and will be worn only by those senior members authorized during the test period.

Emergency Meet Held

CHARLOTTE, N.C. — Representatives of several organizations concerned with emergency services operations gathered here recently to coordinate their activities.

The one-day meeting, called by Civil Air Patrol, was held in the North Carolina Wing headquarters building. Present at the meeting were state and local officials from the Red Cross, Salvation Army, N.C. Office of Civil Preparedness, Department of Military and Veterans Affairs, Federal Aviation Administration and CAP.

The agenda for the meeting centered around a discussion of the procedures for requesting assistance from the various agencies.

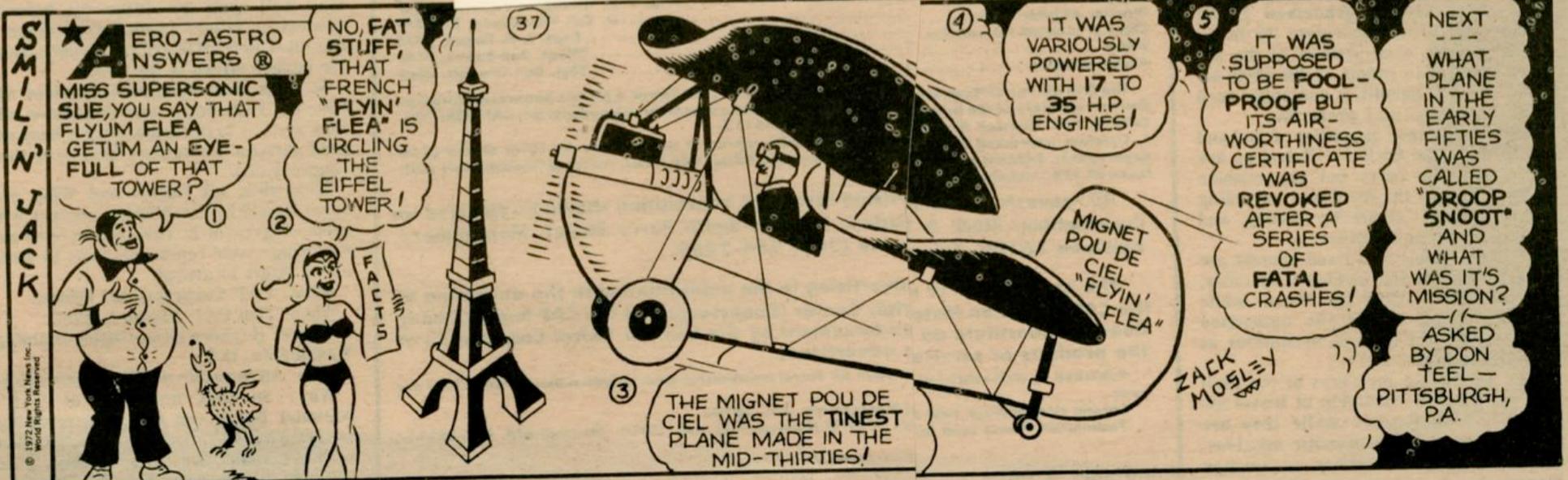
CAP officials report that the discussion was very helpful to all concerned and several alerting plans were set up or clarified that should expedite requests for help in all types of emergency operations. These missions might include natural disasters, aircraft accidents or mercy missions such as an emergency request for medical supplies and/or personnel.

BOX SCORE

Cadets	26,176
Seniors	35,271
GAM	438
Total	61,885

(As of Dec. 31, 1974)

(1,211 increase since Jan. 1, 1974)



Courtesy of Zack Mosley and Chicago Tribune—N.Y. News Syndicated

From The Commander

Safety Is Efficiency Indicator

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

In previous columns, I covered financial management and training — important items for efficient mission accomplishment. A third contributor, and also a good indicator of efficiency, is a unit's safety record.



Civil Air Patrol's safety record in 1974 did not measure up to that of 1973. We flew fewer hours and had more accidents — a distinct reflection

on our training and supervision of flight operations. It also placed an unneeded drain on our already austere financial budget. Aircraft flight and ground accidents/incidents resulted in loss of approximately \$165,000 to the corporation. That's almost \$60,000 more than we incurred in 1973.

In addition, the 69 aircraft damaged in 1974 were not available for search missions. As Department of Defense resources available to CAP become less and costs of locally purchased aircraft rise, we must protect our investments. Our operating procedures must be

scrutinized; we must be decisive and make changes where required. More important are the injuries and fatalities incurred during corporate activities. Aircraft accident injuries soared to 18 in 1974, that's more than the total incurred in the previous three years. The trend in annual fatalities has remained stable with three during 1974; however, 1972 was an exception with 12 fatalities, six in one accident.

Statistics of the past four years show a definite peak in February in the number of aircraft mishaps. This month, therefore, is one which re-

quires special attention to supervision of flight operations. Pilot qualifications, currency, and training programs must be reviewed to insure that only pilots who meet requirements are allowed to fly corporate aircraft.

As National Commander, I am alarmed by the adverse trends of 1974 in safety. Let 1975 be the point at which these trends are reversed. Each of us must do more, with less, to keep Civil Air Patrol in the position where we can proudly continue to say, "I'm a member of Civil Air Patrol."

Chairman's Comments

Let's Help Ourselves

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

The following is quoted from House Resolution 13884 93rd Congress, 2nd Session:

"(c) The Secretary of the Air Force may, under regulations prescribed by him with the approval of the Secretary of Defense, do the following:

"(1) Give, lend or sell to the Civil Air Patrol without regard to the Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. 471 et seq.)—

"(A) major items of equipment, including aircraft, motor vehicles, and communications equipment; and



"(B) necessary related supplies, equipment, and training aids; that are excess to the military departments, or any such property acquired by the Department of the Air Force under that Act as excess to any other Federal department or agency, including excess Government-owned property in the hands of contractors.

"(2) Use funds authorized to be appropriated under subsection (b) to—

"(A) provide such articles of the Air Force uniform to cadets of the Civil Air Patrol, in such quantities and under such limitations as he may prescribe;

"(B) furnish such quantities of fuel and lubricants to the Civil Air Patrol as are needed by it to carry out any mission assigned to it by the Air Force, including operational, unit capability testing, and approved training missions;

"(C) reimburse, in a fixed amount per flying hour above fuel and lubricant costs, members of the Civil Air Patrol while they are flying specifically authorized missions, subject to such limitations as he may prescribe; and

"(D) reimburse members of the Civil Air Patrol for the payment of travel expenses and subsistence while they are assigned to authorized specific missions, subject to such limitations as he may prescribe.

"(3) Permit the use of and facilities of the Air Force to be needed by the CAP to carry out its mission, and the use of those services as the other military departments or Federal departments or agencies considers necessary.

....This verbatim excerpt of House Resolution 13884 is commonly referred to as the "CAP Supply Bill."

There is nothing contained therein that will not benefit Civil Air Patrol either in the collective or individual members—senior or junior alike.



National Commander Brig. Gen. William M. Patterson, USAF
National Board Chairman Lt. Col. Wm. Capers III, USAF
Director of Information Capt. J. H. Ragan, USAF
Chief of Internal Information SMSgt. Don Bowes, USAF
Editor TSgt. Don Thweatt, USAF
Assistant Editor

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initial effort. I am disillusioned and disappointed! Why?

Well let me answer that by asking a few simple questions.

Question: What do you say to the young man who, although underprivileged, truly wants to be a CAP cadet and tells you that his family can't afford to buy him a uniform?

Question: What do you say to the squadron pilot, who wants to improve his proficiency and search techniques but cannot afford the money for fuel and lubricants?

Question: What do you say to the member who is willing to leave his job, his family and his many responsibilities to fly a Redcap but can't afford the travel and subsistence burden that he is asked to shoulder while doing so?

Question: What do you say when you ask yourself, "Have I done everything possible to preclude having to answer the first three questions?"

I believe the answer to the last question must be a firm, positive, unequivocal "Yes." Anything less than an all out effort by all members of Civil Air Patrol may well spell the difference between success or failure insofar as passage of this vital piece of legislation is concerned. We cannot afford to let down!

So I ask those Wing Commanders who have not responded...and they know who they are . . . to immediately get busy and send personal invitations directly to their congressmen.

Meanwhile all Region and Wing personal should be establishing contact with their congressmen. Take pen in hand and encourage your representatives to make every effort to attend:

What: CAP Congressional Dinner
When: 1730 EST, March 5, 1975
Where: Rayburn House Office Building, Washington, D.C.

Who: All Senators and Representatives
Why: So that members of CAP's National Board can tell your representatives what you are doing, what you need to carry on and, most importantly, to express Civil Air Patrol's appreciation for their past efforts.

Could This Happen To You??

(Editor's Note: Could this conversation have taken place within your wing? Hopefully not, but it does point out that in the most efficient operations, everyone should be using the same map and grid system, especially when working with interstate searches. Perhaps local maps with prominent terrain or manmade features can be used to assist pilots in navigating in their assigned search grid. But everyone must be familiar with, and use, the standard grid system when talking to the Air Force Rescue Coordination Center, or with anyone who does not have the local map used by the search teams. The standard grid system is displayed in attachment 10, CAP Manual 50-15. Do you know where you are?)

The following transcript of a telephone conversation has been received at CAP national from the AFRCC at Scott AFB, Ill.

Ringngngng
"Bullroar Wing, Lieutenant Shapely speaking."

"This is Captain Doright at the Air Force Rescue Coordination Center. Is Colonel Rockbound there?"

"Just a moment, please."
"Colonel Rockbound here! What's up?"

"Colonel, we're having a little trouble plotting the information you gave us on the search areas that you've covered for this missing Cessna 182."

"What's to have trouble about? Bullroar Wing uses the Finest Unbelievable Damn Grid in Existence, or the F-U-D-G-E system. Don't you understand it, boy?"

"...Uh, well, no, Colonel Rockbound. You see we've come to really like the grid system in CAP Manual..."

"Listen, boy!—The Finest Unbelievable Damn Grid in Existence is the FINEST-UNBELIEVABLE-DAMN-GRID IN-EXISTENCE! You just can't improve on perfection, son. You'll stunt your growth if you try. Us graduates of the National SAR School will tell you these

things if you just ask."

"Colonel, I've got a sectional in front of me now. Would you please explain your system?"

"Son, I'll be glad to explain FUDGE to you. You start on the southeast edge of your typical Bullroar county map. A Texico road map will work in an approximate manner, but it is not scientific. Proceed from the southeast corner toward the northwest 'til you hit the first watertower, fox farm, or coon holler, whichever occurs first..."

"Colonel, you know the AFRCC doesn't have fox farms and coon hollers plotted on the Aeronautical charts..."

"TUT-TUT, my boy! You fellows at Scott just don't appreciate the local problem. Now any good Bullroar county map beats your aeronautical charts by a factor of twelve. Do you want to know how FUDGE operates or not?"

"Go ahead, Colonel Rockbound."

"All right. Now there is one caution you must observe if you do not come to a water tower or fox farm first. The coons are known to nap between the hours of 1300 and 1500, and they are tough to detect when they are not up and moving. We have covered this little problem by training all of our people to look for a coon dog (provided, of course, we haven't seen a water tower or fox farm first). Experience has proven that the tail of the average coon dog will point directly at the reciprocal of your coon holler."

"Colonel, if you'll just turn to attachment 10 of CAP Manual 50-15, perhaps we..."

"Just a moment, son. I have not finished. Once you have found your water tower, fox farm, or coon holler, you have

located your central reference point and your search areas just naturally radiate from it like the spokes of a wagon wheel. You understand?"

"Not quite, sir. For instance, your grid reference LD-4-11/C-3 and 7/8ths. Where is that?"

"Well, let's see here now, son—I believe I have that right here...uh...Helen, hand me that overlay. Nooooo...Look here, son, I've got to get out there and launch my airplane. I'll have to call you back on this other matter."

"But, Colonel..."

"No but's, my boy. We've got to get this search underway."

"Yes, sir. We sure do. Goodbye for now."

10 Units Test Ability

BOYERTOWN Pa. — Allentown-Bethlehem - Easton Airport served as the main base for the combined forces of 10 squadrons of Pennsylvania's Group 80 as they completed their semi-annual state-wide Civil Defense/Civil Air Patrol effectiveness test.

The CAP members received 40 simulated missions from Civil Defense Director Jerry Duckett of Lehigh County and CD Director Mark A. Farrell of Northampton County, in addition to a series of problems written by Mrs. Marguerite V. Osman, Berks County CD director.

The mission coordinator for Group 80's base was Capt. Richard I. Ludwig, CAP, of Allentown.

A second base at Reading Municipal Airport was run by Capt. Andrew J. Linette, commander of the Reading Composite Squadron 803.

CAP pilots and their privately owned aircraft ranged from Green Lake in the south, to Wilkes-Barre in the north and as far west as Indiantown Gap Military Reservation at Anville to the New Jersey border in the east, flying missions assigned to the 80th Group.

Wing Locates Missing Craft

DENVER, Colo. — The Colorado Wing recently flew 240 hours in search of a missing Cessna 182 with two people onboard. The aircraft was on a flight from Grand Junction and return.

In addition to utilizing 57 CAP aircraft during the three-day search, a snowmobile club volunteered four snowmobiles with crews to hunt for the missing aircraft, which had no emergency locator transmitter onboard.

The wreckage was spotted on the third day from a CAP aircraft. A small portion of the plane was sticking out of a frozen lake about 40 miles east of Grand Junction. A ground party from the local sheriff's office recovered the two bodies.



'RESCUED' — Cadet Robert Tyszka of Garfield Ridge Squadron (Illinois Wing) does a good job of simulating injury during a recent training bivouac by members of the Garfield and Pershing Composite Squadrons at the Kiwanis campground near Chicago. Cadets Linda Cybulski and Walter Cybulski attend to his "injuries." Twenty-five cadets attended the bivouac which included practice search and rescue missions and a land navigation class.

Sq. Goes 'On The Road'

STAUNTON, Va.—Members of Virginia's Augusta Composite Squadron had to drive to nearby Interstate 81 for its most recent mission.

An Altavista, Va., family of three escaped injury when their light single engine plane crashed on the median strip of I-81, near the Mint Spring, Va., interchange.

Augusta Squadron members arriving at the scene shortly after the incident set up a guard detail until investigators arrived. They also assisted in moving the aircraft to the Shenandoah Valley Airport about 15 miles away.

SAR Tips

If search visibility decreases while searching, track spacing should decrease.

During debriefing, aircrews should report all changes in meteorological visibility.



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

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

(As of Jan. 12, 1975)

Number of missions	9
Number of aircraft	173
Number of sorties	366
Flying hours	541
Personnel	617
Mobile radios	144
Fixed radios	93
Saves	0
Finds	3



"TOPS" IN UNIT — Cadet Tim Kaufman holds the trophy he received for being named Airman of the Year in his unit — North Carolina's 111th Air Rescue and Recovery Squadron. A member of the unit for nearly two years, the cadet was cited for "his outstanding volunteer service in the areas of Aerospace Education and job training." (Photo by CAP Cadet Lester Robinson)

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DISCUSSION — Augusta Composite Squadron commander, CAP Maj. Dennis M. Sutton, (left), chats with CAP Lt. Col. H. Emory Topping, a former squadron commander, after a recent squadron meeting when they discussed a Piedmont airliner crash in the Blue Ridge Mountains. The crash was 15 years ago Oct. 30. (Photo by CAP Lt. Don Houser)

Looking Back On Mission Improves Rescue Techniques

by 1st Lt. Don Houser, CAP

STAUNTON, Va. — On October 30, 15 years ago, a Piedmont airliner crashed into the Blue Ridge Mountains near Waynesboro, killing 26 of the 27 persons aboard. The crash was not found for three days because of bad weather. The search was called everything from "a big mess" to "a good solid search, as far as CAP was concerned." To recall that mission, Augusta Squadron of Staunton held a special meeting recently to discuss CAP involvement in that search mission and to discuss the resulting changes made in CAP on a state and national level.

Guest speakers at the meeting were CAP Lt. Col. H. Emory Topping of Staunton and CAP Maj. Dennis M. Sutton of Raphine. Both were closely involved with the mission. Colonel Topping was mission director for one day and is a former Augusta Squadron commander. Major Sutton was a ground team leader and is the current squadron commander.

The things which went right, and things that went wrong, were discussed, this time with the added advantage of hindsight. Two important results from this mission included a better search and rescue guide being adopted by CAP on a National level, and the appointment of a mission coordinator to coordinate search and rescue activities of all participating agencies.

The airliner was on a routine flight from Washington to Charlottesville when it dis-

appeared. A massive search began, hampered by bad weather, and the crash site was finally spotted three days later in the Blue Ridge Mountains. Only one person, a passenger, survived the crash.

Major Sutton told the group that when the mission got started, the ground teams were organized first but were hampered by heavy fog.

"On our way to Charlottesville across the mountain, the fog was so bad we had to put our heads out the car windows and look down to see the road. But we finally made it and started ground interrogation at once.

"We searched all night long and through the next day, even running out of gas one time. But people had heard about the crash and went out of their way to help. One man got up at 3 a.m. and gave us some gas so we could continue the search," the major continued.

Saturday, the second day of the mission, was still rainy and foggy and search aircraft couldn't fly until late afternoon. By this time, Major Sutton explained, there were 40 aircraft, including six helicopters at the search headquarters at Charlottesville, waiting to get airborne. A CAP communications van was dispatched to a field atop the mountain. It was later learned that the van was only a half mile from the crashed airliner, which was hidden by low clouds.

Sunday morning, the third day, the weather cleared and a tiny halo of fog which had ringed one mountain peak, moved away. At

8:30 a.m., a helicopter crew, on its way to search another area, spotted what looked like a dead tree. The chopper turned back for a closer look, and saw the plane's tail section. Ground rescue teams found the survivor, still conscious but strapped in his seat with a dislocated hip. He told rescuers he had heard searching aircraft and once even heard voices. But the fog kept searchers from spotting the wreckage.

Colonel Topping said, "Everybody wanted to help, but it became a real problem. People did not know how to properly interrogate, so a CAP ground team might be 10 minutes behind a group of volunteers seeking information from the same residents. Because CAP had not been designated the coordinating search agency, CAP could not take control and coordinate the agencies. Each volunteer group was searching on its own," the colonel recalled.

"As a direct result of this mission it was ruled that only authorized search aircraft could be in a search area, and this was a major improvement," Colonel Topping explained. "Other important changes were that the search guide was improved and rescue squads agreed to recognize their own geographical areas and not enter another area until requested."

After the mission, Colonel Topping said, he and other Augusta Squadron members prepared a search plan. "It was pretty good and was accepted as the standard in Virginia. The National Board heard of it and after a few minor changes the plan we put together was adopted on a national level," he noted.

"Another change we are glad about is that after that mission, a total mission coordinator was named to head up all participating groups. Searches have worked a lot better since," the colonel concluded.

The Augusta Squadron members drove 1,950 miles and spent 1,080 manhours in the Piedmont search mission.

Minnesotians Camp Out

GRAND RAPIDS, Minn. — A 'true' practice survival exercise was conducted recently when cadets from the Grand Rapids Composite Squadron spent two days and nights in the Sugar Lake area.

The group drove to within walking distance of their intended camp site. They back-packed their equipment and supplies in the remainder of the distance.

After construction and an inspection of their camp site, they cooked their evening meal over camp fires. Much of their chow came from the land as edible food was searched for throughout the woods.

A simulated target was also located by the CAP members.

Alaskan Search Is Successful

CLEAR, Alaska — The Clear Civil Air Patrol Squadron recently flew 14 hours in support of a air search and rescue mission for a man who was reported overdue.

The unidentified man was traveling to Clear on foot to obtain food supplies for his family. He was equipped with snowshoes and necessary survival equipment.

Two days after the search began the man released a flare when he heard an aircraft near him. The flare was observed and an Air Force helicopter was sent in to pick the man up. He was reported in good condition.

U. S. Marines Instruct Cadets

NEW BERN, N.C. — Cadets of the Craven County Composite Squadron were taught emergency rescue and fire fighting techniques on downed aircraft by U.S. Marine Corp personnel from Cherry Point Air Station near here.

The chief instructor for the class were Gunnery Sgt. W.E. Rife. He was assisted by Sgt. W.E. Vaughn. The instruction included procedures for rescuing an injured pilot from the cockpit of a downed aircraft, the use of different types of fire extinguishers and the use of foam.

After the class the 13 cadets were given a tour of an A-6E Intruder aircraft by Capt. Bob Tate, pilot and Lt. James Burns.

Unit Assists Salvation Army

BUCKHANNON, W.Va. — The Buckhannon Composite Squadron helped the Upshur County Salvation Army collect more than its set goal for the first time in history.

The Director of the County Salvation Army expressed his thanks to the CAP unit for giving their free time making this project such a success.

Members of the unit averaged about 144 cold, freezing hours to man the collection pots during the Christmas holidays. Those participating included SM Clayton Baughman, Capt. Charles Posey, Lt. Dorothy Cowger and Cadets Michael Cowger, Donna Baughman and Eva Beer.

Sq. Expands Radio Capability

WESTMINSTER, Md. — As a result of the signing of an agreement late last year between the Carroll Composite Squadron and officials of the County Emergency Operations Center, this CAP unit now has a transceiver on the county government frequency.

The transceiver will provide a direct radio link between the unit's mobile communications center/command post and the Carroll County Emergency Operations Center.

Cadets Get Orientation Rides

EVERETT, Wash. — Fourteen cadets from Washington Wing's Paine Field Composite Squadron were recently given orientation rides in a U.S. Army H58A helicopter.

The 30 minute flights were given by pilot WO Mike Arnold who is a member of the U.S. Army Reserve headquartered at Fort Lewis, Wash.

Cadets were flown over the Puget Sound area with a refueling stop at the Whidbey Island Naval Air Station.

Members Fly In C-130 Aircraft

PORTSMOUTH, N.H. — More than 60 cadets and senior members from the New Hampshire Wing were recently hosted on a flight in a C-130 Hercules aircraft by the 133rd Tactical Airlift Squadron, New Hampshire Air National Guard.

The hour-long flight gave the CAP members a first hand opportunity to observe the Guardsmen in action and to fly in this type of aircraft.

Lt. Pairo Constructs Display

SANDSTON, Va. — Putting forth the idea that Aerospace Education really belongs alongside reading, 'riting and 'rithmetic, Virginia Wing's Aerospace Education Director, CAP 1st. Lt. Jane M. Pairo, recently constructed an Aerospace Education display.

The display was shown at the State Science Teachers Conference held in Fredericksburg, Va. The conference was sponsored by the State Department of Education and offered the CAP Wing an opportunity to display various Aerospace Education teaching aids.

Lieutenant Pairo also had the opportunity to discuss with the more than 400 teachers attending, the possibility of teaching Aerospace Education in their High Schools.

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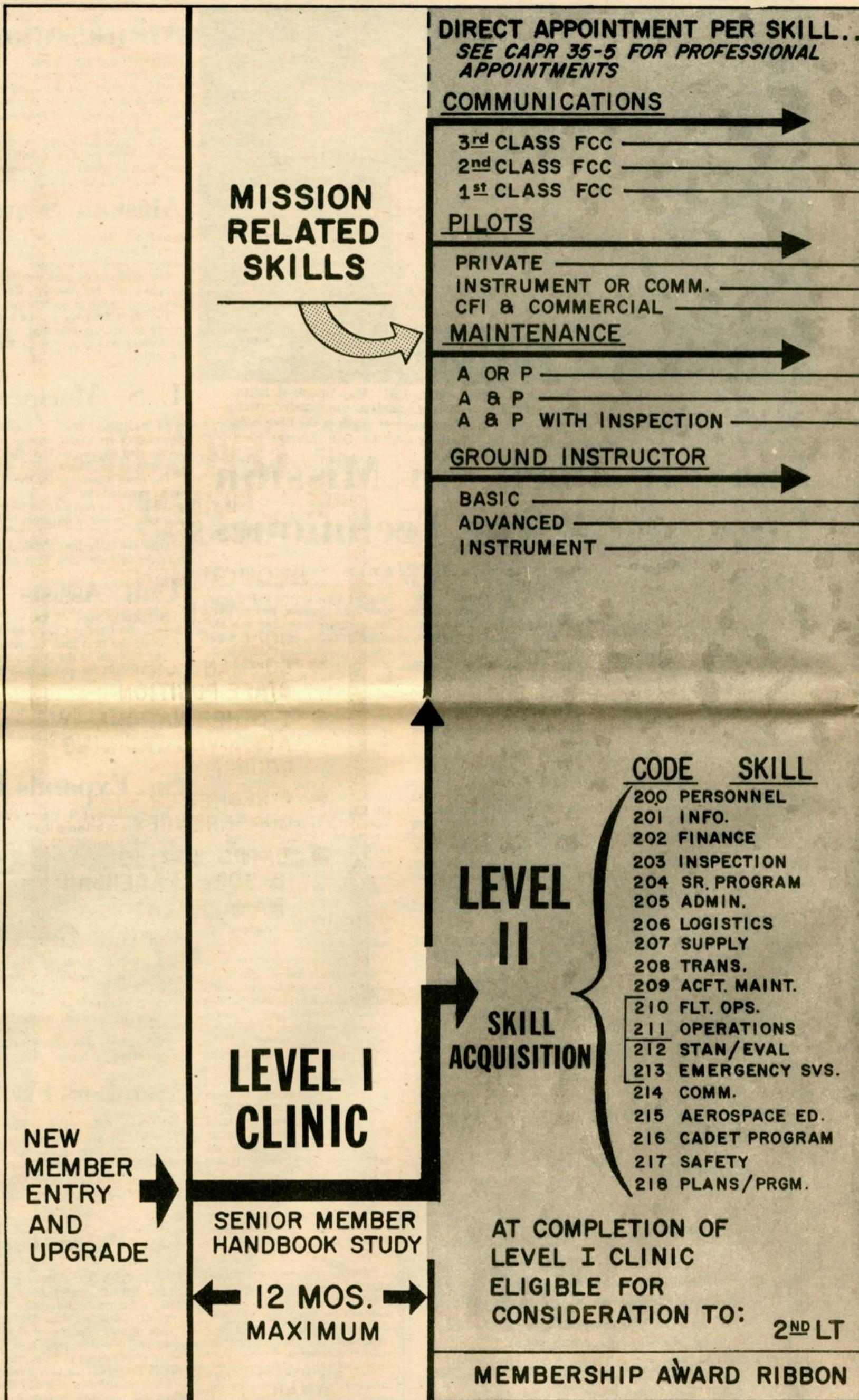
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CAP Senior Member Training Program Diagram



(Editor's Note: This diagram is printed for your information, retention and use.)

Thorough Check Proves Best

by Capt. Chris Karabatsos, CAP
Information Officer, Gary (Indiana)
Municipal Squadron

Capt. Kenneth Woods, commander of the Gary Municipal Squadron, is known to his friends as a very jovial, fun-loving, and energetic CAP squadron commander. To a stranger Captain Woods is hardly the type one would associate with caution and checklists, but his many years as the driver of a transcontinental truck have instilled him with the habit of being cautious and to exercise proper maintenance of his equipment. He carries those habits with him when he flies the squadron assigned O-1 Cessna "Bird-Dog" recently acquired from Wing headquarters.

On Oct. 30, 1974, the fact that Captain Woods conducted a thorough and careful pre-flight inspection probably saved his life, for during this inspection, he discovered that the elevator of the aircraft appeared to be loose. Closer inspection of the elevator revealed that the center hinge fitting had completely fractured. The elevator was held in place by the two smaller outboard hinge fittings at the end of the horizontal stabilizer.

Discovery of this condition prompted Captain Woods to cancel his flight, and he immediately called the defect to the attention of the squadron maintenance officer, Lt. Douglas Filipoff, who is an aircraft mechanic for the Gary, Ind., Police Department unit.

Lieutenant Filipoff proceeded to check both of the outer fittings and found that minute cracks were present in both of them. These hinge brackets were removed from the horizontal stabilizer and were turned over to Capt. Anthony Peters, the Squadron Safety Officer whose

occupation is that of Metallurgist for the Inland Steel Co. of East Chicago, Ind.

Captain Peters contacted the nearest Federal Aviation Administration Inspector and detailed his qualifications and requested permission to run a spector-analysis and visual inspection on the hinge fittings. The FAA Inspector welcomed his offer in view of Peter's qualifications and availability of the best equipment needed for the job.

Captain Peters then proceeded to carry out a complete metallurgical investigation and concluded that "metal fatigue" was the cause of the parts failure. A detailed report was

immediately sent to Wing and the FAA. Micro-photographs of the metal were also included.

Only because Captain Woods made such a careful pre-flight inspection was tragedy avoided, for had the elevator hinge brackets broken completely, the elevator would have twisted about, held there by a vertical post. This, in turn, would have jammed the rudder to one side or the other, causing a violent loss of control of the aircraft and/or probable injury to the occupants.

So all you Bird-doggers and other pilots, check those hinge brackets and remember that it is always a good idea to USE THAT CHECKLIST!!!

CAP Senior Members Hold Safety Seminar—Flying Clinic

ANNVILLE, Pa. — Pennsylvania's Anville Senior Squadron 306 recently hosted a safety seminar and flying clinic for Civil Air Patrol and local pilots.

The clinic was conducted by the Federal Aviation Administration General Aviation District Office, Harrisburg, Pa.

Pilots received the needed biennial flight review tests required for pilots not engaged in airline or commercial flying where FAA already does periodic flight checks. This is one of the new actions taken by FAA to enhance operational safety in all pilot categories. The safety seminar included lectures, slide presentation and films on flying safety.

A simulator was flown from Pittsburgh for the event so pilots could get in some IFR (instru-

ment flight rating) practice during the clinic. In addition, Clifton Osborne, FAA CFI (certified flight instructor) gave check rides to all CAP pilots to qualify them as orientation pilots.

Training Is Held In Arizona Desert

FULLERTON, Calif. — Cadets and seniors from California's North Orange County Composite Squadron traveled to the Arizona desert for a recent week-end practice mission.

The 20 cadets and 10 seniors hiked to the location which was seven miles from the road. While on the mission the members practiced ground team procedures, survival techniques and ground navigation.

Calendar of Events

Feb. 22	SWR Conference	Kirtland AFB, N. Mex.
Mar. 5-7	NEC Meeting/Advisory Panel/Congressional Dinner	Washington, D.C.
Apr. 3-5	National Congress on Aerospace Education	New Orleans, La.
Apr. 12	MER Conference	Charlotte, N.C.
May 3	NCR Conference	TBA
May 17	GLR Conference	Milwaukee, Wisc.
Jun. 7	NEC Meeting	Maxwell AFB, Ala.
Jun. 14-16	Air Cadet League of Canada Meeting	Nova Scotia, Canada
Jun. 21-Jul 1 (Tentative)	Cadet Officers School	Maxwell AFB, Ala.
Jul. 3-9	CAP National Staff College	Maxwell AFB, Ala.
Jul. 11-12	SER Conference	TBA
Jul. 19	IACE Military Ball	New York, N.Y.
Jul. 20	RMR Conference	Wyoming
Jul 27-Aug 1	National SAR School	Governors Island, N.Y.
Aug. 2	NEC Meeting	Maxwell AFB, Ala.
Aug. 4	IACE Military Ball	Washington, D.C.
Aug. 16	PACR Conference	Honolulu, Hawaii
Sep. 22-29	IACE Planning Conference	Brussels, Belgium
Oct. 2-5	National Board Meeting	St. Louis, Mo.
Oct. 18	NER Conference	Kiamesha Lake, N.Y.
Dec. 13	NEC Meeting	Maxwell AFB, Ala.

National Guard Unit To Assist With CAP Education Program

ST. JOSEPH, Mo. — Several members of Missouri's Air National Guard located at Rosecrans Field, Mo., recently undertook a project to assist CAP cadets of the St. Joseph Composite Squadron (Missouri Wing) in their aerospace education program.

At a meeting between personnel from the two organizations, it was decided that National Guard officers would begin working with those cadets who are involved in the study of aircraft in flight.

The officers will alternate working with the cadets as they

progress in their studies of power for aircraft, navigation and weather. Each instructor will assist in the technical field in which he is trained.

A spokesman for the Air National Guard unit stated that "They hope to make this a enjoyable program for the cadets whereby they will get the benefit of the technical knowledge of the men working with them".

Unit Presented To City Council

CHARLOTTE, N.C. — The 11th Air Rescue and Recovery Squadron was recently presented to the Charlotte City Council.

Through the efforts of Councilman Joe Withrow, the cadet oriented unit was afforded some much appreciated public exposure during the televised council meeting.

CAP Maj. Joseph R. Bondurant, squadron commander, made a brief introduction, centering his comments of the unit's drill team, which had only recently returned from the National Drill Competition as winners.

Clark County Sq. Shows Hardware

LAS VEGA, Nev. — During a recent Open House held at Nellis AFB, Nevada, CAP members from the Clark County Composite Squadron manned a promotional booth which was set up in the U.S. Air Force Thunderbird's hanger.

The CAP booth was located along with eye catching exhibits including a jet aircraft cockpit, survival gear displays and a U.S. Air Force sponsored race car.

In addition, the Open House featured an air show performed by the Thunderbirds and the U.S. Army's Golden Knights Parachute Team.



SPECIAL TRAINING — Darlene Fuentes, manager, Continental Airlines flight attendant training, recently taught serving techniques to cadets from the Hawaii Civil Air Patrol wing. Nearly 100 cadets from the islands of Hawaii, Kauai, and Oahu participated in the one-day seminar sponsored by Continental.

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TV TIME — Capt. David Ortner (second from left), and Cadet Sgt. Kevin Fitzgerald (left), of the Fargo-Moorehead Cadet Squadron (North Dakota) were guests on the KXJB-TV "Coffee Time" program hosted by Sally Hilleboe and Jim Adelson. They discussed various aspects of CAP and the cadet program during the hour-long program. Also participating, but not shown, was Cadet Maj. Kelly Vorachek.

North Carolinians Train In Life Saving Course

WINSTON SALEM, N.C.—Members of the Winston-Salem Composite Squadron are better prepared to save lives after completing an eight-hour course in cardiopulmonary resuscitation.

The course, dealing with a method of supporting life should the victim's heart suddenly stop beating, was offered by the American Heart Association and taught by William Vaughn-Lloyd of the North Carolina Industrial Commission.

Completing the course were Capts. Jack D. Moorefield and George M. Salley; 2d Lts. Bob VanHorn, James H. Gilley Jr., Katherine Hatfield, Wilbur Thomas and Marcia Nelson; Lt. Col. Holli Nelson; Cadets Col. Charles M. Link, Lt. Col. Gregory V. Bowman and WO Charles W. Vaughn-Lloyd.

43 See Air Force Museum

STERLING HEIGHTS, Mich.—Forty-three members of Van Dyke Cadet Squadron 3-7, recently made a field trip to Wright-Patterson AFB, Ohio where they toured the Air Force Museum.

Seniors and cadets saw the Gemini-series space capsules, and displays related to the history of aviation from Kitty Hawk through today. Of special interest was the exhibit on Civil Air Patrol and its beginnings from wartime coastal patrol to peace time air search and rescue missions.

Air Force Capt. W.F. Beringer Presented Flying Safety Award

MAXWELL AFB, Ala. — Air Force Capt. William F. Beringer was recently presented a Headquarters Command "Well Done" Flying Safety Award for his actions in dealing with an in-flight engine failure of a Cessna 175.

The liaison officer for Civil Air Patrol's Oklahoma Wing was flying the CAP aircraft to a meeting in Dallas when he encountered a severe engine vibration. A total loss of oil pressure and high oil temperatures immediately followed causing dense white smoke to filter into the cabin.

"I immediately placed a May-day call," Captain Beringer remembered, "and began

sorting out my options. The way I saw it, I could either throttle back on the power and hope the engine wouldn't fall apart on me before I reached an airport, or I could shut down the engine and attempt a forced landing."

Knowing that an attempted forced landing might cause injury to himself and his passenger and further damage to the CAP aircraft, the Air Force senior-rated pilot knew he really had only one choice: From his perch at 9,500 feet, he could see the aircraft couldn't glide to the nearest airport, Hatbox Field in Muskogee, Okla. Capt. Beringer elected to keep the engine going

at a reduced RPM and try for a landing at Hatbox.

By this time, the oily, white smoke filling the cabin, was irritating Capt. Beringer's eyes, making breathing extremely difficult and severely limiting his vision. Obtaining detailed instructions from ground controllers, he successfully landed the damaged Cessna at Hatbox, eight minutes after the in-flight emergency began, without further damage to the aircraft or injury to either him or his passenger.

Later inspection of the engine would reveal a thrown rod that left a hole in the engine casing about the size of a softball.

Parents Learn Of Cadet Life

EASTON, Md.—The Easton Composite Squadron spread the welcome mat for cadet parents and friends at a recent unit formation.

Parents received a comprehensive orientation into the life of a CAP cadet, including briefings on aerial search capabilities, ground rescue and security potential, communications and aerospace and youth leadership training opportunities.

CAP Pilots Attend Flight Clinic

LEBANON, N.H.—More than 30 New Hampshire wing pilots attended a flight clinic at the Lebanon Regional Airport recently.

The day-long session included annual pilot flight checks to determine the proficiency of the pilots in various types of CAP aircraft used for air search and rescue operations and a two-hour lecture to update the pilots on new Federal Aviation Administration regulations.

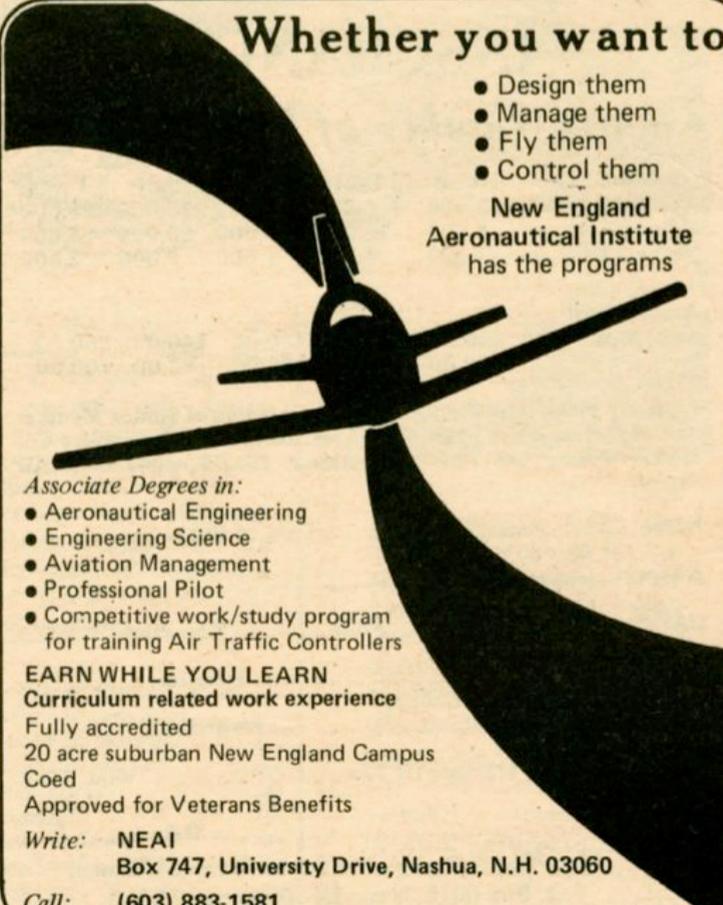
Lt. Col. Calvin Stiles, CAP, New Hampshire Wing director of operations conducted the clinic while Lt. Col. Harvey Plourde, CAP, New Hampshire Wing flight operations officer supervised the flight checks.

The FAA briefing was conducted by Prof. Ron Brown of the New England Aeronautical Institute of Nashua.

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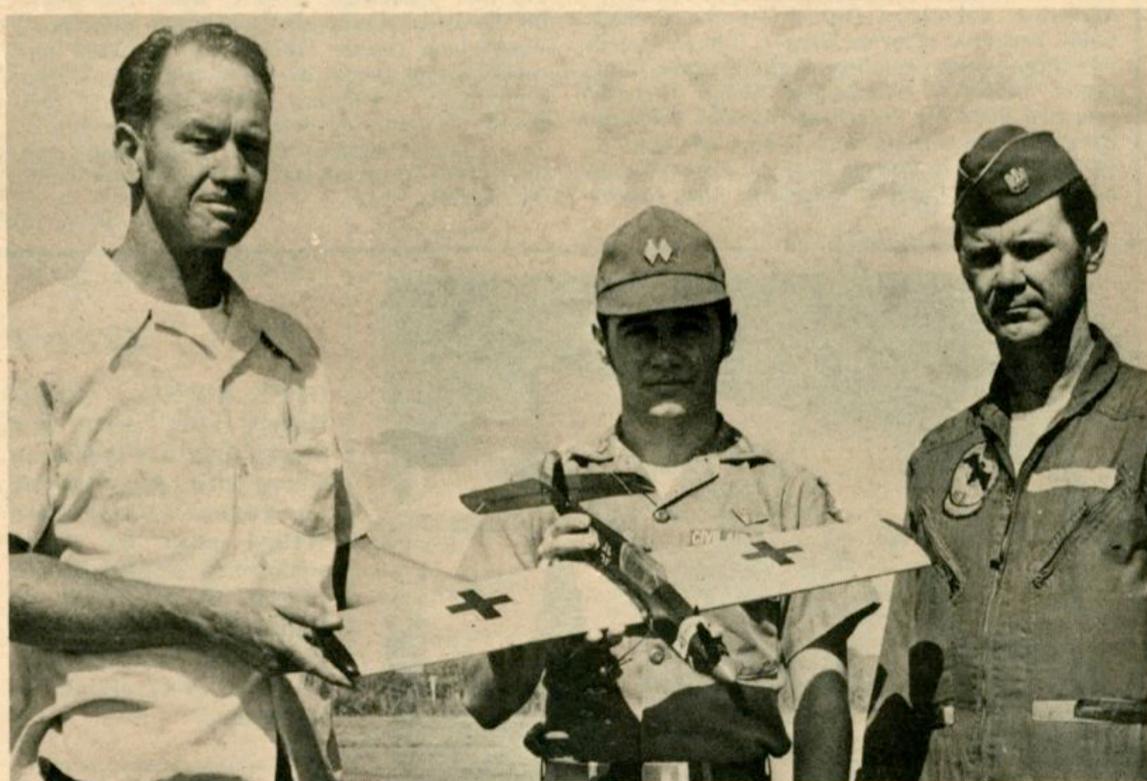
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GIFT — The Lake Charles Composite Squadron (Louisiana Wing) recently received 15 gas powered model airplanes from the American Modelers Association. The presentation was made by the local Lake Area Radio Kontrol Society (LARKS). From left to right are, Francis Nixon, a member of the LARKS, Cadet Lt. Col. Gerald K. Courville, and Lt. Col. J. Clifford Courville, both of the Lake Charles unit.

People In The News

A former Vermont Wing Commander, CAP Col. William F. Shea was recently appointed commissioner for the newly formed Department of Transportation for Broome County, New York. The department is headquartered at the Broome County Airport in Binghamton, N.Y. Shea's new duties include the development of the Aviation and Transit Division for Broome County ... Members of the Peninsula Composite Squadron (Virginia Wing) recently constructed and manned a CAP booth during an open house held at Langley AFB, Va. Included in their display was communications equipment, a mock-up crash site and search and rescue equipment. In addition the unit had an 0-1 Bird-Dog aircraft on static display...

Ten members of the Albany Composite Squadron (New York Wing) were recently cited with certificates of commendation from the New York State Civil Defense Commission. Receiving the certificates for completing an eight-hour CD course were: 1st Lt. Irwin Burgess, 1st Lt. Sharon Falkenheimer, SM Harriet Gillespie, Cadets Tim Cleary, Brian Wells, Van Kandt, Lynn Stout, David Crawford, William Treadway and Lyndia Treadway...

Cadets Lt. Col. Kathy Hessler, 2d Lt. Karla Hessler, WO Kellie Hessler, Sgt. Art Hessler and Airman Dennis Tomlinson recently assisted in extinguishing a fire burning in a dry field. The Tri-Cities Composite Squadron (Washington Wing) cadets were returning from a squadron meeting when the fire was spotted... Virginia's Peninsula Composite Squadron recently presented awards to three of its members for their service with the organization. CAP Lt. Col. Robert E. Armbrust received the Meritorious Service Award, CAP Lt. Col. Herbert Schoonmaker and Cadet Mark Schoonmaker received certificates of completion for the classroom instructors course...

Cadet MSgt. Larry Collins recently received a Certificate of Appreciation from the Air Force's Recruiting Detachment 208. Collins, a member of Lancaster Squadron 304 (Pennsylvania Wing), was presented the certificate for the support he gave the Air Force Recruiter in Lancaster, Pa. ... Members of the New Britain Cadet Squadron (Connecticut Wing) recently performed and instructed drill movements to more than 100 Cub Scouts at a local elementary school. The young scouts were taught basic drill movements along with special movements which are performed during parades...

J. W. Johnson was recently awarded the National Aeronautics and Space Administration (NASA) Exceptional Service Medal for his work on the Pioneer 10 mission to the planet Jupiter. Johnson presently serves in CAP as Aerospace Education Officer for the Patrick Cadet Squadron (Florida Wing)... Twelve cadets and three senior members of the Spokane Composite Squadron (Washington Wing) recently received their Air Search and Rescue Ribbons. Receiving the ribbons were Cadets WO William W. Bost, Terry E. Bowen, Kathy A. Elder, Rande L. Linder and Carol L. Manners. Also, Cadets

TSgt. Patrick M. Daisley, TSgt. Steven R. Clark, TSgt. Jerald L. Watton, SSgt. Martain C. Olinger, SSgt Katherine I. McCue, Sgt. Sheryl R. Lockett and AIC Connie J. Zimmer. The senior members were 1st Lt. Mary Lou Manners, 2nd Lt. Pat B. Manners and WO Frank Nigro...

Three former members of the Sandpoint Cadet Squadron (Washington Wing) are presently serving on active military duty. Steven Ashbridge recently completed basic training at Lackland AFB, Tex., and is serving as a security policeman at Malstrom AFB, Mont. Richard K. DeRosa II is presently serving at Ford Ord, Calif., with the U.S. Army. Richard M. Covert is a communications analyst specialist with the U.S. Air Force assigned at Goodfellow AFB, Tex.

Cadet AIC Michael Nieves of the Manhattan Cadet Squadron 2 (New York Wing) was recently named as his unit's Cadet of The Year for 1974. A fellow cadet, Sgt. Jose Cruz was selected as the units Most Improved Cadet for last year ... Five cadets of the Spokane Composite Squadron (Washington Wing) were special guests of the Armed Service Committee, Spokane Chamber of Commerce meeting recently. Cadets WO Alice M. Clark, WO William W. Bost, WO Coral L. Manners, Airman Michael P. O'Donnell and CB Michael A. Swinkles were given an up-to-date report on the Air Force's B-1 Bomber and were briefed on the importance of the recent record setting trans-Atlantic flight from New York to London by the SR-71 aircraft...

Cadet Maj. Keith D. Brocksmith of the Vandenberg Cadet Squadron 101 (California Wing) was recently honored as Group II Outstanding Cadet for 1974. Cadet Brocksmith competed with fellow cadets from six units within the Group for this annual recognition. He has been active in CAP for one year and is the only cadet in the Group to earn his private pilot license through the CAP flying program...

CAP 2d Lt. Richard S. Pollok, Capt. James Masura and 1st Lt. Ferol F. Friedenberg who are members of the Peninsula Composite Squadron (Virginia Wing) were recently awarded Certificates of Appreciation for their work on a recent Wing Encampment ... Three CAP Squadrons, Mid Ohio Valley, Parkersburg Senior and Parkersburg Cadet Squadrons recently merged and will be known as Parkersburg (West Virginia) Composite Squadron. CAP Lt. Col. Pearl White Ward, who is a 25 year veteran of CAP, will serve as the unit's commander...

Cadet TSgt. Janet M. Jones of the Mon-Valley Composite Squadron 1405 (Pennsylvania Wing) was named Honor Cadet as well as School Female Honor Cadet during a recent Wing Type A Encampment. ... Cadets Capt. Tim Cleary and Lt. Bill Rinkewich recently were instructors for the Albany Composite Squadron's (New York Wing) land rescue class. Rock climbing and rappelling was taught by the instructors. ... Two brothers, CAP Majors Leslie R. Carter and David A. Carter, are presently serving as Directors of Cadet Programs in CAP. Leslie serves with the Hawaii Wing and David holds the position in the Virginia Wing.



HONORED — Cadet Col. Craig Harbuck receives CAP's highest achievement for cadets — the Gen. Carl A. Spaatz Award — from U.S. Senator Dale Bumpers (former Governor) of Arkansas. Cadet Harbuck is the second CAP cadet from Arkansas to receive this coveted award. Assigned to the Arkansas Wing, Harbuck is presently attending Hendrix College on a CAP undergraduate college grant.

Space Fair Attracts Members In California

VANDENBERG AFB, Calif. — Members of the Vandenberg Cadet Squadron 101 recently attended the 1974 Space Fair at Point Naval Missile Center, Calif.

The Space Fair is sponsored by the military and civilian personnel employed at Point Mugu and Port Hueneme naval complexes. It includes aerobatic demonstrations by some of the country's finest aviators and also features many scientific, industrial and educational displays of space-age equipment.

The CAP cadets enjoyed viewing the many types and models of aircraft operated by the armed forces, both in the past and in the present. Exhibited aircraft were used during World War II and also during the Korean and Vietnam conflicts.

Capt. Florence M. Whitefiled, Squadron 101 deputy commander, stated that field trips to aerospace activities, such as this Space Fair, are an integral part of the aerospace education program provided for their CAP cadet program.



OPEN HOUSE — Cadets Robert Paiz (left), and Steven Amato of the Marin Composite Air Rescue Squadron (California Wing) pose by their squadron's display at the recent Open House at Hamilton AFB, Calif. Project officer for the exhibit was CAP 2d Lt. Helene F. Stratman.

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VISITORS — Cadet 1st Sgt. Michael Frongillo shows a model of an U.S. Air Force B-52 Bomber to some interested visitors during the recent Newport-Bristol County Composite Squadron (Rhode Island Wing) Open House. More than 50 visitors attended and five new cadets were recruited into CAP along with two senior members during the day long event.

'H.I.T.' Squad Visits Roanoke Composite Sq.

ROANOKE, Va. — Members of the Roanoke Composite Squadron were recently visited by the "H.I.T." Squad. Not a gangster "H.I.T." squad, but an anti-crime squad.

The "H.I.T." Squad is an anti-burglary team of the Roanoke City Police Department. It was created by the Police Department to combat burglaries which have been increasing across the United States.

The "H.I.T." Squad has launched an all-out public awareness program in the Roanoke Valley. Lt. W. Bower, commander of the Squad, feels that the best way to prevent burglaries is through efforts of concerned citizens.

In addition to their public information program, the "H.I.T." Squad also endorses the "Nosey Neighbor" and "Operation Identification."

"Nosey Neighbors" is a program for citizens who look out for each other. Nosey Neighbors watch each other's homes and report suspicious activities to the police.

"Operation Identification" allows residents to borrow electric engraving machines from the police. With these, they engrave their driver's license number on valuable property, such as radios, TVs, stereos and such. This enables police to identify and return stolen property.

Proceeds From Air Show Buy Life Saving Equipment

BREWSTER, Wash.—Proceeds from the 1974 Brewster Air Show may help save a life. The North Star Composite Squadron (Washington Wing) earned \$207 which wiped out the debt on a life-saving equipment package — a combination monitor-defibrillator.

The machine is capable of correcting some abnormal, lethal heart rhythms, and shocking into action a heart that has gone into cardiac arrest. The sophisticated, yet simple to operate, unit has been a valuable adjunct for mobile emergency coronary care use in the area's well-equipped ambulance.

Proceeds from the show sponsored by the local Chamber of Commerce Fun Festival, Inc., and coordinated by the North Star Squadron, have been tagged for each of its five years production for search and rescue activities and airfield improvement.

Cadets Get Choice Of Training

RICHLAND, Wash. — Cadets from the Tri-Cities Composite Squadron have a choice of three classes — Communications, Leadership and Observer — they must attend for one-hour during their weekly meetings.

The Communications course is taught by 1st Lt. Gene North with emphasis being placed on learning the International Morse Code. Upon completion of the code segment of the course, cadets will have an opportunity to receive their Novice Amateur Radio License.

The observer training course, taught by 2d Lt. Pat Burke, trains cadets to become search observers. They will receive their observer wings upon successful completion of the course.

Cadets Lt. Col. Kathy Hessler and 2d Lt. Karla Hessler teach the Leadership School. It's objective is to help members become better leaders and to gain self-confidence in themselves.

Hearing

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

Next to seeing, hearing is the most important of the special senses used in flying. From the first instructions to the latest landing at a controlled airport, hearing has been essential.

As we hear, the outer ear, that part outside of the drum, collects the sound waves. Sound waves cause the drum to vibrate and transmit the waves to the middle ear. This is accomplished by three small bones called ossicles, one of which touches the drum. The vibrations now go into the inner ear, a fluid filled cavity into which the auditory or nerve of hearing ends. The nerve carries the message to the brain where it is interpreted as a sound.

When there are two or more sounds of the same frequency but a difference in intensity, the ear will pick up only the louder of the two but it can often choose sounds of different frequencies provided the volume of one is not too great. This makes it possible to talk in a noisy airplane although speech is always distorted. Often, only parts of words are picked up or understood, and the meaning is pieced

out by a knowledge of what the message probably was.

Hearing loss may be slight or severe and temporary or permanent. The loss may be for high or low or all tones. Failure to clear the Eustachian tubes during descent will result in slight and temporary reduction of hearing (aerotitis) and possibly an ear-ache. If repeated often enough, a permanent "flat" loss of hearing can result. A "flat" loss is for all frequencies. This type of deafness is in the middle ear where the nerve ends; it is also known as a perception hearing loss. In the early stages, the high tones are lost; the flyer can no longer hear his watch tick but he has no trouble with speech or the telephone.

The volume of a sound is measured in decibels, and levels above a hundred can permanently damage hearing. All propeller airplanes and helicopters have a noise level above the danger level. The noise level varies in all types of aircraft as does the type of noise. In propeller airplanes most noise is in the lower levels. It varies with the amount of power being applied; therefore, it is loudest on takeoff and climb. The greatest noise is from the propeller, not the engine. Prop tips may approach the speed of sound and cause a mild sonic boom.

Aircraft noise makes speech difficult, may damage hearing, and can drown out the stall and gear-up warning horns which are usually high pitched. The slipstream is high pitched and is the usual offender here. Horns should be keyed into the radios. Radio headsets should seal around the ears, not compress them. This will muffle 'plane' noises but not cut out loud voices. Ground crews exposed to jet noise must wear muffs. Air crews in civil craft should wear

ear plugs or a radio headset, or both. These plugs are of the type used by hunters and skeet shooters. They actually improve speech perception by reducing prop and engine noise. They can be obtained in sporting goods stores.

And last but not least, don't forget that the air controller must hear and understand the pilot. Learn to speak in normal tones holding the "mike" close to the lips, pronouncing clearly, talking slowly and enunciating carefully.

CAP/EXPO I Theme For Fly-In

APPLETON, Wisc.—CAP/EXPO I was the theme of the first of a proposed annual fly-in sponsored by the Fox Cities Composite Squadron headquartered at Outagamie County Airport near here. The event was designed to familiarize the public with the functions and merits of the Civil Air Patrol and generate interest in aviation.

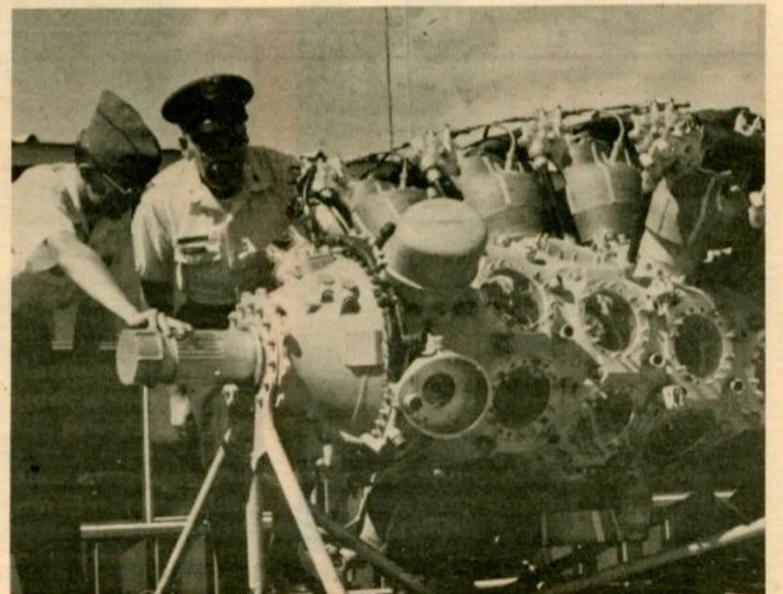
An estimated 2,000 people attended the day-long program which was termed a success by 1st Lt. W. Zimmerman, commander of the Fox Cities unit and SM Dennis Carew, chairman of the event.

Several attractions drew the public to the airport, including four members of the Omro, Wisc., Paranaughts Skydiving Club.

Eighteen aircraft, ranging from experimental homebuilts to pure jets were on display to provide interest.

The Fox Cities squadron presented its story to the public and potential members. A slide presenta-

tion depicting the cadet program was presented hourly by Cadet 1st Lt. John Spalding.



ON DISPLAY — Cadet 1st Lt. John Spalding and Maj. Ed Malliet inspect a cut-away aircraft engine exhibit provided by the U.S. Air Force for CAP/EXPO I, sponsored by the Fox Cities Composite Squadron. (Photo by CAP 2d Lt. Karl Moe)

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TOP CADET — Cadet Michael Huttner of Minnesota Wing's Viking Composite Squadron receives the wing's outstanding cadet award for 1973 from Brig. Gen. John Dolney, commander of Minnesota's Air National Guard. The presentation was delayed as Mike has been away serving in the U.S. Armed Forces.

Okla. Team Learns Rappelling From U.S. Army 'Polar Bears'

FT. SILL, Okla. — Cadets and senior members from Oklahoma's Ground Search and Rescue Team were recent guests of the U.S. Army's 431st Infantry Rappelling team (Polar Bears).

The CAP members were taught the type of equipment and its care; safety procedures and the proper techniques of rappelling. Members of the team include 27 cadets and five seniors from the Tinker Composite Squadron, Moore Cadet Squadron and Oklahoma City 2 Cadet Squadron.

After an introductory talk on the overall principles of rappelling and an exhibition on proper rappelling by the Polar Bears, intensive training began with instruction on proper fitting of the head band and the steel helmet as protection against falling rocks; fitting of the leather gloves with wool liners as protection against rope burn; fitting and proper tying of the

swiss seat (supports the weight of the rappeller) and types of snap locks, rope and other material to be used.

After the members were properly equipped, rappelling began on a 45 foot tower. After all members had successfully completed this phase they moved to Signal Mountain where they rappelled off the cliff to a platform some 120 feet down and then another 85 feet to the ground making a total drop of

205 feet.

Four members of the team (3 females and 1 male cadet) mastered the Australian rappelling method (face forward off the tower). They were Cadets Lynnice Harris, Tinker Composite Squadron; Susan Quantros and Thomas Blight, Oklahoma City 2 Cadet Squadron and Kathy Robbins, Moore Cadet Squadron.

The team members will be awarded black berets upon graduation from the training.

Squadron Gets Involved

ANDREWS AFB, Md. — For the second year in a row the Andrews Composite Squadron became involved in community activities during the Christmas holidays.

Nineteen cadets and four seniors from the unit hosted Christmas parties for the patients at Malcomb Grow Hospital at Andrews AFB and for the residents of the District of Columbia Village home for the elderly.

In addition to singing Christmas carols and visiting the patients, the squadron gave a small gift and served punch and cookies to all.

The squadron commander, CAP Maj. Robert Paolucci, announced that this would become an annual tradition for the squadron.

Conn. Pilot Embarrassed By Search He Initiated

HARTFORD, Conn.—Boy, is my face red!!! This probably expressed the feeling of a pilot in Connecticut recently.

While watching TV late one evening, this unidentified pilot heard an emergency locator transmitter (ELT) signal emitting from his set.

The pilot alerted the local Civil Air Patrol unit, who dispatched an aircraft with a locator to find the signal. The ELT signal was pinpointed and a ground team was sent out to find the person or persons in distress.

After an all night search they located the transmitter in the home of the pilot who had originally reported the signal. It was turned off, and CAP was credited with a "find."

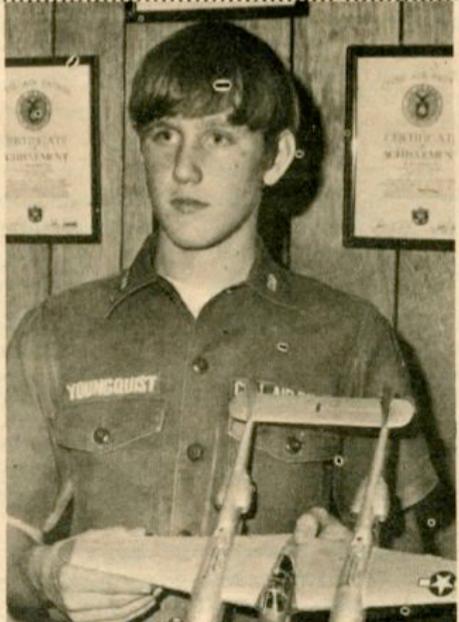
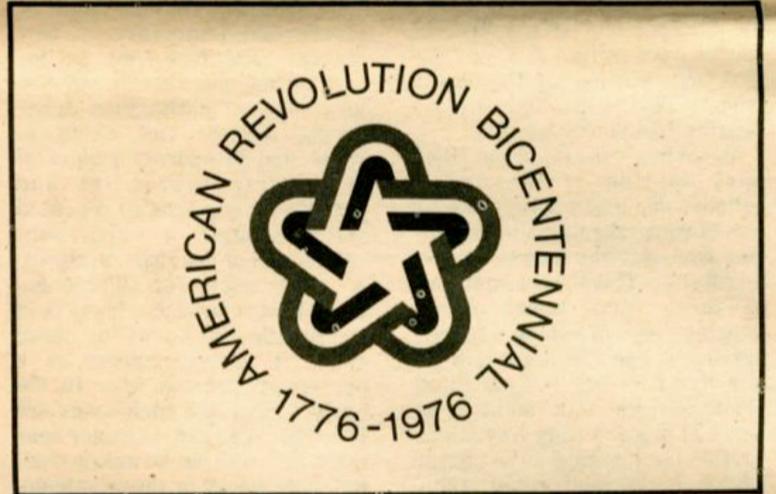


SPAATZ WINNER — Cadet Col. Nancy Melendez recently became the first female cadet in Puerto Rico's CAP Wing to earn the prestigious Gen. Carl A. Spaatz Award. Cadet Melendez, who serves as Cadet Squadron Commander of the Isla Grande Composite Squadron has been active in CAP for more than five years.

Reserve Officer Arranges Tour

HERNDON, Va.—The Air Force Reserve officer for the Herndon Composite Squadron, Capt. Bill Kuiper, arranged a tour of the 89th Military Airlift Wing (Special Missions) at Andrews AFB, Md., recently. The 89th MAW handles the presidential aircraft.

Twenty-four cadets received a tour of the flight line and a briefing on the mission of the 89th and toured several jet aircraft. They also viewed the Presidential aircraft.



WINNERS — Four cadets from the Winston-Salem Composite Squadron (North Carolina Wing) recently took honors in a scale model airplane contest held by their unit. Winners (left to right), were 2d. Lt. Carey Fleming, first place, A1C Frank Gregory III, second place, Sgt. Bob Youngquist, third place

and A1C Debra Youngquist, fourth place. Models were judged for excellence in execution, application of paint and attention to details. Prizes included flying model kits, cash and flying time in the unit's aircraft. (Photos courtesy of Winston-Salem Composite Squadron)

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

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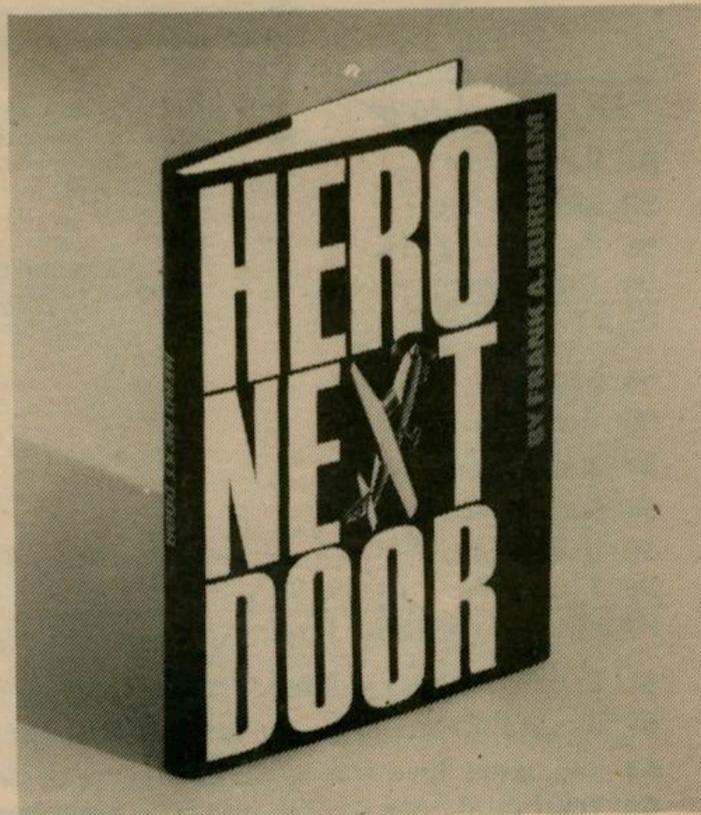
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- 44 Payments
- 45 Total adjusted gross income
- PART IV.—**
- 46 Adjusted gross income
- 47 (a) If you itemize deductions
- (b) If you elect the standard deduction
- (1) \$1,000
- (2) \$1,500
- Note: Deductible
- 48 Subtract line 47
- 49 Multiply total by 100
- 50 Taxable income
- (Figure your tax from Schedule D)
- PART V.—Credits**
- 51 Retirement savings
- 52 Investment
- 53 Foreign tax credit
- 54 Total credits (do not include credit for tax on foreign income)
- PART VI.—**
- 55 Self-employment tax
- 56 Tax from recurring payments
- 57 Minimum tax (see instructions)
- 58 Social security tax
- 59 Uncollected tax
- 60 Total (add lines 55, 56, 57, 58, and 59)
- PART VII.—Other Payments**

Before you start knocking these gifts and expenses into Schedule A of your Form 1040, make sure that you have the necessary receipts to support your deduction. These records can take many forms, ranging from cancelled checks and receipts to documents showing the transfer of real property to the Civil Air Patrol Corporation. All records, including those of other deductions claimed, should be retained at least five years—just in case the Internal Revenue Service (IRS) should decide to audit your account.

But what if you neglected to keep such records during 1974? Well that's water over the dam. But it is not too early to start planning ahead for next year when you submit your 1975 tax return.

One of the easiest ways to maintain such records is to start a folder on all your CAP expenses. This can be as simple as a brown manila envelope in which you can file away your cancelled checks, receipts and documents to support your claim next year.

It is always wise to keep a running account of these expenses, including the date, what it went for, and any other memory joggers that will remind you why you spent \$10 for a hotel in Minneapolis or \$20 for the repair of your unit motion picture projector. Don't overlook your official CAP orders. They are an invaluable reference as well as good supporting documents.

Some items you may be able to deduct include: depreciation, repair of private property damaged in CAP activity (although it may qualify as a casualty loss), proportionate cost of repair and maintenance of private property used jointly on CAP activities, personally, entertainment and hospital and medical expenses for injuries sustained in CAP activities. The latter may qualify as a medical expense deduction, however.

A recent ruling by the Commissioner of IRS concerned admissions and tickets to fund-raising activities for charities. The portion of the ticket that goes toward admission is not deductible. If part of the ticket is above the admission cost and is solicited as a gift, that portion is deductible. However, the burden is on the taxpayer to prove that a portion is above the admission price.

These are just a few simple hints about the tax advantages available to you when you give your support to Civil Air Patrol. For more detailed information, be sure to consult your attorney, income tax counsellor or a representative of the IRS.

You can save money and support a worthy cause by giving to Civil Air Patrol. Just remember:

- Make sure they are valid deductions;
- Keep supporting records and documents;
- Consult your attorney, tax advisor or IRS representative.

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Alternative on line 19.

- 61 Excess FICA tax withheld (two or more employers—see instructions on page 8)
- 62 Credit for Federal tax on special fuels, nonhighway gasoline and lubricating oil (attach Form 4136)
- 63 Regulated Investment Company Credit (attach Form 2439)
- 64 Total (add lines 61, 62, and 63). Enter here and on line 26