



# CIVIL AIR PATROL U.S. AIR FORCE AUXILIARY NEWS

VOL. 2, NO. 9

MAXWELL AFB, ALA.

## NEC Acts On Vital Issues

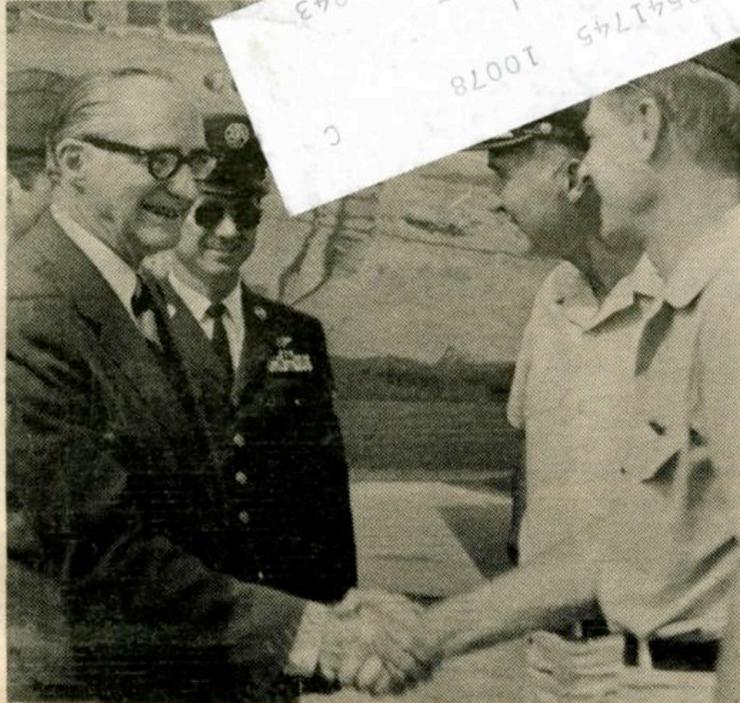
MAXWELL AFB, Ala.—Announcement of the appointment of Gen. John P. McConnell as the organization's executive consultant, passage of a resolution on the POW-MIA tragedy, selection of three new wing commanders, four interim wing commanders and briefings on various programs were among the highlights of the recent National Executive Committee meeting here.

The committee took decisive action on the POW-MIA agenda item by adopting a resolution calling on Civil Air Patrol members to support programs aimed at assuring better treatment of these Americans.

Promoted to the rank of colonel and named wing commanders were Richard T. Davis, Maine; A. A. Milano, Pennsylvania; and Robert C. Owen, Florida.

Named interim wing commanders were Lt. Cols. Ronald R. Kelso, Wyoming.

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Former Air Force Chief of Staff, Gen. John Paul McConnell (left) is welcomed on his arrival at Maxwell AFB, Ala., by Lt. Gen. Alvan C. Gillem III (second right), Air University commander and Brig. Gen. Richard N. Ellis, CAP's national commander. The National Executive Committee recently announced General McConnell's acceptance of the position of executive consultant to the Civil Air Patrol corporation. (Air Force Photo)

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# Eyes of CAP On Washington Board Meeting

MAXWELL AFB, Ala.—The eyes of Civil Air Patrol will be focused on the Statler Hilton's luxurious hotel in downtown Washington, D.C., Oct. 9-10, when members of the CAP National Board hold their annual meeting to discuss plans affecting the corporate membership.

One of the key agenda items the board will consider is the election of a national board chairman for the Civil Air Patrol Corporation. Brig. Gen. F. Ward Reilly, a Chattanooga (Tenn.) businessman and current chairman, is completing his second term of office.

Registration will begin on Oct. 8 and the general assembly will meet at 9 a.m. on Oct. 9 and 10. Highlight of the three-day conference will be a gala formal reception and banquet on Saturday evening, Oct. 10,

featuring a nationally prominent speaker.

The National Finance Committee will meet the evening of Oct. 8.

Other committee meetings to be held during the 9th and 10th are:

- National Communications Committee
- National Aerospace Education Advisory Committee
- National Medical Advisory Committee
- Spatz Award Committee
- Emergency Services Committee
- National Safety Committee

The registration fee will be \$25 which includes Board participation, reception, and banquet.

Hotel reservation forms and instructions have been sent to all  
(continued on page 2)

## McConnell Named Executive Consultant

MAXWELL AFB, Ala.—Gen. John Paul McConnell, Air Force chief of staff until his retirement last August, has accepted the position of executive consultant to the Civil Air Patrol. His acceptance was made public, Aug. 22, at the quarterly meeting of the organization's national executive committee.

In this role, General McConnell will provide executive level advice on CAP affairs dealing with organization, administration and overall policy from his business office in Washington, D.C.

No newcomer to Civil Air Patrol, the retired four-star general along with the late Sen. Burnet Rhettt Maybank, D-S.C., wrote the original public law passed by Congress in 1948 making Civil Air Patrol the official auxiliary of the Air Force.

A native of Booneville, Ark., General McConnell graduated from the U.S. Military Academy in 1932 and received his flight wings a year later.

Following years of broad experience in a variety of operational and administrative assignments including Air Force positions in both Asia and

Europe, General McConnell was appointed vice chief of staff in 1964. Six months later he became chief of staff succeeding Gen. Curtis E. LeMay.

As chief of staff, General McConnell served in a dual capacity. He was a member of the Joint Chiefs of Staff which, as a body, acts as the principal military advisor to the President. In his other capacity, he was responsible to the secretary of the Air Force.

The general's many military decorations include four Distinguished Service Medals, the Legion of Merit with three Oak Leaf Clusters, the Distinguished Flying Cross, several Air Medals and Bronze Stars, and decorations from 15 foreign governments.

In June 1965, General McConnell was presented an honorary doctor of laws degree from the University of Akron, Ohio. He also received an honorary doctor of laws degree from the University of Arkansas in June 1966.

## Success Marked IACE Program As Foreign Cadets Tour Nation

MAXWELL AFB, Ala.—A significant event designed to bridge "today's generation gap" while promoting a dialogue of international good will was recently concluded when Civil Air Patrol hosted aviation oriented teenagers on a 21-day visit to this country.

Extending goodwill across three continents, CAP promoted a better understanding of the American system and deeper knowledge of aviation and aerospace education among the future young leaders in these fields as they visited this nation from countries in Europe, South America and Asia.

The event was the Civil Air Patrol-sponsored 23rd Annual International Air Cadet Exchange.

While foreign cadets visited in

the United States, some 250 CAP Cadets, along with senior CAP and Air Force escort officers, participated in exchange tours to 25 foreign countries.

This was the third consecutive year that female CAP cadets participated in the previously all-male exchange program. The young ladies visited Austria, Great Britain, Hong Kong, Israel and the Netherlands.

Air minded young people and their escorts from 16 countries rendezvoused in New York City for the first phase of the IACE in July. The group spent three days sightseeing and shopping for souvenirs around Manhattan.

Social engagements included a visit to the New York Museum of Arts, a boat trip around

Manhattan Island and a tour of the United Nations building highlighted their three-day stay.

The foreign cadets topped off their visit by attending a gala ball at the famed Waldorf-Astoria Hotel as guest of the New York Wing.

Attending the banquet was Brig. Gen. Richard N. Ellis, CAP's national commander and high-ranking Civil Air Patrol officials. The next day the visitors left New York to spend 11 days at CAP wings throughout the nation before returning to Washington, D.C., to climax their American visit.

The nation's capital was the stage center for the 250 aviation visitors as they gathered there in August to climax the 1970 IACE program.

(continued on page 8)

## Cadet Contracts Are Restricted

MAXWELL AFB, Ala.—Many bulk orders have been received by the Bookstore for Modified Cadet Program achievement packets which will not be filled, officials here stated.

To enter the modified program, individual cadets must order achievement packets. Packets for staff members and unit libraries may be ordered but will not contain the contract form.

Requests for copies of the contract form will not be honored. If copies are desired for informational purposes, refer to the appendix of the Leader's Handbook, (CAPM 50-16), educators here state,

## Two Phase Insurance Coverage Offered to Senior CAP Members

A new and broadened Senior Member Accident Insurance Program has been announced by the Chairman of the Board of Civil Air Patrol, Brig. Gen. F. Ward Reilly.

The new Program is in two Phases;

PHASE I:—Effective 15 July 1970 all Senior Members are automatically insured—concurrently with their membership in Civil Air Patrol—at no cost to the member—in the amount of \$1,000 covering accidental death while participating in Civil Air

Patrol activities, plus world-wide accident coverage, whether or not on Civil Air Patrol duty, as a pilot or passenger in standard certificated aircraft or as a passenger in any common carrier. The cost of this Phase is borne by the National Treasury of Civil Air Patrol.

PHASE II:—The current Senior Member Accident Insurance is available to Senior Members on a Voluntary basis, and provides world-wide coverage for all accidents—in the air and on the ground—whether or not on Civil Air Patrol

duty—24 hours per day—and is available in units of \$5,000 Death and Dismemberment Benefit plus \$500 Medical Reimbursement up to a maximum of \$25,000 Death and Dismemberment and \$2,500 Medical Reimbursement. The cost of this Phase is borne by the individual member.

In discussing the new Senior Member Accident Program, General Reilly stated that for a limited time evidence of insurability would not be required under Phase II, the  
(continued on page 2)

### CAP PILOTS — LOOK!

The NEC has indorsed CAP sponsorship of AOPA SKY=SAFE Clinics. Every CAP pilot will be given an opportunity to participate in a combination ground school and flight evaluation. The Corporation will fund fifty percent of the \$30 individual cost. Additional particulars will be furnished in the next issue of the News as to where, when, and how to apply.

## CALENDER OF EVENTS

EVENT	DATE	PLACE
Rocky Mountain Region Conference	Sept. 12	Burley, Idaho
Tennessee Communications Conference	Sept. 11-12	Tullahoma, Tenn.
IACE Tour-Planning Conference	Sept. 25- Oct. 7	New York, Washington, D.C., Various Wings
North Central Region Conference	Sept. 26	Lake Okabogee, Iowa
National Board Meeting	Oct. 9-10	Statler Hilton, D.C.
National Chaplain's Meeting	Oct. 13-14	Maxwell AFB, Ala.

# CAP Senior Members Design Standardized SAR Course

GOVERNORS ISLAND, N.Y.—Twelve Civil Air Patrol senior members, working with an Air Force adviser and a retired Air Force officer, have developed an outline for a proposed Standardized Search and Rescue Education for CAP members which would be presented at regional levels.

The proposed course would be based upon that presented by the Coast Guard here and would enable greater numbers of CAP

personnel to learn SAR techniques which the Coast Guard has developed.

CAP region and wing officials and officials at National Headquarters have long recognized the need for such a course. The National Search and Rescue School here has room for only a few CAP members.

The group developed the proposal at a seminar in conjunction with their attendance at the National SAR school this past summer.

Benefits of the proposed course would include the use of standardized SAR techniques throughout the entire CAP organization; a more professional and efficient use of resources on hand; and better relations with other organizations involved in search and rescue efforts.

The proposed course would be presented annually, preferably at Air Force facilities. The instructors would be National SAR School personnel, Air Force personnel, and CAP members who had attended the National SAR School. The course would last for six days.

Prerequisites for attending the course would be completion of a correspondence course on search and rescue to insure that all candidates possessed the same basic knowledge of SAR procedures and nomenclature. Those attending would also have to be selected by their wing commanders and would have to hold a current CAP Form 101 (Emergency Services Card) endorsed with appropriate qualifications.

Among subjects the course would cover are SAR facilities, planning, and coordination; scanning; parachute drift; pararescue; electronic searching; FAA facilities; search safety; search patterns; survivor stress and environment; area coverage; and communications.

Those responsible for developing the proposed course include: Lieutenant Colonels (CAP) Roy E. Stuhr (Nebraska), Chester Gray (Michigan), John C. McDonald (Florida), and Louis H. Powell (California); Majors (CAP) Joel E. Sussman (New York), George T. Durkin (New York), and Russell R. Bateman (Utah); Captains (CAP) Richard V. McDougall (Colorado), and Ben C. Harris (Georgia).

Also, First Lieutenants (CAP) Edward S. Munney (National Capital) and Melanio O. Ortiz (Massachusetts); and CWO (CAP) Eugene Augustin (Alaska).

Also on the committee were Maj. Ned L. Cagle, Air Force staff member at the school who served as adviser, and Maj. Blair E. Nilsson (USAF, Ret.) of Colorado.

## National Board Meets In Washington To Screen Program For Coming Year

(continued from page 1)

region and wing commanders. CAP rates are \$20 for singles, \$26 for doubles, and suites from

\$60. Those people planning to attend should send their reservations directly to the hotel no later than Sept. 24 otherwise reservations cannot be confirmed. If members must cancel their reservations, they should do so as soon as possible so that other CAP members can be accommodated. All CAP members must register with the CAP registration desk before they register with the hotel in order to get the special CAP rate.

The tentative schedule for the Board meeting on Friday, Oct. 9, includes a presentation by the National Commander, Brig. Gen. Richard N. Ellis, USAF, and remarks by the Chairman, General Reilly, followed by the election of a new chairman of the Board. An informal no host social will be held that evening. On Saturday, Oct. 10, the assembly will be addressed by Governor John E. Davis, Director of Civil Defense (OCD), Brig. Gen. Frank Everest Jr., commander of Aerospace Rescue and Recovery Service and a representative of FAA. Committee reports and National Board business will round out the Saturday assembly session.

Airlift as available will be planned through the region liaison offices. However, in

anticipation of some limitation on available airlift, those persons located within driving distance of Washington, D.C., are encouraged to drive or use surface transportation. In view of limited hotel parking facilities and the cost of parking fees, personnel arriving by private vehicle are invited to park at Bolling AFB. Not only will this save members money, but it will provide greater security for unattended vehicles. Transportation will be provided from the Bolling AFB parking area to the hotel.

Airports to be utilized are Andrews AFB, Md., for all military aircraft, and Friendship Airport, Baltimore, Md., for CAP and civilian aircraft. Butler Aviation is recommended for use at Friendship. Transportation from Friendship will be scheduled airline limousine service or bus service which departs every 30 minutes. CAP transport will be provided from the general aviation parking area to the limousine service or bus area. Arrivals by commercial air at Dulles or National Airports should use airline limousine service.

There are many things to see and do in our National Capital ranging from the cultural and historical to high-spirited night life. The Statler-Hilton offers the delegates to the board meeting easy access to the cultural and historical centers throughout the city.

See you at the National Board!

### AIRCRAFT FOR SALE

The following corporate aircraft have been approved for sale to interested buyers. Bids and inquiries for information relative to these aircraft should be submitted to the organization possessing the aircraft. Bid closure date as indicated.

PIPER J3-C65. Date of Manufacture: 1944. N7900A. Airframe Time: 875.0. Engine Time: 875.0. Engine Time Since Major Overhaul: 441.0. Fair condition. Estimate \$1,250 to refurbish aircraft. Aircraft possessed by Minnesota Wing, Room 668 Federal Building, Fort Snelling, Twin Cities, Minnesota 55111. Minimum Bid of \$1,500. Bid closure date: 2 November 70.

PIPER PA28-160. Date of Manufacture: 1961. N5187W. Airframe Time: 1989.0. Engine Time: 1989.0. Engine Time Since Major Overhaul: 1044.0. Aircraft is serviceable. Will require major engine overhaul in the near future. Aircraft possessed by the South Dakota Wing, 2100 West Russell Street, Sioux Falls, South Dakota 57104. Minimum Bid of \$4,000. Bid closure date: 2 November 70.

## Insurance Plan Offered

(continued from page 1)

Voluntary Program, which means that Senior Members may choose from one to five units of coverage without medical examination during this enrollment period.

General Reilly stated that the combination of the Voluntary Senior Member Accident Insurance coverage and the Automatic, cost free, \$1,000 Death Benefit, offers Civil Air Patrol Senior Members the best and most economical Accident Insurance Coverage available anywhere.

Urging Senior Members to take advantage of this exceptional Accident Insurance Coverage, the National Chairman said that individual members will soon receive a special brochure detailing Accident Insurance now being made available through membership in Civil Air Patrol.

Application, reproduced below, may be completed and mailed with check to cover the premium by those members wishing to subscribe.

### 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	1 Unit	2 Units	3 Units	4 Units	5 Units
Non-Pilot	\$10.00	\$20.00	\$30.00	\$40.00	\$50.00
Pilot	20.00	40.00	60.00	80.00	100.00

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

Name ..... 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

## CAP Seeking Coordinators

MAXWELL AFB, Ala.—Mission coordinators are badly needed in Civil Air Patrol at this time, according to Col. Andrew J. Ritchey, director of Operations at CAP National Headquarters.

They are needed, for one thing, to serve on the operations staffs at control airports under State and Regional Defense Airlift (SARDA) plans now in effect under CAP's Memorandum of Understanding with the Federal Aviation Administration.

They also are needed as liaison at state and local Emergency Operations Centers (EOC) to advise on emergency airlift operations as indicated in the new annex of the OCD Federal Guide.

Mission coordinators need to have taken the Civil Defense Management Course at the CD Staff College in Battle Creek, Mich., or should enroll in Regional CD Courses which will be offered in the near future.

Mission coordinators, the colonel added, need an in-depth insight into civil defense EOC operations.

He urged CAP wings to begin a program for upgrading qualified search and rescue pilots to mission coordinator status. SAR and CD tests, he said, can be used for operational experience.

## NER Schedules Safety Seminar

MINEOLA, N.Y.—Civil Air Patrol's Northeast Region will hold its 1970 Flight Safety Seminar Oct. 2-5 at the Sheraton-British Colonial Hotel in Nassau, Bahamas.

Cost of the four-day stay there ranges from \$139 to \$199 per person, depending on number of persons per room, and is an all-expense paid tour.

Included in the cost is round-trip jet fare from New York. Those who wish to do so may fly their own planes to Nassau. Those supplying their own transportation may deduct \$50 per person from the package price.

Civilian dress will be required for the occasion. Uniforms may not be worn but blazers are acceptable.

Reservation fees of \$25 per person should be sent to: NER-CAP, Suite 306 91 No. Franklin St. Hempstead, N.Y. 11550.

Requests for further information should be sent to the same address.

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# War College Course Opened To Qualified CAP Officers



Cadets from the Oklahoma Wing get some tips on maintenance from Maj. Walter R. Trim, Air Force Reserves, as he points to the propellor of a transport aircraft on the flightline at Dyess AFB, Texas, encampment training site for the Oklahoma Wing cadets. In the group from the left are Cadets Cynthia A. Carter, Steve A. Singleterry, William S. Fitzpatrick, Dennis L. Robbins and Jay K. Forttesch. (U.S. Air Force Photo)

MAXWELL AFB, Ala.—Eligible CAP officers and civilians may now enroll in the Air War College correspondence program by forwarding a completed application, AWC Form O-6, Enrollment Record, to the Air War College (AWCEDAC), Maxwell AFB, Ala. 36112. The AWC Form O-6 may be obtained by sending a written request to National Headquarters, CAP (DOO), Maxwell AFB, Ala. 36112.

Interested officers in the grade of lieutenant colonel and above, lieutenant colonel selectees, majors who have completed a Command and Staff

course and civilians in the grades GS-13 and above are eligible to further their professional military education through this program.

In recent years, the number of officers attending Air University's resident professional military education (PME)

courses has been curtailed primarily due to operational commitments in Southeast Asia. To overcome the deficiency in PME, the AWC Correspondence Course is being offered both on an individual basis and through group study classes, officials announced.

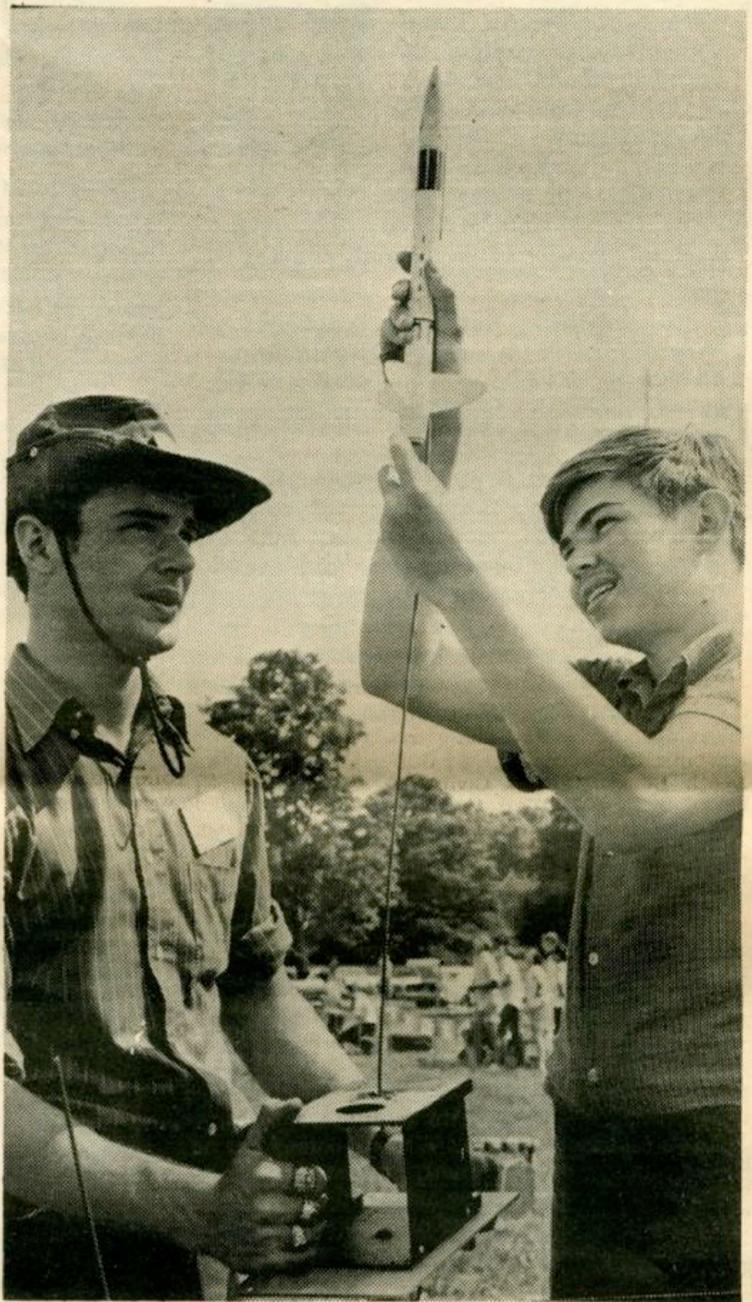
## Three Earn CAP Medal Of Valor

MAXWELL AFB, Ala.—Three Civil Air Patrol members were honored for acts of heroism, another was cited for distinguished service and 14 others earned medals for exceptional service to the organization during the year.

Maj. Johnnie A. Pantanelli, New York Wing and Capt. Douglas E. Keller, Florida Wing, received the Bronze Medal of Valor for conspicuous heroic action while Cadet David L. White, Florida Wing, earned the CAP Silver Medal of Valor, for risking his life in a mission above and beyond the call of duty.

The Distinguished Service Medal was awarded to Col. Charles C. Doughty for outstanding duty performances from Jan. 1 to Aug. 31, 1969 with the South Dakota Wing.

CAP Exceptional Service Medals were awarded to Cols. William B. Cass, Iowa Wing; Roger J. Frey, North Central Region; Richard A. Salsman, North Dakota Wing; Chaplain (Col.) Herbert H. Stahnke, North Central Region; Lt. Cols. William K. Baker, Eugene A. Kerwin, Sung W. Kim, Chaplain (Lt. Col.) T. Samuel Lee, Hawaii Wing; Chaplain (Lt. Col.) Robert T. Newberg, Iowa Wing; Chaplain (Maj.) Raymond A. Ayt, North Dakota Wing; Maj. Donald O. Bray, Texas Wing and Capt. John H. Layne, California Wing.



C/WO Fred Miller III (left), steadies the launching pad as Cadet Tom Belisle prepares his Estes Sprint model rocket for blast-off in a six-state regional meet of the National Association of Rocketry. Miller launched a similar model to win first place in the NAR leader division of the parachute duration event, sponsored by the Space Pioneers NAR Section at New Canaan, Conn., for contestants from throughout the New England states. (CAP Photo by Capt. Larry Loos)

## Cadets Spruce Up Life For Circle Residents

MAXWELL AFB, Ala.—The normal routine of Academic Circle here was livened up for two weeks in August by a group of 120 young people marching in formation, something rather rare for this base, which is devoted mainly to the further military education of Air Force officers.

The youngsters, Civil Air Patrol cadets, had been attending a two-week CAP Cadet Officers School and part of their time each day was spent in military drill, preparing to take part in a wing parade.

The school, designed to teach the teen-agers qualities of leadership and communication, was conducted by Reserve officers on active duty, Air

University and CAP personnel.

It ended Aug. 28 with graduation ceremonies and a banquet. The graduation speaker was Lt. Col. Warren C. Thompson, director of Academic Instruction, Academic Instruction and Allied Officers School. Col. Chester H. Bohart, CAP-USAF vice commander, greeted the cadets on behalf of General Ellis and presented symbolic diplomas.

The school consisted of lectures, seminars, impromptu speech-making and periods of recreation. The cadets also spent one day visiting the Army's aviation center at Ft. Rucker, Ala.

All parts of the United States were represented at the school, with cadets from as far away as Alaska, Hawaii, and Puerto Rico.

An Hawaiian cadet, Cadet Second Lieutenant Guy Maynard, liked the school but had his own opinion of Alabama weather. "The only thing I don't like about Cadet Officers School is the weather," he said. "It's too hot and I can't stand the humidity."

Language was a minor problem for the 11 cadets from Puerto Rico. The cadet commander, C/1st Lt. Garcia Catalan, spokesman for the others, said that at times the lecturers and instructors "speak too fast for some of us to understand the English."

But another Puerto Rican cadet expressed the consensus of feeling about the school. "I came here to make friends and learn those things about leadership that I can use to improve my (CAP) squadron," he said.

That, indeed, is why they all came.

## Seniors End Space Course At Maxwell

MAXWELL AFB, Ala.—Three CAP senior members recently completed the Allied Officers Weapons and Space Orientation Course here.

Lt. Col. Arthur D. Rich, South Carolina Wing; Lt. Col. Lee F. Smith, Alabama Wing and Capt. Catherine V. Brooks, New Jersey Wing together with officers from 29 allied nations took part in the four-day course.

The course, sponsored by the Air University Institute for Professional Development, covered current U.S. missile and space programs, conventional weapons and the fundamentals of space operations.

Graduation ceremonies were held Aug. 10 in the Institute's auditorium.

## Wing's Model Rocketeers Demonstrate at CAP-USAF

CHICOPEE, Mass.—Seven Springfield area cadets of Group I, Massachusetts Wing, participated in the twelfth annual national model rocketry championships, Aug. 17-21, at NASA's Manned Spacecraft Center, Houston, Texas.

Organized by the National Association of Rocketry (NAR) the competition attracted top model rocketeers from nearly every state in the nation. All of the Group I cadets were from the Westover Cadet Squadron except Steven Humphrey of Westfield.

The Westover Cadets participating in the meet were

Jim Adams, Tom Belisle, Don Lacharite, Fred Miller III, Dave Zolenski and Doug Squires. Capt. Larry Loos, advisor for the Westover Section, NAR, accompanied the group to the meet.

While enroute to the competition, the Westover contingent visited Civil Air Patrol's National Headquarters

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From the commander

# CAP to Support POW-MIA

by Brig. Gen. Richard N. Ellis

Response to last month's article on the plight of United States prisoners of war in Southeast Asia has been outstanding from both sides of the CAP-USAF structure.

In my judgment, it offers a classic example of the swift, thorough, and professional results we can obtain by working together in a positive manner.

General Reilly forcefully stated the Civil Air Patrol Corporation position in describing the POW problem as "a legitimate and very personal cause..." At the National Executive Committee here August 21, CAP's Board Chairman introduced a stinging resolution which was unanimously adopted by the committee.



(General Reilly's resolution is displayed in its entirety with the special POW-MIA feature on page 16, of this issue. I commend it to you as an important document—a milestone—in Civil Air Patrol history.)

Immediately following adoption of the resolution, General Turner and his Finance Committee rushed through a special fund to purchase 100,000 bumper strips. These will be forwarded to all units in mid-September. All CAP and USAF personnel are urged to use these messages whenever and wherever possible as a permanent, visible declaration of our concern for the American prisoner of war tragedy.

Once again, I would remind you that our mission in this grave matter is to get more and more Americans involved and to encourage them to express their concern. To some, a letter-writing campaign seems prosaic but let me assure you that it is effective. It is not a "slam-bam" operation! It's a long-range project and it takes time but our prisoners have lots of time, just sitting in their cells.

Personally I believe the leaders of North Vietnam do care about American and world opinion. And if they think they can gain something by bowing to it, they will. I CAN'T TELL you how many letters it will take to convince Hanoi that this country is concerned for its captured or missing servicemen; I CAN TELL you that yours is urgently needed.

I have been asked if USAF personnel on active duty can join in the letter-writing campaign. Of course; and you can include name, rank, and title, if desired. That's the opinion issued by USAF's Judge Advocate General's Office. It did caution, however, that the "...actual contents of the letters must be restricted to the subject of humane treatment of POW's by North Vietnam and must not invade the political arena."

As I said earlier, we've seen some encouraging signs already. Before October, 1969, only about 600 letters and cards had been received from just 110 men. Since then more than 1200 more letters have been received and more than 200 additional men have been allowed to write.

That may seem trivial, but just imagine how much it has meant to the families of those two hundred men. One brief postcard could wipe out months, even years, of agonized uncertainty as to whether their husbands, fathers, and sons are dead or alive.

Again, my congratulations to all who launched our program in high gear. Now it's a national project and we've got to keep the machinery rolling in the manner which has

made Civil Air Patrol a great humanitarian organization for nearly three decades.

Welcome Aboard, Sir

Another milestone in CAP history was made at our recent NEC meeting when General Reilly announced that General John P. McConnell had accepted the position as Executive Consultant to the Civil Air Patrol. (SEE STORY ON FRONT PAGE.)

Speaking personally and professionally, it will be good to work again with General McConnell. This organization—and every man and woman in it—will benefit from his experience and knowledge as a world leader in aerospace matters.

These benefits will be in many areas but I'm certain our cadets will be of special interest to him. General McConnell's concern and personal efforts on behalf of young people are well known. It became clear to me when I had the privilege of serving with him in the Strategic Air Command. Later, in his more than four years as Air Force Chief that reputation stretched around the globe when he became known as "the airman's general."

Statements made by General McConnell while on active duty sum up his feelings. Today, they're still on target. I think all of us involved with the cadet program would benefit by remembering his advice:

"People are still our most valuable asset, and we must continue to seek the best possible career opportunities for them. Ultimately, the quality of our officers and airmen will determine how well the Air Force succeeds in its mission. Today's Air Force has an unprecedented need for perspective, imagination and intellectual resiliency. I am convinced that continuing improvement of career incentives is a 'must' in getting and keeping people with these attributes... You hear and read a lot these days about the faults of our youth, of their lack of patriotism and purpose, of their radicalism and immaturity, of their preoccupation with sex and dope. But vocal though they are, these youngsters are only a minority that, fortunately, does not represent the nation's youth. To me, the young airman who had earned the Silver Star, and untold others whom I met during my frequent trips to Southeast Asia represent the real youth of the country."

The Chief was talking about young people on active duty but none who know General McConnell and his long, valued relationship with Civil Air Patrol will doubt for a moment that these same thoughts apply to all CAP cadets.

... A Leaner Mixture

As you know, the military budget is substantially less than requested and defense spending is being reduced at every turn.

It would be unrealistic to think that CAP's portion of Air Force activities could be immune from this global austerity program. I ask that each of you understand—and appreciate—our position in these matters.

To help you grasp the far-reaching influence of the Air Force tight money problems, I refer you to a message one general recently sent to his people. Calling for a command-wide economy effort, he said, "...we will have to operate on a leaner mixture than ever before."

The general was Bruce K. Holloway.

He is Commander-in-Chief of the Strategic Air Command.

Chairman's comments . . .

# Good News and Bad

by Brig. Gen. F. Ward Reilly

On an early overseas flight the passengers were awakened by the announcement "This is your Captain speaking to you from the flight deck, I have good news and bad news, the good news is that we have been making exceptionally good speed, the bad news is that we don't know where we are."

Your flight crew of the past two years has aligned the guidance system with much of the philosophy and objectives presented to you in this column. Very soon your corporate officers will select a new crew. The guidance system will be realigned with some of the same and many new policies and objectives. The good news will be that we are making good speed and know where we are and where we are going.



You will be interested in the items of good news in our journey of the past months as well as the bad news for which we all hope there can be a solution. Some of the more prominent check points contained in the log of good news are:

1. Executive Consultant: Gen. John P. McConnell, USAF Retired former Chief of Staff USAF, eminently qualified by a long and outstanding career in the Air Force has accepted the office of Executive Consultant. His guidance and assistance will be of immeasurable value to the organization in the advancement of both the cadet and senior programs. The authority to create a position in this area was approved by the NEC and confirmed by the National Board three years ago. It is fortunate that we have waited until we could find a person with the capability to far surpass the area of activity originally contemplated.

2. Insurance: Effective 15 July 1970, all current Senior Members are insured for \$1,000 covering accidental death while participating in authorized Civil Air Patrol Activities and world wide aircraft accidents as a pilot or passenger on Standard Air Worthiness Certificated or scheduled common carrier aircraft.

Supplemental, world wide, 24-hour-a-day accident coverage in units of \$5,000 to \$25,000, with optional coverage for aircraft pilots, is available to Senior Members with the broadest coverage at the lowest rates.

3. New Membership Categories: Two new membership categories have been created by action of the National Board. The General Aviation Membership will enable persons dedicated to the furtherance of aviation but not interested in regular participation in the Senior Member Program to become affiliated with CAP by payment of dues. Business Membership will enable business organizations to become sustaining members and particularly those with aircraft fleets to contribute to the support of the CAP Search and Rescue Mission.

4. Senior Member Pilot Upgrading: Pilot proficiency evaluation and upgrading will be scheduled for each Region in connection with authorized Air Mobility Exercises. AOPA and CAP will co-sponsor the outstanding Sky-Safe Program which has been so exceptionally successful. This program is conducted by highly qualified professional certified flight instructors.

The generous response by voluntary contributions of Senior Members to the Pilot Upgrading Program has made it possible to offer \$30,000 in scholarships which will be made available to Senior Members with valid FAA Private Pilot Rating or above. The scholarships will provide one-half of the Sky-Safe tuition fee for ground and flight instruction. The recipients will be required to furnish a suitable aircraft for the one and one-half hour flight instruction.

(Continued on Page 5)

**CIVIL AIR PATROL NEWS**

☆☆☆☆☆ USAF AUXILIARY ☆☆☆☆☆

National Commander . . . . . Brig. Gen. Richard N. Ellis, USAF  
 National Board Chairman . . . . . Brig. Gen. F. Ward Reilly, CAP  
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# Good News and Bad

(Continued from Page 4)

5. Cadet Flight Training: The generous volunteer contributions by cadets has added \$9,000 to the Cadet Solo Flight Program, enabling some 90 additional cadets to participate. This is a commendable contribution.

6. Memorandum of Understanding Between FAA and CAP: This action is a recognition of the capability and effectiveness of CAP in National Emergency operations of the State and Region Defense Airlift. With this goes a great responsibility in the mobilization and training of this category of General Aviation together with our ready status to respond in a National Emergency. We have accepted a major task in the SARDA Operation.

7. Amendment to CAP Supply Bill: The amendment to the Supply Bill (10 U.S. Code 9441) will provide for all excess property to be made available to CAP and that reimbursement be made to CAP Members for Air Force approved Emergency Services capability testing and flight training missions. CAP-USAF has contributed substantially to initiating this action.

8. Air Force-CAP Advisory Panel: A request was made at the fourth meeting of the Air Force-CAP Advisory Panel February 4, 1970 held at the Pentagon, that this panel be formalized to make it an official agency of the Office of the Secretary of the Air Force and that the panel further report to the Secretary and the Assistant Vice Chief of Staff, USAF. The panel has been a top level Annual Meeting at the Pentagon, with representation from the Office of the Secretary of the Air Force, the Air Staff, Headquarters Command USAF, Office of Air Force Reserve, ARRS, Civil Defense, FAA, and other concerned agencies. By this action Civil Air Patrol affairs would be brought to the attention of the proper authorities for consideration and action.

9. Cadet Academic Scholarships: There has long been a recognized need for a substantial Academic Scholarship Fund for Cadets. The source of the funds would be the Aerospace Industry and Educational Foundations. The long range plan envisions a million dollar annual fund. Professionally qualified persons in this field consider CAP has the appeal and justification to realize this goal. The implementation of the fund raising is planned and ready subject to favorable trends in the National Economy.

10. Search and Rescue: Crash Position Indicators which will give us the most effective means of homing on the Emergency Beacon Locators are being sought to equip a number of our search aircraft by providing a portable direction finder that may be utilized in any aircraft with an electrical system. This will substantially augment our present visual search technique and we may well be reaching an IFR search capability.

11. Data Processing: The CAP-leased data processing program at Headquarters CAP-USAF has reached the first plateau of implementation in the direct renewal of membership. The computer is being programmed in other areas. Data Processing, to supply each level of Command with a monthly statistical and effectiveness operating statement to relieve the units of much of the burdensome clerical reporting has not been accomplished. CAP National Funds have been appropriated to employ personnel to further implement the computerized Data Processing Program.

12. Mess Dress Uniform: The authorization for wear of the Air Force Mess Dress Uniform, with distinguishing differences, has greatly enhanced the image of CAP at social functions where the Mess Dress is appropriate.

13. Regulation Changes: The long heralded changes in Organizational Regulations, categories of membership, officer criteria which are designed as a long range plan to make Civil Air Patrol a prestige organization is now in the process of implementation. These changes are not designed to penalize the present membership but to require higher standards and greater selectivity for those who seek membership in Civil Air Patrol. This is the only course we can follow to perpetuate Civil Air Patrol as a great organization. Only with the loyalty and cooperation of every one now in the organization can we accomplish this goal.

There are many more important check points along our route to our destination of success. Assuming the proper attitude, a positive approach to change, we are capable of completing the journey.

## Maryland Cadets See Communications Facilities

ANDREWS AFB, Md.—Members of the Maryland Wing visited the 2045th Communications Group facilities for a briefing on its operation as an Air Force Communications Service organization. The visit was in line with the group's tour of various facilities at the nation's busiest Air Force installation while on a two-week encampment training exercise. The CAP contingent also visited the Air Ground Station, that maintains communications for the President and other top

government officials; the Automatic Digital Network and the Satellite Communications Facility.

Remarking on the visits C/MSgt. Nancy Clark said: "You never realize how complicated running a worldwide Air Force is until you see how much it takes to keep everyone in touch."

When asked if she enjoyed the tour C/Sgt. Debbie Michela said: "Yes and besides enjoying it, I learned a lot about the Air Force I'd never dreamed existed."

# Graduates Receive Pins

MIDWEST CITY, Okla.—"Okie" pins and graduation certificates were awarded recently to 54 CAP cadets who participated in the annual Federal Aviation Administration Cadet Orientation Program here. Presentations were made at a banquet at the Desert Oaks Country Club as a culmination of a week of study designed to acquaint the cadets with the history, organization, functions and responsibilities of the FAA and the FAA Academy.

Selected to attend the program from all 50 states, the District of Columbia and Puerto Rico, the cadets received their certificates from Grover Phillips,

acting on behalf of the Midwest City Chamber of Commerce.

The cadet's graduation certificates certify their completion of the FAA instruction and authorize them to add a ribbon to their uniforms.

C. B. Walk, acting director of the FAA Center, spoke at the graduation ceremonies and stressed the need for aviation

education at earlier age levels. He suggested that even grade school should emphasize the wide range of opportunities in aviation open to young people.

Escort officers for the program were Lt. Col. William C. Bills, Dallas, Texas; Maj. William Hess, Alhambra, Calif.; Maj. Alan Creighton, Ypsilanti, Mich. and Maj. Jerry W. Gibson, St. Ann, Mo.

## Educators Plan Meeting

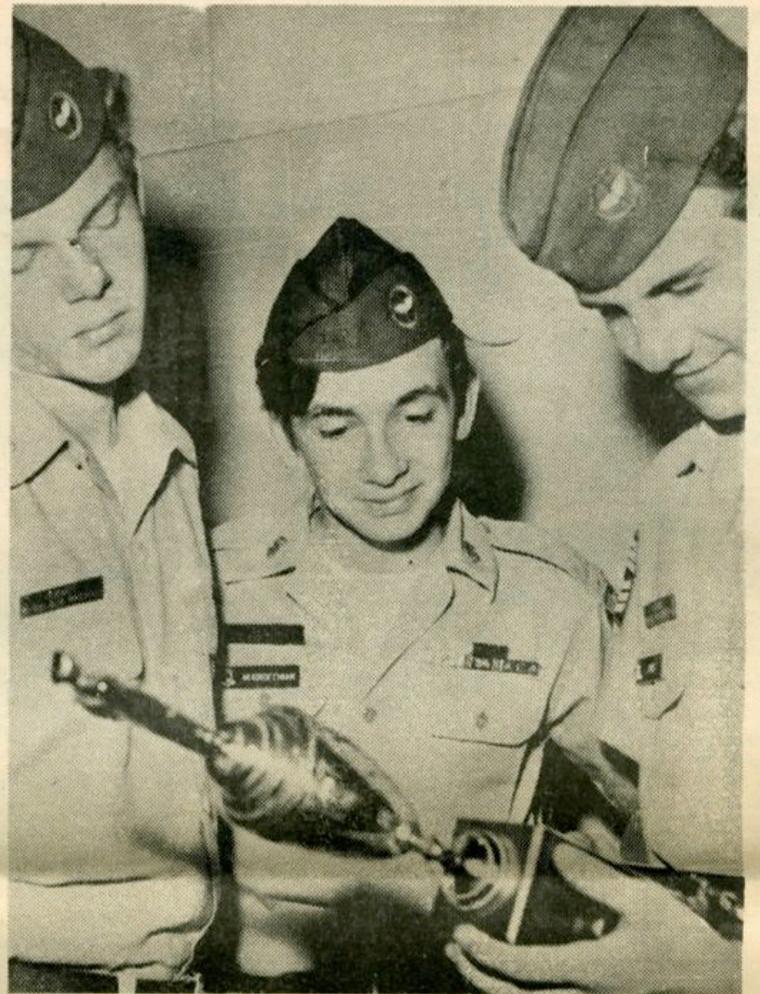
MAXWELL AFB, Ala.—The 1971 National Congress on Aerospace Education will be held Apr. 28, 29 and 30, at the Embry-Riddle Aeronautical Institute at Daytona Beach, Fla. Civil Air Patrol and its Aerospace Education Association will participate in the national forum that seeks to meet aerospace education needs for schools at all levels and in many curricular areas.

The 1971 congress will feature a special one-day NASA program at the John F. Kennedy Space Center.

Participants may use Embry-Riddle's dormitory facilities for about \$4.00 per day (double) or \$8.00 (single). They also have the option to stay through the following weekend on an "on-your-own" basis.

The Congress is sponsored by the National Aerospace Education Council of which John V. Sorenson is an "At-Large Director".

For further details: write to Walter Zaharevitz, executive director, National Aerospace Education Council, 806-15th Street, N.W., Washington, D.C. 20005.



Drill Meet Winners

Award winners Raymond Sullivan, Sampson Mugredechain and Mark Jones of the St. Louis Park Squadron, Minnesota Wing, admire a trophy their squadron won after placing first in the Minnesota Wing Drill Competition at Grand Rapids.

## Cadet Gwin Becomes First Solo Graduate

STAUNTON, Va.—Cadet MSgt. Marvin R. Gwin of the Augusta Squadron, Virginia

Wing, became the first cadet in his unit to graduate from the new solo flight training program for eligible 16-year-olds or older.

## Oregon Mourns Col. Larsen

PORTLAND, Ore.—Lt. Col. Donald Larsen of Oregon Wing Headquarters, died July 23 in Vancouver, Wash., after a brief illness. She was the widow of Lt. Col. Al Larsen also of the Oregon Wing who died in January. A flight scholarship fund for members of the wing had been named in his honor by Mrs. Larsen.

The 15 hours a cadet received in the program included 12 hours of dual instruction and three hours of solo flight.

Those who complete the solo training and continue their flight progress become eligible for further training at cadet flying encampments where training is completed through the private pilot certification.

A graduate of Riverheads High School, Gwin will enter Madison College in the fall where he plans to make science his major subject of study. After completing college, the son of Mr. and Mrs. Joseph H. Gwin of Greenville, Va., plans to enter the Air Force.

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## Following Hurricane Celia

# CAP Rushes Aid to Corpus Christi

CORPUS CHRISTI, Tex.—Hot air, stale and stagnant, filled the overcrowded rooms and hallways of the basement level of the public affairs building here. Weary bodies, perspiring heavily, many of which had been sleepless over the past 40 hours, scurried about. Many wore

uniforms representing a host of emergency relief agencies: American Red Cross, Salvation Army, Civil Defense, Civil Air Patrol (CAP); some wore press credentials stapled to shirt collars.

In the middle of one large-sized room, several CAP teenagers appeared unmoved by the hustle and bustle. They

## Photos and Story

by  
MSgt. Bill Bond

calmly answered what seemed like an endless chain of telephone calls, mostly concerned with when power would be restored to this Texas Gulf Coast city of 200,000 residents.

The basement had been converted to an emergency operations center August 3 after Hurricane Celia's 160 mile per hour winds had crunched through this palm lined coastal mecca. In her wake she left 13 persons dead, hundreds injured, thousands homeless and at least \$300 million in damage.

Long before she hit, CAP aircrews flew sorties over the beaches stretching from Corpus to Portland—dropping warning messages of Celia's imminent threat. CAP airmen used muslin bandage wrappings—a warning note stapled to one end, a rock to the other—to get the word to swimmers and surfers that Celia was coming and that they should immediately evacuate the beach.

Said one member of the Corpus Christi Composite Squadron which provided the privately owned airplanes and volunteer crewmen, "As swimmers read our note, man you should have seen them scatter for their cars."

The day after Celia struck, the palms were still swaying from a slight gulf breeze. But so were the residents, dazed and shocked that their once beautiful city had been nearly mutilated beyond recognition from her knifing winds.

Power and telephone lines had been left in heaps of mangled splinters and wire leaving the city without electricity or telephone service. If any service was available it was hodge podge at best.

On the morning of Celia's approach, the Texas Wing of the Civil Air Patrol had been put on alert to send its 5,000 men and sundry emergency equipment into action if needed. By nightfall, it was evident that CAP was needed.

Not only did the local CAP squadron respond to the disaster, but units from as far

away as Houston, Harlingen, Brownsville and Colorado City rushed personnel and radio-equipped jeeps, trucks and a communications bus to the stricken area.

In Corpus Christi CAP had more than 50 personnel on the scene, providing assistance in a host of ways.

While the Corpus Christi cadets were helping civil defense officials with the wave of frantic telephone calls, a handful of CAP teenagers was helping the American Red Cross move patients from the Corpus Christi Memorial Hospital to nearby W. B. Way High School. The school had been set up as an emergency ward after the first five floors of Memorial had been severely damaged from the hurricane.

Communications between the U.S. Coast Guard Air Station and Corpus had been virtually wiped out, when CAP offered the services of a radio-equipped bus belonging to its Colorado City, Tex., unit.

Of CAP's help, Commander William Bickford, executive officer at the air station, said "Without CAP's aid, it would have been impossible for us to monitor our activities in the city and at the air station. To put it more precisely, without radio capability to coordinate relief actions we would have been out of the ball game."

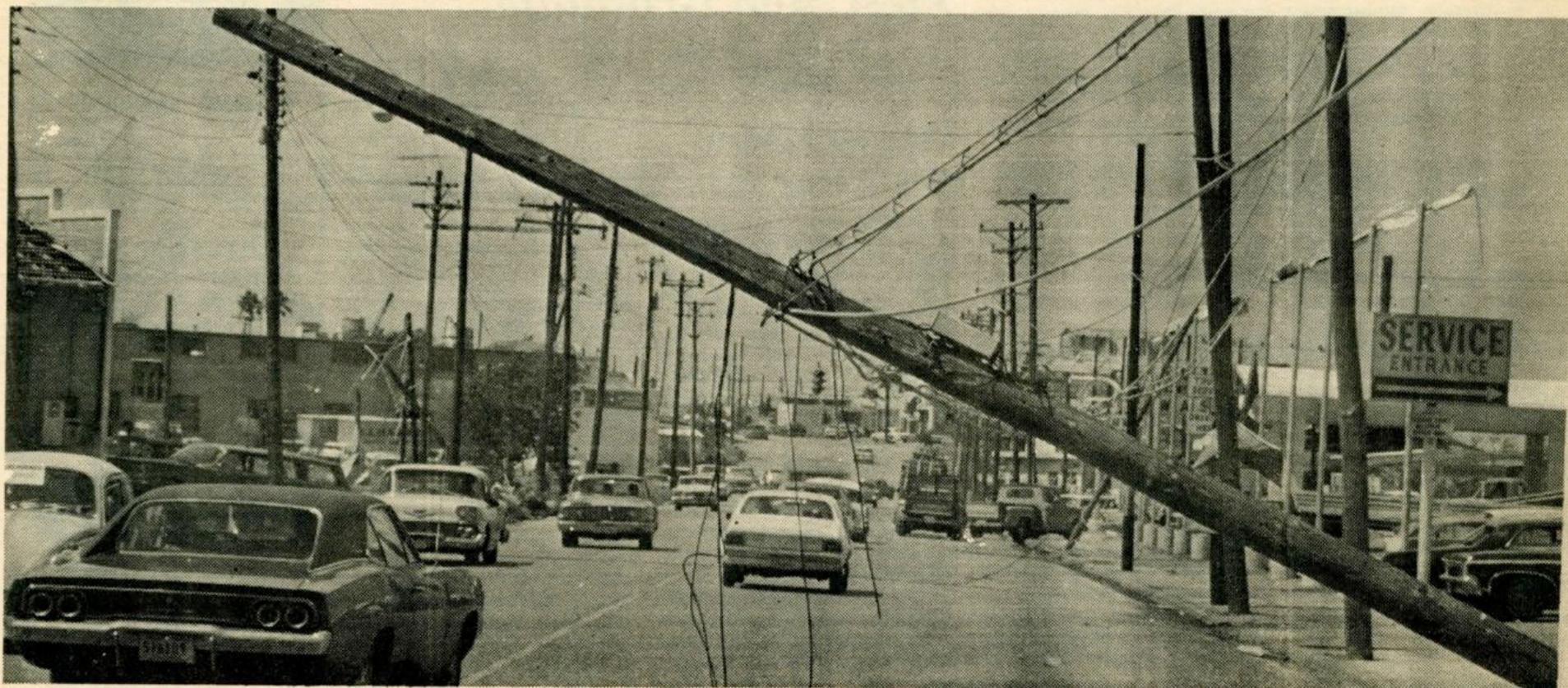
Equipmentwise, CAP utilized ten radio-equipped jeeps, two trucks and the communications bus.

Back in the public affairs building, Lou Harrell, civil defense director, was quick to praise the work of the cadets helping with phone calls. "Those kids were great. Really amazed me the way they handled those calls, particularly under the pressures of the situation. They

(continued on page 7)



Most of Corpus Christi's 200,000 residents were without fresh water after Hurricane Celia had ripped city water lines so CAP Texas Wing members brought water containers from Brownsville to assist in relief operations.



Main street in Corpus Christi littered with dangling power lines and telephone poles.

# CAP Responds To Hurricane Victims Needs

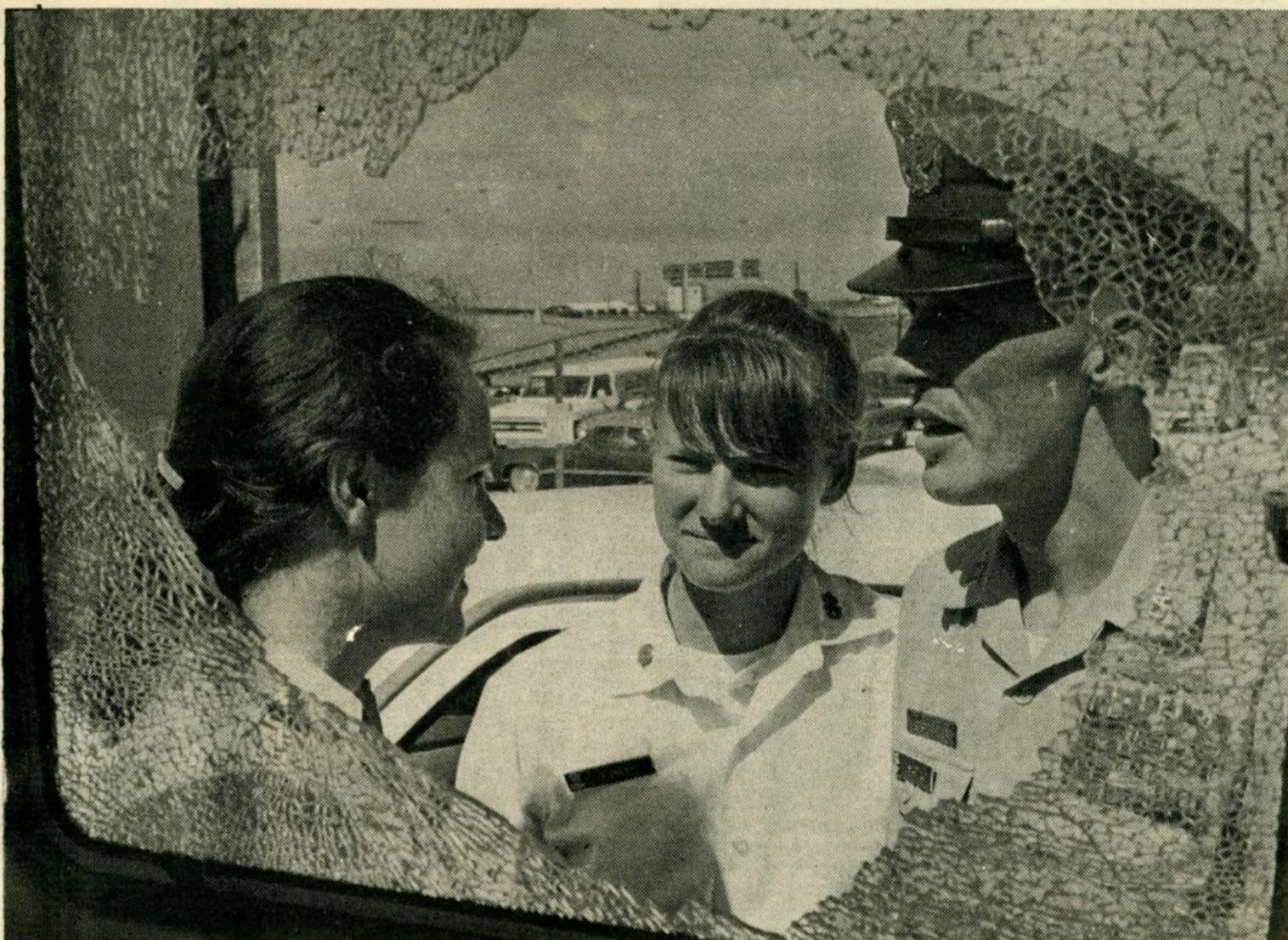
(continued from page 6)

did real yeoman work all the way," Harrell bubbled.

Harrell said that the youngsters had worked around the clock with the rest of the relief volunteers, getting very little sleep.

One of the girl cadets helping out, Sara Fowler, lost her home in the hurricane. In her bedroom when the roof was ripped away, and the wall began to buckle, she recalled her first thoughts, "God, I am dead." She suffered a minor cut on the left hand.

CAP senior members assisted in numerous ways, from handling radio traffic from patrolling CAP jeeps to bringing precious fresh water to residents of an apartment complex—badly battered from the 160 miles per hour winds. Others served as escorts after a 7:30 p.m. to 6 a.m. curfew had been put into effect; some relayed damage reports to the CAP communications center. CAP cadets rushed the reports to civil defense and city emergency planners in the public affairs building.



CAP volunteers (from left) Cadets Sherri Palmer, Sara Fowler and Capt. James Martin, Corpus Christi Composite Squadron commander, were among the first personnel offering assistance after Celia hit the Texas Gulf Coast City of Corpus Christi.



Communications personnel rushed to the scene of Hurricane Celia by Civil Air Patrol came from points as far away as Houston, Brownsville and Harlingen, Texas.



This is all that was left of the bedroom of one of the Civil Air Patrol volunteers helping the hurricane victims after Celia ripped through her home in Corpus Christi. The CAP Cadet, Sara Fowler, escaped with only minor injuries.

# Success Marks Interna

(continued from page 1)

A new dimension was added to the Exchange this year as cadets from nine Pacific countries assembled in Sacramento, Calif., for a four-day tour of the capital city and its history-laden Gold Rush area.

Like their IACE counterparts from Europe, the Middle East and Latin American countries who traditionally gather in New York City for a tour of the great metropolis, the Oriental country representatives arrived in Sacramento, July 23 and remained there until July 26 before beginning the grass-roots phase of their American visit with Civil Air Patrol families in the host states.

Singapore, Hong Kong, Korea, Japan, Malaysia, Australia, New Zealand, the Republic of China and the Philippines were the countries represented.

The scenic beauty of northern California and Lake Tahoe and the inconceivable ingenuity of the fabled "Forty-Niners" in wrestling gold from the earth claimed the avid attention of the young visitors in a tour of the Mother Lode country. While in the Lake Tahoe area the cadets visited the Ponderosa Ranch, filming site for Bonanza, an American western as familiar to the Pacific country TV viewers as it is to Americans.

For most of the cadets, making their first visit to America, the impression was generally summed up as "big, bright and bustling." Big cars, big airplanes, wide and well-kept roads and beautiful girls best describes the varied reactions. American friendliness, hospitality and frankness also impressed them deeply.

For one member of the visiting group, it was homecoming.

Senior Escort Warren Geddes of the Hong Kong contingent, was a former CAP cadet with the Long Island Group in the early 1960's and was an IACE participant himself—in the 1963 IACE.

Geddes, who currently makes his home in Hong Kong where he is employed as a representative of a New Jersey-based firm, is active in the Hong Kong Boy Scout movement, was invited to escort the cadet group because of his fluency in both the English and Chinese languages.

Finale to the first California Phase was a colorful dinner-dance and reception at

the Inn. Some 200 CAP cadet and senior members joined the Pacific visitors for the final evening along with ranking Air Force and CAP officers.

Col. Howard Brookfield, wing commander, warmly greeted the visitors and gave them the promise of continued new and interesting events as they undertook their two-week visit with CAP families.

Six members of the Korean Civil Air Patrol and four Air Scouts from the British Crown Colony of Hong Kong were guests for a day at the U.S. Air Force Academy.

In the group was Korean Cadet Kim Sang Uh, 16-year-old son of Gen. Kim Doo Man, Republic of Korea Air Force chief of staff. He was escorted



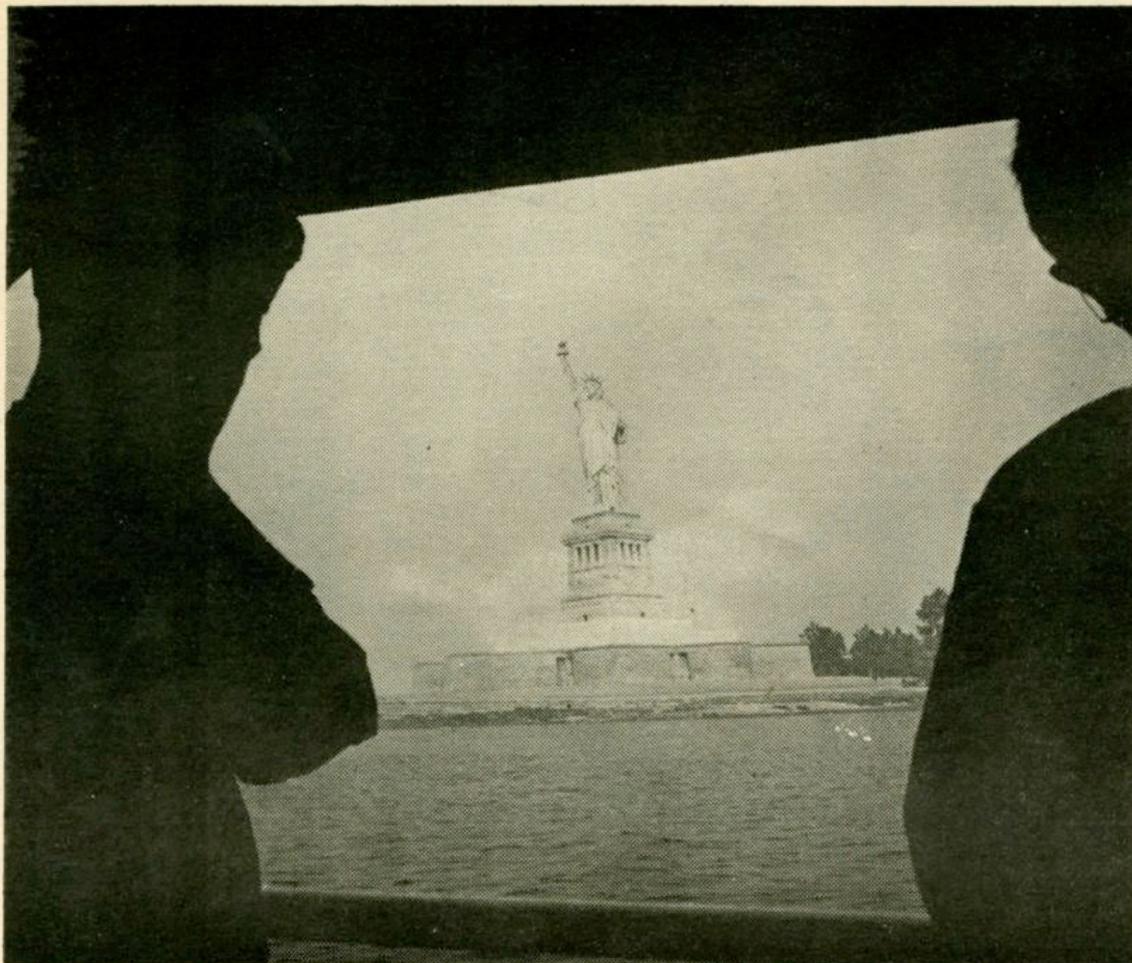
### Air Force Academy Visitor

Korean Civil Air Patrol Cadet Kim Sang Uh (center) was escorted through the Air Gardens recently by Air Force Academy Cadets Choi Myung Ju (left) and Clinton E. Cline. Young Kim is the 16-year-old son of Gen. Kim Doo Man, Korean Air Force chief of staff, and toured the Academy under the auspices of IACE program. (Air Force Academy Photo)



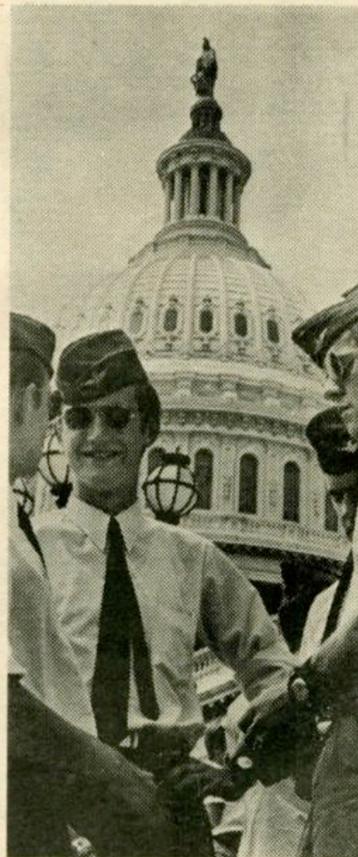
### Maintenance Briefing

New Zealand and Malaysian cadets receive a briefing on equipment used at the SAAMA facility whose personnel maintain the F-106 jet fighter aircraft.



### Captures Attention

The Statue of Liberty is framed between two of the IACE cadets during a circle line boat ride around Manhattan Island. (Photo courtesy of Maj. Sid Birns, New York Wing)



### Tour Capitol

A group of foreign cadets talk over their American tour and the Washington, D.C. historic landmarks while taking a break near the Capitol Building.



A technician in the F-106 department at of the work with group of New Zealand

# International Cadet Exchange

through the cadet area by Air Force Cadets Edwin L. Johnson of Sebeka, Minn., Clinton E. Cline of Carlisle, Pa., and a friend from his homeland, Cadet Choi Myung Ju of Seoul, Korea.

Lackland Air Force Base's Military Training Center and the City of San Antonio played host in August to 11 flying enthusiasts and their escort officers who were guests of the Texas Wing and toured that state under the IACE.

Six of the group were British female cadets of the Woman's Air Corps and the remainder were male cadets from Switzerland. The group with their escorts toured San Antonio and later received briefings at Ft. Sam Quadrangle at Fort Sam Houston and the San Jose

Mission.

The group also lunched with city officials and representatives of all San Antonio area military installations at the Casa Rio Restaurant before touring the historic Alamo and several downtown stores.

Dr. Herbert Calderon, Mayor Pro-tem and CAP's dinner guest at the Tower of Americas, spoke individually to the cadets and welcomed them to this Texas city.

The group spent its second day in the Alamo City largely at the Military Training Center at Lackland where they received a slide briefing from Col. James E. Miller, Lackland's vice-commander and other base officials.

Later the cadets toured the

Security Police Sentry Dog School where they saw an obedience demonstration; went through the English Language Branch of the Defense Language Institute and received a briefing at the Basic Military School where they also ate lunch.

The cadets and their escorts commented many times on the warmth and friendliness of everyone they met in San Antonio and were delighted to tour such places of historic interest as the Alamo. They also said they wished they could have spent more time in San Antonio.

"The people of San Antonio and the surrounding military area are to be commended for their fine work and interest in the IACE," said 1st. Lt. Lee M. Sexton, San Antonio and IACE project officer for that area.

The aviation-minded group of youth from 26 foreign lands rounded out their 21-day visit to the United States with six days of sightseeing and entertainment in the nation's capital.

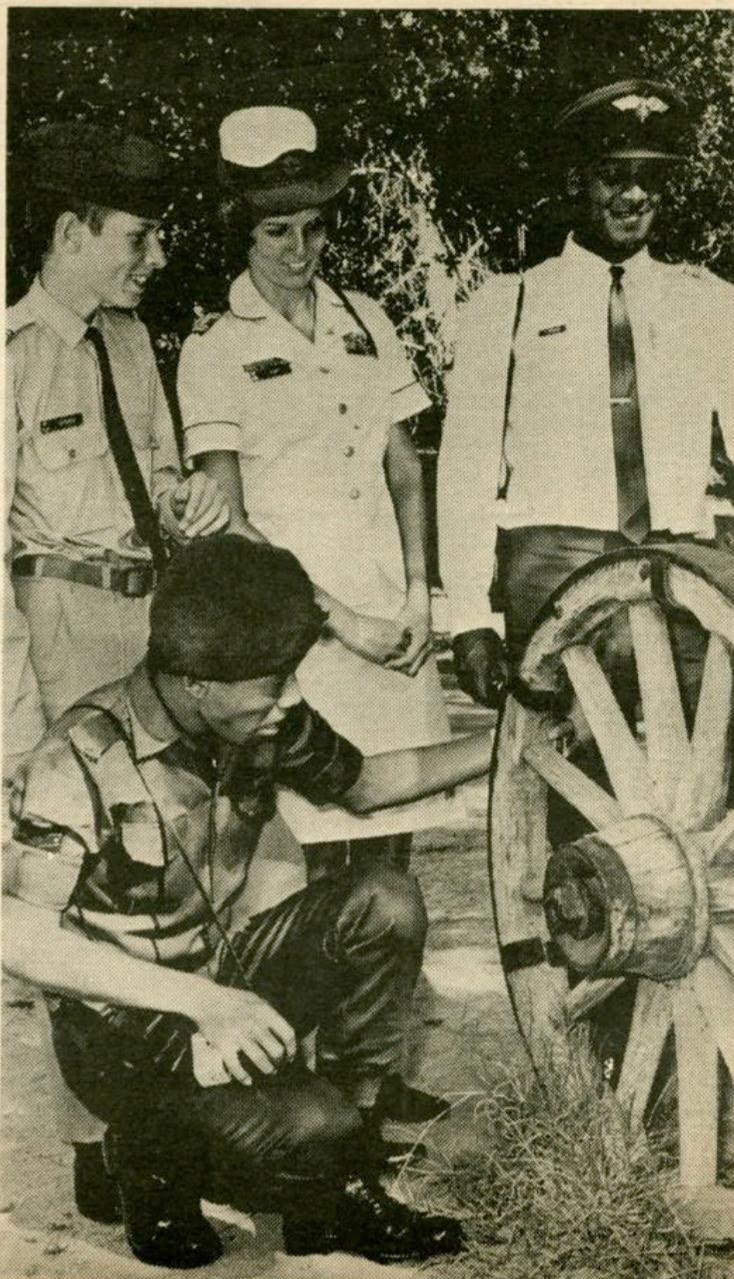
Their stay in Washington, D.C., came on the heels of four days in New York City and visits to various parts of the nation.

A diplomatic dinner at the National Press Club and a gala dinner dance at the Bolling AFB Officers' Open Mess highlighted the foreign cadets' Washington stay.

Feature speaker at the Diplomatic Dinner was Warren Rogers, former editor of Look magazine, now serving with the Washington Bureau of the Los Angeles Times.

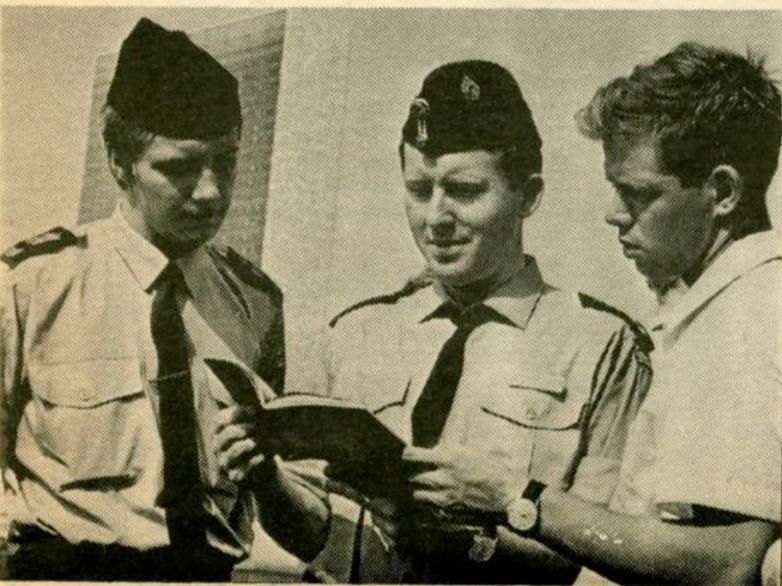
Sightseeing tours included the White House, Arlington Cemetery, Mount Vernon, Smithsonian Institute, the Capitol and the traditional evening parade at the U.S. Marine Corps barracks.

An informal dance, sponsored by the Civitan Club of Alexandria concluded the action-packed Washington phase.



**Interested in History**

Highlight of the Californian phase of the IACE was a visit to Coloma site where gold was first discovered in 1848. Looking a wagon wheel over (from left) are Michael Dodds of New Zealand, Nancy Hart of the California Wing, Teluk Anson of Malaysia and kneeling, Tan Kim Koon of Singapore. (Air Force Photo by MSgt. Bill Bond)



**Avid Interest**

Youths from foreign countries check through a guide book of New York City during a tour under the International Air Cadet Exchange program. Among the places they visited was the United Nations building in the background. (U.S. Air Force Photo)



**Quality Control Explained**

The Sacramento Air Materiel Area (SAAMA) discusses quality control aspects with cadets touring McClellan AFB in the IACE.



**Pacific Area Cadets Visit**

Joe Hai Yusof, Malaysia; Ross Clarkson, New Zealand and Carol Sun, Hong Kong talk with Maj. Gen. William W. Veal, Sacramento Air Materiel Area commander, on their arrival at McClellan AFB, Calif., during the International Air Cadet Exchange. (U.S. Air Force Photo)

### ZERO DEFECTS HONOR ROLL

Civil Air Patrol's National Headquarters honored the following individuals and units for excellence in the Zero Defects program:

Elaine Y. Oquist, Oregon Wing liaison office secretary  
Nellie O'Leary, Rhode Island Wing liaison office secretary  
\*\*\*\*\*

Maryland Wing communications Section;  
Hq., CAP-USAF Cadet Special Activities Branch  
Pacific Region Liaison Office  
Southwest Region Liaison Office  
Arkansas Wing Liaison Office  
Oklahoma Wing Liaison Office  
\*\*\*\*\*

Region and wing commanders are asked to nominate outstanding individuals and units for the Zero Defects Award. Nominations should be mailed to National Headquarters (DM), Maxwell AFB, Ala. 36112.

# OCD To Use CAP Air Fleet During National Emergency

MAXWELL AFB, Ala.—The Office of Civil Defense, the U.S. Army agency which oversees nationwide civil defense activities, has beefed up its plans to use Civil Air Patrol's light aircraft during emergencies.

The agency has just published an appendix to its "Federal Civil Defense Guide" which outlines the many possible uses for privately-owned light aircraft in case of a national emergency such as enemy attack.

Titled "Civil Non-Air Carrier Aircraft Support for Civil Defense Emergency Operations," it details the Civil Air Patrol (CAP) organization, mission, training regimen, and operational capabilities as a guide for civil defense (CD) officials at lower echelons in making use of CAP planes, men, and equipment.

The appendix makes two recommendations for state CD officials which, if carried out, would make it easier and more inviting for CAP volunteers to participate in civil defense activities.

One of these would provide, where appropriate, for state compensation for physical injury of volunteers in civil defense operations.

The other would provide for enrollment in civil defense and for issuance of CD identification cards to flight and ground personnel who accept assignments under State and Regional Defense Airlift (SARDA) plans. Such cards would provide easier access to disaster areas for those volunteers with a need to be there.

The appendix also urges CD and SARDA officials to seek and provide for Civil Air Patrol support of state and local SARDA organizations as well as for CAP liaison with CD units at the state Emergency Operations Centers (EOC) and at the appropriate EOC in each control airport area.

Part of Civil Air Patrol's mission always has been cooperation with civil defense organizations but never before have details of this cooperation been so specifically spelled out.

In case of enemy attack, CAP would be assigned such tasks as:

—Airlifting urgently needed personnel and supplies;

—Performing visual and photographic reconnaissance of disaster damage;

—Carrying out aerial radiological monitoring;

—Providing communications through courier flights and its own nationwide radio network; and

—Providing air support for essential priority requirements in civil defense, survival, and recovery actions.

Civil defense agencies and CAP already have working agreements in force in every state. In addition, CAP recently signed an agreement with the Federal Aviation Administration outlining each CAP wing's responsibilities and mission under the various SARDA plans now in force.

In the planning stage also is a massive civil defense exercise scheduled in 1971 which would involve various CD agencies, FAA, Civil Air Patrol, and other organizations.

## Pluimer Addresses CAP's SER Conference

MAXWELL AFB, Ala.—Harold Pluimer, a nationally prominent speaker and former company commander in two wars, addressed the more than 300 members of Civil Air Patrol attending the Southeast Region Conference in August at the Colonnades Beach Hotel, Palm Beach, Fla.

He traced man's hesitating steps from agriculture to automation...an era he termed that promised to be one of the most exciting and sweeping of all revolutions.

A frequent contributor to periodicals and author of the

"Frontiers of Our Time," Pluimer has been employed by the U.S. Atomic Energy Commission; the National Aeronautics and Space Administration; NBC Television; Minnesota Department of Education and the Air Force.

One of the high points of the conference was a briefing by Brig. Gen. Richard N. Ellis, CAP's national commander, and Brig. Gen. F. Ward Reilly, national board chairman.

General Ellis alerted the group to the problems of our POWs and MIAs and outlined CAP's responsibility to these valiant Americans.

## NEC Delegates Act On Vital CAP Issues

(continued from page 1)

Palmer M. Kickland, South Dakota; Ben D. Silko, Wisconsin; and Gerald M. Tartaglione, Ohio.

The committee discussed but took no action on the adoption of the crash position indicator program being considered for use in CAP airplanes involved in search and rescue and other related emergency services missions.

Flying safety was a major factor of discussion at the meeting as Mrs. Patricia Hughes, Aircraft Owners and Pilots Association's director of flying safety, presented a talk on the "Sky Safety" program of her organization.

Her talk dealt with flight evaluation procedures and selected ground training subjects of interest to all pilots and aircraft owners.

A veteran of 10,000 flying hours in single and multi-engined

aircraft, and gliders, Mrs. Hughes served in the Women's Air Service Pilots (WASPS) organization during World War II. These ladies flew ferrying missions to Europe and the Pacific during the war.

Mrs. Hughes ferried B-24, B-25 and B-26 aircraft across the Atlantic and later logged several hours flying P-38s, P-40s and P-51s.

The delegates to the meeting discussed and carried a motion which authorizes the National Commander to implement a five-year moratorium on major conceptual and structural changes to the program.

Also adopted was the implementation of a new two-phase insurance policy for senior members throughout the corporation. General McConnell, the POW-MIA Resolution and new insurance policy are covered in separate stories.

## Patrick Become Site For Cadet Training

PATRICK AFB, Fla.—Thousands of CAP cadets across the nation spent part of their summer vacations visiting Air Force installations in the U.S. while others went abroad under the International Air Cadet Exchange. Hundreds of others from throughout Florida and Georgia came here to receive a taste of military life.

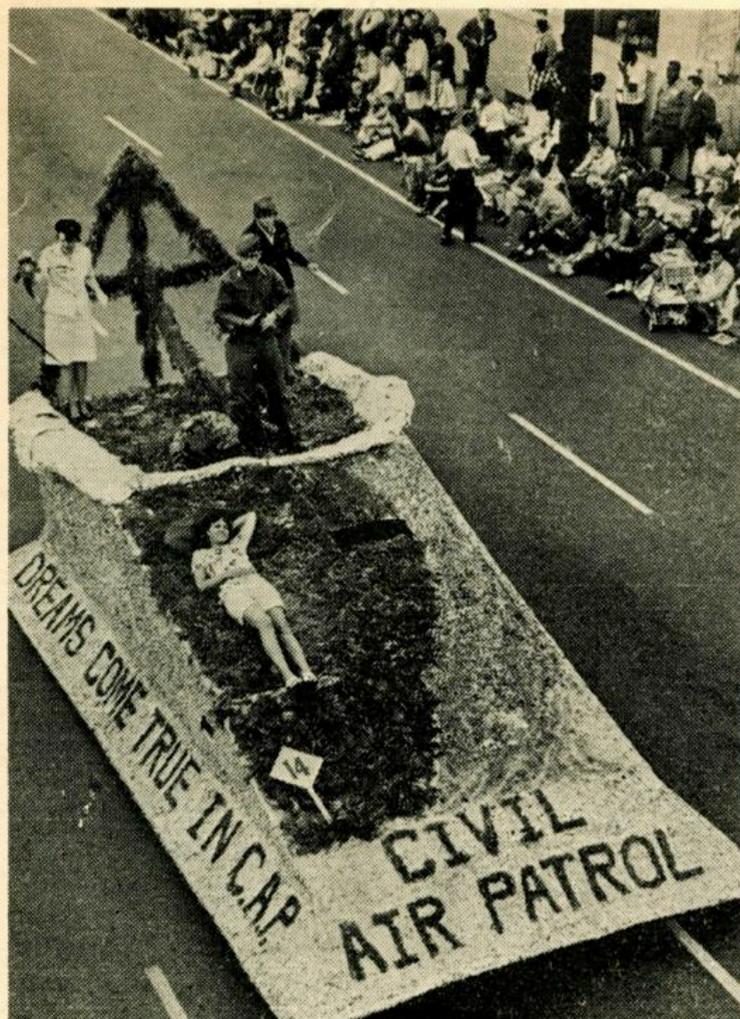
Among the 300 who attended summer encampment training here were 25 foreign aviation enthusiasts visiting the United States under the IACE. Six of the visiting group were from Israel while the others were from Great Britain.

The contingent was met at the John F. Kennedy Airport in Melbourne by Maj. Henry

Watson, encampment project officer and Maj. Robert Lawton, Patrick AFB's community relations officer.

### EMPLOYMENT

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OREGON WING FLOAT WINS BLUE RIBBON—Choosing an unique opportunity to put CAP before the public eye, the Oregon Wing won a blue ribbon in the governmental category with its "Dreams Come True in CAP" float entry in Portland's Grand Floral Parade. Dreamer Cadet Debbie Farlow of Beaverton Composite Squadron is assisted by Cadets Karlienne Walker of the Gateway Composite Squadron, Rick Busig, Vancouver-Washington Composite Squadron and Janet Hegreness, Gateway Composite Squadron, in depicting the Civil Air Patrol mission. (Photo courtesy of The Oregonian, Portland)

## CAP Mourns Colonel Haas

BUNKIE, La.—Col. William D. Haas of Bunkie, La., formerly National Finance Officer of Civil Air Patrol, died Aug. 7 at Sugartown, La. Death was attributed to a heart ailment.

Colonel Haas had wide business interests in Louisiana, being associated with oil field development, banking, and cattle ranching.

He joined Civil Air Patrol in 1949 and served for a number of years as commander of the Louisiana Wing, resigning that position to become National Finance Officer.

A veteran of World War I, he held the rank of major general in the Military Department of the State of Louisiana.

He was affiliated with the Masonic Order and Rotary International and was a member of the Methodist Church.

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# School Graduates First Class

NORMAN, Okla.—Graduation ceremonies were held Aug. 1 for the 32 cadets from 13 states and Puerto Rico in the first class of the summer at the Civil Air Patrol Flying Encampment. All 32 of the cadets passed their FAA flight examinations and earned private pilot licenses.

The intensive four-week course included two weeks of ground school and about 25 hours of flying time each for the Civil Air Patrol cadets.

All instruction was provided by The Airmen Inc., Cessna aircraft dealers and flight instructors, the contracting firm for the encampment. Flying was taught in Cessna 150 single engine aircraft.

At the encampment the cadets were given the additional instruction needed to complete requirements for an FAA pilot certificate.

The 100 per cent completion of the first class this summer marks a record three-in-a-row for the Norman flying contractors.

A second 1970 class of 28 cadets began a four week term

early in August here. Flying is done at Max Westheimer Field, a World War II naval training base, while the cadets use classroom, dormitory and dining facilities of the Oklahoma Center for Continuing Education on the south campus of the University of Oklahoma at Norman.

The only flying encampments for license purposes under Civil Air Patrol sponsorship the last two years have been in

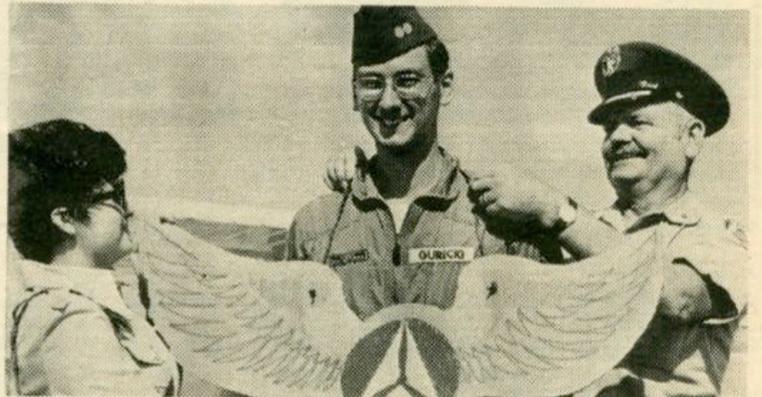
Oklahoma, at Norman, and at Stillwater, where facilities of Oklahoma State University are used.

At a graduation banquet winding up the first class encampment at Norman, the cadets were awarded the silver wings of CAP pilots. They also were given Honorary Okie certificates, awarded by the Governor of Oklahoma, Dewey Bartlett.



**Taming A Tiger**

Covered with shaving cream C/Capt. Thomas A. Ludka is tossed into a fountain at the University of Oklahoma in a ritual marking the successful completion of his check ride to earn a private pilot's license. Because of scheduling Ludka was the last member of the class at the CAP Flying Encampment at Norman, Okla., to take his examination and when he passed it meant that 100 per cent of the class of 32 had won their wings. (CAP Photo)



Cadet 1st. Lt. Daniel J. Gurecki of Meriden, Conn., got his wings after completing flying training from Lt. Col. James A. Hollaway, Ann Arbor, Mich., and Debbie Heuser, an aviation enthusiast from Oklahoma City. Gurecki was one of the first cadets to receive his private license recently at the CAP Flying Encampment at Norman, Okla. (CAP Photo)

## Canadian Cadets Visit Ranger Training

BOYERTOWN, Pa.—Seven Canadian Air Cadet League members joined 180 Pennsylvania Wing cadets going through extensive survival training recently at the Wing's Ranger Team School at Hawk Mountain near Hamburg.

The Canadians were on an exchange visit to the state while

CAP cadets went to Canada for a four-week advanced cadet course on leadership at the National Army Cadet Camp at Braniff National Park. After their visit to Hawk Mountain, the Canadians toured Pennsylvania as guests of CAP.

The group was here under the 1970 International Air Cadet

Exchange.

Other groups visiting the Rangers Training School came from Michigan, Massachusetts, Ohio, Arkansas, Connecticut, Florida, New York and Wisconsin.

Covered in the course at the school are such topics as food for survival, land search, ranger team command, crash site procedure, medical treatment, mobility, map reading, rappelling, night navigation, river crossing, signaling, woodsmanship and radio communications.

Lt. Col. John McNabb of Philadelphia and Maj. Thomas Jensen of Bethlehem are in charge of the leadership training program.

## Top Cadet

NORMAN, Okla.—Cadet Capt. Michael J. Fox, Charlestown, Indiana was named "Outstanding Cadet" of the Encampment" Aug. 1 at the graduation banquet of the July Class at the Civil Air Patrol Flying Encampment in Norman.

Second and third honors went to Cadet Lt. Col. Marion William Jarosz, Philadelphia, and Cadet 1st. Lt. Daniel J. Gurecki, Meriden, Connecticut.

The awards were made for outstanding performance during the four week encampment in all phases of activity—military conduct, scholarship, and flying. Selection was made by the senior CAP staff personnel supervising the encampment.

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# At Airports Be Aware Appropriate

Most signs advising of danger areas say BEWARE but a more appropriate sign for airport traffic patterns should say BE AWARE. After all, we can't very well beware of airports because they are the best place yet to land an airplane, but every pilot should be aware of the dangers to be found in the traffic pattern.

It would be impossible to list all the ways that people can get in trouble in the pattern because once the list was complete someone would find a new way. One time to be especially alert for other aircraft is during a go-around.

Standard procedure for a go-around for any reason is to fly beyond the field boundary before turning either out of traffic or onto a crosswind for another try. There is a good reason for this and it has to do with avoiding other traffic so use the procedure especially where there is no control tower. By going to the far end of the field the pilot is beyond the downwind entrance point during his climbing turn when visibility is poorest. Low wing aircraft are especially vulnerable to other planes approaching from the outside of a turn.

Starting the crosswind climbing turn to downwind at mid-field multiplies the chance of collision. If a low wing aircraft should turn onto downwind at the same time another low wing turns onto downwind from the inside—neither one can see the other!

The only answer is to be especially alert for other aircraft whenever in the traffic pattern and clear the field before turning out from a go-around. Should the control tower clear you for a mid-field turnout, realize that you're turning into one of the hottest spots for mid-air collision and be especially careful. (CPOT)

"Oxygen and the Potent Pint" explains the relative oxygen content at altitude. "Breathing in Flight" defines hypoxia and hyperventilation, two conditions which could be hazardous during high altitude flight without supplemental oxygen. "Oxygen Equipment" discusses various types of supplemental oxygen equipment. "Oxygen in General Aviation, FAA Report AM 66-28, is available from the Office of the Federal Air Surgeon.

Continuous flow oxygen systems are the most commonly used systems in general aviation aircraft. Oxygen flows constantly from the supply tank into a face mask reservoir. The flow rate is generally controlled automatically by a regulator. In other systems the flow is controlled by manually setting a flow controller to correspond with the appropriate altitude.

Acceptable flow rates which will protect the pilot and other occupants at various altitudes with suitable oxygen masks are:

- 12,500 feet —0.8 liters per minute
- 15,000 feet —1.1 liters/min.
- 20,000 feet —1.7 liters/min.
- 25,000 feet —2.3 liters/min.
- 30,000 feet —2.9 liters/min.
- 35,000 feet —3.5 liters/min.

A good snug mask fit is essential for safe flight at all altitudes; the mask should be checked out in advance.

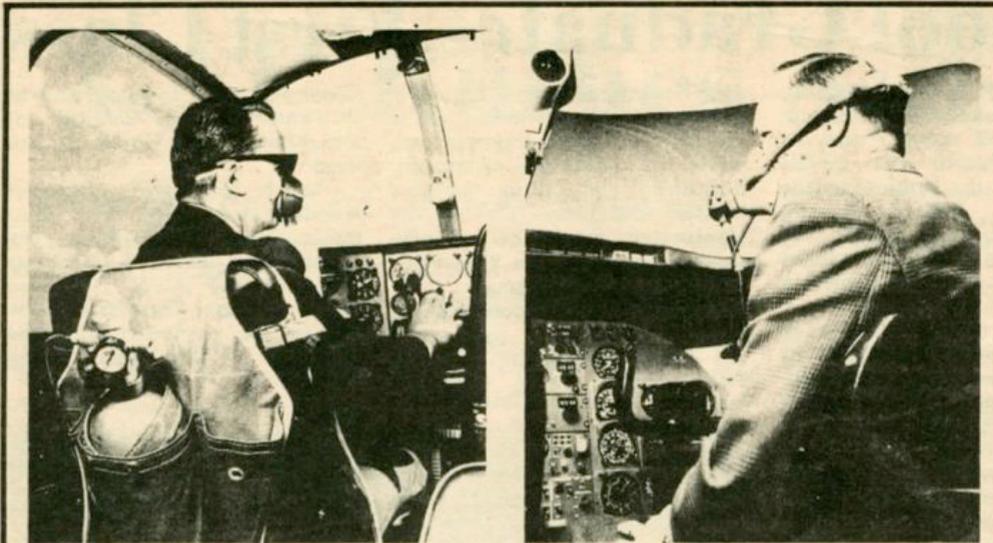
### Oxygen Supply Source

The oxygen supply may be derived from a portable bottle which slips into a bracket on the side of the seat, or from a multiple outlet fixture mounted permanently in the aircraft cabin. It is essential to take into consideration the oxygen duration time, and to check this against the flight plan.

Diluter demand oxygen systems may be used in lieu of continuous flow systems. Diluter demand systems generally use the oxygen supply at a slower rate than continuous flow systems because the oxygen flow varies according to the breathing rate of the user. These systems are more complex and more expensive than continuous flow systems.

Pilots planning a prolonged flight (4 or 5 hours) at 10,000 to 12,500 feet should consider the use of supplemental oxygen, even though the rule does not require it. Prolonged flight at 10,000 feet to 12,500 feet may result in headache and listlessness, depending upon state of health, stress, fatigue, smoking habits, etc.

Copies of "Oxygen in General Aviation," "Oxygen and the Potent Pint," "Breathing in Flight," and "Oxygen Equipment" may be ordered from FAA's Civil Aeromedical Institute (CAMI) (AC-140), Aeronautical Center, Oklahoma City, Okla. 73125. Also useful are Advisory Circular 91-8, "Use of Oxygen by General Aviation Pilots/Passengers," available from the DOT/FAA Distribution Unit, TAD 484.3, 800 Independence Ave., S.W., Washington, D.C. 20590. *FAA Aviation News* ■



Left—WRONG Wearing the strap over the ears may pull the oxygen face mask up over the nose, permitting leakage around the mouth area. Right—RIGHT. Mask should press evenly against the face.

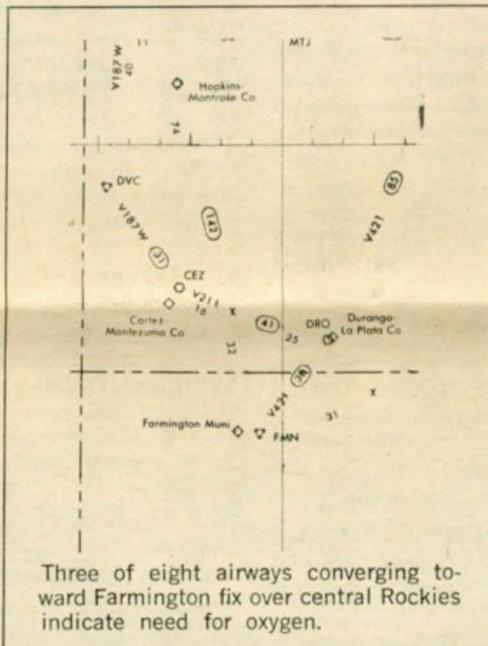
# breathing from a bottle

New charts, pamphlets explain the use of supplemental oxygen in general aviation aircraft

Assistance to pilots unfamiliar with the use of supplemental oxygen, as required by the new Part 91.32 ruling effective June 17, is available in the form of explanatory FAA literature. Further help is provided in current IFR Planning Charts, which show printed airways three times their normal width when the minimum enroute altitude of the airway is 14,000 feet or higher. This is to call the pilots' attention to the need for oxygen when flying unpressurized aircraft on these airways.

The new regulation requires the use of supplemental oxygen for general aviation aircrews operating unpressurized aircraft at altitudes between 12,500 and 14,000 feet mean sea level, except for a short period (no more than 30 minutes). Above 14,000 MSL the use of supplemental oxygen is required at all times for the crew, and above 15,000 feet each occupant of the airplane must be provided with an oxygen supply. Pressurized aircraft flying above 25,000 feet MSL must have at least a 10-minute reserve supply of oxygen for every person on board the plane.

The widened depictions of airways over 14,000 feet serve as a quick reference for pilots in flight planning over mountainous terrain, indicating where it is legal to fly with oxygen and where it is not. The new charts will also help pilots alter course safely in flight, in the event of oxygen sys-



Three of eight airways converging toward Farmington fix over central Rockies indicate need for oxygen.

tem failure or oxygen supply shortage. FAA's Office of Aviation Medicine has available several pamphlets of interest to pilots new to the use of oxygen at altitude. "Oxygen in General Aviation," pamphlet AM 66-28, is an overall summary of the use of supplemental oxygen by general aviation pilots flying unpressurized aircraft at the higher altitudes.

# Autumn Thunderstorms Are Still A Hazard

The United States is still in the midst of the thunderstorm season. The worst of the season may be past in the way of total numbers of storms, but this is no time to relax and get complacent. Thunderstorms are like golf, it only takes once into the rough to get into trouble.

Even though the thunderstorm season is waning in early fall, the combination of unstable air, high moisture content, and lifting action is still around and capable of kicking off some violent storms. The trigger that sets a thunderstorm off is the lifting of warm moist air past the condensation level where cumulous clouds form. Then air entering at the sides increases the height of the cloud and the storm begins the maturing stage.

In a mature thunderstorm there are both updrafts and downdrafts. The interior becomes a churning mass as moisture turns to rain drops and a heat exchange takes place. The interface of up and down drafts creates sheer effects that can strain the strongest airplane. Updraft speed increases with altitude and can reach 3,000 feet per minute. Downdrafts begin in the middle level and diminish as they approach the earth but still can reach 2,500 feet per minute. There have been cases where light aircraft flying under thunderstorms were unwillingly sucked up into the cloud, tossed around inside, and spewed out again. Whether the plane was in flying condition or not depended on the luck of the pilot.

Other hazards that may affect the unsuspecting pilot who blunders into a thunderstorm are super cooled vapors that can produce dangerous icing in a matter of minutes. Hail has been known to shatter windshields and batter even the largest aircraft into strange shapes.

## SAFE Meet Is Planned

The eighth annual symposium of the Survival and Flight Equipment Association (SAFE) will be Sept. 28 through Oct. 1 at the Sahara Hotel, Las Vegas, Nev. For additional information, contact SAFE office, 7754 Densmore Ave., Van Nuys, Calif. 91406 or phone (213) 782-2875.

Then, too, while lightning strikes on aircraft are rare and the damage they cause is usually minor, they can cause temporary blindness. It's like popping a flashbulb in a photographer's darkroom. The electrical discharge can also cause radio interference.

The typical thunderstorm is about six miles across and may be six miles high. It's obvious then that flying into one with the hope that you'll pop out quickly is playing the odds from the wrong side of the table.

Flight between thunderstorms should not be attempted unless there is at least 20 miles between them. Air being drawn into the storm creates turbulence and mature storms can throw large

hailstones miles outside the cloud itself.

When thunderstorms are reported near the intended route of flight, it's well to remember that they move at speeds slightly less than the prevailing winds. In other words, if storms are forecast nearby they may be possibly moving right into your path. Even if it's clear underneath the storm, there are probably strong winds lurking there to buffet the pilot who tries to sneak beneath.

The best way to encounter a thunderstorm is with both feet on solid ground and then it's best from a distance. Any thunderstorm merits the respect of all pilots and this definitely includes those storms yet unborn in this early fall season.

# HERE'S WHAT TO DO IF YOU FIND YOURSELF LOST

By RONALD G. WHEELER, CFI  
Albany, N.Y.

We always like to think that getting lost is what happens to the other pilot. Some may even wonder how pilots manage it with all the navigational aids available these days. Still many people do and you may find that you are the "other pilot."

If you do get lost one day, would you know what to do? Would you have a plan of action to follow? Do you know all the means of declaring an emergency? If your answer is "No" to any of the above, read on.

Assume that you have lost your radio. This could be due to a total electrical failure, or maybe you didn't have one to begin with. In any event, you are alone and lost. The following should be your first general considerations:

- 1. Don't fight the problem—stay loose and attempt to solve it. You won't get any thinking done if you panic.

- 2. Analyze and evaluate—how much fuel is available and what is the consumption rate? How long do you have before fuel starvation turns that roaring windmill out front into a deadly silence? Be conservative on this estimate.

- 3. What is the weather like—good, bad, indifferent, improving or deteriorating?

- 4. Equipment—what is functioning? Do you have cockpit lights, navigation lights, etc.? How about survival equipment?

- 5. Terrain—is it open, flat, marshes, mountains, semi-desert, sparsely or thickly populated?

- 6. Daylight—how many

(NOTE: Mr. Wheeler, the author of this article is a certified flight instructor of Albany, N.Y., where he is a member of Civil Air Patrol's Albany Composite Squadron.)

hours remaining if any? How is your night flying or instrument abilities? Be honest with yourself.

Now that the situation has been assessed, be a little more specific. Assume that you are low on fuel, weather is deteriorating, inadequate experience at night and darkness is fast approaching, and your engine and/or equipment is malfunctioning.

The solution is to get your aircraft on the ground! You have been dealt a hand from a stacked deck and too many things are going against you. You don't need a 6,000-foot strip to put your plane down. If you are one of the average light plane pilots, you have flown out of some pretty rough fields. Pick a good, firm piece of real estate and, if it meets your approval, land. If you can't find what you are looking for right away, keep checking. You'll find one.

A few things to remember in this type of situation are:

- Never continue to fly until your fuel runs out.

- Never continue to fly until the sun goes down.

- Never continue to fly until the weather gets you.

A controlled landing is preferred to an uncontrolled, wildly-accelerating descent (at which time some parts of the aircraft may take their leave) which ends in a sudden deceleration, nose down a few feet below ground. This tends to be somewhat fatal.

Now consider another situation, one in which you are dealt a better hand—plenty of fuel, plenty of daylight and plenty of good weather.

Solution:  
- 1. Fly straight—don't wander around. Pick a course but not by hunch or by "feel." How about the original heading?

- 2. Use your knowledge of last known position, elapsed time, approximate wind, ground speed (air speed will do if you have nothing better) to establish how far you may have travelled from your last known checkpoint.

- 3. Use this distance to establish a radius. Draw a semicircle (error semi-circle) at a radius of the established distance. Draw this semi-circle

ahead of your last known position on the chart. Check the downwind half of the semi-circle if you know the wind. However, do not neglect the other half of the circle.

- 4. Move your head, look around! Don't keep it up and locked. Don't overlook a thing. Attempt to pick out large, prominent ground references but do not overlook small things. Check for railroad tracks, rivers, streams, lakes, bridges, tunnels, etc. By the way, do you know what every symbol means on a sectional chart?

Here are some guides you might consider before landing. Some depend on whether you have a radio or not, or some other special equipment such as a transponder or chaff aboard. In any event, if you feel apprehensive about your situation, you can declare an emergency in a number of ways.

1. If you have a radio, transmit a message. If you think you are near enough to reach some particular tower or FSS, use the frequency published on the sectional. Otherwise, go to 121.5 Mhz.

2. Fly an appropriate triangular pattern. If the receiver portion of your radio is working, fly a right pattern (Receiver-Right pattern) two-minute legs, 120 degree turns at 1½ degrees per second (half standard rate). Monitor 121.5 Mhz. If you have no radio at all, fly a left pattern.

3. If you have chaff aboard, fly a straight course and drop one box of chaff every two miles until four such drops are made. Continue on course for two miles and then make a

360-degree turn to the left—three degrees per second (standard rate). Repeat the 36-degree turn at two mile intervals until four such turns have been made.

4. If you have a transponder aboard, squawk emergency code 7700.

There are four electronic means of assisting the lost pilot:

- 1. Radio message if, at the minimum, your receiver is working.

- 2. Direction finding bearing (D/F), if your transmitter and receiver are both working.

- 3. Radar detection of triangular pattern or chaff drops.

- 4. Detection of transponder emergency code.

If you are not in communication with any FAA facility, go to 121.5 Mhz. If you have a receiver only, listen to 121.5 Mhz. If you have no radio and your situation is detected by radar, assistance will be sent to you as soon as possible.

Here are the four "Cs" which should be remembered and used when you are in trouble and have a working radio:

- 1. CONFESS—Admit that you have problems. Don't wait until the last minute.

- 2. COMMUNICATE—Communicating means more than just shouting for help. You probably will have to give the FAA facility some information such as identification, type aircraft, estimated fuel aboard, speed and heading.

- 3. CLIMB—if you can. Altitude increases VHF, radar, and D/F capability.

- 4. COMPLY—Follow the instructions of your ground contact. Help him to help you.

Instructions from the ground contact are meant to help you. If these instructions will put you into IFR conditions, advise the ground contact of this situation.

So, there you have it. There is help for you should you ever need it. Have a plan of action, but yet don't be afraid to ask for help should you become apprehensive about your situation.

As a matter of fact, on the next nice day why don't you ask for a radar approach or a D/F steer? If the work load is not too great for the controller, chances are he'll be glad to do it.

## ... FLYING NOTES ...

Most of the material on these two pages (pages 12 and 13), of interest to pilots, is supplied by the Directorate of Operations at CAP National Headquarters and is taken, in part, from FAA publications and directives.

## HOW FAR CAN YOU SEE?

It is of little value to a VFR pilot to know the visibility minimums which keep him legal if he has no means of estimating visibility in flight. The visibility reported to him by his FSS may not apply at all to the weather situation he encounters in a particular location en route. Is there anything he can do, other than guess blindly?

There is a simple trigonometric calculation which in most circumstances will give the VFR pilot a close approximation of his forward visibility. He can climb to a point where the ground is just barely visible over the nose of his airplane (obviously if this requires exceeding his ceiling he has no visibility problem). Each thousand feet of altitude above the ground will then roughly represent the number (or fraction) of miles of forward visibility he has.

The exact figure would vary, depending on the angle formed by the pilot's line of vision over the nose (cockpit cut off angle). This can easily be calculated while the aircraft is on the ground, and a suitable reference table established as follows:

- (1) Adjust the aircraft attitude as close as possible to the normal cruise pitch attitude.
- (2) Get in the pilot's seat and adjust it to the same position you would use in flight. Use your normal posture.
- (3) Measure the distance from the ground to your eye level.

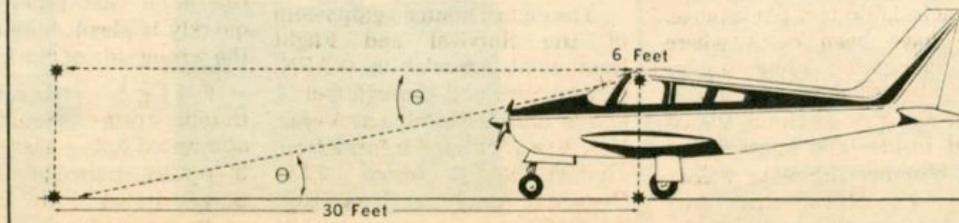
- (4) Look over the nose of the aircraft to the point where the ground is just visible. Measure this distance from directly under your eye position along the surface.
- (5) EXAMPLE: Eye height is 6 feet and ground distance is 30 feet.  $\frac{6}{30} = .20$  (.20 is the tangent value.)

- (6) Look for the tangent value closest to yours in the table below, and you will find the corresponding angle, which will be the cockpit cutoff angle for your aircraft. In this case, the closest value is .194, the angle is 11°, the visibility at 1,000 feet AGL is 5,150 feet.

Data provided by Bill Sullins, FAA, Southwest Region

FAA Aviation News

TANGENT VALUE	ANGLE	APPROX. VISIBILITY AT 1000' AGL	TANGENT VALUE	ANGLE	APPROX. VISIBILITY AT 1000' AGL
.052	3°	19,200 feet	.213	12°	4,710 "
.070	4°	14,280 "	.231	13°	4,320 "
.087	5°	11,500 "	.249	14°	4,010 "
.105	6°	9,530 "	.268	15°	3,730 "
.123	7°	8,130 "	.287	16°	3,480 "
.141	8°	7,090 "	.306	17°	3,270 "
.158	9°	6,330 "	.325	18°	3,070 "
.176	10°	5,750 "	.344	19°	2,910 "
.194	11°	5,150 "	.364	20°	2,750 "



SOURCES:  
"Private Pilot's Handbook of Aeronautical Knowledge," AC 61-23.  
"Flight Training Handbook," AC 61-21.  
"Instrument Flying Handbook," AC 61-27A.  
Advisory Circular 90-36 (5-22-68), "The Use of Chaff as An In-Flight Emergency Signal."  
VFR Pilot Exam-O-Grams No. 18, "Lost Procedures—Pilotage" and No. 19 "Emergency or Lost Procedures (Radio)."

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# President Lauds Official For Working With Youth

WASHINGTON, D.C.—Lt. Col. Charles X. Suraci, Jr., National Capital Wing's deputy commander, won a commendation from the President of the United States for his work in Civil Air Patrol recently and at the same time was notified that he also won the Community Leaders of America Award.

Colonel Suraci's name will appear in the 1971 edition of the Community Leaders of America. It is the second time he has been so honored thus becoming the only officer in the wing's history to achieve such distinction.

In a letter from the White House to Colonel Suraci, James Keogh, the President's special assistant, wrote:

"The President was pleased to learn of your outstanding contributions to the development of the Civil Air Patrol and he feels your many years of excellent work deserve the appreciation of all your fellow citizens. He sends you the enclosed certificate as a token of his respect for your service to our country and our youth in particular. It comes with his best wishes for the years ahead."

A veteran of 15 years in Civil Air Patrol, Colonel Suraci served in the Air Force during the Korean Conflict. He is a graduate of Washington, D.C. High School, the Pennsylvania Military College, Columbia Union College, National Academy of Broadcasting, the

Extension Course Institute's Officer course and founder of the Wheaton-Silver Springs Cadet Squadron.

He is the assistant transportation operations officer for the Harry Diamond Laboratory, Washington, D.C.

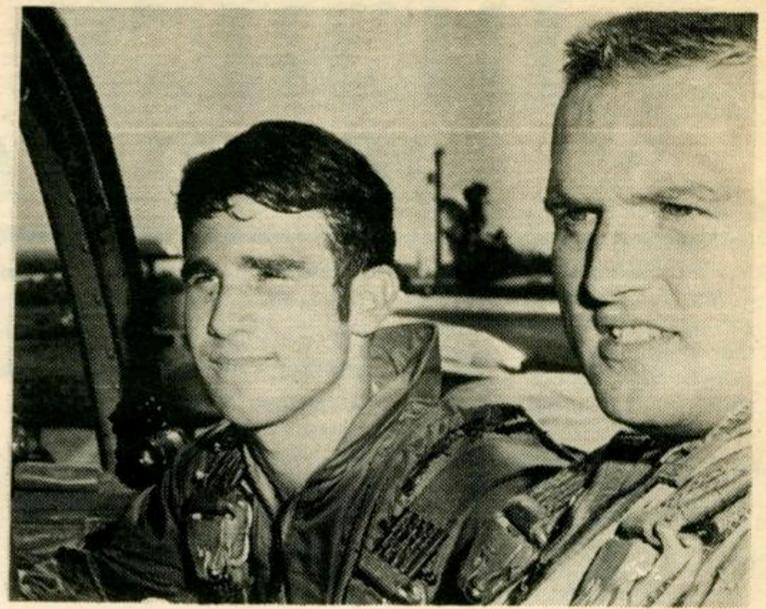
## Cadets Get Williams Jet Rides

WILLIAMS AFB, Ariz.—Fourteen cadets from throughout the western United States including Hawaii and Alaska visited Arizona recently for a familiarization tour of Air Force bases in the state.

In addition to comprehensive tours of facilities at Williams and Luke AFBs near Phoenix, the teenage aerospace enthusiasts also made a trip to the Gila Bend gunnery range in southern Arizona where they saw ordnance delivery demonstrations by five types of jet fighter aircraft the F-5 Freedom Fighter, F-4 Phantom, F-100 Super Sabre, F-101 Voodoo and A-7 Corsair.

Highlighting the tour was an orientation ride in jet training aircraft at Williams for two cadets. Cadet WO Roy Jardin of Kailua, Hawaii, flew in a Cessna T-37 aircraft piloted by Capt. Edward J. Rasimus and Cadet 2d. Lt. Michael R. Doyle of Tempe, flew in a Northrop T-38 Talon piloted by Capt. Charles L. Henn.

Sponsored by Civil Air Patrol and the United States Air Force, the familiarization tour for cadets representing nine western states was designed to give the cadets a first-hand look at day-to-day activities of military installations while giving them a taste of actual military life.



### Receives Jet Ride

Cadet WO Roy Jardin of Kailua, Hawaii, one of 14 CAP members visiting Williams AFB near Phoenix recently, returns from an orientation flight in a Cessna T-37 jet training aircraft. A senior at Kailua High School, he flew with Capt. Edward J. Rasimus, an instructor pilot at Williams and a veteran of 100 missions as an F-105 Thunderchief pilot over North Vietnam. (U.S. Air Force Photo by Sue Martinez)

## National Capital Cadets Hold Florida Encampment

HURLBURT FIELD, Fla.—One hundred and fifteen Civil Air Patrol members recently graduated from their annual summer encampment training here in July. The group of young men and women from the National Capital Wing were from the Washington, D.C., Virginia and Maryland areas.

Under Maj. William Potter's leadership, the cadets underwent Air Force training that will help them in their missions in their home units.

The group toured the tactical squadrons of the 1st Special Operations Wing and an Aerospace Defense Command missile squadron. The cadets also received mission demonstrations at the 4407th Combat Crew Training Squadron, the 317th Special Operations Squadron, the 547th Special Operations Training Squadron and 4751st Air Defense Squadron.

Within a week, they observed the training of A-1 attack fighter pilots by the 4407th, the preparation of a missile launch by the 4751st, advanced helicopter pilot training by the 317th and forward air control pilot training by the 457th.

While here, the cadets received instruction on military courtesy, Air Force customs and methods of operation, first aid and rescue and recovery operations. They also received training in communications, disaster relief and civil defense management. Flight training was also provided.



### Morning Ritual

Cadet Sgt. John Porter of the National Capital Wing shines his shoes before an early morning inspection at a CAP Summer Encampment at Hurlburt Field, Fla. He was one of 115 cadets in training at this Tactical Air Command's base in July. (U.S. Air Force Photo by Sgt. Tom Griffin)

## Cadet Enters USAF Academy With Honors

ENFIELD, Conn.—Cadet Capt. Thomas F. Hayden of the Enfield Squadron, Connecticut Wing, entered the Air Force Academy, June 29, with honors in the top 10 per cent of the new class. He earned the appointment in February because of his outstanding record and was nominated by Rep. Thomas Meskill.

Winner of the Applegarth Foundation Academic Scholarship award valued at \$1,000 annually for seven years, Hayden also received an appointment to West Point Military Academy but declined it on being accepted by the Air Force Academy.

Active in Civil Air Patrol more than three years, Hayden served two and a half years as a cadet commander. He attended the Jet Familiarization Course in Texas and won both Mitchell and Earhart awards during his tenure as cadet commander.

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# Sixty Cadets Graduate From Keesler Training

KEESLER AFB, Miss.—The group looked like a typical class of Air Force students here at the 3380th Technical School except its members seemed younger than the average airman and their uniform insignia was different.

All were members of Civil Air Patrol here for a two-week communications-electronics course under the CAP-USAF summer encampment training program.

In its second year of operation at Keesler, the program was designed to familiarize the cadet communications officers with the intricacies of Air Force communications while providing them additional training to

prepare them for missions with their home units.

Sixty CAP cadets from wings throughout the United States were selected for the course this year. All were at least 16 years old, communications officers, radio operators with their respective CAP units and actively engaged in CAP operational missions.

The selectees were airlifted here for two weeks of regimen slated July 12-25 or July 25-Aug. 8, that included technical, advanced and general military training similar to that received by the average Air Force technical student.

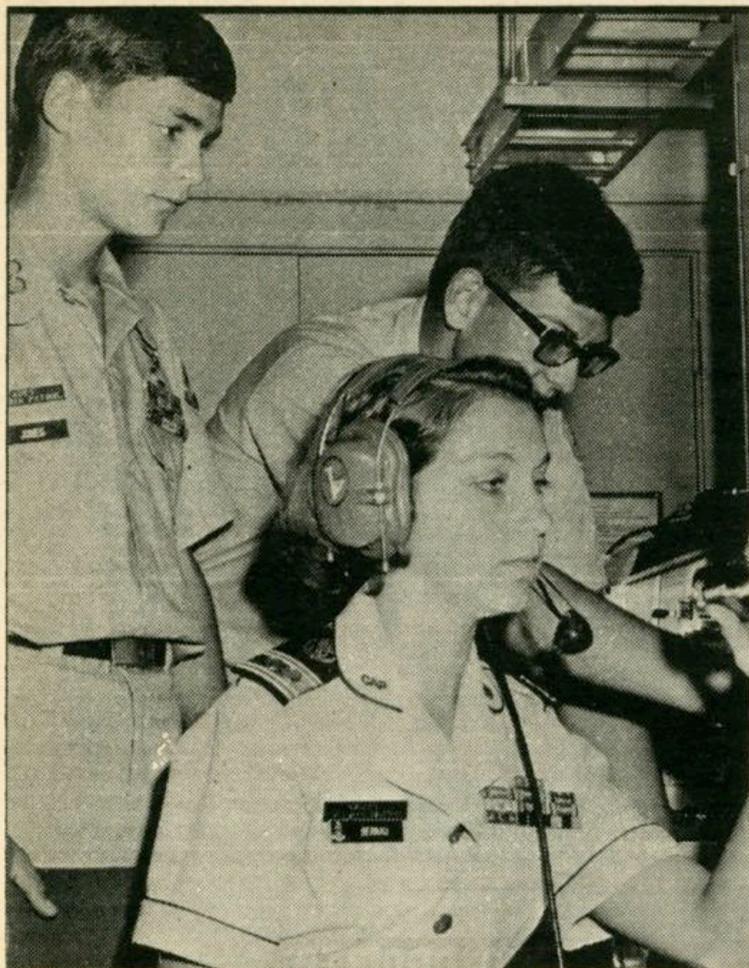
Senior advisors for the first group were Lt. Col. Peter C. Crasher, Indiana Wing's deputy for communications, his wife, Capt. Pamela K. Crasher, wing

net control, Air Force Reserve Lt. Col. Emmett Herring Jr., Capt. Florence M. Helsing, Long Beach Group deputy for materiel, and 2d Lt. Jeffrey A. Sterling, executive officer.

The cadets marched to and from classes in formation, underwent formal barracks inspection and participated in the physical conditioning program. They also received base tours and used the base recreational facilities including the theaters, swimming pools, bowling alleys and service clubs.

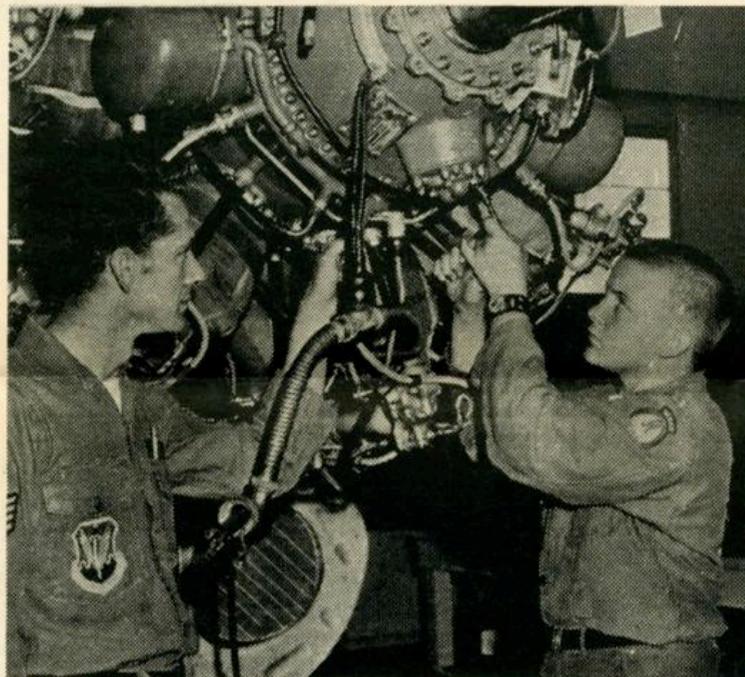
They toured the Electronics Principles and Computer Systems Departments, Air Traffic Control and Aircraft Warning and Control Branches where they received several classroom lectures and practiced frequency allocation and power.

At the end of the course, each was tested and critiqued on performance and received a certificate of completion from Brig. Gen. Richard N. Ellis, CAP's national commander, at a graduation banquet.



### Practice

Cadets practice "point-to-point" ground radio operative procedures for sending and receiving messages while attending a two-week communications-electronics course for Civil Air Patrol cadet communications officers at Keesler AFB, Miss. Engaged in the training session (from left) are Cadets 1st. Lts. Loring S. Jones III of Montgomery, Ala.; Kathryn L. Bernau of Long Beach, Calif. and 1st. Sgt. James R. Steed of Stuttgart, Ark. (U.S. Air Force Photo)



### Maintenance

SSgt. Vester Turner, 136th Air Refueling Wing, ANG, lets Cadet Larry W. Lawrence tighten the bolts on a KC-97L engine at a summer encampment at Hensley Field, Texas. (Air National Guard Photo)

## Air Guard Trains CAP At Summer Encampment

DALLAS, Texas—The hangars, shops and office of the 136th Air Refueling Wing/Group, Air National Guard, at Hensley Field bustled with youthful exuberance for two weeks in July as 40 Civil Air Patrol cadets and senior escorts held their summer encampment training here.

The program was initiated after it was learned that Air Force funding would limit the number of CAP cadets who would be able to attend summer encampment training this year.

Brig. Gen. Nowell O. Didear, 136th wing commander, and 1st. Lt. Lonnie Walden, Crusader Squadron commander, worked out a plan to enable the cadets to have their summer encampment on schedule.

The cadets arrived July 20 and were welcomed to the 136th Wing by General Didear.

Maj. Clyde Moore, 181st Air Refueling Squadron operations officer, presented an orientation briefing and led the cadets on a tour of the base. The cadets were then escorted around the various areas of operation and assigned to their billets. Male cadets were billeted in the hangar area while the girls lived in the wing headquarters area.

Cadets then reported to their respective training areas and briefed on their duties. The first day's activities ended with a swim in the pool at the Dallas Naval Air Station on the other side of Hensley Field.

The following day the program began in earnest and something happened that no one had expected as the cadets took

work like veterans and in no time were absorbed into the program under the direction of the Guard's technician.

The cadets, whose average age was 14, worked everywhere, helping tear down engines on KC-97Ls flown by the 136th, performed routine maintenance on vehicles in the motor pool, worked in supply, instruments and radio repair, flight simulators, operations and maintenance sections.

The Guardsmen were surprised, and impressed with the diligence, determination, skill and adaptability demonstrated by the cadets in their assigned tasks.

Highlight of the two-week encampment came when the youngsters were taken on an orientation flight on a KC-97L aircraft. The training helped the cadets to broaden their knowledge of the military in general and particularly the Air National Guard.

The two-weeks encampment training came to an end with the cadets being feted at a dinner in the mess hall of the 136th after which graduation certificates were presented to them. Parents and friends attended the graduation exercise.



### Hospital Workers

Cadets Pat Wathen (left) and Nancy Heath check blood slide samples while working with Air National Guard personnel in the 136th Tactical Hospital near Dallas, Texas. (Air National Guard Photo)

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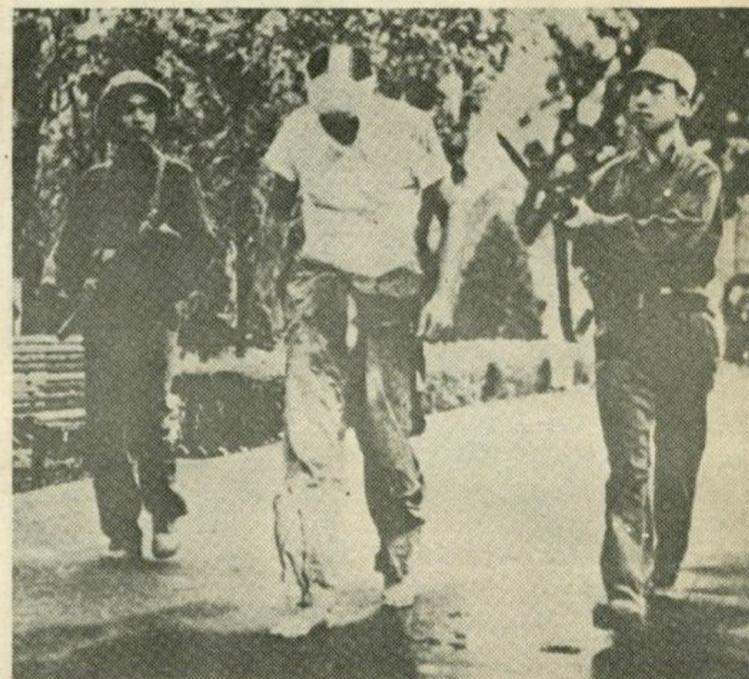
# Are You Concerned?



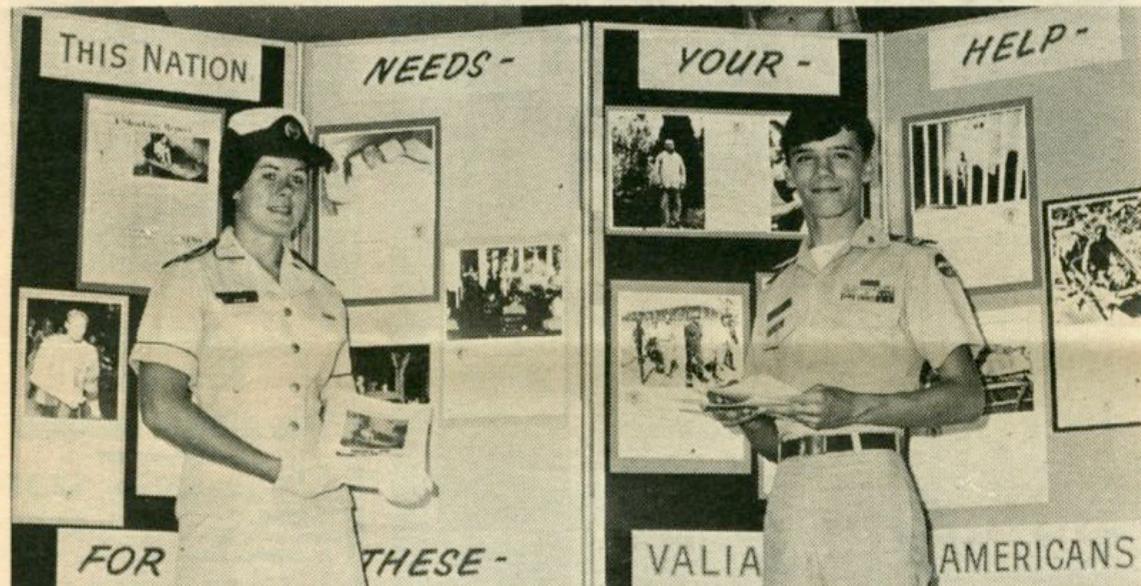
**PUBLIC HUMILIATION**—Although wounded, Air Force Capt. M. N. Jones is paraded through the streets as his captors display the captured American to the public. Notice the jeering crowd, probably urged on by the man with the bullhorn in cab of truck.

## Here Is What You Can Do!

1. Write your Congressmen—ask them to become more deeply involved in behalf of these missing men;
2. Encourage all Congressional candidates to publicly include the POW/MIA issue in their platforms this year;
3. Contact the news media and ask that they keep attention focused on this humanitarian issue;
4. Ask your neighbors, friends and members of civic clubs to write letters to world leaders and influential foreign newspapers requesting humanitarian treatment for these men.



**DEGRADATION-BRUTALITY**—Suffering from head wounds, wearing a tattered flight suit and walking without shoes, Lt. Col. J. L. Hughes is paraded through the streets of Hanoi by bayonet-wielding guards. This combination of mental and physical abuse is a clear violation of article 13 of the Geneva Convention.



**POW-MIA EXHIBIT**—Visitors to Civil Air Patrol's National Headquarters during the recent National Executive Committee meeting and working weekend were greeted by CAP Cadets at the POW-MIA exhibit. Here Cadet Lt. Joan Morse, Mobile, Ala., and Cadet Dean H. Chapman, Utica, N.Y., distribute literature on the "Prisoner-of-War" problem. (Air Force Photo by TSgt. Alvin Gurlaskie)



**SHOCKING MISTREATMENT**—This U.S. Navy Lieutenant—battered, bruised and with broken bones—is displayed for the benefit of visiting newsmen. A million words could not say more than this photograph about Hanoi's scandalous treatment of U.S. Prisoners of War.

## Where You Can Write

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## Resolution

MAXWELL AFB, Ala.—Delegates to Civil Air Patrol's National Executive Committee meeting here enthusiastically and unanimously adopted a resolution marshalling the organization's total personnel and resources behind America's efforts to make Hanoi aware that this nation cares about its Prisoners-of-War.

The decision came after top CAP-USAF officials and the organization's chief corporate officer presented a series of rapid fire and action-packed briefings on the POW-MIA tragedy.

The briefings were given by Air Force Brig. Gen. Richard N. Ellis, CAP's national commander, Brig. Gen. F. Ward Reilly, CAP's national board chairman and Col. Chester H. Bohart, CAP-USAF's vice commander and the organization's POW-MIA project officer.

Following is the resolution:

"That the Civil Air Patrol Corporation—collectively and individually—pursue all means to bring this shocking story to the American public.

"That the Civil Air Patrol Corporation formally denounce Hanoi's inhumane treatment of captured United States prisoners-of-war and their families by adoption of the following:

"WHEREAS, North Vietnam and its allies have classified hundreds of United States prisoners-of-war as criminals and are using this pretext to dishonor Hanoi's commitment to the 1949 Geneva Convention to which North Vietnam acceded on 28 December, 1957, and

"WHEREAS, North Vietnam and its allies have refused to release the names of the United States servicemen held as prisoners-of-war, causing untold anguish to families who do not know if their fathers, husbands and sons are dead or alive, and

"WHEREAS, North Vietnam and its allies are subjecting uniformed servicemen captured in battle to years of suffering, degradation, isolation, inadequate medical treatment and insufficient food, and

"WHEREAS, these hundreds of valiant United States servicemen have sacrificed their freedom, their health, and the peace of mind of themselves and their families in behalf of freedom for others, and

"WHEREAS, Civil Air Patrol, as the official auxiliary of the U.S. Air Force, is vitally concerned with the plight of these prisoners and those listed as missing in action, and

"WHEREAS, Civil Air Patrol has the means, the people, the desire and a congressionally sanctioned mission to help keep the American public informed of aerospace problems as well as progress,

"NOW, THEREFORE, be it resolved that the entire resources of Civil Air Patrol, in each of the fifty states, Puerto Rico and the District of Columbia, be publicly applied to bring pressure of world opinion upon North Vietnam to turn away from its inhuman practices which violate even the elementary rules of conduct among civilized people."